



**Wednesday, May 1, 2024
6:30 PM**

HOW TO ATTEND

- **In-person:** Council Chambers, Lakewood City Hall, 6000 Main St SW.
- **Virtually:** Online or by phone.
Online: <https://us06web.zoom.us/j/83938455756>
Phone: (253) 215-8782 and enter meeting ID: 839 3845 5756.
- **Livestream:** <https://YouTube.com/CityofLakewoodWA>

Persons requesting special accommodation or language interpreters should call 253-983-7767 as soon as possible in advance of the meeting so that an attempt to provide special accommodation can be made.

PUBLIC COMMENT

Public comments or testimony on public hearings are accepted by mail, email, or by in-person or virtual attendance. Mail comments to Karen Devereaux, Planning Commission Clerk, 6000 Main Street SW Lakewood, WA, 98499 or email kdevereaux@cityoflakewood.us. Comments received by noon the day of the meeting will be provided to the commission electronically.

IN-PERSON/VIRTUAL COMMENTS

Those attending in person will be called on by the Chair. Those attending via Zoom should use the “raise hand” function to indicate they wish to speak. Once the Chair calls your name, you will be unmuted. First state your name and city of residence. Each person has 3 minutes. Attendees are allowed to speak during public comment or public hearings only.

WELCOME/CALL TO ORDER

ROLL CALL

APPROVAL OF MEETING MINUTES dated April 17, 2024

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARING

- None

UNFINISHED BUSINESS

- None

NEW BUSINESS

- 2024 Comprehensive Plan Periodic Review Package 1: Comprehensive Plan; Critical Areas Ordinance; Station District Subarea Plan Amendments; Tillicum-Woodbrook Subarea Plan

NEXT STEPS

REPORTS FROM CITY COUNCIL LIAISON, CITY STAFF, PLANNING COMMISSION MEMBERS

UPCOMING MEETING SCHEDULE: 5/13, 5/15, 5/29, 6/5, 6/12, 6/26

Attachments

- Staff Report: 2024 Comprehensive Plan Periodic Review Package 1



**Lakewood Planning Commission
April 17, 2024 Meeting Minutes**

WELCOME/CALL TO ORDER

Mr. Robert Estrada, Chair, called the meeting to order at 6:32 p.m.

ROLL CALL

Planning Commission Members Present Robert Estrada, Chair; Phillip Combs, Vice Chair (arrived on Zoom after minutes vote); Linn Larsen (arrived after vote to approve 4/3/24 minutes), Mark Herr, Ellen Talbo, Sharon Wallace, and Philip Lindholm.

Planning Commission Members Excused None.

Planning Commission Members Absent None.

Staff Tiffany Speir, Long Range & Strategic Planning Manager; Troy Pokswinski, Capital Projects Division Manager; and Karen Devereaux, Administrative Assistant

Youth Council Liaison None in attendance.

Council Liaison Councilmember Paul Bocchi was present.

APPROVAL OF MINUTES

The minutes of the meeting held on April 3, 2024, were approved by voice vote 5-0 as written. M/S/C Herr/Wallace.

AGENDA UPDATES None.

PUBLIC COMMENT None.

PUBLIC HEARING None.

UNFINISHED BUSINESS None.

NEW BUSINESS

2025-2030 6-year Transportation Improvement Plan (TIP) Review

Mr. Troy Pokswinski reviewed the draft 6 yr. TIP with commissioners. Included in the topics were Consistency with Land Use Management Plan, Grant Applications and Leveraging Local Dollars, and Funding Sources. Mr. Pokswinski noting there were many projects scheduled through the year 2029. Noting there were no significant additions to this year's program, PWE had adjusted the values and advanced each project cost by approximately 8% from the 2023 costs due to inflation.

Mr. Pokswinski relayed that the following 13 projects were removed from the TIP listing because they have been completed or are near completion:

1. Steilacoom Blvd -Farwest Dr to Phillips Rd
2. South Tacoma Way- 88th St to North City Limits
3. Hipkins Rd – 104th to Steilacoom Blvd

4. Murray Rd Corridor Capacity
5. Gravelly Lk Dr – Pacific Hwy to Nyanza
6. Washington Blvd / North Gate Rd / Edgewood Ave SW
7. Steilacoom Blvd – 88th -87th to Custer Rd
8. Ardmore Dr SW – Steilacoom Blvd to Whitman
9. Idlewild Rd SW – Idlewild school to Interlaaken Dr SW
10. 112th St SW – Idlewild Rd SW to Interlaaken Dr SW
11. Sidewalk Fill In on Farwest Dr – 12th to Lakes High School and 100th St Ct SW to Steilacoom Blvd
12. 84th St Pedestrian Crossing Signal at Pine St.
13. South Tacoma Way Pavement Restoration

Draft 2024 Comprehensive Plan Transportation Element & Regulations

Ms. Tiffany Speir provided a high-level summary of the draft Transportation Element updates. It was noted that Lakewood is planning for 9,378 more housing units, 574 emergency housing units, and 9,863 new jobs by 2044. This municipal growth, coupled with projected countywide and regional growth, will require Lakewood to plan creatively and efficiently for sufficient motorized and non-motorized “active” community transportation systems.

The draft 2024 Transportation Element was presented with 14 goals and 84 policies.

REPORTS

Council Liaison Comments

Councilmember Mr. Paul Bocchi updated commissioners on the following topics:

City Council has really appreciated the efforts of commissioners on the MFTE; however, due to neighborhood concerns voiced about the proposed expansion of the Residential Target Area in the Central Business District zone, the City Council had asked the Planning Commission to hold one more public hearing to allow public comment and testimony. Ms. Speir said this would likely take place in September due to the Commission’s set meeting schedule.

City Staff Comments None.

NEXT MEETING The Planning Commission would next meet on May 1, 2024.

ADJOURNMENT Meeting adjourned at 8:04 p.m.

Robert Estrada, Chair

Karen Devereaux, Clerk



TO: City of Lakewood Planning Commission
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
DATE: May 1, 2024
SUBJECT: 2024 Lakewood Comprehensive Plan Periodic Review (24CPPR)
ATTACHMENTS: Draft 2024 Comprehensive Plan (**Attachment A**) – page 24;
1st Draft Comprehensive Plan Audit Table (**Attachment B**) – page 206;
Draft Critical Areas Ordinance (**Attachment C**) – page 346;
1st Critical Areas Ordinance Audit Table (**Attachment D**) – page 430;
Draft 2024 Station District Subarea (**Attachment E**) – page 441;
Draft 2024 Tillicum-Woodbrook Subarea Plan (**Attachment F**) – page 511

BACKGROUND

The City of Lakewood is required to complete a 10-year periodic review of its Comprehensive Plan, development regulations, and critical areas ordinance (the “24CPPR”) by December 31, 2024. The City began preparing the periodic review materials in the fall of 2022 and has held a series of discussions at the Planning Commission (over 20 meetings) and City Council (over 10 meetings) since then through April 2024; recordings and materials from all of these meetings can be accessed at <https://cityoflakewood.us/24periodicreview/>.

Scope of 2024 Periodic Review:

Fundamentally, the 24CPPR is intended to bring the Lakewood Comprehensive Plan, development regulations, and critical areas ordinance in compliance with:

- the Growth Management Act and other state laws, including new requirements to allow significant densification in the City’s single-family areas;
- VISION 2050 (the Puget Sound Regional Council’s (PSRC’s) multicounty planning policies (MPPs), the Regional Growth Strategy, and the Regional Transportation Strategy; and
- the Pierce County Countywide Planning Policies (CPPs.)

Lakewood’s 24CPPR package also includes reviews and updates to the optional elements Lakewood has adopted into its Comprehensive Plan to date, including:

- 2021 Energy & Climate Change Element;
- 2018 Downtown Subarea Plan;
- 2021 Station District Subarea Plan; and
- 2011 Tillicum Neighborhood Plan

Third, the 24CPPR package includes a review of additional Lakewood-specific issues, including:

- Short-Term Rental (STR) Regulations and whether STRs should be allowed in Accessory Dwelling Units (ADUs);
- Parking Policies and Regulations in light of new housing density rules;
- Downtown Subarea Transportation Mitigation Fee (TMF)

Fourth, the draft 2024 Comprehensive Plan has been completely reorganized to improve readability and useability, keeping goals and policies in the Plan itself and moving demographic data, historic narrative, and background materials into appendices.

Public Engagement:

Since January 2024, the City has sent 3 citywide mailers to all residents regarding the periodic review process to provide links to information and invite them to open houses. 4 hybrid (in-person and ZOOM) public events were held prior to the formal 2024 legislative review of the 24CPPR package:

- 5/21/23 Mayor’s Coffeehouse
- 3 Citywide Open Houses
 - 11/15/23 City Hall (~100 attendees)
 - 1/23/24 Ft. Steilacoom Pavilion (~50 attendees)
 - 2/28/24 Clover Park Technical College (CPTC) Rotunda (~35 attendees)

Public outreach has also included:

- Two websites focused on the 24CPPR, live since late 2022:
 - <https://cityoflakewood.us/24periodicreview/> : website where meetings to date, background information, and drafts of 2024 updates to the Comprehensive Plan and Regulations are located
 - <https://lakewoodwaspeaks.org/> : website where public comments can be submitted through July 31, 2024 at noon
- 4 Focus Groups
 - Springbrook Connections
 - Tacoma-Pierce County Affordable Housing Consortium
 - Lakewood Lions Club
 - Lakewood Community Collaboration
- 4 Pop-Up Events (2023-2024)
 - Clover Park Technical College (one each in 2023 and 2024)
 - 3/10/23 Lakewood Youth Summit
 - 10/16/23 MBA of Pierce County Housing Summit
- Lakewood 24CPPR Subscriber Newsletter (~135 subscribers), sent out roughly every 6 weeks since summer 2023
- The following entities were invited to, and many participated in, the City’s Partner Meetings that were held in August 2023 and April 2024:

Tribes

- Nisqually
- Puyallup

- Tacoma Public Utilities
- Puget Sound Energy

Utilities

- PC Sewer
- Lakewood Water District
- Lakeview Light & Power

Special Districts

- West Pierce Fire & Rescue
- Pierce County Library District

Education Partners

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

Agencies

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

Other Government Partners

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

Community Partners

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

Task Force and Steering Committees

In 2022, Lakewood convened a task force to review and provide community feedback on the Housing Element and the Energy & Climate Change Element updates. In 2023, City also convened both a 24CPPR Steering Committee and a Tillicum-Woodbrook Subarea Plan (TWSP) Committee.

Legislative Process:

The graphic below depicts the process Lakewood is following to complete the 24CPPR process. The City Council adopted a work program and public engagement plan via Resolution 2023-01. Public engagement conducted between 2022-2024 is summarized above.



Attachments:

This memo has the following attachments, all of which will be included in the package for the Planning Commission’s public hearing:

- Draft 2024 Comprehensive Plan (**Attachment A**) - page 24;
- 1st Comprehensive Plan Audit Table (**Attachment B**) - page 206;
- Draft Critical Areas Ordinance (**Attachment C**) - page 346;
- 1st Critical Areas Ordinance Audit Table (**Attachment D**) - page 430;
- Draft 2024 Station District Subarea (**Attachment E**) - page 441; and
- Draft 2024 Tillicum-Woodbrook Subarea Plan (**Attachment F**) - page 511

DISCUSSION

I. SUMMARY OF NEW SUBSTANTIVE POLICIES FOR EACH COMPREHENSIVE PLAN ELEMENT

Included below are excerpts from the full Comprehensive Plan Audit (**see Attachment B**) focused on new goals and policies. Please review the audit to get a full sense of the proposed changes to the Plan, including edits to existing goals and policies as well as removal of some goals and policies.

The audit is organized to show: 1) current language; 2) reasons why any edits are proposed; and 3) proposed new language.

2. Land Use & Maps

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Goals and policies need to address the current housing and employment targets in the City. 	<p>LU-1 Maintain consistency with the land use policies and targets of the PSRC Multicounty Planning Policies and Regional Growth Strategy and the Pierce County Countywide Planning Policies.</p>
[NEW]	<ul style="list-style-type: none"> Include the population and housing growth targets. 	<p>LU-1.1 Plan to a 2044 population target of 86,792 residents and a housing target of 36,713 units for the city.</p>
[NEW]	<ul style="list-style-type: none"> Include the employment targets. 	<p>LU-1.2 Plan to a 2044 employment target of 39,735 jobs in the city.</p>
[NEW]	<ul style="list-style-type: none"> Ensure that standard assumptions are used. 	<p>LU-1.3 Ensure that land use planning is coordinated and consistent with the methodologies utilized by Pierce County and the PSRC, particularly in the achievement of the specified targets.</p>
[NEW]	<ul style="list-style-type: none"> Add a goal and policies for the land use districts in the land use map. The following descriptions are drawn from the prose of the previous plan, and not specific policies. Note that this section may change based on changes to the land use map. 	<p>LU-3 Support efficient development patterns that minimize land use conflicts and promote healthy neighborhoods through consistent land use designations.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
2.3.2 Single-Family. The Single-Family designation provides for single-family homes in support of established residential neighborhoods. This designation is the primary residential designation in the City.	<ul style="list-style-type: none"> ▪ Realign this designation given the changes under HB 1110. 	LU-3.3 Residential/Low (RL). The Residential/Low designation provides for homes in lower-density residential neighborhoods that accommodate single-family and smaller-scale multi-family development.
LU-18 Promote, within commercial districts and corridors, the infill of vacant lands, redevelopment of underutilized sites, and intensification of existing sites.	<ul style="list-style-type: none"> ▪ Expand the policy to include wider applications. 	LU-4 Promote infill, redevelopment, and intensification.
LU-40 Recognize the unique nature of federal patent lands at Western State Hospital and Fort Steilacoom Golf Course.	<ul style="list-style-type: none"> ▪ Removed the mention of the golf course and added a note on the historical property. 	LU-9 Recognize the unique nature of federal patent lands at Western State Hospital and Historic Fort Steilacoom.

3. Capital Facilities & Essential Public Facilities

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Incorporate categories of services specified in the introductory text. Note that this is referenced in policy but is not included in the policies themselves. 	<p>CF-1.2 Manage utilities and services in Lakewood according to the following categories for effective management and delivery:</p> <ul style="list-style-type: none"> Type 1 services and utilities are provided directly to the resident by the City of Lakewood or City-contracted provider. Type 2 services are provided directly to the resident by a special district with independent taxing and regulatory authority. Type 3 services are utilities provided directly to the resident by a special district, county, or private company under the City's franchise regulatory authority. Type 4 services are those provided to federal military lands and utilities as well as services provided by the federal government to non-federal lands.
[NEW]	<ul style="list-style-type: none"> Ensure that the Plan is compliant with requirements under RCW 36.70A.070(3)(e). 	<p>CF-1.5 Reassess the Land Use Element if probable funding falls short of meeting existing needs as outlined within the Capital Facilities Plan.</p>
<p>CF-7 Provide, maintain, and improve City facilities to ensure efficiency safety, and to provide the best possible service to residents, employees, and the city while enhancing the physical landscape and quality of life.</p>	<ul style="list-style-type: none"> Edited for brevity and clarity. Add consideration of environmental health. 	<p>CF-7 Provide City facilities that are efficient, functional, and safe, and enhance the physical landscape, local quality of life, and environmental health.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-7.4 Prioritize the acquisition and development of parks and recreation facilities to eliminate LOS deficiencies in densely populated areas of the city and provide amenities in areas designated for growth.	<ul style="list-style-type: none"> Edited to acknowledge underserved areas. 	CF-7.4 Prioritize acquiring and developing parks, open spaces, and recreation facilities to eliminate identified service gaps, particularly in densely populated neighborhoods, underserved areas and parts of the city designated for growth.
[NEW]	<ul style="list-style-type: none"> Incorporates the previous CF-9 goal below. Include a consideration of environmental justice. 	CF-8.5 Maintain a consistent process to site essential public facilities that adequately considers the impacts of specific uses and environmental health disparities.

4. Economic Development

Original Goal/Policy	Rationale for Change	Final Goal/Policy
ED-3.9 Attract a proportionate share of the region's families with children in order to encourage stabilized neighborhoods and a vital public school system.	<ul style="list-style-type: none"> This can be reframed to focus on housing needs for families. Note that this should be expanded beyond homeownership. 	ED-3.5 Encourage family-sized housing options for rental and homeownership.
ED-5 Promote the revitalization/redevelopment of the following areas within Lakewood: 1) the Downtown Subarea; 2) the South Tacoma Way & Pacific Highway Corridors; 3) Springbrook; 4) Tillicum/Woodbrook; 5) the Lakewood Station District Subarea; and 6) Lake City.	<ul style="list-style-type: none"> It may be useful to contain them in separate sections to identify specific policy elements for each area. There are some policies in this section that may be broadly applicable, however. 	ED-5: Coordinate neighborhood-level economic development that reflects different local conditions and needs.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
ED-5.14 Consider establishing a local development government corporation and an equity investment approach for land assembly within a designated target area. Under this model, landowners contribute their land (and improvements) as “shares” to the corporation and receive a portion of the distribution from cash flow generated by redevelopment.	<ul style="list-style-type: none"> Revise and summarize. 	ED-5.7 Explore the use of a local development government corporation for land assembly in neighborhoods.
[NEW]	<ul style="list-style-type: none"> Added as a potential option for future consideration. 	ED-5.8 Explore ways to allow craft/artisanal industrial uses that permit on-site manufacturing with supporting retail in compatible commercial areas.

5. Energy & Climate Change

Original Goal/Policy	Rationale for Change	Final Goal/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.	<ul style="list-style-type: none"> Added more language reflective of what the steering committee wished to see in the Comp Plan 	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 through education, data, and partnerships with community-based organizations and utility companies.
NEW	<ul style="list-style-type: none"> Added more language reflective of what the steering committee wished to see in the Comp Plan 	EC 1.3 Develop educational resources, and publicly available data, to build awareness of the impacts of climate change in Lakewood.
[NEW]	<ul style="list-style-type: none"> 	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

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	▪	EC-5.6 Develop a resilience strategy for the purposes of maintaining strong city finances and livable places, thereby allowing the city to more easily adapt to emergent climate-related disasters.

6. Housing

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-2 Ensure that housing exists for all economic segments of Lakewood's population.	▪ This should be refined to focus on the housing targets by income category.	HO-1 Promote an overall supply of housing that supports all economic segments of the population.
[NEW]	▪ This adds the housing targets by income level.	HO-1.1 Plan to the 2020–2044 housing target allocations by household income for Lakewood based on area median income for Pierce County, as established by the US Department of Housing and Urban Development, adjusted for household size: <ul style="list-style-type: none"> ▪ 30% AMI or less: 1,367 units, ▪ 30–50% AMI: 1,739 units, ▪ 50–80% AMI: 1,375 units, ▪ 80–100% AMI: 592 units, and ▪ 100–120% AMI: 536 units.
[NEW]	▪ Add PSH targets.	HO-1.2 Plan to the 2020–2044 County target allocations for an additional 1,212 units of permanent supportive housing affordable to households at 0–30% AMI.
[NEW]	▪ Add emergency shelter targets.	HO-1.3 Plan to the 2020–2044 County target allocations for 574 spaces in emergency shelter.
[NEW]	▪ Identify the need for family housing.	HO-1.4 Encourage housing that meets the needs of different sizes and types of households in the community.
[NEW]	<ul style="list-style-type: none"> ▪ Recent changes from HB 1220 require anti-displacement policies. ▪ Combined from LU-4.7 below. ▪ Note that this does overlap with HO-9. 	HO-1.5 Develop and preserve housing to minimize displacement, and coordinate services to assist displaced residents in finding alternative housing options.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
(LU-2) Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.	<ul style="list-style-type: none"> This has been reframed to provide a focus on market-rate private development meeting housing goals. 	HO-2 Promote market-rate housing to meet the needs of households across the city.
(LU-2) Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.	<ul style="list-style-type: none"> This has been reoriented to focusing on lower-income housing. 	HO-3 Encourage the preservation and expansion of housing options for lower-income residents.
LU-2.17 Work with other Pierce County cities to address regional housing issues.	<ul style="list-style-type: none"> This should be expanded to include consideration of SHHA³P and other organizations. 	HO-3.4 Work with Pierce County, other cities in the region, and regional organizations to address housing issues.
LU-3.5 Support proposals for special needs housing that:	<ul style="list-style-type: none"> Special needs housing cannot be restricted; rewrite so the City is encouraged to support special needs housing through planning. Consolidate and simplify. 	HO-5.4 Support special needs housing by considering and including their needs in neighborhood and transportation planning.
[NEW]	<ul style="list-style-type: none"> Provide for fair treatment of housing as per state statute. 	HO-5.9 Prevent additional requirements on special needs housing from being imposed through development regulations.
[NEW]	<ul style="list-style-type: none"> Separate the policies for emergency housing and permanent supportive housing. 	HO-6 Ensure that sufficient options for emergency housing needs are provided.
[NEW]	<ul style="list-style-type: none"> Add provisions to clarify the City's obligations under state law. 	HO-6.1 Maintain sufficient land capacity for the development of permanent supportive housing, transitional housing, and emergency housing.
[NEW]	<ul style="list-style-type: none"> Add provisions to clarify the City's obligations under state law. 	HO-6.2 Allow permanent supportive housing and transitional housing in all residential areas and certain non-residential areas as appropriate.
LU-4.12 Direct multi-family housing to locations that support residents by providing direct access to public transportation, employment, services, open space, and other supporting amenities.	<ul style="list-style-type: none"> Given the realignment of multi-unit housing through HB 1110, this should be realigned. 	HO-7.4 Ensure multi-family housing supports residents with access to public transportation, employment, services, open space, and other supporting amenities.

7. Military Compatibility

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Policy separated from above. 	MC-1.3 Regulate other land uses in the city to protect public health and safety from impacts related to activities on-base.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-2.1 Maintain funding and staff support of SSMCP activities.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-2.2 Continue to serve as the fiscal and executive agent of SSMCP.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-3.1 Coordinate with SSMCP on activities to promote and protect the role of JBLM as a valued partner and important part of the community.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-3.2 Support ongoing research into the role of JBLM in the local economy.

8. Natural Environment

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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9. Parks Recreation, and Open Space

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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10. Public Services

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Split off the final component of PS-20.1 to discuss ADA compliance. 	PS-18.2 Develop an ADA Transition Plan to improve accessibility to public facilities and infrastructure managed by the City for people with disabilities.

11. Subarea Plans

Original Goal/Policy	Rationale for Change	Final Goal/Policy
UD-10: Promote the evolution of Tillicum into a vital higher density pedestrian-oriented neighborhood through application of urban design principles.	<ul style="list-style-type: none"> Adjust this definition to include Woodbrook. 	SA-11 Promote the evolution of the Tillicum-Woodbrook Subarea into a vital higher density pedestrian-oriented neighborhood and commercial/industrial center through application of urban design principles.
SA-52 Improve the quality of life for residents of Tillicum.	<ul style="list-style-type: none"> Adjust this definition to include Woodbrook. 	SA-13 Improve the quality of life for residents of the Tillicum-Woodbrook Subarea.

12. Transportation

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> An ADA Transition Plan is required under RCW 36.70A.070(6)(a)(iii)(G). 	TR-2.7 Develop an ADA Transition Plan to identify and remove barriers to access for individuals with disabilities.
T-3.2: Where practical, connect public streets to enable local traffic to circulate efficiently and to reduce impacts elsewhere in the transportation network.	<ul style="list-style-type: none"> Edited for clarity/brevity. Added multimodal transportation to the policy. 	TR-3.2 Connect public streets to improve multimodal connections and reduce impacts elsewhere in the transportation network.
T-19: Apply standardized performance measurement criteria to monitor transportation LOS and maintain concurrency.	<ul style="list-style-type: none"> Edited for clarity. Includes multimodal transportation. 	TR-4 Use standard criteria to monitor Levels of Service (LOS) for multimodal transportation.
T-14: Provide safe, convenient, inviting routes for bicyclists and pedestrians (see adopted Non-Motorized Transportation Plan).	<ul style="list-style-type: none"> Edited for clarity. Includes provisions from RCW 36.70A.070(6)(a)(vii). 	TR-9 Enhance safe, convenient, and inviting routes for active transportation such as walking and cycling to promote accessibility and healthy living.
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.	<ul style="list-style-type: none"> Note that this requirement specifically focuses on transit agencies. 	TR-9.5 Coordinate with transit providers to encourage multimodal “first mile/last mile” connections with supporting improvements like bike racks and lockers.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Note that this should include paratransit, especially to accommodate mobility-challenged city residents. 	TR-14.7 Investigate the potential for local shuttle, micro-transit, and paratransit services in high-density areas with significant ridership prospects.

13. Urban Design

Original Goal/Policy	Rationale for Change	Final Goal/Policy
UD-6 Create distinct districts for commercial activity and promote character and improved aesthetic standards.	<ul style="list-style-type: none"> ▪ Revised to clarify role of urban design. 	UD-1 Support a strong sense of community in neighborhood business districts with distinct urban identities, higher intensities of uses, and local amenities.
UD-6.1 Establish design standards for commercial districts implemented through a design review process and design guidelines to reinforce a distinct character for individual commercial districts.	<ul style="list-style-type: none"> ▪ Removed references to design standards and design review, as these can reduce development. 	UD-1.1 Establish development standards and design guidelines for districts that support high-quality urban design.
[NEW]	<ul style="list-style-type: none"> ▪ Based on LU-23.1. 	UD-1.2 Support a diverse mix of local activities in neighborhood business districts.
[NEW]	<ul style="list-style-type: none"> ▪ Based on LU-23.3. 	UD-1.3 Facilitate placemaking and public art initiatives with community-based organizations.
[NEW]	<ul style="list-style-type: none"> ▪ Adapt the previous UD-11. 	UD-1.7 Improve public safety through design guidelines.
UD-5 Establish a system of gateways and civic boulevards to provide identity to the City, foster appropriate commercial uses, and enhance the aesthetic character of the City.	<ul style="list-style-type: none"> ▪ Changed “civic boulevards” to “corridors”. 	UD-2 Establish a system of gateways and urban corridors to provide identity to the City, foster appropriate commercial uses, and enhance the aesthetic character of the City.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
UD-1.3: Require sidewalks on both sides of all new streets, except local access streets in industrially designated areas that are not on existing or planned transit routes and where there is a low projected level of pedestrian traffic.	<ul style="list-style-type: none"> Shortened for brevity. Removed qualifiers on where new sidewalks can be built. 	UD-3.4 Require sidewalks on both sides of all new streets.
UD-1-7: Include curb ramps for sidewalks at all intersections to assist wheelchairs, strollers, and cyclists.	<ul style="list-style-type: none"> Added more information about ADA 	UD-3.8 Include curb ramps for sidewalks at all intersections to assist wheelchairs, strollers, and cyclists to meet ADA requirements.

14. Utilities

Original Goal/Policy	Rationale for Change	Final Goal/Policy
----------------------	----------------------	-------------------

15. Implementation

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> References overall statutory requirements for alignment with other planning. 	IM-1 Ensure that the Lakewood Comprehensive Plan complies with state, regional, and county requirements.
[NEW]	<ul style="list-style-type: none"> Reinforces need for alignment with statutes. 	IM-1.1 Ensure the Comprehensive Plan is consistent with the provisions of the Growth Management Act.
[NEW]	<ul style="list-style-type: none"> Indicates the need for alignment with higher-level planning. 	IM-1.2 Ensure consistency of the Comprehensive Plan with the PSRC Multicounty Planning Policies and Pierce County Countywide Planning Policies.
[NEW]	<ul style="list-style-type: none"> Added to ensure that there is sufficient documentation. 	IM-1.3 Maintain clear documentation and references with regards to how the Comprehensive Plan integrates and fulfills these requirements.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> References coordination between different communities. 	IM-2 Ensure consistency and coordination between the Lakewood Comprehensive Plan and the Comprehensive Plans of Pierce County, Steilacoom, Tacoma, and University Place.
[NEW]	<ul style="list-style-type: none"> High-level direction to policy collaboration. 	IM-2.1 Consider aligning policies that apply to common areas or issues with neighboring communities.
[NEW]	<ul style="list-style-type: none"> Note that the City should be using common metrics between different jurisdictions. 	IM-2.2 Rely on consistent population projections, planning horizons, and other relevant data that are consistent with practices in Pierce County, Steilacoom, Tacoma, and University Place.
[NEW]	<ul style="list-style-type: none"> Ensure that there is clear direction to promote cooperation with neighboring communities. 	IM-2.3 Circulate Plan updates and amendments to Pierce County, Steilacoom, Tacoma, University Place, and other jurisdictions as needed.
[NEW]	<ul style="list-style-type: none"> Ensure that the Comprehensive Plan is clear and actionable. 	IM-3 Ensure that the Lakewood Comprehensive Plan is an internally consistent document with clear steps for implementation.
[NEW]	<ul style="list-style-type: none"> Highlights a requirement specifically for an implementation strategy (separate from the policies of this element). 	IM-3.1 Develop an implementation strategy for the Comprehensive Plan that includes regulatory and non-regulatory measures needed.
[NEW]	<ul style="list-style-type: none"> Indicates that code changes will be required. 	IM-3.2 Ensure the implementation strategy for the Comprehensive Plan considers necessary changes to the Lakewood Municipal Code.
[NEW]	<ul style="list-style-type: none"> Ensures that the implementation strategy would include a schedule. 	IM-3.3 Include a schedule for the adoption or amendment of the development regulations identified in the implementation strategy.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Requires that implementation be transparent and available for public review and comment. 	IM-3.4 Ensure that the implementation strategy is a public document available for review.
[NEW]	<ul style="list-style-type: none"> Reinforce the need for public engagement in a transparent process. Note that this is somewhat self-referential, but this would be applicable to other work after the review cycle. 	IM-5 Promote active engagement by residents and stakeholders in an open and transparent planning process, especially vulnerable populations and members of overburdened communities.
[NEW]	<ul style="list-style-type: none"> Provide high-level guidance for public engagement. 	IM-5.1 Implement procedures for accessible public participation with the Comprehensive Plan and associated documents, including: <ul style="list-style-type: none"> Widespread distribution of proposals, Opportunities for submitting written comments, Public meetings with effective notice, Ensuring environments for open discussion, Maintaining communication programs, Coordinating information services, and Responding thoughtfully to public feedback.
[NEW]	<ul style="list-style-type: none"> Highlight the need for diverse engagement, which should include considerations for accessibility. 	IM-5.2 Use diverse and accessible methods to communicate effectively with all members of the public throughout the planning process.
[NEW]	<ul style="list-style-type: none"> Reinforce the need for equity and inclusion in the process. 	IM-5.3 Strive for inclusive community engagement, drawing in groups previously underrepresented in planning discussions.
[NEW]	<ul style="list-style-type: none"> Provide proper documentation of the process. 	IM-5.5 Demonstrate how public comments have been incorporated into the Comprehensive Plan and development regulation legislative actions.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Provide proper documentation of the process. 	IM-5.5 Record all public meetings held for outreach for planning.
[NEW]	<ul style="list-style-type: none"> Provide proper documentation of the process. 	IM-5.6 Clearly reference the sources of data used in the Comprehensive Plan and development regulations.
[NEW]	<ul style="list-style-type: none"> This section provides clear requirements regarding the schedule for Comprehensive Plan work. 	IM-6 Coordinate updates and amendments to the Comprehensive Plan based on a regular schedule.
[NEW]	<ul style="list-style-type: none"> Provide requirements for the regular update cycle to align with the statute. 	IM-6.1 Revise the Lakewood Comprehensive Plans and development regulations for compliance with Growth Management Act requirement by December 31, 2024, with subsequent reviews conducted on or before June 30, 2034 and every 10 years thereafter.
[NEW]	<ul style="list-style-type: none"> Provide requirements for the regular update cycle to align with the statute. 	IM-6.2 Coordinate a five-year periodic review of the Comprehensive Plan by December 31, 2029, and provide the Department of Commerce a progress report detailing implementation conducted for the Comprehensive Plan to that date.
[NEW]	<ul style="list-style-type: none"> Note that there may be needs for additional updates from the state that are conditional on additional funding. 	IM-6.3 Update the Transportation Element of the Lakewood Comprehensive Plan and create a Climate Change and Resiliency Element as part of the initial implementation progress report due by December 31, 2029, pending availability of funding.
[NEW]	<ul style="list-style-type: none"> Reinforce a requirement for yearly updates only. 	IM-6.4 Limit amendments and revisions to the Comprehensive Plan to no more than once annually.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Identify the potential for emergency amendments. 	IM-6.5 Permit emergency amendments to the Comprehensive Plan more frequently than once per year when necessary to address immediate concerns vital to the community's health, safety, and welfare.
[NEW]	<ul style="list-style-type: none"> Provide requirements for engagement with Tribal governments to align with statutes. 	IM-7 Foster collaborative and respectful coordination with federally recognized Indian Tribes whose reservations or ceded lands are within Pierce County.
[NEW]	<ul style="list-style-type: none"> Highlight the need for a memorandum of agreement if additional engagement and collaboration will be needed. 	IM-7.1 Engage in good faith negotiations to develop a memorandum of agreement with any federally recognized Indian Tribe about collaboration and participation in the planning process upon receiving a Tribal resolution indicating their interests within Pierce County and intent for collaboration.
[NEW]	<ul style="list-style-type: none"> Direct that a memorandum of agreement should result in collaborative action. 	IM-7.2 Coordinate and collaborate on planning efforts with Tribes in areas of mutual interest, based on the guidelines and commitments established in the memorandum of agreement.
[NEW]	<ul style="list-style-type: none"> Ensure that even if a memorandum is not in place that engagement would still be conducted. 	IM-7.3 Provide options for communication and engagement for Tribes which are not subject to a memorandum of agreement but have reservations or ceded lands in the city.

II. SUMMARY OF HOUSING PLANNING REQUIREMENTS PER HB 1220 AND CAPACITY ANALYSIS PER MIDDLE HOUSING AND ACCESSORY DWELLING UNITS (ADUS) LAWS

The State Legislature adopted HB 1220 in 2021, requiring local governments to “plan for and accommodate” housing affordable to all income brackets. The amended law directed the Department of Commerce to project future housing needs for jurisdictions by income bracket and made significant updates to how jurisdictions are to plan for housing in the housing element, including:

- **Planning for sufficient land capacity for housing needs**, including all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing).
- **Providing for moderate density housing options**, including but not limited to duplexes, triplexes and townhomes.
- **Making adequate provisions for housing for existing and projected needs for all economic segments of the community**, including documenting programs and actions needed to achieve housing availability.
- **Identifying racially disparate impacts, displacement and exclusion** in housing policies and regulations, and beginning to undo those impacts; and identifying areas at higher risk of displacement and establishing anti-displacement policies.

The table below includes Lakewood’s housing planning numbers per HB 1220.

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

*PSH = Permanent Supportive Housing. Source: Pierce County Ordinance 2023-22s

HB 1220 also requires jurisdictions to update their development regulations with respect to emergency shelters, transitional housing, emergency housing, and permanent supportive housing (“STEP” housing, formerly “supportive housing”). Lakewood adopted these changes in 2023 per Ordinance 789.

The following table includes the City’s 2044 housing unit and job growth targets, and then how these targets are being addressed within the Downtown Subarea, Station District Subarea, and rest of the City.

	2044 Citywide Growth Targets	2035 Targets: Downtown Subarea	2035 Targets: Station District Subarea	2044 Targets for outside subareas
Housing Units	9,378 net new units	2,257 net new units (~24% of citywide '44 target)	1,772 net new units (~19% of citywide '44 target)	5,349 (~57% of citywide '44 target)
Jobs	9,863 net new jobs	7,317 net new jobs (~74% of citywide '44 target)	1,276 net new jobs (~13% of citywide '44 target)	1,270 (~13% of citywide '44 target)

Sources: Downtown Subarea Plan; Station District Subarea Plan; Pierce County Ordinances 2022-46s and 2023-22s

The table below compares the 2023 Comprehensive Plan (“No Action”) housing capacity with the capacity proposed in the draft 2024 Plan. The 2024 “Action” reflects state law requirements that the City allow multiple middle housing and ADU units per lot in Lakewood’s historical single-family areas. These state requirements have spurred creation of a new land use designation (“Residential/Transit”) with three implementing zones, to be located within ¼ mile of “major transit stops.”

Zone Name	Zone	Zone Category	AMI Bracket by Density Category	No Action	Action				Total Housing Unit Capacity
				Total Housing Unit Capacity	SFR	Middle	MFR	ADU	
Air Corridor 1	AC1	n/a		0	0	0	0	0	0
Air Corridor 2	AC2	n/a		0	0	0	0	0	0
Arterial Residential/ Commercial	ARC	Moderate Density	Moderate Income (80-100% AMI)	127	0	151	0	0	151
Central Business District	CBD	Mid-rise Multifamily	Low Income (>50-80%) AMI	2,590	-23	-3	3,607	0	3,580
Multi Family One	MF1	Low-rise Multifamily	Low Income (>50-80%) AMI	1,181	0	1,294	0	0	1,294
Multi Family Two	MF2	Mid-rise Multifamily	Low Income (>50-80%) AMI	1,514	-2	1,609	-5	0	1,602
Multi Family Three	MF3	Mid-rise Multifamily	Low Income (>50-80%) AMI	1,131	-1	0	1,315	0	1,314
Mixed Residential One	MR1	Moderate Density	Moderate Income (80-100% AMI)	117	-192	-1	953	0	760
Mixed Residential Two	MR2	Moderate Density	Moderate Income (80-100% AMI)	532	-188	-80	1,790	0	1,523
Neighborhood Commercial One	NC1	Low-rise Multifamily	Low Income (>50-80%) AMI	54	0	0	18	0	18
Neighborhood Commercial Two	NC2	Mid-rise Multifamily	Low Income (>50-80%) AMI	421	-3	0	480	0	477
Residential One	R1	Low Density	Higher Income (>120% AMI)	45	55	215	0	36	306
Residential Two	R2	Low Density	Higher Income (>120% AMI)	148	229	296	0	46	570
Residential/Transit 2	R2T	Moderate Density	Moderate Income (80-100% AMI)		15	0	0	1	16
Residential Three	R3	Low Density	Higher Income (>120% AMI)	850	-176	3,462	-19	164	3,431
Residential/Transit 3	R3T	Moderate Density	Moderate Income (80-100% AMI)		-115	-21	433	4	302
Residential Four	R4	Low Density	Higher Income (>120% AMI)	287	-456	1,571	-32	65	1,148
Residential/Transit 4	R4T	Moderate Density	Moderate Income (80-100% AMI)		-111	-21	350	1	218
Transit Oriented Commercial	TOC	Mid-rise Multifamily	Low Income (>50-80%) AMI	1,283	-6	-3	788	0	779
TOTAL				10,242	-977	8,470	9,679	316	17,488

Note re non-conforming housing units in Lakewood within JBLM flight paths:

Lakewood’s Air Corridor (AC) 1 and 2 land use zones comprise roughly 5% of the City’s total acreage and currently hold **1,832 non-conforming housing units** within the Accident Potential Zones I & II for North McChord Airfield on Joint Base Lewis McChord (JBLM).

Per the Department of Defense’s (DoD’s) 2015 JBLM Air Installation Compatibility Use Zone (AICUZ) Report, the existing residential development within the City’s AC1, AC2 and Military Lands (ML) zones are significantly above densities compatible with JBLM operations. As stated in the report at page 5-9, “in general, residential land use is incompatible with the accident potential in the CZ and APZs; however, detached single family housing with a maximum density of one to two dwelling units per acre (DU/acre) is compatible with restrictions with accident potential in APZ II.”

Lakewood has classified the residential development within the AC1, AC2 and ML zones as nonconforming with the intention that it will be replaced over time by low density, non-residential uses. This is to comply with not only DoD and FAA air safety guidance, but also with state law and PSRC Policy:

- RCW 36.70A.530 (3) (“A comprehensive plan, amendment to a plan, a development regulation or amendment to a development regulation, should not allow development in the vicinity of a military installation that is incompatible with the installation’s ability to carry out its mission requirements. A city or county may find that an existing comprehensive plan or development regulations are compatible with the installation’s ability to carry out its mission requirements”);
- RCW Chapter 43.330.515 and .520 regarding military installation incompatible development; and
- VISION 2050 Policy MPP-DP-49 (“Protect military lands from encroachment by incompatible uses and development on adjacent land.”)

The 1,832 nonconforming housing units in the AC1, AC2 and ML zones will need to be relocated into other areas of Lakewood over time in addition to any new unit growth.

To summarize, under the draft 2024 Comprehensive Plan:

- Sufficient land capacity exists for housing affordable to all economic segments citywide based on the Pierce County 2021 Buildable Lands Report and the adopted Lakewood 2044 growth targets;
- A 7,426 unit increase in 2044 housing unit capacity is anticipated from new state-required middle housing and ADU densification in single family areas;
- Increased utility demands over time are anticipated in R3, R4, MR1, MR2, and CBD zones as middle housing and ADUs are built;
- A new land use designation, Residential/Transit, and three new land use zones, Residential/Transit 2, 3, and 4, are located ¼ mile from existing or planned “major transit stops”; and
- No changes are proposed to the 2035 growth targets for Downtown or Station District Subareas.

III. SUMMARY OF DRAFT STATION DISTRICT SUBAREA PLAN UPDATES INCLUDED IN 24CPPR PACKAGE

When adopted in 2021, the Station District Subarea plan anticipated Lakewood Landing, envisioned as “a 30-acre site for master planned development. The site is likely to include a mix of residential, retail, entertainment, and employment uses. Conceptually, an initial mixed-use plan with 760 units and 87,000 square feet of retail are part of Phase 1 in the “Central Core” on 11.5 acres of the 30-acre site. Water features, carefully placed structures and sound-absorbing walls will help to mitigate noise. Future phases are under consideration.”

Since 2021, the central 1/3 of the area for Lakewood landing was purchased and developed as a “last mile” distribution center. As a result, references to Lakewood Landing are being removed from the Station District Plan.

IV. SUMMARY OF NEW TILLICUM-WOODBROOK SUBAREA PLAN

The Tillicum Neighborhood Plan (TNP) was originally adopted in 2011. In 2022, the City of Lakewood produced a status report of the Tillicum Neighborhood Plan’s implementation and adopted an Addendum to the TNP explaining progress to date on implementing goals, policies, and action items.

In September 2022, the City announced that the Tillicum Neighborhood Plan would be replaced with a Tillicum-Woodbrook Subarea Plan (TWSP) as part of the 2024 Comprehensive Plan Periodic Review (24CPPR) process. While the 2011 Plan boundaries were reserved to the Tillicum neighborhood north of I-5, the 2024 update incorporated the Woodbrook area south of I-5 due to the historical community connection between the two areas.

A TWSP Steering Committee was established to ensure residents of Tillicum and Woodbrook would be closely involved with the creation of the new subarea plan. The 2024 plan includes 6 goals with accompanying policies, acknowledges changes in the subarea since 2011, and is focused on equity for the subarea’s residents:

- Goal #1:** Celebrate the Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library branch as the heart of the Tillicum-Woodbrook Subarea.
- Goal #2:** Increase visibility of Tillicum’s and Woodbrook’s diverse community by investing in leadership development and the neighborhood’s ability to advocate for community needs.
- Goal #3:** Diversify Tillicum’s and Woodbrook’s housing options to support current residents in Lakewood.
- Goal #4:** Connect Tillicum and Woodbrook to Lakewood and Pierce County through a multi-modal transportation network to increase access to employment and social activities.

Goal #5: Increase economic development opportunities within Tillicum and Woodbrook.

Goal #6: Protect Tillicum and Woodbrook's natural environment and increase adaptability and resiliency for Tillicum and Woodbrook as communities significantly impacted by air quality and climate change.

Lakewood Comprehensive Plan

WORKING VERSION | May 2024 DRAFT

The 2024 Lakewood, WA Comprehensive Plan is significantly updated and streamlined to reflect progress the city has made since its incorporation to achieve the Vision of its founders. It is designed as an accessible and efficient tool to implement the Vision of its current and future residents and leaders.

The Plan promotes equitable, sustainable, and financially responsible growth planning for Lakewood's land uses and capital facilities. It is a solid foundation for the incentives, regulations, and partnerships that will implement the Plan's policies. It is consistent with the Growth Management Act as well as regional and countywide policies.

The 2024 Comprehensive Plan includes policies and priorities that will improve the quality of life for Lakewood's residents no matter their racial or economic status. It celebrates the city's' diversity. It identifies and promotes economic and cultural subareas. It acknowledges Lakewood's unique status as a city hosting a state forensic hospital and two colleges and located adjacent to the largest military installation west of the Mississippi River as well as the Nisqually Indian Tribe Reservation.

I am proud to present the 2024 City of Lakewood Comprehensive Plan.

Sincerely,

[signature]

Jason Whalen

Mayor, City of Lakewood

Acknowledgements

Lakewood’s elected and appointed officials and city staff wish to acknowledge the numerous individuals who participated and contributed their valuable expertise in the preparation and production of this document.

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Summary

Incorporated in 1996, the City of Lakewood is now the second largest city in Pierce County, Washington. The City of Lakewood has prepared and updated this Comprehensive Plan as required by the Washington State Growth Management Act (GMA); per the GMA, it is based on a 20-year time horizon. The Plan will shape Lakewood's growth for the next two decades by:

- Defining the level, intensity, and geographic distribution of employment and residential growth.
- Identifying the needed improvements to public facilities, transportation, and utility infrastructure to service the projected levels of population and employment, along with proposed methods of finance.
- Identifying the housing needs and requirements for the community.
- Defining the desired physical development patterns and urban design treatments.

The 2024 Plan contains fifteen substantive Elements. There are also a number of Appendices providing additional technical, historical, and demographic data that inform and support the Elements. The Plan is a foundational document for the city, but it is also intended to be a living document that is updated over time to ensure it continues to guide improvements to the quality of life for all in Lakewood.

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1 Introduction

1.1 Overview

The City of Lakewood has prepared and adopted this 2024 Comprehensive Plan as required by the Washington State Growth Management Act (GMA) with a horizon year of 2044. The Lakewood 2024 Comprehensive Plan is consistent with state law, multicounty planning policies, and countywide planning policies and growth targets. It is also internally consistent among its fifteen elements and is the basis for the city's development regulations.

This Comprehensive Plan is also a reflection of the community's values and an expression of its vision for the future. Although there has been western development in the area for over one hundred years, Lakewood is a young city which incorporated in 1996. Extensive public outreach was conducted before and immediately after incorporation, during the development of the initial Comprehensive Plan, at the 2015 periodic update, and for the 2024 periodic update.

VISION STATEMENT

Lakewood is a thriving, urban, South Puget Sound City, possessing the core values of family, community, education, economic prosperity, and the equitable delivery of municipal services. We will advance these values by recognizing our past, taking action in the present, and pursuing a dynamic future.

The City Council's vision for Lakewood at its 30-Year Anniversary is a community:

- *Inspired by its own sense of history and progress;*
- *Known for its safe and attractive neighborhoods, vibrant downtown, active arts and cultural communities;*
- *Sustained by robust economic growth and job creation;*
- *Recognized for the excellence of its public and private schools, and its community and technical colleges;*
- *Characterized by the beauty of its lakes, parks, and natural environment;*
- *Acknowledged for excellence in the delivery of municipal services;*
- *That actively cultivates, embraces, and continually strives to create a more inclusive community with the equitable delivery of City services; and*
- *Supportive of Joint Base Lewis McChord (JBLM), Camp Murray, service members and their families.*

Lakewood City Council, Adopted June 21, 2021

Lakewood Community Values (2015)

- *Friendly and Welcoming Community*
- *High Quality Public Services, Educational Systems, Parks and Facilities*
- *Vibrant Connected Community Places Unique to Lakewood*
- *Strong Local Economy*
- *Sustainable and Responsible Practices*

Above all, this plan seeks to make Lakewood the kind of community where people are proud to live and work. This defining objective will be achieved through a variety of approaches, characterized into three broad themes:

- Controlling sprawl;
- Creating place; and
- Protecting the environment.

Following adoption in 2000, this Comprehensive Plan has been supplemented and implemented in large part through adoption of several programs, plans, and codes over time, including but not limited to:

- City biennial budgets;
- A zoning scheme and development regulations that are consistent with the Comprehensive Plan land use designations, reviewed annually;
- Subarea plans, development regulations, and State Environmental Policy Act (SEPA) planned actions for the Downtown, Station District, and Tillicum-Woodbrook subareas, reviewed periodically;
- A Critical Areas Ordinance (CAO), as defined by the GMA and updated per the state law schedule;
- A Shoreline Master Program (SMP) and Restoration Plan, updated per the state law schedule;
- A six-year transportation improvement program (TIP), updated annually;
- A non-motorized transportation plan (NMTP), updated periodically; and
- The Parks Legacy Plan, updated periodically.

Development regulations that apply to specific development proposals are based on the goals and policies contained in this Plan. When reviewing and commenting on a proposed development project, the planning staff and the decision-making body evaluate the proposal's conformance with specific planning goals and applicable policies. Since many planning issues, such as land use and transportation, are inextricably interrelated, the goals and policies of one element are likely to pertain to other elements as well.

1.2 Guide to the Document

As listed in the Table of Contents, the following Elements are included as part of the Plan:

- **Land Use** (LU);
- **Capital Facilities and Essential Public Facilities** (CF);
- **Economic Development** (ED);
- **Energy and Climate Change** (EC);
- **Housing** (HO);
- **Military Compatibility** (MC);
- **Natural Environment** (NE);
- **Parks, Recreation, and Open Space** (PR);
- **Public Services** (PS);
- **Subareas** (SA);
- **Transportation** (TR);
- **Urban Design** (UD);
- **Utilities** (UT); and
- **Implementation** (IM).

Each Element includes:

- An **Introduction** to the Element, which defines the scope and intent of the Element and its role in the Comprehensive Plan and city policy;
- A summary of **Background** information to support the policies included in the Element; and
- The **Goals and Policies** of the Element.

Note that in addition to these sections, a **Glossary** of terms used within the Comprehensive Plan is provided. There is also a supplemental Appendix with sections for many Elements that may include:

- Background and additional explanation regarding the Plan's goals and policies;
- Issues unique to Lakewood that affect how Plans goals and policies are developed and will be implemented; and
- Additional implementation action items.

The key components of the Comprehensive Plan are a series of Goals and Policies divided between the individual Elements:

- A **Goal** is usually a broad statement of long-term aspiration that the city intends to achieve. They typically articulate the desired end state or the general policy direction for the city over time. They do not usually dictate how to achieve the outcomes but instead offer a guiding vision.
- A **Policy** is a specific guideline that directs decision-making to achieve the goals outlined in the Plan. Policies provide the framework for actions and decisions that the city needs to implement and are typically actionable and more precise. They can also include specific measures or standards to be met.

In addition to goals and policies, the Comprehensive Plan includes an **Implementation Strategy**. This includes specific actions that the city will likely pursue to implement the goals and policies, divided between different Elements. Although these are not as binding like Goals and Policies, they often define the ways that the city will take active steps to follow the Comprehensive Plan.

1.3 Amendments

The Comprehensive Plan can be considered an evolving document, and as such will need to be reviewed and revised over time to address updated information, changes in public interests, and adjustments to statutory requirements. Amendments to the Comprehensive Plan are typically managed under three different mechanisms:

- Minor amendments to the Comprehensive Plan are typically incorporated into the Plan on an annual basis. Typically, these amendments are reviewed and approved as a single docket.
- Major periodic reviews are incorporated every ten years under RCW [36.70A.130](#).
- Emergency amendments may be conducted under RCW [36.70A.130\(2\)\(b\)](#) and WAC [365-196-640\(4\)](#), typically in response to an immediate risk to public health or safety.

Proposed changes to the Comprehensive Plan are reviewed by the Planning Commission and then decided upon by the City Council.

In addition to this process, the city is required under RCW [36.70A.130](#) to submit an implementation progress report on key outcomes five years after a major periodic review. In Lakewood, this progress report will be due in 2029. This may result in an expanded set of changes to be made to the Comprehensive Plan to maintain compliance with state requirements.

Note that whenever the Comprehensive Plan is amended, it is essential to confirm consistency to prevent conflicts:

- The Comprehensive Plan should be consistent with all applicable statutes, as well as the Multicounty and Countywide Planning Policies;
- The Plan should be internally consistent with itself, with no contradictions or unintended effects between existing and changed policies; and
- Development regulations should be consistent with the Comprehensive Plan and revised to implement the policies of the Plan as written.

2 Land Use and Maps

2.1 Introduction

The Land Use Element sets the stage in Lakewood for a balanced allocation of land for housing, commerce, industry, recreation, transportation, open space, cultural resources, and other uses. It accommodates residential and commercial growth; in some areas, housing and commercial development may be interwoven where they can mutually benefit one another. Elsewhere, different land uses may remain discrete to meet other goals.

The land-use chapter is organized topically. Included Goals and policies will be realized through the city's implementation strategies, including future sub-area planning, technical area planning, design and development regulations, the process of development review, and other such methods. This element includes a copy of the official Lakewood Future Land Use Map designating the city's future land uses. It also contains:

- Lakewood's Land Use Zoning Map;
- The Puget Sound Regional Council (PSRC) Designated Lakewood Regional Urban Growth Center Map;
- Lakewood's Centers of Municipal Importance (CoMIs) Map; and
- Lakewood's Urban Growth Areas Map.

Together, these maps graphically represent the land-use element's policies and tie together the Comprehensive Plan's various elements.

2.2 Background

2.2.1 Land Use Considerations

Lakewood incorporated in 1996; however, it incorporated as an extensively developed, mature community. The majority of privately held properties within the city boundaries are developed and improved. The overall infrastructure network, including transportation, utilities, and open space is largely in place with several notable exceptions. Most future population and employment growth will occur as the result of urban infill and redevelopment of existing properties.

The city recognizes the need to refine its land use patterns over time to:

- Promote economic development;
- Provide for the housing needs of a diverse existing and future population at all economic levels;
- Maximize and guide the use of existing and future infrastructure investments;

- Protect critical and environmentally sensitive areas; and
- Plan for climate change and resiliency.

From this need, the city provides an overarching land use strategy that:

- Focuses future development where it is required per state law, but also where it is best served by motorized and active transportation;
- Reinforces the health of commercial sectors; and
- Provides a broad spectrum of quality housing with sufficient stock affordable to all economic segments to meet growth targets.

Recreation and open space will become increasingly prized assets needed to support a larger population's quality of life as well as larger commercial and industrial bases. Public open space will become critical in preserving Lakewood's visual character and as recreational amenities for Lakewood's families as well as for wildlife. Better connections are needed between these "landed" resources and improved access is needed to public lands and waters for Lakewood's population.

Each of the land-use designations depicted on the official 2024 Future Land Use Map are described in the Goals and Policies of this element. These reflect significant changes to Lakewood's residential designations that were in place prior to the 2023 GMA updates requiring the city to allow multiple middle housing and/or accessory dwelling units (ADUs) per lot in areas of historically single-family land use.

2.2.2 Land Use Designations

The official Lakewood Future Land Use Map (FLUM) is foundational to the city's Comprehensive Plan. Considerations in the development of the Future Land Use Map included:

- General distribution and location of existing land uses;
- Population, housing unit, and employment growth targets;
- Appropriate intensity and density of land uses given current development trend;
- Protection of critical and environmentally sensitive areas;
- Protection of the quality and quantity of public water supplies;
- The provision of public services, including available utilities and urban services provided by third party entities;
- Control of stormwater runoff; and
- Costs and benefits of growth.

The FLUM establishes broad categories of land use ("designations") that are further defined at parcel-level distinctions in the Zoning Map and regulated by the Municipal Code development regulations. It serves as the principal guide for elected officials in making decisions about the need for, and the locations of, public services, utility systems, transportation routes, and other capital facilities. The FLUM is also referenced by city staff, consultants, private citizens, developers, and others interested in the city's future as they make decisions about where to live, work, invest, and conduct business.

Land Use Designations are used in conjunction with the Comprehensive Plan's written goals and policies, which reflect how the community wishes to implement its vision for the city, its goals and objectives for land use, and other related elements of the Plan.

The table in Exhibit 2-1 below summarizes which land use zones in the Lakewood Municipal Code implement the city's various land use designations. Exhibit 2-2 provides the FLUM for the Comprehensive Plan, while Exhibit 2-3 includes the zoning map provided as part of city zoning under LMC [18A.10.150](#).

Descriptions of the city's land use zones and the allowed uses within each zone are included in LMC [18A.10.120](#) (for the city overall), as well as Title [18B](#) LMC (for the Downtown Subarea) and Title [18C](#) (for the Station District Subarea).

2.2.3 Air Installation Compatibility

Lakewood's Air Corridor 1 and 2 land use zones, which represent about 5% of the city's total acreage, currently encompass 1,832 housing units that do not conform to the safety guidelines outlined in the Accident Potential Zones (APZ) I & II of North McChord Airfield at Joint Base Lewis McChord. According to the Department of Defense's [2015 JBLM Air Installation Compatibility Use Zone \(AICUZ\) Report](#), the residential densities in the AC1, AC2, and CZ zones greatly exceed those advised for compatibility with JBLM operations. The report highlights that generally, residential uses in these areas conflict with the defined accident potential. Detached single-family homes with densities of one to two units per acre may be acceptable under specific conditions in APZ II, however.

In response, Lakewood plans to transition these areas from non-conforming residential uses to low-density, non-residential uses to align with Department of Defense and FAA air safety regulations, state law, and PSRC policies. The impacted areas are identified in Exhibit 2-4.

This action will involve consideration of:

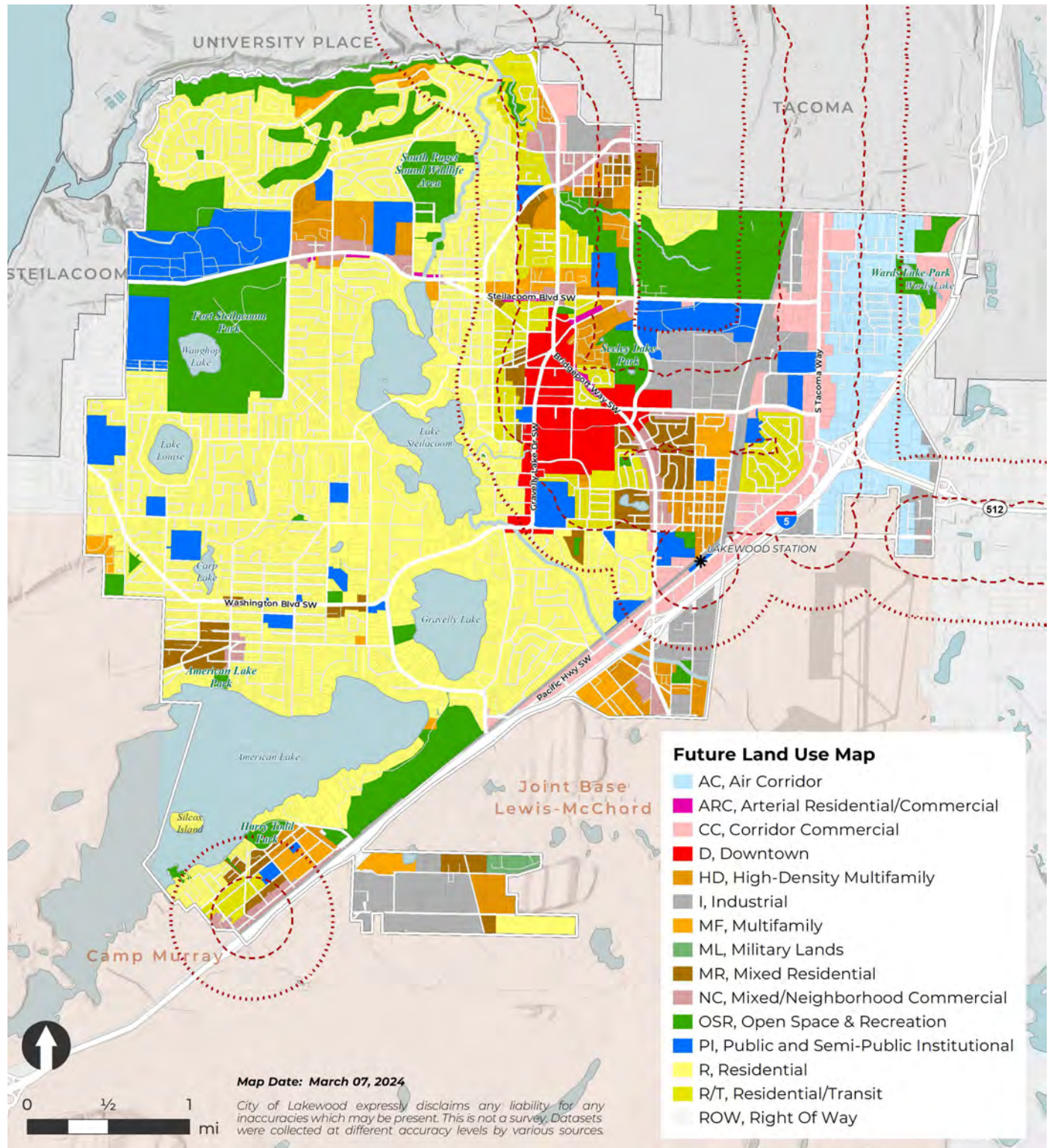
- RCW [36.70A.530\(3\)](#), which guides against developments near military installations that could hinder their operational capabilities;
- RCW [43.330.515](#) and [520](#), which address incompatible developments around military bases; and
- [VISION 2050 Policy](#) MPP-DP-49, which aims to protect military lands from encroaching incompatible developments.

Overall, this will involve gradually relocating the 1,832 nonconforming units from the AC1, AC2, and CZ zones to other parts of Lakewood, in addition to accommodating future residential growth.

Exhibit 2-1. Lakewood Land Use Designations and Zoning.

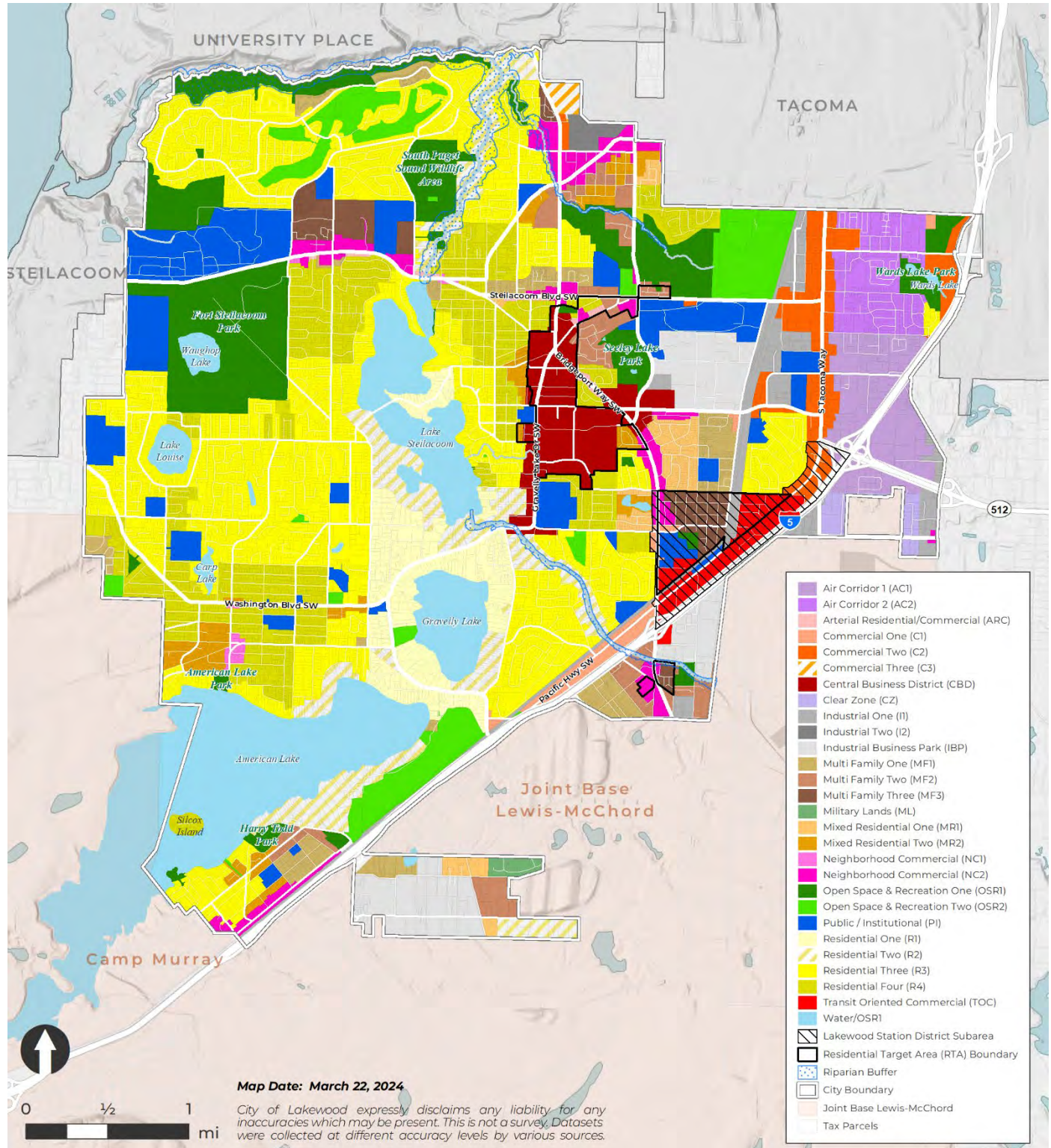
Land Use Designation	Land Use Zoning District
Air Corridor 1 (AC1) Air Corridor 2 (AC2)	<ul style="list-style-type: none"> ▪ Clear Zone (CZ) ▪ Air Corridor 1 (AC1) ▪ Air Corridor 2 (AC2)
Arterial Corridor (ARC)	<ul style="list-style-type: none"> ▪ Arterial Residential/Commercial (ARC)
Corridor Commercial (CC)	<ul style="list-style-type: none"> ▪ Transit-Oriented Commercial (TOC) <i>(within Lakewood Station District)</i> ▪ Commercial 1 (C1) ▪ Commercial 2 (C2) ▪ Commercial 3 (C3)
Downtown	<ul style="list-style-type: none"> ▪ Central Business District (CBD)
High-Density Multifamily (HD)	<ul style="list-style-type: none"> ▪ Multifamily 2 (MF2) ▪ Multifamily 3 (MF3)
Industrial (I)	<ul style="list-style-type: none"> ▪ Industrial Business Park (IBP) ▪ Industrial 1 (I1) ▪ Industrial 2 (I2) ▪ Industrial 2 (I2)
Public and Semi-Public Institutional (PI)	<ul style="list-style-type: none"> ▪ Public Institutional (PI)
Multifamily (MF)	<ul style="list-style-type: none"> ▪ Multifamily 1 (MF1)
Military Lands (ML)	<ul style="list-style-type: none"> ▪ Military Lands (ML)
Mixed Residential (MR)	<ul style="list-style-type: none"> ▪ Mixed Residential 1 (MR1) ▪ Mixed Residential 2 (MR2)
Neighborhood Business District (NBD)	<ul style="list-style-type: none"> ▪ Neighborhood Commercial 1 (NC1) ▪ Neighborhood Commercial 2 (NC2)
Open Space and Recreation (OSR)	<ul style="list-style-type: none"> ▪ Open Space and Recreation 1 (OSR1) ▪ Open Space and Recreation 2 (OSR2)
Residential (R)	<ul style="list-style-type: none"> ▪ Residential 1 (R1) ▪ Residential 2 (R2) ▪ Residential 3 (R3) ▪ Residential 4 (R4)
Residential/Transit (R/T)	<ul style="list-style-type: none"> ▪ Residential 2/Transit (R2/T) ▪ Residential 3/Transit (R3/T) ▪ Residential 4/Transit (R4/T)

Exhibit 2-2. Lakewood Future Land Use Map.



