



A G E N D A

PLANNING COMMISSION

Don Daniels • Connie Coleman-Lacadie • James Guerrero
Ryan Pearson • Paul Wagemann • Phillip Combs

Wednesday, March 24, 2021

COVID-19 Meeting Notice: The Planning Commission will hold its scheduled meetings to ensure essential city functions continue. However, due to [Governor Inslee's Emergency Proclamation](#) 20-28 and its extensions, in-person attendance by members of the public in the Council Chambers at 6000 Main St. SW, Lakewood, WA will not be permitted on March 17, 2021.

Until further notice, residents can virtually attend Planning Commission meetings by watching them live on the city's YouTube channel: <https://www.youtube.com/user/cityoflakewoodwa>. Those who do not have access to YouTube can call in to listen by telephone at +1 (253) 215- 8782 and by entering Webinar ID: <https://us02web.zoom.us/j/94284602874#>

To participate in Public Comment and/or Public Hearing Testimony: Public Comments and Public Hearing Testimony will be accepted by mail, email or by live virtual comment. 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: 94284602874#** or by going online at <https://us02web.zoom.us/j/94284602874>. 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, 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/94284602874>), 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 February 17, 2021**
- 4. Agenda Updates**
- 5. Public Comments**
- 6. Public Hearings** None
- 7. Unfinished Business** None
- 8. New Business**
 - Discussion of 2021 Comprehensive Plan Amendments 2021-02, -03, -05, -07, -09, and -11
- 9. Reports from Staff & Commission Members & Council Liaison**
 - City Council Updates/Actions
 - Written Communications
 - Future Agenda Topics
 - Regional Planning/Land Use Updates

Enclosures

1. Draft Meeting Minutes from February 17, 2021
2. Staff Report on Comprehensive Plan Amendments 2021-02, -03, -05, -07, -09, and -11

Members Only

Please email kdevereaux@cityoflakewood.us or call Karen Devereaux at 253.983.7767 no later than Tuesday, March 23, 2021 at noon if you are unable to attend. Thank you.



**PLANNING COMMISSION
REGULAR MEETING MINUTES
February 17, 2021
Zoom Meeting
6000 Main Street SW
Lakewood, WA 98499**

Call to Order

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

Roll Call

Planning Commission Members Present: Donne Daniels, Chair; Connie Coleman-Lacadie, Paul Wagemann, James Guerrero, Nancy Hudson-Echols, Ryan Pearson and Phillip Combs

Planning Commission Members Excused: None

Commission Members Absent: None

Staff Present: Dave Bugher, Assistant City Manager for Development Services; Tiffany Speir, Long Range & Strategic Planning Manager; and Karen Devereaux, Administrative Assistant
Council Liaison: None

Approval of Minutes

The minutes of the meeting held on February 3, 2021 were approved as written by voice vote M/S/C Wagemann/Combs. The motion passed unanimously, 7 - 0.

Agenda Updates

None

Guest Attendees

Members of the City's Community Services Advisory Board (CSAB) John Mayfield, Sara Yamamoto, and Edith Owen-Wallace attended the Commission meeting to hear the 2020 Annual Housing Report presentation.

Public Comments

This meeting was held virtually to comply with Governor Inslee's Emergency Proclamations 20-28 and its addendums. Citizens were encouraged to virtually attend and to provide written comments prior to the meeting. No public comments were received.

Public Hearings

None

Unfinished Business

None

New Business

Annual Housing Report

Mr. Bugher presented the Lakewood 2020 Annual Housing Report that included the following topics: Housing and Urban Development (HUD) overview of current housing in the Tacoma-Lakewood area; Rents in Lakewood and surrounding communities; Lakewood's housing production in 2020; Recap of the City's CDBG/HOME Housing Programs; Annual report on the Rental Housing and Safety Program RHSP); Recap of "The State of Affordable Housing in Pierce County 2020", and closing thoughts on what to expect for the remainder of 2021.

Proposed Comprehensive Plan Amendment 2021-01: Energy & Climate Change Chapter

Mr. Bugher presented the purpose of the preliminary draft Energy & Climate Change Chapter, which discusses impacts from COVID-19, climate change impacts to Washington and Lakewood, climate change advantages and challenges for Lakewood, local energy generation and use, and citywide current and projected GHG emissions and reductions.

If adopted, the Energy & Climate Change Chapter would replace the current Comprehensive Plan Sustainability Chapter. Since Lakewood is not a “full service city” (i.e., it does not own or operate the water, sewer or power utilities - Lakewood’s energy utilities are operated by either public or private agencies, water is provided by the Lakewood Water District, and public sewer is provided by Pierce County), data was difficult to gather on Lakewood’s share of the region’s greenhouse gas (GHG) emissions; the draft chapter uses an extrapolation of data gleaned from a 2015 report prepared by the Puget Sound Clean Air Agency.

Report from Council Liaison

None.

Reports from Commission Members and Staff

Future Planning Commission Agenda Topics

March 24:

- Review of proposed 2021 Comprehensive Plan amendments 2021-02, -03, -05, -07, -09 and -11

April 7:

- Review of Comprehensive Plan Amendments 2021-01, -04, -06, -08, and -10
- 2020 Shoreline Restoration Report

April 21:

- 2021 Comprehensive Plan Amendment Package Public Hearing
- Six Year Transportation Improvement Program 2022-2027

Regional Planning Land Use Updates

None

Other

None

Next Regular Meeting: The next regular meeting would be held on March 24, 2021.
(The March 3, 2021 meeting was cancelled and the March 17 meeting was rescheduled.)

Meeting Adjourned at 7:55 p.m.

Don Daniels, Chair
Planning Commission 03/24/2021

Karen Devereaux, Recording Secretary
Planning Commission 03/24/2021



TO: Planning Commission
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
DATE: March 24, 2021
SUBJECT: 2021 Comprehensive Plan Map and Text Amendments 2021-01, -02, -03, -05, -07, and -09

ATTACHMENT A: Draft Amendments, SEPA Analyses and CEDD Recommendations

BACKGROUND

In December 2020, the City Council adopted Resolution 2020-15 to establish the docket of 2021 Comprehensive Plan amendments; this docket was amended by Council action in February 2021 via Resolution 2021-02.

Included below is a summary of proposed amendments 2021-01, -02, -03, -05, -07, and -09, and CEDD's recommendations; the full language of the amendments and the CEDD's SEPA analyses follow in **Attachment A**. Proposed amendments 2021-04, -06, -08, -10, and -11, as well as the SEPA analysis CEDD's recommendations for each, will be presented to the Planning Commission at its next meeting.

SUMMARY OF CEDD RECOMMENDATIONS

2021-01 Replacement of Comprehensive Plan Sustainability Chapter with an Energy and Climate Change Chapter

CEDD Recommendation: Approval

2021-02 Updates to reflect 2020 rezone of certain Springbrook parcels to Industrial Business Park (IBP) Zone

CEDD Recommendation: Approval

2021-03 Updates to reflect adoption of 2020 City Parks Legacy Plan

CEDD Recommendation: Approval

2021-05 Updates related to Western State Hospital (WSH) and Public and Semi-Public Institutional Uses

CEDD Recommendation: Defer to 2022 Comprehensive Plan amendment cycle.

2021-07 Updates related to establishing a new industrial Center of Local Importance (CoLI) and removing existing CoLIs 4 (Industrial Business Park/Clover Park Technical College) and 5 (South Tacoma Way.)

City Council Action via Resolution 2021-02: Remove 2021-07 from 2021 Docket; no direction to include it in future Comprehensive Plan amendment cycles.

2021-09 Text amendments to Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.

CEDD Recommendation: Approval

ATTACHMENT A
Proposed Comprehensive Plan Amendments 2021-01, 02, -03, -05, -07, and -09;
SEPA analyses; CEDD's Recommendations

**2021-01 Replacement of Comprehensive Plan Sustainability Chapter with an Energy and
Climate Change Chapter**

Energy & Climate Change

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ACRONYMS

COVID-19	Coronavirus Disease 2019
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
EPA	Environmental Protection Agency
GHG	Greenhouse gas, limited to CO ₂ , CH ₄ , N ₂ O, and fugitive gases
LKVW	Lakeview Light and Power
MgCO ₂ e	Metric tons of carbon dioxide equivalent
MWH	Megawatt-hour (1,000 kilowatt-hours)
NLCD	National Land Cover Database
PSE	Puget Sound Energy
TP	Tacoma Power
WDOC	Washington Department of Commerce
WDOT	Washington Department of Transportation
WDOTR	Washington Department of Transportation – Rail Division
VMT	Vehicle Miles Traveled

It is increasingly evident that there are dramatic relationships between greenhouse gas emissions and local transportation and land use patterns. Lakewood has opportunities to build higher density, mixed-use projects around existing public transit infrastructure, schools, parks and neighborhoods. Energy efficiency and sustainability can be further enhanced by incorporating green materials and construction practices into buildings and streetscape improvements. Sustainable development concepts such as natural resource conservation, transit-oriented development, multimodal transportation access and the encouragement of green building are integrated throughout this Chapter.



- Describes potential climate change impacts, energy use and greenhouse gas emissions;
- Highlights key findings and recommendations;
- Defines goals for energy and climate change;
- Identifies policies and implementing tasks to address energy and climate change needs; and
- Provides a summary table identifying lead responsibilities for each implementing task.

This chapter examines how the City’s policies will affect energy consumption and determines what measures can be implemented to reduce greenhouse gas emissions to state required levels. The chapter provides policy direction for conserving energy resources and responding to climate change. Broadly framed goals address energy conservation, renewable energy generation and use, and sustainable and responsible community revitalization. More specifically, policies and implementing tasks are designed to: provide leadership to manage climate change; promote clean and efficient transportation options; encourage sustainable and efficient energy systems; promote sustainable development; support community revitalization; and build a climate-resilient community.

What is Climate Change?

A balance of naturally occurring gases dispersed in the atmosphere determines the Earth's climate by trapping solar radiation. This phenomenon is known as the "greenhouse effect." Modern human activity, most notably the burning of fossil fuels for transportation and electricity generation, introduces large amounts of carbon dioxide and other gases into the atmosphere. Reductions in the planet's forested regions where greenhouse gases are stored is also a major contributor to the increasing greenhouse effect. Collectively, these gases intensify the natural greenhouse effect, causing global average surface temperature to rise, which in turn affects global climate patterns.

Renewable Energy Today

Fossil fuels are the primary source of energy in America today. The transportation sector is the single largest consumer of fossil fuels, followed by buildings which use large amounts of energy for lighting, heating and cooling. In addition to growing global, national and local concern over potential impacts of fossil fuel use and their impacts on overall environmental health, there is also widespread uncertainty about the availability and cost of energy.

As the cost of fossil fuel increases, alternatives to private automobiles will become more economically viable. The market for renewable energy is growing each year. Increased greenhouse gas emissions (GHGs), especially CO₂ from the use of fossil fuels for energy generation, the dwindling existence of fossil fuel coupled with its high costs, are fueling the renewable energy market.

However, the generation of energy from renewable sources requires very large capital investments.

For the first time ever, in April 2019, this country's renewable energy outpaced coal by providing 23 percent of US power generation, compared to coal's 20 percent share.ⁱ In the first half of 2019, wind and solar together accounted for approximately 50 percent of total US renewable electricity generation, displacing hydroelectric power's dominance.

Declining costs and rising capacity factors of renewable energy sources, along with increased competitiveness of battery storage, drove growth in 2019. In the first half of the year, leveled

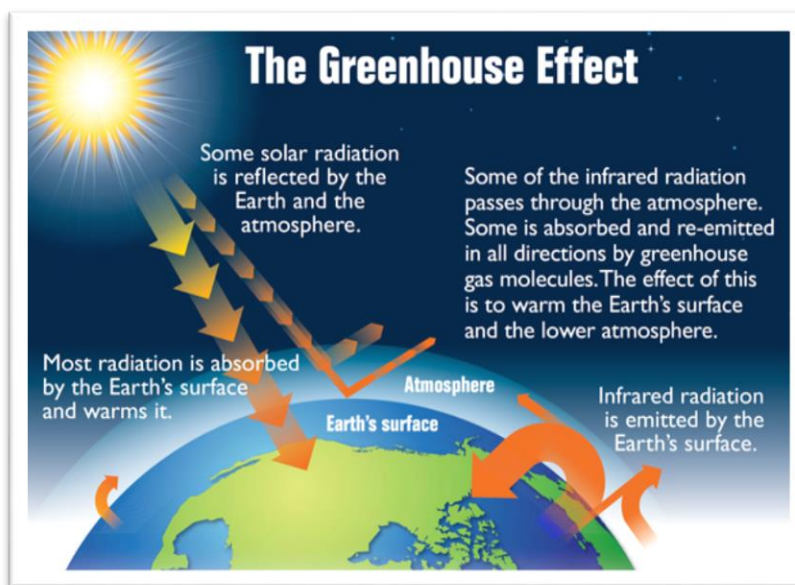


Figure 2 (EPA 2012)

cost of onshore wind and utility-scale solar declined by 10 percent and 18 percent, respectively, while offshore wind took a 24 percent dip.ⁱⁱ The greatest decline was in lithium-ion battery storage, which fell 35 percent during the same period.ⁱⁱⁱ This steady decline of prices for battery storage has begun to add value to renewables, making intermittent wind and solar increasingly competitive with traditional, “dispatchable” energy sources.

The renewable energy sector saw significant demand from most market segments as overall consumer sentiment remained positive. Renewable energy consumption by residential and commercial customers increased 6 percent and 5 percent, respectively, while industrial consumption declined slightly, by 3 percent, through June 2019 compared with the previous year.^{iv} As in 2018, US corporate renewable energy contracts once again hit new levels, as corporations signed power purchase agreements (PPAs) for 5.9 gigawatts (GW) of renewable energy in the first half of 2019.^v

Potential Impacts of Climate Change

The Intergovernmental Panel on Climate Change findings confirm that human activities are the primary cause of climate change.^{vi} Climate impacts can be difficult to observe in part because changes occur slowly over many years.

Scientists expect changing temperatures to result in: disruption of ecosystems; more frequent and damaging storms accompanied by flooding and landslides; increases in the number and severity of heat waves; extended water shortages as a result of reduced snow pack; increased likelihood of wildfires; and disturbance of wildlife habitats and agricultural activities.

Climate Change in the Pacific Northwest^{vii}

By the 2020s, the average temperatures could be higher than most of those experienced during the 20th Century. Seasonally, the Pacific Northwest will experience warming in summer and winter.

Slight changes in summer and winter precipitation are anticipated. Changes in summer precipitation are less certain than changes in winter precipitation. Future years are projected to continue to swing between relatively wet and dry conditions, making it likely that the change due to climate change will be difficult to notice.

There has been an observed increase in the variability of average winter (October-March) season precipitation since 1973 for the Pacific Northwest, but no information on changes at smaller time scales (monthly, daily changes). The cause of this change is unknown. Heavy rainstorms are expected to increase globally; whether they do in the Pacific Northwest will be related to where and how the storm track moves in the future – it could increase, decrease, or stay the same.

Sea levels will increase globally, but there is much uncertainty in the specific amount of increase and how it will vary by location. Coupled with sea level rise, there could also be land subsidence.

Any changes in windstorms are unknown.

Climate Change Impacts to Washington

The United States

Environmental Protection Agency (EPA) published a synopsis of the impacts that climate change could have on Washington.

Over the past century, most of Washington State has warmed one to two degrees (F). Glaciers are retreating, the snowpack is melting earlier in the year, and the flow of meltwater into streams during summer is declining. In the coming decades, coastal waters will become more acidic, streams will be warmer, populations of several fish species will decline, and wildfires may be more common.

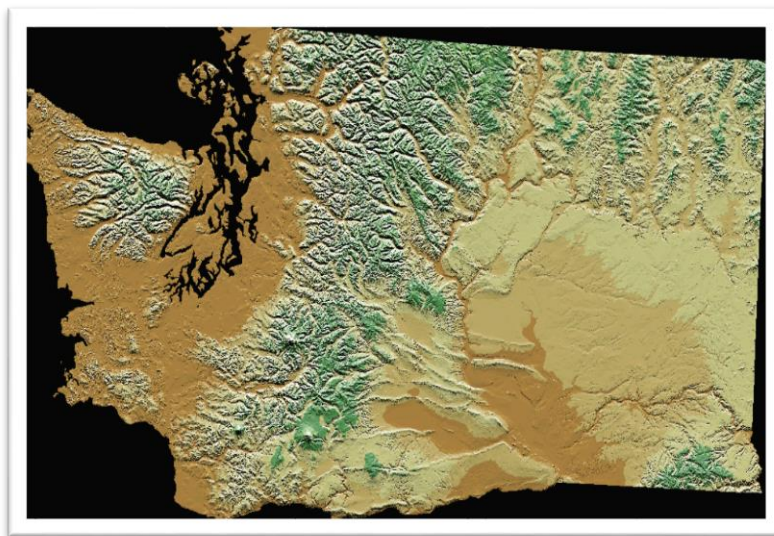


Figure 3(Unknown

Sea level rise will threaten coastal development and ecosystems. Erosion will threaten homes and public property along the shore. Increased flooding could threaten wastewater treatment plants, ferry terminals, highways, and railroads along Puget Sound.

Mudflats, marshes, and other tidal wetlands provide habitat for birds and fish. As water levels rise, wetlands may be submerged or squeezed between the rising sea and structures built to protect coastal development.

Three thousand glaciers cover about 170 square miles of mountains in Washington, but that area is decreasing in response to warmer temperatures.

The flows of water in rivers and streams are increasing during late winter and early spring but decreasing during summer. Warmer winters have reduced average snowpack in Washington by 20 percent since 1950. The snowpack is now melting a few weeks earlier than during the 20th century, and, by 2050, it is likely to melt three to four weeks earlier. Decreasing snowpack means there will be less water flowing through streams during summer. Moreover, rising temperatures increase the rate at which water evaporates (or transpires) into the air from soils and plants. More evaporation means that less water will drain from the ground into rivers and streams.

