



A G E N D A

PLANNING COMMISSION

Don Daniels • Ryan Pearson • Paul Wagemann
Phillip Combs • Linn Larsen • Brian Parsons • Robert Estrada

Wednesday, December 7, 2022 at 6:30 pm

Hybrid Meeting: In-Person & Virtual via ZOOM

City Council Chambers (6000 Main St. SW, Lakewood 1st floor)

Per the Lakewood City Council, the Planning Commission will meet in a hybrid in-person and virtual format.

Residents can attend in person at the Lakewood City Council Chambers; they can also attend virtually by watching them live on the City's YouTube channel @ <https://www.youtube.com/user/cityoflakewoodwa> or by calling in to listen by telephone at +1 (253) 215-8782 and by entering meeting ID: 864 2883 6136

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

Live Virtual Public Participation: To provide live virtual 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: 864 2883 6136 or by going online at <https://us06web.zoom.us/j/86428836136>. Each speaker will be allowed (3) three minutes to speak during the Public Comment and during each Public Hearing. Outside of Public Comments and Public Hearings, attendees will not be acknowledged and their microphone will remain muted.

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

Online: For those using the ZOOM link <https://us06web.zoom.us/j/86428836136> to testify, upon entering the meeting, please enter your name or other chosen identifier. Use the "Raise Hand" feature to be called upon by the Chair during the Public Comments and/or Public Hearings portions of the agenda. When you are unmuted, please provide your name and city of residence.

1.	Call to Order
2.	Roll Call
3.	Approval of Minutes from November 2, 2022
4.	Agenda Updates
5.	Public Comments
6.	Public Hearings <ul style="list-style-type: none">• None
7.	Unfinished Business <ul style="list-style-type: none">• None
8.	New Business <ul style="list-style-type: none">• 2024 Comprehensive Plan Periodic Review Process – Transportation & Utilities
9.	Reports from Council Liaison, City Staff & Commission Members <ul style="list-style-type: none">• City Council Updates/Actions• City Staff Updates• Next meeting January 4, 2023

Meeting materials will be distributed and published no later than 24 hours prior to the meeting

1. Draft Meeting Minutes from October 19, 2022
2. Staff Report: 2024 Comprehensive Plan Periodic Review Process – Transportation & Utilities

Members Only

Please email kdevereaux@cityoflakewood.us or call Karen Devereaux at 253.983.7767 no later than Tuesday, December 6, 2022 at noon if you are unable to attend. Thank you.



**PLANNING COMMISSION
MEETING MINUTES
November 2, 2022
Hybrid In-Person/Virtual Meeting via ZOOM
6000 Main Street SW, Lakewood, WA 98499**

Call to Order

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

Roll Call

Planning Commission Members Present: Don Daniels, Chair; Ryan Pearson, Vice-Chair; Paul Wagemann, Phillip Combs, Linn Larsen and Robert Estrada

Planning Commission Members Excused: Brian Parsons

Commission Members Absent: None

Staff Present: Tiffany Speir, Long Range & Strategic Planning Manager; Ms. Mary Dodsworth, Parks, Recreation and Community Services Director; and Karen Devereaux, Administrative Assistant

Council Liaison: Paul Bocchi (not present)

Approval of Minutes

The minutes of the meeting held on October 19, 2022 were approved as written by voice vote M/S/C Larsen/Wagemann. The motion carried unanimously, 6 - 0.

Agenda Updates

None

Public Comments

No participants were online or in person wishing to comment.

Public Hearings

None

Unfinished Business

None

New Business

2024 Comprehensive Plan Periodic Review Process – Parks & Recreation

Ms. Tiffany Speir explained the 2024 Comprehensive Plan Periodic Review (24CPPR) process related to the City's Parks, Recreation & Open Space Element and planning efforts. Ms. Mary Dodsworth, Parks, Recreation and Community Services Director, presented information on the Comprehensive Plan Update of the Parks Legacy Plan, including:

- Vision and Mission
- Goals and Strategies
- Community Engagement
- Levels of Service
- PACA Scores
- Park Inventory, and
- Capital Facilities (Parks 6-Year CIP)

Ms. Dodsworth provided details on each of the 5 Legacy Plan goals as well as the current parks Capital Projects.

Report from Council Liaison

None

Reports from Commission Members and Staff

Ms. Speir reported that:

- the Commission would hear from Lakewood Department Directors and Program Managers regarding Transportation and Utilities at the December 7 Planning Commission; and
- the City Council would be taking its final vote regarding the Tree Ordinance on Monday November 7, 2022 and the implementation was tentatively scheduled for March 2023 to allow for public noticing.

Commissioners queried why the City Council final adoption of the Climate Change chapter was different from what the Planning Commission recommended, including the tree canopy goal to 40% by 2050. Ms. Speir stated she could have Councilmember Bocchi or the City Clerk address the answer. Ms. Speir offered to consolidate the information and provide at the next meeting.

The Next Regular Meeting and the final meeting of the year would be held as a hybrid in-person/ZOOM meeting on Wednesday, December 7, 2022.

Meeting Adjourned at 7:33 p.m.

Don Daniels, Chair
Planning Commission 12/07/2022

Karen Devereaux, Recording Secretary
Planning Commission 12/07/2022



TO: Planning Commission

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

DATE: December 7, 2022

SUBJECT: 2024 Lakewood Comprehensive Plan and Development Regulations Periodic Review Process – Transportation and Utilities

ATTACHMENTS: Compilation of Current Comprehensive Plan Transportation Goals, Policies and Map (**Attachment A**); compilation of Utilities Goals, Policies and Maps (**Attachment B**)

BACKGROUND

The Planning Commission began review of the 2024 Comprehensive Plan Periodic Review (24CPPR) process on September 21. The Commission is holding a series of study sessions focusing on parts of the required 24CPPR during fall 2022 and into early 2023. The subjects for December 2 are transportation and utilities.

DISCUSSION

The 2024 Periodic Review process includes a review of all elements in Lakewood's Comprehensive Plan and their associated development regulations. Transportation and Utilities each have their own elements within the City's Plan, and have development regulations in multiple sections of the Lakewood Municipal Code.

The City will conduct a review of the current Elements' content to update any obsolete information (maps or text) as well as to verify consistency with state, regional and countywide requirements.

Element Policy Review Criteria

The process for the 2024 Transportation Element and Utilities Element policy review includes the following criteria:

The Transportation Element must be consistent with relevant Countywide Planning Policies and RCW 36.70A.070(6):

- k. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports.
- b. Adopted levels of service (LOS) standards for all arterials, transit routes and highways.
- c. Identification of specific actions to bring locally-owned transportation facilities and services to established LOS.

- d. A forecast of traffic for at least 10 years including land use assumptions used in estimating travel.
- e. A projection of state and local system needs to meet current and future demand.
- f. A pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- g. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc.
- h. An analysis of future funding capability to judge needs against probable funding resources.
- k. A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program.
- j. If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.
- k. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan.

Lakewood hosts major facilities for both Pierce Transit and Sound Transit, and the City will be coordinating its review of the Transportation Element with representatives of both agencies.

The Utilities Element must be consistent with relevant Countywide Planning Policies and RCW 36.70A.070(4). Utilities include, but are not limited to: sanitary sewer systems, water lines, fire suppression, electrical lines, telecommunication lines, and natural gas lines.

- a. The general location, proposed location and capacity of all existing and proposed utilities. RCW 36.70A.070(4) and WAC 365-196-420

Lakewood does not own the sewer, water, light or power utilities that serve the City. The City will be coordinating with the following utilities as it prepares the 2024 Periodic Review amendments:

Sewer	Pierce County Sewer Utility
	Lakewood Water District

Water	Tacoma Water
	Western State Hospital
	Parkland Light & Water
Power	Lakewood Light & Power
	Puget Sound Energy
	Tacoma Public Utilities

Service area maps for these utilities are included in Attachment B.

Development Regulations Review Criteria

Concurrency and Transportation Demand Management (TDM): review to ensure consistency in land use approval and the development of adequate public facilities as plans are implemented, maximize the efficiency of existing transportation systems, limit the impacts of traffic and reduces pollution.

- a. The transportation concurrency requirement includes specific language that prohibits development when level of service standards for transportation facilities cannot be met.

Note: Concurrency is required for transportation, but may also be applied to park facilities, etc.

- b. Measures exist to bring into compliance locally owned transportation facilities or services that are below the levels of service established in the comprehensive plan. Levels of service can be established for automobiles, pedestrians and bicycles.

- c. Lakewood is bifurcated by I-5. Highways of statewide significance (HSS), including I-5, are exempt from the concurrency ordinance.

- d. Traffic demand management (TDM) requirements are consistent with the comprehensive plan.

Examples may include requiring new development to be oriented towards transit streets, pedestrian-oriented site and building design, and requiring bicycle and pedestrian connections to street and trail networks. WAC 365-196-840(4) recommends adopting methodologies that analyze the transportation system from a comprehensive, multimodal perspective.