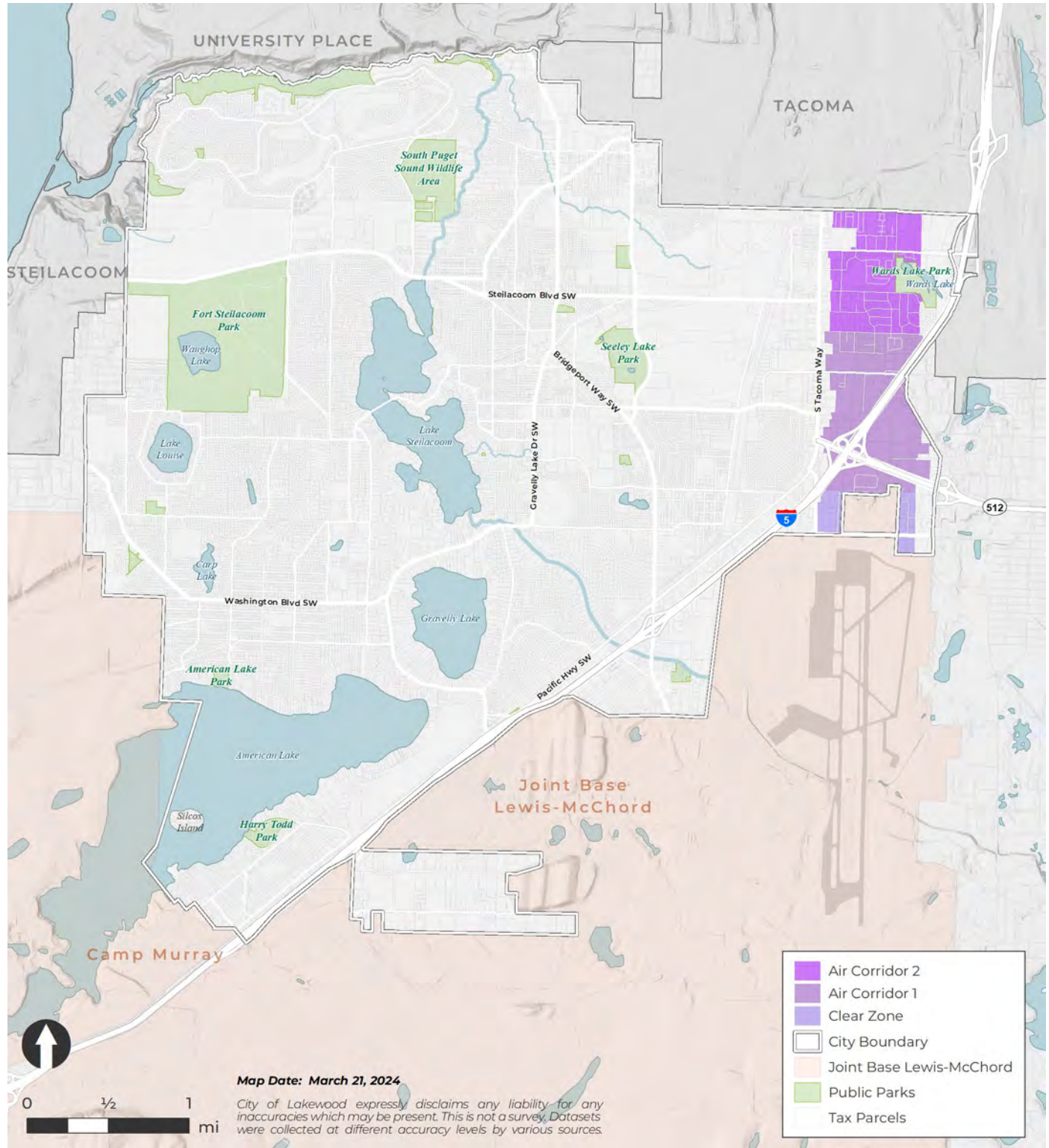
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-3. Lakewood Zoning Map.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-4. Lakewood Air Corridors.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

2.2.4 Growth Capacity

Land use planning is crucial for managing the future growth of Lakewood to consider community health and sustainability. The FLUM indicates the expected use of urban spaces and underlies the Comprehensive Plan overall, strategically directing growth and investment for the next 20 years.

What is essential, however, is to ensure that the Plan provides sufficient capacity to accommodate future growth. Pierce County has provided targets based on the VISION 2050 Regional Growth Strategy from the PSRC as part of Countywide Planning Policies (CPPs)¹. These targets include accommodating the following growth by 2044:

- An additional 9,378 housing units;
- An additional 9,863 jobs; and
- An additional 574 emergency housing units.

Note that the Housing Element in Chapter 6 provides more details about the housing required by type and target household income.

An evaluation of data from the 2020 Buildable Lands Report has been used to evaluate the ability for Lakewood to accommodate this future growth. This has been updated to account for recent growth, changes in allowable residential densities, and other changes to permitted development. Additional details for this analysis are provided in the Appendix.

Exhibit 2-5 provides a comparison between the growth necessary to achieve targets under the current CPPs and the assessed capacity to meet these growth demands. Based on the assumptions of the assessment, the current growth capacity under the FLUM will be sufficient to accommodate both residential and employment growth in the city over the next 20 years. There is also sufficient capacity to provide flexibility in accommodating the shape of future growth, such as preferences for development in certain areas of the city or for certain types of housing.

Exhibit 2-5. Lakewood Growth Targets and Capacity, 2020–2044.

	2020 Conditions	2044 Targets	Expected Growth 2020-2044	Growth Capacity
Population	63,612	86,792	+23,180	40,922*
Jobs	29,872	39,735	+9,863	15,238
Housing	26,999	36,377	+9,378	17,488
Emergency Housing	8	582	+574	**

* Housing capacity calculations assume 2.34 persons per household.

** Assessments indicate sufficient sites are available for emergency housing.

Sources: Pierce County, 2023; US Census Quick Facts, 2023.

¹ See [Appendix A](#) of the Pierce County CPPs, and Ordinances 2022-46s and 2023-22s.

2.2.5 Management Areas

Within the city, there are several areas that are subject to different policies based on their function, importance, and needs. These include the following:

Lakewood Regional Urban Growth Center

As shown in Exhibit 2-6, Downtown Lakewood includes a PSRC Regional Growth Center as defined by the Multicounty Planning Policies (MPPs) in the [VISION 2050](#) Regional Growth Strategy. These areas are provided additional funding priority from the PSRC for transportation and economic development funding, but as such are subject to certain requirements, including²:

- Planned densities of at least 45 activity units (AUs; jobs plus residents) per acre;
- A minimum mix of at least 15% planned residential and employment activity;
- Residential and employment growth targets that accommodate a significant share of the city's growth;
- Existing or planned fixed route bus, regional bus, Bus Rapid Transit (BRT), or other frequent and all-day bus service.
- Evidence of a regional role and future market demand to support growth.

Subarea Plans

The boundaries for the three current subarea plans that are in place in the city are included in Exhibit 2-7. Subarea plans are both regulatory plans and visionary documents to guide development within an individual neighborhood. This can allow for the development of more detailed policy and planning guidance to address specific considerations that may not be relevant or applicable to the remainder of the city.

As of 2024, the city has three active subarea plans, two of which are accompanied by development regulations and SEPA Planned Action Ordinances:

- 2018 Downtown Subarea Plan;
- 2021 Station District Subarea Plan; and
- 2024 Tillicum-Woodbrook Subarea Plan.

More details about these areas are provided in Chapter 11 (Subareas).

Centers of Municipal Importance

Centers of Municipal Importance (CoMIs) in the city are shown in Exhibit 2-8. These areas have been established to identify local centers in line with the VISION 2050 MPPs, promoting compact, pedestrian-friendly environments, diverse services, and various housing options, or as part of established industrial zones.

² See the PSRC [2018 Regional Centers Framework](#) for more information.

The areas currently designated as CoMIs include the following:

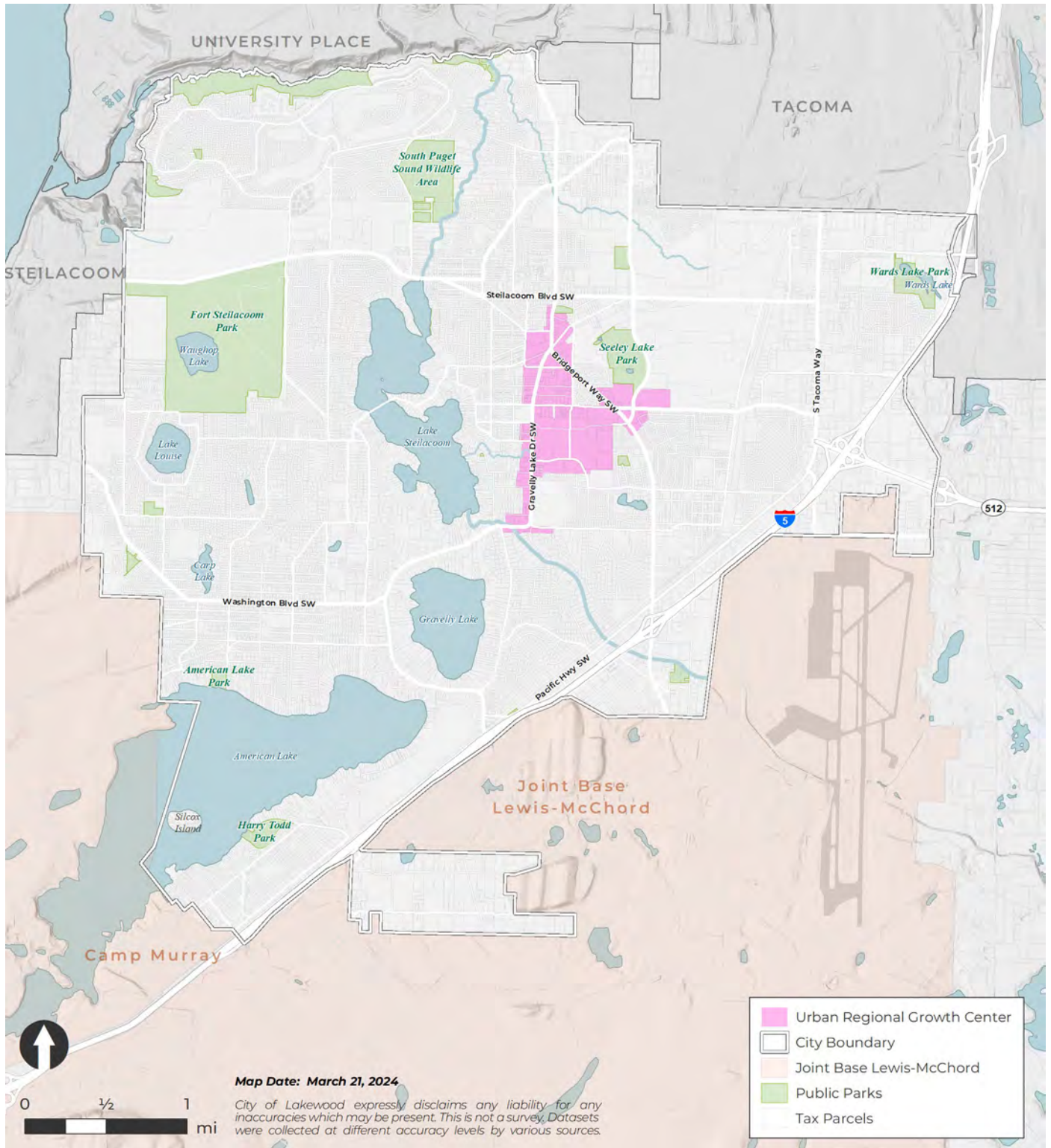
- **Tillicum.** The Tillicum neighborhood is a compact, walkable community with a distinct identity, which has evolved as a more isolated community outside the main gates of Joint Base Lewis-McChord and Camp Murray. The area is primarily accessed via I-5 and includes civic, commercial, and recreational amenities including the Tillicum Community Center, Tillicum Elementary School, Thornewood Castle, and Harry Todd Park. It has a strong sense of place and serves as a gathering point for both neighborhood residents and the larger region with regard to the resources it provides for military facilities and as well as access to American Lake.
- **Fort Steilacoom/Oakbrook.** Fort Steilacoom/Oakbrook is a region steeped in history and state-wide relevance, with significant facilities like Western State Hospital and Pierce College built on the lands of the historic Fort Steilacoom. This area includes diverse civic services, major shopping centers, and extensive recreational and cultural resources such as Fort Steilacoom Park and the Fort Steilacoom History Museum.
- **Custer Road/Walmart.** The Custer Road/Walmart area has emerged as a significant urban node, with prominent commercial businesses such as Wal-Mart and H and L Produce, supported by industrial and residential zones that accommodate growth. This center benefits from its proximity to natural features as well as Custer Road, is a principal arterial street that serves as a major corridor in the area.
- **Lakewood Industrial Park/CPTC.** Marked by intense industrial and educational activity, the Lakewood Industrial Park and Clover Park Technical College area hosts multiple civic services and industrial businesses, contributing robustly to Lakewood's economy. The area is well-equipped with facilities designed to support its 3,400 students and over 1,250 employees across sixty-four businesses, fostering a dynamic environment for industrial and educational growth.
- **South Tacoma Way.** South Tacoma Way, once part of State Route 99, has evolved into Lakewood's most dynamic commercial district and a budding "International District." Home to diverse businesses and cultural centers like the Star-Lite Swap Meet and Paldo World, it reflects the area's growth and adaptation to urban demands while retaining its historical significance.
- **Springbrook.** Springbrook is a key community because of its proximity to Joint Base Lewis-McCord, denser residential development, important community facilities like Springbrook Park, and various commercial uses. The area has seen infrastructure enhancements like new water lines to support its growth, with a focus on maintaining its vibrancy and residential appeal amidst industrial zoning shifts.
- **Woodbrook.** Woodbrook is recognized for its recent expansions in industrial and warehousing activities, infrastructure upgrades, and future planned developments, which has bolstered its status as a major industrial node. This has been tempered by the proximity to existing housing, including lower-income housing options, which will be an ongoing planning consideration.
- **Lake City West.** Lake City West is adjacent to Joint Base Lewis-McCord's North Gate and has become a critical traffic corridor with new residential developments, schools, and military facilities reshaping its landscape. This expansion has not only increased the residential and military presence but also significantly impacted local traffic flow as well as the need for planning in the area.

Urban Growth Area

The Urban Growth Area (UGA) boundaries included in Exhibit 2-9 show the potential areas that could be incorporated within the City over the next 20 years. Jurisdictions may not annex additional area unless it falls within these Areas, and the UGA can be provided with urban levels of service for public services and facilities such as police, water, and sewer.

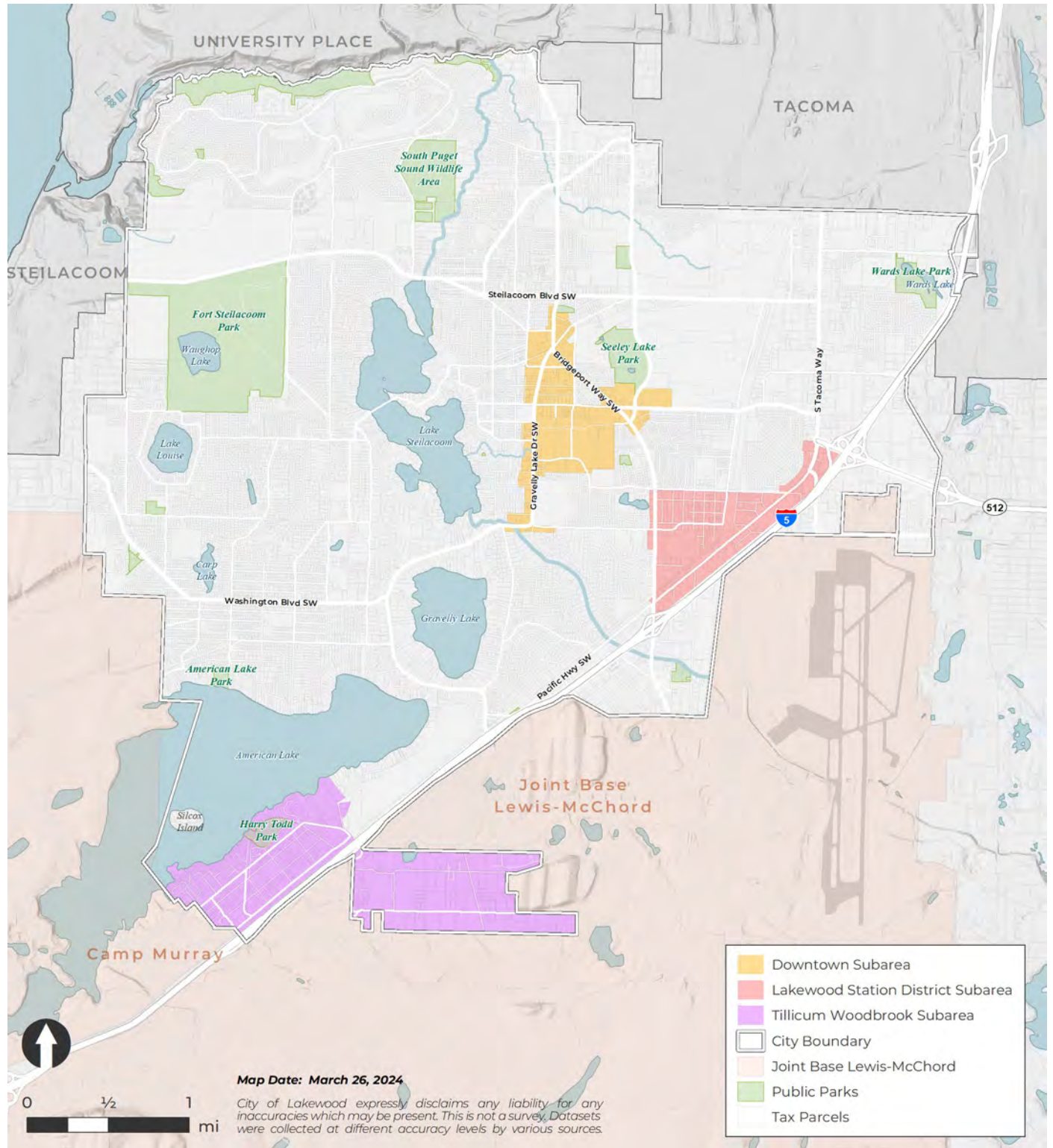
The UGA currently includes Camp Murray, which is part of the Washington Military Department, and the urban areas of Joint Base Lewis McChord, and an unincorporated neighborhood known as Arrowhead-Partridge Glen, which is located between the City of Lakewood and the Town of Steilacoom and is considered a joint UGA between the city and town. At present, there are no plans for annexation, and these areas largely denote unincorporated areas with urban services delivered by the city and other service providers.

Exhibit 2-6. Lakewood Regional Urban Growth Center Map.



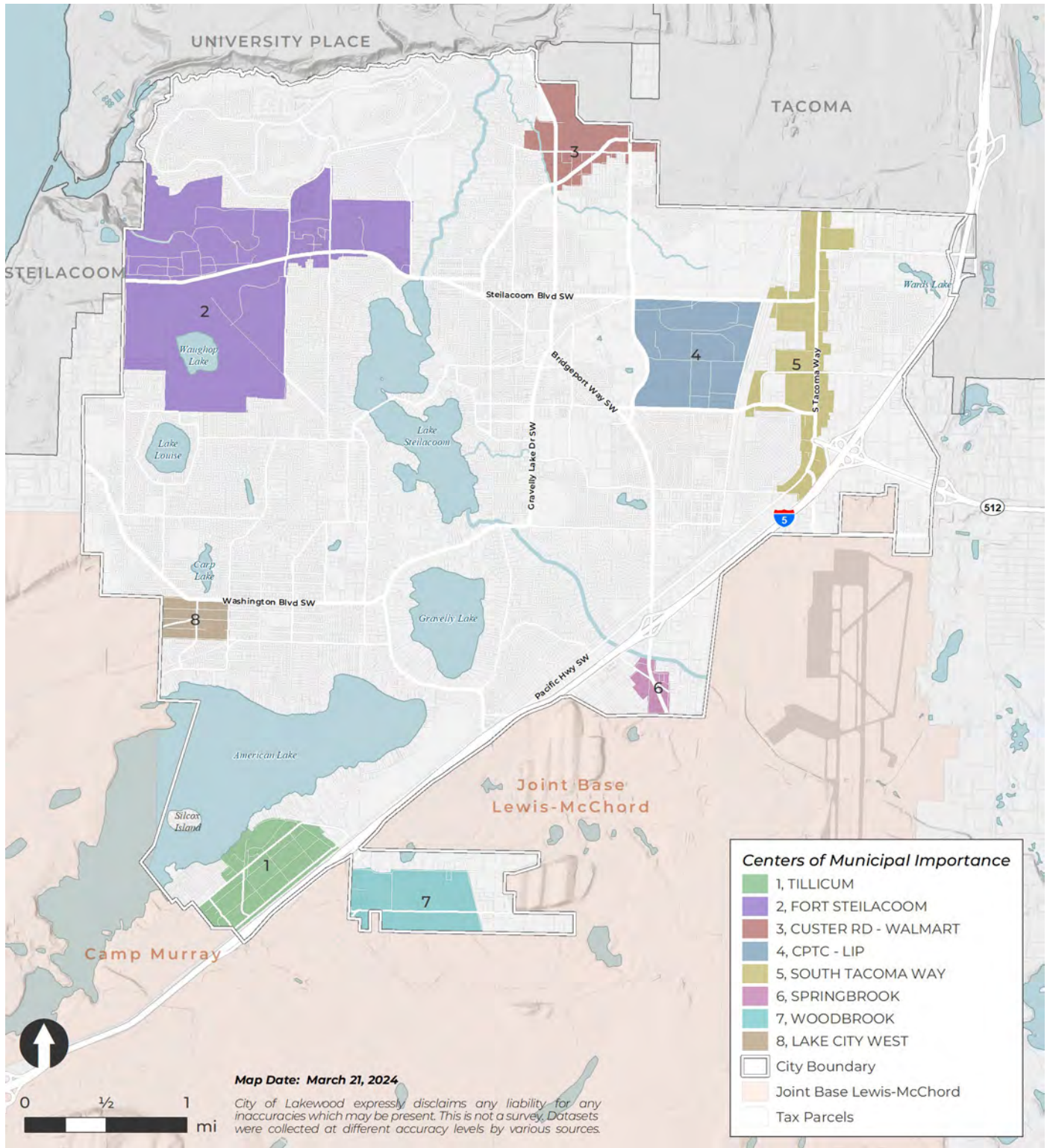
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-7. Lakewood Subareas Map.



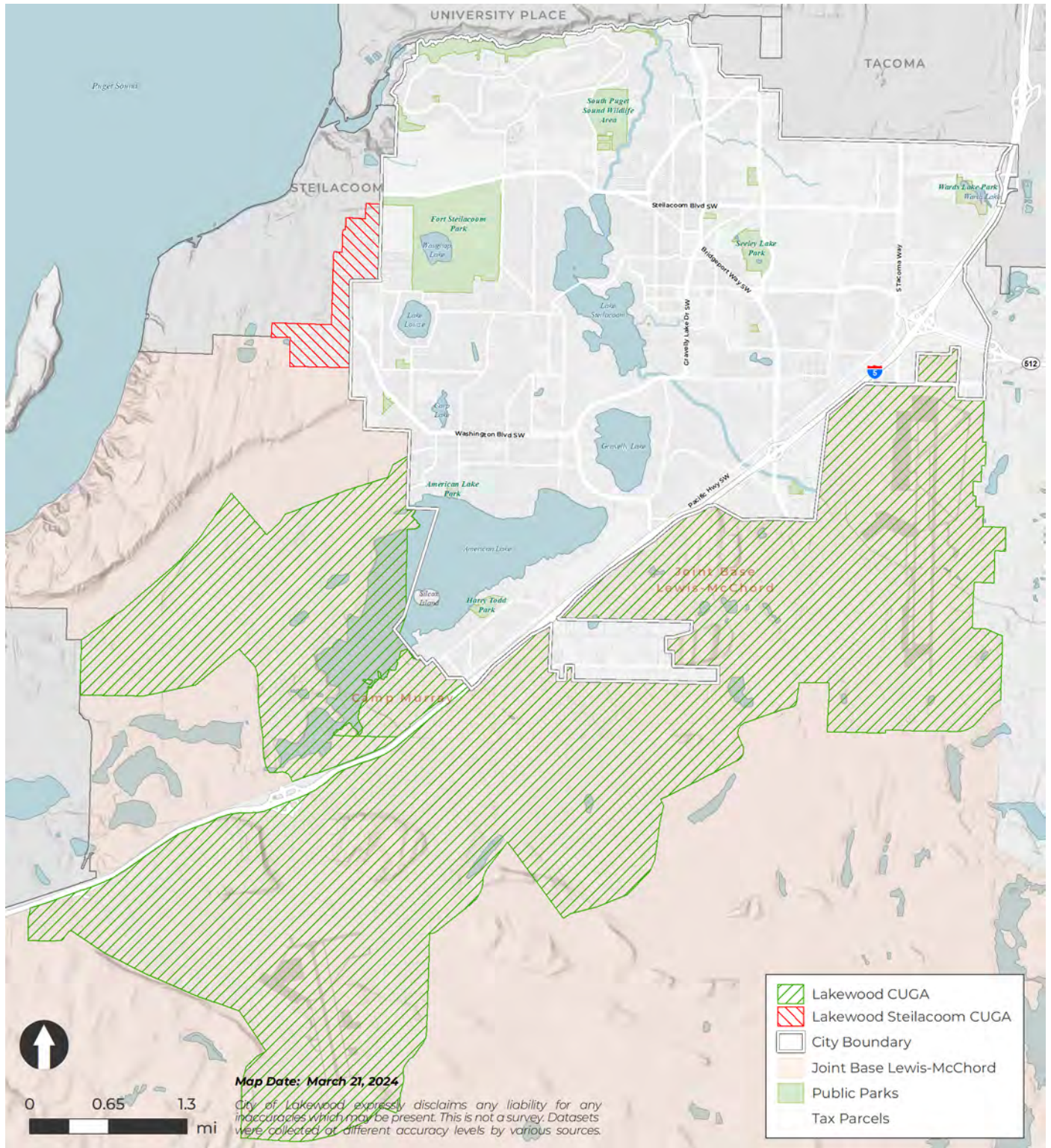
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-8. Lakewood Centers of Municipal Importance (CoMIs).



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-9. Lakewood Urban Growth Area.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

2.3 Goals and Policies

/ LU-1 **Maintain consistency with the land use policies and targets of the PSRC Multicounty Planning Policies and Regional Growth Strategy and the Pierce County Countywide Planning Policies.**

- LU-1.1 Plan to a 2044 population target of 86,792 residents and a housing target of 36,713 units for the city.
- LU-1.2 Plan to a 2044 employment target of 39,735 jobs in the city.
- LU-1.3 Ensure that land use planning is coordinated and consistent with the methodologies utilized by Pierce County and the PSRC, particularly in the achievement of the specified targets.

/ LU-2 **Maintain sufficient supplies of available land and systems that can support future growth.**

- LU-2.1 Ensure the availability of sufficient land capacity to meet both regional and county-level municipal growth projections and targets.
- LU-2.2 Maintain efficient permitting processes and development standards to help accommodate future growth.

/ LU-3 **Support efficient development patterns that minimize land use conflicts and promote healthy neighborhoods through consistent land use designations.**

- LU-3.1 Adopt and administer land use development regulations consistent with the Future Land Use Map (FLUM) and its designations.

Residential

LU-3.2 **Residential (R).** The Residential designation refers to areas that support high-quality urban residential neighborhoods in the city. These areas typically allow a variety of housing types, with scales and densities based on the ability of these areas to support development:

- **Residential Low** areas primarily consist of larger residential lots where environmental factors would prevent more intensive development. This includes environmentally sensitive areas where development may impact lakes, creek habitat and Lakewood Water District wellheads. This corresponds to the R-1 zoning designation.
- **Residential Medium** areas accommodate a range of detached and attached housing types, including middle housing, accessory dwelling units (ADUs), and smaller- and moderate-scale multi-family housing. This corresponds to areas in the R-2 and R-3 zones and includes housing across most of the city.
- **Residential High** areas accommodating single-family, middle housing, ADUs, and smaller- and moderate-scale multi-family housing with greater densities and smaller lot sizes. These areas are typically allocated in neighborhoods where housing on

individual lots is expected, but the area includes supporting infrastructure, amenities, and services that allow for higher-density development. This corresponds to R-4 zones in the city.

- LU-3.3 **Residential/Transit (R/T).** The Residential/Transit designation identifies areas designated as Residential but are expected to be found within ¼ mile of a major transit stop, including stops for bus rapid transit (BRT) and commuter rail, over the next 20 years. These areas allow for increased residential densities beyond what is allowed under Residential designations for locations once service is available.
- LU-3.4 **Mixed Residential (MR).** The Multifamily designation supports a mix of low- and moderate-density housing options that provides a variety of options for diverse families and lifestyles. This designation represent a transition to areas that include a greater amount of multifamily housing on larger lots
- LU-3.5 **Multifamily (MF).** The Multifamily designation supports moderate-density housing that provides a variety of options for diverse families and lifestyles. These areas include urban design elements like open spaces and pedestrian-friendly layouts and are integrated with surrounding neighborhoods.
- LU-3.6 **High-Density Multi-Family (HD).** The High-Density Multi-Family designation supports denser medium- to high-density housing with urban design features that enhance living environments and support pedestrian and non-motorized transportation access. These areas are intended to connect with business districts, transit hubs, and other neighborhood centers that provide amenities and services.

Commercial and Mixed-Use

- LU-3.7 **Mixed/Neighborhood Commercial (NC).** The Neighborhood Commercial designation provides a concentrated mix of activities, including retail and other local services, residential, and some office uses, that provide a focus for a neighborhood.
- LU-3.8 **Residential-Commercial/Arterial (ARC).** The Arterial Residential-Commercial Corridor designation provides areas for residential neighborhoods and lower-intensity, non-nuisance business uses adjoining principal and minor arterial streets.
- LU-3.9 **Commercial/Corridor (CC).** The Corridor Commercial designation features employment, services, retail, and business/light industrial uses linked to access to major transportation networks.
- LU-3.10 **Downtown (D).** The Downtown Subarea designation is the primary retail, office, social, urban residential, and government center of the city that provides a complementary, interactive mixture of uses and urban design and reflects its status as a Regional Urban Growth Center.

Industrial

- LU-3.11 **Industrial (I).** The Industrial designation provides for regional research, manufacturing, warehousing, concentrated business/ employment parks, and other major regional

employment uses. These lands are planned for the necessary transportation and utility infrastructure needs, and to minimize encroachment by incompatible land uses.

Public, Institutional, and Government

- LU-3.12 **Open Space and Recreation (OSR).** The Open Space and Recreation designation provides public open spaces and recreational uses such as state and municipal parks, preserves, and trails, as well as privately owned facilities such as golf courses, Lakewood Gardens, and cemeteries.
- LU-3.13 **Public and Semi-Public Institutional (PI).** The Public and Semi-Public Institutional designation provides dedicated areas in the city for large- and moderate-scale government and institutional uses.
- LU-3.14 **Military Lands (ML).** The Military Lands designation applies to federal and state-owned military lands within the city's boundaries. The federal and state control of military installations and unique character of military operations require special consideration by the city as a host community.

Special

- LU-3.15 **Air Corridor (AC).** The Air Corridor designation is based on and affected by Joint Base Lewis-McChord North McChord Field aircraft operations; allowable development and uses are intended to minimize associated hazards to the public.

/ LU-4 Promote infill, redevelopment, and intensification.

- LU-4.1 Promote planning that supports future site intensification, such as the future development of parking spaces.
- LU-4.2 Encourage parcel assembly and exchanges of lands for redevelopment.
- LU-4.3 Encourage larger planned redevelopment projects, especially those that contribute to complete mixed-use communities.
- LU-4.4 Actively pursue the revitalization of economically underperforming areas in Lakewood by establishing Community Renewal Areas and supporting strategies.
- LU-4.5 Encourage more intensive development in areas served by transit.

/ LU-5 Promote neighborhood business districts as local centers that provide supporting services to the surrounding community.

- LU-5.1 Provide for a mix of activities in neighborhood business districts, including residential, retail, office, social, recreational, and local services.
- LU-5.2 Promote the integration of residential and commercial uses within neighborhood business districts.

- LU-5.3 Provide a distinct character or focus for each neighborhood business district.
- LU-5.4 Encourage a balance of community services and discourage the dominance of any single use within neighborhood business districts.
- LU-5.5 Promote people-focused architectural designs and intensities of new development in neighborhood business districts that are in harmony with the scale and character of the neighborhoods they serve.
- LU-5.6 Emphasize public safety enhancements as a critical component in making neighborhood business districts attractive for living, working, socializing, and shopping.
- LU-5.7 Encourage the incorporation of urban amenities within neighborhood business districts.
- LU-5.8 Promote the development of neighborhood business districts as transit hubs.
- LU-5.9 Accommodate automobile use while ensuring that vehicles do not overpower the character and function of neighborhood business districts.

/ LU-6 Enhance the local business environment by identifying and implementing revitalization strategies in areas that require new investment.

- LU-6.1 Develop an outreach program for the diverse business community located along the I-5 Corridor to foster engagement and support.
- LU-6.2 Collaborate with property owners and local businesses to create a comprehensive Corridor Plan for South Tacoma Way and Pacific Highway SW, aimed at revitalization and sustainable development.

/ LU-7 Promote industrial development and revitalization that supports current industrial activities and helps to attract new, compatible businesses.

- LU-7.1 Allocate industrial land for activities such as regional research, manufacturing, warehousing, business and employment parks, and other significant regional employment opportunities.
- LU-7.2 Support the development and renewal of industrial lands that positively impact Lakewood's economy and environment, while discouraging uses that are primarily situated in industrial areas due to the potential for negative effects on surrounding properties.
- LU-7.3 Protect key industrial sites, particularly those near railway lines, from being affected by incompatible uses such as residential developments or unrelated small-scale retail.
- LU-7.4 Increase the diversity and density of industrial operations in the city by optimizing the use of existing industrial lands.
- LU-7.5 Promote strategies for parcel assembly to promote uses that generate significant employment.

- LU-7.6 Facilitate the integration and/or buffering of industrial development with adjacent nonindustrial areas.
- LU-7.7 Ensure the compatibility of industrial activities with citywide and regional freight mobility and multimodal transportation infrastructure.
- LU-7.8 Encourage design techniques that support crime prevention to reduce opportunities for crime in the community.

/ LU-8 Ensure the integration of public and institutional uses with the rest of the city.

- LU-8.1 Apply the Public and Semi-Public Institutional land use designation to the uses for a range of government agencies and major institutions, including municipal, county, regional, state, and non-military federal entities, special districts, schools, and significant hospitals, that will require special consideration of uses.
- LU-8.2 Manage the expansion and evolution of major institutions in line with growth in the city and the specific operational and locational requirements of large public and institutional entities, while ensuring compatibility with surrounding neighborhoods.
- LU-8.3 Coordinate with the phasing and ongoing development of institutional uses to mitigate the cumulative impacts of these uses.

/ LU-9 Recognize the unique nature of federal patent lands at Western State Hospital and Historic Fort Steilacoom.

- LU-9.1 Coordinate with Washington State Department of Social and Health Services (DSHS) with respect to updates and implementation of the Western State Hospital Campus Master Plan.
- LU-9.2 Implement the city's public facilities master plan process to confirm that these facilities meet standards for appropriate levels of service and the health and safety of the public.
- LU-9.3 Minimize incompatible uses on the Western State Hospital campus to prevent adverse impacts on existing functions, neighboring properties, and vulnerable groups.

/ LU-10 Encourage the transition of nonconforming uses and structures towards compliance with current standards.

- LU-10.1 Allow for the continued operation, maintenance, and minor repair of nonconforming uses that were legally established but are no longer in compliance with development regulations.
- LU-10.2 Prohibit any expansion in the scale or intensity of existing nonconforming uses or structures.
- LU-10.3 Require nonconforming uses and structures to be brought into compliance if they cease to operate or site improvements are significantly damaged.

- LU-10.4 Allow for flexibility with the management of nonconforming uses if compliance would prohibit the productive use of the property, especially if these activities support important community functions.

3 Capital Facilities and Essential Public Facilities

3.1 Introduction

Upon its incorporation, Lakewood's urban services (water, sewer, and power, and emergency services) remained independent of the city, being provided by special districts, other jurisdictions, or private companies. Lakewood did form its own police department in 2004.

This element contains goals and policies for both capital facilities and essential public facilities and describes the city's relationship to external urban service and utility providers. It also directs Lakewood's management and financing of capital improvements for the facilities and utilities it owns and operates.

In addition to this element, planning and programming for transportation and parks (the two largest components of city spending on capital facilities) are also guided by the Transportation Element; the Parks, Recreation & Open Space Element; and the Parks Legacy Plan.

3.2 Background

3.2.1 Capital Facilities

Utilities and services in Lakewood are provided by the city, other jurisdictions, special districts, and private companies. The responsibilities of these providers are described below in terms of four (4) types of service.

The **Type 1** services and utilities shown below are provided directly to the resident by the City of Lakewood or a city-contracted provider.

Exhibit 3-1. Type 1 Service/Utility Providers.

Service / Utility	City Regulatory Authority	Planning Responsibility	Funding Responsibility	Who Sets LOS?	Project Review
City Facilities	total	city	city	city	city
Parks & Recreation	total	city	city	city	city
Transportation	total	city	city	city	city
Stormwater Management	total	city	city	city	city
Solid Waste	total	provider	provider	city	provider
Police	total	city	city	city	city

Type 2 services shown below are provided directly to the resident by a special district with independent taxing and regulatory authority. The city has land-use regulatory authority; thus, the provider must coordinate with the city for the provision of the services to support development and administration of the Comprehensive Plan.

Exhibit 3-2. Type 2 Service/Utility Providers.

Service / Utility	Agency	City Regulatory Authority	Planning Responsibility	Funding Responsibility	Who Sets LOS?	Project Review
Public Schools	Clover Park School District	land use	provider	provider	provider	provider
Fire & Medical	West Pierce Fire & Rescue (WPFR)	land use	provider	provider	provider	provider
Libraries	Pierce County Library District	land use	provider	provider	provider	provider
Transit	Pierce Transit and Sound Transit	land use	provider	provider	provider	provider

Type 3 services shown below are utilities provided directly to the resident by a special district, county, or company. The city has land-use, right-of-way (ROW), and franchise regulatory authority; thus, the districts, county, and private companies must provide the service or utility to support development and administration of this Plan. The city may also require additional considerations from the provider for use of the city right-of-way. Further discussion of utilities is contained in the Utilities Element.

Exhibit 3-3. Type 3 Service/Utility Providers.

Service / Utility	Agency	City Regulatory Authority	Planning Responsibility	Funding Responsibility	Who Sets LOS?	Project Review
Sanitary Sewer	Pierce County Public Works	land use, ROW/ franchise	joint	provider	joint	provider
Water	Lakewood Water District, Parkland Water District	land use, ROW/ franchise	joint	provider	joint	provider
Electric	Tacoma Power, Puget Sound Energy, Lakeview Power	land use, ROW/ franchise	joint	provider	joint	provider / city
Communications	Private communication companies	land use, ROW/ franchise	joint	provider	joint	provider / city
Natural Gas	Puget Sound Energy	land use, ROW/ franchise	joint	provider	joint	provider

Type 4 utilities and services are provided to federal military lands and utilities and services provided by the federal government to non-federal lands as listed below.

Exhibit 3-4. Type 4 Service/Utility Providers.

	City Regulatory Authority	Planning Responsibility	Funding Responsibility	Who Sets LOS?	Project Review
Federal Military Lands	none	federal	federal	federal	federal NEPA
Federal Utilities & Services to Non-Federal Lands	none	federal	provider	city	city

Note: The city retains the right of comment on federal projects through the National Environmental Policy Act (NEPA.)

The following documents contain information supplemental to the Comprehensive Plan:

- **SEPA Environmental Impact Statements (EISs).** Through the EIS process, existing capacities are documented and a forecast of future capital improvements in services and utilities is projected. Based on the EIS analysis, capacity and locational policies for each Type 1, Type 2, Type 3, and Type 4 service and utility are incorporated in the respective service, utility, transportation, and land-use chapters of this Comprehensive Plan.
- **Capital Improvement Plan (CIP).** Lakewood's 6-year Capital Facilities Capital Improvement Plan (6-year CIP) is included within several city documents focused on either parks and open space or transportation that contain:
 - Inventories of existing and proposed capital facilities;
 - Regular and special maintenance requirements;
 - Identified deficiencies in capital facilities and the actions necessary to address such deficiencies;
 - Six-year forecasts of facility needs; and
 - A six-year financing plan and budget.

The CIP lists the planned capital investments for each Type 1 (i.e., city-provided) service and utility and identifies dedicated funding sources for the projects anticipated within six years. Lakewood's CIP is procedurally modified and updated in conjunction with its budget rather than as part of the annual Comprehensive Plan amendment cycle.

- **Downtown Subarea Plan and Planned Action Ordinance.** The Downtown Subarea Plan, SEPA Environmental Impact Statement and Planned Action Ordinance (PAO) identify needed services and capital improvements, costs, and mitigation or in-lieu fees for transportation and parks. The subarea plan and associated ordinances are a source for the 6-year CIP and Transportation Improvement Program (TIP). It is anticipated that the Downtown Plan will be implemented through the CIP, TIP, and city budget processes, as well as project permit evaluation.
- **Station District Subarea Plan and Planned Action Ordinance.** The Station District Subarea Plan and Planned Action Ordinance (PAO) identify needed services and capital improvements, costs, and mitigation or in-lieu fees for transportation and parks. The subarea plan and associated ordinances are a source for the 6-year CIP and Transportation Improvement Program (TIP). It is anticipated that the Station District Plan will be implemented through the CIP, TIP, and city budget processes, as well as project permit evaluation.

Type 2, 3, and 4 service and utility capital inventories and investments are included in separate documents provided by the respective external providers and incorporated hereto by reference. Planning and programming for utilities and facilities/services owned by third parties is typically the responsibility of these providers.

As required by the GMA, additional available information is included in the Appendix, including:

- Inventories of existing capital facilities owned by public entities;
- A forecast of needed capital facilities;
- Proposed locations and capacities of expanded or new capital facilities; and

- Long-term (six or more years) financing plans for capital facilities within projected funding capacities and identified sources of public money to finance planned capital facilities.

3.2.2 Essential Public Facilities

Essential public facilities include those facilities considered difficult to site because of potential adverse impacts related to size, bulk, hazardous characteristics, noise, or public health and safety, or are part of a region or county-wide service system. These facilities can be thought of as a subset of public purpose lands, but do not necessarily include all public, semi-public, and institutional land uses.

Lakewood must identify appropriate land for essential public facilities that meets the needs of the community as defined under RCW [36.70A.200](#) and WAC [365-196-550](#), including:

- Local solid waste handling and treatment facilities;
- Landfills;
- Drop-box sites and sewage treatment facilities;
- Airports;
- State educational facilities;
- Essential state public facilities;
- Regional transportation and utility facilities;
- State and local correctional facilities; and
- In-patient facilities (including substance abuse facilities, mental health facilities, and group homes);

as well as any other state facility included on the 10-year capital plan maintained by the Washington State Office of Financial Management.

Lakewood may identify other additional public facilities that are essential to providing services to residents and without which development cannot occur that would be included under this classification. Currently, the city regulates the following uses as essential public facilities:

- Community and technical colleges, colleges, and universities;
- Correctional facilities;
- Electrical transmission lines;
- Group homes;
- In-patient facilities, including but not limited to substance abuse facilities;
- Intercity high-speed ground transportation;
- Intercity passenger rail service;
- Interstate Highway 5 (I-5);
- Mental health facilities;
- Military installations;
- Minimum security institutions;
- Secure community transition facilities;
- Solid waste transfer stations;

- Sound Transit facilities;
- Sound Transit railroad rights-of-way;
- Transit bus, train, or other high-capacity vehicle bases;
- Washington State Highway 512; and
- Work/training release facilities.

Additional essential public facilities may be identified by the city based on the following criteria:

- The facility requires a specific type of site that is scarce;
- The facility must be situated adjacent to another public facility;
- The facility is known or widely considered by the public to have substantial negative impacts, complicating its siting;
- Siting this type of facility has typically proven challenging or will likely be challenging; and/or
- There is a demand for the facility and the city is within the expected service area.

Any one or more of these conditions is sufficient for the city to deem a use as an essential public facility. Development regulations, including conditional permits, can be used to mitigate the effects of essential public facilities on neighboring land uses and the broader public.

3.2.3 Concurrency

Concurrency is a key principle under the GMA. Requirements for concurrency ensure that public facilities and services are available to serve new developments. Under this policy framework, necessary improvements, particularly in transportation, are in place at the time of development or have funding secured for completion within six years of a development.

Local jurisdictions set level of service (LOS) standards to evaluate if existing infrastructure can accommodate new development impacts or if additional facilities are needed. While transportation is the only sector where development can be denied for causing a drop below the established thresholds, other public facilities like water, parks, and schools might also have concurrency requirements based on local regulations. The GMA does not typically allow for the denial of permits because of inadequacies in these other areas, unless specified as necessary under local ordinances (RCW [58.17.110](#)). This comprehensive planning approach allows cities to manage growth effectively by aligning development with infrastructure capacity, thereby sustaining community standards and quality of life as they expand.

3.3 Goals and Policies

/ CF-1: **Coordinate cost-effective and efficient utilities and service delivery for city residents and businesses.**

- CF-1.1 All services and utilities shall be provided in accordance with this plan.
- CF-1.2 Manage utilities and services in Lakewood according to the following categories for effective management and delivery:
- **Type 1** services and utilities are provided directly to the resident by the City of Lakewood or city-contracted provider.
 - **Type 2** services are provided directly to the resident by a special district with independent taxing and regulatory authority.
 - **Type 3** services are utilities provided directly to the resident by a special district, county, or private company under the city's franchise regulatory authority.
 - **Type 4** services are those provided to federal military lands and utilities as well as services provided by the federal government to non-federal lands.
- CF-1.3 Contract or franchise services that are more effective or cost-efficient to be provided by a special district, other jurisdiction, or the private sector.
- CF-1.4 Engage in periodic assessments of services and utilities within the city to ensure compliance with this Comprehensive Plan.
- CF-1.5 Reassess the land use element if probable funding falls short of meeting existing needs as outlined within the Capital Facilities Plan.
- CF-1.6 Require a utility or other service provider to correct deficiencies when identified.
- CF-1.7 Leverage city authority to guarantee adequate service provision, especially if a provider fails to meet public service needs.
- CF-1.8 Prioritize demand management and conservation strategies before the development of new capital facilities and infrastructure.
- CF-1.9 Develop conservation measures to reduce solid waste and increase recycling.
- CF-1.10 Advocate for enhanced water conservation and efficient usage to reduce wastewater generation and ensure water availability.
- CF-1.11 Encourage the use of renewable energy resources to meet local and regional energy demands.

/ CF-2 Ensure adequate Type 1 capital facilities to meet the needs of existing and new development.

- CF-2.1 Require adequate capacity and level of service (LOS) standards at occupancy as conditions for land use and development permits.
- CF-2.2 Require new development to support a fair share of infrastructure needs resulting from the development and future use of the site to ensure that capacity and LOS requirements can be met.
- CF-2.3 Use concurrency measures for the assessment of transportation capacity and LOS determinations.
- CF-2.4 Provide for the development of city facilities, parks, and recreation capital improvements in accordance with this Plan and the Parks Legacy Plan.
- CF-2.5 Coordinate with the school district on jointly funded parks and recreation capital improvements.

/ CF-3 Require Type 2 providers to provide adequate service delivery to meet the needs of existing and new development.

- CF-3.1 Require Type 2 providers to conduct prompt and concurrent reviews of land use and development permits in coordination with the city.
- CF-3.2 Coordinate with fire and emergency medical services providers to integrate health and safety standards into development regulations and building codes, and enforce these adopted standards.
- CF-3.3 Coordinate with the school district on capital improvements for school facilities and include the school district CIPs as an appendix to the city CIP following review for consistency with this plan.
- CF-3.4 Coordinate the assessment and collection of school impact fees as part of the development project review process as applicable.

/ CF-4 Require Type 3 utilities to provide adequate service delivery to meet the needs of existing and new development.

- CF-4.1 Mandate that Type 3 utilities provide sufficient service and infrastructure to fulfill the needs of both existing and future development.
- CF-4.2 Require Type 3 providers to conduct prompt and concurrent reviews of land use and development permits in coordination with the city.
- CF-4.3 Coordinate with providers to include necessary standards into development regulations and building codes, and to enforce these adopted standards.

- CF-4.4 Refuse land use and development permits for projects not serviced by adequate water, sewer, stormwater, or electrical capacity or LOS at the time of occupancy.
- CF-4.5 Direct developers to provide necessary capital improvements to ensure that water, sewer, and electrical capacity will be available at the time of occupancy.
- CF-4.6 Require new development to support a fair share of the costs for water and sewer infrastructure necessary for that development.
- CF-4.7 Work to incorporate CIPs from sewer and water provider as appendices to the city CIP if consistent with this Plan.

/ CF-5 Coordinate with Type 4 utilities and services for the provision of services to non-federal lands.

- CF-5.1 Engage in case-by-case coordination with Type 4 providers for the provision of services on non-federal land as required.
- CF-5.2 Partner with Type 4 providers to monitor and maintain facilities located in the city on non-federal land.

/ CF-6 Establish a city Capital Improvement Plan consisting of individual CIPs for each service and utility that lists planned capital improvements.

- CF-6.1 Update the city's six-year Capital Improvement Plan as an appendix to this Plan at least every two years to establish priorities and funding sources for capital improvements.
- CF-6.2 Evaluate each service or utility CIP priority and funding sources at least once every two years, but not more than twice a year.
- CF-6.3 Analyze the impacts of amendments to the CIP on permits issued by the city based on concurrency.
- CF-6.4 Limit the provision of Type 1 capital improvements based on city's fiscal capacity and other external funding obligations.
- CF-6.5 Evaluate concurrency for transportation based on capital improvements identified in the CIP as fully funded within the six-year period.
- CF-6.6 Refrain from undertaking a capital improvement or accepting an improvement provided by another if the city or the service provider lack the resources to support ongoing operation and maintenance.

/ CF-7 Provide city facilities that are efficient, functional, and safe, and enhance the physical landscape, local quality of life, and environmental health.

- CF-7.1 Develop and maintain City Hall and other municipal facilities to support effective local governance, service delivery, and public engagement, and provide a model of desired development for the city.
- CF-7.2 Provide adequate permanent facilities for police functions.
- CF-7.3 Direct public investment toward the designated Regional Growth Center and areas targeted for high-density residential development to help promote growth in these areas.
- CF-7.4 Prioritize acquiring and developing parks, open spaces, and recreation facilities to eliminate identified service gaps, particularly in densely populated neighborhoods, underserved areas and parts of the city designated for growth.
- CF-7.5 Acquire properties and conservation easements to support critical areas protection, salmon recovery, and effective floodplain management.

/ CF-8 Establish efficient and transparent processes for the siting of essential public facilities.

- CF-8.1 Maintain an inventory of essential public facilities that may be sited in Lakewood.
- CF-8.2 Align the identification of statewide essential public facilities with the standards set by the Washington State Office of Financial Management.
- CF-8.3 Identify countywide essential public facilities in collaboration with relevant jurisdictions through an interjurisdictional agreement that is consistent with the guidance of the Pierce County Countywide Planning Policies (CPPs).
- CF-8.4 Identify city essential public facilities pursuant to the requirements of the Growth Management Act (GMA).
- CF-8.5 Maintain a consistent process to site essential public facilities that adequately considers the impacts of specific uses and environmental health disparities..

/ CF-9 Coordinate with other jurisdictions and providers to provide urban services and utilities to users in the UGA and recently annexed areas.

- CF-9.1 Work collaboratively with other jurisdictions and service providers to provide cost-effective and efficient Type 1 services and utilities within the UGA that align with relevant goals and policies.
- CF-9.2 Evaluate the need for contract or franchise services and utilities for newly annexed areas, particularly when these services are more effectively delivered by a special district, another jurisdiction, or the private sector.

4 Economic Development

4.1 Introduction

The Economic Development Element of the Comprehensive Plan is a crucial component to the city's strategy to build and expand Lakewood's economic landscape. This element outlines goals and policies aimed at fostering a dynamic and sustainable economy that benefits all segments of Lakewood's community. Central to this Element is the goal of creating a diverse and robust economy that not only supports the current population but also lays a solid foundation for future generations.

Lakewood is transitioning from a primarily residential community serving Tacoma and Joint Base Lewis-McChord into a diversified, full-service city. The adoption of the Lakewood Downtown Plan in October 2018 emphasizes this transition, with a focus on high-quality, intensive mixed-use development and cultural activity. Recognizing its part in the larger Puget Sound economy, Lakewood's long-term includes expanding infrastructure, protecting JBLM from urban encroachment, retaining and attracting a diverse range of businesses, creating new jobs, fostering redevelopment, and developing a community that attracts new residents.

The Element emphasizes the city's strategic initiatives to leverage its unique geographical advantages and resources. It recognizes Lakewood's strategic position near key transport routes, the major influence of Joint Base Lewis-McChord as a primary economic driver, and the proximity to major regional facilities like the Port of Tacoma. Additionally, the plan highlights the importance of Lakewood's diverse small business sector and the value of local educational institutions in supporting workforce development.

4.2 Background

This background section summarizes the economic review of Lakewood found in the Appendix and highlights major findings considered in this policy section. Please refer to that document for further information to support the Economic Development element.

4.2.1 Competitive Economic Position

As part of maintaining and expanding the local economy, Lakewood is in a strong situation to take advantage of different opportunities. These benefits can help boost current opportunities as well as attracting new economic activity into the community. Significant local resources include the following:

- **Joint Base Lewis-McChord and other facilities.** Lakewood is located next to Joint Base Lewis-McChord, a 90,283-acre joint US Army and Air Force facility that accommodates over 40,000 service members, their families, and civilian contractors and support staff. It is the largest employer in Pierce County and one of the largest employers in the state, and because of this, the base serves as the

region's primary economic driver. JBLM includes Camp Murray, the home to the Washington Army National Guard, Washington State Guard, Washington Air National Guard, and the State Emergency Operations Center. These facilities have a significant economic impact on Lakewood, given the need for off-base housing and shopping options, as well as businesses that support base operations and other related economic activities.

- **I-5 and SR-512.** Lakewood is ideally situated to benefit from its location along I-5 between Tacoma and Olympia. This position provides strong regional access given its location between Tacoma and Olympia, as well as linkages to trucking destinations along the Pacific coast and the I-90 east-west freeway. State Route 512, which has its western end in Lakewood, also provides regional access to Puyallup and the SR-167 corridor. This location allows the city to be a key site for logistics and warehousing, as well as other commercial, manufacturing, and industrial uses.
- **The Port of Tacoma.** Approximately five miles from Lakewood, the Port of Tacoma is a major hub for international trade and is ranked among the top ten container ports in the United States. Increases in trade volume have led to a significant regional expansion of logistics and warehousing facilities in Lakewood and throughout Pierce County, which has been supported by upgrades to the Port's linkages with nearby roadways.
- **Local and regional transit.** The Pierce Transit bus system and Sound Transit commuter rail are accessible at Lakewood Station, which is near the Pacific Highway/SR512/I-5 interchange. Planned investment in these systems will also improve connectivity to Sea-Tac International Airport and employment centers in Tacoma and Seattle over the long term.
- **A strong community of small businesses.** There are many smaller local businesses in Lakewood which provide an important economic base for the city. In particular, the vibrant International District in Lakewood attracts diners and shoppers from Lakewood and surrounding areas with a diverse mix of local businesses.
- **Local education and training resources.** Pierce College Fort Steilacoom and Clover Park Technical College provide a wide range of professional and technical programs and contribute to a robust pipeline of workforce training for nearby employers. This supplements a strong local public education system.

To boost the effectiveness of economic development efforts, there are also some challenges to address as well. These difficulties include the following:

- **Land availability.** Lakewood has a restricted amount of property available for development, redevelopment, and infill projects. This might become a problem as the community expands, particularly if future economic growth is contingent on a greater proportion of community members making purchases from local establishments.
- **Shifts in retail activity.** The ways that people shop have changed significantly over the past few years. The movement towards online commerce is challenging Lakewood's standing as a regional retail hub. Traditional brick-and-mortar store closures and a greater regional emphasis on local mixed-use developments may also have an impact on consumer purchasing patterns.
- **Market conditions and residential redevelopment.** Costs of construction, insufficient housing across the affordability spectrum, and senior housing is also a component in local economic development. Historically lower rents for multifamily buildings have made it more challenging for

redevelopment projects in Downtown and Lakewood Station to have been feasible and efficient for previous development. Future efforts to revitalize these areas and bring more consumers and more demand in for the local market will require a strong environment for these projects.

- **Infrastructure demands.** As Lakewood grows, so does the strain on our roads and other supporting infrastructure. Facilities controlled by the city such as streets and roads will be impacted by new growth, and future congestion could impact quality of life in the city. Similarly, other infrastructure managed by third-party providers and other government agencies, such as transit, telecommunications, water, and sewer services, will also be impacted by new local and regional growth. Providing the planning necessary to ensure that the city's infrastructure will not be a limiting factor on new growth and development is an essential part of this Comprehensive Plan.

Coordinating responses to many of these potential challenges to economic development in the city will need to be done through policies across the entire Comprehensive Plan, including the sections on housing, capital facilities, land use, parks and recreation, and public services.

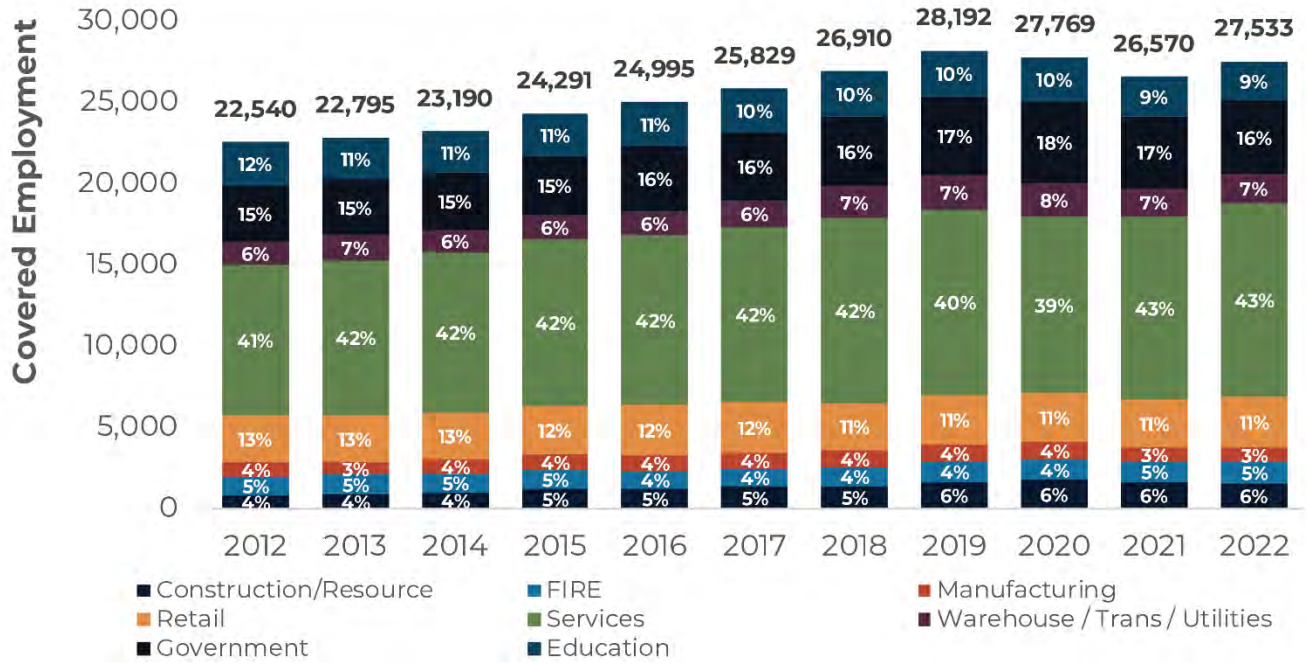
4.2.2 Economic Analysis

Based on an evaluation of available economic information, there are several major considerations for future economic development planning for Lakewood:

- **Employment recovery and growth.** Exhibit 4-1 highlights city employment since 2012, with a breakdown by major sector. Overall, the city has recovered from the 2007–2009 recession and the 2020 lockdowns, with covered employment³ reaching 27,533 jobs in 2022. Government and government-related employment within Lakewood continues to be a major part of the local economy, amounting to about 16% of all covered employment in the city in 2022.
- **Future employment projections.** Exhibit 4-2 highlights the 2044 employment targets for the city, based on estimates using the PSRC's Land Use Vision – Implemented Targets (LUV-it) land use model and growth targets set by Pierce County. Overall, the targets identify that Lakewood will add **9,858 jobs between 2020 and 2044**, with overall employment at 39,735 jobs by 2044. This represents an average increase of about 1.1% per year, which suggests slower expected employment growth compared to current rates post-2012. Looking forward to 2050, a further 2,471 jobs are expected to be added to the city to amount to a total of 42,206 jobs, or **an overall 30-year increase of 12,329 jobs** between 2020 and 2050.

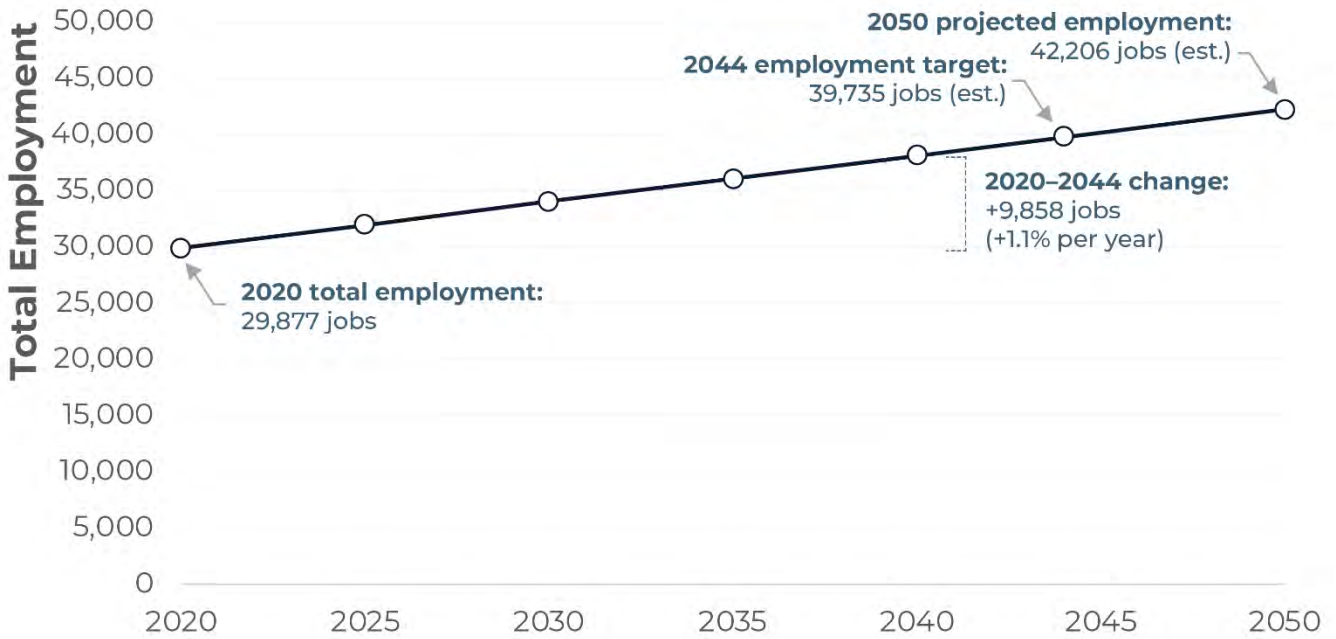
³ "Covered employment" includes all jobs covered by the *Washington Unemployment Insurance Act*. Note that this measure does not specifically include self-employed individuals, military workers, or other workers not covered by state unemployment insurance.

Exhibit 4-1. Covered Employment in Lakewood by Major Sector, 2012–2022.



Source: PSRC, 2024.

Exhibit 4-2. Projected Total Employment in Lakewood, 2020–2050.

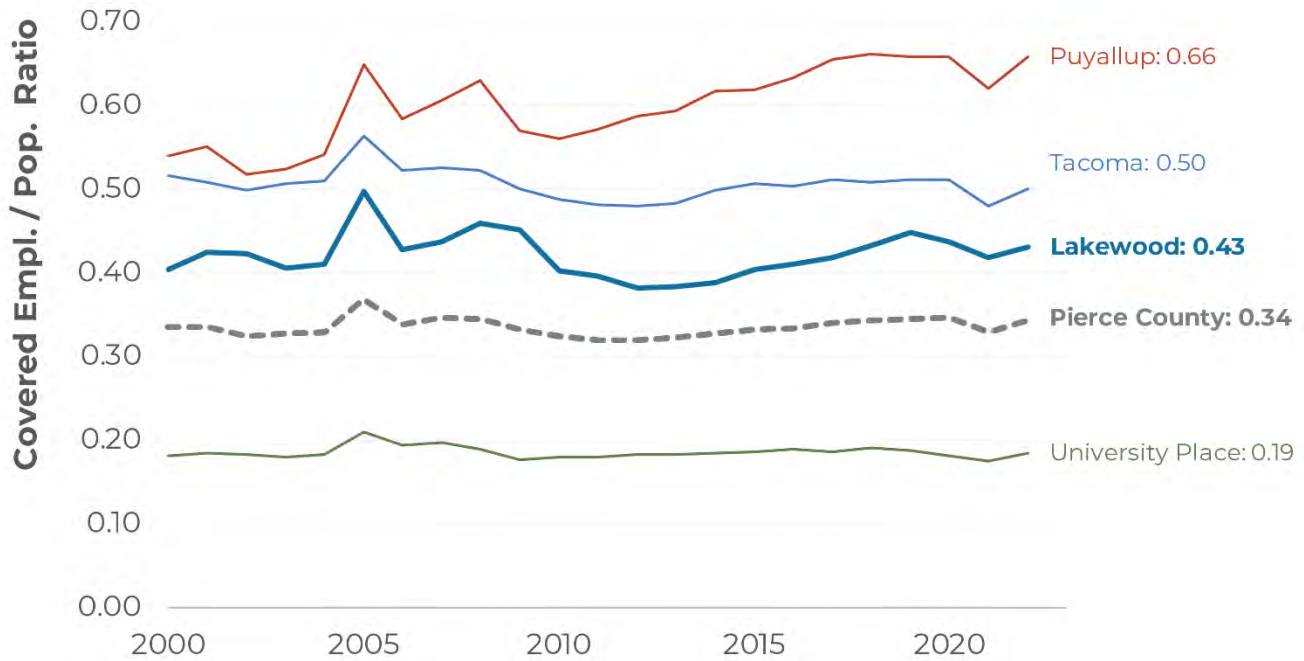


Source: PSRC, 2024.

- **Commuting and worker locations.** As shown in Exhibit 4-3 (jobs-to-population ratio) and Exhibit 4-4 (proportions of workers living in Lakewood), Lakewood has a higher jobs-to-population ratio compared to the county average, indicating it is an employment destination in the area, but that it does compete with other centers. About 16% of workers that live in Lakewood also reside in the city, but this number has been declining in recent years, suggesting that local employment opportunities for residents have not been increasing as fast as the number of people commuting elsewhere to work.
- **Market capture for retail sales.** Statistics on taxable retail sales in Lakewood are provided below, with Exhibit 4-5 highlighting major retail sales statistics and pull factors⁴ for 2021 with comparisons to 2017, and Exhibit 4-6 showing overall statistics for the ten subsectors reporting the most taxable retail sales in Lakewood. Overall, these statistics highlight that the retail economy is important to Lakewood, and while pull factors are not as high as communities that may have a greater regional pull in certain subsectors, local activity suggests that local businesses have a draw from outside of the community. Among these retail subsectors, “Food Services and Drinking Places” (NAICS 722) is the largest, resulting in \$184 million in receipts in 2021 and growing at an average of 4.6% per year since 2017.
- **Sales tax sustainability.** In addition to a focus specifically on retail, taxable retail sales also apply to a broader range of economic activity and sales tax receipts to the city. As shown in Exhibit 4-6, construction activities provide a significant contribution to local sales taxes beyond what may be provided through real estate excise taxes (REETs), and in 2021, over \$163 million in sales in “Construction of Buildings” (NAICS 236) was considered taxable. This may be subject to some variability, and in 2022, receipts in building construction dropped by 15% due to reductions in building activity. Other subsectors providing significant taxable retail sales in 2021 include \$191 million for “Motor Vehicle and Parts Dealers” (NAICS 441), \$150 million for “General Merchandise Stores” (NAICS 452), and \$112 million for “Miscellaneous Store Retailers” (NAICS 453).