Declining snow and streamflow would harm some economic sectors and aquatic ecosystems. Less snow means a shorter season for skiing and other winter recreation. Water temperatures

will rise, which would hurt Chinook and sockeye salmon in the interior Columbia River Basin. The combination of warmer water and lower flows would threaten salmon, steelhead, and trout. Lower flows would also mean less hydroelectric power.

Climate change is likely to more than double the area in the Northwest burned by forest fires during an average year by the end of the 21st century. Higher temperatures and a lack of water can also make trees more susceptible to pests and disease, and trees damaged or killed burn more readily than living trees. Changing climate is likely to increase the area of pine forests in the Northwest infested with mountain pine beetles over the next few decades. Pine beetles and wildfires are each likely to decrease timber harvests. Increasing wildfires also threaten homes and pollute the air.

The changing climate will affect Washington's agricultural sector, particularly fruits and vegetables, which often require irrigation. Because streams rather than ground water provide most of Washington's irrigation water, the expected decline in streamflow would reduce the water available for irrigation. About two-thirds of the nation's apples come from Washington, and most are grown east of the Cascade Mountains where the dry climate requires irrigation. The Washington Department of Ecology is concerned that yields of apples and cherries may decline in the Yakima River Basin as water becomes less available. Alfalfa, potato, and wheat farmers also require substantial irrigation.

Climate Change Impacts to Pierce County

Pierce County's climate change impacts mirror many of the impacts associated with Washington State.

Sea levels, depending on future global trends in greenhouse gas emissions and glacial melt rates, are anticipated to rise by up to 6 inches by 2030; up to 15 inches by 2050; and up to 57 inches by 2100.

Ocean acidity is projected to increase 38–109 percent by 2100 relative to 2005 levels. Corrosive conditions are particularly of concern to the shellfish industry in Puget Sound, which depends on good water quality to grow oysters, clams and mussels.

Stream temperatures in the Pacific Northwest are projected to increase by 3°F by 2080. Warmer water temperatures will also result in more lake closures and could be lethal to salmonids and other aquatic species.

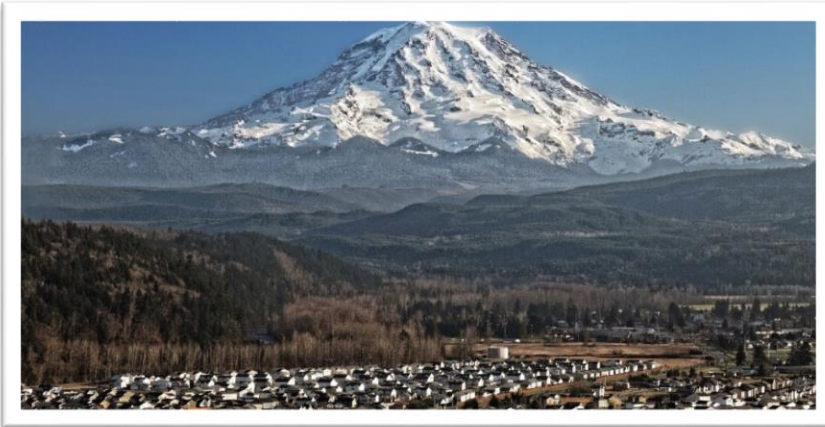


Figure 4 (*Pierce County*)

Current trends indicate that Mount Rainier's glaciers - and other sources contributing to summertime stream flows and sedimentation in Puget Sound watersheds - will continue to melt as temperatures warm. In all years between 2003 and 2009, there has been a net melting of the Emmons and Nisqually Glaciers between 0.5- and 2.0-

meters water equivalent.

Extreme heat events will become more frequent while extreme cold events will become less frequent. Wildfires are expected to become more common as temperatures rise and less rain falls during summer months.

Landslides are expected to become more common in winter and spring due to projected increases in extreme precipitation events and increasing winter precipitation, particularly in areas most prone to present-day landslides.

Flood risk is projected to increase during the fall and winter seasons as warmer temperatures cause more precipitation to fall as rain over a larger portion of the basin. Eight of the top ten peak floods have been recorded since 2006. Less snowmelt will cause the lowest flows to become lower in the summer months.

For rivers originating on Mount Rainier, including the Puyallup, White, Nisqually, and Carbon Rivers, sediment loads are expected to increase, further contributing to flood risk, as declining snowpack and glacial recession expose more unconsolidated soils to rain, flood flows, and disturbance events.

Total annual precipitation in the Pacific Northwest is not projected to change substantially, but heavy rainfall may be more frequent and intense, and summer precipitation may decrease. More rain and less snow will fall in the winter.

Climate Change Impacts to Lakewood

Local impacts are not definitive, but Lakewood could experience:

1. Changes to local weather patterns leading to more frequent peak storm events;
2. Rising Puget Sound water levels which could influence Chambers Creek Dam at high tides and eventually lead to overtopping;
3. Areas with steep slopes, such as Chambers Creek Canyon, with heavy rainfall events, could lead to increased landslides.

4. Increased flood risk in the Clover Creek watershed; rising flood waters could impact I-5 between Highway 512 and Bridgeport Way;
5. Additional pollutant loading from peak storm events and higher summer temperatures are likely to make existing water quality issues in the City's numerous lakes and streams worse (expect depleted oxygen levels and more algae bloom events); and
6. Potential for fires in Fort Steilacoom Park, the open space areas behind Western State Hospital, JBLM lands adjacent to the city limits, and vacant lands within the I-5 and Highway 512 Corridors. Loss of vegetation and impacts to air quality are at risk.

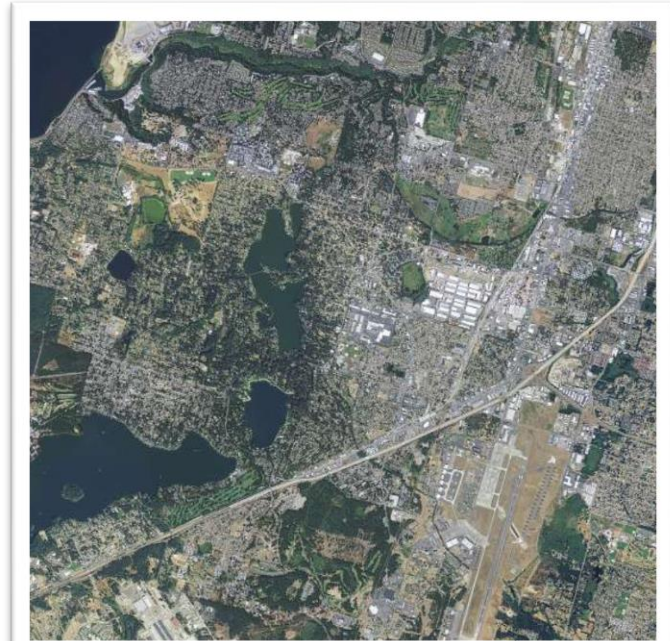


Figure 5 (LANDSAT)

Lakewood Climate Change Advantages and Challenges

Lakewood has advantages and challenges as it prepares for climate change.

Advantages	Challenges
<p>Climate: Lakewood's moderate climate means lower heating and cooling demands than other areas in the nation and globally.</p> <p>Access to hydroelectric power: Two of the three power companies that serve Lakewood receive power from hydroelectric plants.</p> <p>Infill Potential: Several underutilized parcels provide opportunities to develop walkable, mixed-use environments to meet resident's needs.</p> <p>Transportation: Residents have convenient access to transportation alternatives. Pierce Transit provides several bus routes connecting Lakewood</p>	<p>Lakewood is a relatively new city: Upon incorporation in 1996, Lakewood faced many challenges in providing basic municipal services. Climate change policy was not a priority. However, as the city has matured, it is now beginning to examine climate change and its impacts upon the city and region.</p> <p>Older housing stock: Even though Lakewood incorporated in 1996, as a community, it has been around for over 100 years. Lakewood is primarily a suburb of Tacoma. Much of the housing stock is older and likely needs substantial upgrades to improve energy conservation.</p> <p>Location: Employment centers are primarily found in Tacoma and the Seattle-Metro area,</p>

<p>to other parts of Pierce County. Sound Transit provides regular bus transportation to Sea-Tac International Airport, in addition to a commuter rail station. Two transit stations and two park-and-rides are in the city.</p> <p>Recently revised land use regulations: Lakewood has adopted a Downtown Subarea Plan. A second subarea plan is under preparation for the Lakewood Station District.</p> <p>Adopted non-motorized transportation plan: The plan provides a comprehensive plan to enhance the Lakewood urban area pedestrian and bicycle systems. This effort was initiated by the City to address long range transportation goals and policies. Originally adopted in 2009, the plan should be updated to better reflect many land policies changes that have occurred in the past 10-years.</p> <p>Adopted complete streets policy: The City adopted an ordinance in 2016 recognizing transit, bicycling, and walking as fundamental modes of transportation are of equal importance to that of passenger vehicles. This led to the City reconstructing Motor Avenue SW into a complete street.</p> <p>Promoting energy conservation: The City has already installed LED lighting for all streetlights (2,372) and all traffic signals (69).</p> <p>Open space protections: City has taken action to protect and preserve open spaces both on private and public properties. A review of the National Land Coverage Database, between 2001 and 2016, shows no net loss in open space. City has also been active in expanding parks.</p>	<p>requiring reliance upon transportation to get to work. Twenty-one percent of resident's commute to Tacoma, and 19 percent to the Seattle-Metro area. About 79 percent use single occupant vehicles, 10 percent use carpool, and five percent use public transit. Average commute distance is 26.4 miles^{viii}. Commute trips are significant factors that increase CO2 production.</p> <p>Lack of a street network: A very limited grid street network is found in the City's older neighborhoods, namely Tillicum, and Lakeview. This creates access issues and requires additional vehicle miles traveled to reach destinations and can discourage walking or biking alternatives.</p> <p>Lack of street infrastructure: Even though it is an urban community, much of Lakewood lacks curbs gutters, and sidewalks. While the city has taken steps to improve the situation, current conditions make it difficult to promote walkability when many of the basic services are non-existent.</p> <p>Transportation: The community lacks a bus rapid transit system. Sound Transit commuter service is limited.</p> <p>Underlying land use patterns: Current land use patterns were established by Pierce County. The county's zoning followed very basic principles. It did not offer much protection from incompatible uses. The county zoning promoted strip commercial development and auto-dependent uses.</p> <p>Lakewood is not a full-service city: Water is provided by the Lakewood Water District. Sewer is provided by Pierce County Utilities. Waste collection is provided under contract with Waste Management Services. Power is provided by three different power purveyors, Puget Sound Energy, Tacoma Power, and Lakeview Light and Power, a mutual non-</p>
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<p>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.</p> <p>Floodplain protections: The City updated its floodplain regulations creating an overlay zone and new development standards.</p> <p>Shoreline Master Program (SMP): SMP regulations restrict development in areas buffering water bodies, streams, or wetlands.</p>	<p>profit company. The City does not control these agencies.</p>
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Figure 6 (Unknown source)

COVID-19 Impacts

COVID-19 has increased teleworking opportunities for employees which has decreased greenhouse gas emissions from commuting. New estimates based on people's movements suggest that global greenhouse gas emissions fell roughly 10 to 30 percent, on average, during April 2020 as people and businesses reduced activity^{ix}. Highway traffic is down 17 percent in Washington State; Pierce Transit has seen a dramatic reduction in ridership, in some cases depending on the day, as much as 70 percent^x. Employees

have adjusted to using virtual platforms for note taking, document sharing and more. Ensuring all employees have the proper resources and training on paperless tools will aid in reaching reduction goals.

The overall impact COVID-19 has on GHG emissions is unknown but will be assessed once the pandemic is over.

Citywide Greenhouse Gas Emissions

Greenhouse Gas (GHG) Inventories are developed to determine the amount of GHG emissions that are generated in a community. Although GHG emissions are created both inside the community and outside the community (i.e. driving on I-5 creates direct GHG emissions in the area of travel, while the manufacturing of the car outside the area also created GHG emissions), the majority of jurisdictions complete GHG emission inventories for just the emissions created in the community.

The City is currently in the process of completing a full GHG emission inventory for Lakewood GHG emissions. Having an updated GHG emission inventory will be essential to determining City priorities and measuring success for emission reductions. In the meantime, however, this analysis provides a 2015 baseline of Lakewood's GHG emissions based on information derived from the Puget Sound Clean Air Agency Greenhouse Gas Emission Inventory. Table 1 provides the approximate metric tons of carbon dioxide equivalent (MgCO₂e) by emission type. In 2015, Lakewood's industries, businesses and residents generated **about 450,000 MgCO₂e¹**.

Other highlights include:

- The transportation greenhouse gas component was the largest source of community emissions (37%), followed by industrial users (23%), and residential users (20%).
- Greenhouse gas emissions from Lakewood residences account for a substantial percentage of the City's total emissions. In 2015, Lakewood residents produced about 92,000 MgCO₂e, primarily from the use of natural gas, and PSE electricity generated from coal-fired plants.
- Combined, commercial/industrial sector GHG emissions are equal to that of transportation.
- Transportation is the largest single source of greenhouse gas emissions in Lakewood. A good portion of the emissions can be attributed to trips generated on Interstate 5 and State Highway 512 which pass through Lakewood. Lakewood is a bedroom community for Pierce County, King County, and Thurston County. Prior to COVID-19, around 16,400 persons commuted away from Lakewood during the workday. Commuting patterns show that 79% use single occupant vehicles, 10% carpool, and 5% use public transit.

Table 1 Lakewood GHG Emissions in 2015		
Emission-Type	City of Lakewood 2015 Emissions (MgCO₂e)	Percent of Total
On-Road Vehicles	164,637	37%
Industrial Built Environment	104,908	23%
Commercial Built Environment	64,816	14%

¹ What is a metric ton of CO₂e? 1 metric ton = 1,000 kilograms = 2,205 pounds. For Lakewood, 448,787 MgCO₂e equals 989,575,335 pounds of carbon dioxide equivalent annually. The EPA estimates that 1 metric ton of CO₂e is produced by driving from San Francisco to Atlanta in an average car. Put another way, a commuter driving from Lakewood to Seattle and returning to Lakewood continuously (79.8 miles round trip), over a one--month period, would generate about 1 metric ton of CO₂e.

Table 1 Lakewood GHG Emissions in 2015		
Emission-Type	City of Lakewood 2015 Emissions (MgCO₂e)	Percent of Total
Residential Built Environment	91,614	20%
Solid Waste	15,290	3%
Wastewater	3,140	<1%
Freight & Passenger Rail	3,301	<1%
Off-Road Vehicles & other Mobile Equipment	488	<1%
Other	593	<1%
Total	448,787	

Source: 2015 Puget Sound Clean Air Agency Greenhouse Gas Emission Inventory scaled to City of Lakewood

Washington State GHG Emission Reduction Standards

In 2020, the state amended its Revised Code of Washington (RCW) establishing new standards for GHG reductions. This amendment was in response to a report prepared by the Washington Department of Ecology in 2019 which has set standards for emission reductions. Under RCW 70A.45.020, the revised reduction schedule now has more restrictive standards:

Washington State – current	Reduce GHG emissions to 1990 levels by 2020
	Reduce GHG emissions by 45% below 1990 by 2030
	Reduce GHG emissions by 70% below 1990 by 2040
	Reduce GHG emissions by 95% below 1990 (net zero) by 2050

Utilizing the extrapolated data from Puget Sound Air Agency, in 1990, Lakewood's estimated GHG was 384,860 MgCO₂e. Using RCW 70A.45.020, Lakewood's projected GHG targets are as follows:

45% below 1990 by 2030:	211,673 MgCO ₂ e
70% below 1990 by 2040:	115,458 MgCO ₂ e
95% below 1990 by 2050:	19,243 MgCO ₂ e

Utilizing the 2015 Puget Sound Clean Air Agency Greenhouse Gas Emission Inventory, provided above in Table 1, the City of Lakewood GHG emissions totaled approximately 448,787 MgCO₂e. The City would need to reduce the emissions by 237,114 MgCO₂e to meet the 2030 GHG emission standards. As stated above, the City is developing a complete GHG emission inventory that will provide a more detailed analysis of current city emissions to better understand current emissions and compare with future changes.

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What does this mean? These target numbers are very aggressive. Lakewood’s ability to meet these numbers is unlikely given that the City is not full-service and does not control the decisions and efforts of the service providers. Almost all the utilities that serve Lakewood are provided by outside purveyors where the City has limited authority to affect changes in energy and waste management. In Lakewood’s situation, the means to reduce GHG emissions is through cooperative agreements with utility providers, tightened sustainability regulations, promoting intermodal and public transportation, community education and outreach, the introduction of electric vehicles and hybrids into the City’s fleet system, energy conservation, and efforts to enhance carbon sinking.

Other ways to reduce GHG emissions is through the conversion of PSE electric power to renewable energy resources, a dramatic reduction in vehicle miles driven (VMT), and the conversion of internal combustion vehicles to electric vehicles – all three of these proposals are beyond Lakewood’s legislative authority.

Lakewood Energy Generation and Use

As provided in Table 1 above, approximately 57% of the city’s 2015 emissions came from Residential, Commercial, and Industrial Built Environment. Changes to fuel sources can have significant impact to the City’s GHG emissions.

In the Puget Sound, buildings are most often heated by natural gas and electricity and illuminated by electricity produced by a fuel mix that includes natural gas, nuclear energy, hydroelectric power and renewable energy sources. There are three primary suppliers of energy in Lakewood: Lakeview Light and Power, a member-owned mutual cooperative; Puget Sound Energy, an investor-owned utility; and Tacoma Power, a public utility. Figure 7 shows the boundaries of each of the utility providers within Lakewood.

Table 2 provides information on the utility fuel mix of each of the three utility providers for 2015 and 2019.