- e. If required by RCW 70.94.527, a commute trip reduction (CTR) ordinance to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted. The ordinance should be consistent with comprehensive plan policies for CTR and Department of Transportation rules.

Stormwater:

- a. Regulations protect water quality and implement actions to mitigate or cleanse drainage, flooding, and storm water run-off that pollute waters of the state, including

Puget Sound or waters entering Puget Sound. RCW 36.70A.070(1) Regulations may include: adoption of a stormwater manual consistent with Ecology's latest manual for Eastern or Western Washington, adoption of a clearing and grading ordinance – See Commerce's 2005 Technical Guidance Document for Clearing and Grading in Western Washington.

b. Provisions for corrective action for failing septic systems that pollute waters of the state.

ATTACHMENT A
Transportation Goals, Policies, and Map from
Current Lakewood Comprehensive Plan

GOAL T-1: Apply the street functional classification system and transportation design standards in the construction of new or upgraded transportation infrastructure.

Policies:

T-1.1: Define all streets according to the following criteria:

- Principal arterials are roadways that provide access to principal centers of activity. These roadways serve as corridors between principal suburban centers, larger communities, and between major trip generators inside and outside the plan area. Service to abutting land is subordinate to travel service to major traffic movements. The principal transportation corridors within the City of Lakewood are principal arterials. These roadways typically have daily volumes of 15,000 vehicles or more.
- Minor arterials are intra-community roadways connecting community centers with principal arterials. They provide service to medium-size trip generators, such as commercial developments, high schools and some junior high/grade schools, warehousing areas, active parks and ballfields, and other land uses with similar trip generation potential. These roadways place more emphasis on land access than do principal arterials and offer lower traffic mobility. In general, minor arterials serve trips of moderate length, and have volumes of 5,000 to 20,000 vehicles per day.
- Collector arterials connect residential neighborhoods with smaller community centers and facilities as well as provide access to the minor and principal arterial system. These roadways provide both land access and traffic circulation within these neighborhoods and facilities. Collector arterials typically have volumes of 2,000 to 8,000 vehicles per day.
- Local access roads include all non-arterial public city roads and private roads used for providing direct access to individual residential or commercial properties. Service to through traffic movement usually is deliberately discouraged.

T-1.2: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

T-1.3: Adopt a street light placement policy that establishes the level and type of lighting that must be provided in conjunction with new development and redevelopment, including pedestrian-oriented lighting in targeted areas.

GOAL T-2: Maintain maximum consistency with state, regional, and local plans and projects.

Policies:

T-2.1: Coordinate with the state, county, adjacent jurisdictions, and transit providers to ensure consistency between transportation improvements, land-use plans, and

decisions of the City and other entities, consistent with PSRC's Regional Growth Strategy. Priority shall be given to funding for transportation infrastructure and capital facilities investments in the City's designated Regional Growth Center and in designated Centers of Local Importance.

T-2.2: Continue to participate in regional transportation planning to develop and upgrade long range transportation plans.

T-2.3: Periodically review the street classification system with adjacent jurisdictions to ensure consistency.

T-2.4: Support and actively participate in improvements to I-5 through Lakewood and JBLM, and pursue safe connections to the local community.

T-2.5: Work with WSDOT to identify and implement improvements to the I-5/SR 512 interchange.

GOAL T-3: Maximize transportation connections without negatively impacting residential areas.

Policies:

T-3.1: Delineate key street connections through undeveloped parcels to ensure that connections are made as development occurs.

T-3.2: Where practical, connect public streets to enable local traffic to circulate efficiently and to reduce impacts elsewhere in the transportation network.

T-3.3: Where practical, require new development to "stub out" access to adjacent undeveloped parcels to ensure future connectivity, indicating the future connection on the face of the plat, and (when possible) connect with existing road ends.

T-3.4: Accommodate pedestrian and bicycle connections where grades, right-of-way (ROW) widths, or other natural or built environment constraints have precluded street connections from being implemented.

GOAL T-4: Balance the need for property access with safety considerations.

Policies:

T-4.1: Limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual parcels.

T-4.2: Limit direct access onto arterials when access opportunities via another route exist.

T-4.3: Provide for full access to parcels abutting local residential streets, except where adequate alley access exists to individual lots.

T-4.4: Discourage abandonment of alleys.

T-4.5: Work with adjacent jurisdictions to establish consistent access limitations to arterials and highways of regional transportation importance.

T-4.6: Ensure emergency responders have efficient access to public and private properties.

GOAL T-5: Manage traffic to minimize its impact on neighborhoods, mobility, and enterprise.

Policies:

T-5.1: Maintain optimal traffic signal timing and synchronization along arterials and other principal transportation routes to ensure smooth traffic flow as well as pedestrian safety at crossings.

T-5.2: Prior to any street reclassifications, conduct an analysis of existing street configurations, land uses, subdivision patterns, location(s) of structure(s), impact on neighborhoods, and transportation network needs.

T-5.3: Upgrading residential streets to collector and arterial classifications will be discouraged and will occur only when a significant community-wide need can be identified.

GOAL T-6: Reduce the impact of freight routing on residential and other sensitive land uses.

Policy:

T-6.1: Designate truck routes for freight. T-6.2: Require new development and redevelopment to provide for freight loading and unloading on-site or in designated service alleys rather than in the public ROWs.

GOAL T-7: Sustain and protect the City's investment in the existing transportation network.

Policies:

T-7.1: Maintain streets at the lowest life cycle cost (the optimum level of street preservation required to protect the surfaces).

T-7.2: Maintain sidewalks to ensure continuous and safe connections.

T-7.3: Ensure predictable sources of income to maintain the transportation system.

GOAL T-8: Minimize visual and noise impacts of roadways on adjacent properties and other users.

Policies:

T-8.1: Create and apply standards for planting strips, including street trees, between road edges and sidewalks to be applied to various road classifications.

T-8.2: Create and apply standards for landscaped islands and medians to break up linear expanses.

GOAL T-9: Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.

Policies:

T-9.1: Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction, reconstruction, operations, and maintenance of the City's transportation system.

T-9.2: Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations.

T-9.3: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

GOAL T-10: Ensure Lakewood's transportation system is designed to enable comprehensive, integrated, safe access for all users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

Policies:

T-10.1: The Lakewood Engineering Design Standards is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation.

T-10.2: Context and flexibility in balancing user needs shall be considered in the design of all projects and if necessary, a deviation from the Lakewood Engineering Design Standards may be granted to ensure the Complete Streets Objective and supporting policies are achieved.

GOAL T-10: Minimize the growth of traffic congestion to meet state, regional, and local environment and sustainability goals.

Policies:

T-10.1: Require TDM improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.

T-10.2: Where practical, retrofit existing streets to link neighborhoods and disperse neighborhood access to services.

T-10-3 Interconnect traffic signals to provide green light progressions through high-volume corridors to maximize traffic flow efficiency during peak commute periods.

T-10-4 Consider the negative effects of transportation infrastructure and operations on the climate and natural environment.

T-10-5 Support the development and implementation of a transportation system that is energy efficient and improves system performance.

GOAL T-11: Reduce dependence on SOV use during peak commute hours.

Policies:

T-11.1: Establish CTR programs within major employer worksites as required by state law.

T-11.2: Work with Pierce Transit, Pierce County and major employers and institutions to coordinate and publicize CTR efforts.

T-11.3: Encourage employers not affected by the CTR law (less than 100 employees) to offer CTR programs to their employees on a voluntary basis and assist these employers with tapping into larger employers' ride matching/ridesharing and other HOV/transit incentive programs, where possible.

T-11.4: Encourage large employers to institute flex-hour or staggered-hour scheduling and compressed work weeks to reduce localized congestion during peak commute times.

T-11.5: Implement a local public awareness and education program designed to promote the environmental and social benefits of TDM strategies.

T-11.6: Work with local high schools to educate students about the social benefits of walking, biking, carpooling and riding transit to school.

T-11.7: Plan and implement arterial HOV improvements such as HOV lanes or transit-signal priority improvements at intersections to connect high-density employment centers with bus transit centers and commuter rail stations.

GOAL T-12: Decrease dependence on single-occupant vehicles (SOVs) as a primary means of transportation.

Policies:

T-12.1: Prevent automobiles from dominating neighborhood and central business districts, while still accommodating their use.

T-12.2: Maximize the availability of non-SOV transportation options to encourage people to use different modes.

T-12.3: Work with Pierce Transit to implement transit signal-priority systems that enhance the reliability of transit as an alternative transportation mode.

T-12.4: For the Lakewood Regional Growth Center, reduce the work-related SOV trip mode share from 83 percent (year 2010) to 70 percent by 2030 through coordinated improvements to HOV, transit, and non-motorized facilities within this area.

GOAL T-13: Develop and maintain collaborative working relationships with outside agencies to improve the transportation system.

Policies:

T-13.1: Involve appropriate agencies in the early review of development proposals to assess opportunities for transit-oriented design and amenities.

T-13.2: Support regional and high-capacity transit systems (e.g., buses and rail) that reliably and efficiently connect to local transit services.