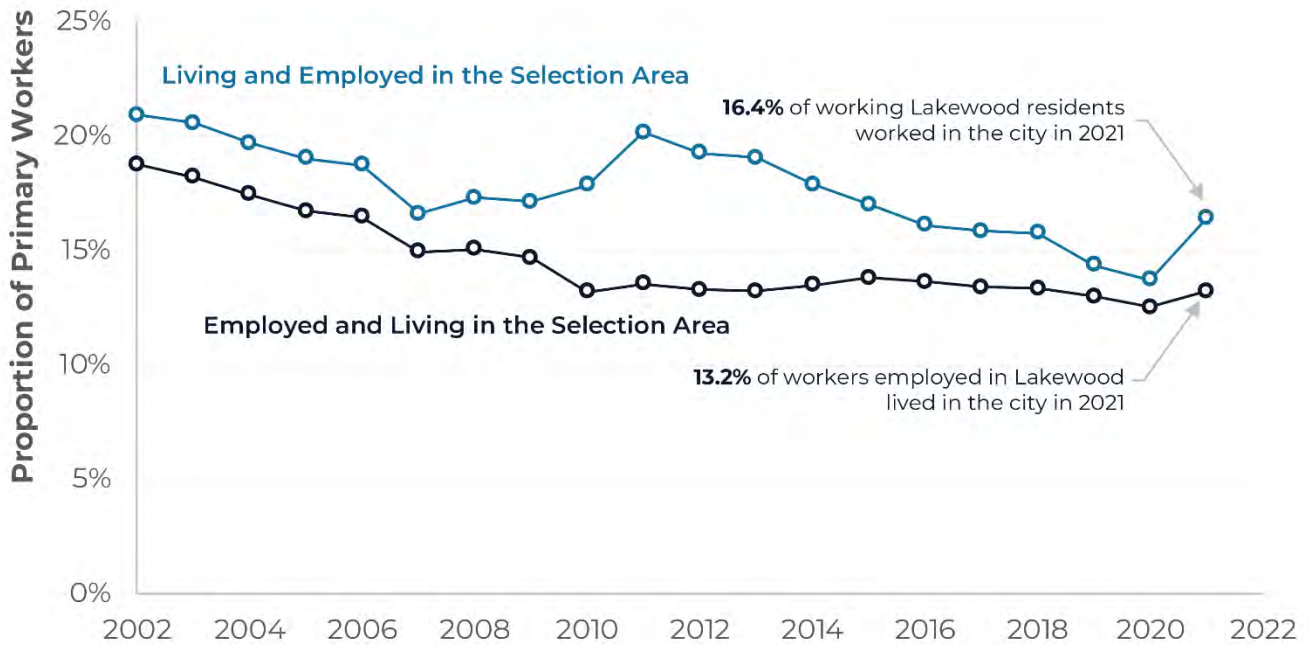
⁴ A “pull factor” is calculated as the ratio between actual retail spending in a category and an estimate of the potential retail spending resulting from per capita spending based on statewide averages. If the pull factor is greater than one, there is greater local spending than what can likely be supported by residents, meaning that local businesses capture more consumers from outside of the city as customers. Conversely, a value less than one means that city residents likely need to go elsewhere for these shopping options.

Exhibit 4-3. Jobs-to-Population Ratio, Lakewood and Surrounding Communities, .



Sources: PSRC, 2024; WA Office of Financial Management, 2024.

Exhibit 4-4. Proportion of Primary Workers Living and Residing in Lakewood.



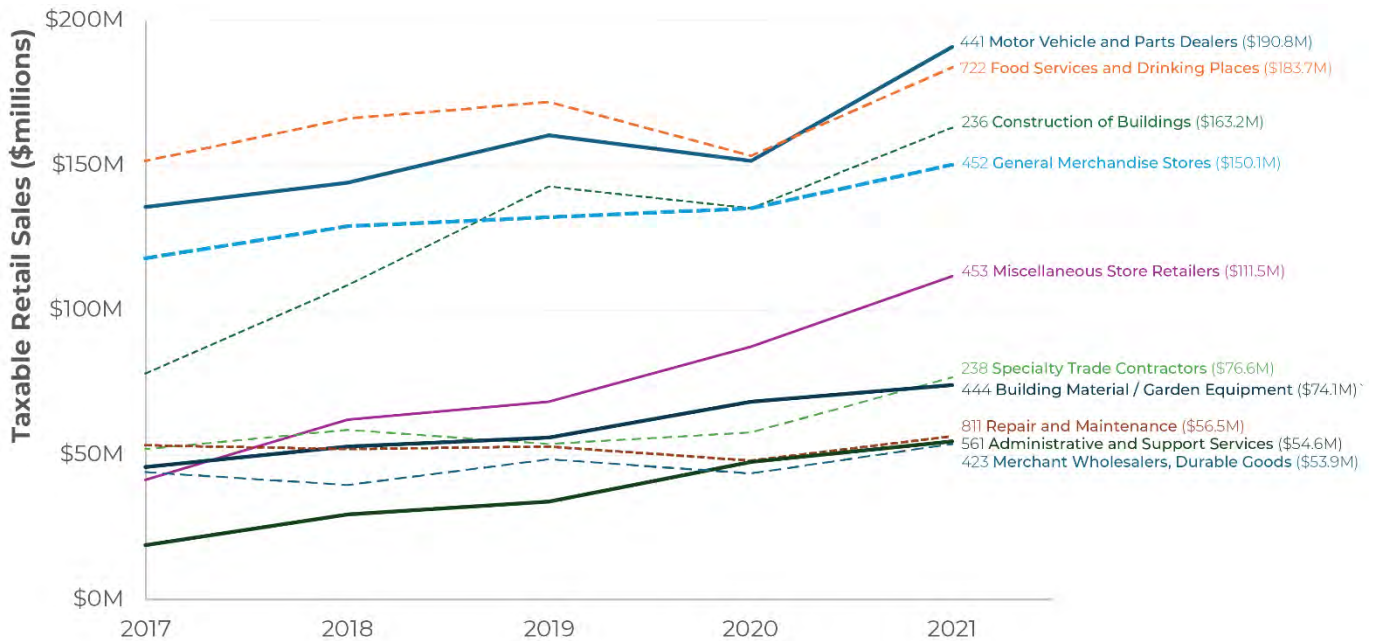
Source: US Census Longitudinal Employer-Household Dynamics, 2024.

Exhibit 4-5. Taxable Retail Sales Statistics, Lakewood, 2021.

		2021 Taxable Retail Sales			Pull Factor		
NAICS Designation		Local Sales	Local Potential	Surplus / Leakage	2017	2021	Change
44-45	Retail Trade	\$787,229,996	\$584,126,392	\$203,103,604	1.23	1.35	+0.12
441	Motor Vehicle and Parts Dealers	\$190,770,088	\$133,587,095	\$57,182,993	1.21	1.43	+0.22
442	Furniture and Home Furnishings Stores	\$29,866,992	\$21,206,462	\$8,660,530	1.50	1.41	-0.09
443	Electronics and Appliance Stores	\$29,140,126	\$37,490,327	(\$8,350,201)	0.75	0.78	+0.03
444	Building Material and Garden Equipment and Supplies Dealers	\$74,086,871	\$63,929,812	\$10,157,059	1.01	1.16	+0.14
445	Food and Beverage Retailers	\$52,581,666	\$30,828,713	\$21,752,953	1.40	1.71	+0.30
446	Health and Personal Care Stores	\$34,338,086	\$23,930,607	\$10,407,479	1.07	1.43	+0.36
447	Gasoline Stations	\$17,955,521	\$13,622,965	\$4,332,556	1.35	1.32	-0.03
448	Clothing and Clothing Accessories Stores	\$42,358,613	\$33,149,195	\$9,209,418	1.08	1.28	+0.20
451	Sporting Goods, Hobby, Musical Instrument, and Book Stores	\$33,124,330	\$23,563,284	\$9,561,046	1.40	1.41	+0.00
452	General Merchandise Stores	\$150,072,522	\$84,138,725	\$65,933,797	1.58	1.78	+0.20
453	Miscellaneous Store Retailers	\$111,516,977	\$95,934,555	\$15,582,422	1.30	1.16	-0.14
454	Nonstore Retailers	\$21,418,204	\$22,744,653	(\$1,326,449)	0.84	0.94	+0.10
722	Food Services and Drinking Places	\$183,721,738	\$91,189,315	\$92,532,423	1.64	2.01	+0.38

Source: WA Department of Revenue, 2024.

Exhibit 4-6. Taxable Retail Sales by Subsector in Lakewood, 2017–2021 (Top Ten Subsectors).



Source: WA Department of Revenue, 2024.

Overall, these statistics reinforce that the Economic Development Element should consider several key trends and opportunities. Lakewood has recovered from recent shocks and is likely to continue as a retail hub and a focus of government-related employment into the future. However, there will be ongoing pressure to encourage local economic opportunities that support complete neighborhoods in the city, build local employment opportunities for workers and entrepreneurs, and reinforce fiscal sustainability.

4.3 Goals and Policies

/ ED-1 **Maintain a strong local economy that supports healthy businesses.**

- ED-1.1 Maintain a sustainable retail sales tax base.
- ED-1.2 Pursue public-private partnerships that leverage economic development opportunities.
- ED-1.3 Maintain partnerships with the State, Pierce County, Joint Base Lewis McChord, other cities and organizations to build and maintain regional economic competitiveness.
- ED-1.4 Provide local business recruitment, retention, and expansion programs.
- ED-1.5 Compile and report relevant local economic data to guide economic development programs.
- ED-1.6 Participate in local and regional economic forums that advance economic development goals.
- ED-1.7 Maintain public safety programs that protect people and encourage local investment.
- ED-1.8 Maintain partnerships with Pierce College and Clover Park Technical College as integral components of the local and regional economy.
- ED-1.9 Partner with local human service organizations to providing training and development programs for the unemployed or under-employed.

/ ED-2 **Ensure responsiveness in business support.**

- ED-2.1 Maintain timely and responsive permitting and licensing processes.
- ED-2.2 Support consistency with regulatory codes in other jurisdictions.
- ED-2.3 Promote a customer service approach in permitting and licensing and provide regular reviews of performance.
- ED-2.4 Provide targeted permitting and licensing assistance to small businesses.

/ ED-3 **Promote increased homeownership opportunities in the city.**

- ED-3.1 Expand homeownership opportunities for existing residents in neighborhoods with low homeownership rates.
- ED-3.2 Develop new relationships and mechanisms that increase private investment in, and production of high- quality housing for all income groups.
- ED-3.3 Consider the cumulative effects of regulations and incentives on the ability of housing developers to meet current and future housing demand.

ED-3.4 Support public and private investment to improve areas that have experienced a historical lack of investment in housing and infrastructure, and have a concentration of low-income and disadvantaged households.

ED-3.5 Encourage family-sized housing options for rental and homeownership.

/ ED-4 Coordinate the planning of public infrastructure and private investment.

ED-4.1 Encourage sustainable investments in local infrastructure that can promote private investment and community economic development.

ED-4.2 Use public financing techniques such as local improvement districts, public-private partnerships, and grants to achieve neighborhood and citywide economic development goals.

ED-4.3 Coordinate signage and frontage improvements that enhance the community and promote economic investment.

ED-4.4 Support strategic infrastructure investments for economic development with state and federal funding programs.

/ ED-5: Coordinate neighborhood-level economic development that reflects different local conditions and needs.

ED-5.1: Coordinate opportunities for public and private investment in neighborhoods that support revitalization.

ED-5.2 Promote commercial uses and cultural activities to support the vitality of neighborhoods.

ED-5.3 Ensure that infrastructure planning is coordinated with economic development needs in neighborhoods.

ED-5.4 Foster small business development and expansion.

ED-5.5 Encourage neighborhood centers to be complete communities to live, shop, and do business.

ED-5.6 Encourage housing and mixed-use development as an opportunity to build support for local businesses.

ED-5.7 Explore the use of a local development government corporation for land assembly in neighborhoods.

ED-5.8 Explore ways to allow craft/artisanal industrial uses that permit on-site manufacturing with supporting retail in compatible commercial areas.

/ ED-6 Coordinate economic development opportunities related to the support of Joint Base Lewis-McChord.

- ED-6.1 Coordinate with the South Sound Military Communities Partnership to explore economic opportunities related to JBLM.
- ED-6.2 Coordinate economic development planning with JBLM operations and policies associated with economic development and housing.
- ED-6.3 Support workforce development programs for military personnel transitioning out of military service.
- ED-6.4 Pursue economic diversification to increase local economic resilience in response to any planned drawdowns at JBLM.

/ ED-7 Expand city residents' economic opportunities.

- ED-7.1 Support economic development activities that provide or retain livable wage jobs for low and moderate income persons.
 - Develop a low-interest loan program, tax credits and other mechanisms to serve as incentives for businesses to create or retain jobs for low- and moderate-income persons.
 - Develop a technical assistance program for supporting businesses for the purpose of creating or retaining jobs for low- and moderate-income individuals.
 - Provide businesses with access to low-interest loans to expand economic opportunities through on-site infrastructure improvements, rehabilitation, acquisition, and other commercial improvements for the purpose of creating or retaining jobs for low- and moderate-income persons.
- ED-7.2 Focus investment on housing development and infrastructure improvements in support of economic development in targeted neighborhoods.

5 Energy and Climate Change

5.1 Introduction

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.

In 2021, the city adopted a new Comprehensive Plan Energy & Climate Change Element (ECCE.) It included 89 Action Items. In 2022, these Action Items were reviewed and prioritized into a 3-Year, 15 Action-Item Work Plan. Between 2022 and 2024, the city successfully completed eight of the 15 Action Items, continued work on 4 of the Action Items, and identified needed partners to pursue the final 3 Action items. The city enrolled with Google Environmental Insights Explorer (Google EIE) and Local Governments for Sustainability (ICLIE) to track and analyze climate change impacts and GHG emissions on the city as well as the effects over time of actions the city takes to anticipate and address those effects and reduce those emissions.

As part of the 2024 Comprehensive Plan Periodic Review, all of the 89 ECCE Action Items, as well as the foundational climate change information used to draft the 2021 Element, have been relocated from the Comprehensive Plan to a separate Climate Change & Resiliency Appendix (see the Appendix). The city also began review of the 2023 state legislation E2SHB 1181 to determine how to best update the ECCE, the Appendix, and other Comprehensive Plan Elements to be consistent with new GMA requirements by 2029 and 2034 per E2SHB 1181.

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 large scale 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.

5.2 Background

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.
- Incorporating environmental justice, and equity policies and programs into climate change decision-making.

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; and
- Supporting urban agriculture and making locally grown food accessible to all residents.

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;
- Advocating for a local long distance passenger rail system to serve the community;

- 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.

5.3 Goals and Policies

/ EC-1 Provide Leadership in Managing Climate Change.

Take steps to address climate change and to manage its effects. Partner with other jurisdictions, organizations, residents, and businesses to address climate change and support climate resiliency solutions.

- EC-1.1 **Provide Leadership and Advocacy:** 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.
- 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 through education, data, and partnerships with community-based organizations and utility companies.
- EC 1.3 **Provide Resources about Climate Change Impacts:** Develop educational resources and publicly available data to build awareness of the impacts of climate change in Lakewood.

/ 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.

- EC-2.1 **Expand Affordable Public Transit:** Lakewood will coordinate with transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors.
- EC 2.2 **Develop Safe and Convenient Walking and Bicycling Routes:** Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.
- EC 2.3 **Expand Regional Passenger Rail:** Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.
- 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. Commute Trip Reduction programs cannot happen without partnership with local business organizations and local transit advocates.
- EC-2.5 **Improve Multimodal Transportation Options:** 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.

/ 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.

- 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.
- 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.
- EC-3.3 **Promote Solid Waste Reduction and Recycling:** Promote waste reduction and recycling to minimize materials that are processed in landfills.
- 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.

/ EC-4 Encourage Sustainable Development.

Reduce energy consumption by promoting sustainable land uses and development patterns.

- 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.
- 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.
- 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.
- EC-4.4 **Promote Green Infrastructure:** Develop green infrastructure standards that relies on natural processes for stormwater drainage, groundwater recharge and flood management.
- EC-4.5 **Encourage Efficient 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.
- EC-4.6 **Promote Sustainable Practices:** Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.

/ EC-5 Develop a Hazards Management Plan and a climate resilient community.

- EC-5.1 **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.
- EC-5.2 **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.
- 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.
- EC-5.3 **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
- EC-5.4 **Promote Climate Resiliency:** Develop a resilience strategy for the purposes of maintaining strong city finances and livable places, thereby allowing the city to more easily adapt to emergent climate-related disasters.

6 Housing

6.1 Introduction

The Housing Element sets the stage for a vibrant, sustainable, family-oriented community through the balanced allocation of land for a variety of housing types affordable to all household incomes. It accommodates growth and promotes the use of transit amenities in the city. Housing and retail or commercial development may be interwoven in some areas where they would mutually benefit one another; elsewhere, different land uses remain discrete to meet other goals.

The goals and policies of the Housing Element will be realized through the city's implementation strategies, including strategic infrastructure improvements; future subarea planning; technical area planning; design and development regulations; the process of development review; and other such methods.

6.2 Background

Lakewood possesses a diverse housing stock with a wide range of unit types and prices, most of which were constructed prior to incorporation in 1996. The inventory includes large residential estate properties, single-family homes of all sizes, some townhouses, semi-attached houses, low- and mid-rise apartments, and high-density apartments.

The Housing Element is based on an assessment of Lakewood's current demographics and existing housing stock. It also is consistent with:

- the GMA;
- the MPPs and Regional Growth Strategy included within VISION 2050;
- the Pierce County CPPs; and
- other elements of the Lakewood Comprehensive Plan.

The Housing Element considers how Lakewood will accommodate its share of projected regional growth and how it will provide housing for all economic segments of its population. It provides a framework for addressing the housing needs of current and future residents. Finally, it serves as a guide for protecting and enhancing the quality of life in residential areas.

The Appendix to this report includes additional information about Lakewood's housing stock and planning requirements.

6.2.1 Population and Housing Targets

The city is required under the GMA to plan towards specific housing targets to address expected growth over the next 20 years. These targets include:

- Overall estimates of the housing necessary to meet population growth.
- Targets for housing affordable across different economic segments of the population, reflecting a variety of residential densities and housing types, as well as preservation of existing affordable housing.
- Needs for housing to meet specific needs for housing insecure groups, including permanent supportive housing (PSH) and emergency shelter beds.

These targets have been adopted as part of the Pierce County CPPs for Pierce County, with the breakdown of housing by income category and specific needs provided under Pierce County Ordinance 2023-22s.

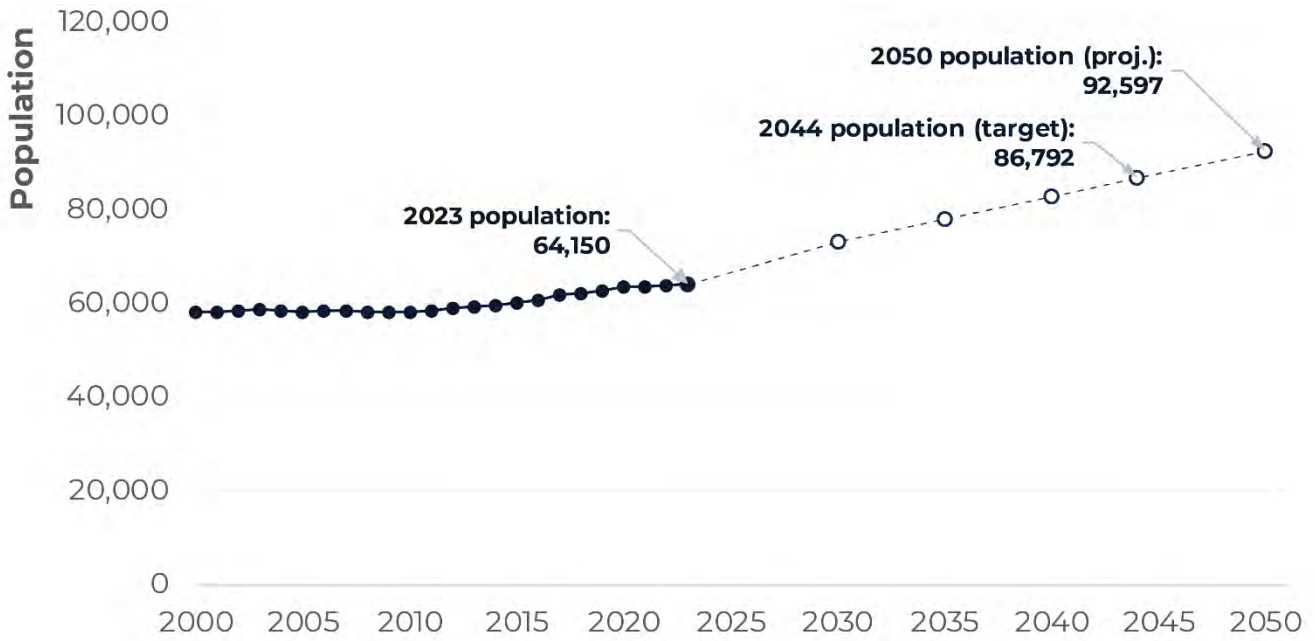
The following exhibits highlight the targets to be addressed in the Comprehensive Plan:

- Exhibit 6-1 provides the current population of Lakewood and expected population in 2044 under the current CPPs, as well as a projected population to 2050.
- Exhibit 6-2 presents the current number of housing units in Lakewood in 2023, as well as the housing unit targets to 2044 under the CPPs and the calculated capacity under a current evaluation of development and zoning in the city.
- Exhibit 6-3 gives the housing targets by household income, based on Area Median Income (AMI) for Pierce County and the type of housing.

As shown in these figures, **a net increase of 9,378 housing units** will be required between 2020 and 2044. As noted in Exhibit 6-4, there are specific targets which will impact the types of housing that will need to be built to meet local needs. Generally, these targets translate to housing types as follows:

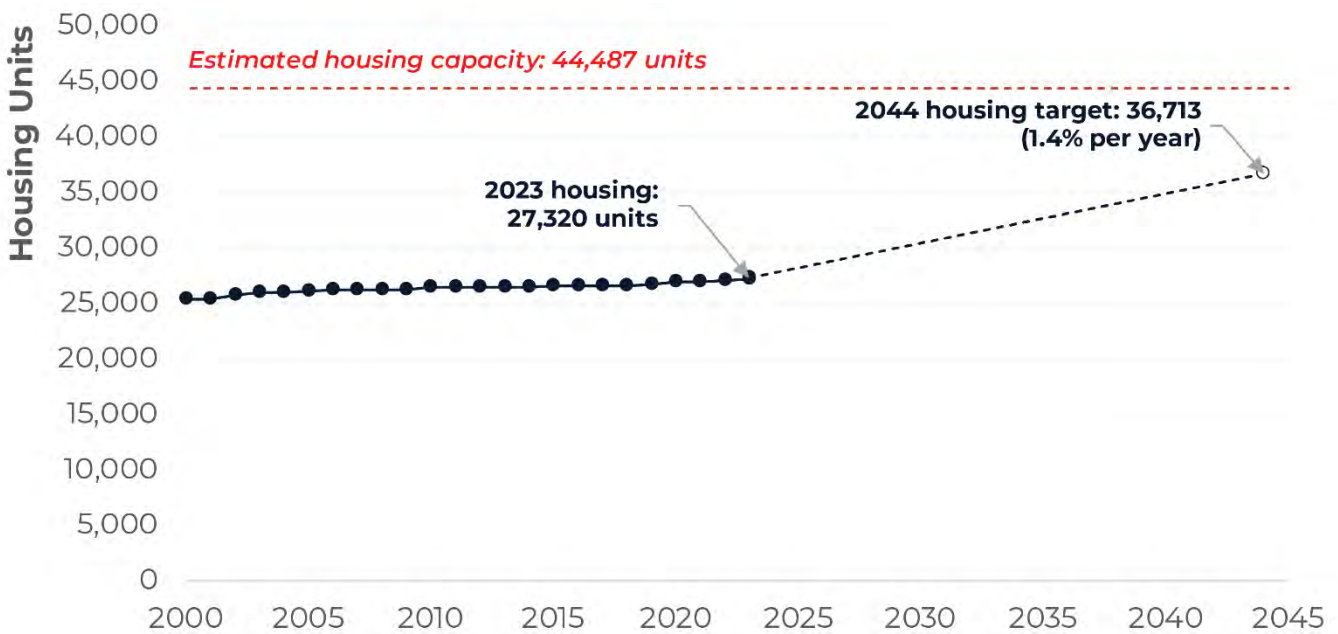
- **Permanent supportive housing: 1,637 units**, which includes not only housing, but also wraparound services for residents, will require multifamily apartment development types and will be account for 17% of the net increase in housing by 2044..
- **Multifamily apartment units: 4,326 units**, in denser formats are allocated to meet the needs of households at 80% of AMI or below. This amounts 46% of the net housing increase. Given the comparatively low rents, these unit types may need to be built with additional financial support and subsidies from government agencies and other organizations.
- **Middle housing units: 1,128 units**, such as townhouses and plex development are assumed to meet needs at 80–120% of AMI. These housing units may need some subsidies or incentives to be built but can largely consist of market-rate units. About 12% of the total housing built will be needed to accommodate the AMI range’s housing needs by 2044.
- **Other housing types: 2,287 units**, including single-family detached housing, for the needs of households at 120% of AMI or higher. Note that these units will account for about 24% of the total target. These will likely be fully market-rate housing with no need for additional incentives but note that these targets could be built within mixed-income housing projects that include both affordable and market-rate units.

Exhibit 6-1. Current and Projected Lakewood Population, 2000–2044.



Source: WA Office of Financial Management, 2024

Exhibit 6-2. Current and Projected Lakewood Housing Units and Capacity, 2000–2044.

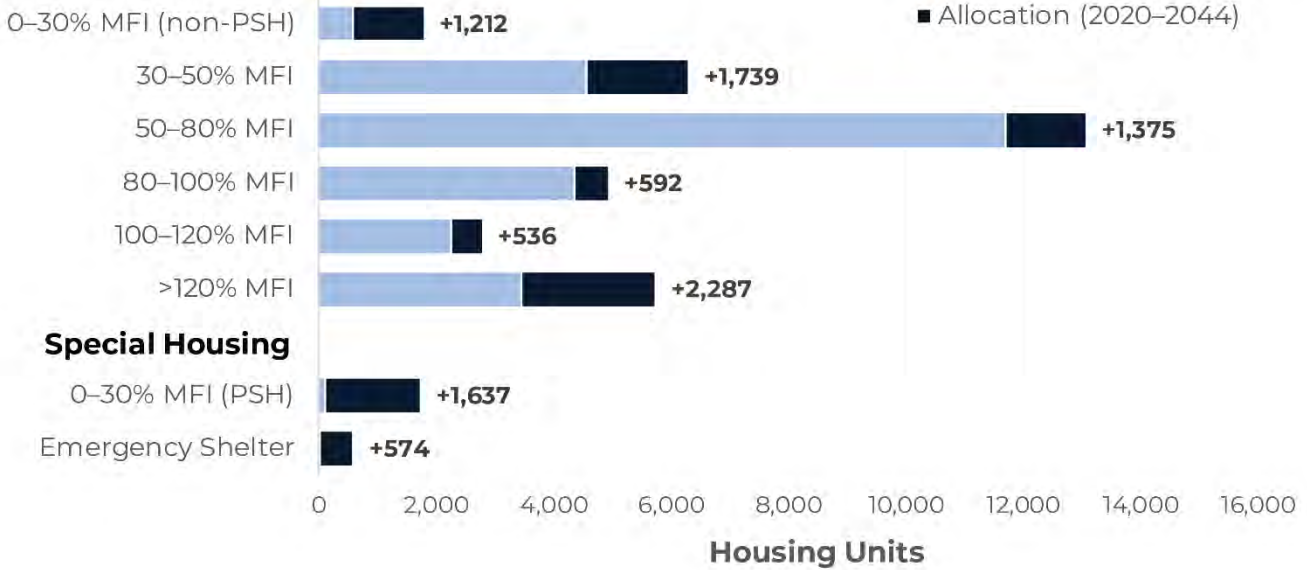


Source: WA Office of Financial Management, 2024.

Exhibit 6-3. Lakewood Housing Needs by Income Level (% of Area Median Income).

	2020 Est. Supply	2044 Target	Allocation, 2020–2044
Total Housing Units	26,999	36,377	9,378
0–30% AMI			
<i>Permanent Supportive Housing</i>	101	1,800	1,637
<i>Additional Housing</i>	588	1,468	1,212
30–50% AMI	4,565	6,304	1,739
50–80% AMI	11,699	13,074	1,375
80–100% AMI	4,347	4,939	592
100–120% AMI	2,250	2,786	536
120% AMI or higher	3,449	5,736	2,287
Emergency Units	8	582	574

Standard Housing



Source: Pierce County, 2023.

In addition to the overall needs for housing, including subsidized housing types and permanent supportive housing for people facing chronic housing instability, these housing targets also specify the need for an **additional 574 emergency shelter beds** to be built by 2044.

6.2.2 Housing Stock, Production, and Capacity

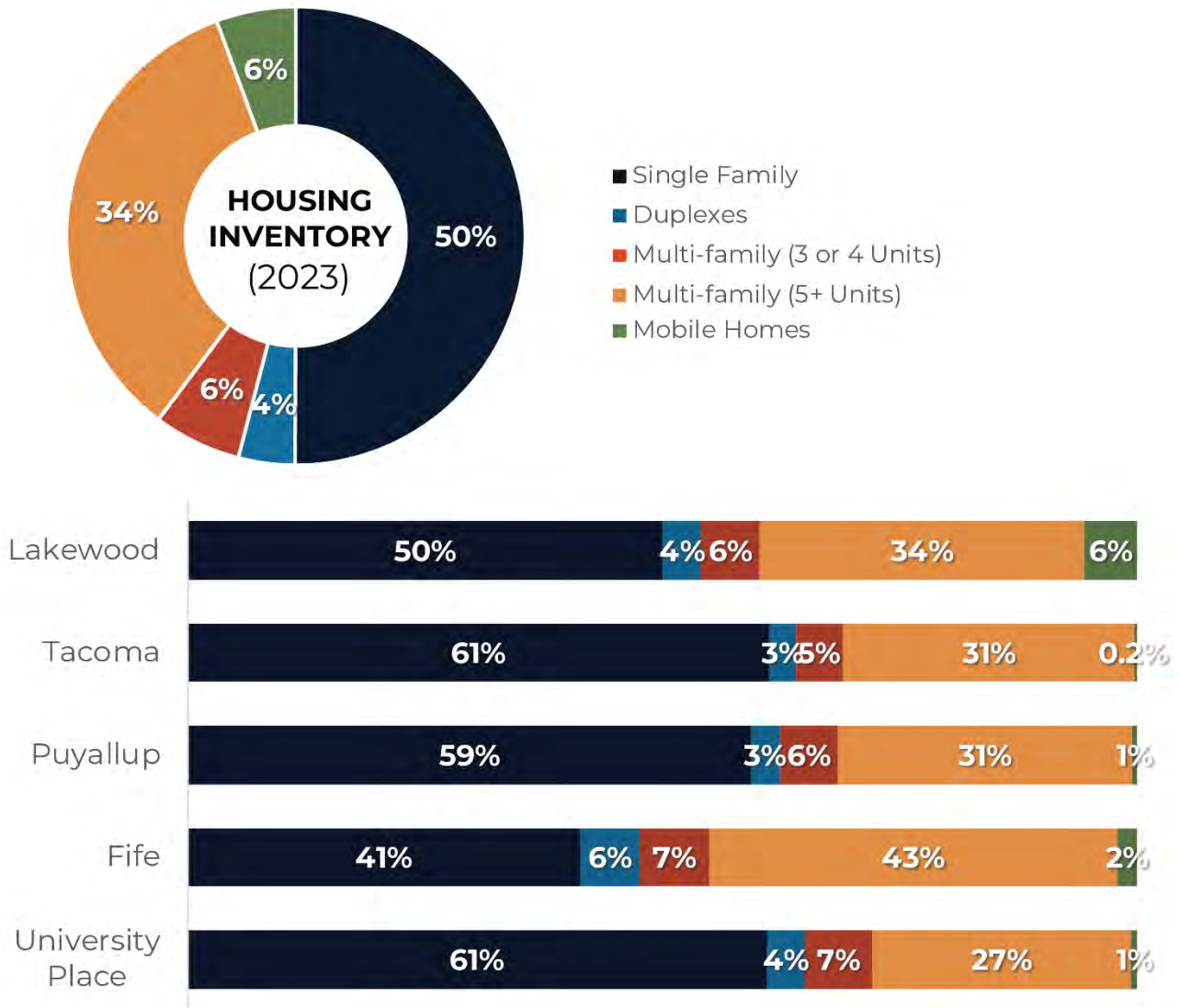
To understand local trends in housing production and the possible need for adjustments to address future housing targets, statistics on housing stock are highlighted in the following figures:

- Exhibit 6-4 provides a breakdown of the current housing stock in Lakewood by housing type, including an assessment of the mobile homes in the city. This figure also compares this breakdown in Lakewood to those in other nearby communities.
- Exhibit 6-5 includes data on housing production in Lakewood between 2010 and 2023. This includes both housing production by year and overall totals for this period.
- Exhibit 6-6 provides an estimate of current housing capacity and expected growth to 2044 in Lakewood given changes in recent state statutes regarding allowable housing densities.

This highlights several major points:

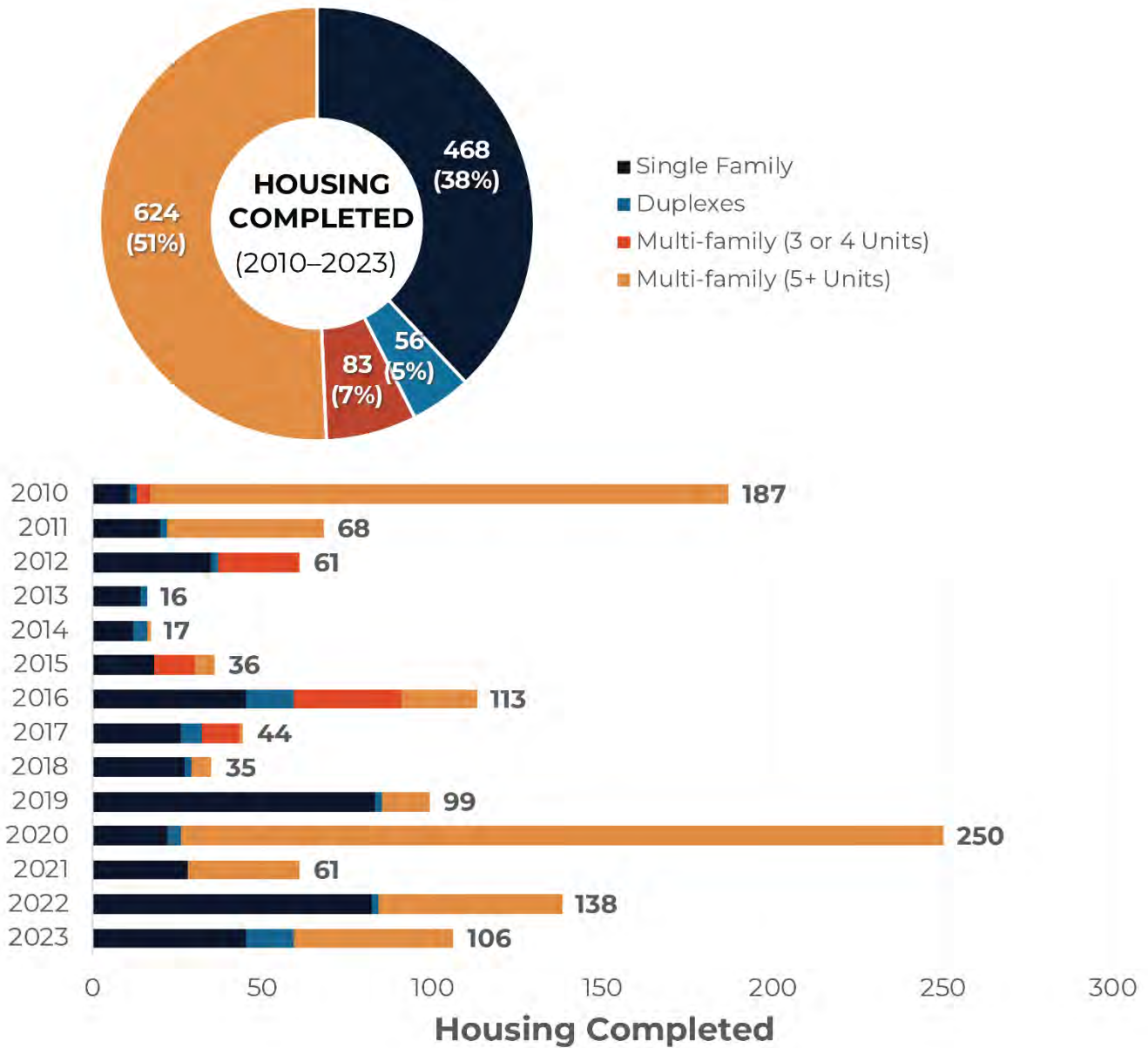
- **Lakewood has had a long history of single-family housing development.** While Lakewood has a smaller proportion of housing as single-family detached units than other communities in the area, half of the housing available as of 2023 consists of these units. This housing type is dominant in the city, and future planning for growth needs to consider the prevalence of this development pattern.
- **Recent growth has been more dominated by multifamily housing, however.** While half of housing in Lakewood consists of single-family units, ongoing growth is more towards attached housing and multifamily housing types. Over half of housing completed since 2010 has been larger multifamily projects, and plex development has accounted for an additional 12% of growth.
- **Manufactured housing plays a greater role in the local housing market.** As opposed to other comparable communities in Pierce County, mobile and manufactured homes form about 6% of the local housing stock. While this is a small part of the total market, this housing type often provides options for lower-income households, and local housing policy should consider the management of manufactured home parks as part of an effort to retain affordable housing.
- **Available capacity for new housing development is enough to meet local needs.** Based on an assessment of the buildable lands in Lakewood, there is sufficient development capacity available to meet the long-term needs of the city over the next 20 years. This includes both the overall growth in housing that is assumed under the Pierce County CPPs, as well as housing needs by income category.

Exhibit 6-4. Proportion of Current Housing Types, Lakewood and Surrounding Communities, 2023.



Source: WA Office of Financial Management, 2024.

Exhibit 6-5. Housing Units Completed in Lakewood by Type, 2010–2023.



Source: WA Office of Financial Management, 2024.

Exhibit 6-6. Estimates of Total Capacity and Expected Growth, 2020–2044.

Income	Projected Housing Need	Zoning Categories Serving Needs	Aggregated Housing Needs	Total Capacity	Capacity Surplus/Deficit
0-30% Non-PSH	1,212	Low-Rise Multifamily + ADUs	5,963	9,064	3,101
0-30% PSH	1,637				
>30-50%	1,739				
>50-80%	1,375				
>80-100%	592	Moderate Density	1,128	2,969	1,841
>100-120%	536	Low Density	2,287	5,455	3,168
>120%	2,287				
Total	9,378		9,378	17,488	8,110

6.2.3 Racial Equity and Displacement

The region is experiencing critical challenges with its housing supply not keeping pace with growth, resulting in significant impacts. These impacts are particularly felt by communities of color that do not have the resources available to respond to these trends. These communities often face higher costs, poorer housing quality, and reduced opportunities for homeownership due to longstanding discriminatory practices.

The 2024 updates to the Comprehensive Plan must address these disparities through various strategies, including identifying and amending policies that contribute to racial disparities and displacement, and implementing anti-displacement measures, particularly in areas prone to market-driven displacement.

Displacement in housing is increasingly problematic as rising costs and inadequate housing supply prevent many from securing suitable, affordable homes. Displacement types include:

- **Economic displacement**, when increases in rents and other costs result in people and businesses moving where these costs are lower;
- **Physical displacement**, when housing units and other buildings are demolished or renovated and no longer available; and
- **Cultural displacement**, when a local community changes due to economic and/or physical displacement, and other residents are driven away because of declining community cohesion and social bonds.

Displacement has broader implications for community dynamics and regional stability. It leads to longer commutes, fragmented community ties, and increased strain on social services, potentially escalating homelessness. Addressing these issues through local policies can help retain community integrity and support economic and social sustainability in the face of inevitable urban changes.

Comprehensive Plan updates for cities like Lakewood are encouraged to integrate racial equity in housing policies to mitigate displacement risks. These updates should include thorough assessments of

existing housing policies that might perpetuate racial disparities and propose new strategies to prevent displacement. The focus will be on preserving community and cultural continuity while providing practical housing solutions to meet the diverse needs of the population.

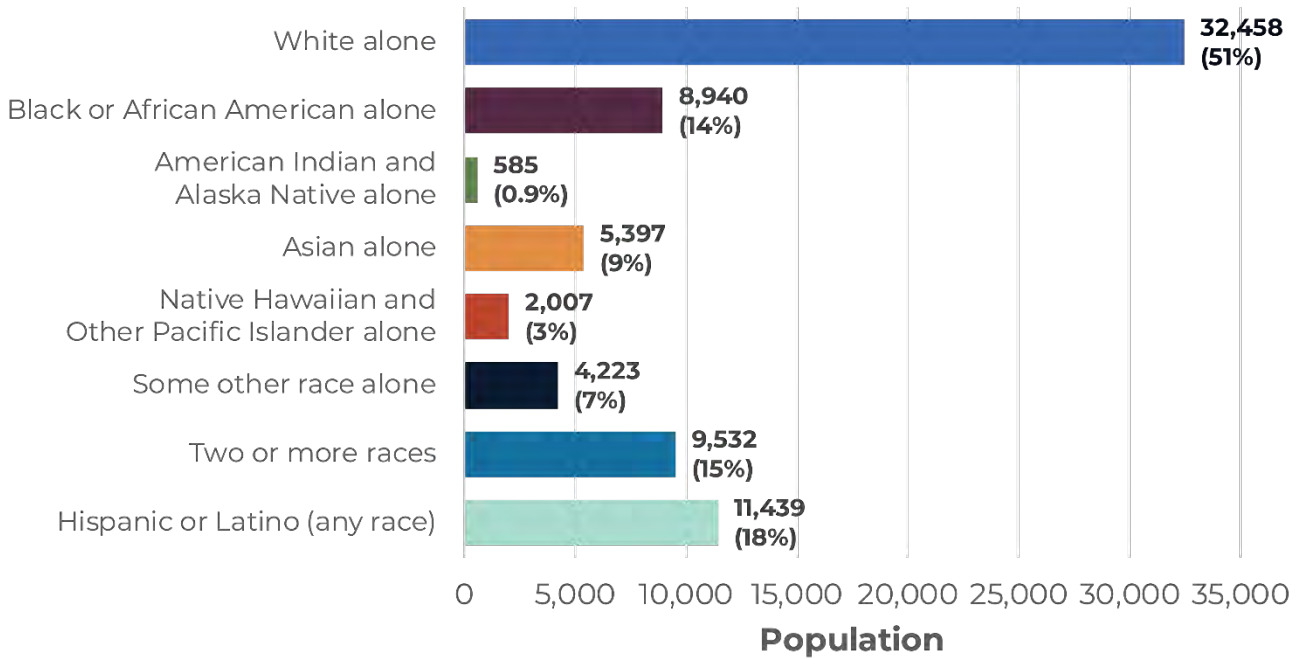
The following exhibits highlight relevant statistics for the city regarding racial equity in housing:

- Exhibit 6-7 provides a breakdown of the Lakewood population by race and ethnicity, based on 5-year American Community Survey data from 2022. (Note that these statistics do not separate Hispanic/Latino residents by race.)
- Exhibit 6-8 highlights the difference of tenure by race and ethnicity, indicating how many renters versus owners are found in each category.
- Exhibit 6-9 breaks down proportions of households by income categories, determined by percent of area median income (AMI).
- Exhibit 6-10 indicates housing cost burdens by race and ethnicity in Lakewood, highlighting cases where households are cost burdened (paying over 30% of their income on housing costs) or severely cost burdened (paying over half of their income on housing).
- Exhibit 6-11 provides a displacement risk index provided by the PSRC by US Census Bureau census tract. This is divided based on the regional distribution and indicates where the risks of displacement may be “higher”, “moderate”, or “lower” in the regional distribution.
- Exhibit 6-12 provides a distribution of residents by race at the Census block level, based on information from the 2020 US Decennial Census.

There are several high-level conclusions that can be reached from this information:

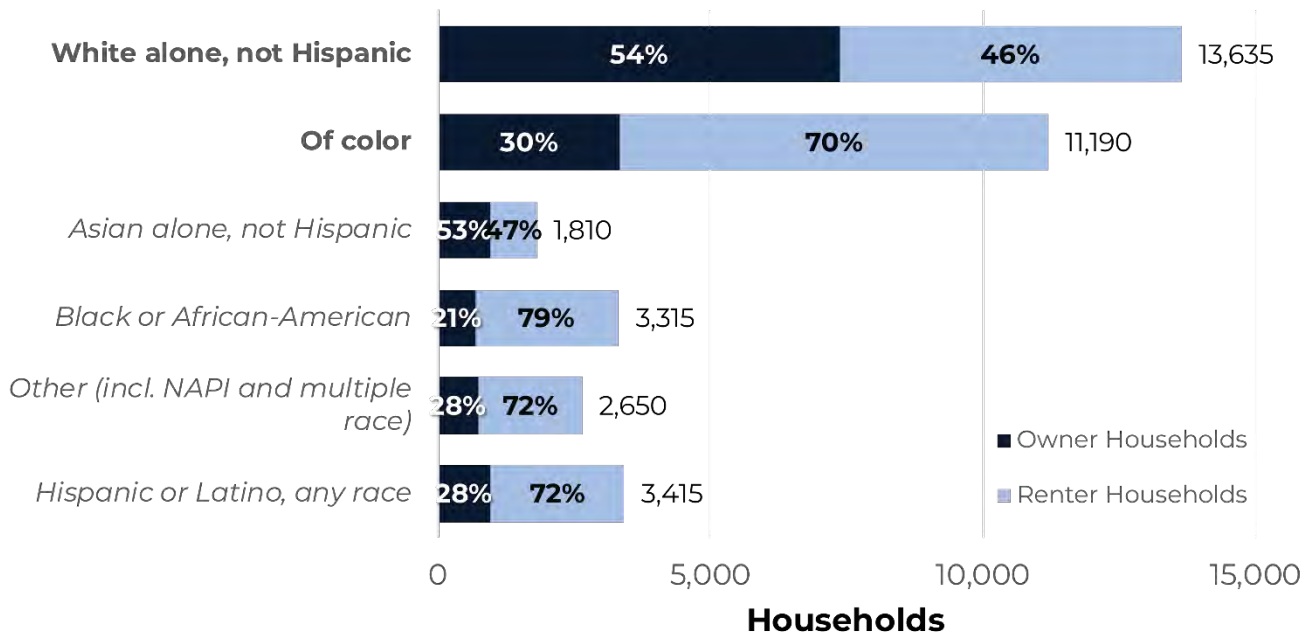
- **There are some income disparities by race/ethnicity in Lakewood that could lead to housing challenges.** The distribution of white households in the city generally includes greater representation at higher income levels, with only 16% households at extremely low-income and 38% above median income. In contrast, about 21% of households of color are extremely low-income, and only 24% surpass the median income threshold.
- **The distribution of households between renters and owners by race suggests some vulnerabilities to housing stability by race/ethnicity.** Households of color face significant challenges in homeownership and housing stability: about 54% of White households own homes compared to only 30% of BIPOC households. Particularly, about 79% of Black or African American and 72% of Hispanic/Latino households are renters, which indicates possible vulnerabilities to local rent increases.
- **On average, higher housing cost burdens are more common for Black households.** A substantial number of Black or African American households in Lakewood (58%) experience some type of housing cost burden, with 34% facing severe difficulties. These economic pressures suggest a critical need for targeted housing policies and community support.
- **There is a likely risk of displacement in key areas of the city.** The Lakewood Station District and the Lakeview/Kendrick area are identified as high-risk zones for displacement, especially among communities of color. These neighborhoods, along with the International District, face challenges that may also extend to local businesses, potentially necessitating protective measures and anti-displacement strategies.

Exhibit 6-7. Lakewood Population by Race and Ethnicity, 2022.



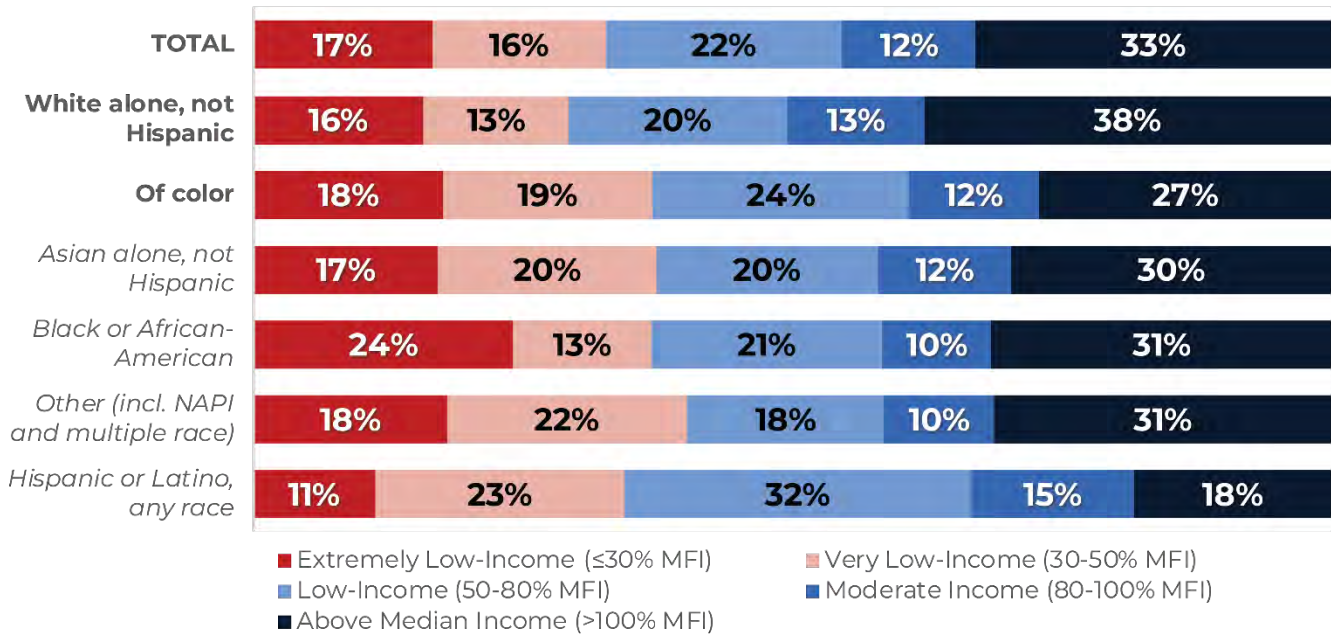
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, 2023.

Exhibit 6-8. Lakewood Households by Race/Ethnicity and Tenure, 2020.



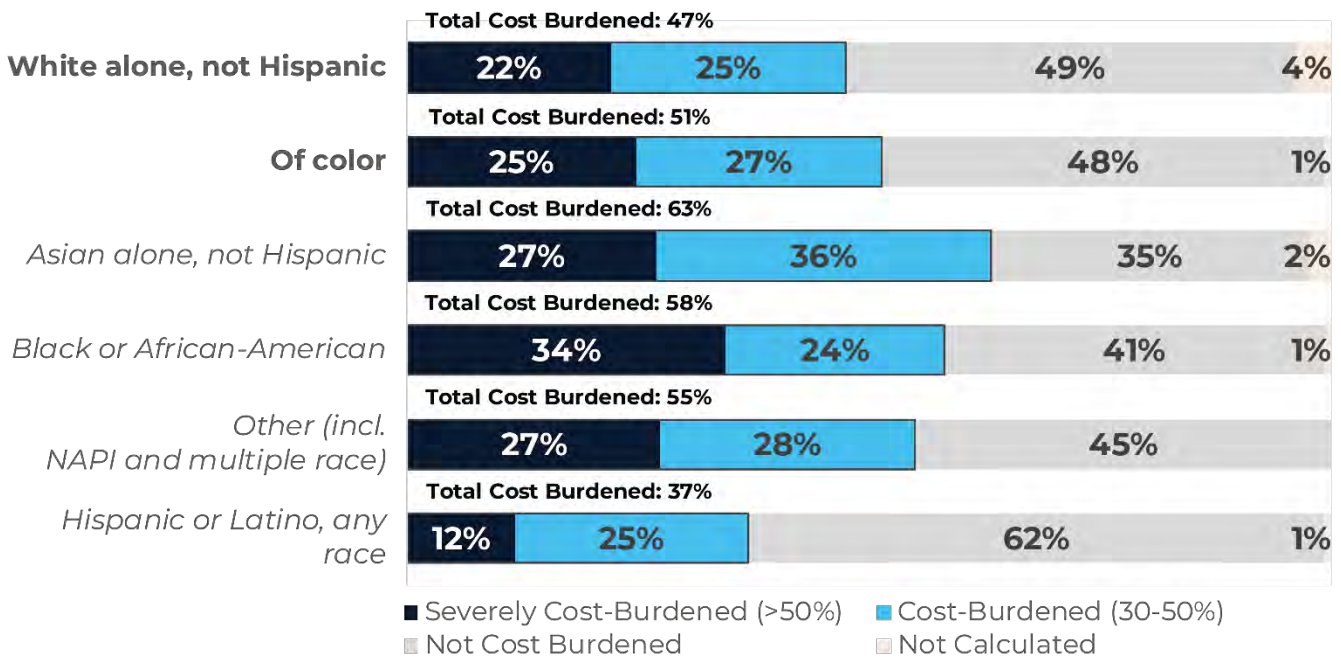
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 6-9. Lakewood Households by Race/Ethnicity and Income Category, 2022.



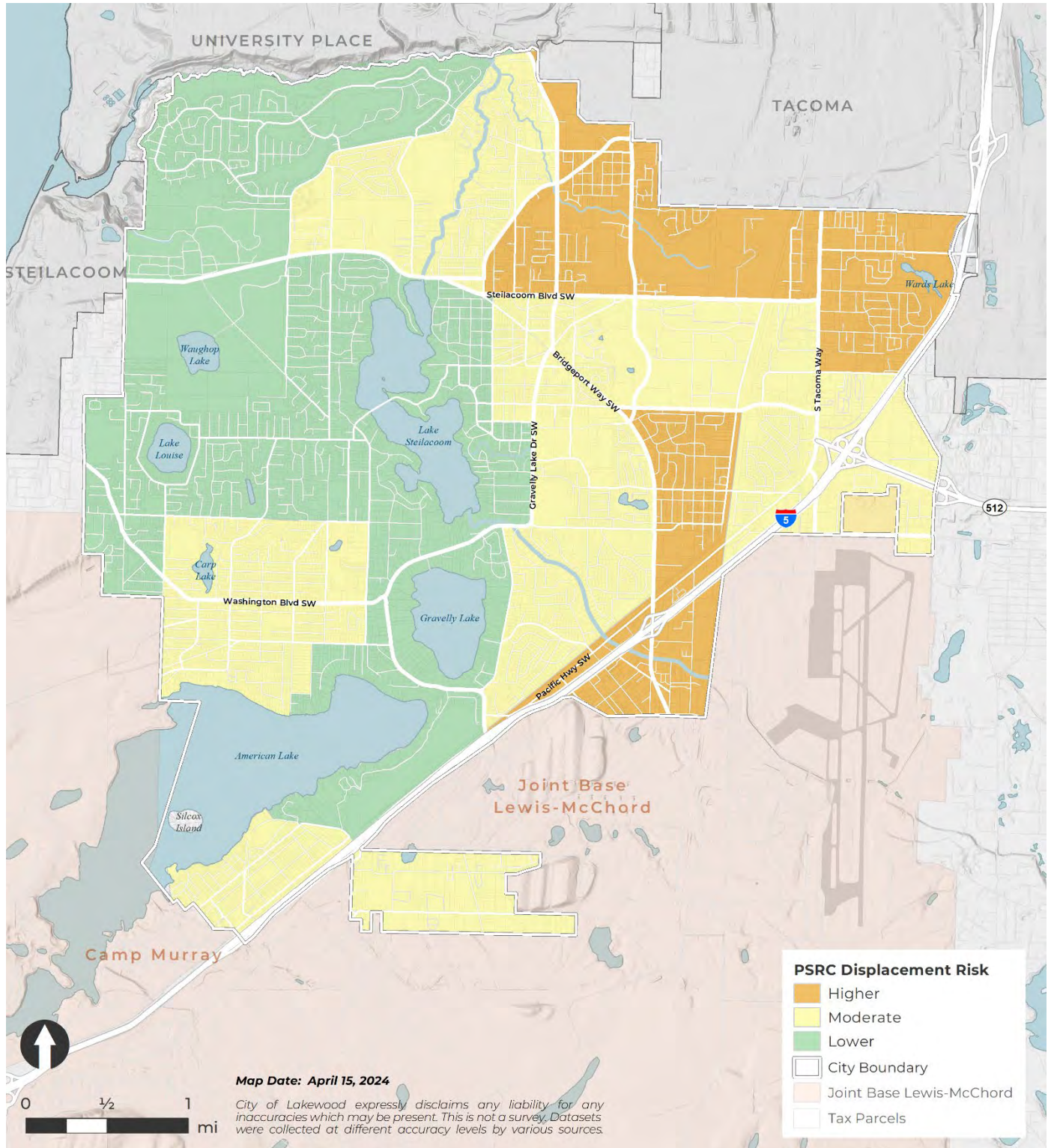
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 6-10. Lakewood Households by Race/Ethnicity and Cost Burden, 2020.



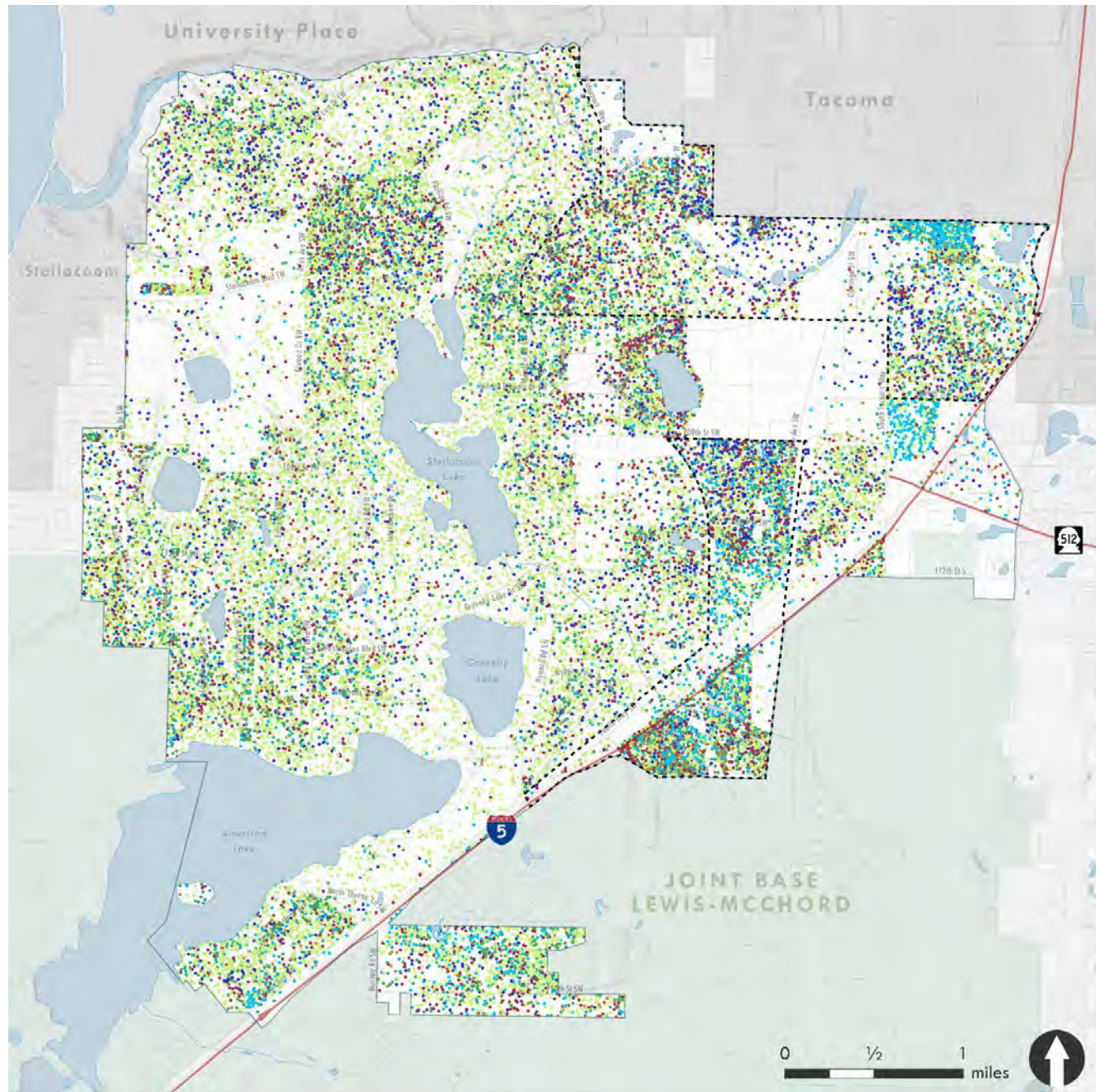
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 6-11. PSRC Displacement Risk Index for Lakewood.



Source: PSRC, 2024; City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 6-12. Distribution of Population by Race in Lakewood, 2020.



Legend

- City of Lakewood
- Other cities
- Joint Base Lewis-McChord
- Water

Distribution of Population by Race

- White alone
- Black or African American alone
- American Indian and Alaska Native alone
- Asian alone
- Native Hawaiian and Other Pacific Islander alone
- Some Other Race alone
- Two or more races
- PSRC Displacement Index: Higher Risk

- Highways
- Arterials
- Roads



Map Date: January 2023

Sources: Pierce County GIS, 2022; ESRI, 2022; City of Lakewood, 2022; BERK, 2022.

6.3 Goals and Policies

/ HO-1 **Promote an overall supply of housing that supports all economic segments of the population.**

HO-1.1 Plan to the 2020–2044 housing target allocations by household income for Lakewood based on area median income (AMI) for Pierce County as established by the US Department of Housing and Urban Development (HUD), adjusted for household size:

- 30% AMI or less: 1,367 units,
- 30–50% AMI: 1,739 units,
- 50–80% AMI: 1,375 units,
- 80–100% AMI: 592 units, and
- 100–120% AMI: 536 units.

HO-1.2 Plan to the 2020–2044 County target allocations for an additional 1,212 units of permanent supportive housing affordable to households at 0–30% AMI.

HO-1.3 Plan to the 2020–2044 County target allocations for 574 spaces in emergency shelter.

HO-1.4 Encourage housing that meets the needs of different sizes and types of households in the community.

HO-1.5 Develop and preserve housing to minimize displacement, and coordinate services to assist displaced residents in finding alternative housing options.

/ HO-2 **Promote market-rate housing to meet the needs of households across the city.**

HO-2.1 Encourage affordable home ownership opportunities for low- and moderate-income households, especially first-time homebuyers.

HO-2.2 Encourage middle-housing options affordable to low- and moderate-income households at 100% of area median income or below.

HO-2.3 Provide technical assistance for redevelopment in key areas, including Lake City, Lakeview, Springbrook, Tillicum, the city's residential target areas (RTAs), and senior overlay districts.

HO-2.4 Establish and maintain relationships and pursue partnerships with local and regional market rate and affordable housing developers

HO-2.5 Ensure a sufficient inventory of land available for housing development.

HO-2.6 Provide flexibility in development regulations to promote innovative housing types that help meet city housing goals.

/ HO-3 Encourage the preservation and expansion of housing options for lower-income residents.

- HO-3.1 Maintain and develop partnerships to create and manage affordable housing with nonprofit agencies and other organizations.
- HO-3.2 Maintain a surplus lands policy that supports development of affordable housing by private, nonprofit, and government organizations.
- HO-3.3 Use federal and state grants and other funds to support affordable housing goals.
- HO-3.4 Work with Pierce County, other cities in the region, and regional organizations to address affordable housing issues.
- HO-3.5 Where possible, support the preservation and improvement of existing subsidized housing and affordable market-rate housing.
- HO-3.6 Maintain a need-based program for housing rehabilitation grants to lower-income homeowners at 80% of AMI or below.
- HO-3.7 Maintain need-based housing rehabilitation and repair programs for rental housing meeting the needs of lower-income households at 80% of AMI or below.
- HO-3.8 Encourage revitalization and rehabilitation of existing apartment complexes in the city to maintain affordable and family-sized housing options.
- HO-3.9 Preserve and maintain existing manufactured housing parks as a supply of affordable housing, and encourage long-term housing solutions that will maintain affordable options for residents.

/ HO-4 Support different housing types, designs, and ownership models for options that can meet different housing needs.

- HO-4.1 Support flexible site designs and innovative housing types to help meet housing needs in the community.
- HO-4.2 Support high-quality building design as part of projects where innovative site or subdivision designs are permitted.
- HO-4.3 Encourage the construction of cottages and cottage housing developments with site design incentives.
- HO-4.4 Support ADUs to provide affordable housing options and alternatives for aging-in-place.
- HO-4.5 Allow Planned Development District development with higher residential densities and site design flexibility in exchange for public benefits from innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.

/ HO-5 Promote housing options for people with special needs.

- HO-5.1 Allow special needs housing throughout the city and encourage a distribution of this housing to prevent overconcentration.
- HO-5.2 Support the development and management of housing for special needs populations operated by social service organizations.
- HO-5.3 Support accessibility of housing by people with mobility challenges through universal design in residential construction and retrofitting of homes.
- HO-5.4 Support special needs housing by considering and including their needs in neighborhood and transportation planning.
- HO-5.5 Help to preserve special needs housing options in places where they are being lost, especially in locations that are well served by shopping, services, and other facilities needed by the residents
- HO-5.6 Encourage the availability of special needs housing options throughout the city.
- HO-5.7 Encourage positive relationships between special needs housing operators and neighbors.
- HO-5.8 Allow special needs housing in all residential areas and in certain non-residential areas as appropriate.
- HO-5.9 Prevent additional requirements on special needs housing from being imposed through development regulations.
- HO-5.10 Encourage ADUs as an option for supportive living and aging-in-place.
- HO-5.11 Provide density bonuses and modified height restrictions to encourage the development of special needs housing.
- HO-5.12 Encourage the concentration of senior housing proximate to shopping and services.

/ HO-6 Ensure that sufficient options for emergency housing needs are provided.

- HO-6.1 Maintain sufficient land capacity for the development of permanent supportive housing, transitional housing, and emergency housing.
- HO-6.2 Allow permanent supportive housing and transitional housing in all residential areas and certain non-residential areas as appropriate.
- HO-6.3 Coordinate supporting services related to homelessness and domestic violence with emergency shelters.
- HO-6.4 Partner with appropriate local and regional agencies to implement effective policies and programs to support people facing homelessness and domestic violence.

/ HO-7 Support a high quality of life for Lakewood residents.

- HO-7.1 Encourage improvements in property maintenance and building standards in residential neighborhoods to improve neighborhood quality of life.
- HO-7.2 Maintain targeted outreach efforts such as the crime-free rental housing program to improve neighborhood safety.
- HO-7.3 Conduct periodic surveys of housing and neighborhood conditions in the community.
- HO-7.4 Ensure multi-family housing supports residents with access to public transportation, employment, services, open space, and other supporting amenities.
- HO-7.5 Encourage a high-quality pedestrian environment in neighborhoods, and require on-site amenities such as walkways, trails, and bike paths to be connected to adjacent public facilities.
- HO-7.6 Promote community identity, pride, and involvement in neighborhoods through the city's subarea planning, neighborhood programs, and other activities.
- HO-7.7 Use design standards to protect privacy, address structures of different scales, and promote investments in high-quality urban environments.
- HO-7.8 Require new development to provide motorized and non-motorized transportation connections to surrounding neighborhoods unless the physical features of the site prevent feasible connections
- HO-7.9 Allow flexibility with development, design, and landscaping standards for residential properties located on major arterials to mitigate impacts from adjacent traffic.
- HO-7.10 Allow home-based businesses in residential neighborhoods that do not conflict with residential uses.