In 2015, Lakeview Light and Power and Tacoma Power provided around 88 percent of their power from hydroelectric sources. Puget Sound Energy used a different fuel mix including coal, 37 percent; hydroelectric power, 28 percent; natural gas, 30 percent; and wind, 4 percent. In 2019, Lakeview Light and Power and Tacoma Power provided around 82 percent of their power from hydroelectric sources. Puget Sound Energy used a different fuel mix including coal, 32 percent; hydroelectric power, 17 percent; natural gas, 28 percent; and wind, 8 percent. There were slight changes in the utility fuel mix in favor of renewable sources.

In 2019, the Washington Legislature and governor adopted the Washington Clean Energy Transformation Act, requiring the state's electric utilities to fully transition to clean, renewable power by 2045.

Washington's investor-owned utilities, such as Puget Sound Energy, must develop and implement plans to reduce carbon emissions or pay penalties for failing to meet requirements. The Washington State Utilities and Transportation Commission is in the process of developing programs and rules to review companies' plans and ensure compliance with the legislative requirements. To-date, Washington electric companies have surpassed conservation and renewable energy requirements although the impact of COVID-19 may have slowed efforts in 2020 and could further impact efforts in 2021. The City of Lakewood GHG emission inventory may not fully identify the impact of utility companies move to renewable sources until 2025 or even 2030.

Table 2 Utility Fuel Mix – 2015^{xi} and 2019^{xii}									
	2015 Lakeview Light & Power	2019 Lakeview Light & Power	% Change	2015 Puget Sound Energy	2019 Puget Sound Energy	% Change	2015 Tacoma Power	2019 Tacoma Power	% Change
Fuel	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Biogas	0	0	0	0	0.14	+0.14	0	0	0
Biomass	0.22	0	-0.22	0.32	0.06	-0.26	0.18	0.57	+0.39
Coal	2.35	0	-2.35	36.65	31.98	-4.67	2.71	0	-2.71
Geothermal	0	0	0	0	0.02	+0.02	0	0	0
Hydro	86.30	83.16	-3.14	28.65	17.17	-11.48	88.64	82.33	-6.31
Natural Gas	0.86	0	-0.86	29.66	27.92	-1.74	0.98	0	-0.98
Nuclear	10.18	11.45	+1.27	0.59	0.27	-0.32	6.11	7.10	+0.99
Other biogenic	0.03	0	-0.03	0	0	0	0.02	0	-0.02
Other non-biogenic	0.04	0	-0.04	0.13	0	-0.13	0.04	0	-0.04
Petroleum	0.02	0	-0.02	0.10	0.04	-0.06	0.02	0.03	+0.01
Solar	0	0	0	0	0.87	+0.87	0	0.01	+0.01
Waste	0	0	0	0	0	0	0	0	0
Wind	0	0	0	3.90	8.26	+4.36	1.30	6.62	+5.32
Unspecified	0	5.39	+5.39		13.27	+13.27		3.34	+3.34
Totals	100	100	0	100	100	0	100	100	0

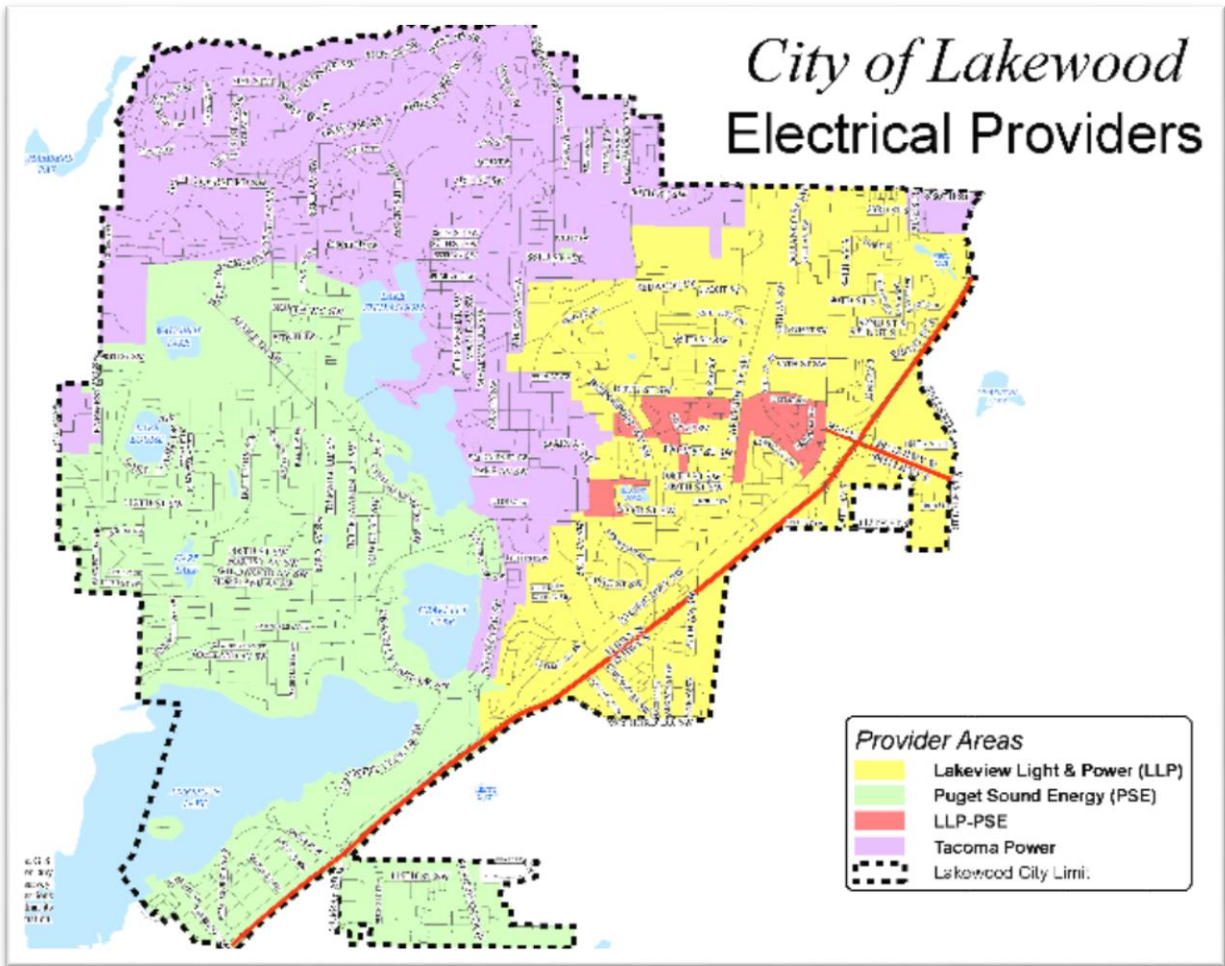


Figure 7 (*City of Lakewood*)

Carbon Sequestration

In addition to reducing greenhouse gas (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.

Lakewood examined the change in land cover over time by comparing the 2001 and 2016 National Land Cover Database (NLCD) land cover types (Figures 8, 9, and 10). The City experienced an increase in urbanization of infill areas. Examples include the development of a vacant lot for Walmart, commercial development along major corridors, the initial stages of industrial development in the Woodbrook Industrial park, new infill short plat subdivisions scattered throughout residentially zoned areas, and new housing development adjacent to the lakes. Of interest, in areas outside Lakewood significant changes took place with the development of the Chambers Creek Golf Course and the expansion of Joint Base Lewis McChord (JBLM).

A significant unknown is the impact of climate change on lakes. Inland waters play a key role in carbon sequestration, with both positive and negative effects. Half of the carbon that lakes receive is respired and returned to the atmosphere as CO₂. On the other hand, some carbon gets buried in freshwater sediments. The scientific community lacks adequate data and proper models to evaluate how global warming will affect the ways that freshwater interacts with the land, atmosphere, and oceans. However, one topic is certain, lakes are warming at an alarming rate, outpacing oceans and the atmosphere. And Lakewood's lakes are fairly shallow, exacerbating the situation. Table 3 below lists Lakewood's primary lakes. Average and maximum depths information have been provided.

Table 3 Primary Lakewood Lakes					
Name of lake	Surface area (acres)	Average depth (feet)	Maximum depth (feet)	Primary inflow	Primary outflow
Gravelly Lake	160	38	57	Groundwater	Seepage
American Lake	1,091.3	53	90	Groundwater; Murray Creek	Sequalitchew Creek
Lake Steilacoom (reservoir)	306	11	20	Ponce de Leon Creek (springs); Clover Creek	Chambers Creek
Waghop Lake	33	7	Unknown	Groundwater	None
Lake Louise	38	17	35	Groundwater	None
Seeley Lake (wetland)	46	Unknown	Unknown	Groundwater & stormwater	None
Ward's Lake (Owens Marsh)	11	30	65	Storm water catch basin for southeast Tacoma	Tacoma gravel holding basin (84 th Street SW)/ flows into Flett Creek

As lakes begin to warm, dissolved oxygen supply is depleted, and significant changes occur in the lake. Fish species that require cold water and high dissolved oxygen levels are not able to survive. With no dissolved oxygen in the water the chemistry of the bottom sediments is changed, resulting in the release of the plant nutrient phosphorus into the water from the

sediments. As a result, the phosphorus concentrations in lakes can reach extremely high levels. During major summer storms or at fall overturn, this phosphorus can be mixed into the surface waters to produce nuisance algae blooms.

The loss of land uses like forest, wetland, or fields would increase new emissions while also losing the ability to remove carbon (double impact). This would impact the City's ability to meet state GHG reduction standards. Placing a greater value on ecosystems that provide carbon sequestration introduces a powerful new tool for the Lakewood community to protect its natural resources, lay the groundwork for a future local carbon offset program, and reveals the vital caretaking role that local elected officials can play in increasing natural carbon sequestration and storage.