T-13.3: Coordinate with transit agencies to provide facilities and services supportive of HOV use such as ridematching, provision of vanpool vehicles, on-demand services, shuttles, etc.

T-13.4: Coordinate with transit agencies to determine and respond to emerging routing and frequency needs, particularly in residential neighborhoods.

T-13.5: Work with transit agencies to develop design and placement criteria for shelters so that they best meet the needs of users and are a positive amenity.

T-13.6: Work with WSDOT to pursue HOV lanes on I-5 and SR 512 serving the city and regional transit operations.

T-13.7: Allocate staff resources to work with other transportation government agencies in drafting and submitting joint applications for state and federal transportation grants to support projects that benefit multiple jurisdictions.

T-13.8: Work with the Burlington Northern Santa Fe Railway, Sound Transit and other appropriate agencies to pursue funding for a grade separation at the 100th Street SW rail crossing.

T-13.9: Explore local shuttle service between high density areas within the urban center such as the Lakewood Station district, Lakewood Towne Center, the Sound Transit commuter rail station, the Colonial Center, and other high-density developments with high transit ridership potential.

T-13.10: Encourage ridesharing through requirements for parking reserved for carpool and vanpool vehicles in the zoning code.

T-13.11: Coordinate with service providers and other utilities using rights-of-way on the timing of improvements to reduce impacts to communities and to lower the cost of improvements.

T-13.12: Work with Sound Transit and WSDOT to pursue expansion of the existing SR-512 park-and-ride facility.

T-13.13: Work with Pierce Transit to monitor transit service performance standards and to focus service expansion along high-volume corridors connecting high-density development centers with intermodal transfer points.

GOAL T-14: Provide safe, convenient, inviting routes for bicyclists and pedestrians (see adopted Non-Motorized Transportation Plan).

Policies:

T-14.1: Implement and place a high importance on projects identified in the City's Non-Motorized Transportation Plan that serve and connect high density areas, major employers, schools, parks, shopping areas, and other popular destinations.

T-14.2: Promote and improve public bicycle and pedestrian connections to achieve greater connectivity.

T-14.3: Balance the desirability of breaking up large blocks with midblock crossings with the safety needs of pedestrians.

T-14.4: Require the incorporation of non-motorized facilities including bicycle parking, pedestrian-scale lighting, benches, and trash receptacles into new development designs.

T-14.5: Work with transit providers to provide bike racks and/or lockers at key transit stops and require them as condition of new development.

T-14.6: Coordinate with adjacent jurisdictions to design for coherent bike and pedestrian corridors.

T-14.7: Adopt a "Complete Streets" ordinance.

T-14.8: Take positive steps to improve traffic safety at high accident and/or injury locations.

GOAL T-15: Provide adequate parking that serves Lakewood's needs but does not encourage a continuation of auto-oriented development and travel patterns.

Policies:

T-15.1: Develop and implement reasonable and flexible parking standards for various types of land uses that balance the need for providing sufficient parking with the desirability of reducing commute traffic.

T-15.2: Consider parking standards that support TDM efforts.

T-15.3: Allow adjacent or nearby uses that have different peak parking demands such as employment and housing to facilitate shared parking spaces.

T-15.4: Recognize the capacity of transit service in establishing parking standards.

T-15.5: Develop and enforce parking lot design standards, identifying requirements for landscaping, walkways, runoff treatment, parking area ratios, lighting, and other elements as needed.

GOAL T-16: Foster the evolution of a Downtown that is compact and walkable and not defined by large expanses of parking lots.

Policies:

T-16.1: Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action. Conduct periodic reviews of Downtown development to verify the Plan's success.

T-16.2: Consider maximum parking requirements for higher density areas to encourage alternative transportation modes.

T-16.3: Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.

T-16.4: Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment.

T-16.5: Encourage the use of structured or underground parking to use land more efficiently.

T-16.6: Focus investments in downtown central business areas by promoting joint- and mixed use development and integrating shared-use parking practices.

T-16.7: Incorporate regional transportation guidelines into planning for centers and high-capacity transportation station areas.

GOAL T-17: Expand park-and-ride capacity to serve rail as well as other transit uses and accommodate growth.

Policies:

T-17.1: Work with transit providers to establish additional park-and-ride facilities to serve Sound Transit operations and to facilitate ridesharing and express bus connections.

T-17.2: Encourage commercial development on major transit routes to dedicate unused parking area to park-and-ride facilities where feasible.

GOAL T-18: Plan for location of freight routing in conjunction with placement of industrial, commercial, and other land uses to maintain and improve commercial transportation and mobility access.

Policies:

T-18.1: Install directional signage for truck routes through key areas of the city.

T-18.2: Consider potential freight movement needs of new development as part of SEPA review.

T-18.3: Create development standards for freight access to commercial uses likely to possess such needs.

T-18.4: As industrial uses concentrate into certain areas, identify ways to eliminate the conflict among freight users this may tend to create.

T-18.5: Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis-McChord.

T-18.6: Support reconstruction of the I-5/SR 512 interchange to improve access to the Lakewood Industrial Park.

T-18.7: Support new access and infrastructure improvements to American Lake Gardens that facilitate industrial development.

T-18.8: Explore future opportunities to grade separate rail traffic from street arterials where significant safety hazards or traffic congestion warrant.

T-18.9: The City discourages increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail.

GOAL T-19: Apply standardized performance measurement criteria to monitor transportation LOS.

Policies:

T-19.1: Monitor road performance using the Highway Capacity Manual's standardized LOS criteria:

- LOS A is defined as representing a free flow condition. Travel speeds are typically at or near the speed limit and little to no delay exists. Drivers have the freedom to

select their desired speeds and to make turns and maneuver within the traffic stream.

- LOS B is defined as representing stable flow. Drivers still have some freedom to select their travel speed. Average delays of 10-20 seconds per vehicle are experienced at signalized intersections.
- LOS C is defined as falling within the range of stable flow, but vehicle travel speeds and maneuverability are more closely controlled by higher traffic volumes. The selection of speed is not affected by the presence of others, and maneuvering within the traffic stream requires vigilance on the part of the driver. Longer average delays of 20-35 seconds per vehicle are experienced at signalized intersections.
- LOS D is defined as approaching unstable flow. Travel speed and freedom to maneuver are somewhat restricted, with average delays of 35-55 seconds per vehicle at signalized intersections. Small increases in traffic flow can cause operational difficulties at this level.
- LOS E is defined as representing operating conditions at or near the capacity of the roadway. Low speeds (approaching 50 percent of normal) and average intersection delays of 55-80 seconds per vehicle are common. Freedom to maneuver within the traffic stream is extremely difficult. Any incident can be expected to produce a breakdown in traffic flow with extensive queuing.
- LOS F is defined as forced flow operation at very low speeds. Operations are characterized by stop-and-go traffic. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Long typical delays of over 80 seconds per vehicle occur at signalized intersections.

T-19.2: Collaborate with adjacent jurisdictions to develop appropriate LOS standards where roadway centerlines serve as a jurisdictional boundary.

T-19.3: Work toward developing multimodal LOS and concurrency standards to include performance criteria for transit, pedestrian, and bicycle facilities.

T-19.4: Manage arterial operations and improvements such that transit LOS standards, as defined by the local and regional transit providers, can be maintained.

T-19.5: Seek multimodal mitigation measures as part of the development review to improve or construct multimodal facilities to address LOS impacts.

GOAL T-20: Adopt the following arterial and intersection LOS thresholds for maintaining transportation concurrency on arterial streets in Lakewood.

Policies:

T-20.1: Maintain LOS D with a V/C ratio threshold of 0.90 during weekday PM peak hour conditions on all arterial streets and intersection in the city, including state highways of statewide significance except as otherwise identified.

T-20.2: Maintain LOS D during weekday PM peak hour conditions at all arterial street intersections in the city, including state highways of statewide significance except as otherwise identified.

T-20.3: Maintain LOS F with a V/C ratio threshold of 1.10 in the Steilacoom Boulevard corridor between 88th Street SW and 83rd Avenue SW.

T-20.4: Maintain LOS F with a V/C ratio threshold of 1.30 on Gravelly Lake Drive between 1-5 and Washington Boulevard SW and Washington Boulevard SW, west of Gravelly Lake Drive.

T-20.5: The City may allow two-way and one-way stop-controlled intersections to operate worse than the LOS standards. However, the City requires that these instances be thoroughly analyzed from an operational and safety perspective.

GOAL T-21: Use traffic management strategies and land use regulations to protect street and network LOS standards.

Policies:

T-21.1: Establish mitigation requirements for new development where LOS is expected to fall below acceptable standards as a result of that development.

T-21.2: Limit new development to areas where LOS standards can be maintained and restrict development in areas where they cannot be maintained.

T-21.3: Use road widening only as a last resort to address LOS deficiencies, except in areas where roadways are substandard and improving them to standards would increase their contribution to overall LOS.

T-21.4: Ensure that Comprehensive Plan amendments, rezones, master plans, conditional uses, and other significant land use proposals are reviewed with consideration of the proposal's impact on street LOS standards.