/ HO-8 Mitigate housing displacement and the loss of affordable housing units from development in the city.

- HO-8.1 Provide a regular report to the City Council on the loss of affordable housing due to demolition or conversion.
- HO-8.2 Identify and address affordable market-rate and subsidized housing resources that may be at risk due to redevelopment pressures or deteriorating housing conditions.
- HO-8.3 Require financial and relocation assistance for people displaced as a result of construction and development projects using federal funds.
- HO-8.4 Require replacement of low- and moderate-income housing units that are demolished or converted to another use in connection with projects supported by CDBG funds.
- HO-8.5 Apply CDBG funds as applicable for relocation payments and other relocation assistance.

7 Military Compatibility

7.1 Introduction

Lakewood is fiercely proud of its connections to the military. The Lakewood City Council's 30-year City Anniversary Vision Statement includes that Lakewood should be "supportive of Joint Base Lewis McChord, Camp Murray, service members and their families." Since incorporation, Lakewood has partnered with other proponents of military-civilian compatibility and successfully advocated for funding and policy changes at the federal, state, and regional legislative and agency levels that have instigated significant improvements to the operational stability and feasibility of JBLM in Pierce County.

The City of Lakewood is immediately adjacent to JBLM, formed in 2010 when historic Fort Lewis Army Base and McChord Air Force Base were combined. JBLM is the largest military installation on the west coast, encompassing over 90,000 acres including the main cantonment area (approximately 10,000 acres) and close-in training ranges (approximately 80,000 acres). Lakewood is also immediately adjacent to Camp Murray. Commissioned as a National Guard Base in 1889, Camp Murray is the headquarters of the Washington Military Department (WMD), which includes the Washington Army and Air National Guards.

About 70% of the service members and their family members assigned to JBLM live off-base in the surrounding communities. Lakewood's proximity to these military installations offers over 55,000 soldiers and their families access to the city's housing, jobs, schools, shopping, and services. Current and potential military contracting opportunities attract additional civilian businesses to the area. Military-affiliated people lodge in Lakewood's hotels, live in its homes, and buy goods and services from local companies.

Consistent with and supportive of RCW [36.70A.530](#), between 2017 and 2020, the City of Lakewood worked with Pierce County and the PSRC to develop appropriate regional planning policies and development approaches to benefit the long-term feasibility of JBLM and other military installations within the Puget Sound region, given their significant impact and influence on cities, the region, and the State. As a result, "major military installations" (those with at least 5,000 enlisted or service personnel) were recognized in PSRC's 2018 Regional Centers Framework for the first time, and military-civilian compatibility policies and actions were adopted as part of VISION 2050. Lakewood has also partnered with the State Department of Commerce as it has developed numerous studies and guidance regarding the importance of the military in Washington and regarding military-civilian compatibility.

7.2 Background

Lakewood is a founding member of, and current fiscal agent for, the South Sound Military & Communities Partnership (SSMCP). SSMCP's membership consists of more than fifty cities, counties, tribes, nonprofits, corporations, organizations, and JBLM. It was formed in 2011 to foster communication and mutual benefit related to complex issues affecting the military and civilian communities. Since its formation, SSMCP has had a significant role in improving military-civilian compatibility, including securing hundreds of millions of dollars in transportation capital improvements in the I-5 corridor and leading the nation in influencing state laws governing military spouse employment opportunities and expanding where more affordable childcare services can be located "outside the fence."

In 2013, a South Sound Military & Communities Partnership (SSMCP) survey found that approximately 60% of active-duty service members and their families residing off-installation lived in Pierce County; nearly 33% lived in Thurston County. As of 2022, an estimated 380,000 people in Pierce and Thurston Counties were affiliated in some way with the installation (i.e., were active duty, family members, dependents, reserves, retirees, and civilian employees.) Roughly 120,000 people were active-duty personnel and family members assigned to JBLM.

Each year, an estimated 9,000 service members transfer away from JBLM and another 9,000 personnel transfer into JBLM. This annual flux in the JBLM service members and their families results in constant impacts to Lakewood's residential markets, school districts, social service agencies, and workforces.

At the same time, it is estimated that JBLM has an \$8 billion annual regional impact and a \$15.1 billion annual impact on Washington's economy. In 2022, JBLM was second only to Boeing in employment statewide. In Pierce County, more than 57,640 total jobs were attributable to JBLM's presence, and the overall effects of the installation's economic activity generated \$289 million in state and local taxes.

In its comprehensive and land use planning, Lakewood has created four land use zones and associated development regulations specifically related to JBLM's presence, three of which are to protect civilian life and property (the Clear Zone and Air Corridor Zones 1 and 2) and one of which includes a small portion of land considered part of JBLM within the city's boundaries (the Military Lands Zone.)

7.3 Goals and Policies

/ MC-1 Protect the mission and long-term viability of Joint Base Lewis-McChord and assure flight safety in the vicinity of North McChord Field while protecting the public's health and safety.

- MC-1.1 Establish city land use zones based on FAA and DoD Safety Guidance and as reflected in JBLM Air Installation Compatible Use Zone Study and JBLM Joint Land Use Study recommendations.
- MC-1.2 Regulate land uses and activities that could adversely impact present and/or future installation operations and protect JBLM and North McChord Field from further incompatible encroachment.
- MC-1.3 Regulate city land use to protect public health and safety and ensure a compatible mix of land uses consistent with the GMA, MPPs, CPPs, JBLM Joint Land Use Study recommendations, and JBLM Growth Coordination Plan recommendations.
- MC-1.4 Coordinate land use planning activities with Joint Base Lewis-McChord and provide for consultation and notification on actions that may impact JBLM facilities.

/ MC-2 Continue to support and fund the South Sound Military & Communities Partnership.

- MC-2.1 Serve as fiscal agent for the South Sound Military & Communities Partnership.
- MC-2.2 Host staff and provide administrative support for the South Sound Military & Communities Partnership.
- MC-2.3 Participate at the Executive Leadership Team level of the South Sound Military & Communities Partnership.

/ MC-3 Coordinate the protection of JBLM from incompatible local, state and federal level issues and actions in partnership with the South Sound Military & Communities Partnership (SSMCP).

- MC-3.1 Assess local transportation impacts related to JBLM's proximity to Lakewood.
- MC-3.2 Facilitate the sharing of information related to JBLM activities with both internal and external stakeholders.
- MC-3.3 Enhance communication between JBLM and neighboring jurisdictions through improved notification and planning processes.
- MC-3.4 Integrate specific land use compatibility requirements related to JBLM into local zoning codes and ordinances.

- MC-3.5 Incorporate considerations of aircraft safety and military operational noise into local planning and permitting procedures.
- MC-3.6 Promote sound attenuation building standards in new construction, especially in areas that may be impacted by military operational noise.
- MC-3.7 Develop a collaborative process with JBLM and neighboring communities to address rental housing needs for servicemembers.
- MC-3.8 Leverage the city's resources for state and federal advocacy to support South Sound Military & Communities Partnership priorities aligned with Lakewood's objectives.

8 Natural Environment

8.1 Introduction

This element of the Comprehensive Plan incorporates a systems approach to planning and decision-making that addresses protection of the natural environment. It commits to maintaining and restoring ecosystems, conserving key habitats, increasing tree canopy, cleaning up polluted waterways, and reducing greenhouse gas emissions. The element includes provisions that ensure that a healthy environment remains available for future generations in Lakewood.

The Natural Environment Element has goals and policies that will be implemented over time through development regulations, an urban forestry program, an Energy & Climate Change Implementation Plan, and continued partnership with community environmental groups.

8.2 Background

Over the past century, Lakewood's transformation into an urban area has often come at the expense of its natural landscape, leading to significant degradation and, in some cases, the complete loss of natural environments. Looking ahead, prioritizing the enhancement and protection of these remaining natural spaces will be crucial for improving local quality of life and preventing the perception of Lakewood as merely another "paved over" urban area.

In recent years, the city has actively engaged in initiatives to improve environmental quality in the community. In 2004, Lakewood implemented new critical areas policies along with updates to its environmental protection regulations, which have been continually refined. Additionally, in 2019, the city approved a new Shoreline Management Plan and Restoration Plan. Community organizations collaborate closely with the city and Pierce County, reporting annually to the Planning Commission on efforts to preserve and rejuvenate Lakewood's shorelines. These projects are supported financially through Lakewood's biennial budget allocations for shoreline restoration.

8.3 Goals and Policies

/ NE-1 Protect environmentally critical areas and other environmental resources.

- NE-1.1 Ensure all planning efforts incorporate environmental considerations and adhere to state and federal environmental laws.
- NE-1.2 Provide a regulatory framework for the protection of critical areas in the city based on best available science (BAS).
- NE-1.3 Develop programs to provide education and resources to comply with requirements for critical areas protection.

/ NE-2 Provide for the protection, conservation, and enhancement of habitat areas for fish and wildlife.

- NE-2.1 Identify and protect habitats for endangered and threatened species found within the city.
- NE-2.2 Protect wildlife habitats, with a focus on the connectivity of wildlife corridors and remaining habitat areas.
- NE-2.3 Promote the restoration of riparian areas to preserve their natural function in supporting diverse habitats and maintaining water quality.
- NE-2.4 Protect native vegetation in riparian areas and encourage its integration into urban landscapes.
- NE-2.5 Coordinate stream restoration programs for impacted local creeks, including Chambers, Clover, Flett, and Ponce de Leon Creeks.
- NE-2.6 Support a variety of habitats that are sufficient to support sustainable populations of local fish and wildlife.

/ NE-3 Maintain the natural qualities of shorelines while ensuring public access and recreational use.

- NE-3.1 Maintain the ecological integrity of wildlife habitats along the shorelines.
- NE-3.2 Enhance safe public access for the use of shoreline areas and lakes.
- NE-3.3 Collaborate in regional watershed management initiatives to adhere to state guidelines for non-point source pollution prevention, especially within Watershed Resource Inventory Area 12.

/ NE-4 Maintain and enhance the natural flood storage function of floodplains.

- NE-4.1 Promote the use of non-structural strategies in flood prevention and damage mitigation planning.
- NE-4.2 Restrict development within the 100-year floodplain to maintain public safety and minimize property damage.
- NE-4.3 Ensure the retention of floodwater storage capacity and minimize fill of 100-year floodplains.
- NE-4.4 Acquire vacant and underdeveloped land within the Flett Creek Basin..

/ NE-5 Preserve and protect wetlands in the city.

- NE-5.1 Regulate development to protect the ecological functions and values of wetlands.
- NE-5.2 Avoid or, if necessary, mitigate impacts on wetlands in compliance with federal and state laws.
- NE-5.3 Ensure long-term protection and achieve “no net loss” of wetland function and value.
- NE-5.4 Coordinate a wetlands banking program to mitigate the potential loss of wetland functions.

/ NE-6 Maintain an urban forestry program to preserve significant trees, promote tree health, and increase tree coverage citywide.

- NE-6.1 Maintain a comprehensive urban forestry program.
- NE-6.2 Encourage the planting and regular maintenance of street trees to enhance urban greenery.
- NE-6.3 Provide for the retention of significant trees and tree stands and the restoration of tree stands within the city.
- NE-6.4 Provide additional requirements for Oregon white oak preservation.
- NE-6.5 Consider priority white oak woodlands and trees located within a critical area or buffer to be subject to the critical areas ordinance.
- NE-6.6 Maintain a city tree fund to preserve wooded areas, restore and enhance native trees, and provide for education and research.

/ NE-7 Enhance and protect water quality.

- NE-7.1 Preserve the aesthetic and ecological functions of water features through planning and innovative land development.
- NE-7.2 Manage water resources to support diverse uses including habitat, recreation, flood control, water supply, and open spaces.

- NE-7.3 Maintain and improve surface water quality to restore degraded waters and meet federal and state water quality standards.
- NE-7.4 Maintain surface water and groundwater monitoring programs to inform local management..
- NE-7.5 Evaluate potential pollutant sources for major water bodies such as Lake Louise, Gravelly Lake, Waughop Lake, and Lake Steilacoom to support pollution reduction strategies.
- NE-7.6 Prioritize the extension of sewers to reduce surface water quality impacts, especially for areas that may impact American Lake.
- NE-7.7 Promote citywide water quality initiatives to reduce impervious surfaces, prevent surface erosion, minimize fertilizer and pesticide use, and otherwise prevent stormwater contamination.
- NE-7.8 Coordinate with local water districts and Pierce County to ensure projects in wellhead protection areas undergo necessary hydrologic assessments or SEPA responses.
- NE-7.9 Collaborate with local water districts, adjoining jurisdictions, and military installations to enhance the protection of wellheads and aquifers through education, resources, and planning.
- NE-7.10 Maintain a well decommissioning program for all unused wells.
- NE-7.11 Coordinate planning and review of drainage, detention, and treatment programs within wellhead protection areas.
- NE-7.12 Restrict impervious surfaces in aquifer recharge areas.
- NE-7.13 Cooperate with other jurisdictions to maintain an integrated regional system for wellhead protection data collection, mapping, and analysis.

/ NE-8 Protect natural topographic, geologic, and hydrological features within the city while addressing geological hazards.

- NE-8.1 Protect against seismic hazards to reduce risks to public safety and property.
- NE-8.2 Limit modifications to topography and hydrological features and functions from cut and fill practices..
- NE-8.3 Restrict land modifications such as clearing, grading, or other alterations to approved development projects only.
- NE-8.4 Employ best management practices to minimize land erosion.
- NE-8.5 Prohibit development of steep or unstable slopes to prevent potential hazards.

/ NE-9 Meet applicable air quality standards with coordinated, long-term strategies that address different types of air pollution.

- NE-9.1 Reduce air pollutant emissions through strategies in land use and transportation management.
- NE-9.2 Maintain and increase urban greenery, including trees and other vegetation, to improve air quality.
- NE-9.3 Reduce air pollution from wood burning by restricting wood-burning fireplaces in new construction.

/ NE-10 Control noise pollution to protect neighborhoods from disruptive noise levels.

- NE-10.1 Provide development regulations and noise control measures to protect residential areas from disruptive noise levels.
- NE-10.2 Collaborate with JBLM to reduce noise near McChord Field and develop noise attenuation strategies along air corridors.
- NE-10.3 Mandate noise-reducing design and materials in new developments along major roads and within air corridors to lessen noise.
- NE-10.4 Work with the Washington State Department of Transportation to mitigate the noise and aesthetic impacts of highways.
- NE-10.5 Work with the Washington State Department of Transportation Rail Division, Sound Transit, Tacoma Rail, and private rail companies to mitigate railroad noise and aesthetic impacts.
- NE-10.6 Use natural vegetation and thoughtful design in noise mitigation efforts to provide visually appealing projects.

/ NE-11 Reduce the risks associated with hazardous and toxic materials in the city.

- NE-11.1 Provide for the protection of life, property, and the environment by minimizing exposure to hazardous and toxic materials.
- NE-11.2 Ensure the safe transportation, use, and storage of hazardous and toxic materials through declaration of these materials and identification of specific routes for transport in the city.
- NE-11.3 Enforce international building and fire codes related to hazardous and toxic materials management.
- NE-11.4 Ensure that proper inventories of hazardous materials are provided by businesses.

9 Parks, Recreation, and Open Space

9.1 Introduction

While a Comprehensive Plan Parks Recreation and Open Space Element is not required by the GMA, Lakewood has chosen to include one due to the high priority the community has placed on parks and open space since incorporation. Park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities in keeping with community needs and the benefits all enjoy from parks and open space.

In 1996, the citizens wanting to create Lakewood voted to incorporate in part to establish greater local control over parks and recreation. In its adopted 2021 Vision for Lakewood at its 30th Anniversary of incorporation, the City Council included that the city should be “characterized by the beauty of its lakes, parks and natural environment.”

Parks are also a focus of the City Council's 2021-2024 Strategic Plan, which includes the following goal:

GOAL: The City of Lakewood provides safe, clean, well-maintained, and dependable infrastructure.

- 2.1 *Implement capital infrastructure projects to improve transportation, park, and utility systems.*
- 2.2 *Invest in preventative maintenance of facilities, parks, and streets to protect City assets.*
- 2.3 *Advance infrastructure projects that enhance the City's identity and diversity.*
- 2.4 *Increase connectivity and accessibility.*

The City Council's Strategic Plan also directs that the city advocate for increased parks infrastructure funding.

The Parks Legacy Plan and Parks Capital Improvement Plan both help to implement the City Council's Strategic Plan. They are included as Appendices to this element.

9.2 Background

9.2.1 Overview

The Lakewood area parks developed as part of unincorporated Pierce County's regionally focused parks and recreation 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 parkland and facilities were transferred to the city by other public agencies.

Lakewood adopted its first Parks and Recreation Master Plan in 1998, which included the following priorities:

- Acquisition of future park and open space sites;
- Upgrading existing parks sites; and
- 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.

In September 2005, Lakewood adopted a new Parks and Recreation Master Plan. To implement it, 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.

Beginning in 2011, a 20-year sustainable park and recreation master plan document was created over a three-year period with extensive public engagement. This work culminated in the 2014 Parks Legacy Plan, which was designed to meet the State of Washington's requirement for a six-year parks, recreation, and open space plan.

In 2019, the city began a two-year update to the Parks Legacy Plan that 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 LOS measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment. The Parks Legacy Plan update was adopted in 2020.

As of 2023, the City of Lakewood manages and maintains 14 parks and open space sites in a variety of sizes and uses that total over 600 acres. Significant investments in parks over the years include:

- Americans with Disabilities Act (ADA) compliant access and waterfront upgrades to American Lake Park;
- Springbrook Park playground upgrades; and

- Harry Todd Park playground and waterfront upgrades.

In 2024, the city is working toward the creation of one or more Downtown parks as well as partnering with Camp Murray to collaborate on a strategy to improve the America Lake park boat launch and public access. ARPA funds have also been allocated to improvements at Edgewater Park.

The Parks Legacy Plan's goals and priorities are incorporated into the Lakewood Comprehensive Plan PROS Element. The Legacy Plan's inventory, implementation strategies, and capital facilities planning are also incorporated in this reference.

9.2.2 Analysis of Park Land and Facilities Needs

PROS capital expenditures are included in the Comprehensive Plan Capital Facilities Plan Element materials in the Appendix.

9.2.3 Intergovernmental Coordination Opportunities

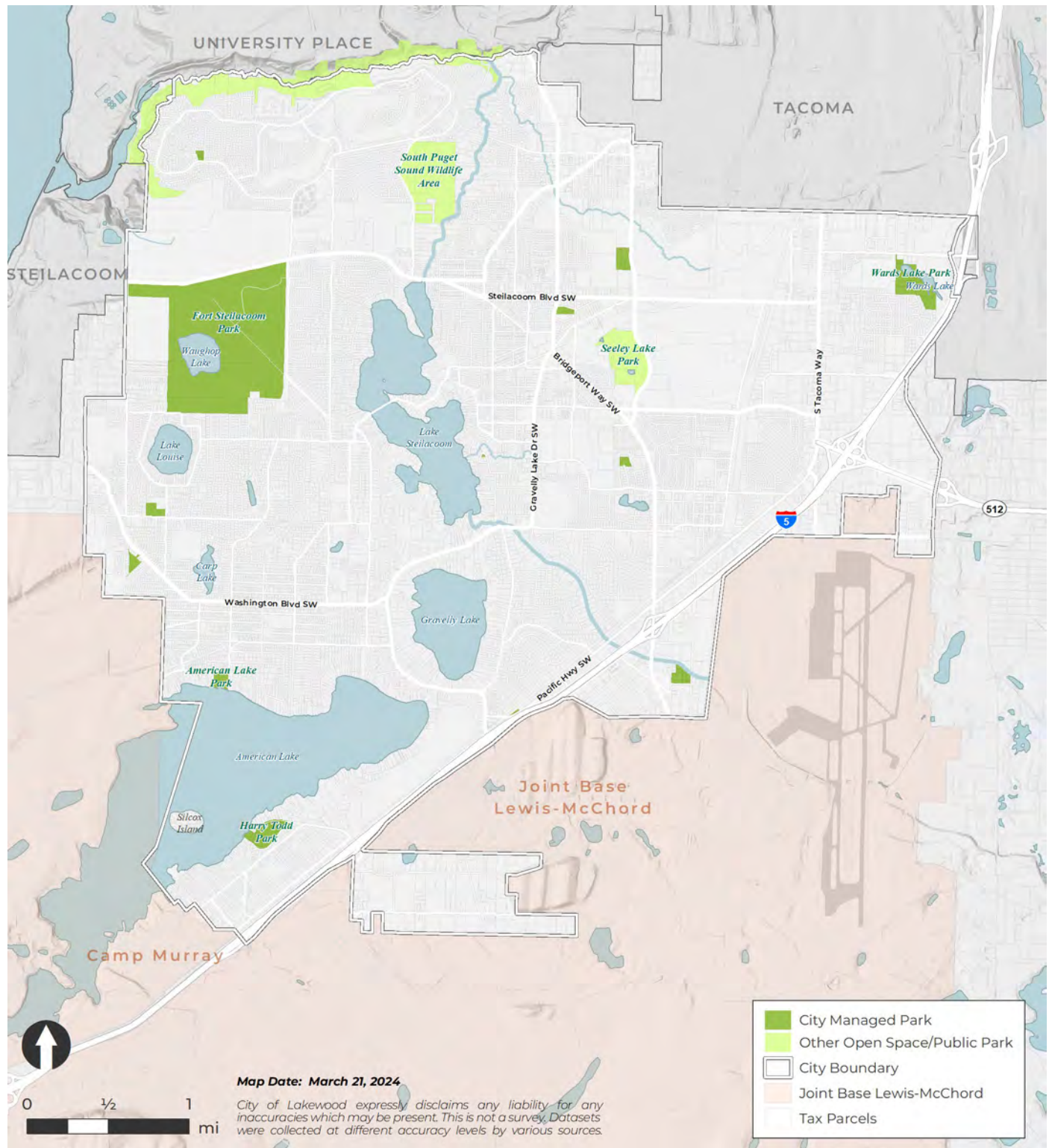
Currently, PRCS collaborates with close to 100 partners, including public, private and non-profit agencies. These collaborations help manage or develop park resources, plan programs and events, deliver activities, market programs, or share the use of facilities or program space.

For park development and management, the department has successfully partnered with public agencies, including the County and the State to operate Fort Steilacoom Park. The city has an interlocal agreement with Clover Park School District to develop and operate a neighborhood-school park at Lake Louise Elementary School.

On the programming side, PRCS works with many agencies, including the CPSD, Pierce College, Pierce County, and roughly 40 non-profit and local interest groups. Over 30 private organizations provide sponsorship and assist in joint marketing programs. Pierce County, Lakewood, and the city of University Place have also entered into an interlocal agreement for the development of Chambers Creek Trail.

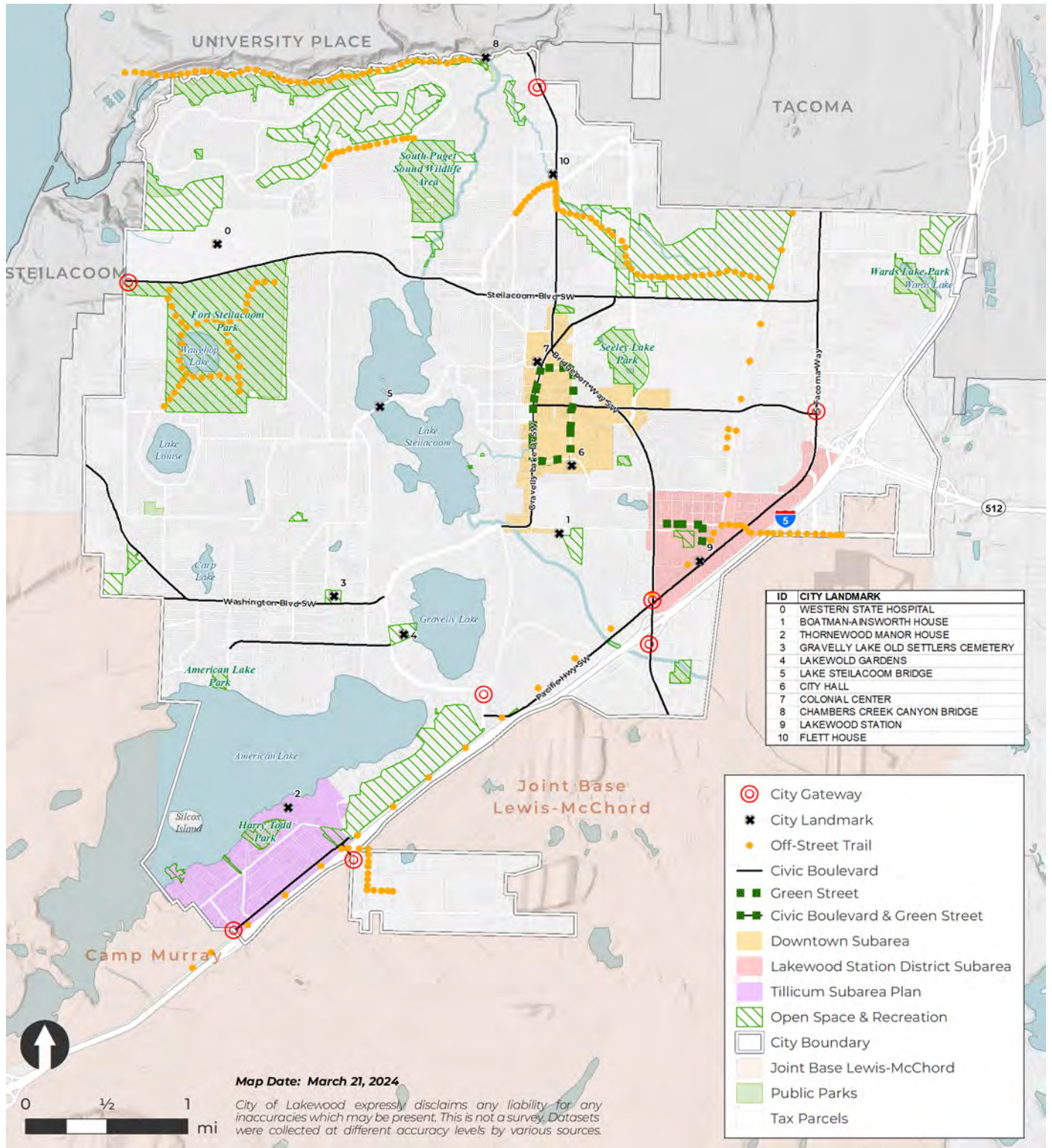
Volunteers are also important. Their contribution to overall PROS operations is significant. Volunteers assist with dog park monitoring, are used as senior ambassadors, and perform invasive plant removal and general park maintenance.

Exhibit 9-1. Lakewood Public Parks and Open Spaces.



Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 9-2. Lakewood Community Facilities and Recreation.



Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

9.3 Goals and Policies

/ PR-1 Protect and enhance parks and open space facilities.

- PR-1.1 Protect our natural, cultural, and historical resources in parks and open space.
- PR-1.2 Preserve existing parks and facilities by using innovative and sustainable management techniques.
- PR-1.3 Enhance parks with diverse amenities that serve our evolving community needs.
- PR-1.4 Expand park systems by acquiring new land and planning improvements that consider future demand.

/ PR-2 Ensure parks and services are accessible and meet the needs of the community as a whole.

- PR-2.1 Offer diverse park amenities and programs for all community segments.
- PR-2.2 Eliminate the physical, financial, and social barriers to park and recreation access.
- PR-2.3 Celebrate and support the cultural diversity of the community through parks and recreation planning.
- PR-2.4 Engage residents, partners, and stakeholder groups in park and recreation planning, design, decision-making, and program implementation.
- PR-2.5 Develop plans and policies for active, healthy community lifestyles.

/ PR-3 Make welcoming spaces that foster social interactions and highlight local art and history.

- PR-3.1 Enhance parks and public spaces with art and cultural and historical elements to create unique spaces.
- PR-3.2 Maintain wayfinding in parks and public facilities that include interpretive signage and historical information.
- PR-3.3 Showcase diverse artwork and performances in public spaces that reflect neighborhood identities and highlight local talent.
- PR-3.4 Develop a trail network for safe, non-motorized access to parks.
- PR-3.5 Provide outreach and promotional materials about parks and recreation services.
- PR-3.6 Support the development of performing arts facilities in the Downtown.
- PR-3.7 Create visually appealing gateways at entrances to the city that incorporate art, wayfinding, and landscaping.

/ PR-4 Enhance economic opportunities and quality of life through park and recreation investments.

- PR-4.1 Boost tourism and local recreation by upgrading park features and organizing community events.
- PR-4.2 Improve amenities in parks located in downtown and commercial zones.
- PR-4.3 Maintain parks that are safe, clean, and environmentally friendly to attract visitors and boost local quality of life.

/ PR-5 Manage parks, recreation, and open spaces with transparency, accountability, and financial responsibility.

- PR-5.1 Make informed and transparent management decisions about parks, recreation, and open spaces that consider environmental, economic, and social impacts.
- PR-5.2 Plan new park and open space investments with a focus on life-cycle costs and their impact on maintenance and operational budgets.
- PR-5.3 Regularly update the Legacy Plan, including its objectives and practices.
- PR-5.4 Seek external funding to complement city investments in parks.
- PR-5.5 Collaborate with community groups to enhance park and recreation services.
- PR-5.6 Continuously review and refine management and investment practices in parks and recreation.

10 Public Services

10.1 Introduction

The Public Services Element is optional under the GMA but is a key tool for Lakewood given its relationships with many partner agencies, utilities, and private entities that provide urban and human services to the city. It contains goals and policies intended to set the stage for cooperative land use and human services planning for everyone member of the community.

10.2 Background

10.2.1 Overview

Since incorporation, the provision of some public services has been by Lakewood, with other services contracted to other districts and institutions. The table below provides information on the services that either the city, other public or private utilities, public agencies, or private companies provide.

Exhibit 10-1. Public Service Providers in Lakewood.

Public Service	Provider
General Administrative Services	City of Lakewood
Police	City of Lakewood
Public Works	City of Lakewood
Stormwater	City of Lakewood
Refuse/Solid Waste	Waste Connections
Fire Protection	WPFR
Emergency Medical Services (EMS)	WPFR
Emergency Management	City of Lakewood
Health & Human Services	City of Lakewood
Housing and Community Development Programs	Tacoma/Lakewood HOME/CDBG Consortium
Schools	Clover Park School District, Pierce College, Clover Park Technical College, and private schools
Library Services	Pierce County Library District

This element concentrates on the following services:

- Fire protection;
- Emergency medical services;
- Police;
- Emergency management;
- Schools and higher education;
- Library services;
- Health and human services; and
- Housing and community development programs.

The Utilities Element and the Capital Facilities and Essential Public Facilities Element (as well as others) also address services identified in the table above.

The city recognizes the importance of coordinated planning for these services with its GMA planning. This will ensure that the city's plans and growth targets inform, and are informed by, public service providers' planning and growth assumptions.

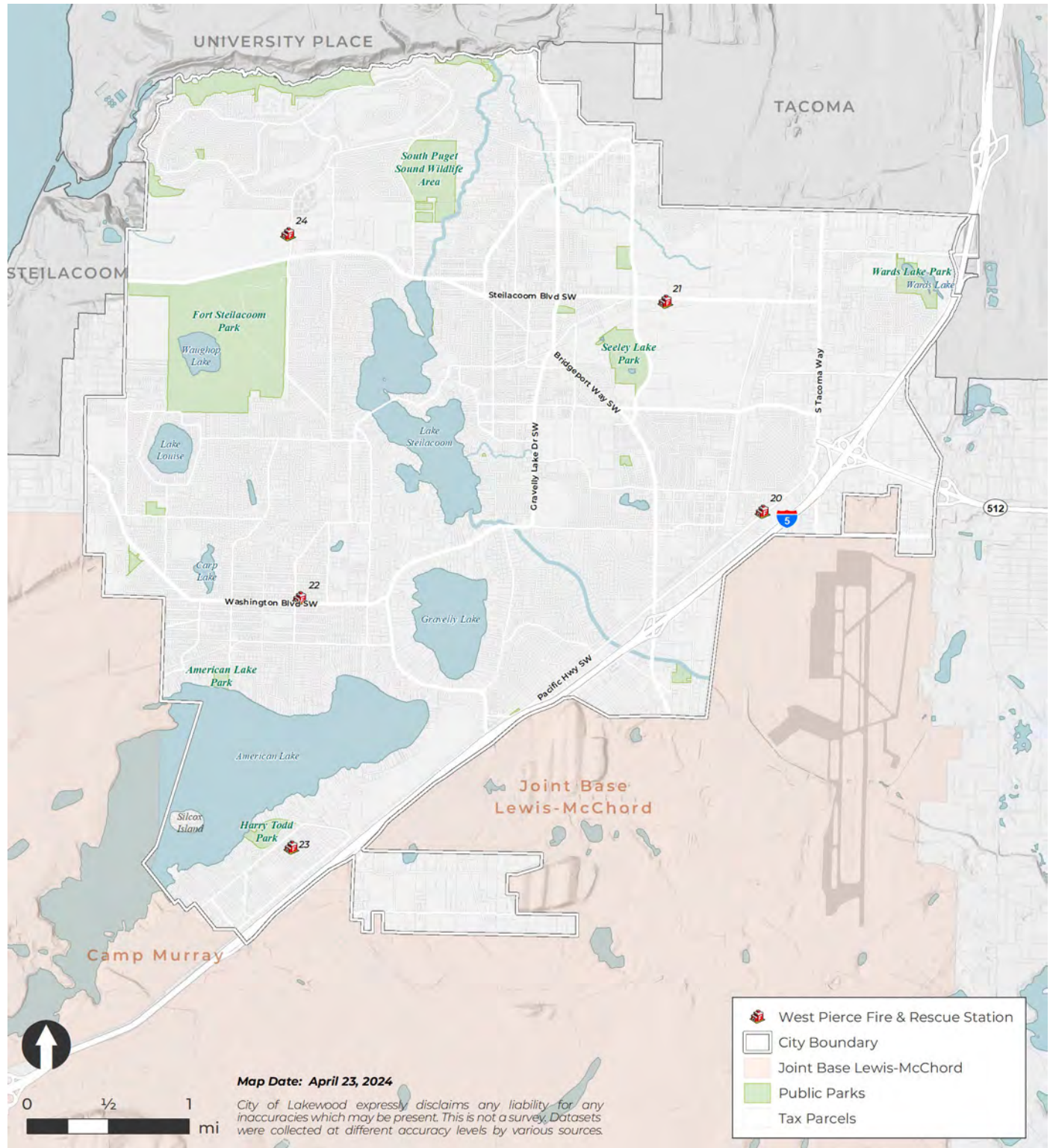
This planning coordination is particularly important for both K-12 and post-secondary education entities, whose enrollment numbers, student populations, and sometimes even course emphases are strongly tied to local growth, but where “disconnects” can easily occur without intentional coordination. This element interrelates Lakewood's Comprehensive Plan to the functions of Clover Park School District, Pierce College, Clover Park Technical College, and the Pierce County Library System.

In setting goals and policies related to human services, this element also sets forth the city's commitment to its citizens' well-being through active participation with countywide and regional partners. Lakewood joins, values, and supports community-based strategic planning efforts for health and human services.

The following maps highlight major facilities for different service providers:

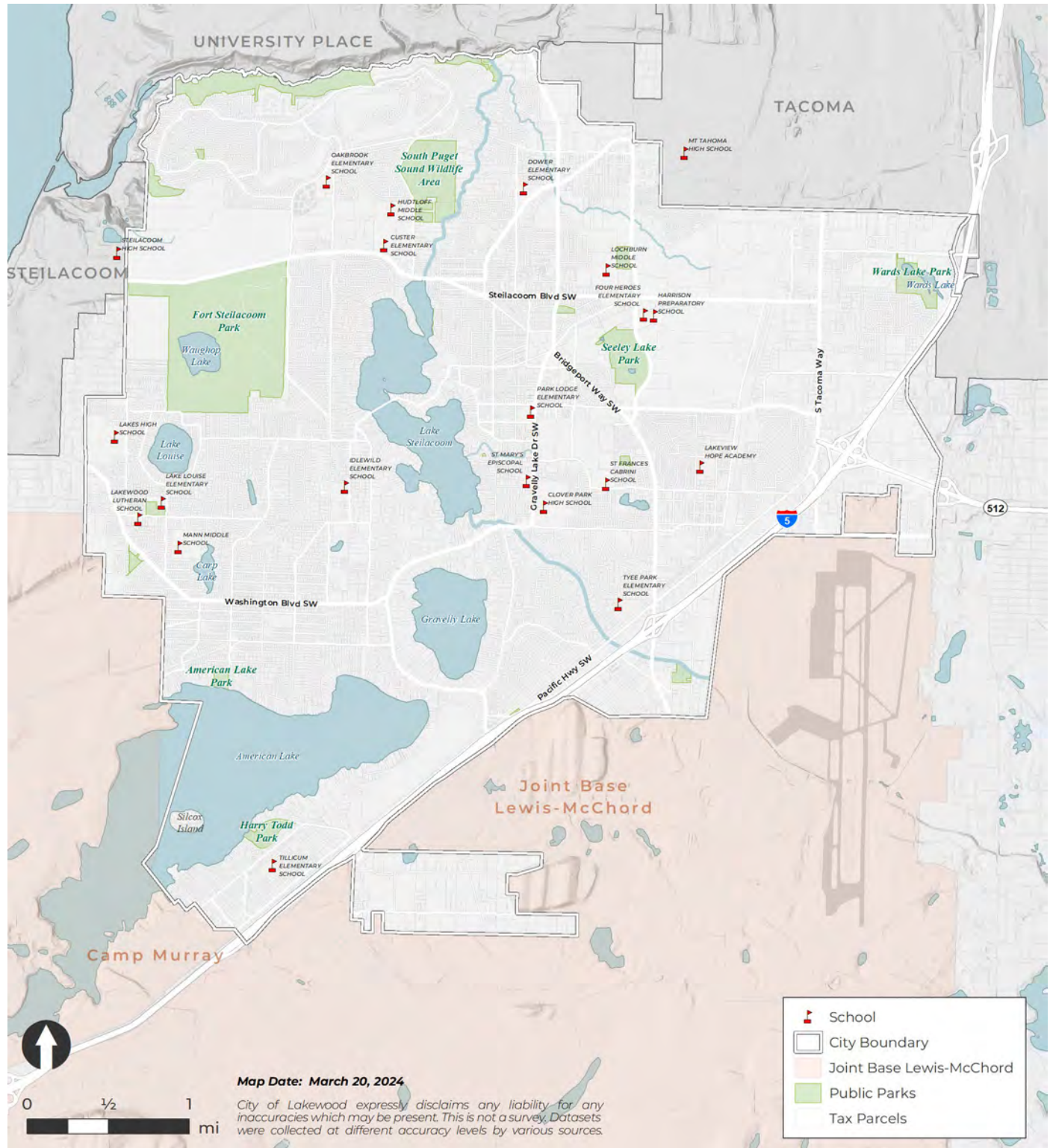
- Exhibit 10-2 highlights the WPFR stations in Lakewood, which are the primary provider of fire and emergency medical services.
- Exhibit 10-3 shows the locations of schools in Lakewood, including both public and private institutions.

Exhibit 10-2. Lakewood West Pierce Fire and Rescue Stations.



Source: City of Lakewood, 2024; West Pierce Fire & Rescue, 2024; Pierce County GIS, 2024.

Exhibit 10-3. Lakewood Schools.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

10.3 Goals and Policies

/ PS-1 Protect the community through a comprehensive fire and life safety program.

- PS-1.1 Maintain a Washington Surveying and Rating Bureau (or successor agency) rating of ISO Class 3 or better.
- PS-1.2 Install and maintain traffic signal control devices responsive to emergency vehicles.
- PS-1.3 Where possible, and mutually beneficial, coordinate land acquisition for emergency services facilities with other departments (e.g., Parks, Public Works, Police) to maximize benefits to the city.
- PS-1.4 Continue the utilization of the West Pierce Fire & Rescue Fire Marshal and staff to provide fire and life safety inspections of occupancies as a means of identifying and remedying potential fire hazards before fires occur.
- PS-1.5 Educate and inform the public on fire safety and hazardous materials to further protect the community and the environment from unnecessary damage.

/ PS-2 Ensure that fire facilities and protective services are provided in conjunction with growth and development.

- PS-2.1 Periodically evaluate population growth, community risks, emergency response times, apparatus deployment, and staffing levels to identify future service and facility needs.
- PS-2.2 Incorporate WPFR in evaluating proposed annexations to determine the impact on response standards.
- PS-2.3 Provide fire station locations, apparatus deployment, and staffing levels that support the core fire service provisions and response time objectives as approved in Resolution by the Board of Fire Commissioners.

/ PS-3 Ensure built-in fire protection for new development and changes or additions to existing construction.

- PS-3.1 Require all new development to provide minimum fire flow requirements as prescribed in the International Fire Code.
- PS-3.2 Continue to require that all structures and facilities under city jurisdiction adhere to city, state, and national regulatory standards such as the International Building and Fire Codes and any other applicable fire safety guidelines.
- PS-3.3 Require developers to install emergency access control devices to gated communities as approved by the public works director.
- PS-3.4 Consider requiring assessment of a hazardous material impact fee for industrial uses.

/ PS-4 Protect citizens through a comprehensive emergency services (EMS) program that maximizes available resources.

- PS-4.1 WPFR will serve as the primary and lead Basic Life Support (BLS) and Advanced Life Support (ALS) provider within the city.
- PS-4.2 Provide a four-minute initial time standard for EMS calls.
- PS-4.3 Provide fire station locations, apparatus deployment, and staffing levels that support the core EMS service provisions and response time objectives as approved in Resolution by the Board of Fire Commissioners.
- PS-4.4 Maintain criteria-based dispatch system for determining appropriate levels of response.
- PS-4.5 Implement citizen CPR training programs with existing personnel and resources.
- PS-4.6 Implement and maintain a local physician advisor program in conjunction with the Pierce County EMS Medical Program Director to ensure the medical quality of emergency medical services.

/ PS-5 Protect community members from criminal activity and reduce the incidence of crime in Lakewood.

- PS-5.1 Provide police protection with a three-minute response time for life-threatening emergencies (Priority 1), a six-minute response time for crimes in progress or just completed (Priority 2), and a routine/non-emergency response time of 20 minutes (Priority 3).
- PS-5.2 Maintain a level of police staffing, services, and command that is adequate to serve Lakewood's current needs and future growth.
- PS-5.3 Where appropriate, participate in innovative programs and funding strategies to reduce community crime.

/ PS-6 Enhance the ability of citizens and the Lakewood Police Department to minimize crime and provide security for all developed properties and open spaces.

- PS-6.1 Support and encourage community-based crime-prevention efforts through interaction and coordination with existing neighborhood watch groups, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhood and civic organizations.
- PS-6.2 Implement a crime prevention through environmental design program that results in the creation of well-defined and defensible spaces by reviewing such things as proposed developments' demographic settings; intended uses; and landscaping, lighting, and building layout as a means of access control.
- PS-6.3 Seek ways to involve police with youth education, such as bike safety training, anti-drug courses, "cop in school" program, etc.

/ PS-7 Protect the community through a comprehensive emergency management program.

- PS-7.1 Adopt and maintain a comprehensive emergency management plan consistent with federal and state requirements.
- PS-7.2 Continue to fund and support the emergency management program, ensuring that emergency management plans, equipment, and services are sufficient for potential disaster response.
- PS-7.3 Maintain personnel, resources, and training necessary within all appropriate city departments to provide the disaster response called for in the emergency management disaster response plans.
- PS-7.4 Coordinate with appropriate state agencies when preparing disaster response plans and when considering floodplain or seismic ordinance standards.
- PS-7.5 Develop an interagency communications network incorporating all public service agencies within the city for use during disasters.
- PS-7.6 Maintain and enhance rescue capabilities that include extrication, trench rescue, water rescue, high-angle rescue, and urban rescue.
- PS-7.7 Develop and implement additional public education activities that promote water safety.

/ PS-8 Support the maintenance and enhancement of the public education system, placing a strong emphasis on providing quality school facilities that function as focal points for family and community activity.

- PS-8.1 Support efforts of the school district to ensure that adequate school sites are provided and that the functional capacity of schools is not exceeded.
- PS-8.2 Work with the school district to prepare/update a master plan for all its facilities and a capital improvement plan.
- PS-8.3 Consider the impact on school enrollment and capacities when reviewing new development proposals, higher density infill projects, zoning changes, and Comprehensive Plan amendments.
- PS-8.4 Require that developers assist in donating or purchasing school sites identified on the facilities map in correlation to the demand that their developments will create.
- PS-8.5 Ensure that new school sites include room for future expansion if needed.
- PS-8.6 Request student generation factors from the school district for the city's use in analyzing the impact of project proposals on schools.

/ PS-9 Accommodate the maintenance and enhancement of private school opportunities for area students and residents.

- PS-9.1 Subject to specific regulatory standards, allow existing private schools to expand and new private schools to develop.
- PS-9.2 Ensure that the Comprehensive Plan and development standards provide sufficient accommodation for the operation and expansion of private school opportunities.

/ PS-10 Ensure that both public and private schools are safe and accessible to students, generate a minimal need for busing, and are compatible with and complementary to surrounding neighborhoods.

- PS-10.1 Prohibit development of public and private schools on sites that present hazards, such as within Joint Base Lewis-McChord Accident Potential Zones I & II (APZs I & II) and industrial zoning districts, nuisances, or other limitations on the normal functions of schools that are unable to be mitigated.
- PS-10.2 Work with schools and neighborhoods to explore options for access to elementary and secondary schools via local streets and/or paths.
- PS-10.3 Develop specific regulatory standards to ensure that new residential development located near public schools provides adequate pedestrian and bicycle connections, signage, and traffic control measures where needed to ensure the safety of students traveling between the development and the school.
- PS-10.4 Apply improvement responsibilities to school district or private school operator developing new school sites equivalent to that applied to other types of development.
- PS-10.5 Retrofit existing neighborhoods with sidewalks, crosswalks, special signage, and other traffic control measures near schools as funding becomes available or as land uses are redeveloped.
- PS-10.6 Co-locate public school grounds and public parks whenever possible.
- PS-10.7 Encourage as appropriate the school district or private school operator to reduce high school student generated traffic impacts by implementing transportation demand management (TDM) mechanisms such as limited student parking, public bus routes, and other appropriate tools.
- PS-10.8 Encourage the school district to continue to make schools available for civic functions when classes are not in session.
- PS-10.9 Establish limited parking zones around schools where parking capacity problems exist.
- PS-10.10 Work with the CPSD to reuse/redevelop surplus school properties with appropriate uses consistent with the Comprehensive Plan.

/ PS-11 Maintain and enhance top-quality institutions of higher education that will meet the changing needs of Lakewood’s residents and business community.

- PS-11.1 Work with colleges to prepare a master plan and policy guide addressing the location of existing and proposed on- and off-site campus structures and uses.
- PS-11.2 Require new construction to be subject to requirements of the city's development standards, including adequate fire protection and emergency access, and generally consistent with the master plan.
- PS-11.3 Work with colleges to enhance area infrastructure to better serve college facilities, such as improved pedestrian, bike and bus connections, and more student housing and support services in the surrounding area.

/ PS-12 Maximize the ability of higher educational institutions to provide quality services while minimizing impacts on area residents and businesses.

- PS-12.1 Participate with institutions of higher education in master planning efforts, transit programs, neighborhood plans, and other programs intended to facilitate the provision of quality education in a manner compatible with surrounding uses.

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

- PS-13.1 Work with the Pierce County Library System to address current service deficits, continued population growth, changing library services, increased and changing customer needs and expectations within the Lakewood service area.
- PS-13.2 Promote the construction a new main library facility within the city’s downtown core.
- PS-13.3 Assist the Pierce County Library System in the reuse/sale of the existing library building/property located at 6300 Wildaire Rd SW.
- PS-13.4 Work with the Library System to ensure that its facilities are located and designed to effectively serve the community.
- PS-13.5 Support the Pierce County Library System’s service levels (seating, materials and shelving, technology guidelines, meeting rooms, square feet per capita, and parking) as outlined in the Pierce County Library 2030 report and as may be updated from time-to- time.
- PS-13.6 Work with the Library System to identify non-capital alternatives such as specialized programs, new technologies, and other alternatives to provide up-to-date library services.
- PS-13.7 Establish a three- to five-mile service radius for library coverage.
- PS-13.8 Continue and expand bookmobile services to underserved and/or isolated areas such as Springbrook, Tillicum, and Woodbrook.

/ PS-14 Create a community in which all members have the ability to meet their basic physical, economic, and social needs, and the opportunity to enhance their quality of life.

- PS-14.1 Assess and anticipate human services needs and develop appropriate policy and program responses.
- PS-14.2 Convene and engage others, including the Youth Council, the Lakewood Community Collaboration, and Lakewood's Promise, in community problem-solving to develop and improve social services.
- PS-14.3 Disburse Community Development Block Grant and General Fund dollars to support a network of services which respond to community needs.
- PS-14.4 Promote awareness of needs and resources through strengthened dialogue, effective marketing strategies, and public relations activities.
- PS-14.5 Encourage services that respect the diversity and dignity of individuals and families, and foster self-determination and self-sufficiency.
- PS-14.6 Foster a community free of violence, discrimination and prejudice.
- PS-14.7 Encourage the location of medical clinics and services near transit facilities.

/ PS-15 Ensure the city's Human Services Funds are effectively and efficiently managed.

- PS-15.1 The city's role is to fund, advocate, facilitate, plan, and inform by continually engaging service providers and community organizations in dialogue regarding the functioning of the present service systems, the emerging needs of the community and the building of a comprehensive system of services.
- PS-15.2 Develop and maintain a strategic plan to direct collaborative services efforts.
- PS-15.3 Assess community needs and administer a funding allocations process to address identified community needs.
- PS-15.4 Develop contract performance measures and monitor contracting agencies performance.

/ PS-16 Give a broad range of Lakewood citizens a voice in decision making about how we can create a safer, healthier community.

- PS-16.1 Ensure the representation of culturally and economically diverse groups, including youth, people of color, seniors, and the disabled, in publicly appointed committees working on human services needs.
- PS-16.2 Develop decision-making processes that include regular feedback from the community and health/human services consumers.

/ PS-17 Participate in regional and local efforts that address human services needs in the region and in the city.

- PS-17.1 Support and actively coordinate with local, regional, and national efforts that address local human services needs and ensure that local services are compatible with other programs provided at the state and federal levels.
- PS-17.2 Continue the city's active participation in the Tacoma-Lakewood-Pierce County Continuum of Care, the Pierce County Human Services Coalition, and the 2060 and 2163 Funding Programs.

/ PS-18 Maintain/improve community facilities and public infrastructure, particularly in underserved areas or neighborhoods.

- PS-18.1 Support public infrastructure such as streets, sidewalks, street-lighting, street-related improvements, and park facilities and improvements, and the removal of architectural barriers that impede American Disabilities Act accessibility.
- PS-18.2 Support community facilities providing emergency services and basic needs.
- PS-18.3 Support the delivery of human services to, and sustain a community safety net for, identified vulnerable populations.
- PS-18.4 Develop and improve parks and open space in low income residential neighborhoods.

11 Subareas

11.1 Introduction

Under the GMA, state law considers subarea plans to be elements under the Comprehensive Plan, as per RCW [36.70A.080](#)(2). Lakewood currently has three subarea plans (shown in Exhibit 11-1), two of which are accompanied by development regulations and SEPA Planned Action Ordinances:

- 2018 Downtown Subarea Plan;
- 2021 Station District Subarea Plan; and
- 2024 Tillicum-Woodbrook Subarea Plan.

This element contains goals and policies related to subarea plans. While many of these policies refer to the three adopted subarea plans listed, there are also references to creating future subarea plans in Springbrook and the Pacific Hwy SW Corridor (the city’s “International District”).

The Downtown, Station District, and Tillicum-Woodbrook Subarea Plans and their respective development regulations and/or related SEPA Planned Actions and EIS documents are all hereby incorporated into the Comprehensive Plan by reference and are included as appendices to this element.

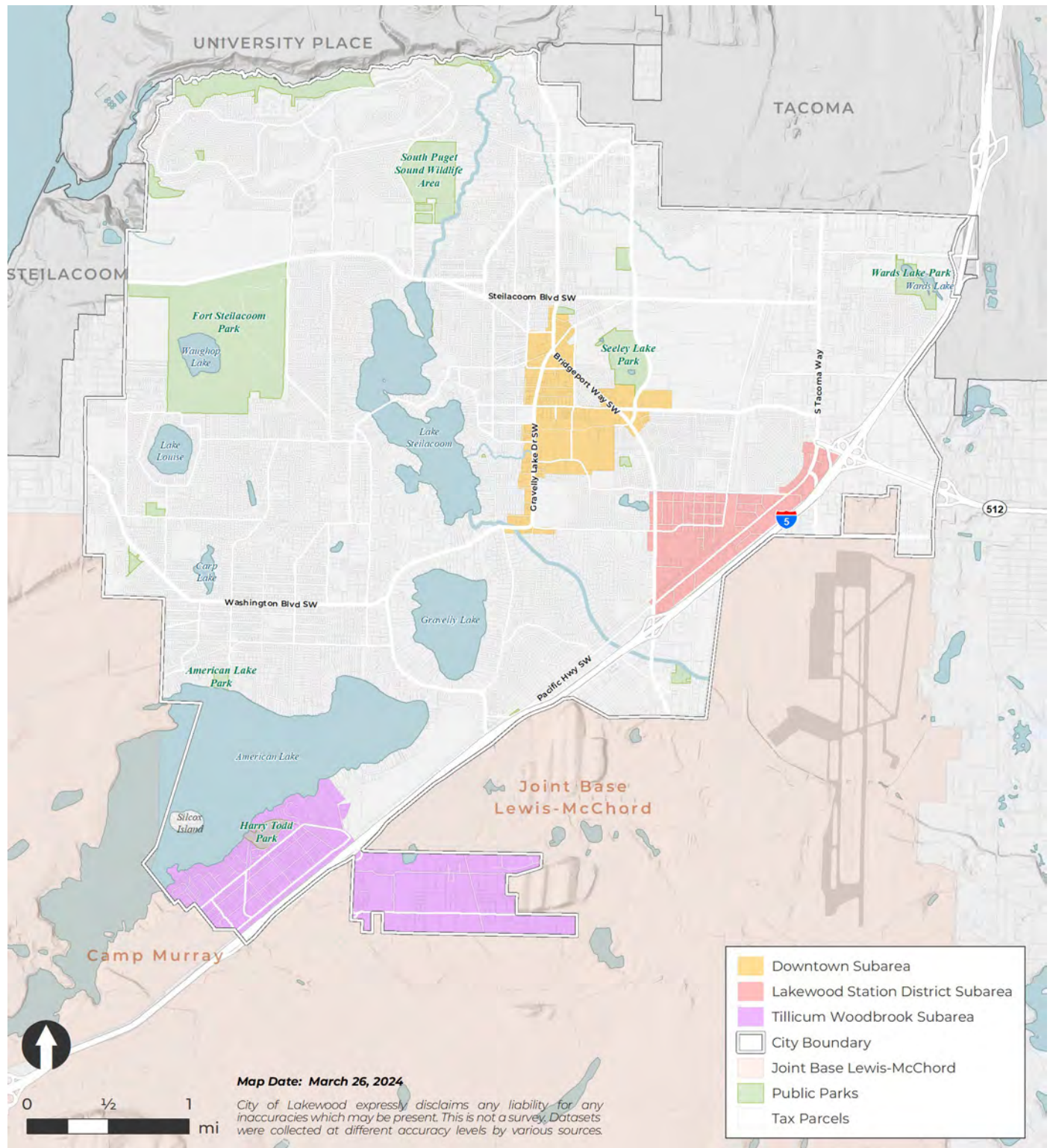
11.2 Background

11.2.1 2018 Downtown Subarea Plan

“There’s no there, there” is a common criticism of many American localities, and Lakewood has been no exception. The traditional icon of place is a recognizable downtown. Due in part to the century of unorganized development prior to incorporation, the basic ingredients for a Downtown do not work together to create an active, multifaceted core. This Comprehensive Plan is focused in part on creating a viable, functioning, and attractive city center.

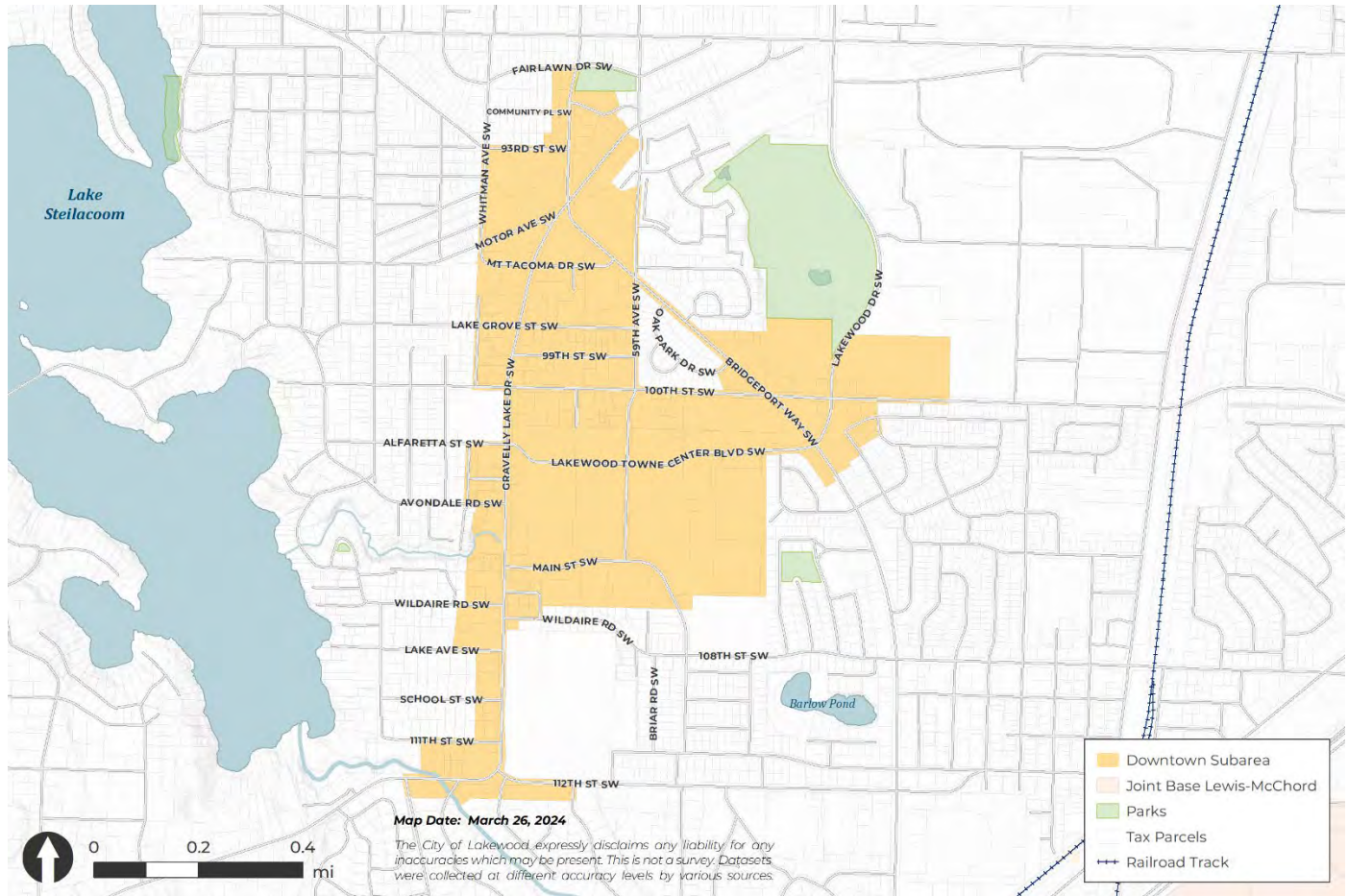
The Downtown Subarea, shown in Exhibit 11-2, is intended to be the hub of commercial and cultural activity for the city. It encompasses both the Lakewood Towne Center Mall and Colonial Center. In 2018, the city adopted the Downtown Subarea Plan, Code and Planned Action to spur “placemaking” and significant redevelopment in the subarea, including planning for 2,257 housing units and 7,369 jobs.

Exhibit 11-1. Lakewood Subareas Map.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 11-2. Downtown Subarea Boundaries.



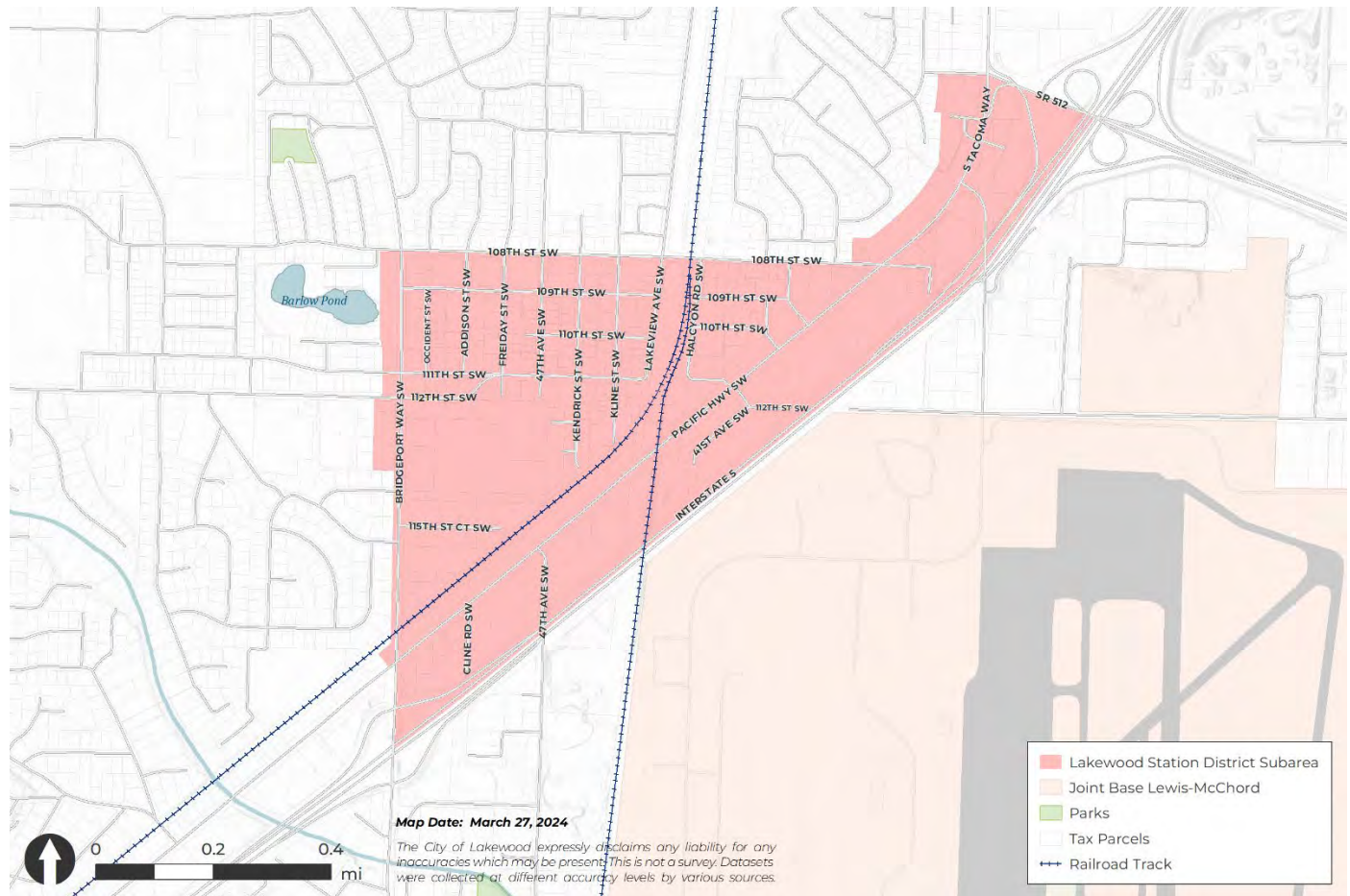
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

The area in and around the Towne Center Mall is envisioned as a magnet for intensive mixed use urban development including higher density office and residential uses. At the north end of the Downtown subarea, the Colonial Center will serve as the hub of Lakewood's cultural activity. Higher quality, denser urban redevelopment is expected within the district, noticeably increasing social, cultural, and commercial activity. Streetscape and other urban design improvements will make this area more accessible and inviting to pedestrians.

11.2.2 2021 Lakewood Station Subarea Plan

The Lakewood Station Subarea, shown in Exhibit 11-3, is intended to become a new high-density employment and residential district catalyzed by station-area development opportunities. A new pedestrian bridge connecting the Lakewood Sounder Station to the neighborhood to the north was completed in 2013. Numerous additional motorized and non-motorized access improvements to the Sounder Station will be completed in collaboration with Sound Transit by 2030.

Exhibit 11-3. Lakewood Station Subarea Boundaries.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

In 2021, the city adopted the Lakewood Station District Subarea Plan, Code and Planned Action. Under the Plan, a dense concentration of urban development with a major concentration of multi-unit housing, health care services, and shopping will be developed within walking distance of the Lakewood commuter rail station. A significant high density, multi-unit residential presence providing residents with both rental and ownership opportunities in the center of this area is encouraged. A total of 1,722 housing units and 1,276 jobs are planned for this area.

The Lakewood Station District Subarea Plan includes goals, policies, and strategies to implement its vision. Special emphasis is placed on design per the hybrid form-based development code to enhance the pedestrian environment and create a diverse new urban neighborhood. New open space opportunities consistent with the desired urban character will be realized in private and public developments to attract development.