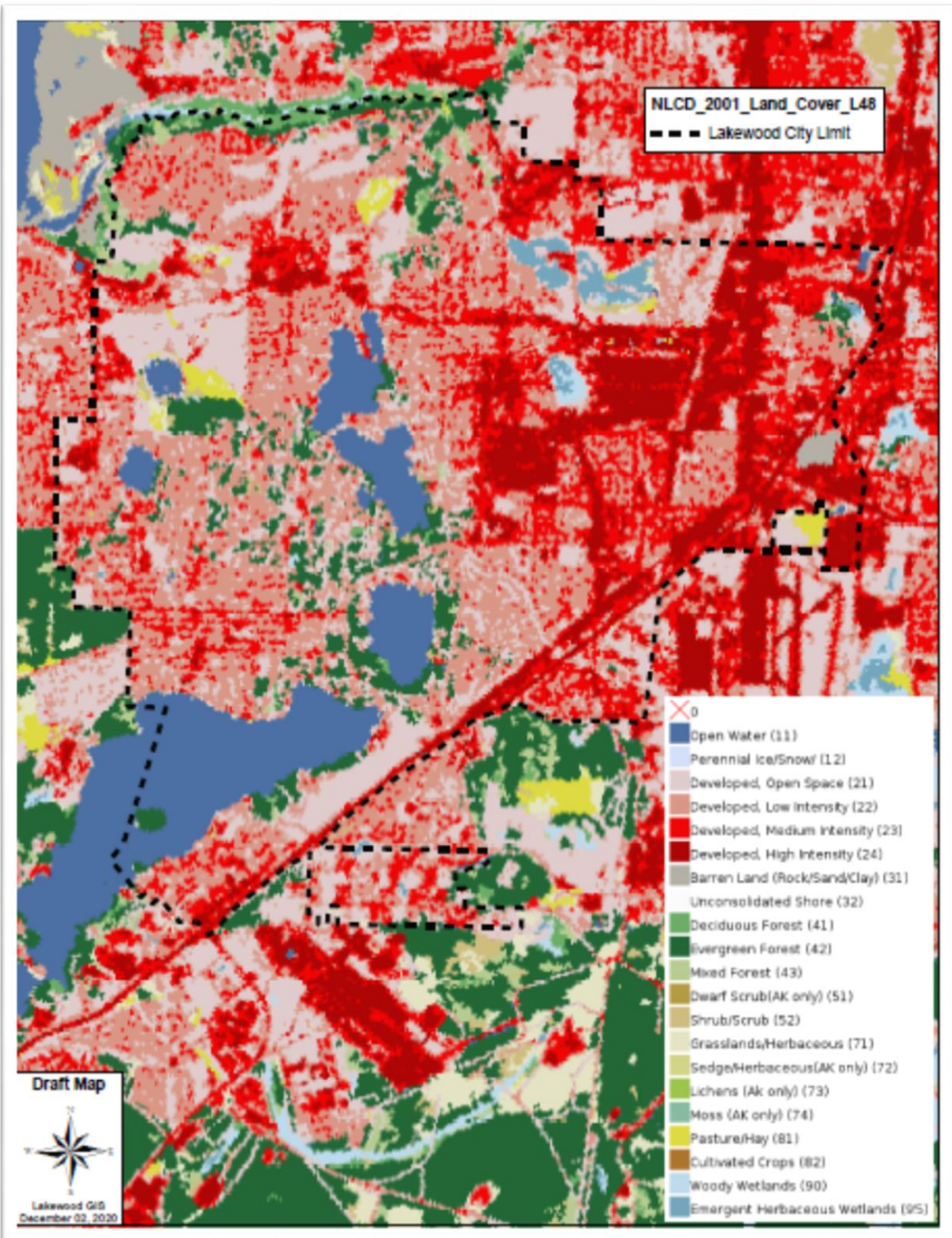


Figure 8 Lakewood Land Coverage, 2001

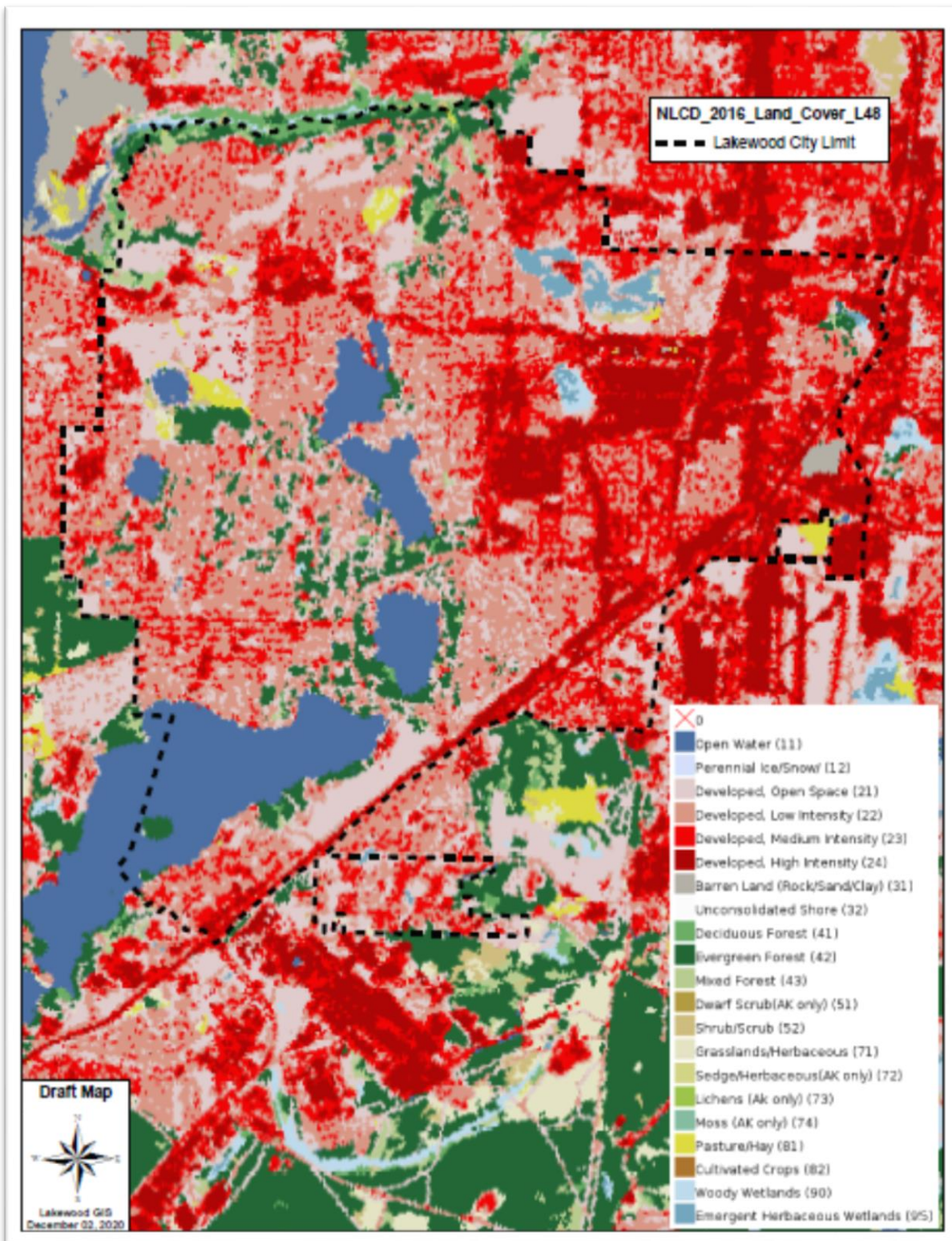


Figure 9 Lakewood Land Coverage, 2016

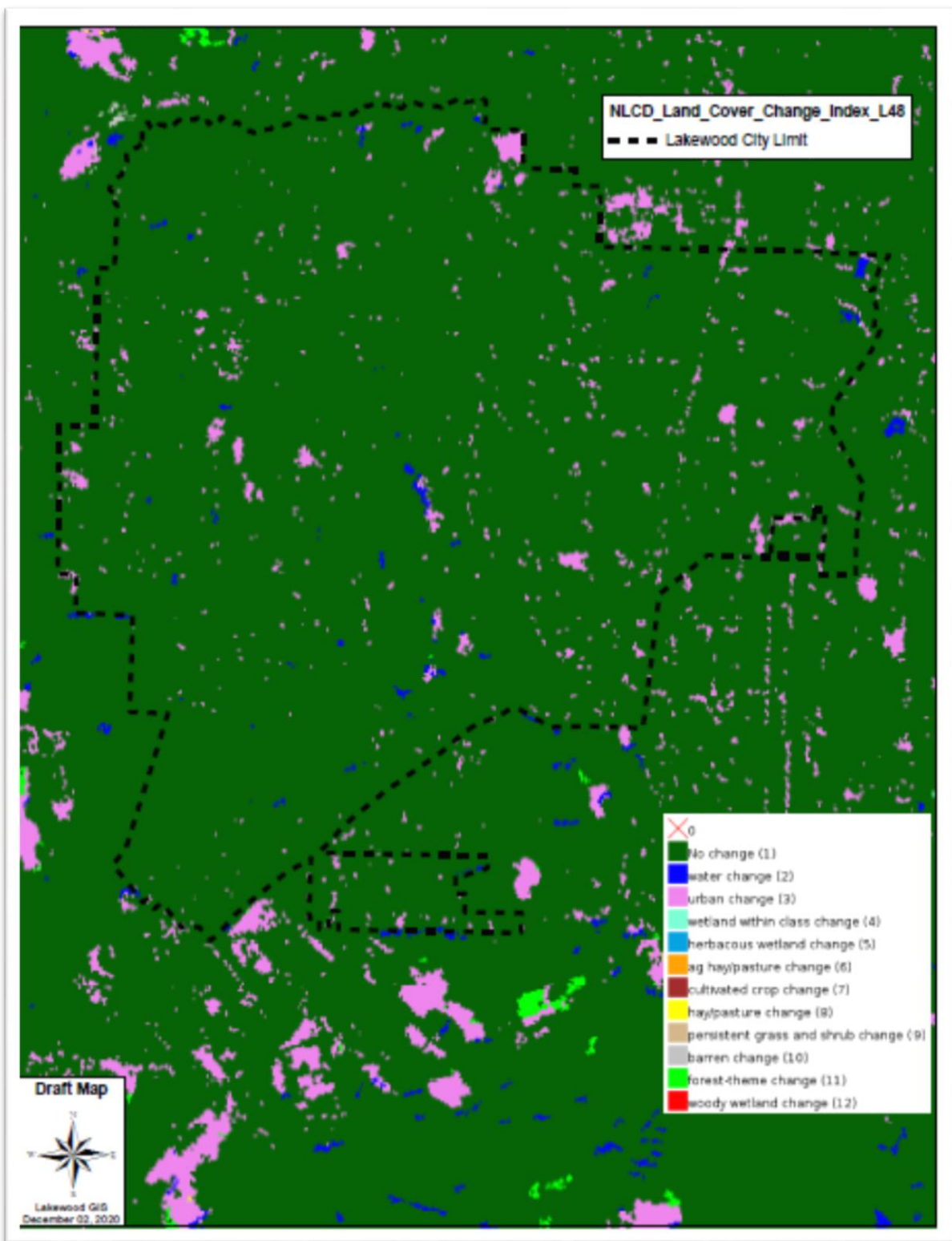


Figure 10 Net Changes in Land Coverage
(Green denotes no change; pink shows urban change)

Key Findings and Recommendations

Reducing greenhouse gas emissions, sustaining healthy ecological systems and adapting to climate disruption are fundamental challenges facing communities around the world. An adequate and timely response to climate change will require collective action and sustained effort from public and private sectors. Local and regional initiatives should be coordinated to protect environmental and human health.

If residents, businesses and City officials are committed to environmental responsibility in planning for Lakewood's future, the City can assume a leadership role in responding and adjusting to the potential impacts of climate change. Greenhouse gas emissions in the City are primarily generated by motor vehicles and largescale commercial and industrial operations. The City is also traversed by Interstate 5 and State Highway 512; both freeways experience substantial congestion during peak commute hours. Therefore, reduction measures must involve residents, local businesses and neighboring jurisdictions.

Lakewood has some favorable characteristics that provide substantial advantages in addressing energy and climate change. These advantages include vacant and underutilized lands, the Downtown and the Lakewood Station District Subarea Plans, and recent revised development codes that help moderate future emissions by facilitating convenient access to employment, transportation modes and essential human services.

Finding 1: Lakewood can provide leadership and engagement.

The City will seek opportunities to develop cross jurisdictional solutions based upon state and federal emission reduction targets. Lakewood can play an active role in these efforts by:

- Collaborating and partnering with relevant agencies and organizations to advocate for substantive action on climate change; and
- Raising awareness among Lakewood residents and businesses about key climate change challenges and solutions.
- Leading by example by incorporating new energy efficiency practices and policies.
- Partnering with other local agencies to create a regional approach to addressing climate change.

Finding 2: Lakewood can actively regulate land uses to reduce greenhouse gas emissions.

There is a close link between levels of energy consumption and land development patterns. Land use policies that encourage goods and services to be located within convenient walking distance of residential neighborhoods can decrease reliance on private automobiles. This in turn has the positive benefit of decreased daily energy use. Sustainable development patterns require:

- Promoting mixed-use and infill development in the Downtown and other major activity centers, along key commercial corridors and on vacant and underutilized parcels;
- Promoting walkability in neighborhoods by improving streetscape design and locating housing close to local serving uses and public spaces;

- Prioritizing the use of green and sustainable development standards and practices in planning, design, construction and renovation of buildings and infrastructure;
- Promoting the integration of neighborhood commercial uses in residential areas;
- Supporting urban agriculture and making locally grown food accessible to all residents; and
- Raising awareness among Lakewood Employers of the benefits of allowing workers to work remotely.

Finding 3: Lakewood can improve upon its active modes of travel.

Private automobiles remain the primary mode of travel in the City. Public transit, pedestrian and bicycle facilities can be improved to ensure that transit and active modes of travel become more viable options. Climate-friendly vehicles can also make a significant contribution to emissions reduction. The City can promote climate friendly and efficient transportation options by:

- Coordinating with and supporting Pierce Transit’s efforts toward expanding public transit service to improve mobility and reduce reliance on the private automobile;
- Promoting walking and bicycling as a safe and convenient mode of transportation;
- Supporting safe routes to schools and improving bicycle, pedestrian and transit access;
- Encouraging efficient and clean regional and long-distance passenger rail service and public transit connections to stations;
- Reducing reliance on private automobiles as a primary mode of transportation to decrease emissions from vehicle trips; and
- Committing to acquiring fuel efficient vehicles and equipment.

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.

Finding 5: Preparing for potential climate change impacts is as critical as reducing greenhouse gas impacts and planning for long-term sustainability.

Communities must reduce greenhouse gas emissions to reduce or even reverse the impacts of climate change. Communities must also prepare for potential impacts to human and environmental health in the short and medium term. Action at the local level to adapt to future impacts will require adequate planning for changing weather patterns.

ENERGY AND CLIMATE CHANGE GOALS, POLICIES, AND ACTIONS

The following energy and climate change goals, policies, and specific implementation strategies (actions) build off the findings provided above. The goals and policies are intended to provide guidance to decision makers as they seek to implement the recommend actions. City Departments and Non-city organizations will play important roles in the implementation of the described actions the approximate timeframes of action implementation and developing priorities.

Implementation of near-term actions will be sought in the next five years. Mid-term actions may be implemented between 5 and 20 years. Long-term actions may be implemented over the next 20 years. Actions that have both near-term and long-term components are best implemented as an ongoing activity over the next 20 years or may have multiple steps that require action at different times.

All of the strategies in this document are important, and it is difficult to rank them in priority. The priorities are not intended to provide a “hard” schedule but rather a sense of the relative importance among the strategies listed. It is the expectation that the public review and adoption process will be used to vet and refine these priorities.

Table 4 Acronyms Used in Implementation			
CA	City administration (may refer to any city department, as applicable)	LPD	Lakewood Police Department
CC	City Council	O&M	Operations & Maintenance
CM	City Manager	PC	Planning Commission
CED	Community Economic Development	PWE	Public Works & Engineering
CCOMM	City Communications	PARKS	Parks and Recreation
COMM	Community	PRAD	Parks and Recreation Advisory Board
FIRE	West Pierce Fire & Rescue		

Goal EC 1: Provide Leadership in Managing Climate Change

Take steps to address climate change and to manage its effects. This goal entails not only pursuing new programs and strategies but informing residents and businesses about these actions and actively monitoring results to ensure progress in priority areas. Partner with other jurisdictions and organizations to develop effective regional solutions and regulation at regional, state and federal levels. Collaborate with residents, businesses, public agencies and neighboring jurisdictions, in order to meet or exceed state requirements for reductions in greenhouse gas emissions.

Table 5: Goal EC 1 Policies and Tasks
Policy EC 1.1 Provide Leadership and Advocacy:

The success of climate change initiatives depends on collaborative approaches. Lakewood will take a leadership role in advocating for local and regional climate change solutions, forge new partnerships, develop innovative solutions, and continue to support and promote regional climate change and sustainability efforts.

No.	What	Who	When	Recommended Priority
A	Develop an action plan for reducing greenhouse gas emissions. Include: a comprehensive greenhouse gas emissions inventory and forecast; emissions reduction target(s); carbon sequestration targets; and a program for monitoring and reporting results.	CC, CM, PC, CED	Immediate need (2022-2023)	High (unfunded)
B	Inform City staff, City Council, and Planning Commission on City's emission reduction targets and progress.	CA, CC, CM, CCOMM, PC	Near-term (ongoing)	High
C	Enter into formal interlocal cooperation agreements with utility providers to reduce waste, promote water conservation, and improve energy efficiencies.	CC, CM, CA, CED, outside agencies	Near-term (2022-2025)	Medium
D	Collaborate with Pierce Transit, Sound Transit, WSDOT Rail Division, Amtrak and major employers in Lakewood to promote greater transit opportunities and use.	CC, outside agencies	Long-term (TBD)	Unknown
E	Amend/revise the current strategic plan that will help guide and focus City resources and program initiatives to (1) reduce greenhouse gas production and the carbon footprint of City government and the Lakewood community, and, (2) reduce and minimize the potential risks of climate change.	CC, CM, CED	Near-term (biannually)	High
F	Undertake a policy review of City comprehensive, strategic, and subarea plans to assure that City policies are appropriately targeted to prepare for and mitigate potential impacts of climate change.	CC, PC, CM, CED	Near-term (biannually)	High
G	Collaborate with neighboring jurisdictions to share best practices and implement regional programs to	CC, CM, PC, CED,	Immediate need	High (unfunded)

	help residents and businesses meet regional demand reduction targets.	outside agencies	(2022-2023)	
H	Work with energy providers (Puget Sound Energy, Lakeview Light & Power, and City of Tacoma Power) to develop strategies that will reduce energy demand and promote energy conservation.	CC, CM, PWE, CED, outside agencies	Near-term (ongoing)	High (unfunded)
I	Collaborate with local workforce development programs so that City of Lakewood can lead Pierce County in Green jobs	CC, CM, CED	Near-term (biannually)	Medium
Policy EC 1.2 Increase Public Awareness and Support: Encourage residents and businesses to reduce their carbon footprint by raising their awareness about the impacts of climate change and by building support for climate change initiatives in Lakewood.				
A	Develop a program to inform residents and businesses about key climate change challenges and potential solutions. A potential option is to create an online tool that provides current GHG emission data and resources for the public.	CCOMM, CA, CED	Near-term (ongoing)	High (unfunded)

Goal EC 2: Improve Clean and Efficient Transportation Options

Expand the City's transportation network by encouraging the use of climate-friendly technology, planning growth around multiple modes of travel and reducing automobile reliance. Promote improved public transit and partner with private developers to undertake citywide improvements that make active modes of travel, such as walking and bicycling, more comfortable and preferable options.

Table 6: Goal EC 2 Policies and Tasks				
Policy EC 2.1 Increase Use of Energy Efficient Vehicles and Equipment				
Encourage the use of energy efficient vehicles and equipment to reduce energy consumption and carbon emissions and support the use of low-emission or renewable fuel vehicles by residents and businesses, public agencies and City government.				
No.	What	Who	When	Recommended Priority
A	Support the use of highly efficient climate-friendly fuel using vehicles, adequate alternative refueling stations, and the use of waste for producing fuel where feasible.	CA, CED, PWE, O&M	Near-term (2022-2025)	Low
B	Develop fleet electrification plan including necessary charging infrastructure and implement electric	CA, CM, O&M	Mid-term	High (unfunded)

	first policy when purchasing replacement vehicles and other fuel burning equipment. When electric vehicle options are inappropriate, hybrid vehicles should be the second choice.			
C	Work with Clover Park School District to ensure the state anti-idling program for school buses is enforced. Encourage the District to educate parents and transportation providers to avoid idling during pick-up/drop-off times.	PWE, CED, CM, outside agencies	Near-term (ongoing)	High
Policy EC 2.2 Expand Increase Affordability of Public Transit Public transit provides an environmentally friendly, cost-effective, and equitable mode of travel for residents and visitors. Lakewood will coordinate with regional transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors. Encouraging transit-supportive development patterns can further maximize the efficiency of these systems and help reduce air pollution and greenhouse gas emissions within Lakewood.				
No.	What	Who	When	Recommended Priority
A	Continue to collaborate with Pierce Transit, Sound Transit, Washington Department of Transportation (WDOT), and major employers in Lakewood that provide shuttle services, to explore the potential for expanding transit in the evenings for people with special needs. This includes: <ul style="list-style-type: none"> ▪ Exploring the potential to enhance Lakewood's paratransit service. ▪ Collaborate with regional transportation agencies to maintain and enhance service within the City and region. ▪ Explore strategies to address affordability, access and safety. 	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)

B	<p>Coordinate and partner with transit partners to develop an incentives program to expand transit use among residents and employees in Lakewood.</p> <p>This includes exploring the potential for supporting fare-free transit zones in major commercial areas, free or very low-cost bus passes for target groups, pre-tax passes, rebates to employees who give up use of employer parking facilities, and online tools for providing real time information to transit riders.</p> <p>Expand outreach and information programs to promote transit use.</p>	CA, CM, outside agencies	Mid-term	Medium (unfunded)
C	<p>Coordinate with Pierce Transit and Sound Transit to expand service, increase affordability and accessibility for seniors, youth, and low-income households. Ensure that all transit stations and routes to and from these stations are safe.</p>	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
D	<p>Coordinate with Pierce Transit and Sound Transit to ensure public transit service connects major destinations in Lakewood including education institutions, community facilities, employment centers, regional open space areas, and major commercial corridors to serve a greater number of riders and reduce commuter vehicle miles. Encourage development of a bus rapid transit system that connects Downtown Tacoma to Lakewood</p>	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
<p>Policy EC 2.3 Develop Safe and Convenient Walking and Bicycling Routes</p> <p>Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.</p>				
No.	What	Who	When	Recommended Priority
A	<p>Develop and implement citywide bicycle and pedestrian plans to make Lakewood a more pedestrian and bicycle-friendly City. This includes identifying gaps in the network and explore developing potential</p>	CC, CM, PC, PWE, CED	Near-term (2022-2025)	High (unfunded)

	pedestrian and bicycle priority areas or districts.			
B	Collaborate with Pierce County, University Place, the Town of Steilacoom, Tacoma, and WSDOT to ensure links to a regional commuter trail network.	CC, CM, PC, PWE, CED, outside agencies	Near-term (2022-2025)	Medium (unfunded)
C	Explore bicycle-sharing programs.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	Low (unfunded)
D	Encourage businesses, schools and residential developments to provide secure bicycle parking to ensure that these ecologically friendly, low-impact transportation modes are available to all community members.	CED, CA, CM, outside agencies	Near-term (2022-2025)	Medium (unfunded)
E	Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) and Washington State accessibility requirements.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	High (unfunded)
F	As feasible and appropriate, the City shall require new development and redevelopment to provide pedestrian connections and safety improvements to foster use of non-motorized transportation. This includes connections between retail, living, and working places and transit connections and facilities. It includes traffic calming and other safety-related improvements; development of new sidewalks and trails; and new pedestrian and bicycle amenities.	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High
G	Pursue grant funding to plan and construct missing pedestrian and bicycle connections between major destinations, such as, parks, opens spaces, civic facilities, employment centers, retail and recreation areas.	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High

H	Coordinate and partner with the Clover Park School District and Safe Routes to Schools to expand educational programs and events to encourage and promote walking and biking, including a Bike to School Day, walking school bus, and sidewalk painting for safe routes.	PWE, outside agencies	Near-term (Ongoing)	High
I	Evaluate a proposed transportation impact fee to generate revenue to expand non-motorized transportation.	CC, CM, PC, PWE, CED	Mid-term	High
Policy EC 2.4 Expand Regional Passenger Rail Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.				
No.	What	Who	When	Recommended Priority
A	Coordinate with Washington State Department of Transportation, Sound Transit, and Amtrak about adding an Amtrak Cascades stop within the City.	CC, outside agencies	Mid-term	High (unfunded)
B	Work with Sound Transit to provide for extended hours of operations at the Sound Transit Lakewood Station and to expand the existing parking garage.	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
Policy EC 2.4 Reduce Private Automobile Use Work toward creation of an urban landscape that will reduce reliance on private automobiles through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling.				
No.	What	Who	When	Recommended Priority
A	Coordinate with Lakewood Chamber of Commerce to inform local employers on the options for and benefits of compressed work weeks, telecommuting, and other schedule adjustments that reduce commute trips.	CC, CM, PC, PWE, CED, outside agencies	Near-term (2022-2025)	Medium (unfunded)
B	Refer to Action Items EC2.1 B AND EC2.3 A – F.			

Goal EC 3: Increase Sustainable and Energy-Efficient Systems

Reduce the City's consumption of energy by encouraging energy conservation and supporting the consumption of energy produced by climate-friendly technologies. Reduce the City's overall waste stream by reducing the City's consumption of goods and materials.