6.7 Reassessment Strategy

The arterial level of service thresholds established above will be monitored over time. For locations that may exceed the level of service threshold in the future, a different threshold would need to be established or a specific facility improvement would need to be identified and programmed for funding within six years.

While the future of transportation financing from state and federal sources remains uncertain at present, there are mechanisms available to municipalities to generate revenue for, or otherwise encourage private investment in, transportation facilities. If the above proactive policies fail to maintain future levels of service within the established LOS thresholds, the City of Lakewood will resort to some combination of the following TDM/TSM and land-use strategies to bring any LOS deficiencies back into compliance under GMA concurrency requirements:

- Coordinate timing of new development in LOS-deficient areas with fully-funded improvements identified in the required six-year transportation improvement plan.
- Provide for routing traffic to other roads with underutilized capacity to relieve LOS standard deficiencies, but taking into consideration the impact of additional traffic on the safety and comfort of existing neighborhoods.
- Aggressively pursue the following TDM strategies, including parking management actions in dense commercial centers:
 - Install parking meters on streets within and adjacent to commercial centers;
 - Develop public parking facilities and use cost pricing to discourage SOV commuting;
 - Institute a municipal parking tax;
 - Set maximum parking space development standards and reduce over time to further constrain parking supply;
 - Support charging for employee parking and providing monetary incentives for car and vanpooling;
 - Partner with Pierce Transit to identify public and/or private funding for expanded transit service during peak and off-peak times along LOS-deficient corridors.
- Aggressively pursue federal and state grants for specific transportation improvements on LOS deficient roadway segments.
- Make development density bonuses available to developers who provide additional transit, bicycle, and pedestrian-friendly amenities beyond the minimum requirements.
- Reassess commercial and residential development targets by planning area and make adjustments to channel development away from LOS-deficient locations.
- If the actions above are not sufficient, consider changes in the LOS standards and/or limit the rate of growth, revise the City's current land use element to reduce density or intensity of development, and/or phase or restrict development to allow more time for the necessary transportation improvements to be completed.

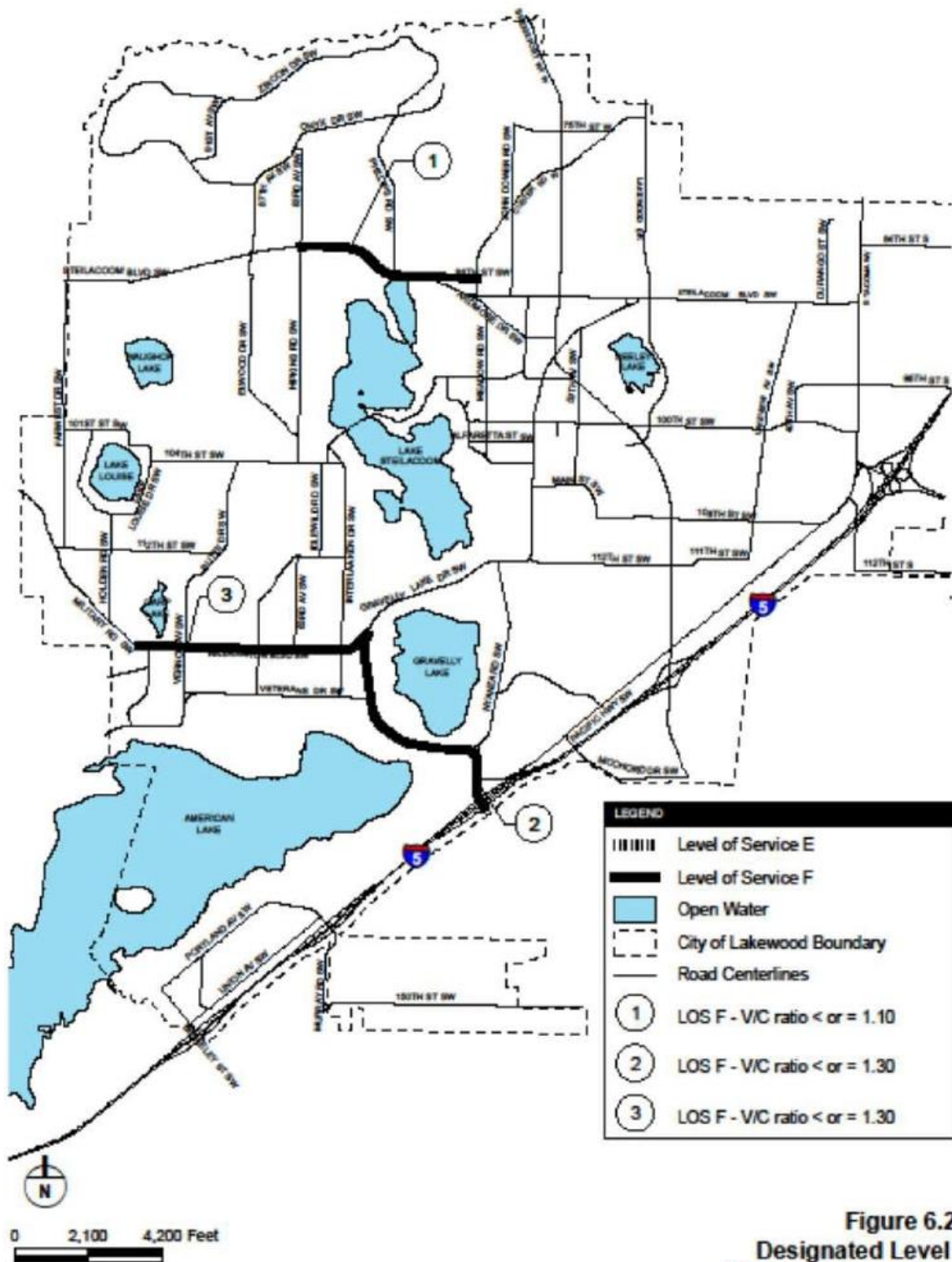


Figure 6.2
Designated Level
of Service Thresholds

ATTACHMENT B
Utilities Goals, Policies, and Maps from the
Current Lakewood Comprehensive Plan

Goal U-1: Designate the general location and capacity of existing and proposed utility facilities.

Policies:

U-1.1: Add utility corridor and facility information to the Geographic Information System (GIS) system. The City shall consult periodically with private utility providers to obtain up-to-date system information.

U-1.2: Coordinate with utility providers to ensure that the general location of existing and proposed utility facilities is consistent with other elements of the Comprehensive Plan.

GOAL U-2: Provide an adequate level of public utilities in response to and consistent with land use, environmental protection, and redevelopment.

Policies:

U-2.1: Utility services and facilities must be consistent with the growth and development concepts directed by the comprehensive plan.

U-2.2: Where appropriate, encourage conservation in coordination with other utility providers and jurisdictions.

U-2.3: Encourage the appropriate siting, construction, operation, and decommissioning of all utility systems in a manner that reasonably minimizes impacts on adjacent land uses.

GOAL U-3: Provide and maintain safe, reliable, and adequate utility facilities and services for the city's current and future service area to meet anticipated peak demands in an efficient, economically, and environmentally responsible manner.

Policies:

U-3.1: Condition development approval on capacity of utility systems to serve the development without decreasing established LOS, or on a financial commitment to provide service within a specified time frame.

U-3.2: Coordinate the extension of utility services with expected growth and development.

U-3.3: Coordinate with service providers and other utilities using rights-of-way on the timing of improvements to reduce impacts to communities and to lower the cost of improvements.

U-3.4: Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better.

GOAL U-4: Provide efficient, cost-effective, and environmentally sound surface water and flood control facilities to protect existing and future land uses to preserve public safety and protect surface and groundwater quality.

Policies:

U-4.1: Ensure that adequate storm drain and flood-control facilities are provided and properly maintained to alleviate surface flooding during storm events.

U-4.2: Undertake a stormwater management program that meets or exceeds the standards of the National Pollutant Discharge Elimination System (NPDES).

U-4.3: Provide for maintenance and upgrade of existing public storm drainage systems and flood control facilities and for construction of expanded public storm drain systems and flood control facilities to protect existing and future development.

U-4.4: Implement flood-control improvements that maintain the integrity of significant riparian and other environmental habitats.

U-4.5: Develop public works policies and design standards which encourage minimizing the development of impervious surfaces.

U-4.6: Seek land acquisition opportunities in areas of the City targeted for future growth and increasing density for stormwater storage functions to compensate for increasing impervious surface.

U-4.7: Support lake management studies for Lake Steilacoom, Gravelly Lake, and Lake Louise to determine pollutant sources.

U-4.8: Participate in ongoing water quality monitoring programs for all public drainage systems that discharge into lakes and streams.

U-4.9: Develop and implement a state-approved Comprehensive Storm Water Management Program.

U-4.10: Cooperate with the Pierce County Conservation District Stream Team Program to provide water quality education to the community.

GOAL U-5: Ensure that the costs of improvements to the storm drain and flood-control system are borne by those who both contribute and benefit.