11.2.3 2024 Tillicum-Woodbrook Subarea Plan

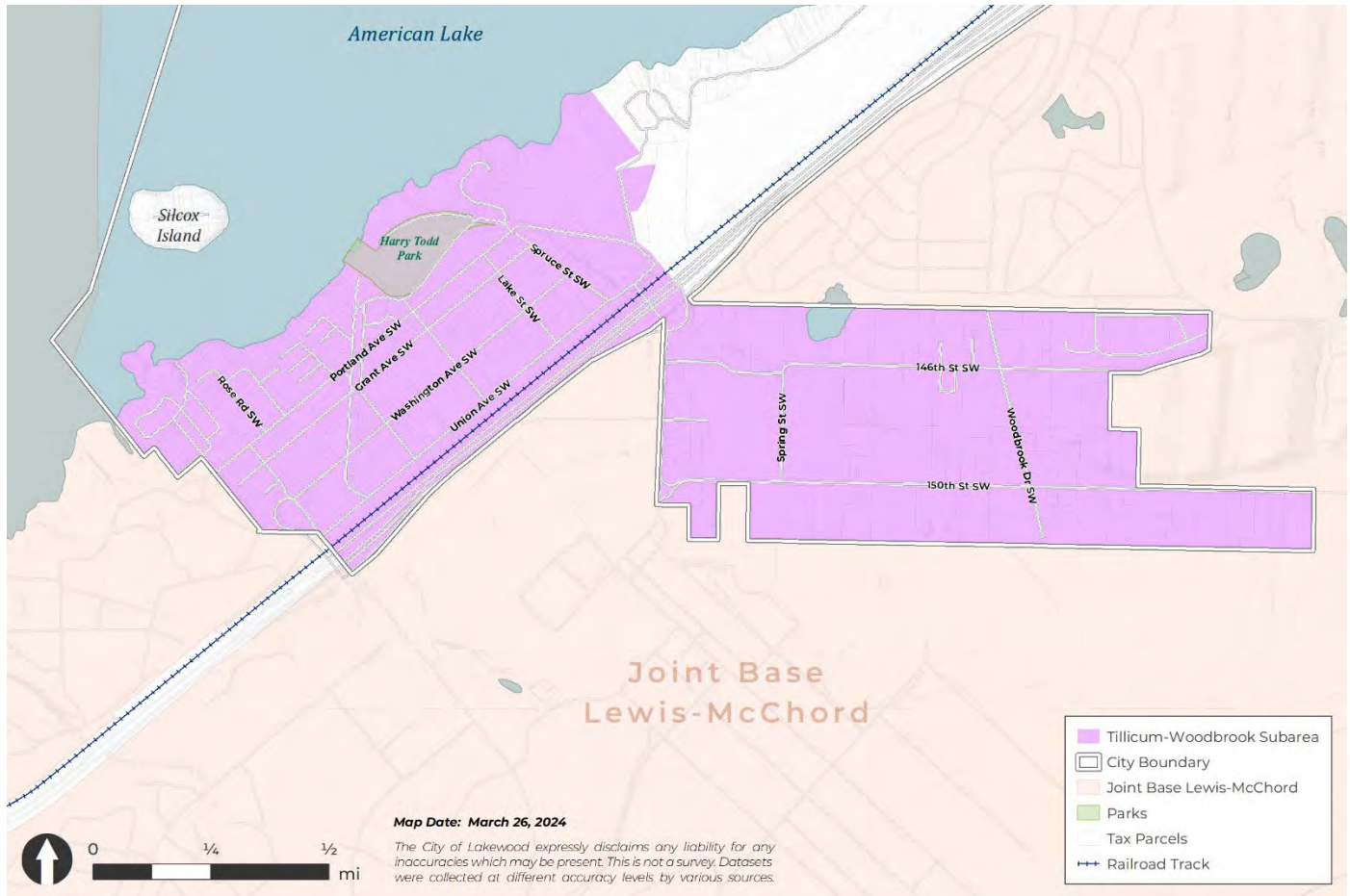
The Tillicum-Woodbrook Subarea Plan, shown in Exhibit 11-4, builds upon the previous 2011 Tillicum Neighborhood Plan, updating the initial focus to include the Woodbrook area to better integrate these connected communities. This revised plan is designed to guide Lakewood's development over the next two decades, covering land use, housing, economic development, and transportation.

The plan builds on the previous Plan with comprehensive goals, policies, and actions aimed at fostering a vibrant community. It proposes changes to support a mix of housing types and densities and enhance public spaces and community services. These efforts are directed towards creating an inclusive environment where public access is prioritized, and community landmarks are developed as focal points.

Economic revitalization is another key goal, with the plan highlighting the role of commercial expansion in Tillicum to stabilize and grow the local economy. It targets economic disparities with policies that support local employment opportunities and workforce development, aiming to boost people in the community.

Sustainability and resilience are also central to the TWSP, including initiatives like the Gravelly Thorne Connector and diverse housing strategies to mitigate displacement. The plan also promotes multimodal transportation and sustainable infrastructure to ensure the long-term viability of the neighborhood and equitable growth for Tillicum and Woodbrook residents.

Exhibit 11-4. Tillicum-Woodbrook Subarea Boundaries.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

11.3 Goals and Policies

11.3.1 General

/ SA-1: Provide subarea and redevelopment plans for targeted neighborhoods in the city to guide intended growth and development.

SA-1.1 Manage the Downtown Subarea as the city's PSRC-designated Regional Urban Growth Center according to the VISION 2040 Urban Center criteria.

SA-1.2 Develop and implement redevelopment and subarea plans for other areas such as the Springbrook, the Downtown, the Pacific Highway SW corridor, and selected residential arterials.

11.3.2 Downtown Subarea

/ DS-1 Implement the Downtown Subarea Plan.

DS-1.1 Consider the differences between the three distinct districts in the Downtown Subarea as part of planning:

- **Colonial**, which includes colonial-style commercial buildings and the historic Lakewood Theater.
- **Town Center**, which contains the upgraded Lakewood Towne Center, an auto-oriented shopping area with stores and restaurants, a transit center, the Lakewood Playhouse, and City Hall. Note that when referring to the district as a whole, "town" is used in these policies, and when referring to the private mall, "towne" is used.
- **East District**, which is at the intersection of Bridgeport Way SW and 100th Street SW has a mix of large auto-oriented commercial centers and smaller strip-commercial properties along arterials.

DS-1.2 Implement a hybrid form-based code for the Downtown to regulate streetscapes and frontages according to different street types.

DS-1.3 Include overlay areas within the Downtown Subarea to provide more specific design standards based on location and context:

- The **Colonial Overlay (C-O)** is a special design district that preserves the unique colonial style aesthetic within that area.
- The **Town Center Incentive Overlay (TCI-O)** district allows for the holistic development of the Lakewood Towne Center in alignment with the vision and policies of the Downtown Plan.
- The **Low-Impact Mixed-Use Roads (LIMU-O)** district supports the transformation of the Downtown District according to the Downtown Plan and the fulfillment of the

purpose of the CBD zone but allows for existing single-family residential development to remain in place.

- The **Transition Overlay (TO)** is any property or portion of a property in the Downtown District that is within 100 ft. of an abutting single-family residential zone or mixed residential zone. Properties within the Downtown District that are separated from a single-family residential or mixed residential zone by a city-owned right of way of at least 60 ft. in width do not have to provide a transition area. The TO provides a buffer between higher intensity uses in the Downtown Subarea and lower intensity uses in the residential zones that surround downtown.

/ DS-2 Urban Design + Land Use: Define Downtown Lakewood as a dynamic mixed-use urban center with diverse and intensive development, high-quality public spaces, and vibrant cultural and commercial activities.

- DS-2.1 Promote redevelopment of the Central Business District as a mixed-use urban center that anchors the Downtown and bolsters Lakewood’s sense of identity as a city.
- DS-2.2 Develop Downtown as not only the “heart” of the city, but a regional urban center where commerce, culture, and government flourish.
- DS-2.3 Promote the Central Business District as the primary center for retail, office, public services, cultural activities, urban residential, and civic facilities of Lakewood.
- DS-2.4 Promote office development, open space, high density residential development and/or mixed-use development in the Towne Center.
- DS-2.5 Promote the Central Business District as a daytime and nighttime center for social, entertainment, cultural, business and government activity.
- DS-2.6 Adopt new urban design approaches to raise the aesthetic standards of the Downtown.
- DS-2.7 Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.

/ DS-3 Economic Development: Highlight Downtown Lakewood as a destination for commerce, culture, and community living by enhancing opportunities for business and residential development.

- DS-3.1 Develop Downtown as a destination for retail, office, public services, cultural activities (art, culture, and entertainment), urban residential, and civic facilities of Lakewood.
- DS-3.2 Ensure Downtown is home to a wide spectrum of businesses that reflect the area’s most competitive and desired industries.
- DS-3.3 Prioritize and market catalytic sites identified through this Plan for mixed-use development.

DS-3.4 Improve the comfort and safety of residents, business owners and employees, customers, and visitors to the Downtown through design, maintenance, and policing strategies.

/ DS-4 Housing: Support a diverse and inclusive residential environment in Downtown Lakewood by promoting varied housing options and supportive amenities for individuals and families of all backgrounds.

DS-4.1 Encourage a diversity of housing types to ensure housing choices for current and future residents, workers, military families, and to strengthen commercial areas.

DS-4.2 Provide increased densities and regulatory flexibility in Downtown development regulations to attract diverse housing for all ages, abilities, and incomes.

DS-4.3 Create mechanisms that attract and increase multifamily development Downtown.

DS-4.4 Support hosting quality cultural, educational, and recreational activities to attract families to live Downtown.

DS-4.5 Promote well-designed and maintained diverse mixed use and multifamily housing opportunities available to all incomes.

/ DS-5 Street Grids, Streetscapes & Public Spaces: Transform Lakewood Downtown into a dynamic, pedestrian-friendly hub that supports diverse social, cultural, and economic activities through strategic urban design and innovative parking solutions.

DS-5.1 Promote the Central Business District as a daytime and nighttime center for social, entertainment, cultural, business and government activity.

DS-5.2 Promote cultural institutions, performing arts uses, and recreational activities within the Central Business District.

DS-5.3 Consider the use of the city's eminent domain powers to establish public streets and public open spaces in the Lakewood Towne Center.

DS-5.4 Maintain a pedestrian-orientation in building, site, and street design and development in the Central Business District.

DS-5.5 Maintain an appropriate supply of parking in the Central Business District as development intensifies.

DS-5.6 Foster the evolution of a Central Business District that is compact and walkable and not defined by large expanses of parking lots.

DS-5.7 Consider parking requirements for higher density areas that offer sufficient parking and access as well as encourage alternative transportation modes.

DS-5.8 Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.

DS-5.9 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.

DS-5.10 Encourage the use of structured, underbuilding, or underground parking, where feasible with site conditions, to use land more efficiently.

DS-5.11 Encourage shared parking agreements within the Lakewood Towne Center.

DS-5.12 Focus investments in Downtown by promoting joint and mixed-use development and integrating shared-use parking practices.

/ DS-6 Transportation: Emphasize pedestrian and bicycle connectivity and transit use within the Downtown while accommodating automobiles.

DS-6.1 Balance the need for traffic flow with providing multi-modal travel options and supporting urban development in the Downtown.

DS-6.2 Emphasize pedestrian and bicycle connectivity and transit use within the Central Business District (Central Business District).

DS-6.3 Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the Central Business District and on individual sites.

/ DS-7 Park, Open Spaces & Trails: Support Downtown by developing public spaces and recreational amenities that promote accessibility and community engagement.

DS-7.1 Create public spaces and amenities in the Central Business District (Central Business District) to support Downtown businesses and residents.

DS-7.2 Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center.

DS-7.3 Invest in a quality park and recreation system to enhance economic benefit.

DS-7.4 Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.

DS-7.5 Increase emphasis on making Lakewood accessible and convenient for pedestrians and bicycle riders.

/ DS-8 Stormwater and the Natural Environment: Protect environmental quality in the Downtown, especially with respect to stormwater-related impacts.

DS-8.1 Protect the quality and quantity of groundwater.

DS-8.2 Require that development follow adopted stormwater standards that incorporate low impact development (LID) principles and standards:

- Where onsite filtration is feasible, it should be provided.
- Permeable surfaces should be considered for sidewalks.

/ DS-9 Utility Infrastructure (Water, Sewer, Power): Ensure the Downtown is provided with sufficient utility capacity to meet current and future needs.

- DS-9.1 Ensure Downtown features a connected public street grid and updated utility infrastructure to support densification.
- DS-9.2 Encourage energy efficient development in the Downtown Study Area.

/ DS-10 Community Partnerships and Organization: Strengthen Downtown Lakewood's revitalization by supporting organizations dedicated to economic, social, and safety enhancements.

- DS-10.1 Focus on the revitalization of the Downtown through partnerships among the city, business and property owners, and the community; develop an organization whose primary function is to support implementation of this Plan.
- DS-10.2 Support formation of business improvement organizations.
- DS-10.3 Support the formation of a Lakewood Towne Center association or similar organization to establish economic improvement strategies and to sponsor social and safety events.

11.3.3 Lakewood Station District Subarea

/ LS-1 Implement the Lakewood Station District Subarea (LSDS) Plan.

- LS-1.1 Develop the LSDS into a distinctive urban node with diverse uses such as regional offices, high-density residences, local businesses, and open spaces.
- LS-1.2 Coordinate with transit agencies to plan and develop the Lakewood Station Subarea as a multi-modal commuter hub.

/ LS-2 Land Use and Urban Design: Develop the LSDS as a vibrant transit-oriented, mixed-use community with supporting amenities.

- LS-2.1 Support transit-oriented development in the LSDS to capitalize on access to regional transit and proximity to Lakewood Station.
- LS-2.2 Support and incentivize mixed-use development near Lakewood Station and in the commercial areas along Pacific Highway and Bridgeport Way where there is capacity for increased intensity of development.
- LS-2.3 Integrate public open spaces into new development to create opportunities for public gathering and green spaces in the LSDS.

- LS-2.4 Maintain land use and zoning designations that support high density residential development as part of mixed-use developments and residential redevelopment.
- LS-2.5 Apply a hybrid-form based code to create an identifiable look and feel for the LSDS and to support safe pedestrian spaces.
- LS-2.6 Adopt standards, uses and incentives that allow the subarea to transition from its present condition to its desired vision.
- LS-2.7 Consider the designation of new Green Streets as opportunities arise, in coordination with public input.

/ LS-3 Housing: Promote diverse and affordable housing options in the LSDS that can accommodate a broad range of economic backgrounds, support local community investment, and prevent displacement.

- LS-3.1 Encourage a variety of housing types to ensure choice for current and future residents, workers, military families, and to strengthen commercial areas.
- LS-3.2 Support housing affordable to current LSDS residents through preservation where possible, as well as redevelopment activities.
- LS-3.3 Incentivize the development of market rate and affordable housing options for households with incomes at 60-120% of the area median income to preserve affordability in the LSDS and avoid displacement of existing residents.
- LS-3.4 Encourage homeownership options that allow local residents to invest in the community to gain equity and wealth.
- LS-3.5 Attract a mix of large and small builders that can provide new housing options at a variety of scales and levels of affordability.

/ LS-4 Economic Development, Business, & Employment: Advance economic growth in the LSDS to diversify local employment and services.

- LS-4.1 Support medical office and commercial office opportunities.
- LS-4.2 Encourage mixed-use development to expand opportunities for business and employment in the LSDS.
- LS-4.3 Support small business development to build on the diverse offering of goods and services to residents and workers in the LSDS.

/ LS-5 Transportation: Enhance accessibility and connectivity by developing comprehensive multi-modal transportation infrastructure and connections to key destinations.

- LS-5.1 Provide multi-modal transportation options to improve the flow of people and goods in the LSDS and to reduce auto-dependence.
- LS-5.2 Support pedestrians in the LSDS with sidewalk and infrastructure improvements that enhance safety and provide a more comfortable travel experience.
- LS-5.3 Enhance non-motorized connections to Lakewood Station and Pierce Transit facilities to encourage the use of regional and local transit.
- LS-5.4 Connect the LSDS to Downtown with enhanced pedestrian and bicycle facilities.
- LS-5.5 Publicly invest in the development and construction of streetscapes to support redevelopment in the LSDS.
- LS-5.6 Consider options for crossing Pacific Highway to provide a safe and efficient linkage between Lakewood Station and the Lakewood Landing development site.

/ LS-6 Utilities & Public Services: Expand infrastructure to support sustainable redevelopment and growth.

- LS-6.1 Ensure there is adequate utilities infrastructure to support redevelopment of the LSDS according to the vision.
- LS-6.2 Consider future agreements to support infrastructure development in the LSDS such as development agreements, latecomers agreements, fee assessments, improvement districts, and other tools.

11.3.4 Tillicum-Woodbrook Subarea

/ TW-1 Celebrate the Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library branch as the heart of the Tillicum-Woodbrook Subarea.

- TW-1.1 Encourage public and private investment in human services, Tillicum-Woodbrook Community Center, Tillicum Elementary School, and the arts.
- TW-1.2 Expand public access to American Lake to increase recreation opportunities for all residents.
- TW-1.3 Support youth activities and programs.
- TW-1.4 Invest in new community spaces and civic institutions in Woodbrook

/ TW-2 Increase visibility of Tillicum’s and Woodbrook’s diverse community by investing in leadership development and the neighborhood’s ability to advocate for community needs.

- TW-2.1 Invite all Lakewood residents to visit Tillicum-Woodbrook and celebrate its identity as a family-friendly neighborhood and as a regional destination.
- TW-2.2 Support and encourage community-based leadership development and capacity building through regular communication with neighborhood and civic organizations.
- TW-2.3 Celebrate Tillicum and Woodbrook’s history.
- TW-2.4 Ensure residents continue to live in Tillicum and Woodbrook.

/ TW-3 Diversify Tillicum’s and Woodbrook’s housing options to support current residents in Lakewood.

- TW-3.1 Encourage and support efforts to increase homeownership.
- TW-3.2 Provide for a range of housing options to meet community needs.
- TW-3.3 Encourage and support access to affordable, safe, and connected housing options.

/ TW-4 Connect Tillicum and Woodbrook to Lakewood and Pierce County through a multi-modal transportation network to increase access to employment and social activities.

- TW-4.1 Evaluate on-street parking needs in Tillicum and Woodbrook and implement curb management strategies as needed to ensure public access to businesses and homes in Tillicum and Woodbrook.
- TW-4.2 Invest in infrastructure to support mobility needs and address mobility barriers of neighborhood residents.
- TW-4.3 Prioritize investments in vehicle infrastructure to support connecting Tillicum and Woodbrook to other parts of Lakewood.
- TW-4.4 Provide opportunities for safe pedestrian and bicycle connections from Tillicum and Woodbrook to other portions of Lakewood.
- TW-4.5 Partner with local and regional transit agencies to provide reliable transit service to neighborhood residents to increase access to social and economic opportunities.

/ TW-5 Increase economic development opportunities within Tillicum and Woodbrook.

- TW-5.1 Support or foster relationships with educational institutions and employment organizations that encourage the development of higher education, apprenticeship and internship opportunities, and adult learning offerings to contribute to building community capacity and innovation.

TW-5.2 Continue to partner with Workforce Central, the Tacoma-Pierce County Economic Development Board, and the Lakewood Chamber of Commerce to provide support and resources to small businesses in Tillicum and Woodbrook.

TW-5.3 Support additional food resources, commercial development, job growth, and technical assistance in the Tillicum Woodbrook Subarea.

/ TW-6 Protect Tillicum and Woodbrook’s natural environment and increase adaptability and resiliency for Tillicum and Woodbrook as communities significantly impacted by air quality and climate change.

TW-6.1 Enhance quality of life in Tillicum and Woodbrook through the thoughtful placement and improvement of parks and recreational activities.

TW-6.2 Protect water quality in American Lake.

TW-6.3 Encourage the use of sustainable materials and building practices.

12 Transportation

12.1 Introduction

The content in this Transportation Element is consistent with state law, regional and countywide policies, and other elements of the Lakewood Comprehensive Plan, and will positively contribute to the region's transportation system over time. The goals and policies included here are based on local priorities but are also coordinated with the Comprehensive Plans of University Place, Tacoma, Steilacoom, and Pierce County.

Transportation planning in Lakewood must consider several major trends that will impact traffic patterns into the future:

- **Expected future growth.** Lakewood is planning for 9,378 more housing units, 574 emergency housing units, and 9,863 new jobs by 2044. This municipal growth, coupled with projected countywide and regional growth, will require Lakewood to plan creatively and efficiently for sufficient motorized and non-motorized ("active") community transportation systems. The 2024 Transportation Element updates are also due to recent changes in the GMA requiring cities to plan to accommodate specific numbers of housing units affordable to different income levels.
- **Proximity to major transportation corridors.** Lakewood is transected by Interstate 5 (I-5) and is immediately adjacent to State Highway 512 (Hwy 512), both major transportation corridors that will be more congested over the next 20 years. This will increase pressures on the city's main transportation corridors over time as travelers seek alternative routes when construction projects and/or natural disasters shut down highways for any length of time.
- **Parking supplies.** Public parking primarily exists in surface parking lots to support commercial, office, light industrial, and multi-family residential areas. There is an abundant supply of parking in most of these areas. While adequate parking is critical to any type of development, an oversupply of parking wastes resources and encourages a continuation of auto-oriented travel. Therefore, the city's parking goals and policies balance these two conflicting outcomes.
- **Expanded development capacity in residential areas.** The 2023 GMA requirements to allow for up to four middle housing units and at least two accessory dwelling units per lot in historically single-family areas will also require the city to proactively prepare for the resulting increased traffic and parking pressures in residential areas, particularly since much of these areas are not located close to transit options.
- **Climate change and resiliency.** 2023 changes to the GMA also require the city to also plan for climate change and resiliency, which will affect the Transportation Element through 2034 and beyond. In 2024, the Transportation Element is reflecting work done to date in preparation of more in-depth climate-related updates by 2029.

12.2 Background

12.2.1 Overview

In its 2023–2024 Strategic Plan, the City Council identified transportation projects as high priorities and adopted a goal to “provide safe, clean, well-maintained, and dependable infrastructure” with the following specific objectives:

- Implement capital infrastructure projects to improve transportation, park, and utility systems;
- Invest in preventative maintenance of facilities, parks, and streets to protect city assets;
- Advance infrastructure projects that enhance the city’s identity and diversity;
- Increase connectivity and accessibility.

The Council also adopted an Objective to “advocate for increased transportation and parks infrastructure funding.”

The goals and policies contained in the Transportation Element are informed by the City Council’s 2021-2024 Strategic Plan. They also reflect technical information from the 2015 Transportation Background Report and 2024 supplements to that report (see Appendix). The 2009 Transportation Background Report and the 2018 Downtown Subarea Plan Transportation Report provided information on existing transportation facilities, travel forecast data, transportation systems plans, LOS, and options for implementation.

This Element addresses the connection between transportation and land use; establishes means to increase travel options; describes desirable characteristics of transportation facilities’ design and operation; and addresses connectivity, access, traffic management, maintenance, and amenities for transportation improvements. The general principles underlying this Element include:

- Promote safe, efficient, and convenient access to transportation systems for all people.
- Recognize transit, bicycling, and walking as fundamental modes of transportation of equal importance compared to driving when making transportation decisions.
- Create a transportation system that contributes to quality of life and civic identity in Lakewood.
- Reduce mobile source emissions to improve air quality.
- Integrate transportation-oriented uses and facilities with land uses in a way that supports the city’s land use as well as transportation goals.
- Increase mobility options by actions that diminish dependency on SOVs.
- Focus on the movement of both people and goods.

There are several issues and realities affecting transportation planning and implementation in Lakewood:

- **Physical Features.** Natural obstacles, especially American Lake, Gravelly Lake, and Lake Steilacoom, constrict traffic flow options between the east and west halves of the city to a few arterial connections.

- **Existing Patterns.** Pre-incorporation, Lakewood's street network evolved in a pattern where few principal roadways connect a network largely composed of otherwise unconnected cul-de-sacs. Because of the city's geographic location, presence of natural features, and adjacent military installations, I-5, and SR 512 form primary connections with the rest of the region.
- **Alternative Transportation Modes.** There are few realistic alternatives to driving for most people in Lakewood. The city's current bicycle and pedestrian network does not provide safe links to all commercial areas, schools, community facilities, and residential neighborhoods. Alternative motorized modes include local and regional transit connections provided by Pierce Transit, Intercity Transit, and Sound Transit systems will improve connectivity as commuter rail and BRT service is established.

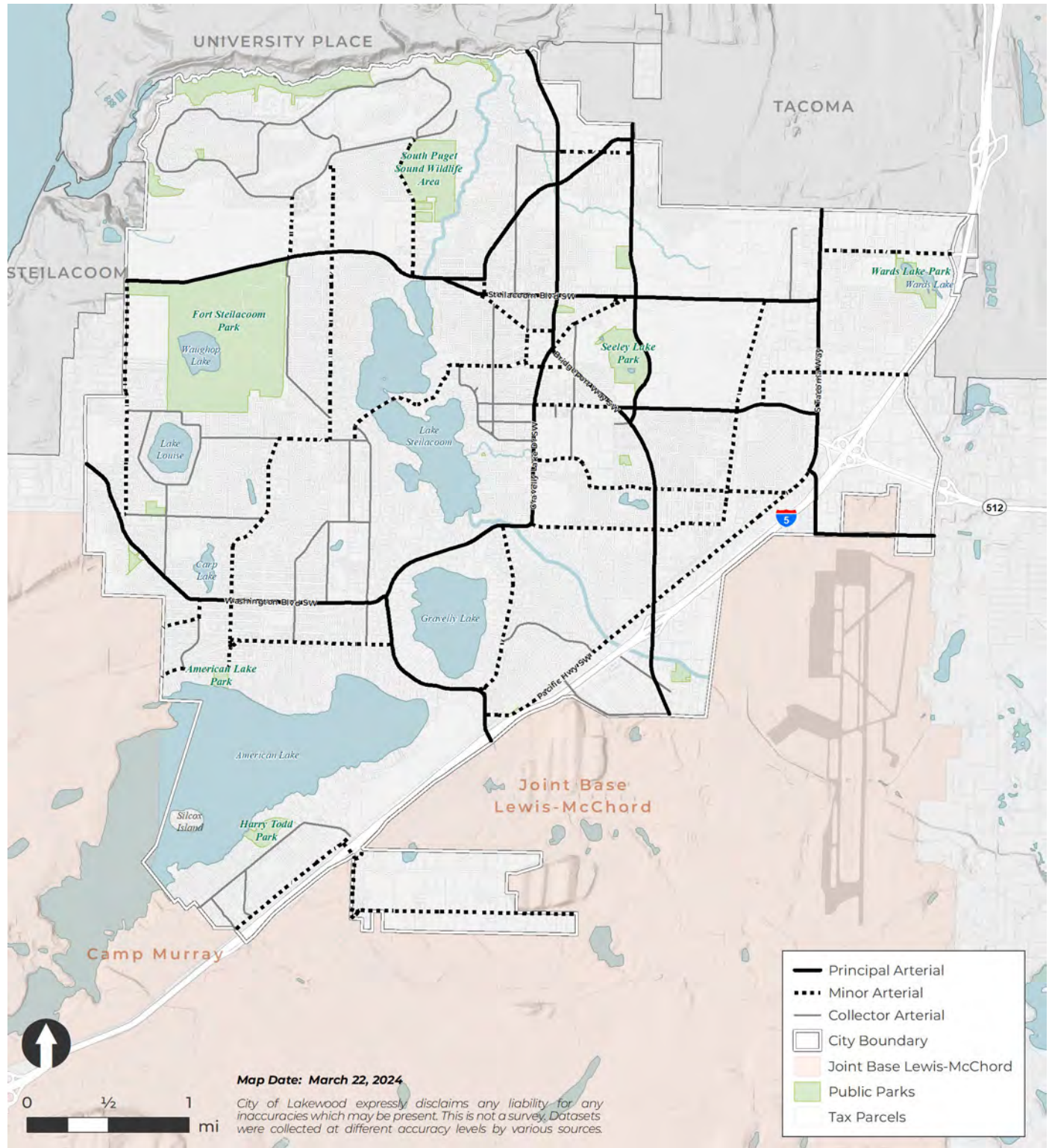
12.2.2 Street Classifications

For the purposes of managing the city's street network, the streets in the city can be classified as follows:

- **Principal arterials** (major 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** (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** (minor 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** (access streets) include all non-arterial public city roads used for providing direct access to individual residential or commercial properties. Service to through traffic movement usually is deliberately discouraged. This also includes private access roads.

The definition of the streets in Lakewood as part of these categories is provided in Exhibit 12-1.

Exhibit 12-1. Lakewood Street Classifications.



Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

12.2.3 Levels of Service

With respect to the transportation system in Lakewood, the target LOS thresholds for the system are established as shown in Exhibit 12-2:

Exhibit 12-2. LOS Standards for Lakewood Streets.

Area/Facility	LOS Threshold	Volume/Capacity (VC Ratio)
All arterial streets and intersections in the city, including state highways of statewide significance except as otherwise identified	LOS D	0.90
▪ Steilacoom Boulevard corridor between 88th Street SW and 83rd Avenue SW	LOS F	1.10
▪ Gravelly Lake Drive, between 1-5 and Washington Boulevard SW	LOS F	1.30
▪ Washington Boulevard SW, west of Gravelly Lake Drive		

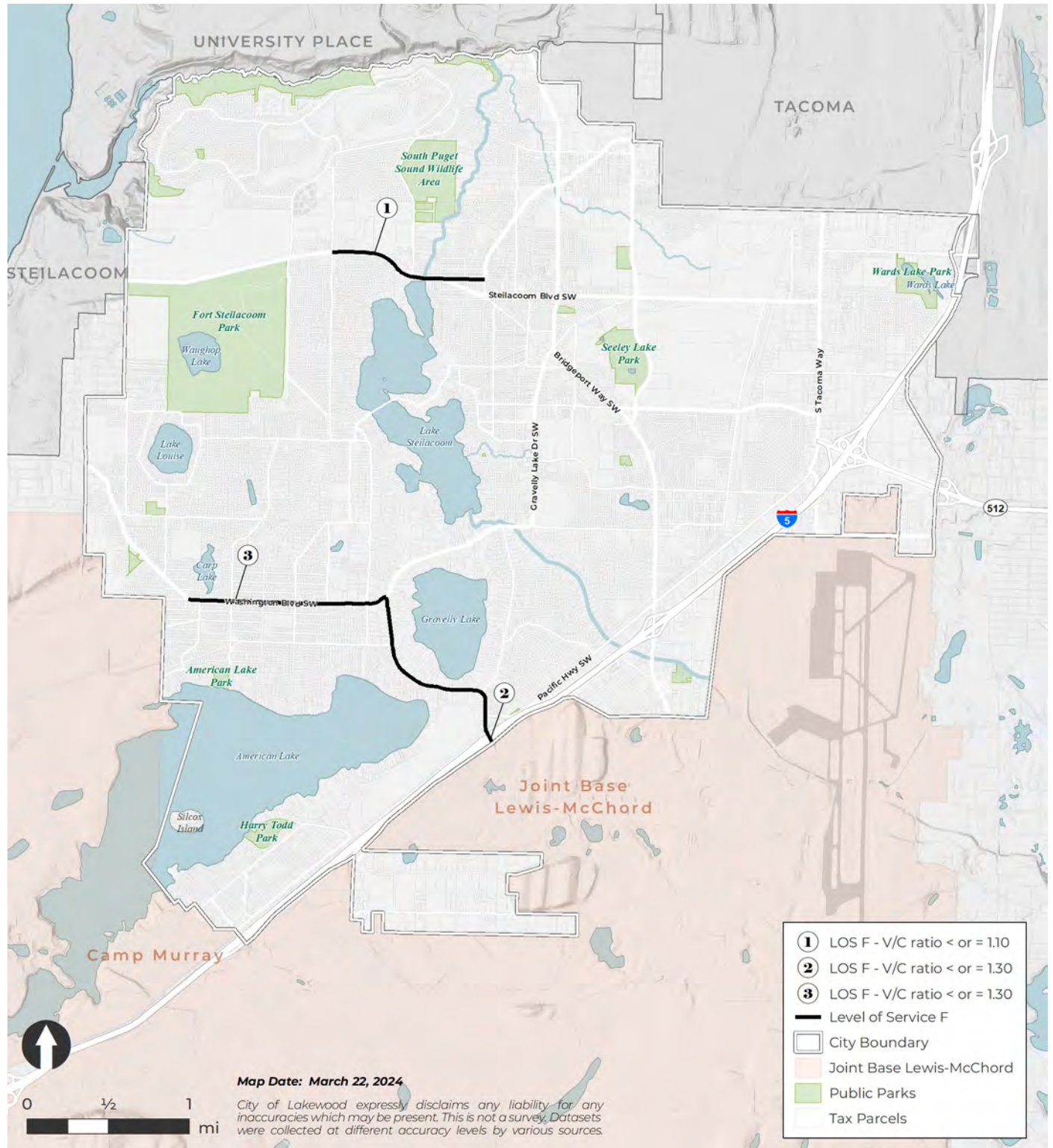
The specific corridors with thresholds of LOS F are also denoted in Exhibit 12-3. Note that the City may allow additional two-way and one-way stop-controlled intersections to operate worse than the LOS standards, but these instances should be thoroughly analyzed from an operational and safety perspective.

12.2.4 Recent Trends

An audit of the city's transportation system offers a detailed assessment of likely traffic patterns projected forward to 2044, evaluating how shifts in demographics and land use will impact transportation patterns and infrastructure needs.

Overall, the future focus of growth is expected to be in the Downtown/Central Business District and the Lakewood Station Subarea, which are anticipated to experience the most significant growth in terms of both housing and employment. Overall, growth projections from the audit also suggest that household and employment growth will occur in the rest of the city, but the concentration of this growth in specific urban centers will align with Lakewood's strategic objectives to boost density in these areas and support a more sustainable urban development model that could reduce reliance on vehicular traffic and promote public and non-motorized transport.

Exhibit 12-3. Lakewood Arterials Allowing LOS F Thresholds.



Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

It is expected under transportation modeling conducted that there will be significant changes in vehicle miles traveled (VMT) and travel patterns as a response to anticipated development. Under current growth assumptions without changes to the transportation system, there are several segments of that are expected to exceed LOS D:

- Pacific Highway SW (north of 108th St SW NB/EB)
- South Tacoma Way (north of 84th St SW SB/WB, north of 100th St SW NB/EB, south of SR-512 NB/EB)
- Steilacoom Blvd SW (west of Phillips Rd SW SB/WB, east of Phillips Rd SB/WB)
- Washington Blvd SW (west of Gravelly Lake Dr SW SB/WB)

These areas are expected to achieve LOS E without additional transportation improvements, with the segment of Steilacoom Blvd SW west of Phillips Rd SW SB/WB reaching LOS F.

Overall, historical traffic data analyzed from 2013 to 2022 also indicates a decline in traffic volumes on local streets, suggesting a shift in transportation preferences among Lakewood residents. This trend towards reduced vehicle usage, possibly accelerated by the adoption of remote work and digital services, suggests a potential for lower-than-anticipated future traffic growth rates. These findings reinforce the need for flexible, adaptive strategies in transportation planning to accommodate future shifts in travel behavior in Lakewood.

Employment within the city is suggested to be a continuing driver for traffic in the city. City employment has grown by an average of 2.2% per year since 2012, and meeting the CPP target of 39,735 jobs in the city by 2044 will necessitate an average growth in employment of about 1.8% per year over the next two decades. This employment growth will likely promote further urban development and densification, driving the need for robust transportation solutions that can support increased commuter flows without exacerbating congestion.

With respect to future transportation planning, the expected demographic and economic growth in key urban centers will need thoughtful, strategic planning to ensure that transportation infrastructure keeps pace with development. The focus on enhancing sustainable and efficient transportation options will be crucial in managing the environmental impact and improving the quality of life for Lakewood's residents.

12.3 Goals and Policies

/ TR-1 Provide a balanced, multimodal transportation system for the safe and efficient movement of people and goods.

- TR-1.1 Plan, develop, and maintain transportation infrastructure to meet the needs of all users, including drivers, transit riders, bicyclists, and pedestrians of varying ages and abilities.
- TR-1.2 Minimize the negative impacts of transportation improvements on low-income, disadvantaged, and special needs groups, as well as youth and older adults.
- TR-1.3 Increase availability and accessibility of alternative transportation modes like walking, biking, carpooling, and public transit, focusing on those without personal vehicles or with mobility needs.

/ TR-2 Ensure Lakewood's transportation system is designed for comprehensive, integrated, and safe access for all users of all ages, abilities, and transportation modes, including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

- TR-2.1 Classify all streets according to the following classification for policy and planning:
- Principal arterials;
 - Minor arterials;
 - Collector arterials; and
 - Local access roads.
- TR-2.2 Maintain the Lakewood Engineering Design Standards to provide standards for each roadway classification to guide implementation and attain the Complete Streets Objective.
- TR-2.3 Permit flexibility in adhering to the Lakewood Engineering Design Standards by considering context and user needs, ensuring alignment with relevant goals and policies.
- TR-2.4 Apply the functional classification system and transportation design standards to direct the development of new and upgraded transportation infrastructure.
- TR-2.5 Ensure transportation facilities are designed to harmonize with adjacent built and natural environments.
- TR-2.6 Implement and uphold a street light placement policy for new and redeveloped areas, focusing on pedestrian-friendly lighting in specified zones.
- TR-2.7 Develop an Americans with Disabilities Act (ADA) Transition Plan to identify and remove barriers to access for individuals with disabilities.

/ TR-3 Enhance transportation connectivity while minimizing impacts to residential and mixed-use areas.

- TR-3.1 Plan for street connections through undeveloped parcels to ensure integration with future development.
- TR-3.2 Connect public streets to improve multimodal connections and reduce impacts elsewhere in the transportation network.
- TR-3.3 Require that new developments include access to adjacent undeveloped land to facilitate future connectivity where feasible.
- TR-3.4 Provide for pedestrian and bicycle pathways in areas where terrain, right-of-way limitations, or other constraints prevent street connections.

/ TR-4 Use standard criteria to monitor LOS for multimodal transportation.

- TR-4.1 Use the latest Highway Capacity Manual's LOS criteria to assess road performance.
- TR-4.2 Set LOS and volume-to-capacity (V/C) ratio thresholds for arterials and intersections to maintain transportation concurrency.
- TR-4.3 Maintain multimodal LOS and concurrency standards for transit, pedestrian, and bicycle facilities.
- TR-4.4 Work with neighboring jurisdictions to provide consistent LOS standards for shared roadways.
- TR-4.5 Coordinate arterial operations and enhancements to meet transit LOS standards set by local and regional transit authorities.
- TR-4.6 Incorporate multimodal mitigation strategies in development reviews to address LOS impacts.
- TR-4.7 Allow deviations from LOS standards at two-way and one-way stop-controlled intersections after thorough operational and safety evaluations.
- TR-4.8 Align land use policies with street and network LOS standards, incorporating traffic management approaches and promoting development in areas meeting LOS criteria.

/ TR-5 Ensure safe and accessible connections to properties.

- TR-5.1 Restrict street access as needed to ensure the safe and efficient operation of the existing system while allowing reasonable regular access.
- TR-5.2 Limit direct arterial access when alternative routes are available.
- TR-5.3 Provide full access to properties along local residential streets unless sufficient alley access is present.

TR-5.4 Discourage the abandonment of full-length alleys.

TR-5.5 Collaborate with neighboring jurisdictions to standardize access restrictions to arterials and highways of regional importance.

TR-5.6 Facilitate efficient access for emergency responders to public and private properties.

/ TR-6 Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses.

TR-6.1 Decrease dependence on automobiles in neighborhoods and Downtown while accommodating their use.

TR-6.2 Maintain smooth traffic flow and pedestrian safety on arterials and major transport routes through operational changes such as optimal timing and synchronization of traffic signals.

TR-6.3 Conduct an analysis of existing conditions prior to any street reclassifications to substantiate the rationale for the change.

TR-6.4 Limit the change of residential streets to collector or arterial classifications, except in cases of significant community-wide need.

TR-6.5 Reduce the effects of freight traffic on residential areas and other sensitive land uses.

TR-6.6 Reduce the visual and noise impacts of roadways on neighboring properties and users.

/ TR-7 Protect the city's investment in current and future through sustainable maintenance and preservation.

TR-7.1 Coordinate street preservation and maintenance tasks to reduce life-cycle costs.

TR-7.2 Construct and maintain sidewalks to provide continuous and safe connections.

TR-7.3 Align significant utility projects with roadway maintenance and preservation scheduling to lessen neighborhood disruption and costs.

TR-7.4 Secure sustainable funding sources for the preservation and maintenance of the transportation system.

/ TR-8 Reduce traffic to meet state, regional, and city environmental and sustainability goals.

TR-8.1 Decrease reliance on single-occupant vehicles for regular travel.

TR-8.2 Reduce the work-related SOV trip mode share for the Lakewood Regional Growth Center (Downtown) to 65% by 2044.

TR-8.3 Require Transportation Demand Management improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.

- TR-8.4 Implement comprehensive commute trip reduction strategies in collaboration with local businesses, transit agencies, and other entities to decrease traffic.
- TR-8.5 Promote local commute trip reduction and TDM programs through targeted public awareness and education, especially for specific groups like teenagers and college students.
- TR-8.6 Provide High-Occupancy Vehicle (HOV) focused improvements on arterials to link high-density employment areas with transit hubs, BRT, and commuter rail stations.
- TR-8.7 Expand park-and-ride facilities for commuter rail and other transit in partnership with Pierce Transit, Sound Transit, and other potential parking providers.
- TR-8.8 Minimize the impacts of transportation infrastructure on the environment and climate
- TR-8.9 Enhance the energy efficiency and overall performance of the transportation system.

/ TR-9 Enhance safe, convenient, and inviting routes for active transportation such as walking and cycling to promote accessibility and healthy living.

- TR-9.1 Implement projects from the city's Non-Motorized Transportation Plan to link high-density areas with key destinations such as workplaces, schools, parks, and shopping centers.
- TR-9.2 Improve bicycle and pedestrian connections for greater connectivity.
- TR-9.3 Provide safe midblock crossings for pedestrians where possible.
- TR-9.4 Require non-motorized transportation improvements such as bicycle parking/lockers and streetscape upgrades as part of new development.
- TR-9.5 Coordinate with transit providers to encourage multimodal “first mile/last mile” connections with supporting improvements like bike racks and lockers.
- TR-9.6 Collaborate with neighboring jurisdictions to maintain consistent bike and pedestrian corridor planning and standards.
- TR-9.7 Prioritize traffic safety improvements at locations with high accident rates.

/ TR-10 Ensure parking supplies meet local demand while promoting alternative modes of transportation.

- TR-10.1 Establish flexible parking regulations to balance the need for adequate parking with objectives to decrease traffic.
- TR-10.2 Integrate TDM considerations in parking regulations and planning.
- TR-10.3 Permit the use of shared parking for different activities that have varying peak parking needs.
- TR-10.4 Consider transit service availability when setting parking standards.

TR-10.5 Implement parking lot design guidelines that minimize aesthetic, environmental, and public safety impacts.

/ TR-11 Promote a walkable, pedestrian-friendly Downtown.

TR-11.1 Implement transportation-related components of the Downtown Subarea Plan.

TR-11.2 Consider maximum parking requirements in high-density areas well-served by high-capacity transit (HCT) to encourage alternative transportation modes.

TR-11.3 Create a pleasant and safe walking and biking environment by regulating the placement of on- and off-site parking and managing streetscape design.

TR-11.4 Encourage structure or underground parking to reduce surface parking footprints.

TR-11.5 Encourage joint and shared parking solutions, particularly for mixed-use developments in Downtown.

TR-11.6 Integrate regional transportation standards into the planning of centers and areas around HCT stations.

/ TR-12 Align freight transportation planning by road and rail with industrial, commercial, and other land uses.

TR-12.1 Ensure clear signage for truck routes, especially in key areas of the city.

TR-12.2 Assess potential freight movement requirements in the SEPA review process for new developments.

TR-12.3 Consider freight access needs in commercial and industrial development standards where relevant.

TR-12.4 Identify and address potential conflicts between freight route users with solutions such as separating at-grade rail lines from arterials.

TR-12.5 Advocate for the continued use of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis-McChord.

TR-12.6 Discourage increased freight rail traffic beyond current levels of activity without sufficient mitigation of impacts.

/ TR-13 Maintain consistency with state, regional, and local transportation plans and projects.

TR-13.1 Coordinate with state and county authorities, neighboring jurisdictions, and transit providers to align transportation improvements, land use plans, and decision-making processes.

TR-13.2 Ensure transportation planning in Lakewood is consistent with the PSRC Regional Growth Strategy and Regional Transportation Plan.

- TR-13.3 Prioritize funding for transportation infrastructure and capital facilities investments in:
- The city's designated Regional Growth Center,
 - Adopted subarea boundaries,
 - Areas where historically disadvantaged populations have been disproportionately impacted, and
 - Designated Centers of Municipal Importance.
- TR-13.4 Engage in regional transportation planning efforts to develop and refine long-range strategies.
- TR-13.5 Regularly review the street classification system with adjacent jurisdictions to ensure consistency.
- TR-13.6 Support improvements to I-5 that promote safe connections between the highway and local communities.
- / TR-14 Improve the transportation system through collaborative efforts with other agencies and organizations.**
- TR-14.1 Engage transportation agencies early in development proposal reviews to identify transit-oriented design and amenity opportunities.
- TR-14.2 Advocate for and assist in the integration of regional and HCT systems with local transit services.
- TR-14.3 Partner with transit agencies to support ride matching, vanpooling, micro-transit, paratransit, and other HOV transportation.
- TR-14.4 Work with transit agencies to address requirements from new transit routes and frequencies, especially in residential areas and high-traffic corridors.
- TR-14.5 Work with WSDOT to accommodate HOV lanes on I-5 and SR 512 to meet the needs of the city and regional transit.
- TR-14.6 Pursue joint state and federal transportation grant applications with other jurisdictions on projects with mutual benefits.
- TR-14.7 Investigate the potential for local shuttle, micro-transit, and paratransit services in high-density areas with significant ridership prospects.

13 Urban Design

13.1 Introduction

This element describes the community's vision for the development of Lakewood's physical environment. It presents a framework of priority roads, gateways, open space connections, and focus areas. Urban design is especially important in multi-family residential areas to create satisfying and aesthetic places for residents. Urban design is particularly important in commercial areas to create vibrant and interesting places for people to shop, dine, and meet. Industrial areas require less extensive urban amenities, but urban design is still important to create economically viable and attractive industrial sites.

With incorporation, Lakewood inherited an established system of transportation and open space networks. With improvement, these networks can help fulfill the citizens' desire for a better regional image, more attractive gateways into the city, better pedestrian and bicycle accommodations, and better access to natural and recreation areas.

13.2 Background

Since incorporation, Lakewood's citizens have strongly expressed the need for the community to take control of its image, to grow into a recognizable city with a strong civic center, and to eliminate the negative aspects of its past.

This element begins the process of fulfilling a community vision of Lakewood as a fully evolved city that combines a defined sense of place and a collective unity of spirit as evidenced by an appealing, functional environment. Five major urban design building blocks are defined in this element to work toward this goal:

- Urban design needs related to specific land-use categories;
- The relationship of urban design to transportation planning and street classifications;
- A physical framework plan that identifies key elements that define the city's physical structure in terms of its open space network, civic boulevards, and major gateways;
- Urban design strategies for specific focus areas and specific actions for implementation; and
- Overall urban planning goals and policies to guide development of Lakewood's physical environment.

There are limitations as to how urban design can be addressed at the comprehensive planning level. For this reason, this element recommends the preparation and implementation of subarea plans to address priority areas at a scale allowing for the necessary attention to detail. Three subarea plans have been

adopted as of 2024: Downtown, Station District, and Tillicum-Woodbrook. The Comprehensive Plan identifies Springbrook and the International District as areas for future corridor or subarea plans.

Pending the adoption of future subarea plans in other parts of Lakewood, adherence to the citywide goals and policies will assist in carrying out some of the city's most pressing development priorities, including recognizing and supporting the city's International District and preserving and creating affordable housing for current and future residents.

13.3 Goals and Policies

/ UD-1 Support a strong sense of community in neighborhood business districts with distinct urban identities, higher intensities of uses, and local amenities.

- UD-1.1 Establish development standards and design guidelines for districts that support high-quality urban design.
- UD-1.2 Support a diverse mix of local activities in neighborhood business districts.
- UD-1.3 Facilitate placemaking and public art initiatives with community-based organizations.
- UD-1.4 Incorporate pedestrian-oriented site design measures and amenities to promote non-motorized linkages between mixed use districts and the existing open space network.
- UD-1.5 Encourage human-scale development of office and housing uses above retail in mixed-use areas and neighborhood business districts.
- UD-1.6 Develop pedestrian linkages between neighborhood business districts, parks, open spaces, and adjoining neighborhoods.
- UD-1.7 Improve public safety through design guidelines.

/ UD-2 Establish a system of gateways and urban corridors to provide identity to the city, foster appropriate commercial uses, and enhance the aesthetic character of the city.

- UD-2.1 Provide appropriate design improvements to treat the following streets as urban corridors:
 - The full length of Bridgeport Way;
 - Gravelly Lake Drive from Nyanza Road to Steilacoom Boulevard;
 - 100th Street from Gravelly Lake Drive to S. Tacoma Way;
 - S. Tacoma Way and Pacific Highway Southwest from the Tacoma City limits to Ponders Corner;
 - 112th Street from Nyanza Road to Bridgeport Way;
 - N. Thorne Lane from I-5 to Portland Street;
 - W. Thorne Lane between Portland Street and Union Avenue;
 - Portland Street between N. Thorne Lane and W. Thorne Lane;
 - Union Avenue from Berkeley Avenue to Spruce Street; and
 - Spruce Street from Union Avenue to Portland Avenue.
- UD-2.2 Provide appropriate design improvements to treat the following intersections as major gateways:
 - South Tacoma Way at Tacoma City limits;
 - 84th Street at I-5;
 - SR 512/I-5 at South Tacoma Way;
 - Bridgeport Way at South Tacoma Way/I-5;

- Nyanza Boulevard at I-5;
- N. Thorne Lane at I-5;
- Steilacoom Boulevard at city limits;
- Berkeley Avenue SW at I-5;
- Bridgeport Way at University Place city limits;
- Bridgeport Way at Gravelly Lake Drive;
- 100th Street at Gravelly Lake Drive; and
- 100th Street at Bridgeport Way.

UD-2.3 Implement additional gateway enhancement for Tillicum, Springbrook, and Woodbrook.

/ UD-3 Design streetscapes, nonmotorized pathways, and other rights-of-way as amenities and important public places.

UD-3.1 Provide attractive streetscapes and associated amenities, such as sidewalks, landscaping, benches, and lighting

UD-3.2 Adopt NACTO Urban Street and Urban Bikeway design guides as guidelines.

UD-3.3 Establish thresholds for public right-of-way improvements to be conducted as part of development projects.

UD-3.4 Require sidewalks on both sides of all new streets.

UD-3.5 Design intersections to safely accommodate both pedestrian and vehicular traffic.

UD-3.6 Develop and apply traffic-calming strategies to improve safety.

UD-3.7 Work with transit providers to incorporate transit stops and facilities into streetscape planning.

UD-3.8 Include curb ramps for sidewalks at all intersections to assist wheelchairs, strollers, and cyclists to meet ADA requirements.

/ UD-4 Recognize and support historically significant sites and buildings.

UD-4.1 Keep an updated inventory of historic resources and maintain a process to guide the preservation of important properties and buildings.

UD-4.2 Provide monuments, plaques, and design motifs to recognize or commemorate historic structures and uses in the city.

/ UD-5 Manage noise pollution to minimize nuisance and encourage a quality urban environment.

UD-5.1 Coordinate development regulations and noise attenuation programs to protect neighborhoods from excessive noise.

- UD-5.2 Partner with JBLM to reduce noise impact from McChord Field and develop noise attenuation strategies for air corridors in the city.
- UD-5.3 Require noise attenuation in the design and materials of new developments along arterial streets, I-5, SR 512, and within air corridors to lessen impacts from roadway and aircraft noise.
- UD-5.4 Collaborate with WSDOT to address freeway and highway noise concerns, balancing noise reduction with aesthetic considerations.
- UD-5.5 Work with WSDOT Rail Division, Sound Transit, Tacoma Rail, and Burlington Northern and Santa Fe to mitigate railroad noise, considering both noise reduction and aesthetics.
- UD-5.6 Integrate natural vegetation and design elements in noise mitigation and attenuation projects to enhance effectiveness and visual appeal.

/ UD-6 Ensure smooth transitions of land uses in scale and intensity between abutting neighborhoods and other uses.

- UD-6.1 Use buffers, landscaping, and building design and placement to ease the transition of scale and intensity between abutting residential uses of different densities and other uses.
- UD-6.2 Work with WSDOT to identify solutions to buffering the visual and acoustic impacts of I-5 and the railroad on sensitive neighborhoods.

/ UD-7 Preserve scenic views as contributors to Lakewood's quality of life.

- UD-7.1 Identify and protect sensitive views, view corridors, and/or visual resources.
- UD-7.2 Protect views of Mt. Rainier, the lakes, wetlands and creeks, Ft. Steilacoom, Flett Wetlands, and historic landmarks.

14 Utilities

14.1 Introduction

Consistent with relevant CPPs 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.

Utilities addressed in this element include stormwater, sanitary sewer, water, electricity, communications, solid waste, and natural gas. The purpose of this element is to ensure that:

- Adequate utilities are available,
- Equitable LOS for services are provided across the city;
- Public health and safety are guaranteed;
- Efficiencies and economies of scale are utilized, and
- Coordination is successfully achieved with regional and independent utility providers.

14.2 Background

As discussed in the Capital Facilities and Essential Public Facilities Element, Lakewood does not own or operate the city's sewer, water, power, refuse/solid waste, hazardous waste, or telecommunication utilities. Rather, the city has intergovernmental or interagency agreements with the following entities to provide urban services:

Exhibit 14-1. Major Utility Providers in Lakewood.

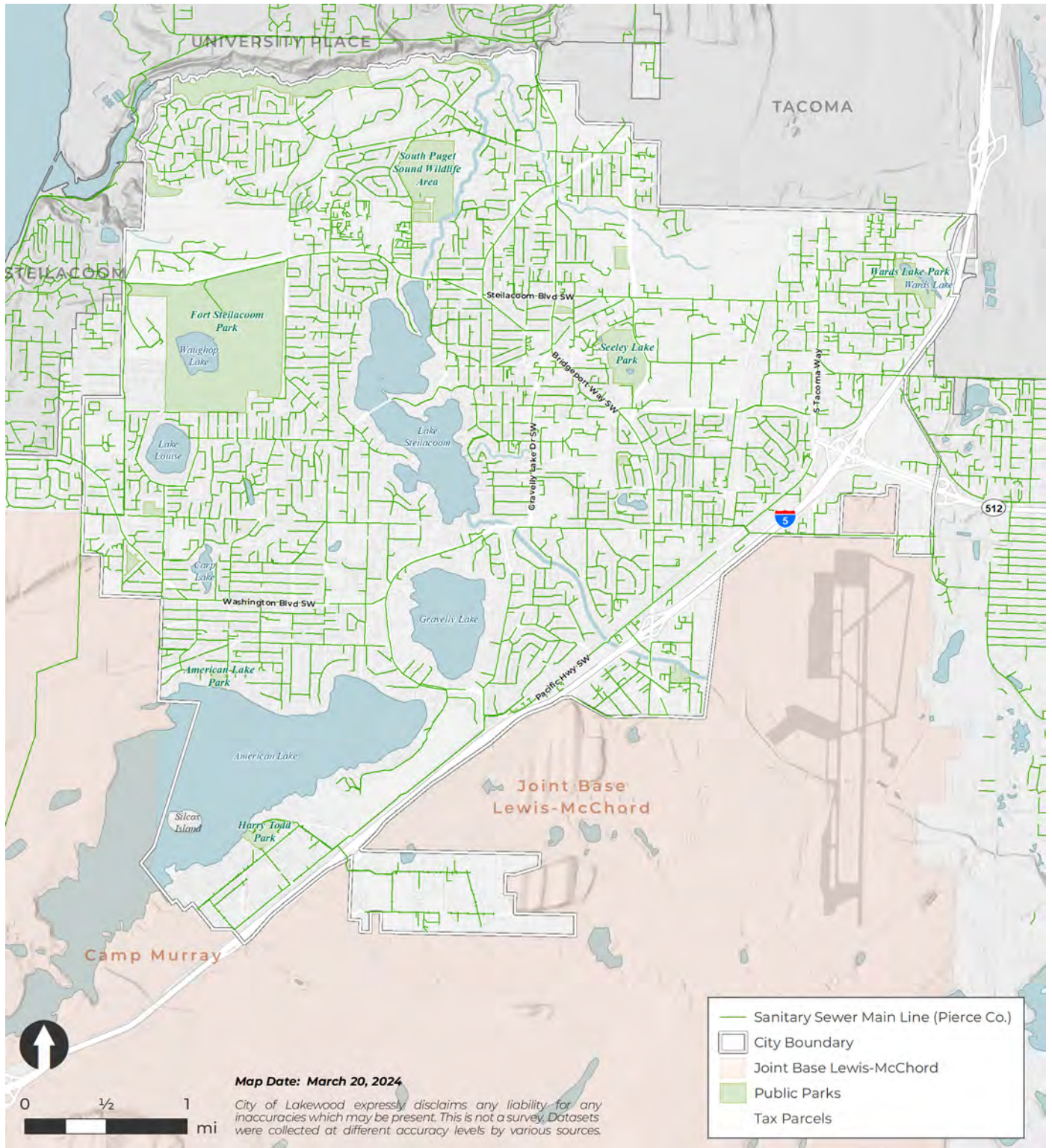
Service / Utility	Agency
Sewer	Pierce County Public Works
Water	Lakewood Water District, Parkland Water District
Electricity	Tacoma Power, Puget Sound Energy, Lakeview Power
Natural Gas	Puget Sound Energy
Telecommunications	Private communications companies
Refuse/Solid Waste	Waste Connections

Background data used in the development of this element's goals and policies and specific capital programs to implement them are included in the 2000/2004/2015/2024 Background Report. Analysis demonstrating the ability of each utility system to meet the demands of growth projected by this plan are discussed in Section 3.11 of the 2024 Comprehensive Plan Supplemental EIS.

Major services provided include the following:

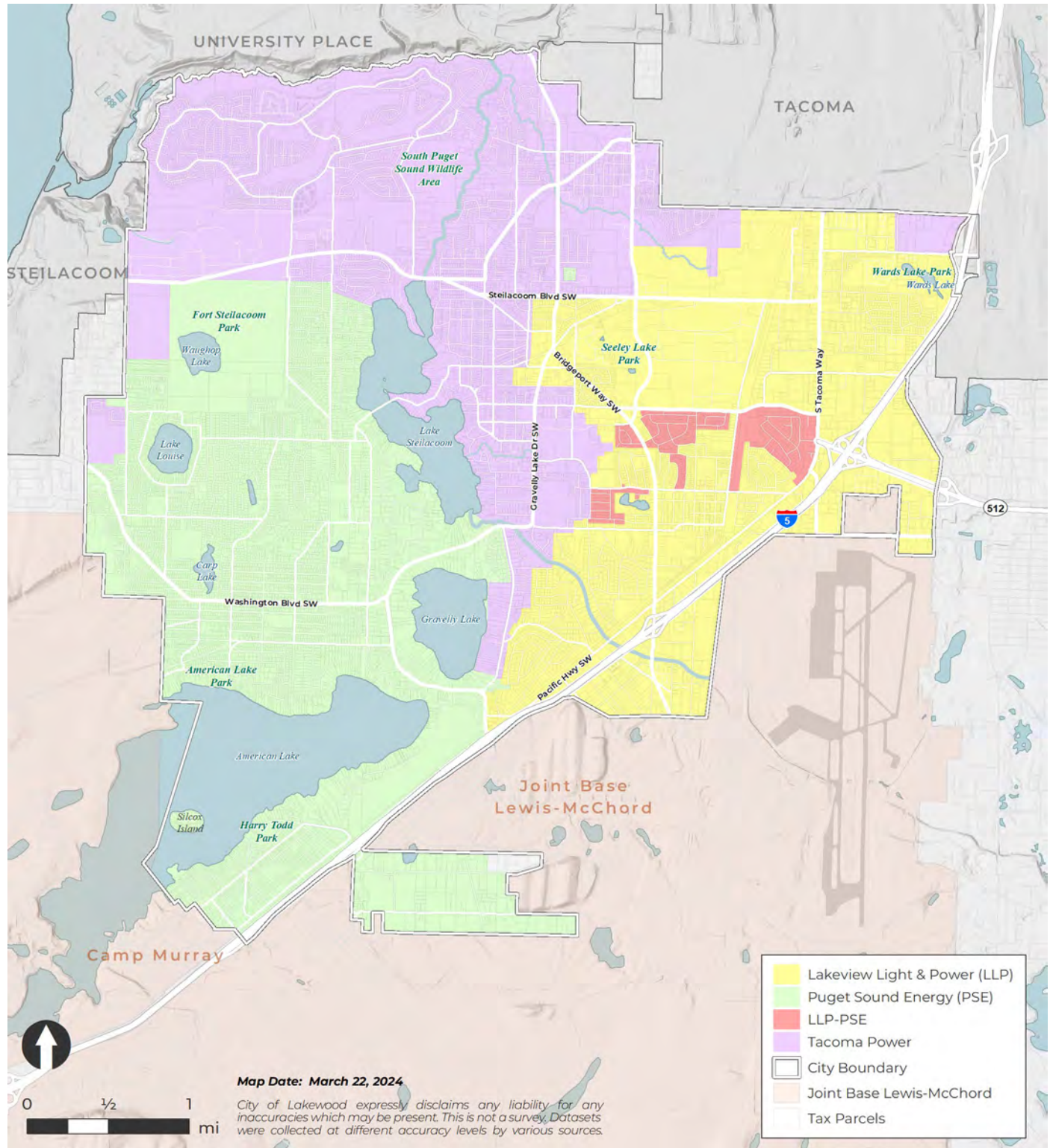
- **Sanitary Sewer.** Sewer service in the City of Lakewood is almost entirely provided by Pierce County Public Works and Utilities. Major sewer lines for the system are shown in Exhibit 14-2. This service was most recently expanded to serve the Tillicum and Woodbrook communities. Other providers include the Town of Steilacoom, which provides sewer service to Western State Hospital, and the City of Tacoma, who provides sewer service to the Flett subdivision, and to commercial and residential users located in northeast Lakewood.
- **Water.** The Lakewood Water District primarily provides water service to the City of Lakewood. Their system has expanded since it was established in 1943, to managing substantial infrastructure, including 31 active groundwater wells, 13 active tanks and reservoirs with 27 million gallons of capacity, and associated water treatment facilities as of 2023. Water sourced from these wells is exclusively groundwater, chlorinated before distribution, with no use of surface, desalinated, or recycled water. As of 2023, their retail service area encompassed 8.75 square miles and included 16,748 connections within the City of Lakewood, 866 connections in a small area of unincorporated Pierce County, 64 connections within the Town of Steilacoom, and 2 connections within the City of Tacoma for a total of 17,680 connections. They also provide wholesale water to the Town of Steilacoom and the Summit Water and Supply Company, as well as to other local water providers, for a total of 46,387 total connections.
- **Electricity.** Electricity providers in Lakewood include Lakeview Light & Power (LLP), Puget Sound Energy (PSE), and Tacoma Power. A map of the provider service areas is shown in Exhibit 14-3. Generally, Tacoma Power serves the northern sections of the city, Lakeview Light and Power serves the eastern sections, and Puget Sound Energy (PSE) serves the western portions of the city.
- **Natural Gas.** PSE is the exclusive natural gas provider for Lakewood. Natural gas is sourced from the Rocky Mountains and Canada, transported to PSE via interstate pipelines managed by Williams Northwest Pipeline, and then distributed through supply mains. Gas pressure is reduced at district regulators, providing this to distribution mains and service lines for residential, commercial, and industrial customers. The Operations Planning Department of PSE monitors development permits and land-use applications to plan for future natural gas facility needs.
- **Telecommunications.** Telecommunications, including phone and internet services, are delivered by a range of private providers in the city. Note that the Click! Network provided through Tacoma Public Utilities was transitioned to private ownership in 2020, leaving no publicly provided internet companies serving Lakewood.
- **Solid Waste.** In Pierce County, solid waste management is coordinated under the 2021 Tacoma-Pierce County Solid Waste Plan, which covers waste management and recycling activities. In Lakewood, solid waste and recycling are managed by Waste Connections, a private entity under city contract, which operates a significant transfer station on Steilacoom Boulevard.

Exhibit 14-2. Lakewood Major Sanitary Sewer Lines.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 14-3. Lakewood Electricity Providers.



Source: City of Lakewood, 2024; Pierce County GIS, 2024.

14.3 Goals and Policies

/ UT-1 Maintain an inventory of the approximate location and capacity of both current and planned utility facilities.

- UT-1.1 Integrate utility corridor and facility data into the city's Geographic Information System (GIS), and ensure this information is regularly updated through consultations with private utility providers.
- UT-1.2 Collaborate with utility providers to align the location of existing and future utility facilities with the broader objectives outlined in the Comprehensive Plan.

/ UT-2 Ensure public utilities are provided at levels of service that are adequate and in alignment with land use planning, environmental protection, and redevelopment needs.

- UT-2.1 Promote planning for utility services and facilities that are consistent with the growth and development strategies prescribed in the Comprehensive Plan.
- UT-2.2 Collaborate with utility providers on conservation efforts.
- UT-2.3 Encourage the siting, construction, operation, and decommissioning of utility systems to minimize adverse impacts on neighboring land uses.
- UT-2.4 Condition development approval on the capacity of existing utility systems to support the development without decreasing LOS, unless a financial commitment is made to provide service within a specified time frame.
- UT-2.5 Align the extension of utility services with anticipated growth and development patterns.
- UT-2.6 Collaborate with service providers and other utilities using rights-of-way to schedule improvements strategically, in order to minimize community disruption and reduce improvement costs.
- UT-2.7 Protect city rights-of-way and adjacent land uses from unnecessary impacts due to utility construction and maintenance.

/ UT-3 Provide efficient, cost-effective, and environmentally sound surface water and flood control solutions to maintain public safety, protect land uses, and maintain surface and groundwater quality.

- UT-3.1 Ensure the proper provision and maintenance of adequate storm and flood control facilities to manage surface flooding and comply with the National Pollutant Discharge Elimination System (NPDES) standards.
- UT-3.2 Maintain a state-approved Comprehensive Storm Water Management Program that meets or exceeds the standards of the National Pollutant Discharge Elimination System (NPDES).

- UT-3.3 Maintain the integrity of habitats as part of flood-control improvements.
- UT-3.4 Minimize increased impervious surface through design standards and public works policies.
- UT-3.5 Plan land acquisitions to address future needs for stormwater storage based on expected growth.
- UT-3.6 Participate in ongoing land management studies and water quality monitoring programs to manage pollutants.
- UT-3.7 Provide water quality education to the community in cooperation with the Pierce County Conservation District Stream Team Program.

/ UT-4 Ensure the costs for storm drain and flood-control systems are equitably shared by those who benefit from and contribute to them.

- UT-4.1 Require that new developments include on-site stormwater treatment facilities that comply with the city's stormwater management and site development standards, constructed concurrently with the development.
- UT-4.2 Require developers to bear the costs of necessary improvements to existing storm drain and flood control facilities, either through construction or fee payments.
- UT-4.3 Use benefit assessment and community facilities districts to distribute costs of specific local storm drain and flood-control improvements fairly between all beneficiaries.
- UT-4.4 Pursue funding opportunities to address roadway flooding in areas with insufficient storm drainage.
- UT-4.5 Support regular maintenance to storm drain and flood control facilities to ensure the capacity and function of the system is sustained.

/ UT-5 Coordinate efficient, economical, and ecologically sustainable sewage management to safeguard public health, preserve groundwater quality, and protect habitat.

- UT-5.1 Coordinate with Pierce County to ensure that sewer connection fees and monthly charges are sufficient to support the maintenance of existing facilities, and contribute to the operation, maintenance, repair, and replacement of these facilities.
- UT-5.2 Support Pierce County in assessing and meeting increased demand through the enhancement of existing facilities and/or the development of new collection and treatment infrastructure.

/ UT-6 Support a complete citywide sewer system and facilitate new growth by addressing service deficits and new demand.

- UT-6.1 Prioritize sewer extension projects areas expecting density increases or land use changes under the Comprehensive Plan.
- UT-6.2 Enforce mandatory sewer connections citywide.
- UT-6.3 Work with Pierce County, the City of Tacoma, and other jurisdictions to identify properties close to and within the UGA where sewer services are not provided, and coordinate with the appropriate agency to connect these properties to sewers.
- UT-6.4 Pursue external funding sources to extend major sewer lines, including grant funding and private development funding.
- UT-6.5 Require the construction of dryline sewers in roadways for developments beyond current sewer service areas, with mandatory covenants requiring future connection as a condition of approval for development.
- UT-6.6 Allow continued use of individual or community septic systems under suitable soil conditions until sewer connections become available.
- UT-6.7 Ensure that public sewage treatment and collection systems are installed and available for use concurrent with new development. Ensure the availability of public sewage treatment and collection systems concurrent with new developments.

/ UT-7 Ensure Lakewood has a safe and sufficient water supply with adequate storage and distribution facilities to meet future demand.

- UT-7.1 Maintain water supply and infrastructure levels to meet new growth demands, ensuring acceptable water pressure for fire flows and daily use.
- UT-7.2 Work with private water providers and governmental agencies to align new development approvals with existing water service capabilities.
- UT-7.3 Enhance water supply and fire flow capacity by coordinating interties with neighboring water purveyors.
- UT-7.4 Collaborate with other jurisdictions on long-term aquifer management.
- UT-7.5 Minimize water consumption through techniques such as site design, requirements for water-saving features in new construction, and promotion of water conservation practices.
- UT-7.6 Work with private water purveyors and the City of Tacoma to ensure new developments are responsible for the funding of capital investments to meet their service needs.

/ UT-8 Ensure that the city has a reliable, reasonably priced electrical supply that meets the demands of both existing and future land uses, maintains safety, and effectively integrates supporting infrastructure into the city.