Table 7: Goal EC 3 Policies and Tasks

Policy EC 3.1 Expand Renewable Energy: Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand.				
No.	What	Who	When	Recommended Priority
A	Encourage and support the generation, transmission and use of locally distributed renewable energy. Advocate at the regional and state level for upgrades to the existing power grid so that it can support renewable energy production and transmission.	CC, CA, CM, CED, COMM	Long-term	High (unfunded)
B	Evaluate incentives that promote the inclusion of solar power with commercial, industrial, and residential development.	CC, CM, PWE, CED, outside agencies	Near-term	High (unfunded)
C	Establish a Green Energy and Building Fund to provide incentives to increase building electrification conversions and battery storage.	CC, CM, PWE, CED, outside agencies	Medium-term	High (unfunded)
Policy EC 3.2 Promote Energy Efficiency and Conservation: Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.				
No.	What	Who	When	Recommended Priority
A	Collaborate with neighboring jurisdictions to share best practices and implement regional programs to help residents and businesses meet regional demand reduction targets.	CC, CM, PWE, CED, outside agencies	Near-term (ongoing)	High (unfunded)
B	Collaborate with partner agencies, utilities and businesses to support a range of energy efficiency, conservation and waste reduction measures.	CC, CM, CED, outside agencies	Near-term (2021-2025)	High
C	Work with PSE to raise awareness about existing rebate and assistance program that will increase energy conservation.	CC, CM, CED, outside agencies	Near-term (2021-2025)	High

D	Work with utilities to explore strategies to reduce GHG emissions in multifamily housing.	CED, outside agencies	Near-term (2021-2025)	High
Policy EC 3.3 Promote Solid Waste Reduction and Recycling: Promote waste reduction and recycling to minimize materials that are processed in landfills.				
No.	What	Who	When	Recommended Priority
A	<p>Work with the current solid waste facility franchise holder and Pierce County to expand recycling programs and reduce the generation of solid wastes. Potential measures include:</p> <ul style="list-style-type: none"> ▪ providing recycling containers in parks and public spaces; ▪ establishing computer reuse and recycling programs; ▪ expanding or enhancing recycling and green waste services for all residents and businesses; and ▪ providing locations for household hazardous wastes to be recycled. <p>Programs should also include outreach and education efforts.</p>	CC, CM, CA, COMM, outside agencies	Near-term (2022-2025)	High (unfunded)
B	Develop a comprehensive recycling and composting program for all city-owned facilities.	CC, CM, COMM	Medium-term	High (unfunded)
C	Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.	CC, CM, COMM	Medium-term	High (unfunded)
D	Continue to support neighborhood events such as garage sales and clean-up/recycling events.	CC, CM, COMM	Medium-term	High (unfunded)
E	Support tool libraries, repair cafes, and other collaborative consumption projects.	CC, CM, COMM	Medium-term	High (unfunded)
F	Require that all commercial entities participate in recycling and a green waste program, once established.	CC, CM, CED, PWE, COMM	Medium-term	High (unfunded)
Policy EC 3.4 Promote Water Conservation and Reuse: Promote water conservation and recycled water use to reduce energy use associated with wastewater treatment and management.				

No.	What	Who	When	Recommended Priority
A	<p>Implement water conservation efforts for households, businesses, industries and public infrastructure. Include measures such as the following:</p> <ul style="list-style-type: none"> Require low-flow appliances and fixtures in all new development; Work with the Lakewood Water District to create an incentives program that encourages retrofitting existing development with low-flow water fixtures; Require new development and landscaped public areas to use state-of-the-art irrigation systems that reduce water consumption including graywater systems and rainwater catchment; Encourage use of drought-tolerant and native vegetation; and Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design including graywater systems. 	CC, CM, PC, CED, PWE, outside agencies	Near-term (2022-2025)	High
B	Install hydration stations in all municipal facilities to allow refills of reusable water	CC, CM, CED, PARKS, PWE	Medium	High (unfunded)
C	Require hydration stations all new development that includes private and public parks	CED, PWE	Medium	Low (unfunded)
D	Refer to Action Items EC 3.2 A, B, and D.			
Policy EC 3.5 Incorporate Sustainable Practices in City Government Operations: Promote climate-friendly standards, practices, technologies and products in all City facilities and operations. Lead by example to reduce greenhouse gas emissions by incorporating best practices and available technologies.				
No.	What	Who	When	Recommended Priority
A	Refer to Action Items EC 1.1 G and EC 2.1 B.			

B	Establish a trip reduction policy that includes a remote work strategy, and appropriate technology.	CA, CM, CED, outside agencies	Near-term (2021)	High
C	Conduct a feasibility study on using treated greywater and rainwater harvesting for non-potable water needs at city facilities	CA, CM, CED, PWE	Long-term	Low (unfunded)
D	Work with energy partnerships to develop and implement an Electrification Action Plan for all City facilities. In new and existing buildings, incorporate strategies to address electricity storage, and focus on highlighting any hurdles or solutions that would be applicable to the broader community	CA, CM, CED, PWE, outside agencies	Long-term	Low (unfunded)
E	Develop a city-wide environmentally preferable purchasing policy (EPP). Consider life-cycle costing as one of the decision-making tools in the process and promote purchasing of local products.	CA, CM, CED, PWE	Long-term	Low (unfunded)
F	Replace all non-energy star office equipment and appliances at their end of their life cycle with energy and water efficiency as a primary consideration for all future purchasing decisions.	CA, CM, CED, PWE	Long-term (on-going)	Low (unfunded)
G	Examine City practices for opportunities to reduce paper consumption in the workplace. Implement a document management information system.	CA, CM, CED, PWE	Near-term (2021-2025)	High (funded)

Goal EC 4: Encourage Sustainable Development

Reduce energy consumption by promoting sustainable land uses and development patterns. Pursue infill development opportunities and encourage the construction of higher-density, mixed-use projects around existing public transit infrastructure, schools, parks, neighborhood-serving retail and other critical services. Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.

Table 8: Goal EC 4 Policies and Tasks

Policy EC 4.1 Promote Mixed-Use and Infill Development

Promote mixed-use, high-density, infill development on vacant and underutilized parcels along commercial corridors, in the Downtown area, and in the Lakewood Station District.

No.	What	Who	When	Recommended Priority
A	Regularly update the Downtown Subarea Plan and the Lakewood Station District (under preparation) as market conditions and climate conditions change. Both subarea plans shall receive priority in capital improvement planning and funding.	CC, CM, PC, CED	Near-term (2020-2021)	High
B	Develop plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes. Possible corridors include South Tacoma Way, Steilacoom Boulevard SW, Bridgeport Way, and Union Avenue SW. Include development standards and urban design guidelines.	PC, CED	Medium	High (unfunded)
C	Continue to incentivize mixed-use and infill development (fee waivers, density bonuses, development impact fee, tax benefits, etc.)	CC, CM, PC, CED	Near-term (ongoing)	High (unfunded)
D	Continue to expand and enhance open space lands throughout the City through property acquisition.	CC, CA, PARKS	Near-term (ongoing)	High (depends on grant availability)
E	Conduct a sustainability audit that evaluates existing plans, ordinances, and development standards to identify regulatory barriers to infill development.	PC, PWE, CED, outside agencies	Near-term (2021-2025)	High (unfunded)
F	Conduct a feasibility study to determine how best to allow alternative uses and designs within vacant low-density residential areas. Provide outreach in identified neighborhoods.	PWE, CED	Near-term (2021-2025)	High (unfunded)
G	Consider the use of incentives for new construction projects that exceed energy efficiency standards with a focus on affordable and multifamily housing.	CC, CM, PC, CED	Near-term (2021-2025)	Medium
H	Using the data from the Carbon Sequestration Analysis described in task EC 4.3 C and D, complete an analysis and findings of forested landscapes, ecological function and ecosystem processes, including carbon	CC, CM, CED, PWE, PARKS	Medium term	Medium

	sequestration, into land use decisions. The City shall keep statistics from each land use decision for an annual report.			
Policy EC 4.2 Develop Compact Walkable Neighborhoods and Livable Streets Promote safe and walkable neighborhoods and inter-connected streets through the design of complete streetscapes, public gathering places and all types of physical development that encourages less vehicle use.				
No.	What	Who	When	Recommended Priority
A	Review and if appropriate, update the City's street design standards so that they support public transit, bicycles and walking on all streets. The updated standards should be consistent with and tailored to street or trail function and adjacent land use type. <ul style="list-style-type: none"> Update Street Design Standards based on recommendation from bicycle and pedestrian plans. Identify priority thoroughfares for developing new green streets in the City to implement a natural systems approach for stormwater management and to expand urban greenery. 	CC, CM, PC, PWE, CED	Near-term (2021-2025)	High (some programs are already underway; others have not been started) EC4(G) also has relationships with EC2(E)
B	Evaluate the feasibility of reducing the number or width of travel lanes on future, key mixed-use streets that may have excess capacity and using the capacity and/or regained width for wider sidewalks and bicycle lanes.	CC, CM, PC, PWE, CED	Near-term (2021-2025)	High (some programs are already underway; others have not been started) EC4(G) also has relationships with EC2(E)
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.				
No.	What	Who	When	Recommended Priority

A	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)
B	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
C	Develop and promote an urban forest management/ master reforestation plan.	CED, PARKS, PC, PRAD, CC, CM	Near-term (2012-2025)	High (unfunded)
D	<p>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:</p> <ul style="list-style-type: none"> ▪ Encourage active forest management of trees and invasive species in the open space to encourage ecosystem health and reduction of fuel load. ▪ Where appropriate for ecosystem health, plant additional trees on City-owned land, including public parks, open space, medians, and rights of way. ▪ Review parking lot landscape standards to encourage appropriate tree cover and associated sequestration potential. ▪ Require that the site planning, construction, and maintenance of new development preserve existing healthy trees and native vegetation on site to the maximum extent feasible. Replace trees and vegetation that cannot be saved. ▪ Where appropriate, encourage community members to plant trees on private land (taking into consideration fuel reduction goals 	CC, CM, PC, CED, PARKS, PWE,	Near-term (2021-2025)	High (unfunded)

	<p>and defensible space requirements).</p> <ul style="list-style-type: none"> Consider creating a tree giveaway event or providing lower-cost trees to the public through a bulk purchasing program. Encourage the creation of community gardens on public and private lands by community groups. <p>Provide information to the public, including landscape companies, gardeners, and nurseries, on carbon sequestration rates, drought tolerance, and fire resistance of different tree species.</p>			
E	Evaluate the benefits and tradeoffs of regulations that require all-electric buildings. Potential tools to require all-electric buildings include city mandates, building code updates, or ordinances. Ideally, these regulations would cover new construction and major renovations.	CC, CM, PC, CED	Near-term (2021-2025)	High (unfounded)
F	Install energy efficient appliances; where appropriate consider the conversion of power to all electricity, and upgrade structures to improve energy conservation.	CC, CM, PC, CED	Near-term (2021-2025)	High
G	Consider revising building codes to disincentivize natural gas for heating in buildings.	CC, CM, PC, CED	Near-term (2021-2025)	High (unfunded)
H	Beginning in 2021, adopt and enforce the 2018 Washington State Energy Code.	CC, CM, CED	Near-term (2021-2025)	High
I	Introduce new regulations providing electrical vehicle infrastructure.	CC, PC, CM, CED, PWE	Near-term	High
J	Consider local amendments to the building codes to allow for, encourage, or require integration of passive solar design, green roofs, active solar and other renewable energy sources.	CC, CM, PC, CED	Near-term (2021-2025)	Medium
K	Support the addition of performance-based alternatives to energy codes and	CED	Near-term	High

	appropriate sections of the building code.		(2021-2025)	
L	Create a Green Building Task Force for developing a green building code and other Municipal building recommendation.	CC, CM, CED	Near-term (2021-2025)	High (unfunded)

Policy EC 4.4 Promote Green Infrastructure:

Develop green infrastructure standards that relies on natural processes for stormwater drainage, groundwater recharge and flood management. (Green approaches for infrastructure development are environmentally and fiscally efficient and provide long-term benefits to the community by reducing energy consumption and maintenance and capital improvement costs.)

No.	What	Who	When	Recommended Priority
A	Refer to Actions Tasks in EC 4.3.			
B	Evaluate the feasibility of incorporating Washington State Department of Commerce Incentivizing Low-impact Development report into the development code and as a resource for developers.	CC, CM, PC, CED	Long-term	Medium (unfunded)
C	Evaluate the feasibility of creating a sustainable site planning score to evaluate a development.	CC, CM, PC, CED	Near-term	High (unfunded)

Policy EC 4.5 Encourage Local Food Systems (Urban Agriculture):

Collaborate with local urban agriculture advocates to identify sites with urban agriculture potential. Urban agriculture has the potential to supplement the availability of fresh fruit and vegetables in the community, provide economic opportunities to Lakewood residents, lower food costs, reduce overall energy consumption and build social cohesion.

No.	What	Who	When	Recommended Priority
A	<p>Assess opportunities for sustainable Urban Agriculture.</p> <p>Work with non-profits and regulatory agencies to explore the potential for creating, expanding and sustaining local urban agriculture, including community gardens, orchards and farmers' markets. The assessment should explore the feasibility of implementing the following strategies:</p> <ul style="list-style-type: none"> Developing a site inventory and a management plan to administer the use of potential urban agricultural sites; 	PARKS, CED	Near-term (2021-2025)	High (partially funded)

	<ul style="list-style-type: none"> ▪ Expanding the number and frequency of farmer's markets throughout Lakewood; ▪ Promoting urban agriculture as a desirable civic activity that improves the quality of urban life, food security, neighborhood safety and environmental stewardship; ▪ Establishing a community-based support system for urban growers such as tool banks, shared processing facilities, farmers' markets, community supported agriculture ventures, funding streams and technical service providers; ▪ Offering locally grown food to local schools, hospitals, nursing homes, food banks, daycare centers, correction facilities and businesses such as restaurants, while creating economic opportunities for urban growers and related industries; ▪ Creating training programs for unemployed people to work in urban food-related businesses as a source of jobs; ▪ Working with representatives of community gardening and urban farming organizations to meet needs unique to urban farm enterprises; ▪ Ensuring long-term land commitment for community gardens, entrepreneurial farms and other urban agriculture ventures; ▪ Updating building codes to encourage rooftop gardening. 			
B	Coordinate with Clover Park School District in developing school-based programs that integrate nutrition and gardening in order to raise awareness	PARKS, CED	Near-term (2021-2025)	High (partially funded)

	about the connection between healthy food choices and locally grown fresh produce and the environmental benefits of urban agriculture			
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Goal EC 5: Develop a Hazards Management Plan (developing a climate-resilient community)

While the impacts of climate change on local communities are uncertain, it is important to prepare to respond to major storm events and protect residents and businesses from increased risks of natural disasters.

Resilience involves three abilities which are related to hazards management: 1) the ability to absorb strain and preserve functioning despite the presence of adversity; 2) an ability to recover or bounce back from untoward events – as the community becomes better able to absorb a surprise and stretch rather than collapse; and 3) an ability to learn and grow from previous episodes of resilient action.

Table 9: Goal EC 5 Policies and Tasks

Policy EC 5.1 Avoid and Minimize Impacts: When considering climate change impacts, first seek to avoid impacts altogether, then minimize them, and finally, adapt to the unavoidable impacts as much as possible.				
No.	What	Who	When	Recommended Priority
A	Refer to Action Items listed in EX 2.1, 2.3, 3.3 – 3.5, and 4.1 – 4.3.	CC, CED, LPD, FIRE, PWE	Near-term (2021-2025)	High
Policy EC 5.2 Identify Risks: Improve the ability to identify areas prone to greater risk from climate change hazards and restrict development and redevelopment in those areas. Increase support for mapping and data collection of high-risk areas.				
No.	What	Who	When	Recommended Priority
A	Develop a Community Wildfire Protection Plan using Community Assistance Grants.	CC, CM, PC, CED, FIRE	Long-term	Medium (unfunded)
B	Review, and as appropriate, update Lakewood Municipal Code based on Community Wildfire Protection Plan recommendations and best management practices.	CC, CM, PC, CED, FIRE	Long-term	Medium (unfunded)
C	Review, and as appropriate, update Lakewood Municipal Code (LMC) Title 14, Environmental Protections. Title 14 provides regulations for geologic hazard	CC, CM, PC, CED	Near-term (2021-2025)	High (unfunded)

	areas, flood hazard areas, and critical lands and natural resources. Climate change impacts may require that new regulations be inserted into this chapter.			
D	Refer to Action Items EC 1.1 A and F			
Policy EC 5.3 Align Plans and Strategies: Align land use, hazard mitigation, transportation, capital improvement, economic development, and other relevant plans. All of the community's plans, land use, hazard mitigation, transportation, capital improvement, economic development, and other relevant plans, should be working toward the same goals, and their performance measures, indicators, and policy recommendations aligned.				
No.	What	Who	When	Recommended Priority
A	Refer to Action Items EC 1(C) and EC 1(D).			
Policy EC 5.4 Prepare a Hazard Management Plan: Develop a comprehensive approach to hazards management planning to include possible climate change scenarios and includes both pre-incident and post-incident responses. <ul style="list-style-type: none"> Develop post-disaster redevelopment plans. Expand federal and state support for climate-related hazards management. Continue to coordinate and cooperate with the hazards-management community. 				
No.	What	Who	When	Recommended Priority
A	Review, and as appropriate update the City's Hazard Mitigation Plan to address climate change.	LPD, FIRE	Near-term (2021-2025)	High
Policy EC 5.5 Adopt and Enforce Building and Energy Codes: As required by Washington State, update building and life safety codes to better address the variety of hazards that are likely to result from climate change.				
No.	What	Who	When	Recommended Priority
A	Every two years, or as otherwise dictated by Washington State, update LMC Title 15, Buildings and Construction Codes to address hazards resulting from climate change.	CC, CM, CED, FIRE	Near-term (2021-2025)	High
Policy EC 5.6 Maintain Basic Services: Develop strategies to maintain energy, water, and food security for possible climate related disasters, including coordination with appropriate state emergency management agencies.				
No.	What	Who	When	Recommended Priority
A	Coordinate with appropriate agencies to develop strategies for maintaining the	CC, CM, PC, CED	Long-term	Medium (unfunded)

	City's energy, water, and food security during possible climate related disasters.			
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ⁱ Oliver Milman, "US generates more electricity from renewables than coal for first time ever," Guardian, October 2018, <https://www.theguardian.com/environment/2019/jun/26/energy-renewable-electricity-coal-power>, accessed October 2018.