Policies:

U-5.1: Require that on-site treatment of stormwater generated by new development is adequate to meet the requirements of the City's stormwater management and site

development manual and that such facilities are constructed coincident with new development.

U-5.2: Costs for improvements to existing storm drain and flood control facilities associated with a new development shall be borne by the developer through payment of fees or by actual construction of the improvements.

U-5.3: Consider formation of benefit assessment districts and community facilities districts, where appropriate, in which those who benefit from specific local storm drain and flood-control improvements pay a proportionate share of the costs.

GOAL U-6: Minimize the impact of poor storm drain performance upon transportation infrastructure.

Policies:

U-6.1: Ensure the timely removal of debris from storm drains.

U-6.2: Consider and seek funding for public projects to resolve roadway flooding problems in areas that are poorly served by storm drains.

U-6.3: Require adequate storm drainage in conjunction with new development.

GOAL U-7: Ensure efficient, cost-effective, and environmentally sound sewage collection and treatment to protect public health and maintain safe and high quality groundwater reserves and protect riparian and other wildlife habitat.

Policies:

U-7.1: Provide leadership to Pierce County to ensure that sewer connection fees and monthly charges are adequate to fund maintenance of existing facilities, and collect monies toward operation, maintenance, repair and replacement of existing facilities.

U-7.2: Provide leadership to Pierce County in evaluating and accommodating increased demand by upgrading existing facilities and/or constructing new collection and treatment improvements.

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

Policies:

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

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

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

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

U-8.5: Work with Pierce County to develop a plan that would provide sewer services to pockets of unsewered properties interspersed throughout the city's core.

U-8.6: Work with Pierce County to establish a priority for sewer properties located within the Arrowhead-Partridge Glen Neighborhood, Lakewood's westerly urban growth area.

U-8.7: Identify locations along the city's northeasterly edge where sewer services are either provided by the City of Tacoma or Pierce County. Where sewer services are not provided to properties by either agency, work with the appropriate agency to connect these properties to sewers. U-8.8 Where feasible, utilize grant funding sources to extend major sewer lines.

U-8.9: Require projects located beyond the reasonable reach of existing sewer service construct dryline sewers within roadways and adopt covenants requiring that they connect to sewers when available. U-8.10 Issue building permits in sewer areas only when sewer capacity is available.

U-8.11: Enable existing uses to continue utilizing individual and/or community septic systems, provided that soil conditions will support their use, until sewers are available.

U-8.12: Ensure that sewer permits are processed in a timely manner by Pierce County.

U-8.13: Solicit private industrial developers willing and able to finance the extension of sanitary sewers to Woodbrook.

U-8.14: Ensure that public sewage treatment and collection systems are installed and available for use concurrent with new development.

GOAL U-9: Ensure a safe and adequate water supply for the citizens of Lakewood with adequate storage and distribution treatment facilities to support projected growth in demand.

Policies:

U-9.1: Ensure that new growth does not exceed adequate water supply and appropriate infrastructure levels. Appropriate water pressure shall require a minimum of 40 pounds per square inch (psi) and a maximum of 85-90 psi, and fire flows of 1,500 gallons per minute (gpm).

U-9.2: Coordinate with other entities to conduct studies to evaluate the aquifer and its long-term capabilities.

U-9.3: Coordinate with private water providers and appropriate governmental agencies prior to approval of new development entitlements.

U-9.4: Coordinate the construction of interties with adjoining water purveyors to enhance the City's water supply and fire flow capacity.

GOAL U-10: Minimize water consumption through site design, the use of efficient systems, and other techniques.

Policies:

U-10.1: Require incorporation of water conservation features such as low-flow toilets, showerheads, and faucets in the design of all new construction.

U-10.2: Promote drought-tolerant landscaping (xeriscaping) through development standards.

U-10.3: Encourage industrial and commercial users to incorporate appropriate water conservation measures such as recycling into their operations.

GOAL U-11: Ensure that the costs of new water facilities are borne by those who benefit.

Policy:

U-11.1: Work with private water purveyors and the City of Tacoma to ensure that new developments pay the cost of construction of capital facilities needed to serve new development.

Goal U-12: Ensure that an adequate electrical supply at a fair and reasonable cost is available to support existing and future land uses in the city.

Policies:

U-12.1: Require that new development be contingent on the ability to be served with adequate electrical facilities and service.

U-12.2: The City hereby incorporates by reference PSE's GMA Electrical Facilities Plan into this utilities element as now existing or hereafter amended or adopted.

GOAL U-13: Provide appropriate locations for electrical service lines and facilities while protecting public health and safety from associated hazards.

Policies:

U-13.1 Prevent encroachment of housing and other incompatible uses under power lines and into electrical utility corridors.

U-13.2: Regulate development to protect public health and welfare in areas containing electrical facilities that generate significant electro-magnetic fields.

U-13.3: Coordinate with local purveyors to develop future facility maps for the location of transmission lines, high-voltage distribution lines, and substations.

U-13.4: Work with local purveyors to ensure that existing electrical facilities are protected from encroachment, that electrical facilities do not cause negative aesthetic or health impacts on the community, and that adequate electrical facilities are available to meet the needs of future development.

U-13.5: Pursue the undergrounding of existing above-ground electrical facilities and ensure the undergrounding of new electrical facilities.

GOAL U-14: Coordinate utilities undergrounding with new development, redevelopment, and street projects.

Policies:

U-14.1: Where feasible, time undergrounding of utilities to coincide with major street projects.

U-14.2: Seek financing for utilities undergrounding in conjunction with road improvement financing.

U-14.3: To the maximum extent possible and based upon applicable regulations, the City should require the undergrounding of utility distribution lines in new subdivisions, new construction, and significantly reconstructed facilities, consistent with all applicable laws.

U-14.4: To the maximum extent possible and based upon applicable regulations, the City should work with the utility companies in preparing a plan for undergrounding utilities in areas where their visual impact is critical to improving the appearance of the City, such as the Downtown and the 1-5 Corridor (Pacific Highway SW and South Tacoma Way).

GOAL U-15: To the extent practical, screen major utility structures/fixtures.

Policies:

U-15.1: The City should work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.

U-15.2: The City should require that site-specific utility facilities such as antennas and substations, be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.

U-15.3: The City should work with the utility companies and also support statewide efforts by the Washington Utility and Transportation Commission (WUTC) to devise a method of paying for improvements associated with environmental and aesthetic impacts.

GOAL U-16: Promote energy conservation.

Policies:

U-16.1: The City shall, at minimum, ensure that its buildings comply with state and federal standards for energy conservation.

U-16.2: The City will endeavor to work with utility companies to promote and educate the public about strategies for conserving energy.

U-16.2: The city will work with local utility purveyors to convert existing traffic signals to light-emitting diode (LED) lamps and develop a policy to install LED in future traffic signals.

GOAL U-17: Accommodate ongoing improvements in communications systems and promote state-of-the-art facilities.

Policies:

U-17.1 Ensure that development regulations are consistent with public service obligations imposed upon private utilities by federal and state law.

U-17.2: Process permits for private utility facilities in an efficient and timely manner, in accordance with franchise agreements, development regulations, the Lakewood Comprehensive Plan, and adopted codes.

U-17.3: The City will encourage and work with telecommunication and cable companies to develop fiber optic cable networks and to increase interconnectivity between different networks.

U-17.4: The City will endeavor to work with utility companies and other public institutions, such as the school district, and local community and technical colleges to develop a full range of community information services, available to citizens and businesses through the telecommunication network.

U-17.5: Support new advances in telecommunications systems that will create a better informed public, foster economic vitality, and reduce demand on the region's street system.

U-17.6: Ensure that zoning regulations do not unnecessarily hinder establishment of in-home offices and businesses that take advantage of electronic communications.

U-17.7: Encourage the use of smaller telecommunications facilities that are less obtrusive and can be attached to existing utility poles other structures without increasing their height.

U-17.8: Develop programs to protect communications facilities during disasters or emergencies.

U-17.9: Promulgate regulations to meet federal requirements yet protect the community from undesirable impacts of cell towers, public and private satellites dishes, and other similar facilities.

U-17.10 Through its development regulations, the City shall continue to address the siting, screening, and design standards for wireless/cellular facilities, substations, and antenna facilities in such a manner as to allow for reasonable and predictable review while minimizing potential land use and visual impacts on adjacent property.

GOAL U-18: Provide for an economical, convenient, environmentally balanced, and integrated solid waste reduction, recycling, and disposal system.

Policies:

U-18.1: Develop and implement comprehensive residential and commercial recycling and composting programs that are convenient and efficient, and that divert the broadest possible range of materials from the landfill.

U-18.2: Promote public and private recycling efforts and organizations.

U-18.3: Support and participate in interagency cooperative efforts with governments, businesses, and institutions in planning and implementing solid waste management programs.

U-18.4: Develop and implement a safe, convenient, and environmentally sound residential hazardous waste collection, recycling, and disposal program.