- UT-8.1 Require that new developments demonstrate access to adequate electrical servicing.
- UT-8.2 Align the Puget Sound Energy Electrical Facilities Plan with city policy and use this plan as a guide for managing utility corridors and electrical facilities.
- UT-8.3 Preserve appropriate locations for power lines and electrical utility corridors and prohibit incompatible land uses that would be impacted by these facilities.
- UT-8.4 Coordinate the siting of electrical facilities and regulate development to protect from potential public health and welfare impacts.
- UT-8.5 Work with local energy providers to plan for future electrical infrastructure and ensure that existing facilities meet future developmental needs, manage aesthetic and health impacts, and are integrated into the community.

/ UT-9 Coordinate the installation of underground utilities with urban development initiatives, including new constructions, redevelopments, and significant street upgrades, to optimize aesthetic and functional cityscape improvements.

- UT-9.1 Coordinate the undergrounding of utilities with major street renovation projects to streamline construction efforts and minimize disruption.
- UT-9.2 Pursue funding to support undergrounding utilities in tandem with financing for road improvements to increase efficiency and project feasibility.
- UT-9.3 Require underground utility lines for all new developments, subdivisions, and major renovations where feasible.
- UT-9.4 Work with utility companies to develop strategic plans for the undergrounding of utilities, especially in visually significant areas such as Downtown and the I-5 Corridor.

/ UT-10 Use screening and landscaping around major utility structures to balance aesthetic concerns with operational integrity and environmental considerations.

- UT-10.1 Collaborate with utility providers to develop comprehensive right-of-way vegetation plans.
- UT-10.2 Require utility facilities to be reasonably and appropriately sited and screened to mitigate aesthetic impacts.
- UT-10.3 Support innovative approaches to fund improvements to address environmental and aesthetic impacts of utility infrastructure.

/ UT-11 Promote state-of-the-art local telecommunications systems to enhance connectivity, support economic growth, and improve public information access.

- UT-11.1 Align development regulations with public service obligations mandated for private utilities by federal and state laws.
- UT-11.2 Streamline the permit process for private utility facilities considering franchise agreements, development regulations, the Lakewood Comprehensive Plan, and existing codes.
- UT-11.3 Encourage and support telecommunications and cable companies expanding fiber optic networks and increasing network interconnectivity.
- UT-11.4 Collaborate with utility companies and public institutions, such as schools and colleges, to advance comprehensive community information services and promote local advancements to improve educational and business opportunities for residents.
- UT-11.5 Advocate for smaller, less intrusive telecommunications facilities that can integrate seamlessly into the existing environment.
- UT-11.6 Ensure the resilience of communications infrastructure during emergencies and disasters.
- UT-11.7 Regulate the siting, screening, and design of wireless, cellular, and antenna installations, ensuring these structures are reviewed fairly and predictably and consider federal and state requirements while minimizing visual and land use impacts.

/ UT-12 Support an integrated, efficient, and environmentally sustainable solid waste management system that includes reduction, recycling, and disposal.

- UT-12.1 Maintain comprehensive recycling and composting programs for both residential and commercial sectors, designed to maximize convenience and efficiency while diverting a wide array of materials from landfills.
- UT-12.2 Promote public and private recycling initiatives and supporting organizations.
- UT-12.3 Cooperate with government agencies, businesses, and institutions to plan and implement solid waste management strategies.
- UT-12.4 Maintain a residential hazardous waste program that ensures safe collection, recycling, and disposal of hazardous materials, emphasizing convenience and environmental safety.

/ UT-13 Ensure a reliable and safe supply of natural gas that is coordinated with city planning and meets expected needs for the future.

- UT-13.1 Work with providers to ensure that current and planned natural gas facilities can meet the expanded demands of existing and new development.
- UT-13.2 Ensure that natural gas facilities are designed and situated to integrate with surrounding land uses.

- UT-13.3 Protect gas line utility corridors from encroachment by incompatible uses and activities.
- UT-13.4 Consider the effects of climate change policy and changes in the consumption of different types of energy on the management of natural gas facilities in the city.

15 Implementation

15.1 Introduction

The adoption of a Comprehensive Plan does not complete the land-use planning process. Planning is an ongoing process, and the Comprehensive Plan is a living document that must respond to changing laws, changing local circumstances, and evolving community values. The success of Lakewood's comprehensive planning effort will be measured in the end by the degree to which the Plan is implemented; to ensure successful implementation, mechanisms must be in place to provide for ongoing administration, monitoring, and amendments.

This element differs in format from other Comprehensive Plan elements because it establishes specific mechanisms for responding to implementation needs. The purpose of the implementation approaches contained in this chapter is three-fold:

- Ensuring effective, fair, and impartial administration and enforcement of the Comprehensive Plan and its implementing ordinances and programs;
- Ensuring the Comprehensive Plan continues to reflect the needs and desires of the Lakewood community; and
- Ensuring the Comprehensive Plan is regularly reviewed and amended consistent with state law.

15.2 Purpose and Use of the Comprehensive Plan

The Comprehensive Plan provides a guide and general framework for development in Lakewood that reflects community desires. The goals and policies contained in the Plan will encourage and inform public and private investments in development but, by themselves, will not ensure that Lakewood becomes the community it wants to be. The City of Lakewood will use the Plan to help focus, design, and interpret needed ordinances, incentives, regulations, policies, and programs adopted to implement it.

The Comprehensive Plan will not be relied upon in reviewing applications for specific development projects, except when reference to the Comprehensive Plan is expressly required by an applicable development regulation.

15.3 Goals and Policies

15.3.1 Consistency

/ IM-1 Ensure that the Lakewood Comprehensive Plan complies with state, regional, and county requirements.

IM-1.1 Ensure the Comprehensive Plan is consistent with the provisions of the GMA.

IM-1.2 Ensure consistency of the Comprehensive Plan with the PSRC MPPs and Pierce County CPPs.

IM-1.3 Maintain clear documentation and references with regards to how the Comprehensive Plan integrates and fulfills these requirements.

/ IM-2 Ensure consistency and coordination between the Lakewood Comprehensive Plan and the Comprehensive Plans of Pierce County, Steilacoom, Tacoma, and University Place.

IM-2.1 Consider aligning policies that apply to common areas or issues with neighboring communities.

IM-2.2 Rely on consistent population projections, planning horizons, and other relevant data that are consistent with practices in Pierce County, Steilacoom, Tacoma, and University Place.

IM-2.3 Circulate Plan updates and amendments to Pierce County, Steilacoom, Tacoma, University Place, and other jurisdictions as needed.

/ IM-3 Ensure that the Lakewood Comprehensive Plan is an internally consistent document with clear steps for implementation.

IM-3.1 Develop an implementation strategy for the Comprehensive Plan that includes regulatory and non-regulatory measures needed.

IM-3.2 Ensure the implementation strategy for the Comprehensive Plan considers necessary changes to the Lakewood Municipal Code.

IM-3.3 Include a schedule for the adoption or amendment of the development regulations identified in the implementation strategy.

IM-3.4 Ensure that the implementation strategy is a public document available for review.

15.3.2 Public Engagement

/ IM-5 **Promote active engagement by residents and stakeholders in an open and transparent planning process, especially vulnerable populations and members of overburdened communities.**

- IM-5.1 Implement procedures for accessible public participation with the Comprehensive Plan and associated documents, including:
- Widespread distribution of proposals,
 - Opportunities for submitting written comments,
 - Public meetings with effective notice,
 - Ensuring environments for open discussion,
 - Maintaining communication programs,
 - Coordinating information services, and
 - Responding thoughtfully to public feedback.
- IM-5.2 Use diverse and accessible methods to communicate effectively with all members of the public throughout the planning process.
- IM-5.3 Strive for inclusive community engagement, drawing in groups previously underrepresented in planning discussions.
- IM-5.5 Demonstrate how public comments have been incorporated into the Comprehensive Plan and development regulation legislative actions.
- IM-5.5 Record all public meetings held for outreach for planning.
- IM-5.6 Clearly reference the sources of data used in the Comprehensive Plan and development regulations.

/ IM-6 **Coordinate updates and amendments to the Comprehensive Plan based on a regular schedule.**

- IM-6.1 Revise the Lakewood Comprehensive Plans and development regulations for compliance with GMA requirements by December 31, 2024, with subsequent reviews conducted on or before June 30, 2034 and every 10 years thereafter.
- IM-6.2 Coordinate a five-year periodic review of the Comprehensive Plan by December 31, 2029, and provide the Department of Commerce a progress report detailing implementation conducted for the Comprehensive Plan to that date.
- IM-6.3 Update the Transportation Element of the Lakewood Comprehensive Plan and create a Climate Change and Resiliency Element as part of the initial implementation progress report due by December 31, 2029, pending availability of funding.
- IM-6.4 Limit amendments and revisions to the Comprehensive Plan to no more than once annually.

IM-6.5 Permit emergency amendments to the Comprehensive Plan more frequently than once per year when necessary to address immediate concerns vital to the community's health, safety, and welfare.

15.3.3 Tribal Coordination

/ IM-7 Foster collaborative and respectful coordination with federally recognized Indian Tribes whose reservations or ceded lands are within Pierce County.

IM-7.1 Engage in good faith negotiations to develop a memorandum of agreement with any federally recognized Indian Tribe about collaboration and participation in the planning process upon receiving a Tribal resolution indicating their interests within Pierce County and intent for collaboration.

IM-7.2 Coordinate and collaborate on planning efforts with Tribes in areas of mutual interest, based on the guidelines and commitments established in the memorandum of agreement.

IM-7.3 Provide options for communication and engagement for Tribes which are not subject to a memorandum of agreement but have reservations or ceded lands in the city.

15.4 Implementation Strategies

While this Comprehensive Plan provides a complete set of policies for the City of Lakewood, the implementation of the Plan is implemented and executed through a range of different actions. This section outlines specific strategies that the city can employ to fulfill the goals and policies set out in each Element of the Plan.

For each action provided here as part of the strategies, the following information is provided:

- The other related Elements that could also be implemented through these actions;
- The expected lead departments/agencies and other potential partners involved with this work; and
- The expected timeline for this work, which in addition to periodic and regular actions, can include “short-term” actions intended over the 1–2 years after approval of the Plan, “moderate-term” actions intended to be completed before the five-year Plan review, and “long-term” actions intended to be completed five years or more from approval.

The following actions highlight how the Comprehensive Plan elements can be implemented but are not intended to be exhaustive. Ongoing policymaking, programming, and guidance are expected to be developed through the regular biennial budgets, individual plans and strategies by topic area, and ongoing planning by the City Council.

For the abbreviations below:

- CED = Department of Community and Economic Development
- PRCS = Department of Parks, Recreation, and Community Services
- PWE = Public Works Engineering

15.4.1 General

Actions	Related Elements	Lead/Partners	Timeline
GE-A Schedule and conduct regular updates and reviews of the Comprehensive Plan to comply with ongoing legal requirements and to address emerging community needs and priorities.	(all)	CED (Long Range Planning); Planning Commission	Regular/yearly
GE-B Maintain comprehensive and accessible public engagement procedures that encourage active participation from all community sectors, particularly vulnerable and traditionally underrepresented groups.	(all)	CED (Long Range Planning); City Manager; Lakewood's Promise Advisory Board; Youth Council	Short-term
GE-C Explore improved coordination with Tribal governments through memoranda of agreement.	(all)	CED (Long Range Planning); City Manager	Moderate-term
GE-D Develop a regular public reporting framework to identify and report progress on the implementation of Comprehensive Plan policies.	(all)	CED (Long Range Planning); Planning Commission	Short-term
GE-E Develop a methodology for a 5-year implementation status report as part of the Comprehensive Plan monitoring.	(all)	CED (Long Range Planning); Planning Commission	Moderate-term
GE-F Develop an annual legislative agenda and proactively engage with the county council, state legislature, and federal delegation to receive assistance in achieving city goals.	(all)	City Council; City Manager; all departments	Regular/yearly

15.4.2 Land Use

Actions	Related Elements	Lead/Partners	Timeline
LU-A Review zoning designations to confirm alignment with the revised Comprehensive Plan land use designations and the Future Land Use Map (FLUM).	Housing; Capital Facilities and Essential Public Facilities	CED (Long Range Planning); Planning Commission	Regular/yearly
LU-B Regularly monitor development trends and buildable land capacity and update the City Council on necessary Comprehensive Plan amendments to help meet growth targets.	Implementation (Public Engagement)	CED (Long Range Planning), CED (Development Services); Planning Commission	Regular/yearly
LU-C Examine minimum density standards in selected areas such as the Downtown to maximize land use for housing and employment.	Housing	CED (Long Range Planning)	Moderate-term
LU-D Simplify the city code to improve usability for developers and streamline use.	Housing	CED (Long Range Planning), CED (Development Services); Planning Commission	Moderate-term

15.4.3 Capital Facilities and Essential Public Facilities

Actions	Related Elements	Lead/Partners	Timeline	
CF-A	Conduct periodic assessments to ensure all city services and utilities comply with the Comprehensive Plan and effectively meet community needs.	Public Services; Utilities	PWE	Regular/yearly
CF-B	Regularly review the need for demand management strategies and conservation measures to address increases in service demand.	Public Services; Utilities	PWE; CED (Long Range Planning)	Moderate-term
CF-C	Periodically review the provision of urban services and utilities to the city's Urban Growth Area (UGA) to determine if service delivery is optimal.	Public Services; Utilities	PWE (Capital Projects); CED (Long Range Planning)	Short-term
CF-D	Maintain a transparent and efficient process for siting essential public facilities that considers environmental and community impacts.	Public Services; Utilities	CED (Long Range Planning); PWE (Capital Projects); Planning Commission	Moderate-term/ongoing
CF-E	Maintain and regularly revise the city's Capital Improvement Program.	Public Services; Utilities	PWE (Capital Projects); CED (Long Range Planning)	Regular/yearly

15.4.4 Economic Development

Actions	Related Elements	Lead/Partners	Timeline	
ED-A	Maintain an Economic Development Strategy to guide local actions that can enhance business growth and promote local economic development.	Land Use; Transportation; Public Services; Utilities; Housing	CED (Economic Development); City Manager	Moderate-term
ED-B	Provide regular reporting and analysis of local economic data (e.g., land use trends, employment forecasts, retail analyses) to support local actions.		CED (Economic Development)	Regular/yearly
ED-C	Regularly conduct comprehensive surveys and outreach among local businesses to pinpoint prevailing challenges and fine-tune business retention strategies		CED (Economic Development)	Regular/periodic
ED-D	Create marketing materials and supporting information about available tax incentives, grants, and other financial mechanisms that can assist in business development and economic expansion.		CED (Economic Development)	Short-term
ED-E	Engage in marketing and business retention and expansion activities to enhance the city's image as a prime location for business and investment, highlighting the city's strategic advantages and quality of life.		CED (Economic Development)	Ongoing
ED-F	Monitor city permitting and licensing processing times to identify any potential issues and determine necessary action.	Housing; Utilities	CED (Economic Development); CED (Development Services); PWE (Engineering Services)	Regular/yearly
ED-G	Enhance information sharing between the city, real estate brokers, developers, and financial institutions to keep the city informed about emerging development trends, available properties, current market vacancies, and pertinent economic issues.		CED (Economic Development); real estate representatives	Short-term/ongoing
ED-H	Maintain site selection resources to help match available commercial and industrial spaces with the specific needs of both new and established businesses in the community.		CED (Economic Development); Administrative Services (Information Technology)	Administrative Services (Information Technology)

15.4.5 Energy and Climate Change

Actions	Related Elements	Lead/Partners	Timeline	
EC-A	Increase community awareness about climate change through educational campaigns and local sustainability efforts through workshops and partnerships with local organizations.	Implementation (Public Engagement)	CED (Long Range Planning); PWE (Engineering Services)	Short-term/ongoing
EC-B	Develop a hazards management plan that includes strategies for both pre-incident and post-incident management to enhance community resilience.	Public Services	City Manager; West Pierce Fire & Rescue; Lakewood Police Department; neighboring communities	Moderate-term
EC-C	Work with transportation agencies on ongoing programs to improve and enhance public transit services and reduce the community's reliance on private vehicles.	Transportation	PWE (Transportation); WSDOT; Sound Transit; Pierce Transit; neighboring communities	Ongoing
EC-D	Increase the use of renewable energy sources like solar and wind power by the city.	Capital Facilities and Essential Public Facilities	CED (Long Range Planning); PWE (Engineering Services); PRCS (Property Management)	Short-term
EC-E	Promote energy and water conservation practices in the design, construction, and maintenance of city-owned buildings.	Capital Facilities and Essential Public Facilities	PWE (Engineering Services); PRCS (Property Management)	Short-term/ongoing
EC-F	Provide public information about conservation practices.	Implementation (Public Engagement)	CED (Long Range Planning); PWE (Engineering Services)	Short-term
EC-G	Review the feasibility of installing EV charging stations and implement installations where possible.	Transportation	CED (Long Range Planning); PWE (Transportation)	Short-term
EC-H	Develop an Energy & Climate Change Implementation Plan to guide the actions to carry out energy, climate change, and resilience policies from this Element.	Natural Environment, Transportation, Capital Facilities and Essential Public Facilities; Land Use	City Manager; CED (Long Range Planning); all departments	Short-term

15.4.6 Housing

Actions	Related Elements	Lead/Partners	Timeline	
HO-A	Regularly update and maintain a Housing Action Plan to provide strategic guidance on how best to achieve housing goals.	CED (Long Range Planning); CED (Housing & Community Services)	Moderate-term	
HO-B	Regularly compile statistics on housing construction and demolition by type to provide regular reports on changes to housing in the community and progress towards identified goals.	Land Use	CED (Development Services); CED (Long Range Planning)	Regular/yearly
HO-C	Periodically review the use of housing incentives such as the Multifamily Tax Exemption (MFTE) program to ensure these programs promote desired residential development in targeted areas and support the sustainability of diverse housing options within the community.	Land Use; Economic Development	CED (Economic Development)	Moderate-term
HO-D	Review the Building Code and Fire Code to determine options for reducing building costs and improving the efficiency of development without compromising the health and safety of building occupants.	Land Use; Public Services	CED (Long Range Planning); CED (Development Services); West Pierce Fire & Rescue (Fire Marshal)	Short-term
HO-E	Explore additional incentives for infill development to encourage the use of available capacity.	Land Use	CED (Long Range Planning)	Short-term
HO-F	Partner with developers and other organization to demonstrate diverse and innovative housing types that could address a variety of residential needs.		CED (Development Services)	Ongoing
HO-G	Provide support such as pre-approved plans to encourage the development of Accessory Dwelling Units (ADUs).		CED (Long Range Planning); CED (Development Services)	Short-term
HO-H	Coordinate with nonprofit organizations, regional housing authorities, and other agencies to plan for supportive housing to meet identified city targets.		CED (Long Range Planning); CED (Housing & Community Services); Community Services Advisory Board	Ongoing
HO-I	Coordinate outreach to manufactured home park owners and residents to facilitate preservation as affordable housing.		CED (Long Range Planning); CED (Housing & Community Services)	Moderate-term

15.4.7 Military Compatibility

Actions	Related Elements	Lead/Partners	Timeline
<p>MC-A Provide regular monitoring of city land use to identify activities that could negatively affect JBLM operations, ensuring all planning aligns with relevant growth and safety guidelines.</p>	Land Use	CED (SSMCP); CED (Long Range Planning); JBLM	Ongoing
<p>MC-B Maintain coordination efforts with JBLM through structured consultation and notification processes for any city actions potentially impacting military facilities</p>	Land Use	CED (SSMCP); CED (Development Services); CED (Long Range Planning); JBLM	Ongoing
<p>MC-C Act as the fiscal agent and provide administrative support for the South Sound Military & Communities Partnership, ensuring active participation at executive levels.</p>		CED (SSMCP)	Ongoing
<p>MC-D Amend local zoning codes and ordinances to include land use compatibility requirements, including those that promote sound attenuation and account aircraft safety and military operational noise.</p>	Land Use	CED (SSMCP); CED (Long Range Planning)	Short-term
<p>MC-E Engage with JBLM and surrounding communities through the SSMCP to provide comprehensive planning for the needs for off-base housing for base staff.</p>	Land Use	CED (SSMCP); CED (Long Range Planning); JBLM; neighboring communities	Ongoing

15.4.8 Natural Environment

Actions	Related Elements	Lead/Partners	Timeline	
NE-A	Maintain and periodically update the city's Critical Areas and Resource Lands Ordinance and related plans to incorporate the latest scientific research and adaptive management insights as required by the Growth Management Act (GMA).	Land Use	CED (Long Range Planning); PWE	Moderate-term
NE-B	Maintain the city's Shoreline Master Program (SMP) and Restoration Plan, consistent with Growth Management Act and the state Shoreline Management Act, including salmon recovery provisions.	Shoreline Master Program; Land Use	CED (Long Range Planning); CED (Development Services); PWE; American Lake Management District No. 1 Advisory Committee	Moderate-term
NE-C	Provide comprehensive environmental stewardship resources both online and in print, offering materials in multiple languages to increase engagement and distribution.	Implementation (Public Engagement)	CED (Long Range Planning); CED (Development Services); PWE	Short-term
NE-D	Provide public information about compliance with the city tree protections, especially with respect to the Oregon white oak.	Implementation (Public Engagement)	CED (Long Range Planning); CED (Development Services); PWE	Short-term
NE-E	Provide information to landowners and developers to encourage the use of non-structural methods for flood prevention and mitigation to maintain natural flood storage functions and reduce the impact of flood events.	Land Use; Implementation (Public Engagement)	CED (Development Services); PWE	Short-term
NE-F	Maintain surface and groundwater monitoring programs to support efforts to reduce pollution sources impacting major water bodies within the city.		PWE (Surface Water Management Program)	Ongoing
NE-G	Initiate projects to restore and enhance riparian zones to maintain their ecological functions, improve water quality and support biodiversity.		PWE (Surface Water Management Program); American Lake Management District No. 1 Advisory Committee	Short-term/ongoing
NE-H	Maintain and expand the urban forestry program to increase tree coverage, promote tree health, and ensure the preservation of significant tree stands throughout the city.		CED (Long Range Planning); CED (Development Services); PWE (Engineering Services); Tree Advisory Committee	Short-term/ongoing
NE-I	Ensure that the development process includes oversight to preserve the ecological functions of wetlands and achieve "no net loss" in wetland value and function.	Land Use	CED (Development Services); PWE (Surface Water Management Program)	Short-term/ongoing

Actions	Related Elements	Lead/Partners	Timeline
<p>NE-J Coordinate planning to develop and enhance safe public access to shorelines and lakes, ensuring the protection of natural habitats while promoting recreational use that does not compromise ecological health.</p>	<p>Land Use</p>	<p>CED (Long Range Planning); CED (Development Services)</p>	<p>Moderate-term</p>

15.4.9 Parks, Recreation, and Open Space

Actions	Related Elements	Lead/Partners	Timeline	
PR-A	Regularly update the Parks, Recreation, and Open Space Plan to reflect evolving community needs and ensure alignment with related city elements and strategies.	PRCS (all); Parks & Recreation Advisory Board	Moderate-term	
PR-B	Review barriers to access for individual parks and provide planning for the elimination of these barriers, including upgrades to meet Americans with Disabilities Act (ADA) standards.	Transportation; Capital Facilities and Essential Public Facilities	PRCS (all); Parks & Recreation Advisory Board	Short-term
PR-C	Implement and maintain engagement programs to involve residents, community groups, and stakeholders in the planning and development of park facilities and programs.	Implementation (Public Engagement)	PRCS; Parks & Recreation Advisory Board	Short-term/ongoing
PR-D	Develop programming for parks and public spaces that showcase local art and cultural elements that highlight the community's heritage and diversity.		PRCS (Operations & Maintenance); Parks & Recreation Advisory Board; Lakewood Arts Commission	Ongoing
PR-E	Provide regular reporting on park and open space improvements in the city and progress towards identified goals.		PRCS (Capital Projects); Parks & Recreation Advisory Board	Regular/yearly
PR-F	Pursue various external funding mechanisms, including federal, state, and private/non-profit grants, to finance park and recreation projects.		PRCS (Capital Projects); Parks & Recreation Advisory Board	Ongoing
PR-G	Ensure the city's website maintains user-friendly information about parks to improve visitor communication and engagement. This can include facility maps, trail maps, details about available amenities, and integration with on-site signage.		PRCS; Administrative Services (Information Technology); Parks & Recreation Advisory Board	Short-term/ongoing

15.4.10 Public Services

Actions		Related Elements	Lead/Partners	Timeline
PS-A	Conduct regular community outreach activities to educate the public about fire safety and hazardous materials management.	Implementation (Public Engagement)	West Pierce Fire & Rescue; Public Safety Advisory Board	Short-term/ongoing
PS-B	Regularly assess the impact of growth on emergency services to guide changes in management and resource planning.	Capital Facilities and Essential Public Facilities	West Pierce Fire & Rescue; Public Safety Advisory Board	Regular/yearly
PS-C	Coordinate plans to reduce EMS response times to four minutes.		West Pierce Fire & Rescue; Public Safety Advisory Board	Moderate-term
PS-D	Provide regular support from the city for community-based crime prevention programs.		Lakewood Police Department (Specialty Units); Public Safety Advisory Board	Moderate-term
PS-E	Maintain a comprehensive emergency management plan that includes pre-incident and post-incident strategies to address potential disasters.	Energy and Climate Change	City Manager; Public Safety Advisory Board; West Pierce Fire & Rescue; Lakewood Police Department; neighboring communities	Moderate-term
PS-F	Provide for regular engagement with public services providers to assess and address community needs through strategic planning and collaboration.	Implementation (Public Engagement)	West Pierce Fire & Rescue; Lakewood Police Department; City Manager; Public Safety Advisory Board	Short-term/ongoing
PS-G	Provide a framework for regular engagement with the local school district to ensure that school facilities planning can accommodate future students and potentially meet the needs for community facilities.	Implementation (Public Engagement)	Clover Park School District; PRCS (Operations & Maintenance); PRCS (Recreation)	Ongoing
PS-H	Explore the development of new library facilities, services, and outreach programs to meet growing demand, especially in underserved communities.		Pierce County Library System; City Manager	Ongoing

15.4.11 Subareas

Actions	Related Elements	Lead/Partners	Timeline
SA-A Develop and implement redevelopment and subarea plans for Springbrook, the Pacific Highway SW corridor, and selected residential arterials.	(all)	CED (Long Range Planning)	Moderate-term
SA-B Regularly monitor development trends and buildable land capacity within subareas and update the City Council on necessary Subarea Plan amendments to help meet subarea growth targets.	Land Use; Housing	CED (Long Range Planning); CED (Development Services)	Regular/yearly

15.4.12 Transportation

Actions	Related Elements	Lead/Partners	Timeline
TR-A Amend and regularly update the Lakewood Engineering Design Standards to ensure alignment with desired improvements to streetscapes and local transportation improvements.	Capital Facilities and Essential Public Facilities	PWE (Transportation)	Moderate-term
TR-B Regularly update and amend the city's six-year Transportation Improvement Program according to the priorities included in the Comprehensive Plan.	Capital Facilities and Essential Public Facilities	PWE (Transportation)	Regular/yearly
TR-C Implement a traffic safety program aimed at achieving zero fatalities and serious injuries using a Safe System Approach, with regular reviews and updates based on data analysis.	Public Services	PWE (Transportation); Lakewood Police Department	Moderate-term/ongoing
TR-D Revise and enforce design standards for pedestrian and bicycle facilities to align with national guidelines and local needs	Parks, Recreation, and Open Space; Capital Facilities and Essential Public Facilities	PWE (Transportation); PRCS (Capital Projects)	Short-term
TR-E Continue collaborations with county and regional entities to fund and implement significant multimodal transportation improvements	Capital Facilities and Essential Public Facilities	PWE (Transportation); City Manager	Ongoing
TR-F Develop and implement an ADA Transition Plan for city facilities and transportation infrastructure.	(all)	City Manager; all departments	Short-term
TR-G Provide guidance for Transportation Demand Management (TDM) strategies used by development projects as impact mitigation.	Land Use	PWE (Transportation); CED (Long Range Planning)	Moderate-term
TR-H Coordinate a commute trip reduction plan with local businesses, transit agencies, and other entities to decrease traffic.	Land Use; Economic Development	PWE (Transportation)	Moderate-term
TR-I Implement and regularly update the Non-Motorized Transportation Plan to highlight pedestrian and bicycle infrastructure as integral components of the local multimodal transportation system.	Capital Facilities and Essential Public Facilities	PWE (Transportation); PRCS (Capital Projects)	Moderate-term
TR-J Implement a street light placement policy focused on enhancing pedestrian safety through better lighting, especially in newly developed or redeveloped areas.	Capital Facilities and Essential Public Facilities	PWE (Transportation)	Short-term

Actions	Related Elements	Lead/Partners	Timeline
TR-K Coordinate a review of the potential for local micro-transit and "first mile last mile" services with Pierce Transit.		PWE (Transportation); Sound Transit; Pierce Transit; neighboring communities	Moderate-term
TR-L Work closely with WSDOT, neighboring jurisdictions, and regional transit authorities to ensure coherent transportation planning.	Capital Facilities and Essential Public Facilities	PWE (Transportation); WSDOT; Sound Transit; Pierce Transit; neighboring communities	Ongoing

15.4.13 Urban Design

Strategy	Related Elements	Lead/Partners	Timeline	
UD-A	Develop and implement community design guidelines for commercial, industrial, and multifamily residential development. These should consider the design elements and features that give specific areas a distinctive character.	Land Use; Housing	CED (Long Range Planning); CED (Development Services)	Moderate-term
UD-B	Develop an individual identity for the International District through branding, visitor engagement, and city-sponsored events.	Land Use; Economic Development	CED (Economic Development); CED (Long Range Planning); CED (Development Services)	Moderate-term
UD-C	Capitalize on historical sites in the area such as Fort Steilacoom, Lakewood Gardens, and the Lakewood Colonial Theater, as well as other local amenities like the lakes and parks.	Land Use; Parks, Recreation, and Open Space	PRCS (Recreation); Landmarks and Heritage Advisory Board	Moderate-term
UD-D	Provide guidelines and resources to encourage the inclusion of public art from local artists in development projects to enrich the urban environment and celebrate local culture.	Land Use; Housing; Parks, Recreation, and Open Space	PRCS (Operations and Maintenance); Lakewood Arts Commission	Moderate-term
UD-E	Create guidelines for unified design themes and consistent wayfinding for public street facilities to strengthen community identity.	Land Use; Transportation; Parks, Recreation, and Open Space	CED (Long Range Planning); CED (Development Services); PWE (Transportation); PRCS (Operations & Maintenance)	Moderate-term
UD-F	Collaborate with state or regional organizations to develop materials that encourage implementation of Universal Design standards for housing accessibility.	Land Use; Housing	CED (Housing & Community Services); CED (Development Services)	Moderate-term

15.4.14 Utilities

Strategy	Related Elements	Partners	Timeline	
UT-A	Maintain a comprehensive schedule to manage and update data on utility corridors and facilities with private utility providers.	Public Services; Capital Facilities and Essential Public Facilities	CED (Long Range Planning); Administrative Services (Information Technology); PWE (Engineering Services)	Short-term/ongoing
UT-B	Develop materials and engage with utility providers to ensure that the placement and planning of all utility facilities align with the goals and objectives of the Comprehensive Plan	Public Services; Capital Facilities and Essential Public Facilities	PWE (Engineering Services)	Short-term/ongoing
UT-C	Plan and implement necessary upgrades to flood control systems to meet NPDES standards.	Natural Environment	PWE	Short-term/ongoing
UT-D	Maintain a clear cost-sharing framework to fairly distribute the costs of storm drain and flood-control improvements among beneficiaries.	Natural Environment; Capital Facilities and Essential Public Facilities	PWE (Capital Projects)	Short-term
UT-E	Create plans for the undergrounding of utilities and coordinate these efforts with other infrastructure projects.	Capital Facilities and Essential Public Facilities	PWE (Capital Projects)	Moderate-term

16 Glossary

Accessory Dwelling Unit (ADU). A dwelling unit located on the same lot as a single-family housing unit, or duplex, triplex, fourplex, townhome, or other permitted housing unit. These can be “attached” which is located within or attached to the primary unit, or “detached” which consists partly or entirely of a building that is separate from the primary unit and is on the same lot.

Accident Potential Zones (APZ). Areas in the vicinity of military airfield runways where an aircraft mishap is most likely to occur if one were to occur. These areas are required to have limited development to prevent significant impacts from air accidents.

Activity Units (AUs). A measure of total activity used by PSRC that is calculated as the total of jobs and population.

Affordable Housing. Residential housing for households where monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of the household. Affordable housing is typically defined with respect to different income levels based on area median income, with 80% of median income (considered “low income”) typically used as the threshold for affordable rental housing.

Air Installation Compatibility Use Zone (AICUZ). A program developed by the Department of Defense to promote public health and safety and protect the operational capability of the air installation through the local adoption of compatible land use controls. These land use controls are intended to promote community growth that is compatible with the airfield operations.

Americans with Disabilities Act (ADA). The Act is a 1990 federal law designed to prohibit discrimination against people with disabilities in everyday activities and guarantee equal access to jobs, transportation, public facilities, and services.

Area Median Income (AMI). The household income that is assumed to be the median for a household within an area. For the purposes of housing, this is projected by the US Department of Housing and Urban Development and is assumed to represent the median income for a family household of four people. With respect to these calculations, Lakewood is assumed to be part of the Tacoma, WA HUD Metro Fair Market Rent Area.

Best Available Science (BAS). The most up-to-date information available for planning and development decision-making, which is defined and required by the Growth Management Act as per RCW [36.70A.172](#).

Buffer. An area contiguous with a critical area that is required for the integrity, maintenance, function, and stability of that critical area.

Bus Rapid Transit (BRT). A bus-based transportation system that includes additional features to deliver fast and efficient service, such as dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations.

Capital Facilities. Capital facilities are tangible assets that generally have a long useful life and include city and non-city operated infrastructure, buildings, and equipment. Under WAC [365-196-415](#), at a minimum, those capital facilities to be included in an inventory and analysis are transportation, water systems, sewer systems, stormwater systems, reclaimed water facilities, schools, parks and recreation facilities, and police and fire protection facilities.

Center of Municipal Importance (CoMI). A Center of Municipal Importance is designated to identify a local center or activity node that is consistent with regional and local planning. Such an area is intended to promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or are otherwise located in an established industrial area.

Climate Adaptation. Actions taken to adapt to unavoidable impacts as a result of climate change.

Climate Change. The change in global and regional climate patterns apparent from the mid- to late-twentieth century onward and attributed largely to increased levels of atmospheric carbon dioxide from the use of fossil fuels.

Climate Resilience. The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities.

Comprehensive Land Use Plan, Comprehensive Plan, or Plan. A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to Chapter [36.70A](#) RCW.

Concurrency. A state planning requirement to ensure that needed services and facilities are in place by the time development is completed and to be occupied, or that funding has been committed to provide such services within 6 years, as per RCW [36.70A.070\(6\)\(b\)](#) and WAC [365-196-840](#).

Consistency. A measure of whether any feature of the Comprehensive Plan or a regulation is incompatible with any other feature or a plan or a regulation. The Growth Management Act addresses consistency in three ways: (1) internal consistency of comprehensive plans, (2) consistency of zoning and regulations with the comprehensive plan, and (3) consistency with other jurisdictions.

Cost Burden. A measure of the percent of household income spent on housing and housing-related expenditures. Households that spend more than 30% of their gross income on housing, including utilities, are considered “cost-burdened”, while households spending more than 50% of their gross income are considered “severely cost-burdened”.

Cottage Housing. Detached residential units on a lot with a common open space that either: (a) is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20% of the lot size as open space.

Cottage. A detached, primary dwelling unit with a footprint of 1,000 square feet or less.

Countywide Planning Policies (CPPs). Under the Growth Management Act, counties and cities are required to collaboratively develop countywide planning policies to set the general framework for coordinated land use and population planning under RCW [36.70A.210](#).

Courtyard Housing. Up to eight attached dwelling units arranged on two or three sides of a yard or a court.

Covered Employment. Employment covered under state unemployment insurance which is identified as part of labor statistics in the state. Covered employment does not typically include self-employed workers, proprietors, and other non-insured workers.

Critical Aquifer Recharge Areas. Areas that are determined to have a critical recharging effect on aquifers used for potable water.

Critical Areas Ordinance (CAO). An ordinance provided under city code to protect the functions and values of ecologically sensitive areas while allowing for reasonable use of private property, through the application of best available science; implement the GMA and the natural environment goals of the Comprehensive Plan; and protect the public from injury and loss due to slope failures, erosion, seismic events, volcanic eruptions, or flooding.

Critical Areas. Areas and ecosystems that require protection of resources important to the natural environment, wildlife habitats, and sources of fresh drinking water. Under RCW [36.70A.030](#)(6), there are five types of critical areas: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Density. A measure of the intensity of residential development, usually expressed as the number of people, jobs, or housing units per acre.

Development Regulation. Controls placed on the development or land use activities including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, subdivision ordinances, and binding site plan ordinances.

Displacement. The relocation of current residents or businesses from their current location due to external factors. Displacement can be physical (e.g., the demolition or removal of a housing unit), economic (e.g., relocation due to rising rents), and/or cultural (e.g., ongoing displacement in a local cultural community hastened due to fewer social connections).

Duplex. Two primary attached dwelling units on a lot in any configuration intended for two separate households. Note that a single-family dwelling unit with an attached or detached accessory dwelling unit is not a duplex.

Dwelling Unit. One or more rooms located within a structure, designed, arranged, occupied, or intended to be occupied by one or more persons as living accommodations.

Easement. A grant by the property owner to the public, a corporation, or persons, of the use of land for a specific purpose and on or over which the owner will not erect any permanent improvements which serve to interfere with the free exercise of that right.

Environmental Impact Statement (EIS). A document that identifies potential environmental impacts of a proposed project or action, as required under the State Environmental Protection Act. This can include potential impacts on earth, water resources, plants and animals, land use patterns and environmental justice, plans and policies, population and employment, housing, aesthetics, cultural and historic resources, transportation, public services, and utilities.

Essential Public Facility. Capital facilities of a countywide or statewide nature which have characteristics that make them extremely difficult to site. Essential public facilities include, but are not limited to, sewage treatment plants, reservoirs, electrical substations and transmission lines, local airport and port facilities, landfills and solid waste transfer stations, senior high schools, community colleges, four-year colleges and universities, correctional institutions, special population diagnostic or treatment facilities, opioid treatment programs (including both mobile and fixed-site medication units), recovery residences, harm reduction programs (excluding safe injection sites), and inpatient facilities (including substance use disorder treatment facilities, mental health facilities, group homes, community facilities, and secure community transition facilities), stormwater retention or detention facilities serving large drainage basins, and major transit facilities.

Fish and Wildlife Habitat Conservation Areas. Areas necessary for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created.

Floor Area Ratio (FAR). A measure of development intensity calculated as the gross building area of qualifying improvements on a site divided by the net area of a parcel of property. This is typically expressed as a decimal (not as a percentage).

Fourplex. A building consisting of four primary attached dwelling units intended for four separate households on a lot in any configuration.

Frequently Flooded Areas. Lands in the floodplain subject to a 1% or greater chance of flooding in any given year. These areas could include, but are not limited to, streams, lakes, wetlands and their associated floodplains, flood fringes or the Federal Emergency Management Agency (FEMA) floodway. A flood hazard area consists of the floodplain, flood fringe, and FEMA floodway.

Future Land Use. Policy designations in the Comprehensive Plan that describe use types, densities, and intensities allowed in different areas of the city.

Future Land Use Map (FLUM). A required component of the Comprehensive Plan that shows the proposed physical distribution and location of the various land uses during the planning period.

Geologically Hazardous Areas. Areas that may not be suited to development consistent with public health, safety, or environmental standards, because of their susceptibility to erosion, sliding, earthquake, or other geological events. Types of geologically hazardous areas include erosion, landslides, and seismic hazards.

Goal. A broad, general statement of the community's desired long-term future state. Goals indicate what ought to exist in the community or what is desired to be achieved in the future.

Growth Management Act (GMA). The 1990 State Growth Management Act (Chapter [36.70A](#) RCW), as amended. This statute provides the basis for much of the urban planning in the state of Washington and includes requirements for comprehensive planning for communities.

Habitat. The place or type of site where a plant or animal naturally or normally lives and grows.

High-Occupancy Vehicle (HOV). A motor vehicle with two or more people traveling in it. This may include carpools, vanpools, and transit.

High-Capacity Transit (HCT). Public transportation services within an urbanized region operating principally on exclusive rights-of-way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways (RCW [81.104.015](#)).

Household. A group of people, related or unrelated, living within the same housing unit. This can include a person living alone, a family, or roommates.

Impervious Surface. A surface that cannot be easily penetrated by water, such as buildings or concrete paving.

Income-Restricted Housing or **Rent-Restricted Housing.** Housing units subject to a regulatory agreement, covenant, or other legal document on the property title requiring them to be available to households that can document their incomes as being at or below a set income limit and are offered for rent or sale at below-market rates.

Infill Development. Projects that build new structures on vacant or underutilized land in areas that were previously developed, typically without demolishing existing structures.

Infrastructure. Public and private physical assets that provide services necessary to support existing and future development, such as roads, public buildings, schools, parks, transportation, water, sewer, surface water and communication systems.

Level of Service (LOS). A measure of the performance of a public facility in providing necessary functions to meet public needs and expectations.

Location Quotient. The ratio of the proportion of local employment in a sector to the proportion of regional employment in the sector.

Major Transit Stop. A stop on a high-capacity transportation system such as commuter rail stops, stops on rail or fixed guideway systems, and stops on bus rapid transit routes.

Manufactured Home. A structure designed and constructed to be transportable in one or more sections and built on a permanent chassis, and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities that include plumbing, heating, and electrical systems contained therein.

Manufactured Housing Community. A site divided into two or more manufactured home lots for sale or lease and intended for permanent residential use.

Market-Rate Housing. Housing which is bought, sold, and/or rented in the open market with no restrictions on the purchase price or rent charged.

Middle Housing. Buildings that are compatible in scale and, form, and character with single-family detached houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, townhouses, courtyard apartments, and cottage housing.

Mixed Use Development. A project that combines more than one general category use on a site, such as residential, office, or retail. This can include “vertical” mixed-use where these uses are found in the same structure, or “horizontal” mixed-use where different uses are found in adjacent buildings on the same site.

Mode Split. The proportion of trips that use different modes of transportation.

Mode. A particular category of travel, such as walking, bicycling, driving alone, carpool/vanpool, bus/transit, ferry, or airplane.

Municipal Code or the **Lakewood Municipal Code (LMC).** The local law of the municipal corporation of Lakewood, duly enacted by the proper authorities, prescribing general, uniform, and permanent rules of conduct relating to the corporate affairs of the municipality.

Multicounty Planning Policy (MPP). An official statement adopted in VISION 2050 to provide guidance for regional decision-making, as well as a common framework for countywide planning policies and local comprehensive plans.

Multifamily Housing or **Apartment.** A structure containing five or more attached dwelling units located on a lot.

Multimodal. Issues or activities which involve or affect more than one mode of transportation, such as transportation connections, choices, cooperation, and coordination of various modes.

National Pollutant Discharge Elimination System (NPDES). A federal permit program created in 1972 by the Clean Water Act which addresses water pollution by regulating point sources that discharge pollutants to waters of the US.

Nonconforming Use. The use of a land or structure which was lawful when established but no longer conforms to current regulations. Typically, nonconforming uses are permitted to continue, subject to certain restrictions.

Nonmotorized Transportation. Any mode of transportation that utilizes a power source other than a motor, such as bicycling or walking.

Nonpoint Source Pollution. Pollution that enters water from dispersed and uncontrolled sources (such as surface runoff) rather than through pipes.

On-Street Parking. Parking provided within the public right-of-way of a street.

Open Space. A parcel or area of land that is essentially unimproved and devoted to the preservation of natural resources, the managed production of resources, and/or passive or low-impact recreation.

Permanent Supportive Housing (PSH). Subsidized, leased housing with no limit on length of stay intended for people who need comprehensive support services to retain tenancy and admissions practices that can lower barriers to entry related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with off-site voluntary services for behavioral health and physical health conditions intended to help residents retain their housing and be a successful tenant in a housing arrangement, improve their health status, and connect them with community-based health care, treatment, or employment services.

Planned Action. A planned action is a development project whose impacts have been addressed by an Environmental Impact Statement associated with a plan for a specific geographic area before individual projects are proposed. Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.

Planning Period. The 20-year period following the adoption of a comprehensive plan, or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Plex. A building that consists of two to six primary attached dwelling units intended for separate households on a lot in any configuration.

Point Source Pollution. A source of pollutants from a single, identifiable point of conveyance such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source.

Policy. A principle, protocol, or proposal for action that supports a related goal. Policies are decision-oriented statements that guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.

Public Facilities and Services. Facilities, infrastructure, and services that provide a specific public benefit, including sanitary and storm sewer systems, water supply, energy, public safety, and emergency services, schools, libraries, and other facilities. These facilities and services are provided by governments, contracted for or by governments, or provided by private entities subject to public service obligation.

Puget Sound Regional Council (PSRC). The PSRC is a regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization for the four counties. PSRC manages the adopted regional growth strategy, VISION 2050 (see below).

Redevelopable Land. Non-vacant parcels currently in use with structures and improvements on the site, but not considered to be at their “highest and best use”. These sites are potential locations for new projects where existing improvements on the site are demolished and new buildings and improvements can be constructed.

Regional Growth Center. A mixed-use center formally designated by PSRC that includes housing, employment, retail, and entertainment uses. Regional growth centers are pedestrian-oriented, which

allows people to walk to different destinations or attractions and are well-served by transit. Regional growth centers are planned for significant additional growth. Downtown Lakewood is the only PSRC designated regional growth center in the city.

Regional Growth Strategy. The approach for distributing population and employment growth within the four-county central Puget Sound region included as part of VISION 2050.

Regulation. A rule or directive found in city ordinances or the municipal code that meets the public interest and need and supports the community's framework vision, guiding principles, and goals and policies.

Right-of-Way. The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles, or utilities.

Secure Community Transition Facility (SCTF). A residential facility for persons civilly committed and conditionally released to a less restrictive environment. A secure community transition facility has supervision and security, and either provides or ensures the provision of sex offender treatment services.

Shoreline Master Program (SMP). Local land use policies and regulations that guide the public and private use of Washington shorelines under the State Shoreline Management Act (Chapter [90.58](#) RCW).

Single-Occupancy Vehicle (SOV). A motor vehicle occupied only by a driver.

Single-Family Attached Housing. A primary dwelling unit designed for occupancy by one household located on a lot and sharing at least one wall with another attached dwelling unit.

Single-Family Detached Housing. A primary dwelling unit designed for occupancy by one household located on a lot and not sharing any walls with other primary dwelling units.

South Sound Military & Communities Partnership (SSMCP). An organization with a membership consists of more than fifty cities, counties, tribes, nonprofits, corporations, organizations, and JBLM, formed in 2011 to foster communication and mutual benefits related to complex issues affecting the military and civilian communities.

Special Needs Housing. Housing that is provided for persons, and their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in their residence. Special needs housing may be permanent, long term or transitional basis.

Species of Local Importance. Those species of local concern due to their population status or their sensitivity to habitat manipulation, or that are game species.

State Environmental Policy Act (SEPA). The State Environmental Policy Act, or Chapter [43.21C](#) RCW, is the state law passed in 1971 requiring State and local agencies to consider environmental impacts in the decision-making process.

Stormwater. Water that falls as rain and flows across the ground, which is typically directed to drains in an urban area to collect the water and eventually direct it to streams, lakes, or other large water bodies.

Streetscape. The physical and aesthetic characteristics of a street, including elements such as structures, access, greenery, open space, view, lighting, etc.

Townhouse. One of multiple attached primary dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

Transit. Motorized public transportation, including public bus, bus rapid transit, and commuter rail.

Tree Canopy. The layer of leaves, branches, and stems that provide tree coverage of the ground when viewed from above. See also urban forest.

Transitional Housing (TH). A facility that provides housing and supportive services for up to two years to individuals or families experiencing homelessness to enable them to move into independent living and permanent housing.

Transition Plan. A plan under the ADA that is required under [28 CFR 35.150](#) to outline the steps necessary to make city facilities more accessible and provide a schedule for compliance under the ADA.

Transportation Analysis Zone (TAZ). A unit of geography that is typically used for transportation and utility modeling.

Transportation Demand Management (TDM). A program used to maximize travel choices for people and encourage a more efficient use of transportation systems. These strategies are meant to reduce congestion, ease traffic, and improve the range of transportation options available by encouraging carpooling, biking, public transit, or telecommuting.

Trip Generation. The number of trips made to and from each type of land use by day. Trip generation provides the linkage between land use and travel.

Trip. A one-direction movement which begins at an origin and ends at a destination, which is the typical unit of transportation planning.

Triplex. A building consisting of three primary attached dwelling units on a lot in any configuration intended for three separate households.

U.S. Department of Housing and Urban Development (HUD). The federal agency responsible for housing programs. HUD sets income limits for metropolitan areas and counties across the country that determine eligibility for income-restricted housing units.

Undergrounding. The construction or relocation of electrical wires, telephone wires, and similar facilities underground.

Undevelopable Land. Land unsuitable for development due to site conditions and not considered as part of the inventory of development capacity in the city.

Urban Growth Area (UGA). An unincorporated area designated under the Growth Management Act to accommodate projected growth over the next 20 years. A UGA may include areas that are provided urban services, such as sanitary sewer and water.

Urban Growth. Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands designated pursuant to RCW [36.70A.170](#). When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Forest. The trees and associated understory plants existing in the city, extending across public property, private property, and the right of way including parks and natural areas, as well as the trees along streets and in yards.

Vehicle Miles Traveled (VMT). A measurement of the total miles traveled by all vehicles for a specified time period. For transit, the number of vehicle miles operated on a given route, line, or network during a specified time period.

VISION 2050. The long-range growth management, environmental, economic, and transportation strategy for King, Pierce, Snohomish, and Kitsap counties. It was adopted by the Puget Sound Regional Council in October 2020 and is endorsed by more than one hundred member cities, counties, ports, state and local transportation agencies, and Tribal governments within the region.

Watershed. All the land and water that drains toward a particular river, stream, or other body of water. A watershed includes hills, lowlands, and the body of water into which the land drains.

Wetlands. Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands if permitted by the city.

Zoning Overlay. Areas that are subject both to underlying regulations from a zoning district and additional requirements imposed by an overlay district. The overlay district provisions apply if they conflict with the provisions of the underlying zone.

Zoning. A category of land use regulations that manage the use and development of land for distinct, identified areas.

Lakewood Comprehensive Plan: Policy Audit Appendix

WORKING DRAFT | May 2024

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1 Introduction

1.1 Overview

This supplemental appendix to the Lakewood Comprehensive Plan provides a guide to how the current version of the Plan has changed from the previous iteration of the Plan from 2015 (as amended in 2023). As part of this review cycle, it is imperative to assess how the Plan both addresses the needs of the community over the upcoming 20-year planning period, but also how the policies acknowledge new requirements from the state. This appendix can be considered an audit of the 2015 Plan, highlighting where these specific considerations have required changes and updates, and explaining the rationale for these changes for the 2024 Plan.

This auditing document provides a review of the following sections of the document:

- Land Use and Maps
- Capital Facilities and Essential Public Facilities
- Economic Development
- Energy and Climate Change
- Housing
- Military Compatibility
- Natural Environment
- Parks, Recreation, and Open Space
- Public Services
- Subarea Plans
- Transportation
- Urban Design
- Utilities
- Implementation

For each of these sections, we detail the following:

- The **original goal or policy** provided in the 2015 Lakewood Comprehensive Plan.
- The **rationale** for changing these policies, which may include changes in requirements from the state, editorial changes, intended changes in city policies, and responses to feedback from the public.
- The **edited goal or policy** that reflects the changes made for the 2024 Comprehensive Plan.

1.2 Summary of Major Changes

General

- **Reorganization.** This document has been reorganized and renumbered overall to reduce confusion and provide required content in the given elements specified under RCW [36.70A.070](#) and [36.70A.080](#).
- **Editorial review.** All goals and policies were reviewed and edited to ensure that they are clear and consistent, and they provide specific policy direction. Minor text changes have been included in all elements to improve readability.

Land Use and Maps

- **Updated development targets.** General targets for 2044 housing, population, and employment are provided in this section. These targets have been updated to consider the Pierce County Countywide Planning Policies and the PSRC Multicounty Planning Policies.
- **Combined residential land use category.** The “Residential Estate” and “Single-Family” land use designations have been combined into a single “Residential” category. This is in part to identify increased densities of at least two housing units per acre which are now allowed on all residential parcels, except those that are limited by critical areas. Note that there are distinctions in this category (Low/Medium/High) that focus on a different rationale for larger lots.
- **Updates to definition of allowable housing.** The descriptions of residential categories specifically allow for a broader range of housing types to be included, such as townhomes, duplexes, and other middle housing types.
- **Intensification of residential densities close to transit.** Some policies in this section call out a policy objective to increase densities in areas that are served by transit, especially major transit routes such as commuter rail.

Capital Facilities and Essential Public Facilities

- **Definitions of utility and service categories.** Categories of services based on the nature of the provider (e.g., the city, a special district, the private sector) are specifically defined in the policies.
- **Reevaluation of Land Use Element.** A policy is included to comply with requirements to reassess the Land Use Element if funding does not meet projected needs for future infrastructure and services in the Capital Facilities Plan.
- **Environmental justice.** A policy is included specifically to identify the needs to consider environmental health disparities as part of the siting of essential public facilities.

Economic Development

- **Reorganization.** The previous version of the Comprehensive Plan includes economic development policies in several elements and some policies in economic development are redundant with other elements, such as transportation and military compatibility. In the revised version, the policies have been reorganized according to category as best as possible.

- **Homeownership.** While the Economic Development Element still includes policies related to housing, this has largely focused on increasing opportunities for homeownership.
- **Relationship with JBLM.** Although the previous Comprehensive Plan included policies related to ensuring the long-term viability of JBLM, these policies have been refocused to evaluate the economic development opportunities associated with support of these facilities, personnel, and their families.

Energy and Climate Change

- **Detailed revisions.** The Energy and Climate Change Element has been revised based on work coordinated by the city in 2023. This included significant outreach and policy development to provide policy edits and revisions to streamline and focus the previous version.

Housing

- **Reorganization.** The previous version of the Comprehensive Plan incorporated the Housing Element as part of the Land Use Element, instead of providing a separate section. This version separates corresponding housing policies into its own element.
- **Removal of higher-income housing goals.** The previous plan included specific targets and policies to attract higher-end housing serving households at 120% or more of median income. This section has been removed, as these housing developments should be accommodated through market-rate development projects, and the existing provisions do not provide significant incentives for this type of development.
- **Housing targets.** In addition to the updated housing targets provided in the Land Use Element, the Housing Element includes a more detailed description of the needs for housing by household income category and type, in addition to requirements for permanent supportive housing and emergency housing capacity.
- **Need-based rehabilitation.** A policy regarding city funding of housing rehabilitation and repair has been realigned to focus specifically on lower-income households.
- **Preservation of manufactured home parks.** A policy has been included to recognize manufactured home parks as a source of affordable housing for lower-income households.
- **Streamlining of policies regarding ADUs.** Policies in the Plan providing requirements for ADUs, including parking requirements, requirements for owner occupancy, and limits to the number of ADUs per parcel have been removed to maintain consistency with changes in state statutes.
- **Prevention of additional requirements on special housing types.** To comply with housing requirements from state statutes, a policy has been included to prevent additional requirements for special housing types.

Military Compatibility

- **Reorganization.** The previous version of the Comprehensive Plan incorporated the Military Compatibility Element as part of the Land Use Element, instead of providing a separate section. This version separates corresponding military compatibility policies into its own element. Note that some

policies with connections to JBLM or the military in general, such as the Air Corridor land use designation, have been retained in other elements as needed.

- **Support for SSMCP.** Additional policies have been put into place regarding the involvement of the city with the South Sound Military and Communities Partnership.
- **Compatibility of uses.** The section on protecting JBLM from incompatible uses has been revised with more general policies, with the intent to refocus land use regulation on the Land Use Element. This has been separated between policies related to AICUZ and North McChord Field versus other potential conflicts with JBLM activities.

Natural Environment

- **Protection of critical areas.** The initial goal and policies have been rewritten to provide a clearer policy focus on the statutory requirements for providing critical areas protection through an ordinance.
- **Additional tree protection policies.** In light of the recent revisions to tree protection in the city, additional policies have been provided to indicate the importance of trees and the policy intent for protecting trees and tree stands, especially with Oregon white oak.

Parks, Recreation, and Open Space

Edits to this section were primarily editorial changes to reduce redundancy and streamline the organization of policies.

Public Services

Edits to this section were primarily editorial changes to reduce redundancy and streamline the organization of policies.

Subarea Plans

- **Reorganization.** The previous version of the Comprehensive Plan includes specific policies for the subareas that are also covered under the city's Subarea Plans. To reduce redundancy, this element of the Comprehensive Plan restates the policies included under the three Subarea Plans and removes the existing policies as redundant.
- **Tillicum-Woodbrook Subarea Plan.** The policies of the new Tillicum-Woodbrook Subarea Plan are provided in this Element.

Transportation

- **ADA Transition Plan.** A policy has been included to create and implement an ADA Transition Plan to identify accessibility issues in city facilities and address these concerns. Note that these Plans are becoming a greater consideration in transportation funding, especially with federal programs.
- **Greater focus on multimodal transportation.** Several policies have been realigned to reinforce the need to consider multimodal transportation, including transit, walking, and biking. This includes supporting services and infrastructure, such as "first mile, last mile" services to link residents with local and regional transit services.

Urban Design

- **Focus on design guidelines.** A policy regarding the establishment of design standards and a design review process has been revised to focus on design guidelines as an alternative to this process.
- **Consolidation of policies.** Several policies in the previous Urban Design Element were redundant and have been reorganized and consolidated accordingly.

Utilities

- **Considerations of energy conservation.** Given the focus of the Energy and Climate Change Element, energy conservation policies have been relocated to this section. Some policies have been retained to focus more on the demand reduction considerations of these policies.

Implementation

- **Alignment of policies.** The implementation section has been expanded to include considerations of policy alignment with other jurisdictions.
- **Promotion of public engagement.** Policies are included in the implementation section to encourage broad public engagement as part of transparent city processes.
- **Policies for Comprehensive Plan updates.** Specific policies have been included to note revised timelines for Plan updates, as well as the process for yearly and emergency updates to the Plan.
- **Tribal coordination.** This Element includes policies regarding processes to coordinate with Tribal governments with interests in the city.