ⁱⁱ David Weston, "Offshore wind and batteries LCOE falling sharply," March 2019, <https://www.windpowermonthly.com/article/1580195/offshore-wind-batteries-lcoe-falling-sharply>, accessed October 2018.

ⁱⁱⁱ Ibid.

^{iv} U.S. Energy Information Administration, Monthly Energy Review, October 2019, <https://www.eia.gov/totalenergy/data/monthly>, accessed October 2019.

^v Bloomberg New Energy Finance, "Corporations Already Purchased Record Clean Energy Volumes in 2018, and It's Not an Anomaly," August 2019, <https://about.bnef.com/blog/corporations-already-purchased-record-clean-energy-volumes-2018-not-anomaly>, accessed October 2019.

^{vii} Preparing for Climate Change, A Guidebook for Local, Regional, and State Government. Center for Science in the Earth System. Joint Institute for the Study of the Atmosphere and Ocean, University of Washington, and King County, Washington, 2007, pages 38, 39.

^{viii} University School of Washington, Tacoma, School of Urban Studies, Lakewood, WA Commute Patterns; <https://www.tacoma.uw.edu/urban-studies/lakewood-wa-commute>

^{ix} Nature Climate Change; Current and future global climate impacts resulting from COVID-19. <https://doi.org/10.1038/s41588-020-0883-o>

^x COVID-19 Multimodal Transportation System Performance Dashboard; <https://www.wsdot.wa.gov/about/covid-19-transportation-report/>.

^{xi} Washington State Electric Utility Fuel Mix Disclosure Reports For Calendar Year 2015; <https://www.commerce.wa.gov/wp-content/uploads/2020/04/Energy-Fuel-Mix-Disclosure-2015.pdf>

^{xii} Washington State Electric Utility Fuel Mix Disclosure Reports For Calendar Year 2019; <https://www.commerce.wa.gov/wp-content/uploads/2020/04/Energy-Fuel-Mix-Disclosure-2018.pdf>

2021-01 CEDD REVIEW

Housing Capacity Analysis: There is no change to the City's housing capacity from this proposed Comprehensive Plan map and text amendment. Any specific development applications submitted after this amendment is adopted will be reviewed in compliance with the Lakewood Municipal Code.

A. Consistency with the Comprehensive Plan: This amendment updates the Comprehensive Plan to include the increased awareness of the effects climate change is having and will have on the City of Lakewood, and the need to plan for such changes.

B. Compatibility with development in the vicinity: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.

C. Transportation impacts and mitigation: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.

D. Public Service impacts and mitigation: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.

E. Public health, safety and general welfare impacts: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.

F. Range of permitted uses: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.

G. Change in circumstances: This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level. The existing Sustainability Chapter does not reflect the most recent information and best practices available.

H. Advantages vs. negative impacts: This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level. There are no negative impacts from this amendment.

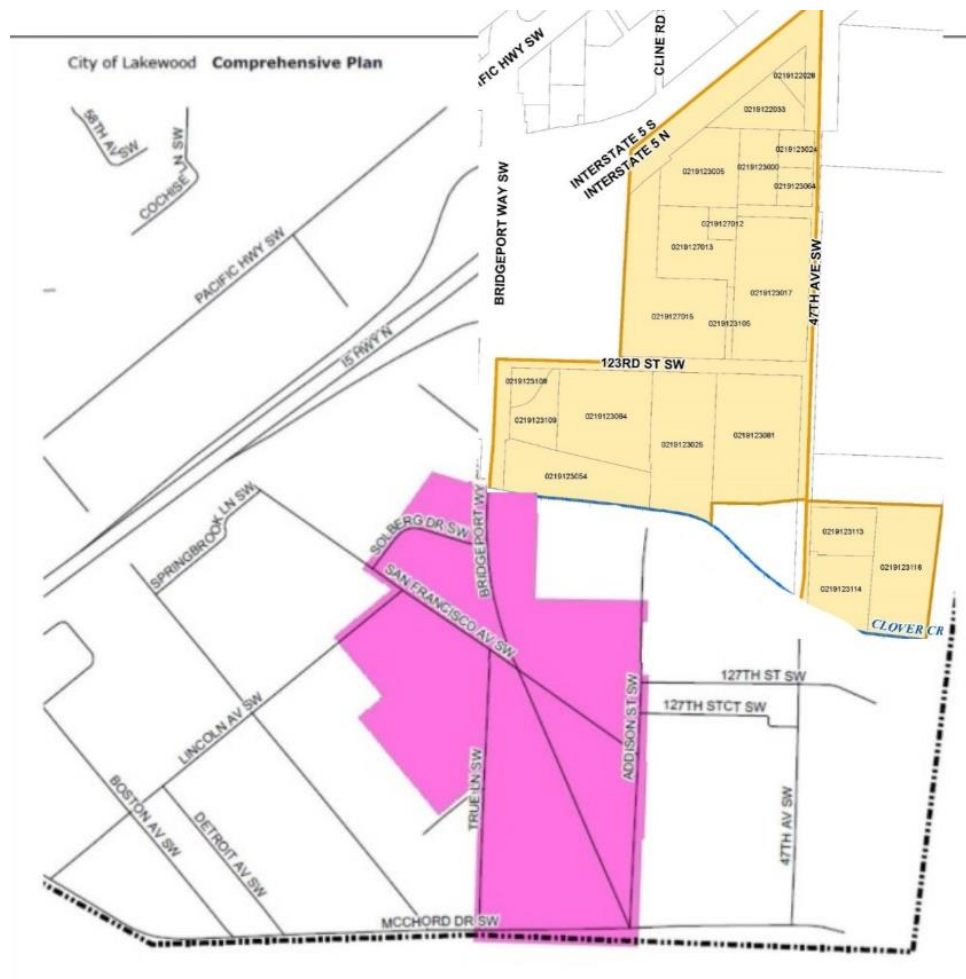
CEDD Recommendation: Approval.

2021-02 Updates re 2020 rezone of Springbrook parcels to Industrial Business Park Zone

Update Comprehensive Plan maps and text to reflect the change for a targeted residential growth area to a targeted industrial growth area. Remove the Springbrook Center of Local Importance, CoLI 6, which was “designated as a CoLI based on its importance to the City and special status as a compact high-density residential area.”

Update to 2021-02:

The parcels in the Springbrook CoLI (shown in pink below) do not overlap with the 2020 rezone of 19 Springbrook parcels from Transit Oriented Commercial (TOC) or MultiFamily (MF) to Industrial Business Park (IBP) (shown in gold below), all of which are located Northeast of the CoLI and separated from the northern boundary of the CoLI by Clover Creek. The removal of CoLI 6 is therefore unnecessary as part of the 2021 Comprehensive Plan amendment cycle.



▪ 1.4.1 Controlling Sprawl

Land use in Lakewood is characterized by sprawl - that all too common pattern of low intensity land use, where housing, businesses, and other activities are widely scattered with no focus. Sprawl,

often the result of lax land use controls, results in inefficient use of infrastructure, over-dependence on the automobile, lack of spatial organization, and urban development that most people perceive as ugly. This plan will reverse this trend through the following:

- Land use designations custom tailored to resolving Lakewood's existing land use problems.

In contrast to generic land use controls, each of the land use designations was developed to specifically address the land use issues facing Lakewood. To be applied through new zoning developed in response to this plan, the land use designations address specific types of uses as well as housing and employment densities. The mosaic of designations will direct development intensity and determine where living, working, shopping, and relaxing will occur for the next two decades limiting the surplus of commercial land.

Commercial activity has traditionally been distributed throughout Lakewood in a relatively random pattern. Not only is this an extremely inefficient use of land, it weakens the local economy. This plan restricts new commercial development to specialized nodes and corridors for regional commerce and neighborhood commercial areas as a service to nearby residents and businesses.

- 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 neighborhood targeted for maximum growth is Springbrook. Along with its name change from McChord Gate, this neighborhood will undergo substantial redevelopment at land-efficient densities. With its proximity to employment opportunities at JBLM and the central business district (CBD), as well as excellent access via I-5 and commuter rail at Lakewood Station, Springbrook is a natural candidate for high density residential development. Construction of new townhouses and apartments has been catalyzed through provision of amenities such as new parks, open space, and improved infrastructure (including a new water main installed in 2012). Other neighborhoods with substantial growth capacity slated for redevelopment under this plan include the Custer neighborhood in north central Lakewood, the northern portion of Tillicum, the Downtown Subarea, and the area around the Lakewood Station District Subarea commuter rail station.~~

• 1.6.7 Regional Planning Policies

⊖ In addition to the GMA, this plan is required to comply with VISION ~~2040~~2050, the multi-county policies, and Pierce County's County-Wide Planning Policies (CWPP). This plan shares many of the VISION ~~2040-2050~~ 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, Springbrook 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

A substantial update to this plan was completed in 2015. The 2015 updates acknowledged goals that had been met since the plan's initial adoption in 1996, and also took into account the recommendations resulting from a Visioning project in 2014-15. The 2015 updates intended to implement the provisions of Vision 2040, including the regional growth strategy put forth by the Puget Sound Regional Council (PSRC) at that time. VISION 2050, adopted in 2020 by PSRC, maintained much of the same policy and growth planning foundations.

The primary concept of the PSRC regional growth strategy is that development is to be focused into urban areas and "centers". The City of Lakewood is classified as a "core city" and designated as a Regional Growth Center, and, as such, is expected to accommodate a large share of the region's population and employment growth.

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

In 2020, Lakewood removed Springbrook from the Lakewood Station District boundary and rezoned nineteen parcels within the Springbrook area from Transit Oriented Commercial and Multi-Family 3 to Industrial Business Park (IBP.) This was done in recognition of the increased interest in and need for industrial lands in Lakewood along the I-5 corridor, as evidenced by the significant industrial development in the Woodbrook neighborhood in the 2010's. This rezoning did not affect the Springbrook CoLI, described in Section 2.5.6.

Between 2017 and 2020, The City of Lakewood is also working with Pierce County and the Puget Sound Regional Council (PSRC) to develop an appropriate regional Centers policies and planning approaches for Joint Base Lewis-McChord (JBLM) and other military installations within the PSRC geography. The base has a, given their significant impact and influence on the cities, the region, and the State, and the City of Lakewood. As a result, "major military installations" (those with

at least 5,000 enlisted or service personnel) were recognized in the 2018 Regional Centers Framework, and VISION 2050 includes policies to consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries, and to recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities. VISION 2050 also includes a transportation project selection action item that allows for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. PSRC and Pierce County are seeking an appropriate and equitable way to account for JBLM within the regional Centers framework and the Growth Management Act.

2.5.6 Springbrook

The area just outside the gate to JBLM on Bridgeport Way SW is designated as a CoLI based on its importance to the City and special status as a compact high-density residential area. The Springbrook Center boundaries are shown on Figure 2.9. The area includes the main access gate to the airfield portion of JBLM. The area currently includes Springbrook Park, CenterForce Industries, neighborhood commercial uses, and approximately 100 acres of multi-family residential zoning currently developed with approximately 1,565 multi-family dwelling units. A new water line has recently been extended to the area which will help accommodate additional growth. This CoLI was not affected by the 2020 rezoning of a number of Springbrook parcels to Industrial Business Park.

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) ~~tax incentive-urban use centers~~ and senior overlay.

3.4 Industrial Lands and Uses

One of the keys to effective growth management is maintaining an appropriate level of economic activity, and associated jobs, to complement an expanding residential population. Lakewood must maintain and enhance its industrial vigor through the preservation and expansion of a suitable industrial land base. Land uses that are not compatible with manufacturing, industrial, and advanced technology must be prevented in industrial areas. Direct access to I-5 and rail must be ensured. In addition to the Lakewood Industrial Park, which is designated a manufacturing/industrial center, this plan recognizes existing and planned industrial activity in Springbrook, Flett, northeastern Lakewood, and near the SR 512/I-5 interchange.

3.11 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.

LU-53.1 Promote higher residential densities in ~~those portions of the~~ Springbrook Center of Local Importance (CoLI) ~~that are most convenient to Lakewood Station, designated open space, and road and transit access.~~

~~LU-53.2 Promote integration of Springbrook with Lakewood Station through improved pedestrian facilities, bicycle trails, and roadway connections with special emphasis on 47th Ave.~~

LU-53.7 Create a neighborhood business district ~~at the intersection of Bridgeport Way and San Francisco Avenue along the west side of Bridgeport Way between McChord Drive and Seattle Avenue.~~

Key Pedestrian Streets or Trails ("Green Streets"): This term identifies streets that function as preferred pedestrian routes between nodes of activity, trails that link open space areas, or streets with a distinctive pedestrian oriented character, such as a shopping street. Key pedestrian streets should have wide sidewalks; streetscape features such as street trees, benches, way-finding signage, and pedestrian-oriented street lighting; and safe street crossings. The framework plan identifies pedestrian-friendly green streets in several areas including the Downtown where they are important to create a downtown atmosphere. Lastly, Lakewood's Legacy Parks Plan identifies a system of off-street trails to be developed that link the city's major open spaces.

Table 4.3: Key Pedestrian Routes

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Onyx Drive	Oakbrook	Oakbrook Park to 87th Ave.
Phillips Road	Oakbrook	Steilacoom Blvd. to 81st St.
87th Ave SW	Oakbrook	Onyx Drive to Fort Steilacoom Park
Hipkins Road		104th to Steilacoom Blvd.
Green Street Loop with Arterial and Local Streets in Downtown	Downtown	See Downtown Plan for extent and street sections
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.
Waverly Drive	Lakewood Center	72nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Dr.
Mt. Tahoma Drive	Lakewood Center	Dekoven to Bridgeport Way
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length

Green Streets	Neighborhood	Extents
San Francisco Ave.	Springbrook	Bridgeport Way to 49th Ave.
49th Ave.	Springbrook	San Francisco Ave. to 127th St.
127th St.	Springbrook	49th Ave. to 47th Ave.
Bridgeport Way	Springbrook	123rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length
Custer Road	Flett	Bridgeport Way to Lakewood Dr.

4.5.2 Lakewood Station District

Development of the Sound Transit commuter rail station (“Lakewood Sounder Station”) on Pacific Highway Southwest represents a major investment of public funds in Lakewood. It also presents the potential for major land use change as the private market responds to the opportunities presented by increased transportation options. The Comprehensive Plan defines the Lakewood Station district as a transit-oriented neighborhood with higher density residential uses, medically oriented businesses, and other commercial uses responding to increased transportation access in the area.

The commuter rail station combines a substantial park-and-ride lot and transit transfer center with the rail station to create a multi-modal transportation hub. Parking for a large number of vehicles, as well as improved transit and pedestrian access, will assist in the transformation and redevelopment potential for the commercial corridor along Pacific Highway Southwest. A newly constructed pedestrian bridge and pedestrian amenities on Kendrick Street to the north of the Sounder Station, together with high-density multi-family residential zoning set the stage for redevelopment of the area with transit-oriented residential development. New sidewalks and streetscape elements such as lighting and landscaping will improve the visual quality and public safety of the area around the station.

Other changes envisioned within the Lakewood Station district include:

- the strengthening and completion of the street grid north of St. Clare Hospital and east of Bridgeport Way; and
~~development of an open space corridor adjacent to the railroad tracks as part of a greater citywide system; and~~
- ~~expansion of the street grid in Springbrook to allow for connections between 47th Street and Bridgeport Way.~~
- providing for enhanced bicycle routes and facilities as part of this multi-modal transportation hub.

~~ED-5.13: Develop and implement a sub-area plan for Springbrook.~~

7.5.1 Lakeview Light and Power

Lakeview Light and Power serves a large portion of eastern Lakewood, including most areas south of Steilacoom Boulevard and east of Gravelly Lake Drive~~Bridgeport Way~~. Lakeview Light and Power’s service area also includes the Springbrook neighborhood, most of the area south of 112th Street SW and east of Nyanza Road SW, and west of I-5~~some areas between Gravelly Lake~~

~~Drive and Bridgeport Way SW.~~

Approximately one-third of the projected population growth and two-thirds of the projected employment growth will occur in the Lakeview Light and Power service area. Lakeview Light and Power does not anticipate requiring any new facilities to accommodate this projected population and employment growth, provided that the future commercial and/or industrial development is not substantially more energy intensive on a per-job basis than existing commercial and industrial development in the city.

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

2021-02 CEDD REVIEW

Housing Capacity Analysis: The housing analysis for the redesignation and rezone of 19 parcels in the Springbrook neighborhood to IBP was conducted in 2020. There is no change to the City's housing capacity from this 2021 amendment.

A. Consistency with the Comprehensive Plan: This amendment improves internal consistency within the Comprehensive Plan, reflecting in the Plan's text the redesignations and rezones of 19 Springbrook parcels completed in 2020.

B. Compatibility with development in the vicinity: This amendment is intended to concentrate industrial development, for which there is an increasing demand in Lakewood near the I-5 and Hwy 512 corridors, into a specific section of Springbrook that is separated from the planned residential densification within the Springbrook Center of Local Importance (CoLI.)

C. Transportation impacts and mitigation: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

D. Public Service impacts and mitigation: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

E. Public health, safety and general welfare impacts: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

F. Range of permitted uses: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

G. Change in circumstances: This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

H. Advantages vs. negative impacts: This amendment improves internal consistency within the Comprehensive Plan text and its Future Land Use Map, reflecting in the Plan's text the redesignations and rezones of 19 Springbrook parcels completed in 2020. There are no negative impacts from this amendment.

CEDD Recommendation: Approval.