GOAL U-19: Ensure an adequate, safe, and orderly supply of gas energy to support existing and future land uses in the city.

Policies:

U-19.1: Work with the purveyor to ensure that adequate natural gas facilities are available to meet the demands of existing and new development.

U-19.2: Work with the purveyor to ensure that facilities are designed and sited to be compatible with adjacent land uses in the city of Lakewood.

U-19.3: Prepare land-use ordinances to protect gas line utility corridors.

U-19.4: Encourage joint trenching among gas and other utility purveyors.

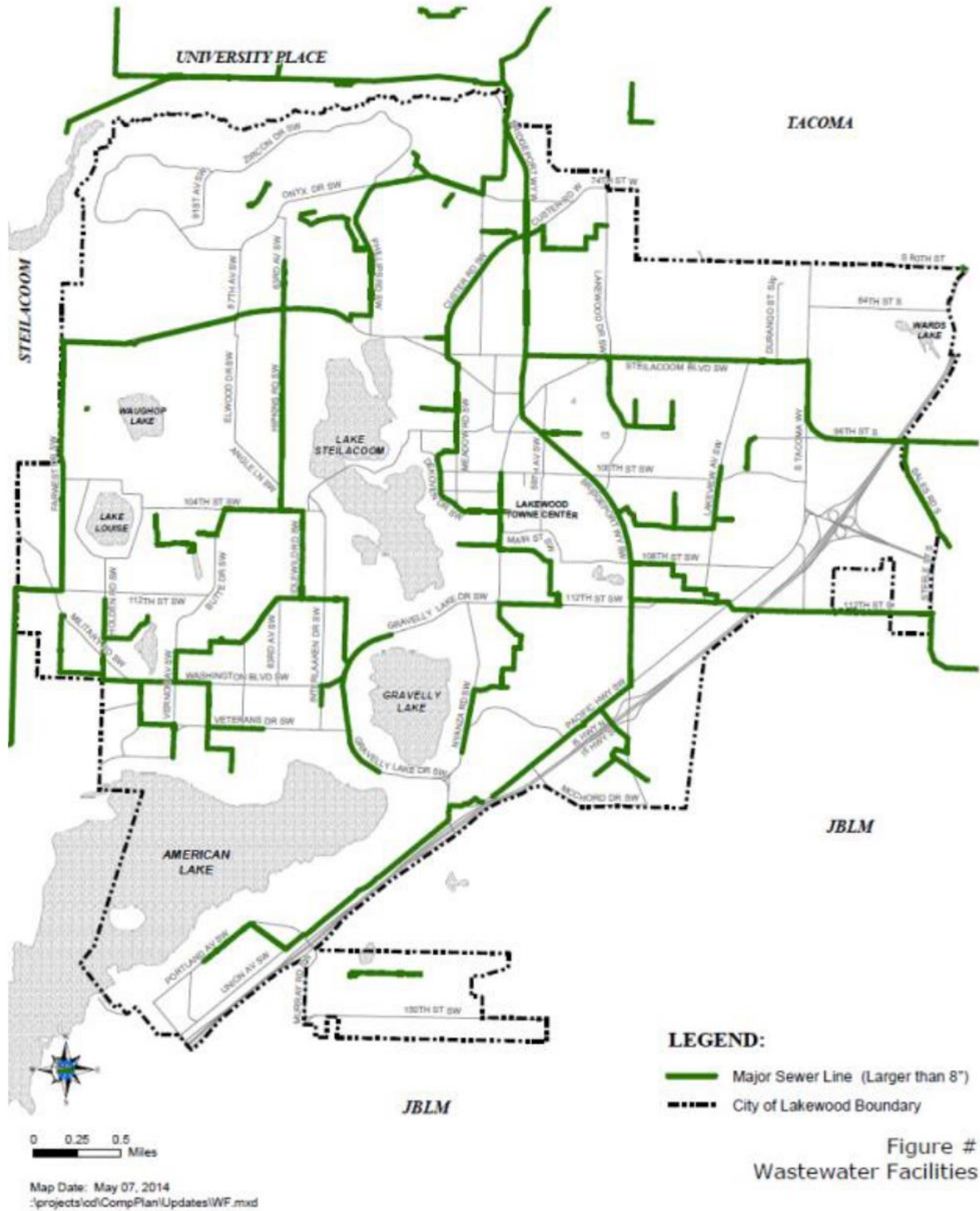


Figure 3.12

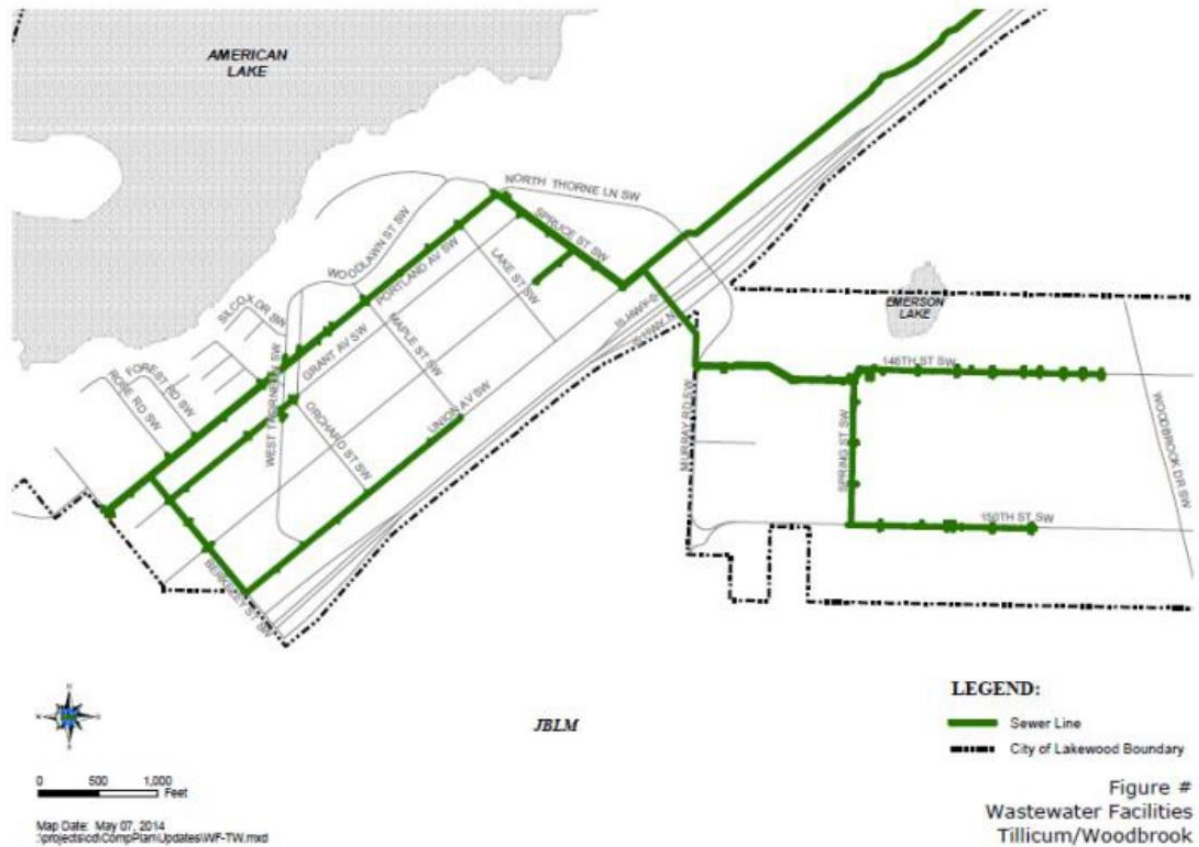
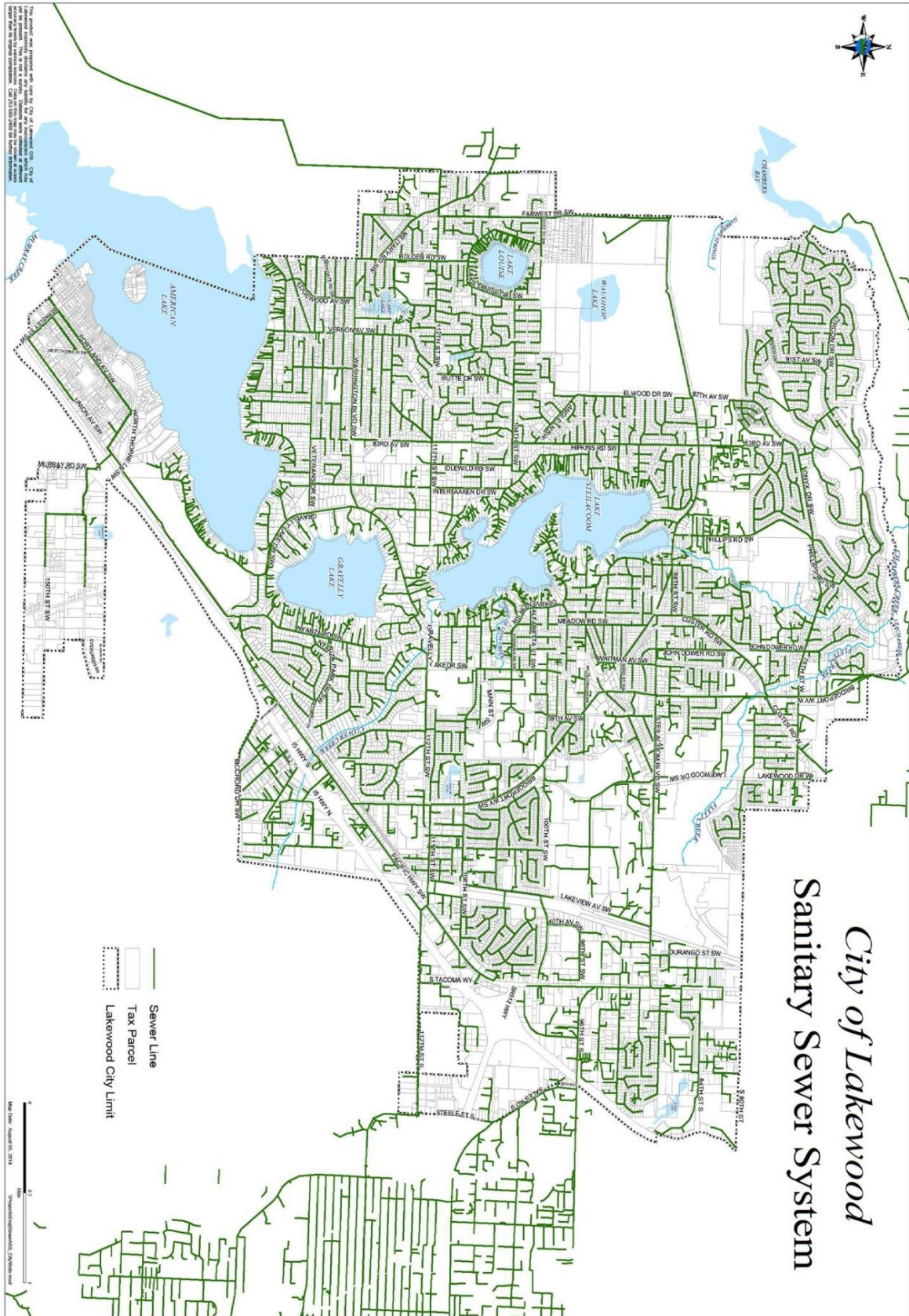