2 Land Use and Maps

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
[NEW]		<ul style="list-style-type: none"> Goals and policies need to address the current housing and employment targets in the city. 	LU-1	Maintain consistency with the land use policies and targets of the PSRC Multicounty Planning Policies and Regional Growth Strategy and the Pierce County Countywide Planning Policies.
[NEW]		<ul style="list-style-type: none"> Include the population and housing growth targets assigned to the city. 	LU-1.1	Plan to a 2044 population target of 86,792 residents and a housing target of 36,713 units for the city.
[NEW]		<ul style="list-style-type: none"> Include the employment targets assigned to the city. 	LU-1.2	Plan to a 2044 employment target of 39,735 jobs in the city.
[NEW]		<ul style="list-style-type: none"> Ensure that standard assumptions are used for developing land use plans. 	LU-1.3	Ensure that land use planning is coordinated and consistent with the methodologies utilized by Pierce County and the PSRC, particularly in the achievement of the specified targets.
LU-1	Ensure sufficient land capacity to accommodate the existing and future housing needs of the community, including Lakewood's share of forecasted regional growth.	<ul style="list-style-type: none"> This goal appears to be more of a policy, especially considering LU-1.2. This was established as a high-level goal with lower-level goals included. For the format of this document, the other goals have been considered separately. 	[REMOVED]	
(LU-1)	Maintain a balance in the number of single-family and multi-family housing units, through adequately zoned capacity.	<ul style="list-style-type: none"> This should be rephrased completely to provide a more general goal that covers all land use types. 	LU-2	Maintain sufficient supplies of available land and systems that can support future growth.
LU-1.1	Count new unit types as follows when monitoring the single-family/multifamily balance: <ul style="list-style-type: none"> Count cottages as single-family houses; Count semi-attached houses as single-family houses; and Count the primary unit in a house with an ADU as a single-family unit. 	<ul style="list-style-type: none"> This is superseded by state requirements; housing targets will be on meeting household income requirements, not single-family/multifamily balance. 	[REMOVED]	

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-1.2 Ensure that sufficient capacity is provided within the City boundaries in order to accommodate housing demand, provide adequate housing options, meet urban center criteria under the Growth Management Act and Countywide Planning Policies, and prevent unnecessary increases in housing costs.	<ul style="list-style-type: none"> This can be simplified to provide a more straightforward policy and more broadly defined to include all needs. 	LU-2.1 Ensure the availability of sufficient land capacity to meet both regional and county-level municipal growth projections and targets.
(LU-1) Ensure that City fees and permitting time are set at reasonable levels so they do not adversely affect the cost of housing.	<ul style="list-style-type: none"> This was included previously as a goal and can be consolidated – fees, permitting, and regulation are less a goal and more a means to achieve a goal. This may be included in the private market section below. 	LU-2.2 Maintain efficient permitting processes and development standards to help accommodate future growth.
LU-1.3 Ensure predictable and efficient permit processing.	<ul style="list-style-type: none"> Deleted to consolidate this under an individual policy. 	[REMOVED]
LU-1.4 Establish and periodically review utility standards that encourage infill development.	<ul style="list-style-type: none"> Deleted to consolidate this under an individual policy. 	[REMOVED]
LU-1.5 Establish and periodically review development standards that reduce the overall cost of housing as long as health and safety can be maintained.	<ul style="list-style-type: none"> Deleted to consolidate this under an individual policy. 	[REMOVED]
[NEW]	<ul style="list-style-type: none"> Add a goal and policies for the land use districts in the land use map. The following descriptions are drawn from the prose of the previous plan, and not specific policies. Note that this section may change based on changes to the land use map. 	LU-3 Support efficient development patterns that minimize land use conflicts and promote healthy neighborhoods through consistent land use designations.
2.3 The official land-use map, entitled the Future Land-Use Map, will be used in conjunction with the comprehensive plan's written policies which define how the community wishes to implement its vision for the City, its goals and objectives for land use, and other related elements of the plan.	<ul style="list-style-type: none"> Rewrite to simplify this as a policy. 	LU-3.1 Adopt and administer land use development regulations consistent with the Future Land Use Map (FLUM) and its designations.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>2.3.1 Residential Estate. The Residential Estate designation provides for large single-family lots in specific areas where a historic pattern of large residential lots and extensive tree coverage exists. Although retaining these larger sized properties reduces the amount of developable land in the face of growth, it preserves the historic identity these "residential estates" contribute to the community by providing a range of housing options, preserving significant tree stands, and instilling visual open space into the urban environment. Most importantly, the Residential Estate designation is used to lower densities around lakes and creek corridors in order to prevent additional effects from development upon the lakes, creek habitat and Lakewood Water District wellheads.</p>	<ul style="list-style-type: none"> ▪ Condense this text to be a policy. ▪ Combine this with other residential areas into a single category. 	<p>[REMOVED]</p>
<p>2.3.2 Single-Family. The Single-Family designation provides for single-family homes in support of established residential neighborhoods. This designation is the primary residential designation in the City.</p>	<ul style="list-style-type: none"> ▪ Condense this text to be a policy. ▪ Combine this with other residential areas into a single category. 	<p>[REMOVED]</p>
<p>Residential</p>		

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Combine residential categories into a single designation. 	<p>LU-3.2 Residential (R). The Residential designation refers to areas that support high-quality urban residential neighborhoods in the city. These areas typically allow a variety of housing types, with scales and densities based on the ability of these areas to support development:</p> <ul style="list-style-type: none"> Residential Low areas primarily consist of larger residential lots where environmental factors would prevent more intensive development. This includes environmentally sensitive areas where development may impact lakes, creek habitat and Lakewood Water District wellheads. This corresponds to the R-1 zoning designation. Residential Medium areas accommodate a range of detached and attached housing types, including middle housing, accessory dwelling units, and smaller- and moderate-scale multi-family housing. This corresponds to areas in the R-2 and R-3 zones and includes housing across most of the city. Residential High areas accommodating single-family, middle housing, accessory dwelling units, and smaller- and moderate-scale multi-family housing with greater densities and smaller lot sizes. These areas are typically allocated in neighborhoods where housing on individual lots is expected, but the area includes supporting infrastructure, amenities, and services that allow for higher-density development. This corresponds to R-4 zones in the city.
[NEW]	<ul style="list-style-type: none"> Combine residential categories and acknowledge a transit focus under HB 1110. 	<p>LU-3.3 Residential/Transit (R/T). The Residential/Transit designation identifies areas designated as Residential but are expected to be found within ¼ mile of high-frequency transit services, including bus rapid transit and commuter rail, over the next 20 years. These areas allow for increased residential densities beyond what is allowed under Residential designations when major transit service is available.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>2.3.3 Mixed Residential. The Mixed Residential designation provides for a moderate increase in density using a variety of urban housing types and designs. This design-oriented designation promotes residential renewal to small-lot single-family homes, townhouses, duplexes, and small apartment buildings. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types.</p>	<ul style="list-style-type: none"> Mixed Residential is changed to consider higher densities. 	<p>LU-3.4 Mixed Residential. The Multifamily designation supports a mix of low- and moderate-density housing options that provides a variety of options for diverse families and lifestyles. This designation represent a transition to areas that include a greater amount of multifamily housing on larger lots</p>
<p>2.3.4 Multi-Family. The High-Density Multi-Family designation provides for high-density housing types and designs that combine urban design elements to enhance the living environment with integration into appropriate business districts or neighborhoods. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing into the adjacent neighborhood.</p>	<ul style="list-style-type: none"> Condensed and summarized. 	<p>LU-3.5 Multifamily. The Multifamily designation supports moderate-density housing that provides a variety of options for diverse families and lifestyles. These areas include urban design elements like open spaces and pedestrian-friendly layouts and are integrated with surrounding neighborhoods.</p>
<p>2.3.5 High-Density Multi-Family. The High-Density Multi-Family designation provides for high-density housing types and designs that combine urban design elements to enhance the living environment with integration into the central or neighborhood business districts, the Lakewood Station District, or neighborhoods. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing into the adjacent neighborhood.</p>	<ul style="list-style-type: none"> Condensed and summarized. 	<p>LU-3.6 High-Density Multi-Family (HD). The High-Density Multi-Family designation supports denser medium- to high-density housing with urban design features that enhance living environments and support pedestrian and non-motorized transportation access. These areas are intended to connect with business districts, transit hubs, and other neighborhood centers that provide amenities and services.</p>

Commercial and Mixed-Use

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>2.3.9 Neighborhood Business District. Neighborhood Business Districts are intended to foster a sense of urban community in neighborhoods. They provide a concentrated mix of activities, including retail and other local services, residential, and some office use. Over time, districts evolve and mature into distinctive compact urban environments, providing unique commercial character to neighborhoods in Lakewood. Districts may serve the surrounding neighborhood only or may serve more than one neighborhood and attract people from other areas. Districts may facilitate restoration and vitality in an existing neighborhood center or may create a new focus for a neighborhood. These districts are expected provide commercial services, as well as residential uses in the upper floors of some buildings.</p>	<ul style="list-style-type: none"> ▪ Revise and condense. 	<p>LU-3.7 Mixed/Neighborhood Commercial (NC). The Neighborhood Commercial designation provides a concentrated mix of activities, including retail and other local services, residential, and some office uses, that provide a focus for a neighborhood.</p>
<p>2.3.8 Arterial Corridor. Lakewood has several single-family neighborhoods adjoining principal and minor arterial streets. The level of existing vehicle activity adversely impacts the livability of these areas. At the same time, converting these linear neighborhood edges to commercial uses creates a pattern of low-intensity development, perpetuates commercial sprawl, and may pose traffic safety concerns. The Arterial Corridor designation provides an environment for an essentially residential neighborhood while permitting the development of low-intensity, non-nuisance business uses. This designation allows property owners the opportunity to have a small nonresidential use, primarily accommodating limited offices and certain limited manufacturing and personal services, under regulations that will not adversely impact traffic movements and will assure maximum compatibility with surrounding residential uses.</p>	<ul style="list-style-type: none"> ▪ Revise and condense. 	<p>LU-3.8 Residential-Commercial/Arterial (ARC). The Arterial Residential-Commercial Corridor designation provides areas for residential neighborhoods and lower-intensity, non-nuisance business uses adjoining principal and minor arterial streets.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>2.3.7 Corridor Commercial. The commercial corridors along I-5, South Tacoma Way, Pacific Highway SW, and Union Avenue SW are examples of Lakewood's dominant pattern of strip commercial development. The geographic relationship of the corridors to major road networks and the Lakewood Station District Subarea promotes employment, services, retail, and business/light industrial uses linked to access to major transportation networks. While the continuous linear alignment is a unifying element, each corridor presents varying challenges and opportunities. The Lakewood Station District Subarea Plan envisions new housing units and new employment, optimizing how people can work and live in and near the Corridor Commercial zone.</p>	<ul style="list-style-type: none"> Revise and condense. 	<p>LU-3.9 Commercial/Corridor (CC). The Corridor Commercial designation features employment, services, retail, and business/light industrial uses linked to access to major transportation networks.</p>
<p>2.3.6 Downtown. The Downtown Subarea is the primary retail, office, social, urban residential, and government center of the City. The complementary, interactive mixture of uses and urban design envisioned in the Downtown Subarea Plan provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district and its designation as a Regional Growth Center. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. The Downtown is intended to attract significant numbers of additional office and retail jobs as well as new high-density housing. The plan anticipates that the properties within the Downtown will be developed into commercial and residential mixed uses with several public destination places (Colonial Plaza and Central Park.)</p>	<ul style="list-style-type: none"> Revise and condense. 	<p>LU-3.10 Downtown (D). The Downtown Subarea designation is the primary retail, office, social, urban residential, and government center of the city that provides a complementary, interactive mixture of uses and urban design and reflects its status as a Regional Urban Growth Center.</p>

Industrial

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>2.3.10 Industrial. Industrial lands are the working area of Lakewood, integrated into the community economically and environmentally while maximizing a regional economic presence based on Lakewood's geographic position. Properties with an Industrial land-use designation are expected to provide family wage jobs to residents and tax revenues to the City. The Industrial designation provides for regional research, manufacturing, warehousing, concentrated business/ employment parks, and other major regional employment uses. Industrial lands depend on excellent transportation, and utility infrastructure and freedom from encroachment by incompatible land uses.</p>	<ul style="list-style-type: none"> Revise and condense. 	<p>LU-3.11 Industrial (I). The Industrial designation provides for regional research, manufacturing, warehousing, concentrated business/ employment parks, and other major regional employment uses. These lands are planned for the necessary transportation and utility infrastructure needs, and to minimize encroachment by incompatible land uses.</p>
Public, Institutional, and Government		
<p>2.3.15 The Open Space and Recreation designation provides public open spaces and recreational uses such as state and municipal parks, preserves, and trails, as well as privately owned facilities such as golf courses, Lakewold Gardens, and cemeteries. Of special note is the Chambers Creek Properties Master Site Plan, a joint effort of Pierce County and the cities of Lakewood and University Place to develop the Chambers Creek Canyon for limited, passive recreational uses. This designation promotes the conservation of public and private sensitive or critical natural resource areas and areas of local interest as open space</p>	<ul style="list-style-type: none"> Revise and condense. 	<p>LU-3.12 Open Space and Recreation (OSR). The Open Space and Recreation designation provides public open spaces and recreational uses such as state and municipal parks, preserves, and trails, as well as privately owned facilities such as golf courses, Lakewold Gardens, and cemeteries.</p>
<p>2.3.12 Public and Semi-Public Institutional. The Public and Semi-Public Institutional land-use designation provides for large and moderate scale governmental uses, special districts, and semi-institutional uses. The designation allows for the specialized needs of providing public services to all areas of Lakewood.</p>	<ul style="list-style-type: none"> Revise and condense. 	<p>LU-3.13 Public and Semi-Public Institutional (PI). The Public and Semi-Public Institutional designation provides dedicated areas in the city for large- and moderate-scale government and institutional uses.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>2.3.13 Military Lands. The Military Lands land-use designation applies to the portions of the federal and state military installations within the City. The autonomy associated with federal and state ownership of the military installations, in combination with the unique character of the military operations and support structures, are not typical of civilian land uses and require special consideration by the City as a host community for the installations.</p>	<ul style="list-style-type: none"> Revise and condense. 	<p>LU-3.14 Military Lands (ML). The Military Lands designation applies to federal and state-owned military lands within the city's boundaries. The federal and state control of military installations and unique character of military operations require special consideration by the city as a host community.</p>
Special		
<p>2.3.11 Air Corridor 1 and 2. The Air Corridor areas are affected by Joint Base Lewis McChord (JBLM) McChord Field aircraft operations. The potential risk to life and property from hazards associated with military aircraft operations within the Air Corridor necessitate control of the intensity, type, and design of land uses within the designation, with uses tailored to limiting the number of persons placed at risk.</p>	<ul style="list-style-type: none"> Revise and condense. 	<p>LU-3.15 Air Corridor (AC). The Air Corridor designation is based on and affected by Joint Base Lewis-McChord (JBLM) North McChord Field aircraft operations; allowable development and uses are intended to minimize associated hazards to the public.</p>
<p>LU-17 Concentrate commercial development within appropriate commercial areas and clarify the different types of commercial lands.</p>	<ul style="list-style-type: none"> This appears redundant with the revised explanations above. 	<p>[REMOVED]</p>
<p>LU-17.1 Address each type of commercial land with unique development standards appropriate to each.</p>	<ul style="list-style-type: none"> This appears redundant with the revised explanations above. 	<p>[REMOVED]</p>
<p>LU-17.2 Promote the Downtown as the primary location for businesses serving a Citywide market.</p>	<ul style="list-style-type: none"> This appears redundant with the revised explanations above. 	<p>[REMOVED]</p>
<p>LU-17.3 Promote the Lakewood Station district as the primary location for medical-related and other businesses serving a regional market, as well as neighborhood serving businesses in support of higher density housing. Take advantage of the area's visual and physical access to Interstate 5.</p>	<ul style="list-style-type: none"> This appears redundant with the revised explanations above. 	<p>[REMOVED]</p>
<p>LU-17.4 Promote the corridor commercial areas as the primary locations for larger scale, auto- oriented businesses serving a regional market.</p>	<ul style="list-style-type: none"> This appears redundant with the revised explanations above. 	<p>[REMOVED]</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-17.5 Promote the neighborhood business districts as limited commercial nodes supporting a concentrated mix of small scale retail, service commercial, and office development serving the daily needs of residents in the immediate neighborhood at a scale compatible with surrounding neighborhoods.	<ul style="list-style-type: none"> This appears redundant with the revised explanations above. 	[REMOVED]
LU-18 Promote, within commercial districts and corridors, the infill of vacant lands, redevelopment of underutilized sites, and intensification of existing sites.	<ul style="list-style-type: none"> Expand the policy to include wider applications. 	LU-4 Promote infill, redevelopment, and intensification.
LU-18.1 Concentrate commercial development within existing commercial areas.	<ul style="list-style-type: none"> This is very general and likely not needed. 	[REMOVED]
LU-18.2 At the time of development or redevelopment of a site, promote planning for future intensification of the site. Such considerations may include phased intensification of portions of a site such as parking lots and single-story buildings.	<ul style="list-style-type: none"> This should be simplified and focused. 	LU-4.1 Promote planning that supports future site intensification, such as the future development of parking spaces.
LU-18.3 Encourage assembly of lands for redevelopment, particularly where undersized parcels contribute to siting problems.	<ul style="list-style-type: none"> This should be simplified and expanded. 	LU-4.2 Encourage parcel assembly and exchanges of lands for redevelopment.
LU-18.4 Discourage the piecemeal expansion of commercial areas, especially through conversion of lands from residential to commercial; encourage large commercial sites to be developed as a whole.	<ul style="list-style-type: none"> This should be refined to focus on important elements. 	LU-4.3 Encourage larger planned redevelopment projects, especially those that contribute to complete mixed-use communities.
LU-18.5 Work to reinvigorate economically blighted areas in Lakewood by establishing Community Renewal Areas with associated renewal plans.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-4.4 Actively pursue the revitalization of economically underperforming areas in Lakewood by establishing Community Renewal Areas and supporting strategies.
[NEW]	<ul style="list-style-type: none"> Added to highlight priorities to encourage density close to transit. 	LU-4.5 Encourage more intensive development in areas served by transit.
LU-23 Foster a strong sense of community through the provision of neighborhood services within neighborhood business districts.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-5 Promote neighborhood business districts as local centers that provide supporting services to the surrounding community.
LU-23.1 Provide for a mix of activities including residential, retail, office, social, recreational, and local services in neighborhood business districts.	Revised for clarity/brevity.	LU-5.1 Provide for a mix of activities in neighborhood business districts, including residential, retail, office, social, recreational, and local services.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-23.2 Encourage residential and mixed residential/commercial uses to situate in neighborhood business districts.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-5.2 Promote the integration of residential and commercial uses within neighborhood business districts.
LU-23.3 Provide for a unique focus or orientation of an individual neighborhood business district while ensuring that a variety of uses are emphasized to serve the neighborhood.	<ul style="list-style-type: none"> Revised for clarity/brevity. Note that the provision regarding a variety of uses is redundant with the next policy. 	LU-5.3 Provide a distinct character or focus for each neighborhood business district.
LU-23.4 Foster an array of needed community services by prohibiting the domination of a neighborhood business district by any single use or type of use.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-5.4 Encourage a balance of community services and discourage the dominance of any single use within neighborhood business districts.
LU-23.5 Ensure that the intensity and design of districts reflect the scale and identity of the neighborhood(s) they serve. Neighborhood business districts may serve just the surrounding neighborhood or may serve more than one neighborhood and attract people from other areas.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-5.5 Promote people-focused architectural designs and intensities of new development in neighborhood business districts that are in harmony with the scale and character of the neighborhoods they serve.
LU-24 Establish a compact urban character and intensity of use within neighborhood business districts.	<ul style="list-style-type: none"> Combined with previous goal. 	[REMOVED]
LU-24.1 Ensure a people orientation in building, site, and street design and development within neighborhood business districts.	<ul style="list-style-type: none"> Combined with LU-23.5 	[REMOVED]
LU-24.2 Support public safety improvements as a key success factor in making neighborhood business districts desirable places to live, work, socialize, and shop.	<ul style="list-style-type: none"> Revised for clarity. 	LU-5.6 Emphasize public safety enhancements as a critical component in making neighborhood business districts attractive for living, working, socializing, and shopping.
LU-24.3 Promote urban amenities within the neighborhood business districts and on individual sites.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-5.7 Encourage the incorporation of urban amenities within neighborhood business districts.
LU-24.4 Promote neighborhood business districts as transit hubs.	<ul style="list-style-type: none"> Revised for clarity. 	LU-5.8 Promote the development of neighborhood business districts as transit hubs.
LU-24.5 Accommodate automobiles, but do not allow them to dominate the neighborhood business districts or individual sites.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-5.9 Accommodate automobile use while ensuring that vehicles do not overpower the character and function of neighborhood business districts.
LU-29 Promote a healthier business investment climate by considering methods of addressing and reducing the deteriorated parts of the commercial landscape.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-6 Enhance the local business environment by identifying and implementing revitalization strategies in areas that require new investment.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-29.1 Develop an outreach program for the ethnic business community located along the I-5 Corridor.	<ul style="list-style-type: none"> Revised for clarity. 	LU-6.1 Develop an outreach program for the diverse business community located along the I-5 Corridor to foster engagement and support.
LU-29.2 Work with property owners and local businesses to develop a Corridor Plan for South Tacoma Way and Pacific Highway SW.	<ul style="list-style-type: none"> Revised for clarity. 	LU-6.2 Collaborate with property owners and local businesses to create a comprehensive Corridor Plan for South Tacoma Way and Pacific Highway SW, aimed at revitalization and sustainable development.
LU-30 Encourage industrial development and redevelopment that strengthen the economy of Lakewood and the region through the support of existing industrial uses and the attraction of new complementary uses and businesses.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-7 Promote environmentally responsible and sustainable industrial development and revitalization that supports current industrial activities and helps to attract new, compatible businesses.
LU-30.1 Provide industrial lands for regional research, manufacturing, warehousing, concentrated business/employment parks, large-scale sales of general merchandise, or other major regional employment uses.	<ul style="list-style-type: none"> Revised for clarity. 	LU-7.1 Allocate industrial land for activities such as regional research, manufacturing, warehousing, business and employment parks, and other significant regional employment opportunities.
LU-30.2 Support development and redevelopment of industrial lands that make positive contributions to the economy and physical environment of Lakewood and individual land areas. Discourage uses that seek to locate in the City's industrial areas just because the use is unsightly or is expected to have adverse impacts on adjacent properties.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-7.2 Support the development and renewal of industrial lands that positively impact Lakewood's economy and environment, while discouraging uses that are primarily situated in industrial areas due to the potential for negative effects on surrounding properties.
LU-30.3 Protect prime industrial sites (especially those near rail lines) from encroachment by incompatible uses such as housing and unrelated, small-scale retail activity.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-7.3 Protect key industrial sites, particularly those near railway lines, from being affected by incompatible uses such as residential developments or unrelated small-scale retail.
LU-30.4 Expand the number and type of industrial uses in the City by more intensive use of existing industrial lands.	<ul style="list-style-type: none"> Revised for clarity. 	LU-7.4 Increase the diversity and density of industrial operations in the city by optimizing the use of existing industrial lands.
LU-30.5 Use finance and redevelopment tools and other resources to assemble industrial properties currently under separate ownerships into large parcels suitable for employment generating uses.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-7.5 Promote strategies for parcel assembly to promote uses that generate significant employment.
LU-31 Promote environmentally responsible industrial redevelopment, development, and operations.	<ul style="list-style-type: none"> Redundant and combined with above. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-31.1 Facilitate the integration and/or buffering of industrial development with adjacent nonindustrial areas.		LU-7.6 Facilitate the integration and/or buffering of industrial development with adjacent nonindustrial areas.
LU-31.2 Ensure that industrial operations are compatible with City and regional freight mobility and multi-modal transportation assets.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-7.7 Ensure the compatibility of industrial activities with citywide and regional freight mobility and multimodal transportation infrastructure.
LU-31.3 Encourage employment densities sufficient to support alternatives to single-occupant vehicle (SOV) use.	<ul style="list-style-type: none"> This is redundant with the corresponding section in the Transportation Element. 	[REMOVED]
LU-31.4 Apply design techniques aimed at crime prevention and continue the close working relationship between land-use and public safety officials to reduce crime opportunities.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-7.8 Encourage design techniques that support crime prevention to reduce opportunities for crime in the community.
LU-32 Facilitate the development of industrial uses in Woodbrook.	<ul style="list-style-type: none"> This section should be removed and considered in the Subarea Plan section. 	[REMOVED]
LU-32.1 Facilitate the rest of the industrial area, actively seeking high employment generating land uses that can capitalize on proximity to regional transportation and markets and nearby military installations.	<ul style="list-style-type: none"> This should be removed and the Subarea Plan should be given deference here. 	[REMOVED]
LU-32.2 Facilitate the provision of adequate infrastructure concurrent with redevelopment.	<ul style="list-style-type: none"> This should be removed and the Subarea Plan should be given deference here. 	[REMOVED]
LU-32.3 Encourage assembly of lands for redevelopment, particularly where undersized parcels contribute to siting problems.	<ul style="list-style-type: none"> This should be removed and the Subarea Plan should be given deference here. 	[REMOVED]
LU-32.4 In consultation with the Clover Park School District, state education officials, and the City of Lakewood, facilitate a plan to close and demolish Woodbrook Middle School.	<ul style="list-style-type: none"> This should be removed and the Subarea Plan should be given deference here. 	[REMOVED]
LU-32.5 Reduce land-use conflicts between industrial and other land uses through the provision of industrial buffers, setbacks, and screening devices, as well as enforcement of noise and air quality laws.	<ul style="list-style-type: none"> This should be removed and the Subarea Plan should be given deference here. 	[REMOVED]
LU-32.6 150th Street SW is designated as the principal truck route through Woodbrook.	<ul style="list-style-type: none"> This should be removed and the Subarea Plan should be given deference here. 	[REMOVED]
LU-33 Achieve the VISION 2040 Urban Center criteria.	<ul style="list-style-type: none"> This should be removed with the relevant materials provided as part of the Subarea Plan section. 	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-33.1	Designate the Future Land Use Map "Downtown" designation as an Urban Center.	▪ See above.	[REMOVED]	
LU-33.2	Adopt by reference and implement the Countywide Planning Policies for Urban Centers.	▪ See above.	[REMOVED]	
LU-39	Provide for the harmonious operation of public and semipublic institutional uses within the City.	▪ Edited for clarity.	LU-8	Ensure the integration of public and institutional uses with the rest of the city.
LU-39.1	Limit the application of the Public and Semi-Public Institutional land use designation to municipal, county, regional, state, and non-military federal uses; special districts; schools; and major semi- public institutions such as hospitals with a significant land area and employment characteristics as determined by the City.	▪ Edited for clarity/brevity.	LU-8.1	Apply the Public and Semi-Public Institutional land use designation to the uses for a range of government agencies and major institutions, including municipal, county, regional, state, and non-military federal entities, special districts, schools, and significant hospitals, that will require special consideration of uses.
LU-39.2	Use administrative processes to accommodate the need for growth and change of major institutions as they respond to changing community needs and the unique operational and locational needs of large public and institutional uses while maintaining a harmonious relationship with affected neighborhoods.	▪ Edited for clarity/brevity.	LU-8.2	Manage the expansion and evolution of major institutions in line with growth in the city and the specific operational and locational requirements of large public and institutional entities, while ensuring compatibility with surrounding neighborhoods.
LU-39.3	Use an administrative process that addresses the development, phasing, and cumulative impacts of institutional uses and allows for the phasing of development and mitigation roughly proportionate to the impacts of the use.	▪ Edited for clarity/brevity.	LU-8.3	Coordinate with the phasing and ongoing development of institutional uses to mitigate the cumulative impacts of these uses.
LU-40	Recognize the unique nature of federal patent lands at Western State Hospital and Fort Steilacoom Golf Course.	▪ Removed the mention of the golf course and added a note on the historical property.	LU-9	Recognize the unique nature of federal patent lands at Western State Hospital and Historic Fort Steilacoom.
LU-40.1	Work with DSHS to update the Western State Hospital Campus Master Plan.	▪ Revised for clarity.	LU-9.1	Coordinate with Washington State Department of Social and Health Services (DSHS) with respect to updates and implementation of the Western State Hospital Campus Master Plan.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-40.2 Enforce the City's public facilities master plan process confirming that: 1) appropriate provisions are made for infrastructure and/or services; 2) approval criteria and mitigation measures are incorporated into project approvals; and 3) the safety of the general public, as well as workers at, and visitors to, Western State Hospital is ensured.	<ul style="list-style-type: none"> Revised for clarity and brevity. 	LU-9.2 Implement the city's public facilities master plan process to confirm that these facilities meet standards for appropriate levels of service and the health and safety of the public.
LU-40.3 Avoid as much as possible incompatible uses on the WSH campus which could adversely impact existing uses, adjoining properties, or adversely impact at-risk or special needs populations, including but not limited to children and the physically or mentally disabled.	<ul style="list-style-type: none"> Revised for clarity and brevity. 	LU-9.3 Minimize incompatible uses on the Western State Hospital campus to prevent adverse impacts on existing functions, neighboring properties, and vulnerable groups.
LU-66 Pursue the transition of nonconforming uses and structures to encourage more conforming uses and development patterns.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-10 Encourage the transition of nonconforming uses and structures towards compliance with current standards.
LU-66.1 Provide for the continued operation, maintenance, and minor repair of nonconforming uses that were legally established but are no longer in compliance with the Comprehensive Plan or development regulations.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-10.1 Allow for the continued operation, maintenance, and minor repair of nonconforming uses that were legally established but are no longer in compliance with development regulations.
LU-66.2 Restrict nonconforming uses from increasing their scale or the intensity of the nonconformity.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-10.2 Prohibit any expansion in the scale or intensity of existing nonconforming uses or structures.
LU-66.3 Require that parcels containing nonconforming uses be brought into compliance at the time these nonconforming uses cease to operate or are significantly damaged.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	LU-10.3 Require nonconforming uses and structures to be brought into compliance if they cease to operate or site improvements are significantly damaged.
LU-67.4 Allow for replacement, or reduction without meeting current standards, of other nonconformities if bringing the nonconformity into compliance would effectively prohibit that use of the property (e.g., lot size or dimensions are such that standard setbacks could not be achieved, etc.)	<ul style="list-style-type: none"> Revised and combined with other policies. 	LU-10.4 Allow for flexibility with the management of nonconforming uses if compliance would prohibit the productive use of the property, especially if these activities support important community functions.
LU-67 Facilitate the compliance of other nonconformities with current development standards.	<ul style="list-style-type: none"> Redundant and combined with above. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-67.1 Provide for the continued operation, maintenance, and minor repair of other nonconformities that were legally established but are no longer in compliance with development standards.	<ul style="list-style-type: none"> Redundant and combined with above. [REMOVED] 	[REMOVED]
LU-67.2 Restrict other nonconformities from increasing the scale or the intensity of the nonconformity.	<ul style="list-style-type: none"> Redundant and combined with above. [REMOVED] 	[REMOVED]
LU-67.3 Require that other nonconformities be brought into compliance at the time they are significantly damaged or replaced.	<ul style="list-style-type: none"> Redundant and combined with above. [REMOVED] 	[REMOVED]
LU-67.5 Encourage the assembly of substandard lots whose platted size do not realistically allow them to meet contemporary development standards.	<ul style="list-style-type: none"> It is unclear why exactly this is a policy. This seems more like a potential strategy that should defer to other parcel assembly policies. [REMOVED] 	[REMOVED]
LU-68 In targeted areas, consider the continuation of nonconforming uses that support other specified goals such as economic development, housing, etc. on a flexible basis.	<ul style="list-style-type: none"> Redundant and combined with above. 	[REMOVED]
LU-68.1 Identify specific areas where strict abatement of nonconforming uses could be contrary to other City goals and policies that are determined to be of a higher immediate priority.	<ul style="list-style-type: none"> Redundant and combined with above. [REMOVED] 	[REMOVED]
LU-68.2 Identify and implement a process to enable targeted nonconforming uses to persist, which addresses the manner of the nonconformity and how bringing it into compliance would deter higher priority goals and policies, and the extent to which the nonconformity may be allowed to remain.	<ul style="list-style-type: none"> Redundant and combined with above. [REMOVED] 	[REMOVED]

3 Capital Facilities and Essential Public Facilities

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>CF-1 Provide services and utilities that the City can most effectively deliver, and contract or franchise for those services and utilities that the City determines can best be provided by a special district, other jurisdiction, or the private sector. Promote demand management and the conservation of services and facilities prior to developing new facilities.</p>	<ul style="list-style-type: none"> ▪ Simplified the goal itself and included provisions as policies. ▪ Remove demand management provision to include in policies. 	<p>CF-1: Coordinate cost-effective and efficient utilities and service delivery for city residents and businesses.</p>
<p>CF-1.3 All services and utilities shall be provided in accordance with this plan.</p>	<ul style="list-style-type: none"> ▪ This is an establishing policy that should be included in the front. 	<p>CF-1.1 All services and utilities shall be provided in accordance with this plan.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ Incorporate categories of services specified in the introductory text. Note that this is referenced in policy but is not included in the policies themselves. 	<p>CF-1.2 Manage utilities and services in Lakewood according to the following categories for effective management and delivery:</p> <ul style="list-style-type: none"> ▪ Type 1 services and utilities are provided directly to the resident by the City of Lakewood or city-contracted provider. ▪ Type 2 services are provided directly to the resident by a special district with independent taxing and regulatory authority. ▪ Type 3 services are utilities provided directly to the resident by a special district, county, or private company under the city's franchise regulatory authority. ▪ Type 4 services are those provided to federal military lands and utilities as well as services provided by the federal government to non-federal lands.
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ Split from the original goal above. 	<p>CF-1.3 Contract or franchise services that are more effective or cost-efficient to be provided by a special district, other jurisdiction, or the private sector.</p>

3 Capital Facilities and Essential Public Facilities // Lakewood Comprehensive Plan Audit

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-1.1 Periodically review the provision of services and utilities within the city to ensure that service is being provided in accordance with this plan.	<ul style="list-style-type: none"> Edited for clarity. 	CF-1.4 Engage in periodic assessments of services and utilities within the city to ensure compliance with this Comprehensive Plan.
[NEW]	<ul style="list-style-type: none"> Ensure that the Plan is compliant with requirements under RCW 36.70A.070(3)(e). 	CF-1.5 Reassess the Land Use Element if probable funding falls short of meeting existing needs as outlined within the Capital Facilities Plan.
CF-1.2 Require the provider to correct deficiencies where deficiencies in service or utility provision are identified. If the City determines that the provider is not responsive to the service needs of city residents, the City shall consider all remedies within its authority to ensure the adequate provision of service.	<ul style="list-style-type: none"> Removed the second part to include in a separate policy below. 	CF-1.6 Require a utility or other service provider to correct deficiencies when identified.
[NEW]	<ul style="list-style-type: none"> Split from the policy above. 	CF-1.7 Leverage city authority to guarantee adequate service provision, especially if a provider fails to meet public service needs.
[NEW]	<ul style="list-style-type: none"> Split from the goal above. 	CF-1.8 Prioritize demand management and conservation strategies before the development of new capital facilities and infrastructure.
CF-1.4 Develop conservation measures to reduce solid waste and increase recycling.	<ul style="list-style-type: none"> 	CF-1.9 Develop conservation measures to reduce solid waste and increase recycling.
CF-1.5 Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-1.10 Advocate for enhanced water conservation and efficient usage to reduce wastewater generation and ensure water availability.
CF-1.6 Promote the use of renewable energy resources to meet the region's energy needs.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-1.11 Encourage the use of renewable energy resources to meet local and regional energy demands.
CF-1.7 Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	<ul style="list-style-type: none"> Redundant with the current CT-1.7 above. 	[REMOVED]
CF-2 Provide and maintain adequate Type 1 capital facilities to meet the needs of existing and new development as envisioned in this plan.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-2 Ensure adequate Type 1 capital facilities to meet the needs of existing and new development.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-2.1 Deny land use and/or development permit requests when capacity to serve the project is projected to be inadequate, and/or LOS is projected to be unmet, at the time of occupancy.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-2.1 Require adequate capacity and level of service standards at occupancy as conditions for land use and development permits.
CF-2.2 Require new development to fund a fair share of costs to provide service and utility needs generated by that development.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-2.2 Require new development to support a fair share of infrastructure needs resulting from the development and future use of the site to ensure that capacity and LOS requirements can be met.
CF-2.3 At the City's discretion, capital improvements shall be provided by the developer to ensure that capacity is available or LOS standards are met at the time of occupancy.	<ul style="list-style-type: none"> Combine with above. 	[REMOVED]
CF-2.4 Concurrency may be utilized for determining transportation capacity and LOS.	<ul style="list-style-type: none"> Minor edit. 	CF-2.3 Use concurrency measures for the assessment of transportation capacity and LOS determinations.
CF-2.5 Provide City facilities and parks and recreation capital improvements in accordance with this plan and the Legacy parks plan.	<ul style="list-style-type: none"> 	CF-2.4 Provide for the development of city facilities, parks, and recreation capital improvements in accordance with this Plan and the Parks Legacy Plan.
CF-2.6 Review proposed land use permits and/or development permits or approvals for impacts to parks and recreation capacity.	<ul style="list-style-type: none"> Removed as this is consistent with CF-2.1. 	[REMOVED]
CF-2.7 Require new development to fund a fair share of costs to provide parks and recreation needs generated by that development.	<ul style="list-style-type: none"> Combined with CF-2.2 above. 	[REMOVED]
CF-2.8 The City may consider public, on-site open space and recreational facilities provided at the developer's expense that are substantially in excess of those required by the City, or that provide a unique attribute to the city, as a full or partial substitute for a development's fair share funding for parks and recreation.	<ul style="list-style-type: none"> This has been removed as the broader nature of CF-2.2 can allow for this and an in-kind donation would be considered an operational detail to a program. 	[REMOVED]
CF-2.9 Coordinate with public schools for jointly funded parks and recreation capital improvements and inclusion of jointly funded projects in the parks and recreation CIP.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-2.5 Coordinate with the school district on jointly funded parks and recreation capital improvements.
CF-2.10 Update the City's 6-year Capital Improvement Plan at least every two years in conjunction with the City's budget development and approval process.	<ul style="list-style-type: none"> This is redundant with the provision of the CIP below. However, this is combined with the policies below. 	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
CF-3	Require Type 2 providers to provide adequate service and capital facilities to meet the needs of existing and new development as envisioned in this plan.	▪ Edited for brevity and clarity.	CF-3	Require Type 2 providers to provide adequate service delivery to meet the needs of existing and new development.
CF-3.1	Where land use and/or development permits or approvals must be reviewed by a Type 2 provider, the provider shall conduct such reviews in a timely manner concurrently with the City.	▪ Edited for brevity and clarity.	CF-3.1	Require Type 2 providers to conduct prompt and concurrent reviews of land use and development permits in coordination with the city.
CF-3.2	Coordinate with fire and medical service providers for inclusion of necessary health and safety development standards into City development regulations and building codes, and support the providers' enforcement of the adopted standards.	▪ Edited for brevity and clarity.	CF-3.2	Coordinate with fire and emergency medical services providers to integrate health and safety standards into development regulations and building codes, and enforce these adopted standards.
CF-3.3	Coordinate with public school providers for the provision of capital improvements.	▪ Combined with the following policy.	CF-3.3	Coordinate with the school district on capital improvements for school facilities and include the school district CIPs as an appendix to the city CIP following review for consistency with this plan.
CF-3.4	Incorporate the public school CIPs as appendices to the City CIP following review for consistency with this plan.	▪ Combined with above.		[REMOVED]
CF-3.5	Following review and adoption of a District master plan and CIP, coordinate with public schools for the collection, if applicable, of school impact fees as part of the project review process.	▪ Edited for brevity and clarity.	CF-3.4	Coordinate the assessment and collection of school impact fees as part of the development project review process as applicable.
CF-4	Require Type 3 utilities to provide adequate service and capital facilities to meet the needs of existing and new development as envisioned in this plan.	▪ Edited for brevity and clarity.	CF-4	Require Type 3 utilities to provide adequate service delivery to meet the needs of existing and new development.
CF-4.1	Type 3 utilities shall expedite the provision of services and capital facilities necessary to support this plan.	▪ Edited for clarity.	CF-4.1	Mandate that Type 3 utilities provide sufficient service and infrastructure to fulfill the needs of both existing and future development.
CF-4.2	Where land use and/or development permits or approvals must be reviewed by a Type 3 provider, the provider shall conduct such reviews in a timely manner concurrently with the City.	▪ Edited for brevity and clarity.	CF-4.2	Require Type 3 providers to conduct prompt and concurrent reviews of land use and development permits in coordination with the city.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-4.3 Coordinate with providers for inclusion of necessary development standards into City development regulations and building codes, and support the providers' enforcement of the adopted standards.	<ul style="list-style-type: none"> ▪ Edited for brevity and clarity. 	CF-4.3 Coordinate with providers to include necessary standards into development regulations and building codes, and to enforce these adopted standards.
CF-4.4 Deny land use and/or development permit applications unless sufficient water, sewer, and electrical capacity or LOS are available to the development at time of occupancy.	<ul style="list-style-type: none"> ▪ Edited for brevity and clarity. 	CF-4.4 Refuse land use and development permits for projects not serviced by adequate water, sewer, stormwater, or electrical capacity or levels of service at the time of occupancy.
CF-4.5 At the City's discretion, the developer shall provide the necessary capital improvements to ensure that water, sewer, and electrical capacity will be available or levels of service met at the time of occupancy. Improvements shall meet the standards set forth by the utility provider.	<ul style="list-style-type: none"> ▪ Edited for brevity and clarity. 	CF-4.5 Direct developers to provide necessary capital improvements to ensure that water, sewer, and electrical capacity will be available at the time of occupancy.
CF-4.6 Require new development to fund a fair share of costs to provide water and sewer utilities needs generated by that development.	<ul style="list-style-type: none"> ▪ Edited for brevity and clarity. 	CF-4.6 Require new development to support a fair share of the costs for water and sewer infrastructure necessary for that development.
CF-4.7 Incorporate sewer and water provider CIPs as appendices to the City CIP, following review for consistency with this plan.	<ul style="list-style-type: none"> ▪ Minor edits. 	CF-4.7 Work to incorporate CIPs from sewer and water provider as appendices to the city CIP if consistent with this Plan.
CF-5 Coordinate with Type 4 utilities and services for the provision of services to non-federal lands.		CF-5 Coordinate with Type 4 utilities and services for the provision of services to non-federal lands.
CF-5.1 Coordinate with Type 4 providers on a case-by-case basis for the provision of services on non-federal land.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	CF-5.1 Engage in case-by-case coordination with Type 4 providers for the provision of services on non-federal land as required.
CF-5.2 Coordinate with Type 4 providers for monitoring and maintenance of provider facilities located on non-federal land.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	CF-5.2 Partner with Type 4 providers to monitor and maintain facilities located in the city on non-federal land.
CF-6 Establish a City CIP consisting of separate CIPs for each service or utility that lists planned capital improvements and establishes a priority and dedicated funding source for the capital improvements for a six-year period.	<ul style="list-style-type: none"> ▪ Shorten the goal and split out consideration as a policy. 	CF-6 Establish a city Capital Improvement Plan consisting of individual CIPs for each service and utility that lists planned capital improvements.
[NEW]	<ul style="list-style-type: none"> ▪ Separated from goal above. ▪ Updated with CF-2.10. 	CF-6.1 Update the city's six-year Capital Improvement Plan as an appendix to this Plan at least every two years to establish priorities and funding sources for capital improvements.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-6.1 Evaluate each service or utility CIP priority and funding sources at least once every two years, but not more than twice a year. Any amendment to the CIP must analyze the impacts the amendment will have on permits issued by the City based on concurrency.	<ul style="list-style-type: none"> Separate into two policies. 	CF-6.2 Evaluate each service or utility CIP priority and funding sources at least once every two years, but not more than twice a year.
[NEW]	<ul style="list-style-type: none"> Separated from policy above. 	CF-6.3 Analyze the impacts of amendments to the CIP on permits issued by the city based on concurrency.
CF-6.2 Provide necessary Type 1 capital improvements within the City's ability to fund or within the City's authority to require others to provide.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-6.4 Limit the provision of Type 1 capital improvements based on city's fiscal capacity and other external funding obligations.
CF-6.3 Evaluate concurrency for transportation based on only those capital improvements identified in the CIP as fully funded within the six-year period.		CF-6.5 Evaluate concurrency for transportation based on capital improvements identified in the CIP as fully funded within the six-year period.
CF-6.4 The City shall not provide a capital improvement, nor shall it accept the provision of a capital improvement by others, if the City or the provider is unable to pay for subsequent annual operating and maintenance costs of the improvement.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-6.6 Refrain from undertaking a capital improvement or accepting an improvement provided by another if the city or the service provider lack the resources to support ongoing operation and maintenance.
CF-6.5 The City CIP shall constitute a separate adopted appendix to this plan.	<ul style="list-style-type: none"> Redundant and combined with above. 	[REMOVED]
CF-7 Provide, maintain, and improve City facilities to ensure efficiency safety, and to provide the best possible service to residents, employees, and the city while enhancing the physical landscape and quality of life.	<ul style="list-style-type: none"> Edited for brevity and clarity. Add consideration of environmental health. 	CF-7 Provide city facilities that are efficient, functional, and safe, and enhance the physical landscape, local quality of life, and environmental health.
CF-7.1 Provide a City Hall and other city facilities that are safe; functional; conducive to the provision of local governance, service provision, and operations; and provide a positive model of the type of development desired in the city.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-7.1 Develop and maintain City Hall and other municipal facilities to support effective local governance, service delivery, and public engagement, and provide a model of desired development for the city.
CF-7.2 Maintain, and provide as needed, adequate permanent facilities for police functions.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-7.2 Provide adequate permanent facilities for police functions.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-7.3 To the extent possible, direct public investment toward the designated Regional Growth Center and residential areas targeted for high density residential growth, especially those with an existing substandard public environment, characterized by a lack of sidewalks, street lighting, open space, and other public amenities.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-7.3 Direct public investment toward the designated Regional Growth Center and areas targeted for high-density residential development to help promote growth in these areas.
CF-7.4 Prioritize the acquisition and development of parks and recreation facilities to eliminate LOS deficiencies in densely populated areas of the city and provide amenities in areas designated for growth.	<ul style="list-style-type: none"> Edited to acknowledge underserved areas. 	CF-7.4 Prioritize acquiring and developing parks, open spaces, and recreation facilities to eliminate identified service gaps, particularly in densely populated neighborhoods, underserved areas and parts of the city designated for growth.
CF-7.5 Acquire properties and/or conservation easements in support of critical lands protection, salmon recovery, and floodplain management.	<ul style="list-style-type: none"> Edited to acknowledge underserved areas and for brevity/clarity. 	CF-7.5 Acquire properties and conservation easements to support critical areas protection, salmon recovery, and effective floodplain management.
CF-8 Provide for the siting of identified essential public facilities.	<ul style="list-style-type: none"> Edited for clarity. 	CF-8 Establish efficient and transparent processes for the siting of essential public facilities.
CF-8.1 Identify and classify a list of statewide, countywide, and citywide essential public facilities.	<ul style="list-style-type: none"> Edited for brevity and clarity. 	CF-8.1 Maintain an inventory of essential public facilities that may be sited in Lakewood.
CF-8.2 Identify facilities of a statewide nature consistent with those of the Washington State Office of Financial Management or successor agency.		CF-8.2 Align the identification of statewide essential public facilities with the standards set by the Washington State Office of Financial Management.
CF-8.3 Identify countywide essential public facilities following a cooperative interjurisdictional agreement pursuant to GMA requirements and consistent with the guidance of the CPP.		CF-8.3 Identify countywide essential public facilities in collaboration with relevant jurisdictions through an interjurisdictional agreement that is consistent with the guidance of the Pierce County Countywide Planning Policies.
CF-8.4 Identify city essential public facilities pursuant to the requirements of GMA.	<ul style="list-style-type: none"> Minor edit. 	CF-8.4 Identify city essential public facilities pursuant to the requirements of the Growth Management Act.
[NEW]	<ul style="list-style-type: none"> Incorporates the previous CF-9 goal below. Include a consideration of environmental justice. 	CF-8.5 Maintain a consistent process to site essential public facilities that adequately considers the impacts of specific uses and environmental health disparities.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>CF-9 Administer a process, through design and development regulations, to site essential public facilities that adequately consider impacts of specific uses.</p>	<ul style="list-style-type: none"> ▪ Section included as a policy above, with more detail provided through regulation. 	<p>[REMOVED]</p>
<p>CF-9.1 Address, as a priority measure, essential public facilities siting related to direct provision of police services.</p>	<ul style="list-style-type: none"> ▪ Section removed as it is best included in the Code. 	<p>[REMOVED]</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>CF-9.2 The proposal process for siting an essential public facility is as follows:</p> <ul style="list-style-type: none"> ▪ The proposal must be identified on the City's essential public facilities list. ▪ In the siting of a statewide or countywide essential public facility, the applicant is required to provide a justifiable need for the public facility and for its location in Lakewood based upon forecasted needs and logical service area, including an analysis of alternative sites within and outside of the city. ▪ In the siting of a statewide or countywide essential public facility, ensure that affected agencies and citizens, adjacent jurisdictions, and other interested parties are given adequate notice and opportunity for meaningful participation in decisions on siting essential public facilities. ▪ Proposals must be consistent with this Comprehensive Plan and the City's design and development regulations. ▪ Medical clinics and services should be sited near public transit facilities and routes. ▪ Avoid siting essential public facilities in the 100 -year floodplain or in other areas subject to environmental hazards. ▪ If a proposal is not specifically addressed by use (or intensity of the use) in the Comprehensive Plan or design and development regulations, the City will make an administrative use determination in accordance with City regulations. In such cases, proposals requesting siting as an essential public facility shall be subject to a conditional use permit or public facilities permit unless otherwise determined by the City. ▪ The proposal will be analyzed for impacts and mitigation in accordance with City design and development regulations. ▪ Analysis and mitigation may include fiscal impacts of the proposal to the City. 	<ul style="list-style-type: none"> ▪ Section removed as it is best included in the Code. 	<p>[REMOVED]</p>

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
CF 9.3	Subject to the provisions of this section, the siting of essential public facilities is not categorically precluded.	<ul style="list-style-type: none"> Section removed as it is best included in the Code. 	[REMOVED]	
CF-10	Coordinate with other jurisdictions, agencies, and service and utility providers for the provision of urban services and utilities within the UGA.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	CF-9	Coordinate with other jurisdictions and providers to provide urban services and utilities to users in the UGA and recently annexed areas.
CF-10.1	Coordinate with other jurisdictions and agencies for the provision of services and utilities in accordance with the appropriate Type 1, 2, 3, or 4 goals and policies.	<ul style="list-style-type: none"> Note that the city will largely manage the Type 1 services provided to the UGAs, and services provided by other entities will be harder to manage. 	CF-9.1	Work collaboratively with other jurisdictions and service providers to provide cost-effective and efficient Type 1 services and utilities within the UGA that align with relevant goals and policies.
CF-11	Provide urban services and utilities to annexed areas that the City can most effectively deliver, and contract or franchise for those services and utilities that the City determines can best be provided by a special district, other jurisdiction, or the private sector.	<ul style="list-style-type: none"> Combined with the previous goal. 	[REMOVED]	
CF-11.1	Determine which service and utility providers are best suited to provide for annexed areas on a case-by-case basis prior to annexation.	<ul style="list-style-type: none"> Edited to align with previous policies and to be clearer in the direction provided. 	CF-9.2	Evaluate the need for contract or franchise services and utilities for newly annexed areas, particularly when these services are more effectively delivered by a special district, another jurisdiction, or the private sector.

4 Economic Development

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
ED-1	Maintain a strong, proactive position toward economic development that promotes a positive civic image.	<ul style="list-style-type: none"> Edit for brevity. 	ED-1	Maintain a strong local economy that supports healthy businesses.
ED-1.1	Increase the retail sales tax base of the City.	<ul style="list-style-type: none"> Edited for clarity/intent. 	ED-1.1	Maintain a sustainable retail sales tax base.
ED-1.2	Encourage public-private partnerships which further public goals while advancing economic development opportunities.	<ul style="list-style-type: none"> Edit for brevity. 	ED-1.2	Pursue public-private partnerships that leverage economic development opportunities.
ED-1.3	Promote partnerships with the State, Pierce County, Joint Base Lewis McChord, other cities and organizations to advance regional competitiveness and mutual economic development goals.	<ul style="list-style-type: none"> Edit for brevity. 	ED-1.3	Maintain partnerships with the State, Pierce County, Joint Base Lewis McChord, and other cities and organizations to build and maintain regional economic competitiveness.
ED-1.4	Review and respond to emerging issues, pending legislation, and provide guidance with regards to special projects and economic development initiatives.	<ul style="list-style-type: none"> This is unclear and may not be required. 	[REMOVED]	
ED-1.5	Encourage development or maintenance of business recruitment programs.	<ul style="list-style-type: none"> This should be combined with the next policy. 	ED-1.4	Provide local business recruitment, retention, and expansion programs.
ED-1.6	Encourage development or maintenance of business expansion and retention programs.	<ul style="list-style-type: none"> This should be combined with the previous policy. 	[REMOVED]	
ED-1.7	Where feasible and appropriate, assist the business community in the collection of data relative to economic development.	<ul style="list-style-type: none"> Edit for brevity. 	ED-1.5	Compile and report relevant local economic data to guide economic development programs.
ED-1.8	Increase Lakewood's leadership, role and influence in local and regional forums in order to advance the City's economic development goals.	<ul style="list-style-type: none"> Edit for clarity and brevity. 	ED-1.6	Participate in local and regional economic forums that advance economic development goals.
ED-1.9	Continue to pursue aggressive public safety programs designed to protect residents, businesses, and their investments.	<ul style="list-style-type: none"> Refine the focus of this policy. 	ED-1.7	Maintain public safety programs that protect people and encourage local investment.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
ED-1.10 Maintain working partnerships with Pierce College and Clover Park technical College in order to encourage and support their expansion and further integration within the Lakewood economy, as well as to identify and exploit increasing opportunities for economic development.	<ul style="list-style-type: none"> Simplify and refine the policy. 	ED-1.8 Maintain partnerships with Pierce College and Clover Park Technical College as integral components of the local and regional economy.
ED-1.11 Consider opportunities to partner with local human service organizations to assist in providing human services resource development programs for the unemployed or under-employed.	<ul style="list-style-type: none"> Simplify the policy. 	ED-1.9 Partner with local human service organizations to providing training and development programs for the unemployed or under-employed.
ED-2 Ensure a responsive and efficient business licensing and building permitting process.	<ul style="list-style-type: none"> Change the language to focus on a goal and purpose. 	ED-2 Ensure responsiveness in business support.
ED-2.1 Establish a permit process system that is fair and timely while promoting the public health, safety, and general welfare.	<ul style="list-style-type: none"> Clarify and reduce text. 	ED-2.1 Maintain timely and responsive permitting and licensing processes.
ED-2.2 Work with adjacent cities and Pierce County on consistency among regulatory codes.	<ul style="list-style-type: none"> Consolidate text. 	ED-2.2 Support consistency with regulatory codes in other jurisdictions.
ED-2.3 Encourage predictability and consistency in the City's land use regulations, while also allowing for flexibility and creativity in the site development process.	<ul style="list-style-type: none"> This is an overly vague policy that is addressed in other policies. 	[REMOVED]
ED-2.3 Encourage predictability and consistency in the City's land use regulations, while also allowing for flexibility and creativity in the site development process.	<ul style="list-style-type: none"> This is an overly vague policy that is addressed in other policies. 	ED-2.3 Promote a customer service approach in permitting and licensing and provide regular reviews of performance.
ED-2.3 Encourage predictability and consistency in the City's land use regulations, while also allowing for flexibility and creativity in the site development process.	<ul style="list-style-type: none"> This is an overly vague policy that is addressed in other policies. 	ED-2.4 Provide targeted permitting and licensing assistance to small businesses.
ED-2.3 Encourage predictability and consistency in the City's land use regulations, while also allowing for flexibility and creativity in the site development process.	<ul style="list-style-type: none"> This is an overly vague policy that is addressed in other policies. 	[REMOVED]
ED-3 Encourage increased ownership and quality housing throughout the City.	<ul style="list-style-type: none"> This does not seem to be an economic development goal per se, and should be consolidated in housing. Additionally, note that the policies included below may not be as applicable to homeownership directly. 	ED-3 Promote increased homeownership opportunities in the city.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
ED-3.1	Encourage home ownership to increase the number of invested stakeholders in the community.	<ul style="list-style-type: none"> This is very close to the goal and may not be as applicable as a policy. 	[REMOVED]	
ED-3.2	Expand the homeownership opportunities for existing residents in neighborhoods with homeownership rates are lower than the regional average.	<ul style="list-style-type: none"> Refine and clarify. 	ED-3.1	Expand homeownership opportunities for existing residents in neighborhoods with low homeownership rates.
ED-3.3	Expand quality of middle-income housing products.	<ul style="list-style-type: none"> This is unclear and unnecessary. 	[REMOVED]	
ED-3.4	Develop new relationships and mechanisms that increase private investment in, and production of high- quality housing for all income groups.	<ul style="list-style-type: none"> This is very unclear. 	ED-3.2	Develop new relationships and mechanisms that increase private investment in, and production of high- quality housing for all income groups.
ED-3.5	Consider the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand.	<ul style="list-style-type: none"> Edit for clarity and include overall effects. 	ED-3.3	Consider the cumulative effects of regulations and incentives on the ability of housing developers to meet current and future housing demand.
ED-3.6	Require owners, investors, and occupants, to be responsible for maintenance of the housing stock.	<ul style="list-style-type: none"> This appears to be vague and somewhat unnecessary. 	[REMOVED]	
ED-3.7	Ensure that owners, managers, and residents of rental property improve the safety, durability, and livability of rental housing.	<ul style="list-style-type: none"> This appears to be vague and somewhat unnecessary. 	[REMOVED]	
ED-3.8	Support the public and private actions that improve the physical and social environment of areas that have experienced disinvestment in housing, that have a concentration of low-income households, or that lack infrastructure.	<ul style="list-style-type: none"> This should be refined and clarified. 	ED-3.4	Support public and private investment to improve areas that have experienced a historical lack of investment in housing and infrastructure, and have a concentration of low-income and disadvantaged households.
ED-3.9	Attract a proportionate share of the region's families with children in order to encourage stabilized neighborhoods and a vital public school system.	<ul style="list-style-type: none"> This can be reframed to focus on housing needs for families. Note that this should be expanded beyond homeownership. 	ED-3.5	Encourage family-sized housing options for rental and homeownership.
ED-3.10	Promote housing opportunities that build a sense of community, civic involvement, and neighborhood pride.	<ul style="list-style-type: none"> This is overly vague. 	[REMOVED]	
ED-4	Leverage public infrastructure for private investment.	<ul style="list-style-type: none"> Clarify and edit the text. 	ED-4	Coordinate the planning of public infrastructure and private investment.
ED-4.1	Where public costs will be recouped from increased revenue resulting from private investment, invest in infrastructure to stimulate and generate private investment for economic development and redevelopment projects.	<ul style="list-style-type: none"> Clarify the text and focus the intent. 	ED-4.1	Encourage sustainable investments in local infrastructure that can promote private investment and community economic development.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
ED-4.2 Consider public financing techniques such as the use of local improvement districts, public-private partnerships, and grants in targeted areas to accomplish specific economic development needs.	<ul style="list-style-type: none"> Clarify the text and focus the intent. 	ED-4.2 Use public financing techniques such as local improvement districts, public-private partnerships, and grants to achieve neighborhood and citywide economic development goals.
ED-4.3 Work with community development on signage and frontage improvements and regulations that enhance the community and promote economic development.	<ul style="list-style-type: none"> Clarify the text and focus the intent. 	ED-4.3 Coordinate signage and frontage improvements that enhance the community and promote economic investment.
ED-4.4 Use HUD programs (CDBG allocations and the Section 108 loan program) to help fund infrastructure improvements.	<ul style="list-style-type: none"> Clarify the text and broaden the scope. 	ED-4.4 Support strategic infrastructure investments for economic development with state and federal funding programs.
ED-5 Promote the revitalization/redevelopment of the following areas within Lakewood: 1) the Downtown Subarea; 2) the South Tacoma Way & Pacific Highway Corridors; 3) Springbrook; 4) Tillicum/Woodbrook; 5) the Lakewood Station District Subarea; and 6) Lake City.	<ul style="list-style-type: none"> This appears to be a grab bag of policies without a lot of structure. It may be useful to contain them in separate sections to identify specific policy elements for each area. There are some policies in this section that may be broadly applicable, however. 	ED-5: Coordinate neighborhood-level economic development that reflects different local conditions and needs.
ED-5.1 Where appropriate, develop and maintain public-private partnerships for revitalization.	<ul style="list-style-type: none"> This can be consolidated and clarified. 	ED-5.1: Coordinate opportunities for public and private investment in neighborhoods that support revitalization.
ED-5.2 Pursue regional capital improvement opportunities within these specific areas.	<ul style="list-style-type: none"> Combined with above. 	[REMOVED]
ED-5.3 Promote the concentration of commercial uses and cultural activities in the Downtown with the intent of increasing and maintaining the vitality of the community.	<ul style="list-style-type: none"> Revise and make more general. 	ED-5.2 Promote commercial uses and cultural activities to support the vitality of neighborhoods.
ED-5.4 Promote industrial land development at the Woodbrook Business Park.	<ul style="list-style-type: none"> This is very specific and should be covered in Subareas. 	[REMOVED]
ED-5.5 Continue existing programs to expand sewers throughout Tillicum and Woodbrook.	<ul style="list-style-type: none"> Revise and make more general. 	ED-5.3 Ensure that infrastructure planning is coordinated with economic development needs in neighborhoods.
ED-5.6 Expand commercial development along Pacific Highway SW by converting lands designated Public/Institutional into commercial uses.	<ul style="list-style-type: none"> This is very specific and should be covered in Subareas. 	[REMOVED]
ED-5.7 Expand housing ownership opportunities.	<ul style="list-style-type: none"> This is too general and should be consolidated. 	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy
ED-5.8	Identify and implement strategies to foster small business development and expansion.	<ul style="list-style-type: none"> Revise and make more general. 	ED-5.4 Foster small business development and expansion.
ED-5.9	Aggressively market the Downtown as a place to live, shop, and do business.	<ul style="list-style-type: none"> Consolidate and make more general. 	ED-5.5 Encourage neighborhood centers to be complete communities to live, shop, and do business.
ED-5.10	Encourage mixed use developments within the Downtown and Lakeview.	<ul style="list-style-type: none"> This should be made a more general policy to reflect that mixed-use projects could be included in other areas. 	ED-5.6 Encourage housing and mixed-use development as an opportunity to build support for local businesses.
ED-5.11	Remove blighted buildings from residential neighborhoods.	<ul style="list-style-type: none"> This appears to be an overly broad policy that should be removed. 	[REMOVED]
ED-5.12	Promote affordable single and multi-family development in Lake City and Tillicum.	<ul style="list-style-type: none"> This can be combined with the housing policy above. 	[REMOVED]
ED-5.13	Develop and implement a sub-area plan for Springbrook.	<ul style="list-style-type: none"> This should be shifted to the Subareas Element. 	[REMOVED]
ED-5.14	Consider establishing a local development government corporation and an equity investment approach for land assembly within a designated target area. Under this model, landowners contribute their land (and improvements) as “shares” to the corporation and receive a portion of the distribution from cash flow generated by redevelopment.	<ul style="list-style-type: none"> Revise and summarize. 	ED-5.7 Explore the use of a local development government corporation for land assembly in neighborhoods.
[NEW]		<ul style="list-style-type: none"> Added as a potential option for future consideration. 	ED-5.8 Explore ways to allow craft/artisanal industrial uses that permit on-site manufacturing with supporting retail in compatible commercial areas.
ED-6	Ensure the logistical functions of Lakewood’s industrial districts are not impaired by conflicts with other transportation system users.	<ul style="list-style-type: none"> This should be organized within the Transportation Element. 	[REMOVED]
ED-6.1	Where feasible and appropriate, promote freight mobility through grade separation of rail traffic from street traffic and improvement of existing Lakewood road connections.	<ul style="list-style-type: none"> This is more related to the Transportation Element. 	[REMOVED]
ED-6.2	Pursue regional capital improvement opportunities that will benefit Lakewood’s industrial districts.	<ul style="list-style-type: none"> This is very general. 	[REMOVED]
ED-6.3	Coordinate with the Capital Improvement Program and Six-Year Transportation Improvement Plan to ensure the maintenance and expansion of infrastructure to support Lakewood’s industrial districts.	<ul style="list-style-type: none"> This appears redundant. 	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
ED-7	Protect the mission of, and ensure the long-term viability of Joint Base Lewis- McChord.	<ul style="list-style-type: none"> This is not really an economic development policy and most of this should be consolidated in the Military Compatibility Element. However, including policies on the connections between local businesses and JBLM is important. 	ED-6	Coordinate economic development opportunities related to the support of Joint Base Lewis-McChord.
ED-7.1	Maintain the South Sound Military Communities Partnership.	<ul style="list-style-type: none"> Focus this policy on economic development. 	ED-6.1	Coordinate with the South Sound Military Communities Partnership to explore economic opportunities related to JBLM.
ED-7.2	Conduct a Joint Land Use Study and implement the resulting recommendations into Lakewood's Comprehensive Plan, development regulations, capital improvement programs, and other plans policies.	<ul style="list-style-type: none"> This should have been done by now, and the general policy should be shifted to the Military Compatibility Element. 	[REMOVED]	
ED-7.3	Work with federal, state, and local agencies to fund the acquisition of properties deemed unsafe in the Clear Zone.	<ul style="list-style-type: none"> This should be in the Military Compatibility Element. 	[REMOVED]	
ED-7.4	Develop a JBLM Regional Policy Considerations Guide. The guide would include background text on JBLM operations and policies associated with economic development and housing.	<ul style="list-style-type: none"> This should have been done by now and can be made more general. 	ED-6.2	Coordinate economic development planning with JBLM operations and policies associated with economic development and housing.
ED-7.5	Support workforce development programs for military personnel transitioning out of military service.	<ul style="list-style-type: none"> This should remain and works well in this section. 	ED-6.3	Support workforce development programs for military personnel transitioning out of military service.
ED-7.6	Continue to support the efforts of the South Sound Military Communities Partnership.	<ul style="list-style-type: none"> This is redundant with ED-7.1 above. 	[REMOVED]	
ED-7.7	Conduct industry justification and economic diversification studies in response to drawdown and potential loss of Department of Defense contracts.	<ul style="list-style-type: none"> This policy should be refined towards action. 	ED-6.4	Pursue economic diversification to increase local economic resilience in response to any planned drawdowns at JBLM.
LU-16	Strengthen Lakewood's and the region's economy by supporting existing businesses and by attracting new uses and businesses.	<ul style="list-style-type: none"> This should be removed as it appears redundant with the other goals in the Economic Development Element. 	[REMOVED]	
LU-16.1	Ensure that commercial development and redevelopment contributes to Lakewood as a community and to the vitality of individual commercial areas within the City.	<ul style="list-style-type: none"> This is overly broad and should be removed. 	[REMOVED]	
LU-16.2	Establish functional and distinct commercial districts and corridors within the City.	<ul style="list-style-type: none"> This is overly broad and should be removed. 	[REMOVED]	
PS-21:	Expand economic opportunities.	<ul style="list-style-type: none"> Note that this was reorganized and brought in from the previous "Public Services" section for consistency. 	ED-7	Expand economic opportunities for Lakewood residents.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>PS-21.1: Support economic development activities that provide or retain livable wage jobs for low and moderate income persons.</p> <ul style="list-style-type: none"> ▪ Develop a low-interest loan program, tax credits and other mechanisms to serve as incentives for businesses to create or retain jobs for low and moderate income persons. ▪ Develop a technical assistance program for supporting businesses for the purpose of creating or retaining jobs for low and moderate income individuals. ▪ Provide businesses with access to low-interest loans to expand economic opportunities through on-site infrastructure improvements, rehabilitation, acquisition, and other commercial improvements for the purpose of creating or retaining jobs for low and moderate income persons. 	<ul style="list-style-type: none"> ▪ Split apart these elements into separate policies. ▪ Changed “persons” to households. 	<p>ED-7.1 Support economic development activities that provide or retain livable wage jobs for low- and moderate-income households.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ Policy from above. 	<p>ED-7.2 Develop a low-interest loan program, tax credits, and other mechanisms as incentives for businesses to provide jobs for low- and moderate-income households.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ Policy from above. 	<p>ED-7.3 Develop a technical assistance program for supporting businesses in providing jobs for low- and moderate-income households.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ Policy from above. 	<p>ED-7.4 Provide businesses with access to low-interest loans for business development costs in exchange for providing jobs for low- and moderate-income households.</p>
<p>PS-21.2: Focus investment on housing development and infrastructure improvements in support of economic development in targeted neighborhoods.</p>	<ul style="list-style-type: none"> ▪ Edited for brevity and clarity. 	<p>ED-7.5 Focus investments on housing development and infrastructure to support economic development in targeted neighborhoods.</p>

5 Energy and Climate Change

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>EC-1 <u>Provide Leadership in Managing Climate Change.</u> 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.</p>	<ul style="list-style-type: none"> ▪ Shortened for brevity 	<p>EC-1 Provide Leadership in Managing Climate Change. Take steps to address climate change and to manage its effects. Partner with other jurisdictions, organizations, residents, and businesses to address climate change and support climate resiliency solutions.</p>
<p>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.</p>	<ul style="list-style-type: none"> ▪ Shortened for brevity 	<p>EC-1.1 Provide Leadership and Advocacy: 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.</p>
<p>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.</p>	<ul style="list-style-type: none"> ▪ Added more language reflective of what the steering committee wished to see in the Comp Plan 	<p>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 through education, data, and partnerships with community-based organizations and utility companies.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
NEW	<ul style="list-style-type: none"> Added more language reflective of what the steering committee wished to see in the Comp Plan 	EC 1.3 Provide Resources about Climate Change Impacts: Develop educational resources and publicly available data to build awareness of the impacts of climate change in Lakewood.
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.	<ul style="list-style-type: none"> Removed language that could be its own policy under this 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.
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.	<ul style="list-style-type: none"> Deleted as an operational detail not a policy. 	[REMOVED]
EC-2.2 Expand Affordable 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.	<ul style="list-style-type: none"> Edited for brevity. 	EC-2.1 Expand Affordable Public Transit: Lakewood will coordinate with transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors.
EC 2.3 Develop Safe and Convenient Walking and Bicycling Routes Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.		EC 2.2 Develop Safe and Convenient Walking and Bicycling Routes: Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.
EC 2.4 Expand Regional Passenger Rail Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.		EC 2.3 Expand Regional Passenger Rail: Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>EC-2.5 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.</p>	<ul style="list-style-type: none"> Added language in support of CTR organizations and programs 	<p>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. Commute Trip Reduction programs cannot happen without partnership with local business organizations and local transit advocates.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> Split from Goal EC-2 as its own policy 	<p>EC-2.5 Improve Multimodal Transportation Options: 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.</p>
<p>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.</p>	<ul style="list-style-type: none"> Removed details around the city's consumption of energy. This should be addressed by internal planning, not a comprehensive plan. 	<p>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.</p>
<p>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.</p>		<p>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.</p>
<p>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.</p>		<p>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.</p>
<p>EC-3.3 Promote Solid Waste Reduction and Recycling: Promote waste reduction and recycling to minimize materials that are processed in landfills.</p>		<p>EC-3.3 Promote Solid Waste Reduction and Recycling: Promote waste reduction and recycling to minimize materials that are processed in landfills.</p>
<p>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.</p>		<p>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.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>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.</p>	<ul style="list-style-type: none"> Removed as overly broad and covered with other policies. 	<p>[REMOVED]</p>
<p>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.</p>	<ul style="list-style-type: none"> There are 3 goals in one. Removed some language to add as additional goals under EC-4 	<p>EC-4 Encourage Sustainable Development. Reduce energy consumption by promoting sustainable land uses and development patterns.</p>
<p>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.</p>		<p>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.</p>
<p>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.</p>		<p>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.</p>
<p>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.</p>	<ul style="list-style-type: none"> Edited for brevity. 	<p>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.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>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.)</p>	<ul style="list-style-type: none"> ▪ Edited for brevity. 	<p>EC-4.4 Promote Green Infrastructure: Develop green infrastructure standards that relies on natural processes for stormwater drainage, groundwater recharge and flood management.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ NEW- taken from EC-4 	<p>EC-4.5 Encourage Efficient 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.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ NEW- taken from EC-4 	<p>EC-4.6 Promote Sustainable Practices: Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.</p>
<p>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.</p>	<ul style="list-style-type: none"> ▪ Simplified language 	<p>EC-5 Develop a Hazards Management Plan and a climate resilient community.</p>
<p>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.</p>	<ul style="list-style-type: none"> ▪ Removed for redundancy. Should be done as a part of the comprehensive plan update 	<p>[DELETED]</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>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.</p>		<p>EC-5.1 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.</p>
<p>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.</p> <ul style="list-style-type: none"> ▪ Develop post-disaster redevelopment plans. ▪ Expand federal and state support for climate-related hazards management. <p>Continue to coordinate and cooperate with the hazards-management community.</p>		<p>EC-5.2 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.</p> <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.
<p>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.</p>	<ul style="list-style-type: none"> ▪ Removed for redundancy, as the Plan should be developed for internal consistency as part of the update. 	<p>[REMOVED]</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ Highlight the need to address climate change considerations as part of climate change. 	<p>EC-5.3 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</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> ▪ Provide to highlight the need for an additional strategy framework for city resiliency. 	<p>EC-5.4 Promote Climate Resiliency: Develop a resilience strategy for the purposes of maintaining strong city finances and livable places, thereby allowing the city to more easily adapt to emergent climate-related disasters.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	▪	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
[NEW]	▪	EC-5.6 Develop a resilience strategy for the purposes of maintaining strong city finances and livable places, thereby allowing the city to more easily adapt to emergent climate-related disasters.