2021-03 Updates to reflect adoption of 2020 City Parks Legacy Plan

Update Comprehensive Plan maps and text to reflect adoption of 2020 Parks Legacy Plan.

Additions and deletions are included below in underline/strikeout.

Note: Figures 3-5, 3-6 and 3-8 need to be updated prior to City Council action

3.10 Green Spaces, Recreation, and Culture

3.10.1 Parks, Open Space, and Recreation – An Overview

The Lakewood community evolved under a regionally focused parks and recreation planning system. In the 1970's and 1980's extensive residential growth occurred in Lakewood without concurrent attention to green spaces and recreational needs. Many neighborhoods had no parks or other such amenities. Further, park areas were in stages of disrepair due to years of deferred maintenance and limited capital improvements. Upon the City's incorporation in 1996, less than 40 acres of park land and facilities were transferred to the City by other public agencies.

Within two years after incorporation, Lakewood adopted its first parks and recreation master plan in March 1998. The master plan was modest in its goals, but did list the City's priorities:

- 1) Acquisition of future park and open space sites;
- 2) Upgrading existing parks sites; and
- 3) Preservation of natural open space.

The City immediately began investing in parks and recreation to meet community needs, including new park facilities, sports fields, playground structures, irrigation [systems](#) and turf [areas](#), new restrooms and shelters, and various recreation programs and community events. Major renovation projects were initiated. Waterfront access improvements were made on American Lake and an off-leash dog park was established at Fort Steilacoom Park. Recreational programming was directed into underserved areas of the community to meet the complex needs of youth facing social and economic challenges. Large tracts of both public and private property were zoned open space.

In September 2005, Lakewood adopted a new Parks and Recreation Master Plan. The Parks, Recreation and Community Services Department (PRCS) expanded the recreation division, developed new community partnerships, created new citizen advisory boards, added three new parks, a new senior activity center and made system-wide park improvements to better serve Lakewood residents.

In view of program expansion, new trends, future needs, and to be eligible for various funding programs, the Department initiated an update to the 2005 Master Plan in mid-2010 and embarked on the development of a 20-year sustainable park and recreation master plan document known as the Lakewood Legacy Plan. In March 2011, a visioning process was established which created vision and mission statements, and strategic goals. [This culminated](#)

in the 2014 Lakewood Legacy Plan, which was designed to meet the state of Washington's requirement for a six-year parks, recreation and open space plan (PROS).

In the spring of 2019, the City embarked on an update to the 2014 Legacy Plan producing the vision, mission, motto, and goals listed below. This update included a multi-pronged outreach and engagement plan, as well as a detailed demand and need analysis. The demand and need analysis included a review of existing environments, demographic trends, park and recreation trends, and input received from the community at public engagement efforts. For the needs analysis, the city performed gap analyses using the plan's level of service measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment (PACA).

Vision: Lakewood is a healthy and vibrant community where opportunities abound.

Mission: Lakewood provides quality parks, diverse programs, and sustainable practices that encourage an engaged and livable community.

Motto: Safe, Clean, Green, and Equitable.

Goals 1: Protect, preserve, enhance and expand parks and open space facilities.

Goals 2: Provide equitable and community-driven services that are accessible for all.

Goals 3: Increase the connectivity of the community.

Connectivity means the state or extent of being connected or interconnected. For the Legacy plan, this means the ability to access parks and park amenities, and build and leverage social connections, for people to feel comfortable and welcome in the City's public spaces, and for people to have opportunities for civic engagement

Goals 4: Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.

Goals 5: Provide transparent, accountable, and fiscally responsible services and facilities.

The goals are listed below.

Environmental:

Protect the open space needs of future generations through acquisition, development and environmental stewardship. Create safe access to open space through a connected system of urban, non-motorized trails.

Economic:

Invest in a quality park and recreation system to fuel economic development.

Secure sustainable and diverse funding to acquire, develop, maintain and operate the park and recreation system.

Social:

~~Build social equity through affordable, inclusive and accessible park and recreation services. Create a strong, active and healthy community by providing a variety of open space and recreation opportunities.~~

Cultural:

~~Celebrate the cultural diversity of our community by providing a wide range of parks and recreation opportunities.~~

~~Create a sense of place in our community by incorporating art and history in parks and public spaces.~~

Organizational:

~~Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends and performance outcomes.~~

~~Make accountable, transparent and responsible decisions by considering the environmental, economic, social and cultural impacts to our community.~~

The Legacy Plan lays out a road map to guide the future development of park and recreation services, while creating a healthy and sustainable park and recreation system for future residents. It works in concert with the Comprehensive Plan which provides direction for the planning, acquisition, development, and renovation of parks, open space, and recreational facilities for the years 2014-2020 – 2034-2040. The Legacy Plan was developed with participation from City and service area residents. It identifies existing publicly owned parks and facilities and their needed improvements, opportunities for partnerships, potential funding sources, and a course of action.

The Legacy Plan is used in the following ways:

A strategic guide: The plan acts as a foundation for future strategic planning, decision making and visioning exercises. It serves as a guide for elected officials and City personnel in the provision of park, open space and recreation services.

An information provider: The plan provides information on the City's park, open space and recreation system for elected officials, City personnel, community members and any other interested parties.

To support grant funding: The plan is designed to support grant applications; specifically, the plan is designed to meet the planning requirements of the Washington State Recreation and Conservation Office (RCO).

The Legacy Plan goals and priorities have been inserted into the Lakewood's Comprehensive Plan. The Legacy Plan's inventory, implementation strategies, and capital facilities planning are also incorporated by this reference.

3.10.2 Park Planning Areas

With over 12,000 acres, Lakewood is made up of diverse neighborhoods traversed by major arterials, lakes and creeks resulting in some areas being isolated from the rest of the City. In certain areas, residents have to cross major roads and water bodies to access the closest park and recreation facilities. The physical barriers can cause inconvenience and create longer trips for residents to travel to their nearest parks and open space.

The Legacy Plan uses these major physical barriers as boundaries to create 10 park planning areas. Through this delineation, residents living within each park planning area will have safe access to and be equitably served by sufficient parks and outdoor recreation opportunities within reasonable walking distance.

The 10 park planning areas are shown in Figure 3.4 which are bisected by:

- ☐ I-5;
- ☐ Major arterials including Steilacoom Boulevard SW, Washington Boulevard SW, —portions of Bridgeport Way SW, Gravelly Lake Drive SW, 100th Street SW and South Tacoma Way;
- ☐ Creeks such as Chambers Creek, Leech Creek and Clover Creek; and
- ☐ Lakes such as Lake Steilacoom and American Lake.

In terms of the acreage of the park planning areas, they vary considerably ranging from the largest Area 5, with over 2,600 acres to the smallest and isolated, Area 9 of less than 300 acres. Generally speaking, the size bears no significance for the purpose of ensuring equitable, safe and convenient access to park and recreation services. The size and the configuration of any park planning area were solely determined by the alignment and the location of the major physical barriers discussed above.

3.10.23 Inventory of Parks and Open Space

The current City's parks system consists of one regional park, two community parks, nine neighborhood parks, one natural area and three urban parks, plus the Senior Activity Center and a community garden. In addition to City parks, the City is collaborating with Pierce County on the Chambers Creek Canyon Area of the Chambers Creek Regional Park and Seeley Lake Park. The City also has a joint-partnership with the Clover Park School District that allows Lake Louise Elementary School to serve as a neighborhood park after school hours. In addition to City parks and open space facilities, Washington state and Pierce County have parks, open spaces, and facilities located in Lakewood, including: Seeley Lake, Chambers Creek Canyon Area, South Puget Sound Urban Wildlife Area, the Lakewood Community Center and the American Lake boat launch at Camp Murray.

Currently, the Parks, Recreation and Human Services Department manages a total of 14 park sites, totaling about 650 acres. The Lakewood's parks range in size from a large Fort Steilacoom Park of over 350 acres, serving visitors from a wide region, to Primley Park of less than 0.2 acre,

serving a particular local neighborhood. While the majority of the current park assets are developed and well maintained, there are a few undeveloped or minimally maintained areas. ~~Examples include Lakeland Park, Edgewater Park and some portions of developed parks kept in their natural state for residents to relax and enjoy, such as the well-preserved native oak woodland and meadows in Fort Steilacoom Park and the 20-acre natural area in Wards Lake Park.~~

~~The Department~~Lakewood offers ~~15~~ten play structures in various parts of the City. Among the ten parks managed for high-impact recreation purposes, each has at least one playground structure to welcome neighborhood users, such as toddlers learning how to navigate a slide.

Many smaller parks serving local neighborhoods, such as Active Park, Springbrook Park and Washington Park, have basketball courts for casual play. However, major sport facilities such as baseball and soccer fields are mostly provided in larger parks serving a wider community or the entire City/region, such as Harry Todd Park and Fort Steilacoom Park. In total, the City offers ~~seven~~eight baseball fields, ~~three soccer~~seven multipurpose fields, ~~five~~six basketball courts/hoops, one tennis court and two skate parks.

~~Ten~~Twelve picnic shelters are provided in six major parks for community use. Five of them are located in Fort Steilacoom Park ~~and~~, two in Harry Todd Park, and two in Springbrook Park. Fort Steilacoom Park also houses a very popular 22-acre dog park. Figure 3.5 shows the locations of all public open spaces in the City. Figure 3.6 shows park and recreation sources managed by alternative providers.

The City operates two boat launches, one on American Lake at ~~at~~ American Lake Park, and the other on Lake Steilacoom at Edgewater Park. Beach access and swim areas are also available at American Lake Park and Harry Todd Park.

The City manages a total of over 51,000 feet of gravel paths, 22,300 feet of asphalt pathways and almost 5,000 feet of cement trails. Trails are provided in all types of parks, for both high and low-impact recreation pursuits.

Restrooms in parks are highly desired by the public; however, maintenance and operation costs continue to rise. ~~Except Fort Steilacoom Park, which has restrooms open year-round, all other restrooms in American Lake Park, Harry Todd Park, Kiwanis Park and Wards Lake Park are seasonal.~~ Year round restrooms are provided in Fort Steilacoom Park, American Lake Park, Kiwanis Park and Harry Todd Park.

The City has 13 lakefront street-ends adjacent to, Lake Louise, Lake Steilacoom, Gravelly Lake, and American Lake. Lakefront street-ends are portions of the City's rights-of-way (ROW), or public easements, that "dead end" into public lakes. As ROW, lakefront street-ends are not considered parks or parkland. The City continues to actively monitor and evaluate existing lakefront street-ends.

~~The City has identified 13 street-ends adjacent to Waughop Lake, Lake Steilacoom, Gravelly Lake, and American Lake. Street ends could be used for open space and recreation purposes.~~

~~Figure 3.7 provides locations and lists recommendations for street ends. The City offers a wide variety of recreation programs and life-long learning opportunities for all residents in the community. Annually, the City offers over 500 recreation activities with more than 2,500 hours. Programs currently offered comprise a variety of program areas, service areas, types and formats.~~

~~Park and recreation services are provided by alternative sources. Figure 3.8 shows the locations of both private and public golf courses found within the immediate vicinity of Lakewood.~~

~~Schools also provide recreational opportunities throughout the community; Figure 3.9-8 shows the locations of 26 public schools within Lakewood. Community facilities are identified in Figure 3.109. Through a partnership with the Clover Park School District, the playground at Lakewood Louise was enhanced in 2009 to support community use during non-school hours. The improvements provided open space in an underserved area, improved our parks level of service and was an efficient use of public resources.~~

Analysis of Park Land and Facilities Needs

3.10.4 Park and Recreation Demand

As part of the 2020 Legacy Plan update the city performed a demand and needs assessment that included: an analysis of existing environments, demographic trends, park and recreation trends, and input received from the community at public engagement efforts. For the needs analysis, the City also performed gap analyses using the plan's level of service measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment (PACA).

Major Findings:

The City thoughtfully crafted a multi-pronged public involvement campaign to provide community members ample opportunities to be involved in the plan's update. Throughout the spring, summer, and fall of 2019 the City hosted a number of engagement events in-person and online to capture the park and recreation needs and desires of those who live, work and play in Lakewood. Based on past experience and research data, the City recognized that many "traditional" engagement efforts would not yield a representative sample of Lakewood as a whole. In effort to get a more representative sample, the City provided a number of targeted outreach events throughout the community, including focus groups and pop-up events. In total, the City's engagement efforts resulted in over 1,300 unique comments from 937 community members. The following provides a list of the various engagement events held throughout the City as part of the Plan update process:

- Legacy Plan Task Force
- Open Houses (Online and in-person)
- "Pop-up" Events
- Focus Groups
- Surveys (Online and Controlled Online)

- Website
- Parks and Recreation Advisory Board (PRAB)

Engagement Event Themes

All engagement events asked participants to identify the type of park and recreation amenities they wanted to see added or improved in the City in the next few years. *The City identified several main themes:*

1) Provide more diverse park amenities for all age groups

Expand park and recreation amenities to provide a wider diversity of active and passive opportunities at City parks and facilities with opens space.

Active Recreation Amenities: The most commonly desired active recreation amenity was a spray park. Other more frequently discussed active recreation amenities were playgrounds, basketball courts, multipurpose synthetic turf fields, and adult playgrounds/exercise equipment.

Passive Recreation Amenities: The most common passive park amenities identified were restrooms, walking and trails, seating, benches, and picnic areas or shaded areas, parking, water fountains, and dog-related activities.

2) Increase safety and security features at parks

Expand security measures in place at City parks, such as: cameras, police patrols (on foot, bike, and car), emergency call boxes, crime prevention through environmental design elements, and increased animal control for off-leash dogs.

3) Increase the availability of restrooms and drinking fountains

Expand and/or improve restroom facilities at the City's regional and community parks. There were also a number of comments about wanting to see permanent restroom facilities in neighborhood parks.

4) Maintain, improve, and expand trails and walkways

Running, jogging, hiking and/or walking consistently ranked as some of the most popular outdoor recreation activities. The 2013 State Comprehensive Outdoor Recreation Plan (SCORP) found that "the activity with the highest average number of days of participation by far among all Washington residents is walking (with or without a pet)."¹ Many comments and survey results indicated a strong interest in maintaining, improving, and expanding trail systems and pathways in Lakewood parks, as well as developing safer routes to parks and other public spaces using sidewalks and multimodal trail systems, including linear parks.

5) Increase accessibility of programs and events throughout the City

Expand City events in Lakewood and provide City events in various locations throughout Lakewood. The majority of these comments were directed specifically

¹ Ritchie, Amanda, et al. "The 2013 State Comprehensive Outdoor Recreation Plan." (2013).

at the City's Farmers Market. Comments expressed a desire to see the Farmers Market held at different locations, as well as different times during the week and/or on the weekend. Starting in 2021 the City will host a Night Market at the Colonial Plaza downtown.

Other comments expressed interest in expanding special events, such as the Summer Concert series, and in having food trucks and other food/beverage amenities located near or in parks. In addition, there were a number of comments that stressed the importance of water access, ADA access, and more park sites closer to where respondents lived.

6) Improve traditional and web-based communication

Several comments highlighted the lack of awareness of parks, open space facilities, recreation programming, and special events. Several comments noted that a searchable recreation amenity feature on the City's website would be helpful to find parks and open space facilities with the amenities people are interested in.

Geofencing, a GPS or RFID technology that creates a virtual geographic boundary, may also be a useful communication technology tool in the future. In addition to counting park visitors and tracking park visitation patterns and economic impacts, this technology could be used to prompt visitors as they enter the park about the amenities and upcoming events offered at that park.

7) Expand existing parks, preserve natural resources, and acquire new parkland, including a Downtown Park

Many comments expressed a desire to expand existing parks and create more parks, including establishing a Downtown Park. There were also several comments expressing the desire to preserve the historic barns at Fort Steilacoom Park.

~~Since Lakewood is mostly developed, much of the future population growth would likely occur in areas where residential intensification occurs in the form of infill and mixed use development. Also complicating park planning are three important factors:~~

- ~~1) Fort Steilacoom Park which is a regional park facility serving 900,000 visitors annually;~~
- ~~2) The past practice of deferring park maintenance; and~~
- ~~3) The absence of dedicated funding for park development.~~

~~The Legacy Plan, therefore, takes a different approach in estimating future park demand. Preparation of the Legacy Plan relied heavily on the 2010 community-wide needs assessment survey prepared by an outside consultant, Management Learning Laboratories. A questionnaire based on focus group meetings with different segments of the community, members of the parks staff, and recreation providers in Lakewood. Once the questionnaire was completed it was mailed to a random sample of residents. The data from the survey was analyzed to produce a set of recommendations.~~

Major Findings:

The issues important to the respondents include neighborhood parks and family based recreation. While there were other areas of importance as well, overall, this community is interested in recreating with families in their local parks. Special events appear to be of importance to respondents. In general, a set of trends emerged in terms of programs and facilities. Although not in a specific hierarchical order, the following are the top issues that the City will want to address in the near future and long term:

- ☐ Neighborhood parks
- ☐ Safety and security of facilities
- ☐ Cleanliness of facilities
- ☐ Preservation of open space
- ☐ Family-based programs
- ☐ Cooperation with other entities including schools and businesses
- ☐ Quality of staff in terms of professionalism and courtesy
- ☐ Engage in fund-raising through solicitation of sponsorships
- ☐ Programming for younger children with before and after school opportunities
- ☐ Better advertise location of facilities and programs

The needs assessment also examined Level of Service (LOS) to determine if there were a sufficient number of neighborhood parks located within the City to meet future population demand as well as identification of possible service duplications and gaps.

Survey participants were asked how far they were willing to walk to recreation facilities. Respondents to the needs assessment indicated a willingness to walk 18-21 minutes to a park or recreation area which constitutes a 0.75-mile service radius. Consequently, this Legacy Plan incorporates a 0.75-mile walking distance as the LOS for neighborhood parks equipped with playground facilities.

The new 0.75-mile LOS was applied to each of the 10 Lakewood park planning areas to determine any park service area duplications and gaps using GIS mapping of walkways, sidewalks, and other linkage networks.