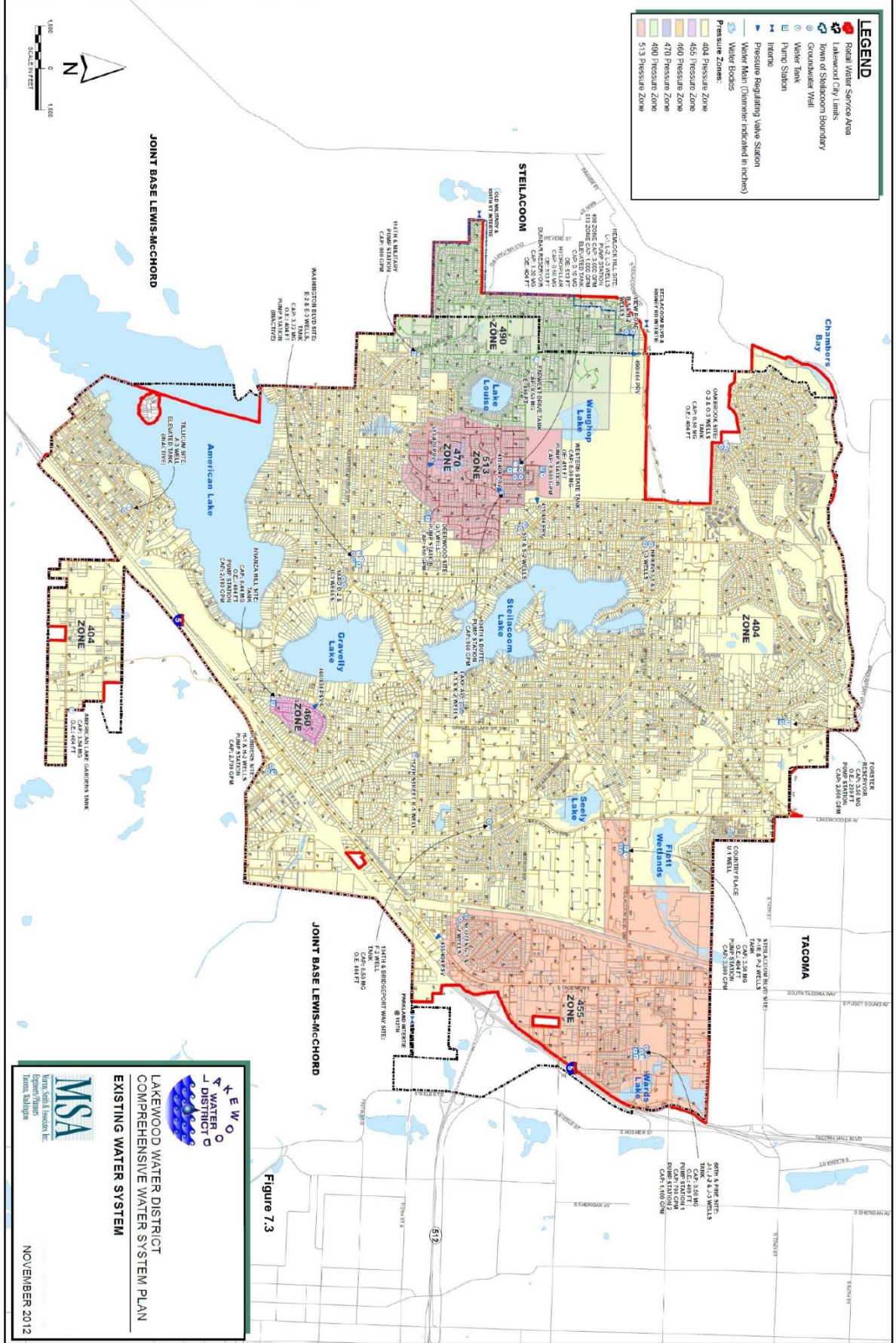
Figure 3.13

Figure 7.1
Stormwater Systems



Figure 7.2 - Sanitary Sewer System





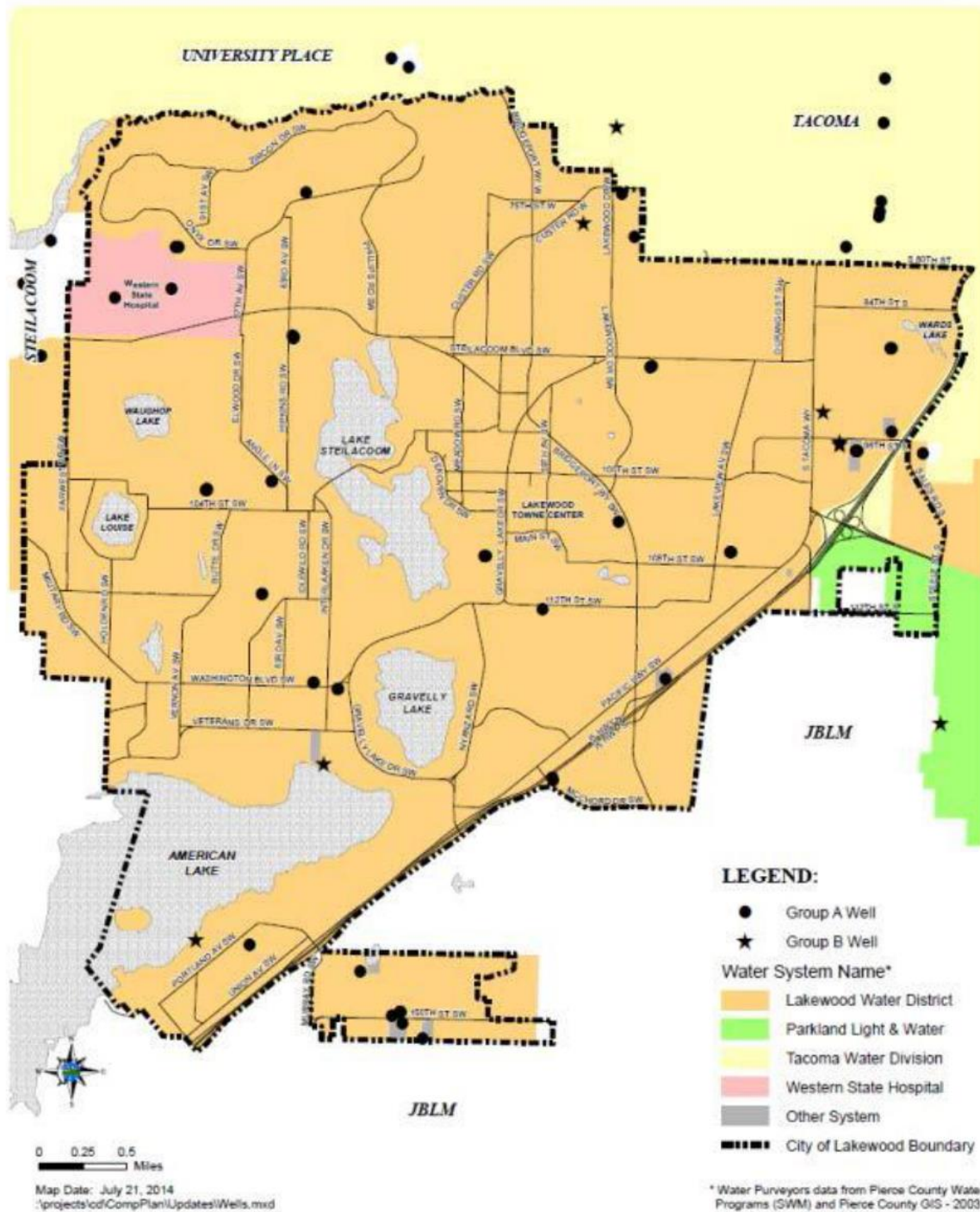


Figure 7.4

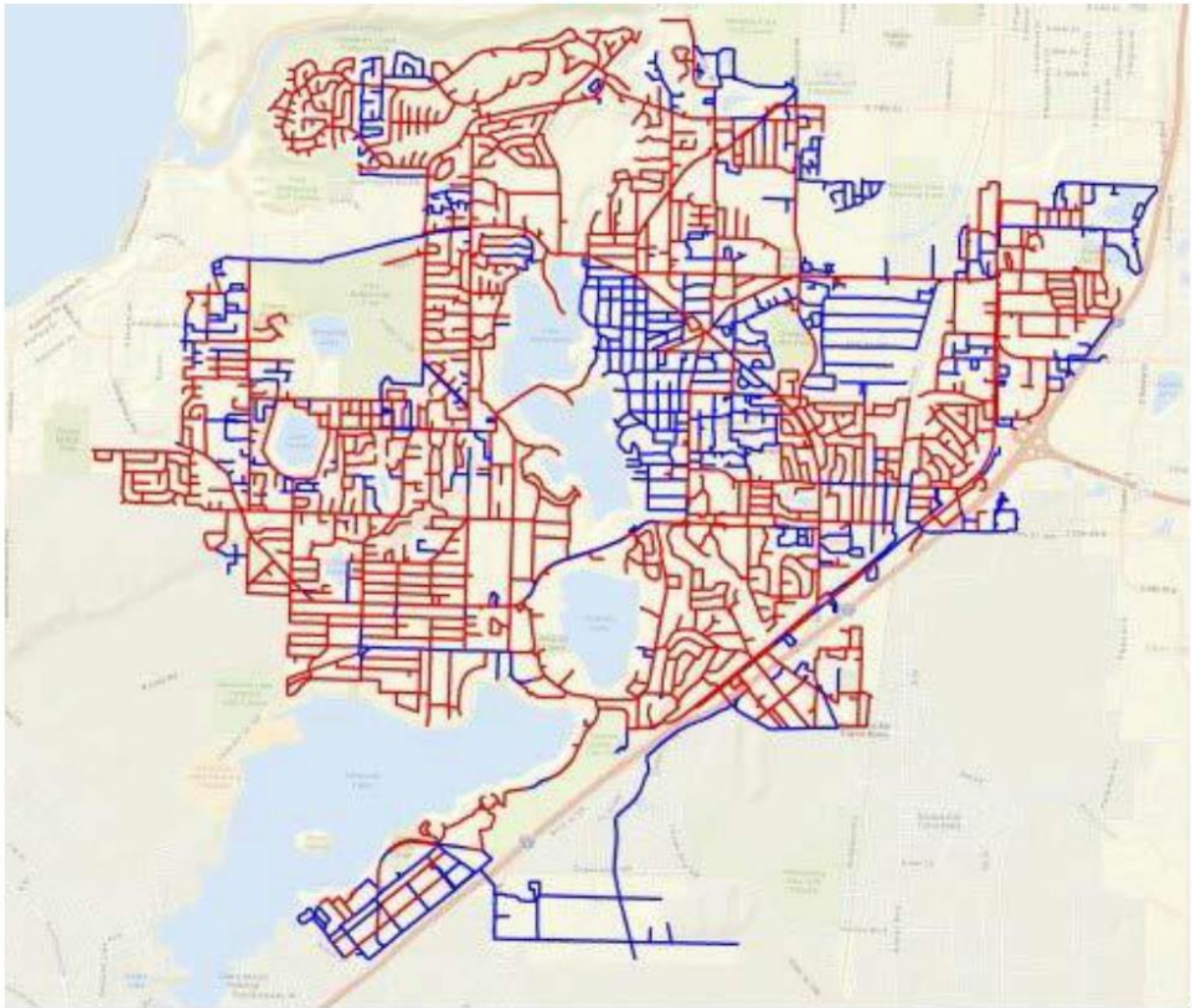


Figure 7.5
Waterline Replacement

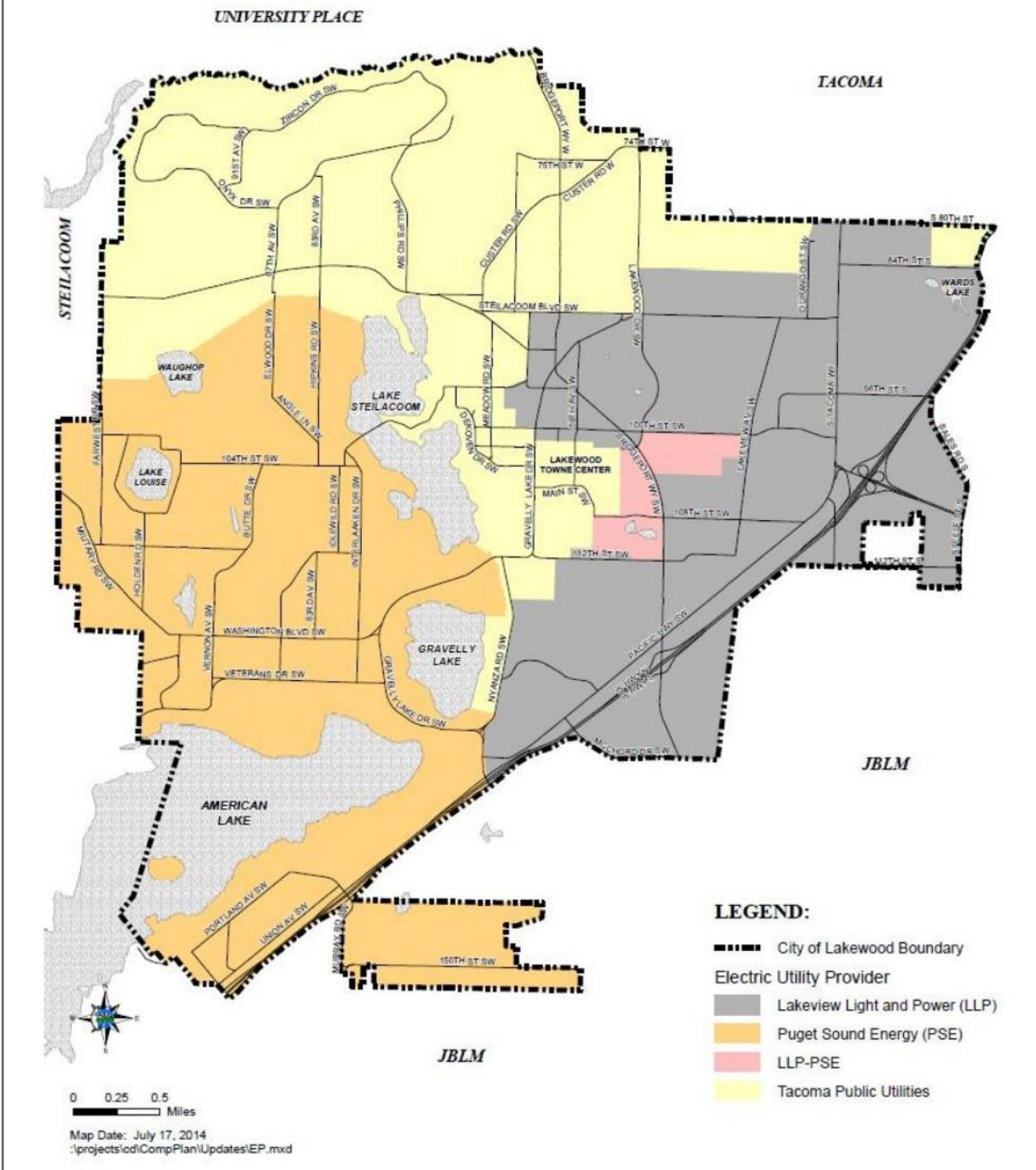


Figure 7.6
City of Lakewood Electrical Power Purveyors