Based on this assessment, Lakewood has three residential areas that are potentially underserved:

- ☐ North section of planning area 2 west of Bridgeport Way—which may be serviced by acquiring neighborhood park lands adjacent to Chambers Creek Regional Park and/or by acquiring private park land near the Oakbrook County Club or the private Oakbrook Pool on Ruby.
- ☐ East section of planning area 8 east of Gravelly Lake—which could be serviced by developing a trail system around Gravelly Lake linking existing neighborhood parks and/or by developing a school park at Tyee Park Elementary School.

- ~~□ East section of planning area 10 east of I-5—which may be serviced by developing and/or acquiring and redeveloping residentially zoned land adjacent to the industrial area. Woodbrook Middle School property has been rezoned industrial reserve.~~

~~Figure 3.11 illustrates the underserved areas based on 20 minute walk radius.~~

Intergovernmental Coordination Opportunities

Currently, the parks, recreation and human services department has collaborated with close to one hundred partners, including public, private and non-profit agencies. These collaborations help manage or develop park resources, plan programs and events, deliver activities, market programs or share the use of facilities, equipment or program space.

For park development and management, the department has successfully partnered with public agencies including the County and the State to operate Fort Steilacoom Park and the Clover Park School District to develop a neighborhood-school park at Lake Louise Elementary School. On the programming side, the department works with many agencies including the local school district, Pierce College, Pierce County Library District, Communities in Schools and over 40 nonprofit and local interest groups. Over 30 private organizations provide sponsorship and assist in joint marketing programs.

There are different forms of partnership agreements in place governing how relationships are managed. In some cases, these collaborations take the form of informal “handshakes” and in other situations, an interlocal agreement. While most partnerships are informal, the City has established interlocal agreement with Pierce County to rent space at the Lakewood Community Center. Pierce County, Lakewood, and the city of University Place have also entered into an interlocal agreement for the development of Chambers Creek Trail. A third interlocal agreement is in place with the local school district to use a local elementary school site, Lake Louise Elementary, as a neighborhood park.

~~There are different forms of partnership agreements in place governing how relationships are managed. In some cases, these collaborations take the form of informal “handshakes” and in other situations, an interlocal agreement. While most partnerships are informal, the City has established interlocal agreements with Pierce County to rent space at the Lakewood Community Center. A third interlocal agreement is in place with the local school district to use a local elementary school site as a neighborhood school park.~~

Volunteers are also important. Their contribution to overall operations is significant. Volunteers assist with dog park monitoring, are used as senior ambassadors, and perform invasive plant removal and general park maintenance. ~~In 2013, volunteers provided over 7,000 hours of service.~~

Another important resource that supports annual basic park maintenance is the City’s Work Crew program. Created as an alternative sentencing program in the municipal court system to reduce jail housing costs, the work crew offenders perform community service hours in lieu of jail time and fines. Due to the City hosting several municipal courts and sharing this alternative sentencing program, the use of the City’s work crew has significantly been reduced in the past

few years. Although the number of participants varies from week to week and season to season, the work crew provides about 10,000 hours each year in park maintenance support.

Work crew participants regularly support daily park rounds (litter and garbage removal, basic vandalism repairs and graffiti removal, parking lot clean up, weeding, and raking chips in the playgrounds) and provide seasonal clean up and special project support.

In monetary terms, volunteers and work crew participants together contribute \$220,000 to parks operations.

GOAL LU-41: Protect the open space and water access needs of future generations through acquisition, development and environmental stewardship.

Policies:

~~LU 41.1: Assess open space needs within each park planning area.~~

~~LU 41.2: Develop partnership and acquisition strategies to address open space deficiencies.~~

~~LU 41.3: Customize park design through the preparation of master site designs to ensure open space and water access needs are met.~~

~~LU 41.4: Protect public open space and water access for future use.~~

~~LU 41.5: Promote environmental stewardship by promoting public awareness, maximizing the use of public space for environmental education, and exploring the feasibility of developing environmental education centers.~~

GOAL LU 41: Protect, preserve, enhance and expand parks and open space facilities.

Policies:

LU 41.1: Protect irreplaceable natural, cultural and historical assets.

LU 41.2: Preserve existing parks and facilities by using preventative maintenance and innovative and sustainable practices.

LU 41.3: Enhance parks by providing a variety of amenities that meet the diverse needs of a growing and changing population.

LU 41.4: Expand park systems by strategically acquiring land and proactively planning for future system needs.

GOAL LU-42: Create safe access to open space through a connected system of urban, nonmotorized trails.

Policies:

~~LU 42.1: Develop a connected system of nonmotorized trails throughout the City.~~

~~LU 42.2: Develop off-street trails within City parks to encourage physical activity for park visitors. LU 42.3: Develop trails and linear urban parks within development sites to improve trail connectivity.~~

~~LU 42.4: Secure resources for trail development and maintenance.~~

GOAL LU 42: Provide equitable and community-driven services that are accessible for all.
Policies:

LU 42.1: Provide a wide variety of park amenities and programs to meet the various needs of the community.

LU 42.2: Continue to remove physical, financial, and social barriers that prevent or deter park and recreation use.

LU 42.3: Celebrate and support the cultural diversity of the community.

LU 42.4: Provide a variety of opportunities to involve residents, partners, and stakeholder groups in park and recreation planning, design, decision making, and program implementation.

LU 42.5: Develop policies to support active and healthy communities.

~~**GOAL LU 43: Invest in a quality park and recreation system to enhance economic benefit.**~~
~~**Policies:**~~

~~LU 43.1: Create public spaces and amenities in the CBD to support downtown businesses and residents.~~

~~LU 43.2: Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.~~

~~LU 43.3: Invest in Fort Steilacoom Park and Fort Steilacoom Golf Course to support regional use and generate economic benefit.~~

~~LU 43.4: Promote tourism at regional and community parks and water access areas.~~

~~LU 43.5: Ensure City parks are safe and clean to enhance the value of nearby properties.~~

GOAL LU 43: Increase the connectivity of the community.

Connectivity means the state or extent of being connected or interconnected. For the plan, this means the ability to access parks and park amenities, and build and leverage social connections, for people to feel comfortable and welcome in the City's public spaces, and for people to have opportunities for civic engagement.

Policies:

LU 43.1: Develop and maintain a system of connected non-motorized trails that encourage physical activity and create safe routes to parks and public spaces.

LU 43.2: Build and leverage partnerships with other entities, organizations, community stakeholder groups, and other City departments to provide quality and accessible services.

LU 43.3: Create a sense of place at parks and in public spaces by incorporating art, culture, and history.

LU 43.4: Provide a variety of outreach and promotional materials to spread awareness of parks and recreation services.

LU 43.5: Assume a wide range of roles in the provision of services, including direct provider, partner, sponsor, and information clearinghouse.

~~**GOAL LU-44: Secure sustainable and diverse funding to acquire, develop, maintain and operate the park and recreation system.**~~

~~Policies:~~

~~LU 44.1: Develop a long term financial plan to support a sustainable park and recreation system.~~

~~LU 44.2: Seek creative funding sources to meet the open space, water access and program needs of the community.~~

~~LU 44.3: Create a legacy campaign to solicit funds to implement a comprehensive park and recreation system.~~

GOAL LU 44: Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.

Policies:

LU 44.1: Continue to develop and expand destination park amenities and community signature events that increase tourism and improve recreation opportunities.

LU 44.2: Develop park and public space amenities in the downtown and other mixed-use and commercial areas.

LU 44.3: Provide safe, clean, and green parks that attract visitors, businesses, and enhance property values.

~~**GOAL LU-45: Provide affordable, inclusive and accessible park and recreation services Citywide. Policies:**~~

~~LU 45.1: Include a wide variety of quality programs to meet the diverse needs of the community.~~

~~LU 45.2: Increase access to recreation opportunities in underserved areas. LU~~

~~45.3: Seek creative alternatives to ensure program affordability. LU 45.4: ——— Ensure equitable access to parks across the City.~~

~~LU 45.5: Facilitate and encourage the use of public transit and active transportation to access City parks and recreation programs.~~

~~LU 45.6: Seek public support for affordable, inclusive and accessible park and recreation services.~~

GOAL LU 45: Provide transparent, accountable, and fiscally responsible services and facilities.

Policies:

LU 45.1: Make accountable, transparent, and responsible decisions that consider the environmental, economic, social, and cultural impacts to our community.

LU 45.2: Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends, performance outcomes and statutory requirements.

LU 45.3: Secure sustainable, diverse, and creative funding.

LU 45.4: Cultivate and leverage community partnerships to improve park and recreation services.

LU 45.5: Research, implement, evaluate, and improve park and recreation practices.

~~GOAL LU 46: Create a safe, strong, active and healthy community by providing a variety of open space and recreation opportunities.~~

~~Policies:~~

~~LU 46.1: Provide a wide range of park and open space amenities and facilities to support a safe and healthy community.~~

~~LU 46.2: Ensure park and facility design and maintenance support a safe and healthy community.~~

~~LU 46.3: Develop policies to support active living and healthy communities.~~

~~GOAL LU-48:~~ Acknowledge Lakewood’s cultural diversity by providing a wide range of park and recreation opportunities.

~~Policy:~~

~~LU 48.1:~~ Raise cultural awareness by showcasing community cultures through recreation programming, supporting special events, displaying cultural art in parks and public places, and developing new partnerships with organizations that represent diverse ethnic backgrounds.

~~GOAL LU-49:~~ Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends, performance outcomes and statutory requirements.

~~Policies:~~

~~LU 49.1:~~ Maintain plan update cycle to ensure plan relevancy.

~~LU 49.2:~~ Track performance outcomes to assess factors affecting plan implementation.

~~LU 49.3:~~ Incorporate program evaluations and performance management into daily operations and annual work programs.

~~LU 49.4:~~ Encourage the use of best practices in the management and operation of the parks and recreation system.

2021-03 CEDD REVIEW

Housing Capacity Analysis: The updates to the Comprehensive Plan reflecting the adoption of the 2020 Legacy Plan do not affect the City's housing capacity.

A. Consistency with the Comprehensive Plan: This amendment acknowledges the adoption of the Lakewood 2020 Parks, Recreation and Open Space (PROS) Master Plan, termed the "Legacy Plan," in the Comprehensive Plan and its discussion of parks, recreation and open space. It increases the internal consistency of the Comprehensive Plan as well as providing consistency between the Comprehensive Plan and the City's PROS Plan.

B. Compatibility with development in the vicinity: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."

C. Transportation impacts and mitigation: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."

D. Public Service impacts and mitigation: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."

E. Public health, safety and general welfare impacts: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."

F. Range of permitted uses: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."

G. Change in circumstances: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."

H. Advantages vs. negative impacts: This amendment acknowledges the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan," in the Comprehensive Plan and its discussion of parks, recreation and open space. It increases the internal consistency of the Comprehensive Plan as well as providing consistency between the Comprehensive Plan and the City's PROS Plan. There are no negative impacts from this amendment.

CEDD Recommendation: Approval. Note: Comprehensive Plan Figures 3-5, 3-6, and 3-8 will need to be updated prior to final action by the City Council to adopt.

2021-05 Updates related to Western State Hospital (WSH) and Public and Semi-Public Institutional Uses

Update Comprehensive Plan maps and text in relation to WSH Master Plan update and/or other updates as needed per state law.

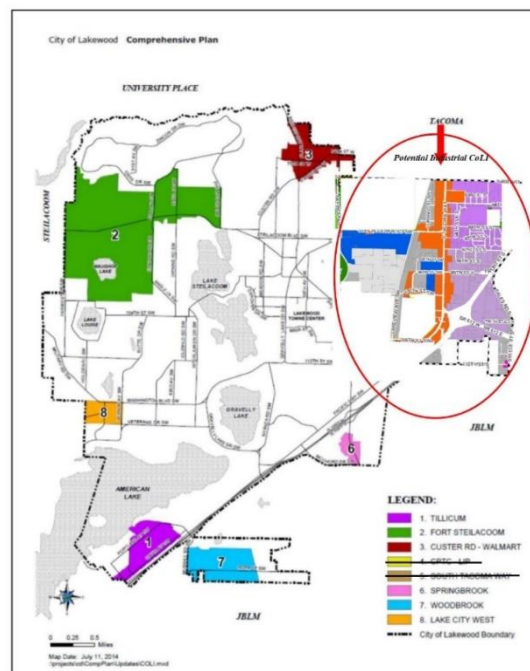
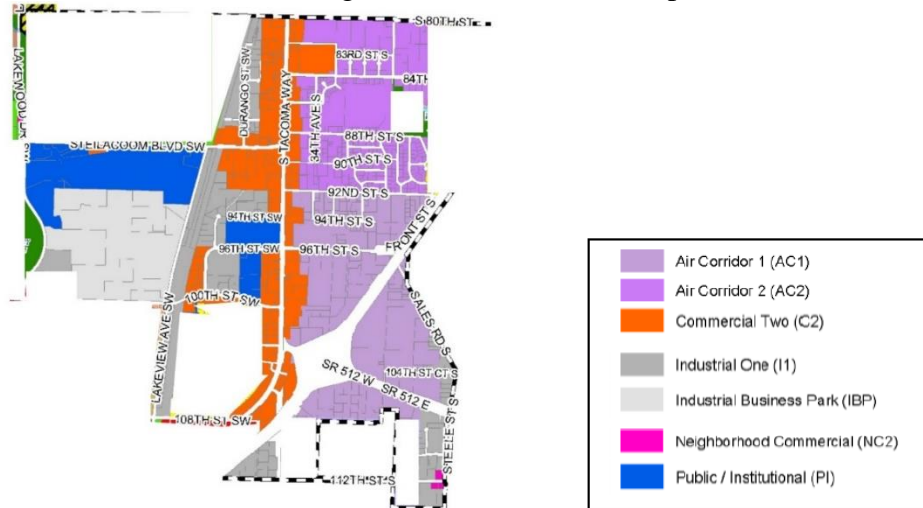
2021-05 Status: At the time the City Council approved the 2021 Comprehensive Plan amendment cycle docket, it was anticipated that the WSH Master Plan update application would have been submitted to the City for review not later than December 31, 2020. However, the application has not yet been submitted, and therefore the drafting of amendments 2021-05 is not yet possible.

CEDD Recommendation: **Defer to 2022 Comprehensive Plan amendment cycle.**

2021-07 Updates related to establishing a new industrial Center of Local Importance (CoLI) and removing existing CoLIs 4 (Industrial Business Park/Clover Park Technical College) and 5 (South Tacoma Way.)

Update Comprehensive Plan maps and text to remove current CoLIs 4 and 5 and create a new industrial CoLI recognized at the Countywide level in order to spur economic development and also qualify for new transportation funding to support the industrial development within the new CoLI boundaries. *(Maps of the proposed CoLI are included below.)*

[Sections 1.7, 2.1, 2.5, Goal T-2, Figures 2.3 – 2.11, and Chapter 5]



2021-07 Status: Proposed amendment 2021-07 would establish a new industrial Center of Local Importance (CoLI) and removing existing CoLIs 4 (Industrial Business Park/Clover Park Technical College) and 5 (South Tacoma Way.) Following its adoption into the Lakewood Comprehensive Plan, the City would seek to secure recognition of the Industrial CoLI at the Countywide level in order to spur economic development and also qualify for new transportation funding to support the industrial development within the new CoLI boundaries.

At the time the City Council approved the 2021 Comprehensive Plan amendment package to include 2021-07, it was anticipated that the City could secure EDA grant funds to develop the new CoLI text, maps and planning analysis. However, EDA funds were exhausted before this project was submitted. As a result, the CED would not be able to pursue adoption of this amendment in the 2021 cycle.

The CED had begun pursuing two potential funding sources for 2021-07 with the intention of recommending that the amendment be deferred until the 2022 Comprehensive Plan amendment cycle:

- **Port of Tacoma Local Economic Development Investment Fund.** This fund is designed to assist non-profit organizations and municipal agencies with eligible economic development projects in Pierce County.
- **CERB Planning Study Grant.** CERB provides limited grant funding for studies to evaluate high-priority economic development projects, and rural broadband projects. When considering planning grants, the Board gives priority to projects that could result in a type of project eligible for CERB construction funds.

City Council action: On February 16, 2021 the City Council voted to remove proposed amendment 2021-07 from the 2021 Comprehensive Plan amendment cycle via Resolution 2021-02 with no direction to move it to the 2022 cycle.

As a result, this amendment will not be pursued in future amendment cycles unless and until the City Council directs that it be.

2021-09 Text amendments to Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.

Additions and deletions are included below in underline/strikeout.

GOAL LU-18: Promote, within commercial districts and corridors, the infill of vacant lands, redevelopment of underutilized sites, and intensification of existing sites.

LU-18.5: Work to reinvigorate economically blighted areas in Lakewood ~~by establishing Community Renewal Areas with associated renewal plans.~~

2021-09 CED REVIEW

Housing Capacity Analysis: The proposed amendment results in no change to the City's housing capacity.

A. Consistency with the Comprehensive Plan: The internal consistency of the Comprehensive Plan would increase with the adoption of this proposed amendment. The City no longer is using Community Renewal Areas in its planning.

B. Compatibility with development in the vicinity: Not applicable. This text amendment will not affect development in the City.

C. Transportation impacts and mitigation: Not applicable. This text amendment will not affect transportation in the City.

D. Public Service impacts and mitigation: Not applicable. This text amendment will not affect public services in the City.

E. Public health, safety and general welfare impacts: Not applicable. This text amendment will not affect public health, safety or general welfare in the City.

F. Range of permitted uses: Not applicable. This text amendment will not affect permitted uses in the City.

G. Change in circumstances: The City no longer is using Community Renewal Areas in its planning.

H. Advantages vs. negative impacts: There would be no negative impacts from this text amendment. The internal consistency of the Comprehensive Plan would increase with the adoption of this proposed amendment. The City no longer is using Community Renewal Areas in its planning.

CEDD Recommendation: Approval.