6 Housing

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-2	Ensure that housing exists for all economic segments of Lakewood’s population.	<ul style="list-style-type: none"> This should be refined to focus on the housing targets by income category. 	HO-1	Promote an overall supply of housing that supports all economic segments of the population.
[NEW]		<ul style="list-style-type: none"> This adds the housing targets by income level. 	HO-1.1	Plan to the 2020–2044 housing target allocations by household income for Lakewood based on area median income for Pierce County, as established by the US Department of Housing and Urban Development, adjusted for household size: <ul style="list-style-type: none"> 30% AMI or less: 1,367 units, 30–50% AMI: 1,739 units, 50–80% AMI: 1,375 units, 80–100% AMI: 592 units, and 100–120% AMI: 536 units.
[NEW]		<ul style="list-style-type: none"> Add PSH targets. 	HO-1.2	Plan to the 2020–2044 County target allocations for an additional 1,212 units of permanent supportive housing affordable to households at 0–30% AMI.
[NEW]		<ul style="list-style-type: none"> Add emergency shelter targets. 	HO-1.3	Plan to the 2020–2044 County target allocations for 574 spaces in emergency shelter.
[NEW]		<ul style="list-style-type: none"> Identify the need for family housing. 	HO-1.4	Encourage housing that meets the needs of different sizes and types of households in the community.
[NEW]		<ul style="list-style-type: none"> Recent changes from HB 1220 require anti-displacement policies. Combined from LU-4.7 below. Note that this does overlap with HO-9. 	HO-1.5	Develop and preserve housing to minimize displacement, and coordinate services to assist displaced residents in finding alternative housing options.
(LU-2)	Increase housing opportunities for upper income households.	<ul style="list-style-type: none"> This should be integrated into targets by household income. 	[REMOVED]	
LU-2.1	Target ten (10) percent of new housing units annually through 2030 to be affordable to upper income households that earn over 120 percent of county median income.	<ul style="list-style-type: none"> This should be accommodated in the broader housing targets by household income. (Note that the new target is higher.) 	[REMOVED]	
LU-2.2	Encourage the construction of luxury condominium adjacent to the lakes.	<ul style="list-style-type: none"> This does not appear to be necessary for market-rate developments. 	[REMOVED]	

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-2.3 Support site plans and subdivisions incorporating amenity features such as private recreation facilities, e.g., pools, tennis courts, and private parks to serve luxury developments.	<ul style="list-style-type: none"> This does not appear to be necessary for market-rate developments. 	[REMOVED]
LU-2.4 Increase public awareness of upper income housing opportunities in Lakewood.	<ul style="list-style-type: none"> This does not appear to be necessary for market-rate developments. 	[REMOVED]
(LU-2) Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.	<ul style="list-style-type: none"> This has been reframed to provide a focus on market-rate private development meeting housing goals. 	HO-2 Promote market-rate housing to meet the needs of households across the city.
LU-2.5 Target sixty-five (65) percent of new housing units annually through 2030 to be affordable to middle income households that earn 80 to 120 percent of county median income.	<ul style="list-style-type: none"> This is not aligned with the requirements from the state on distribution of housing affordability and has been replaced. 	[REMOVED]
LU-2.6 Encourage home ownership opportunities affordable to moderate income households.	<ul style="list-style-type: none"> Refined / clarified. Note that this is combined with the previous LU-4.30. 	HO-2.1 Encourage affordable home ownership opportunities for low- and moderate-income households, especially first-time homebuyers.
LU-2.7 Encourage the construction of townhouse, condominium, and rental units affordable to moderate income households in residential and mixed-use developments and redevelopments.	<ul style="list-style-type: none"> Refined to consider middle housing options and simplified. 	HO-2.2 Encourage middle-housing options affordable to low- and moderate-income households at 100% of area median income or below.
LU-2.8 Continue to provide technical assistance for redevelopment of land in Lake City, Lakeview, Springbrook, Tillicum, and lands located in the City's residential target areas (RTAs) and senior overlay.	<ul style="list-style-type: none"> Refined / clarified. 	HO-2.3 Provide technical assistance for redevelopment in key areas, including Lake City, Lakeview, Springbrook, Tillicum, the city's residential target areas (RTAs), and senior overlay districts.
LU-2.9 Market Lakewood to housing developers.	<ul style="list-style-type: none"> Refined to focus on broader relationship versus marketing. 	HO-2.4 Establish and maintain relationships and pursue partnerships with local and regional market rate and affordable housing developers.
LU-2.10 Maintain an updated inventory of land available for housing development.	<ul style="list-style-type: none"> Edited to reflect that this is intended to support an inventory of available land. 	HO-2.5 Ensure a sufficient inventory of land available for housing development.
LU-2.11 Pursue public-private partnerships to provide for moderate-income housing.	<ul style="list-style-type: none"> The purpose of this policy is unclear as it is uncertain how a public-private partnership would necessarily work in this case. 	[REMOVED]
LU-2.12 Disperse middle-income housing in all areas of the City.	<ul style="list-style-type: none"> This should be consolidated and accommodated with the housing targets for all income categories. 	[REMOVED]
LU-2.13 Ensure that a sufficient amount of land in the City is zoned to allow attached housing and innovative housing types.	<ul style="list-style-type: none"> This may need to be more expansive than just zoning, and acknowledge the need for additional development flexibility. 	HO-2.6 Provide flexibility in development regulations to promote innovative housing types that help meet city housing goals.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
(LU-2) Provide a fair share of low-and very-low income housing in the future.	▪ This should be consolidated into a discussion of low-income and special housing below.	[REMOVED]
LU-2.14 Maintain a sufficient land supply and adequate zoning within the City to accommodate 25 percent of the City’s projected net household growth for those making less than or equal to 80 percent of county median income.	▪ This is not aligned with the requirements from the state on distribution of housing affordability and has been replaced.	[REMOVED]
(LU-2) Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.	▪ This appears to be a little mixed and includes a lot of non-market, non-private providers. This has been reoriented to focusing on lower-income housing.	HO-3 Encourage the preservation and expansion of housing options for lower-income residents.
LU-2.15 Establish the following sub-targets for affordability to households earning 50 percent or less of county median income, to be counted to toward the 25 percent target: <ul style="list-style-type: none"> ▪ Fifteen (15) percent of new housing units constructed in the City; ▪ A number equal to five (5) percent of new housing units, to be met by existing units that are given long-term affordability; and ▪ A number equal to five (5) percent of new housing units, to be met by existing units that are purchased by low-income households through home-buyer assistance programs. 	▪ This is not aligned with the requirements from the state on distribution of housing affordability and has been replaced.	[REMOVED]
LU-2.16 Pursue public-private partnerships to provide and manage affordable housing.	▪ This can be expanded to encompass some of the bullet points below.	HO-3.1 Maintain and develop partnerships to create and manage affordable housing with nonprofit agencies and other organizations.
<ul style="list-style-type: none"> ▪ Support non-profit agencies that construct and manage projects within the City; 	▪ Consolidated.	[REMOVED]
<ul style="list-style-type: none"> ▪ Support the role of the Pierce County Housing Authority in providing additional housing; 	▪ Consolidated.	[REMOVED]
<ul style="list-style-type: none"> ▪ Before City surplus property is sold, evaluate its suitability for development of affordable housing; and 	▪ Rewrite as a separate policy, as this is slightly different than other elements here.	HO-3.2 Maintain a surplus lands policy that supports development of affordable housing by private, nonprofit, and government organizations.
<ul style="list-style-type: none"> ▪ Use federal funds including Community Development Block Grants and HOME funds to support low and moderate income affordable housing. 	▪ This should be made more general, and expanded to consider more than just low- and moderate-income housing.	HO-3.3 Use federal and state grants and other funds to support affordable housing goals.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-2.17 Work with other Pierce County cities to address regional housing issues.	<ul style="list-style-type: none"> This should be expanded to include consideration of SHHA3P and other organizations. 	HO-3.4 Work with Pierce County, other cities in the region, and regional organizations to address affordable housing issues.
LU-2.18 Disperse low-income housing in all mixed-use and multi-family land use designations that allow attached dwelling units.	<ul style="list-style-type: none"> This should be consolidated and accommodated with the housing targets for all income categories. 	[REMOVED]
LU-2.19 Except for parts of the Woodbrook neighborhood which is slated to be redeveloped as Industrial, and existing mobile home parks located in commercially designated zones or in Air Corridors, encourage preservation, maintenance, and improvements to existing subsidized housing and to market-rate housing that is affordable to low and moderate income households.	<ul style="list-style-type: none"> This should be simplified for clarity. Additionally, the preservation of manufactured home parks should be separated to highlight that different approaches would be necessary. (Note that this is included in a different policy.) 	HO-3.5 Where possible, support the preservation and improvement of existing subsidized housing and affordable market-rate housing.
(LU-2) Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.	<ul style="list-style-type: none"> This appears to be a little mixed and includes a lot of non-market, non-private providers. The overall text has been trimmed to one bullet below to focus on lower-income housing. 	[REMOVED]
<ul style="list-style-type: none"> Create opportunities for higher income households to vacate existing lower cost units, by creating a variety of market rate detached and attached housing types; and 	<ul style="list-style-type: none"> This should be removed and consolidated with the housing targets by income category. 	[REMOVED]
<ul style="list-style-type: none"> Prioritize applications to the City for housing rehabilitation grants to homeowners earning 80 percent of county median income or below based on the greatest degree of existing need. With the exception of emergencies, priority should be given to households occupying conventional housing. 	<ul style="list-style-type: none"> This should be simplified. 	HO-3.6 Maintain a need-based program for housing rehabilitation grants to lower-income homeowners at 80% of AMI or below.
LU-4.10 Continue City funding of housing rehabilitation and repair.	<ul style="list-style-type: none"> Edit for clarity and brevity. Clarify that this is focused on lower-income housing. 	HO-3.7 Maintain need-based housing rehabilitation and repair programs for rental housing meeting the needs of lower-income households at 80% of AMI or below.
LU-4.12 Improve the existing multi-family housing stock by encouraging, through public-private partnerships, revitalization, and replacement of existing apartment complexes in appropriate locations throughout the city.	<ul style="list-style-type: none"> Condense and revise for clarity. 	HO-3.8 Encourage revitalization and rehabilitation of existing apartment complexes in the city to maintain affordable and family-sized housing options.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> No current policies regarding manufactured home parks. 	HO-3.9 Preserve and maintain existing manufactured housing parks as a supply of affordable housing, and encourage long-term housing solutions that will maintain affordable options for residents.
(LU-2) Provide a variety of housing types and revised regulatory measures which increase housing affordability.	<ul style="list-style-type: none"> This can be simplified and broadened to make the focus about meeting the needs for different housing types. 	HO-4 Support different housing types, designs, and ownership models for options that can meet different housing needs.
LU-2.21 Support projects including planned development districts, subdivisions and site plans incorporating innovative lot and housing types, clustered detached houses, clustered semi-attached houses and a variety of lots and housing types within a site.	<ul style="list-style-type: none"> This should be simplified. 	HO-4.1 Support flexible site designs and innovative housing types to help meet housing needs in the community.
LU-2.22 Support projects that incorporate quality features, such as additional window details, consistent architectural features on all facades, above average roofing and siding entry porches or trellises where innovative site or subdivision designs are permitted.	<ul style="list-style-type: none"> This should be simplified. 	HO-4.2 Support high-quality building design as part of projects where innovative site or subdivision designs are permitted.
LU-2.23 Encourage the construction of cottages on small lots through incentives such as density bonuses.	<ul style="list-style-type: none"> Combine with the following policy. 	HO-4.3 Encourage the construction of cottages and cottage housing developments with site design incentives.
LU-2.24 Support standards that allow cottage housing developments with the following features in residential zones, provided the cottages are limited by size or bulk: <ul style="list-style-type: none"> Allow increased density over the zoned density; Allow reduced minimum lot size, lot dimensions, and setbacks; Allow both clustered and non-clustered cottages; Allowing clustered parking; and Base the required number of parking spaces on unit size, or number of bedrooms. 	<ul style="list-style-type: none"> Combine with LU-2.23. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>LU-2.25 Support accessory dwelling units as strategies for providing a variety of housing types and as a strategy for providing affordable housing, with the following criteria:</p> <ul style="list-style-type: none"> ▪ Ensure owner occupancy of either the primary or secondary unit; ▪ Allow both attached and detached accessory dwelling units and detached carriage units, at a maximum of one per single-family house, exempt from the maximum density requirement of the applicable zone; ▪ Require an additional parking space for each accessory dwelling unit, with the ability to waive this requirement for extenuating circumstances; and ▪ Allow a variety of entry locations and treatments while ensuring compatibility with existing neighborhoods. 	<ul style="list-style-type: none"> ▪ This should be simplified. 	<p>HO-4.4 Support accessory dwelling units to provide affordable housing options and alternatives for aging-in-place.</p>
<p>LU-2.26 Encourage Planned Development District development with higher residential densities provided this type of development incorporates innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.</p>	<ul style="list-style-type: none"> ▪ This should be simplified. 	<p>HO-4.5 Allow Planned Development District development with higher residential densities and site design flexibility in exchange for public benefits from innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.</p>
<p>LU-3 Ensure that there are housing opportunities for people with special needs, such as seniors, people with disabilities, and the homeless.</p>	<ul style="list-style-type: none"> ▪ This should be simplified, and considerations of emergency housing should be separated. 	<p>HO-5 Promote housing options for people with special needs.</p>
<p>(LU-3) Increase the supply of special needs housing.</p>	<ul style="list-style-type: none"> ▪ This appears redundant and should be consolidated. 	<p>[REMOVED]</p>
<p>LU-3.1 Periodically review the City's land use and development regulations and remove any regulatory barriers to locating special needs housing and emergency and transitional housing throughout the City as required by the federal Fair Housing Act, to avoid overconcentration, and to ensure uniform distribution throughout all residential and mixed-use zones.</p>	<ul style="list-style-type: none"> ▪ This is appropriate under state requirements but should be condensed and simplified. ▪ Note that this should focus on special needs housing and emergency/transitional housing should be discussed in a later goal. 	<p>HO-5.1 Allow special needs housing throughout the city and encourage a distribution of this housing to prevent overconcentration.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-3.2 Support the housing programs of social service organizations that provide opportunities for special needs populations.	<ul style="list-style-type: none"> Edited for clarity. 	HO-5.2 Support the development and management of housing for special needs populations operated by social service organizations.
LU-3.3 Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design in residential construction, or through the retrofitting of homes.	<ul style="list-style-type: none"> Simplify this text. 	HO-5.3 Support accessibility of housing by people with mobility challenges through universal design in residential construction and retrofitting of homes.
LU-3.4 Support the establishment and operation of emergency shelters.	<ul style="list-style-type: none"> This has been removed in favor of a consolidated section with the housing targets. 	[REMOVED]
LU-3.5 Support proposals for special needs housing that:	<ul style="list-style-type: none"> Special needs housing cannot be restricted; this may be better to rewrite in a way that is flipped where the city is encouraged to support special needs housing through planning. Consolidate and simplify. 	HO-5.4 Support special needs housing by considering and including their needs in neighborhood and transportation planning.
<ul style="list-style-type: none"> Offer a high level of access to shopping, services, and other facilities needed by the residents; 	<ul style="list-style-type: none"> Consolidate and simplify. 	[REMOVED]
<ul style="list-style-type: none"> Demonstrate that it meets the transportation needs of residents; 	<ul style="list-style-type: none"> Consolidate and simplify. 	[REMOVED]
<ul style="list-style-type: none"> Helps to preserve low-income and special needs housing opportunities in a neighborhood where those opportunities are being lost; and 	<ul style="list-style-type: none"> This is an important element of policy that should be maintained. 	HO-5.5 Help to preserve special needs housing options in places where they are being lost, especially in locations that are well served by shopping, services, and other facilities needed by the residents
<ul style="list-style-type: none"> Disperse special needs housing throughout the residential areas of the City. 	<ul style="list-style-type: none"> Change the wording to be more positive. 	HO-5.6 Encourage the availability of special needs housing options throughout the city.
LU-3.6 Support development proposals by sponsors of assisted housing when applicants document efforts to establish and maintain positive relationships with neighbors.	<ul style="list-style-type: none"> Reword this to ensure that this does not suggest that this is required more for special needs housing than other types. 	HO-5.7 Encourage positive relationships between special needs housing operators and neighbors.
LU-3.7 Allow a broad range of housing to accommodate persons with special needs (such as neighborhood-scale congregate care, group or assisted living facilities, or transitional housing) in all residential areas and in certain appropriate non-residential areas.	<ul style="list-style-type: none"> This is good but should be simplified. 	HO-5.8 Allow special needs housing in all residential areas and in certain non-residential areas as appropriate.
[NEW]	<ul style="list-style-type: none"> Provide for fair treatment of housing as per state statute. 	HO-5.9 Prevent additional requirements on special needs housing from being imposed through development regulations.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-3.8 Continue allowing accessory dwelling units (ADUs) to assist people in remaining independent or in retaining a single-family lifestyle on a limited income, subject to specific regulatory standards.	<ul style="list-style-type: none"> This is slightly redundant with LU-2.25 above, but should probably remain (and be edited). 	HO-5.10 Encourage accessory dwelling units (ADUs) as an option for supportive living and aging-in-place.
LU-3.9 Establish an administrative review process to enable detached ADUs in order to expand ADU capacity.	<ul style="list-style-type: none"> This may not be useful in this section and may be redundant with other ADU policies earlier. 	[REMOVED]
LU-3.10: To support mobility for those with special needs, locate special needs housing in areas accessible to public transportation.	<ul style="list-style-type: none"> This is something that the city cannot require under state law. 	[REMOVED]
LU-3.11: Utilize design standards to make special needs housing compatible with the character of the surrounding area.	<ul style="list-style-type: none"> This is something that the city cannot require under state law. 	[REMOVED]
LU-3.12: Where appropriate, provide density bonuses and modified height restrictions to encourage the development of senior and disabled housing.	<ul style="list-style-type: none"> Edit for clarity and brevity. 	HO-5.11 Provide density bonuses and modified height restrictions to encourage the development of special needs housing.
LU-3.13 Continue to promulgate the senior housing overlay district created under an earlier version of the Comprehensive Plan in order to encourage the concentration of senior housing proximate to shopping and services.	<ul style="list-style-type: none"> Consolidate and simplify. 	HO-5.12 Encourage the concentration of senior housing proximate to shopping and services.
[NEW]	<ul style="list-style-type: none"> Separate the policies for emergency housing and permanent supportive housing. 	HO-6 Ensure that sufficient options for emergency housing needs are provided.
[NEW]	<ul style="list-style-type: none"> Add provisions to clarify the city's obligations under state law. 	HO-6.1 Maintain sufficient land capacity for the development of permanent supportive housing, transitional housing, and emergency housing.
[NEW]	<ul style="list-style-type: none"> Add provisions to clarify the city's obligations under state law. 	HO-6.2 Allow permanent supportive housing and transitional housing in all residential areas and certain non-residential areas as appropriate.
LU-3.14 Support the provision of emergency shelters and ancillary services that address homelessness and domestic violence and intervene with those at risk.	<ul style="list-style-type: none"> Separate these considerations – note the difference above. 	HO-6.3 Coordinate supporting services related to homelessness and domestic violence with emergency shelters.
LU-3.15 Maintain cooperative working relationships with appropriate local and regional agencies to develop and implement policies and programs relating to homelessness, domestic violence, and those at risk.	<ul style="list-style-type: none"> Consolidate and simplify. 	HO-6.4 Partner with appropriate local and regional agencies to implement effective policies and programs to support people facing homelessness and domestic violence.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-4	Maintain, protect, and enhance the quality of life of Lakewood's residents.	<ul style="list-style-type: none"> Edits for clarity. 	HO-7	Support a high quality of life for Lakewood residents.
(LU-4)	Preserve and protect the existing housing stock.	<ul style="list-style-type: none"> Remove, as this is not really a strong goal to support quality of life. 	[REMOVED]	
LU-4.1	Preserve existing housing stock where residential uses conform to zoning requirements.	<ul style="list-style-type: none"> This appears to be overly vague; preserving the existing housing stock appears to be a disincentive for infill/intensification. 	[REMOVED]	
LU-4.2	High-density housing projects, with the exception of senior housing, will not be permitted in existing single-family residential neighborhoods. More moderate densities such as planned development districts and cottage housing will be considered.	<ul style="list-style-type: none"> This policy is unclear, as the land use map should be defining where these uses would go. 	[REMOVED]	
LU-4.3	Target code enforcement to correct health and safety violations.	<ul style="list-style-type: none"> The reason for this policy is unclear. Codes are intended for health and safety violations and shouldn't require a Comprehensive Plan policy to enforce. 	[REMOVED]	
LU-4.4	Continue Lakewood's active enforcement of codes aimed at improving property maintenance and building standards in residential neighborhoods to bolster neighborhood quality and the overall quality of life.	<ul style="list-style-type: none"> Rewritten to highlight potential city actions. 	HO-7.1	Encourage improvements in property maintenance and building standards in residential neighborhoods to improve neighborhood quality of life.
LU-4.5	Continue targeted efforts such as the crime-free rental housing program and seek out a variety of funding sources for this and other such outreach programs.	<ul style="list-style-type: none"> Edit for clarity. 	HO-7.2	Maintain targeted outreach efforts such as the crime-free rental housing program to improve neighborhood safety.
LU-4.6	Develop programs to provide financial assistance to low-income residents to assist them in maintaining their homes.	<ul style="list-style-type: none"> Combined as part of HO-3.6. 	[REMOVED]	
LU-4.7	Where public actions such as targeted crime reduction programs result in the unexpected displacement of people from their housing, coordinate the availability of social services to assist them in finding other shelter.	<ul style="list-style-type: none"> Combined under HO-1.5 above. 	[REMOVED]	
LU-4.8	Subject to funding availability, conduct periodic surveys of housing conditions and fund programs, including housing rehabilitation, to ensure that older neighborhoods are not allowed to deteriorate.	<ul style="list-style-type: none"> Edit for clarity and brevity. 	HO-7.3	Conduct periodic surveys of housing and neighborhood conditions in the community.
LU-4.9	Identify areas in the City for priority funding for rehabilitation by non-profit housing sponsors.	<ul style="list-style-type: none"> This is unclear and should be removed. 	[REMOVED]	

Original Goal/Policy		Rationale for Change	Final Goal/Policy
(LU-4)	Improve the quality of multifamily housing choices.	<ul style="list-style-type: none"> This objective should be consolidated with broader housing needs. 	[REMOVED]
LU-4.11	Develop regulations guiding appearance, scale, and location of new development to enable a range of dwelling types and amenities.	<ul style="list-style-type: none"> This policy is vague and should be implemented through more specific policies. 	[REMOVED]
LU-4.12	Direct multi-family housing to locations that support residents by providing direct access to public transportation, employment, services, open space, and other supporting amenities.	<ul style="list-style-type: none"> Given the realignment of multi-unit housing through HB 1110, this should be realigned. 	HO-7.4 Ensure multi-family housing supports residents with access to public transportation, employment, services, open space, and other supporting amenities.
LU-4.13	Encourage a high-quality pedestrian environment around multifamily housing sites through the provision of walkways, lighting, outdoor furniture, bicycle parking, open space, landscaping, and other amenities.	<ul style="list-style-type: none"> Revise and combine with the following policy. 	HO-7.5 Encourage a high-quality pedestrian environment in neighborhoods, and require on-site amenities such as walkways, trails, and bike paths to be connected to adjacent public facilities.
LU-4.14	Require that on-site amenities such as walkways, trails, or bike paths be connected to adjacent public facilities.	<ul style="list-style-type: none"> Combine with previous policy. 	[REMOVED]
(LU-4)	Develop and maintain livable neighborhoods with a desirable quality of life.	<ul style="list-style-type: none"> This appears redundant. 	[REMOVED]
LU-4.15	Promote high quality residential living environments in all types of neighborhoods.	<ul style="list-style-type: none"> This policy is overly vague. 	[REMOVED]
LU-4.16	Promote community identity, pride, and involvement in neighborhoods.	<ul style="list-style-type: none"> Consolidate with the following policy. 	HO-7.6 Promote community identity, pride, and involvement in neighborhoods through the city's subarea planning, neighborhood programs, and other activities.
LU-4.17	Continue to support the City's neighborhood program to encourage neighborhood involvement, address local conditions, and provide neighborhood enhancements.	<ul style="list-style-type: none"> Included in the previous policy. 	[REMOVED]
LU-4.18	Protect the character of existing single-family neighborhoods by promoting high quality of development, including through planned development districts (PDDs.)	<ul style="list-style-type: none"> The purpose of this policy and the rationale for applying it only to single-family neighborhoods are unclear. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-4.19 Use design standards to encourage housing types that protect privacy, provide landscaping or other buffering features between structures of different scale, and/or promote investments that increase property values where housing that is more dense is allowed in existing single-family neighborhoods.	<ul style="list-style-type: none"> This should be applied more generally, and the rationale regarding property value should be removed. 	HO-7.7 Use design standards to protect privacy, address structures of different scales, and promote investments in high-quality urban environments.
LU-4.20 Development standards for flats and triplex developments should encourage design at the scale of single-family developments by limiting building length and heights.	<ul style="list-style-type: none"> Combined with previous policy above.. 	[REMOVED]
LU-4.21 Relate the size of structures to the size of lots in order to create development that fits into a neighborhood.	<ul style="list-style-type: none"> The rationale for this as a policy is unclear and likely unnecessary. 	[REMOVED]
LU-4.22 New single-family subdivisions should provide pedestrian and vehicular connections to adjoining residential development unless a determination is made that a physical features of the site, such as a ravine, wetland or pre-existing developed property prevents practical implementation of this provision.	<ul style="list-style-type: none"> This should be made more general. 	HO-7.8 Require new development to provide motorized and non-motorized transportation connections to surrounding neighborhoods unless the physical features of the site prevent feasible connections
(LU-4) Recognize the unique requirements of residences located on busy arterials and other heavily used corridors.	<ul style="list-style-type: none"> This may not require a separate goal. 	[REMOVED]
LU-4.23 Allow greater flexibility with regard to development standards for residential properties located on busy road corridors.	<ul style="list-style-type: none"> Consolidate and summarize. 	HO-7.9 Allow flexibility with development, design, and landscaping standards for residential properties located on major arterials to mitigate impacts from adjacent traffic.
LU-4.24 Examine where transportation design tools, attractive fences or walls, and landscaping may be used to buffer homes from adjacent traffic.	<ul style="list-style-type: none"> Consolidated with previous policy. 	[REMOVED]
(LU-4) Support those who wish to work from home while preserving the residential character of the residentially designated areas.	<ul style="list-style-type: none"> This may not require a full goal. 	[REMOVED]
LU-4.25 Continue allowing home-based businesses that do not conflict with typical neighborhood functions.	<ul style="list-style-type: none"> This can be edited for clarity. 	HO-7.10 Allow home-based businesses in residential neighborhoods that do not conflict with residential uses.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-4.26 Provide opportunities for "invisible" home businesses and support appropriate independent business and trades people and service providers to use their homes as a business base.	<ul style="list-style-type: none"> This policy appears redundant. 	[REMOVED]
LU-4.27 Incorporate emergent business trends and state licensure requirements into use standards for home-based businesses.	<ul style="list-style-type: none"> It is unclear why this would be included in the Plan. 	[REMOVED]
(LU-4) Relate development of public amenities such as parks, recreation centers, libraries, and other services to residential neighborhoods.	<ul style="list-style-type: none"> This should be combined with other capital facilities and amenities policies. 	[REMOVED]
LU-4.28 Coordinate capital improvements with targeted growth and expected redevelopment.	<ul style="list-style-type: none"> This is very vague. 	[REMOVED]
(LU-4) Increase the percentage of homeownership in the City.	<ul style="list-style-type: none"> This has been combined with HO-2 above. 	[REMOVED]
LU-4.29 Allow zero lot line developments and flats with common wall construction on separately platted lots in designations that permit attached unit types. Encourage condominium and fee simple townhouse developments with ground access and small yards. Encourage the development of small-detached houses on platted lots or condominium developments where lot areas with yards are established without platting.	<ul style="list-style-type: none"> This can be broadened, as it appears highly prescriptive. The intent is combined with the new HO-2.7 above. 	[REMOVED]
LU-4.30 Support first time homebuyer programs such as those available through the Washington State Housing Finance Commission and other similar private or not-for-profit programs with similar or better program elements and rates.	<ul style="list-style-type: none"> Combined with the new HO-2.1. 	[REMOVED]
LU-5 Recognize relocation issues brought about by demolition or conversion to another use.	<ul style="list-style-type: none"> Refine this goal to better reflect the intent of the policies. 	HO-8 Mitigate housing displacement and the loss of affordable housing units from development in the city.
LU-5.1 On an annual basis, provide a report to policy makers on the loss of affordable housing due to demolition or conversion.	<ul style="list-style-type: none"> Revisions for clarity. 	HO-8.1 Provide a regular report to the City Council on the loss of affordable housing due to demolition or conversion.
LU-5.2 Identify affordable housing resources that may be lost due to area-wide redevelopment or deteriorating housing conditions.	<ul style="list-style-type: none"> Revisions for clarity. 	HO-8.2 Identify and address affordable market-rate and subsidized housing resources that may be at risk due to redevelopment pressures or deteriorating housing conditions.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>LU-5.3 Enforce the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Uniform Relocation Act Amendments of 1987 and any subsequent amendments, to provide financial and relocation assistance for people displaced as a result of construction and development projects using federal funds. Lakewood shall also enforce Section 104(d) of the Housing and Community Development Act of 1974, as amended, requiring the replacement of low- and moderate-income housing units that are demolished or converted to another use in connection with a CDBG project.</p>	<ul style="list-style-type: none"> This is very long and needs to be revised for clarity. Note that the policy should also be separated. 	<p>HO-8.3 Require financial and relocation assistance for people displaced as a result of construction and development projects using federal funds.</p>
	<ul style="list-style-type: none"> Separated from above. 	<p>HO-8.4 Require replacement of low- and moderate-income housing units that are demolished or converted to another use in connection with projects supported by CDBG funds.</p>
<p>LU-5.4 Consider the use of CDBG funds for relocation payments and other relocation assistance to persons displaced as a result of demolition, conversion to another use, or public actions such as targeted crime reduction programs.</p>	<ul style="list-style-type: none"> Clarify and condense. 	<p>HO-8.5 Apply CDBG funds as applicable for relocation payments and other relocation assistance.</p>
<p>PS-18 Provide decent affordable housing.</p>	<ul style="list-style-type: none"> This has been included under previous goals. 	<p>[REMOVED]</p>
<p>PS-18.1 Preserve existing owner-occupied housing stock.</p>	<ul style="list-style-type: none"> This has been covered previously. 	<p>[REMOVED]</p>
<ul style="list-style-type: none"> Provide a range of home repair assistance to qualified lower-income homeowners. 	<ul style="list-style-type: none"> This has been covered previously. 	<p>[REMOVED]</p>
<p>PS-18.2 Expand/sustain affordable homeownership opportunities.</p>	<ul style="list-style-type: none"> This has been covered previously. 	<p>[REMOVED]</p>
<ul style="list-style-type: none"> Reduce the financial burden of new homeowners through assistance with down payment for home purchases. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	<p>[REMOVED]</p>
<ul style="list-style-type: none"> Provide housing counseling to homeowners and potential homebuyers. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	<p>[REMOVED]</p>
<ul style="list-style-type: none"> Collaborate with partners and housing providers toward the goal of expanding homeownership opportunities. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	<p>[REMOVED]</p>
<p>PS-18.3 Provide assistance to preserve the quality and habitability of affordable rental housing.</p>	<ul style="list-style-type: none"> This has been covered previously. 	<p>[REMOVED]</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<ul style="list-style-type: none"> Provide incentives to improve properties. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	[REMOVED]
<ul style="list-style-type: none"> Collaborate with partners and housing providers to develop and implement strategies to preserve affordable rental housing. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	[REMOVED]
<ul style="list-style-type: none"> Support the crime-free housing activities. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	[REMOVED]
<ul style="list-style-type: none"> Support fair housing activities such as landlord/tenant counseling. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	[REMOVED]
<p>PS-18.4 Provide assistance for a continuum of housing for persons with special needs, homeless persons and people at risk of homelessness.</p>	<ul style="list-style-type: none"> This is largely covered in previous policies. 	[REMOVED]
<ul style="list-style-type: none"> Develop partnerships with housing providers and human services agencies providing emergency shelters, permanent supportive, and repaid re-housing assistance. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	[REMOVED]
<ul style="list-style-type: none"> Support the efforts of the Continuum of Care and its current Plan to End homelessness in Pierce County. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	[REMOVED]
<p>PS-18.5 Reduce barriers to affordable housing by supporting fair housing activities such as outreach and education.</p>	<ul style="list-style-type: none"> This has been covered previously. 	[REMOVED]
<ul style="list-style-type: none"> Support fair housing activities such as outreach and education. 	<ul style="list-style-type: none"> These are implementation steps that should be defined elsewhere. 	[REMOVED]
<p>PS-18.6 Develop new affordable housing options as new funding opportunities become available.</p>	<ul style="list-style-type: none"> This is overly broad and can be covered elsewhere. 	[REMOVED]

7 Military Compatibility

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-34 Protect the long-term viability of JBLM and assure flight safety in the vicinity of McChord Field while protecting the public's health and safety.	<ul style="list-style-type: none"> Renumber to reflect new location in chapter. Simplify policy language and relocate action items to regulations or an Appendix. 	MC-1 Protect the mission and long-term viability of Joint Base Lewis-McChord (JBLM) and assure flight safety in the vicinity of North McChord Field while protecting the public's health and safety.
LU-34.1 Air Corridors Established. (Figure 3.14). The two air corridor areas (Air Corridor 1 and 2) extend northward from the McChord Field runway and are subject to noise and safety impacts of military flight operations. Figure 3.14 shows the Air Corridor boundaries. The potential risk to life and property from hazards that may be associated with military aircraft operations, as distinguished from general/commercial aviation corridors necessitates control of the intensity, type, and design of land uses within the designation. (note: additional material removed)	<ul style="list-style-type: none"> Relocate action or regulatory items to and Appendix or development regulations. 	MC-1.1 Establish city land use zones based on FAA and DoD Safety Guidance and as reflected in JBLM Air Installation Compatible Use Zone Study and JBLM Joint Land Use Study recommendations.
LU-34.2 Compatible Land Use Policies. Regulate land uses and/or activities that could adversely impact present and/or future base operations and protect JBLM and McChord Field from further incompatible encroachment. Regulate land use within the AC1 and AC2 zones to protect public health and safety, ensure a compatible mix of land uses, and support ongoing McChord Field operations, consistent with the GMA, CPPs, JBLM Joint Land Use Study (JLUS) recommendations. (note: additional material removed)	<ul style="list-style-type: none"> Relocate action or regulatory items to and Appendix or development regulations. 	MC-1.2 Regulate land uses and activities that could adversely impact present and/or future installation operations and protect JBLM and North McChord Field from further incompatible encroachment.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Policy separated from above. 	MC-1.3 Regulate city land use to protect public health and safety and ensure a compatible mix of land uses consistent with the Growth Management Act, Multicounty Planning Policies, Countywide Planning Policies, JBLM Joint Land Use Study recommendations, and JBLM Growth Coordination Plan recommendations.
LU-34.3 Military Coordination, Notification and Consultation. (note: additional material removed)	<ul style="list-style-type: none"> Retitle for clarity and consistency in policy structure. 	MC-1.4 Coordinate land use planning activities with Joint Base Lewis-McChord and provide for consultation and notification on actions that may impact JBLM facilities.
LU-35 Continue to support and fund the South Sound Military & Communities Partnership (SSMCP).		MC-2 Continue to support and fund the South Sound Military & Communities Partnership.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-2.1 Serve as fiscal agent for the South Sound Military & Communities Partnership.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-2.2 Host staff and provide administrative support for the South Sound Military & Communities Partnership.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-2.3 Participate at the Executive Leadership Team level of the South Sound Military & Communities Partnership.
LU-36 Coordinate the protection of JBLM from incompatible local, state and federal level issues and actions with the South Sound Military & Communities Partnership (SSMCP.)	<ul style="list-style-type: none"> Simplify and revise to address intent. 	MC-3 Coordinate the protection of JBLM from incompatible uses and activities in cooperation the South Sound Military & Communities Partnership.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-3.1 Assess local transportation impacts related to JBLM's proximity to Lakewood.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-3.2 Facilitate the sharing of information related to JBLM activities with both internal and external stakeholders.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-3.3 Enhance communication between JBLM and neighboring jurisdictions through improved notification and planning processes.
[NEW]	<ul style="list-style-type: none"> New policy added to supplement this goal. 	MC-3.4 Integrate specific land use compatibility requirements related to JBLM into local zoning codes and ordinances.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> ▪ New policy added to supplement this goal. 	MC-3.5 Incorporate considerations of aircraft safety and military operational noise into local planning and permitting procedures.
[NEW]	<ul style="list-style-type: none"> ▪ New policy added to supplement this goal. 	MC-3.6 Promote sound attenuation building standards in new construction, especially in areas that may be impacted by military operational noise.
[NEW]	<ul style="list-style-type: none"> ▪ New policy added to supplement this goal. 	MC-3.7 Develop a collaborative process with JBLM and neighboring communities to address rental housing needs for servicemembers.
[NEW]	<ul style="list-style-type: none"> ▪ New policy added to supplement this goal. 	MC-3.8 Leverage the city's resources for state and federal advocacy to support South Sound Military & Communities Partnership priorities aligned with Lakewood's objectives.

8 Natural Environment

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-55	Provide appropriate protections for recognized environmental critical areas.	<ul style="list-style-type: none"> Revise to provide general guidance for the section. 	NE-1	Protect environmentally critical areas and other environmental resources.
[NEW]		<ul style="list-style-type: none"> Rewrite the previous LU-56.1 and include here. 	NE-1.1	Ensure all planning efforts incorporate environmental considerations and adhere to state and federal environmental laws.
[NEW]		<ul style="list-style-type: none"> Provide a clear policy basis for the critical areas ordinance. 	NE-1.2	Provide a regulatory framework for the protection of critical areas in the city based on best available science.
LU-55.1	Develop a natural resources program adequate to provide education, project review, code interpretation, and enforcement capabilities.	<ul style="list-style-type: none"> Revise to focus the intent of the policy. 	NE-1.3	Develop programs to provide education and resources to comply with requirements for critical areas protection.
LU-56	Provide for the protection, conservation, and enhancement of habitat areas for fish and wildlife.		NE-2	Provide for the protection, conservation, and enhancement of habitat areas for fish and wildlife.
LU-56.1	Integrate environmental considerations into all planning efforts and comply with all state and federally mandated environmental legislation.	<ul style="list-style-type: none"> Moved to NE-1 above. 	[REMOVED]	
LU-56.2	Identify endangered or threatened species occurring within the City and preserve their habitat.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-2.1	Identify and protect habitats for endangered and threatened species found within the city.
LU-56.3	Provide for identification and protection of wildlife habitats with an emphasis on protection of wildlife corridors and linking remaining habitat pockets within the City.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-2.2	Protect wildlife habitats, with a focus on the connectivity of wildlife corridors and remaining habitat areas.
LU-56.4	Promote the restoration of riparian (streamside) areas to preserve and enhance their natural function of providing fish and wildlife habitat and protecting water quality.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-2.3	Promote the restoration of riparian areas to preserve their natural function in supporting diverse habitats and maintaining water quality.
LU-56.5	Preserve and protect native vegetation in riparian habitats and integrate suitable native vegetation in residential and commercial landscapes.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-2.4	Protect native vegetation in riparian areas and encourage its integration into urban landscapes.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-56.6 Identify specific programs of stream restoration for Chambers, Clover, and Flett creeks.	<ul style="list-style-type: none"> Consolidated with LU-56.7 below. 	NE-2.5 Coordinate stream restoration programs for impacted local creeks, including Chambers, Clover, Flett, and Ponce de Leon Creeks.
LU-56.7 Identify the potential for restoring additional stretches of Ponce de Leon Creek.	<ul style="list-style-type: none"> Incorporated above. 	[REMOVED]
LU-56.8 Provide fish and wildlife habitat of sufficient diversity and abundance to sustain existing indigenous fish and wildlife populations.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-2.6 Support a variety of habitats that are sufficient to support sustainable populations of local fish and wildlife.
LU-57 Preserve the natural character and ecology of shorelines while balancing public access and recreational opportunities.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-3 Maintain the natural qualities of shorelines while ensuring public access and recreational use.
LU-57.1 Preserve the ecology and wildlife habitat characteristics of shorelines.	<ul style="list-style-type: none"> Edited for clarity. 	NE-3.1 Maintain the ecological integrity of wildlife habitats along the shorelines.
LU-57.2 Expand public ownership of shorelines and opportunities for access to lakes.	<ul style="list-style-type: none"> Revise to focus on public access and not ownership as the primary intent. 	NE-3.2 Enhance safe public access for the use of shoreline areas and lakes.
LU-57.3 Post all lake public access points to help ensure safe use of the lakes during reasonable hours.	<ul style="list-style-type: none"> Redundant with previous policy, as this is more operational. 	[REMOVED]
LU-57.4 Participate in Watershed Resource Inventory Area (WRIA)-12 watershed cooperative planning efforts in compliance with the State's non-point source pollution prevention program (WAC 173- 512).	<ul style="list-style-type: none"> Edited for clarity. 	NE-3.3 Collaborate in regional watershed management initiatives to adhere to state guidelines for non-point source pollution prevention, especially within Watershed Resource Inventory Area 12.
LU-58 Preserve the natural flood storage function of floodplains.	<ul style="list-style-type: none"> Minor edit to ensure that capacity could be expanded as well. 	NE-4 Maintain and enhance the natural flood storage function of floodplains.
LU-58.1 Promote non-structural methods in planning for flood prevention and damage reduction.	<ul style="list-style-type: none"> Edited for clarity. 	NE-4.1 Promote the use of non-structural strategies in flood prevention and damage mitigation planning.
LU-58.2 Protect life and property by restricting development within the 100-year floodplain.	<ul style="list-style-type: none"> Edited for clarity. 	NE-4.2 Restrict development within the 100-year floodplain to maintain public safety and minimize property damage.
LU-58.3 Minimize fill of 100-year floodplains and require the retention of flood water storage capacity.	<ul style="list-style-type: none"> Edited for clarity. 	NE-4.3 Ensure the retention of floodwater storage capacity and minimize fill of 100-year floodplains.
LU-58.4 Acquire vacant lands and/or underdeveloped properties within the Flett Creek Basin.	<ul style="list-style-type: none"> Edited for brevity. 	NE-4.4 Acquire vacant and underdeveloped land within the Flett Creek Basin..
LU-59 Preserve and protect wetlands in the City.		NE-5 Preserve and protect wetlands in the city.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-59.1	Regulate development to protect the functions and values associated with wetland areas.	▪ Edited for clarity and brevity.	NE-5.1	Regulate development to protect the ecological functions and values of wetlands.
LU-59.2	Avoid impacts and mitigate wetland impacts consistent with federal and state laws.	▪ Edited for clarity.	NE-5.2	Avoid or, if necessary, mitigate impacts on wetlands in compliance with federal and state laws.
LU-59.3	Provide for long-term protection and “no net loss” of wetlands by function and values.	▪ Edited for clarity and brevity.	NE-5.3	Ensure long-term protection and achieve “no net loss” of wetland function and value.
LU-59.4	Consider wetlands banking as a method to mitigate the potential loss of wetland functions.	▪ Edited to highlight that this is a program that should be implemented, not considered.	NE-5.4	Coordinate a wetlands banking program to mitigate the potential loss of wetland functions.
LU-60	Institute an urban forestry program to preserve significant trees, promote healthy and safe trees, and expand tree coverage throughout the City.	▪ Edited for clarity and brevity.	NE-6	Maintain an urban forestry program to preserve significant trees, promote tree health, and increase tree coverage citywide.
LU-60.1	Establish an urban forestry program for the City.	▪ Edited for clarity.	NE-6.1	Maintain a comprehensive urban forestry program.
LU-60.2	Promote planting and maintenance of street trees.	▪ Edited for clarity.	NE-6.2	Encourage the planting and regular maintenance of street trees to enhance urban greenery.
LU-60.3	Provide for the retention of significant tree stands and the restoration of tree stands within the City.	▪ Edited for clarity, and to allow for the retention of individual trees.	NE-6.3	Provide for the retention of significant trees and tree stands and the restoration of tree stands within the city.
[NEW]		▪ Provide additional policies to align with new tree code.	NE-6.4	Provide additional requirements for Oregon white oak preservation.
[NEW]		▪ Provide additional policies to align with new tree code.	NE-6.5	Consider priority white oak woodlands and trees located within a critical area or buffer to be subject to the critical areas ordinance.
[NEW]		▪ Provide additional policies to align with new tree code.	NE-6.6	Maintain a city tree fund to preserve wooded areas, restore and enhance native trees, and provide for education and research.
LU-61	Enhance and protect water quality.		NE-7	Enhance and protect water quality.
LU-61.1	Preserve the amenity and ecological functions of water features through planning and innovative land development.	▪ Edited for clarity.	NE-7.1	Preserve the aesthetic and ecological functions of water features through planning and innovative land development.
LU-61.2	Manage water resources for the multiple uses of fish and wildlife habitat, recreation, flood management, water supply, and open space.	▪ Edited for clarity and brevity.	NE-7.2	Manage water resources to support diverse uses including habitat, recreation, flood control, water supply, and open spaces.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-61.3 Maintain and protect surface water quality as defined by federal and state standards and rehabilitate degraded surface water.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	NE-7.3 Maintain and improve surface water quality to restore degraded waters and meet federal and state water quality standards.
LU-61.4 Monitor quality of water draining into all public water bodies. Coordinate with the data needs of lake management (see Policy NE-8.7).	<ul style="list-style-type: none"> ▪ Edited for clarity. ▪ Combine with provision from LU-61.9. 	NE-7.4 Maintain surface water and groundwater monitoring programs to inform local management..
LU-61.7 Prepare lake management studies for Lake Louise, Gravelly Lake, Waughop Lake and Lake Steilacoom to determine pollutant sources.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	NE-7.5 Evaluate potential pollutant sources for major water bodies such as Lake Louise, Gravelly Lake, Waughop Lake, and Lake Steilacoom to support pollution reduction strategies.
LU-61.5 Extend sanitary sewers to unsewered areas of Lakewood with priority for those areas bordering or hydrologically related to American Lake.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	NE-7.6 Prioritize the extension of sewers to reduce surface water quality impacts, especially for areas that may impact American Lake.
LU-61.6 Support initiatives to reduce impervious surfaces, prevent surface erosion, decrease the use of fertilizer and pesticides, and prevent contamination of stormwater runoff.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	NE-7.7 Promote citywide water quality initiatives to reduce impervious surfaces, prevent surface erosion, minimize fertilizer and pesticide use, and otherwise prevent stormwater contamination.
LU-61.8 Work with local water districts and Pierce County to establish development review procedures to notify the entities of all development applications within wellhead protection areas that require hydrologic assessment or SEPA response.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	NE-7.8 Coordinate with local water districts and Pierce County to ensure projects in wellhead protection areas undergo necessary hydrologic assessments or SEPA responses.
LU-61.9 Work cooperatively with local water districts to maximize protection of wellheads and aquifers. Support ongoing efforts to: <ul style="list-style-type: none"> ▪ Educate citizens and employers about Lakewood’s dependency on groundwater. ▪ Establish and maintain public awareness signs delineating the boundaries and key access points to the Lakewood Water District’s wellhead protection areas. ▪ Maintain groundwater monitoring programs. ▪ Implement a well decommissioning program for all unused wells. ▪ Coordinate planning and review of drainage, detention, and treatment programs within wellhead protection areas. 	<ul style="list-style-type: none"> ▪ Shortened, with some policies separated for clarity. ▪ Combined with previous LU-61.11. 	NE-7.9 Collaborate with local water districts, adjoining jurisdictions, and military installations to enhance the protection of wellheads and aquifers through education, resources, and planning.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
		<ul style="list-style-type: none"> Split from previous policy. 	NE-7.10	Maintain a well decommissioning program for all unused wells.
		<ul style="list-style-type: none"> Split from previous policy. 	NE-7.11	Coordinate planning and review of drainage, detention, and treatment programs within wellhead protection areas.
LU-61.10	Modify development regulations to limit impervious surfaces in aquifer recharge areas.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-7.12	Restrict impervious surfaces in aquifer recharge areas.
LU-61.11	<p>Cooperate with local water districts, adjoining jurisdictions, and military installations to:</p> <ul style="list-style-type: none"> Develop and implement a common system to reflect land use risks across all wellhead protection areas. Establish and maintain an integrated regional wellhead protection data mapping, analysis, and updating system. Enhance stormwater drainage, detention, and treatment programs. 	<ul style="list-style-type: none"> Full policy removed as redundant with NE-7.9. Retain policy on mapping system. 	NE-7.13	Cooperate with other jurisdictions to maintain an integrated regional system for wellhead protection data collection, mapping, and analysis.
LU-62	Protect the natural topographic, geologic, and hydrological function and features within the City.	<ul style="list-style-type: none"> Edit to include a consideration of geologically hazardous areas. 	NE-8	Protect natural topographic, geologic, and hydrological features within the city while addressing geological hazards.
LU-62.1	Protect life and property from seismic hazards.	<ul style="list-style-type: none"> Edited for clarity. 	NE-8.1	Protect against seismic hazards to reduce risks to public safety and property.
LU-62.2	Minimize cut and fill modification of topography or hydrological features and functions.	<ul style="list-style-type: none"> Edited for clarity. 	NE-8.2	Limit modifications to topography and hydrological features and functions from cut and fill practices..
LU-62.3	Allow clearing, grading, or other land alteration of property only for approved development proposals.	<ul style="list-style-type: none"> Edited for clarity. 	NE-8.3	Restrict land modifications such as clearing, grading, or other alterations to approved development projects only.
LU-62.4	Minimize land erosion through best management practices.	<ul style="list-style-type: none"> Edited for clarity. 	NE-8.4	Employ best management practices to minimize land erosion.
LU-62.5	Prohibit development of steep or unstable slopes.	<ul style="list-style-type: none"> Edited for clarity. 	NE-8.5	Prohibit development of steep or unstable slopes to prevent potential hazards.
LU-63	Meet federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-9	Meet applicable air quality standards with coordinated, long-term strategies that address different types of air pollution.
LU-63.1	Promote land use and transportation practices and strategies that reduce the levels of air- polluting emissions.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-9.1	Reduce air pollutant emissions through strategies in land use and transportation management.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-63.2 Ensure the retention and planting of trees and other vegetation to promote air quality.	<ul style="list-style-type: none"> Edited for clarity. 	NE-9.2 Maintain and increase urban greenery, including trees and other vegetation, to improve air quality.
LU-63.3 Limit wood burning generated air pollution through restrictions of wood burning fireplaces in new and replacement construction.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-9.3 Reduce air pollution from wood burning by restricting wood-burning fireplaces in new construction.
LU-64 Control the level of noise pollution in a manner that promotes the use, value, and enjoyment of property; sleep and repose; and a quality urban environment.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-10 Control noise pollution to protect neighborhoods from disruptive noise levels.
LU-64.1 Protect residential neighborhoods from exposure to noise levels that interfere with sleep and repose through development regulations, noise attenuation programs, and code enforcement.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-10.1 Provide development regulations and noise control measures to protect residential areas from disruptive noise levels.
LU -64.2 Work with JBLM to minimize noise exposure at McChord Field and development of noise attenuation programs within the air corridors.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-10.2 Collaborate with JBLM to reduce noise near McChord Field and develop noise attenuation strategies along air corridors.
LU-64.3 Require new development along arterial streets, I-5, SR 512, and within the air corridors to include noise attenuation design and materials where necessary to minimize noise impacts from roadways and aircraft.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-10.3 Mandate noise-reducing design and materials in new developments along major roads and within air corridors to lessen noise.
LU-64.4 Work with the Washington State Department of Transportation (WSDOT) to mitigate freeway and highway noise, while addressing aesthetic concerns.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-10.4 Work with the Washington State Department of Transportation to mitigate the noise and aesthetic impacts of highways.
LU-64.5 Work with the Washington State Department of Transportation (WSDOT) Rail Division, Sound Transit, Tacoma Rail, and/or Burlington Northern and Santa Fe to mitigate railroad noise, while addressing aesthetic concerns.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-10.5 Work with the Washington State Department of Transportation Rail Division, Sound Transit, Tacoma Rail, and private rail companies to mitigate railroad noise and aesthetic impacts.
LU-64.6 Integrate natural vegetation and design considerations in noise mitigation and attenuation projects to promote aesthetic concerns.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-10.6 Use natural vegetation and thoughtful design in noise mitigation efforts to provide visually appealing projects.
LU-65 Minimize the danger of use, storage, and transportation of hazardous and toxic materials within the City.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	NE-11 Reduce the risks associated with hazardous and toxic materials in the city.
LU-65.2 Protect life, property, and the environment from exposure to hazardous and toxic materials.	<ul style="list-style-type: none"> Edited for clarity. 	NE-11.1 Provide for the protection of life, property, and the environment by minimizing exposure to hazardous and toxic materials.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-65.1 Provide for the declaration and analysis of the use, storage, and transportation of hazardous and toxic materials within the City. Identify specific routes for the transportation of hazardous materials in the City.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	NE-11.2 Ensure the safe transportation, use, and storage of hazardous and toxic materials through declaration of these materials and identification of specific routes for transport in the city.
LU-65.3 Enforce international building and fire codes, and work with businesses to make sure that proper inventories of hazardous materials are provided.	<ul style="list-style-type: none"> ▪ Edited from clarity and brevity. 	NE-11.3 Enforce international building and fire codes related to hazardous and toxic materials management.
[NEW]	<ul style="list-style-type: none"> ▪ Split final component of policy out separately. 	NE-11.4 Ensure that proper inventories of hazardous materials are provided by businesses.

9 Parks, Recreation, and Open Space

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-41	Protect, preserve, enhance and expand parks and open space facilities.	▪ Revisions for brevity/clarity.	PR-1	Protect and enhance parks and open space facilities.
LU-41.1	Protect irreplaceable natural, cultural and historical assets.	▪ Revisions for brevity/clarity.	PR-1.1	Protect our natural, cultural, and historical resources in parks and open space.
LU-41.2	Preserve existing parks and facilities by using preventative maintenance and innovative and sustainable practices.	▪ Revisions for brevity/clarity.	PR-1.2	Preserve existing parks and facilities by using innovative and sustainable management techniques.
LU-41.3	Enhance parks by providing a variety of amenities that meet the diverse needs of a growing and changing population.	▪ Revisions for brevity/clarity.	PR-1.3	Enhance parks with diverse amenities that serve our evolving community needs.
LU-41.4	Expand park systems by strategically acquiring land and proactively planning for future system needs.	▪ Revisions for brevity/clarity.	PR-1.4	Expand park systems by acquiring new land and planning improvements that consider future demand.
LU-42	Provide equitable and community-driven services that are accessible for all.	▪ Revisions for brevity/clarity.	PR-2	Ensure parks and services are accessible and meet the needs of the community as a whole.
LU-42.1	Provide a wide variety of park amenities and programs to meet the various needs of the community.	▪ Revisions for brevity/clarity.	PR-2.1	Offer diverse park amenities and programs for all community segments.
LU-42.2	Continue to remove physical, financial, and social barriers that prevent or deter park and recreation use.	▪ Revisions for brevity/clarity.	PR-2.2	Eliminate the physical, financial, and social barriers to park and recreation access.
LU-42.3	Celebrate and support the cultural diversity of the community.	▪ Revisions for clarity.	PR-2.3	Celebrate and support the cultural diversity of the community through parks and recreation planning.
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.	▪ Edits for brevity.	PR-2.4	Engage 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.	▪ Edits for clarity.	PR-2.5	Develop plans and policies for active, healthy community lifestyles.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>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.</p>	<ul style="list-style-type: none"> Edits for brevity and clarity. Combine with provisions of LU-49. 	<p>PR-3 Make welcoming spaces that foster social interactions and highlight local art and history.</p>
<p>LU-43.3 Create a sense of place at parks and in public spaces by incorporating art, culture, and history.</p>	<ul style="list-style-type: none"> Edits for brevity and clarity. 	<p>PR-3.1 Enhance parks and public spaces with art and cultural and historical elements to create unique spaces.</p>
<p>LU-49.3 Install interpretive signs with interactive features in parks and public facilities to show and tell the history of the area.</p>	<ul style="list-style-type: none"> This appears to be operational and should be edited. 	<p>PR-3.2 Maintain wayfinding in parks and public facilities that include interpretive signage and historical information.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> Combines multiple provisions from LU-49. 	<p>PR-3.3 Showcase diverse artwork and performances in public spaces that reflect neighborhood identities and highlight local talent.</p>
<p>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.</p>	<ul style="list-style-type: none"> Edits for brevity and clarity. 	<p>PR-3.4 Develop a trail network for safe, non-motorized access to parks.</p>
<p>LU-43.2 Build and leverage partnerships with other entities, organizations, community stakeholder groups, and other City departments to provide quality and accessible services.</p>	<ul style="list-style-type: none"> This appears to be redundant with elements of PR-5 below. 	<p>[REMOVED]</p>
<p>LU-43.4 Provide a variety of outreach and promotional materials to spread awareness of parks and recreation services.</p>	<ul style="list-style-type: none"> Edits for brevity and clarity. 	<p>PR-3.5 Provide outreach and promotional materials about parks and recreation services.</p>
<p>LU-43.5 Assume a wide range of roles in the provision of services, including direct provider, partner, sponsor, and information clearinghouse.</p>	<ul style="list-style-type: none"> This appears to be repetitive and can be considered part of PR-3.2 above. 	<p>[REMOVED]</p>
<p>LU-49.6 Support the development of performing arts facilities in or near the CBD.</p>	<ul style="list-style-type: none"> Edits for brevity and clarity. 	<p>PR-3.6 Support the development of performing arts facilities in the Downtown.</p>
<p>LU-49.1 Create visually appealing gateways by integrating art work, way-finding signs and landscaping at City entry points and along major thoroughfares.</p>	<ul style="list-style-type: none"> Edits for brevity and clarity. 	<p>PR-3.7 Create visually appealing gateways at entrances to the city that incorporate art, wayfinding, and landscaping.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-44 Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.	▪ Edits for brevity and clarity.	PR-4 Enhance economic opportunities and quality of life through park and recreation investments.
LU-44.1 Continue to develop and expand destination park amenities and community signature events that increase tourism and improve recreation opportunities.	▪ Edits for brevity and clarity.	PR-4.1 Boost tourism and local recreation by upgrading park features and organizing community events.
LU-44.2 Develop park and public space amenities in the downtown and other mixed-use and commercial areas.	▪ Edits for brevity and clarity.	PR-4.2 Improve amenities in parks located in downtown and commercial zones.
LU-44.3 Provide safe, clean, and green parks that attract visitors, businesses, and enhance property values.	▪ Edits for brevity and clarity.	PR-4.3 Maintain parks that are safe, clean, and environmentally friendly to attract visitors and boost local quality of life.
LU-45 Provide transparent, accountable, and fiscally responsible services and facilities.	▪ Edits for clarity.	PR-5 Manage parks, recreation, and open spaces with transparency, accountability, and financial responsibility.
LU-45.1 Make accountable, transparent, and responsible decisions that consider the environmental, economic, social, and cultural impacts to our community.	▪ Edits for brevity and clarity.	PR-5.1 Make informed and transparent management decisions about parks, recreation, and open spaces that consider environmental, economic, and social impacts.
[NEW]	▪ Very broad revision of LU-49.7 below.	PR-5.2 Plan new park and open space investments with a focus on life-cycle costs and their impact on maintenance and operational budgets.
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.	▪ Edits for brevity and clarity.	PR-5.3 Regularly update the Legacy Plan, including its objectives and practices.
LU-45.3 Secure sustainable, diverse, and creative funding.	▪ Edits for clarity.	PR-5.4 Seek external funding to complement city investments in parks.
LU-45.4 Cultivate and leverage community partnerships to improve park and recreation services.	▪ Edits for brevity and clarity.	PR-5.5 Collaborate with community groups to enhance park and recreation services.
PROS45.5 Research, implement, evaluate, and improve park and recreation practices.	▪ Edits for brevity and clarity.	PR-5.6 Continuously review and refine management and investment practices in parks and recreation.
LU-49 Create a sense of place by encouraging private contributions and incorporating art and history in parks and public spaces.	▪ This appears to be redundant with PR-3.3 above.	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-49.2 Incorporate art and history in public spaces and support local art exhibits and performances throughout the City.	<ul style="list-style-type: none"> This is redundant with policies in PR-3. 	[REMOVED]
LU-49.4 Display art work in various locations to reflect the unique character of neighborhoods and the community.	<ul style="list-style-type: none"> This is redundant with policies in PR-3, and has been combined in that section. 	[REMOVED]
LU-49.5 Provide opportunities for program participants to showcase completed (visual and performing) art work in public spaces and events.	<ul style="list-style-type: none"> This is redundant with policies in PR-3, and has been combined in that section. 	[REMOVED]
LU-49.7 Address on-going maintenance and operation impacts before installing art displays in City parks and public spaces.	<ul style="list-style-type: none"> This appears to be operational and should be edited. Moved to new policy in PR-5 	[REMOVED]

10 Public Services

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
PS-1	Protect the community through a comprehensive fire and life safety program.		PS-1	Protect the community through a comprehensive fire and life safety program.
PS-1.1	Maintain a Washington Surveying and Rating Bureau (or successor agency) rating of ISO Class 3 or better.		PS-1.1	Maintain a Washington Surveying and Rating Bureau (or successor agency) rating of ISO Class 3 or better.
PS-1.2	Install and maintain traffic signal control devices responsive to emergency vehicles.		PS-1.2	Install and maintain traffic signal control devices responsive to emergency vehicles.
PS-1.3	Where possible, and mutually beneficial, coordinate land acquisition for emergency services facilities with other departments (e.g., Parks, Public Works, Police) to maximize benefits to the City.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-1.3	Coordinate land acquisition for emergency services facilities with city departments to maximize benefits to the community.
PS-1.4	Continue the utilization of the West Pierce Fire & Rescue Fire Marshal and staff to provide fire and life safety inspections of occupancies as a means of identifying and remedying potential fire hazards before fires occur.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-1.4	Provide fire and life safety inspections of occupancies through the West Pierce Fire & Rescue (WPFR) Fire Marshal and staff to address potential fire hazards.
PS-1.5	Educate and inform the public on fire safety and hazardous materials to further protect the community and the environment from unnecessary damage.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-1.5	Educate the public on fire and hazardous materials safety to protect the community and environment.
PS-2	Ensure that fire facilities and protective services are provided in conjunction with growth and development.		PS-2	Ensure that fire facilities and protective services are provided in conjunction with growth and development.
PS-2.1	Periodically evaluate population growth, community risks, emergency response times, apparatus deployment, and staffing levels to identify future service and facility needs.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-2.1	Identify future service and facility needs through periodic evaluations.
PS-2.2	Incorporate the fire department in evaluation of proposed annexations to determine the impact on response standards.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-2.2	Engage WPFR in evaluating proposed annexations to assess impacts on response standards.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
PS-2.3 Provide fire station locations, apparatus deployment, and staffing levels that support the core fire service provisions and response time objectives as approved in Resolution by the Board of Fire Commissioners.		PS-2.3 Provide fire station locations, apparatus deployment, and staffing levels that support the core fire service provisions and response time objectives as approved in Resolution by the Board of Fire Commissioners.
PS-3 Ensure built-in fire protection for new development and changes or additions to existing construction.		PS-3 Ensure built-in fire protection for new development and changes or additions to existing construction.
PS-3.1 Require all new development to provide minimum fire flow requirements as prescribed in the International Fire Code.	▪ Edited for clarity and brevity.	PS-3.1 Require all new development to meet minimum fire flow requirements as prescribed in the International Fire Code.
PS-3.2 Continue to require that all structures and facilities under City jurisdiction adhere to City, state, and national regulatory standards such as the International Building and Fire Codes and any other applicable fire safety guidelines.	▪ Edited for clarity and brevity.	PS-3.2 Require all structures and facilities under city jurisdiction adhere to city, state, and national regulatory standards such as the International Building and Fire Codes and any other applicable fire safety guidelines.
PS-3.3 Require developers to install emergency access control devices to gated communities as approved by the public works director.	▪ Edited for clarity and brevity.	PS-3.3 Require emergency access control devices to new gated communities as approved by the public works director.
PS-3.4 Consider requiring assessment of a hazardous material impact fee for industrial uses.	▪ Edited for clarity and brevity.	PS-3.4 Evaluate the feasibility of a hazardous material impact fee for industrial uses.
PS-4 Protect citizens through a comprehensive EMS program that maximizes available resources.	▪ Edited for clarity and brevity.	PS-4 Protect citizens through a comprehensive emergency services (EMS) program.
PS-4.1 The fire department will serve as the primary and lead Basic Life Support (BLS) and Advanced Life Support (ALS) provider within the city.	▪ Edited for clarity and brevity.	PS-4.1 Engage WPFR as the primary and lead Basic Life Support (BLS) and Advanced Life Support (ALS) provider within the city.
PS-4.2 Provide a four-minute initial time standard for EMS calls.	▪ Add an explicit mention of WPFR.	PS-4.2 WPFR will provide a four-minute initial time standard for EMS calls.
PS-4.3 Provide fire station locations, apparatus deployment, and staffing levels that support the core EMS service provisions and response time objectives as approved in Resolution by the Board of Fire Commissioners.		PS-4.3 Provide fire station locations, apparatus deployment, and staffing levels that support the core EMS service provisions and response time objectives as approved in Resolution by the Board of Fire Commissioners.
PS-4.4 Maintain criteria-based dispatch system for determining appropriate levels of response.		PS-4.4 Maintain criteria-based dispatch system for determining appropriate levels of response.
PS-4.5 Implement citizen CPR training programs with existing personnel and resources.	▪ Edited for clarity and brevity.	PS-4.5 Coordinate citizen CPR training programs with existing personnel and resources.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
PS-4.6 Implement and maintain a local physician advisor program in conjunction with the Pierce County EMS Medical Program Director to ensure the medical quality of emergency medical services.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-4.6 Coordinate a local physician advisor program in conjunction with the Pierce County EMS Medical Program Director to ensure the medical quality of emergency medical services.
PS-5 Protect community members from criminal activity and reduce the incidence of crime in Lakewood.		
PS-5.1 Provide police protection with a three-minute response time for life-threatening emergencies (Priority 1), a six-minute response time for crimes in progress or just completed (Priority 2), and a routine/non-emergency response time of 20 minutes (Priority 3).	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-5.1 Provide police protection with: <ul style="list-style-type: none"> a three-minute response time for life-threatening emergencies (Priority 1), a six-minute response time for crimes in progress or just completed (Priority 2), and a routine/non-emergency response time of 20 minutes (Priority 3).
PS-5.2 Maintain a level of police staffing, services, and command that is adequate to serve Lakewood's current needs and future growth.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-5.2 Maintain a level of police staffing, services, and command that is adequate to serve the city's current needs and future growth.
PS-5.3 Where appropriate, participate in innovative programs and funding strategies to reduce community crime.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-5.3 Participate in innovative programs and funding strategies to reduce community crime.
PS-6 Enhance the ability of citizens and the Police Department to minimize crime and provide security for all developed properties and open spaces.		
PS-6.1 Support and encourage community-based crime-prevention efforts through interaction and coordination with existing neighborhood watch groups, assistance in the formation of new neighborhood watch groups, and regular communication with neighborhood and civic organizations.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-6.1 Support and encourage community-based crime-prevention efforts through coordination with new and existing neighborhood watch groups and other civic organizations.
PS-6.2 Implement a crime prevention through environmental design program that results in the creation of well-defined and defensible spaces by reviewing such things as proposed developments' demographic settings; intended uses; and landscaping, lighting, and building layout as a means of access control.		PS-6.2 Implement a Crime Prevention Through Environmental Design (CPTED) program to support landscaping, lighting, and building design that enhances public safety.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
PS-6.3	Seek ways to involve police with youth education, such as bike safety training, anti-drug courses, "cop in school" program, etc.	▪ Edited for flow.	PS-6.3	Involve police with youth education (e.g., bike safety training, anti-drug courses, "cop in school" programs).
PS-7	Protect the community through a comprehensive emergency management program.		PS-7	Protect the community through a comprehensive emergency management program.
PS-7.1	Adopt and maintain a comprehensive emergency management plan consistent with federal and state requirements.	▪ Edited for clarity and brevity.	PS-7.1	Maintain a comprehensive emergency management plan consistent with federal and state requirements.
PS-7.2	Continue to fund and support the emergency management program, ensuring that emergency management plans, equipment, and services are sufficient for potential disaster response.	▪ Edited for clarity and brevity.	PS-7.2	Fund and support an emergency management program to maintain emergency management plans, equipment, and services that are sufficient for disaster response.
PS-7.3	Maintain personnel, resources, and training necessary within all appropriate City departments to provide the disaster response called for in the emergency management disaster response plans.	▪ Edited for clarity and brevity.	PS-7.3	Coordinate city departments to support disaster response as defined in emergency management disaster response plans.
PS-7.4	Coordinate with appropriate state agencies when preparing disaster response plans and when considering floodplain or seismic ordinance standards.	▪ Edited for clarity and brevity.	PS-7.4	Coordinate with state agencies when preparing disaster response plans and ordinances regarding floodplain and seismic standards.
PS-7.5	Develop an interagency communications network incorporating all public service agencies within the City for use during disasters.	▪ Edited for clarity and brevity.	PS-7.5	Develop an interagency communications network for use during disasters.
PS-7.6	Maintain and enhance rescue capabilities that include extrication, trench rescue, water rescue, high-angle rescue, and urban rescue.	▪ Edited for clarity and brevity.	PS-7.6	Maintain appropriate rescue capabilities for extrication, trench rescue, water rescue, high-angle rescue, urban rescue, and other necessary activities.
PS-7.7	Develop and implement additional public education activities that promote water safety.	▪ Edited for clarity and brevity.	PS-7.7	Support public water safety education.
PS-8	Support the maintenance and enhancement of the public education system, placing a strong emphasis on providing quality school facilities that function as focal points for family and community activity.	▪ Edited for clarity and brevity.	PS-8	Support public education, especially school facilities that can serve as focal points for the community.
PS-8.1	Support efforts of the school district to ensure that adequate school sites are provided and that the functional capacity of schools is not exceeded.	▪ Edited for clarity and brevity.	PS-8.1	Support planning for school sites to meet functional capacity needs.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
PS-8.2	Work with the school district to prepare/update a master plan for all its facilities and a capital improvement plan.	▪ Edited for clarity and brevity.	PS-8.2	Support master planning by the school district for facilities and capital investments.
PS-8.3	Consider the impact on school enrollment and capacities when reviewing new development proposals, higher density infill projects, zoning changes, and Comprehensive Plan amendments.	▪ Edited for clarity and brevity.	PS-8.3	Consider impacts of new development proposals, higher density infill projects, zoning changes, and Comprehensive Plan amendments on school enrollment and capacities using student generation factors from the school district.
PS-8.4	Require that developers assist in donating or purchasing school sites identified on the facilities map in correlation to the demand that their developments will create.	▪ Edited for clarity and brevity.	PS-8.4	Require developers to donate or support the purchase of school sites to meet demands associated with new development.
PS-8.5	Ensure that new school sites include room for future expansion if needed.		PS-8.5	Ensure that new school sites include room for future expansion if needed.
PS-8.6	Request student generation factors from the school district for the City's use in analyzing the impact of project proposals on schools.	▪ Incorporated into PS-8.3 above.		[REMOVED]
PS-9	Accommodate the maintenance and enhancement of private school opportunities for area students and residents.	▪ Edited for clarity and brevity.	PS-9	Support private school opportunities that meet the needs of area students and residents.
PS-9.1	Subject to specific regulatory standards, allow existing private schools to expand and new private schools to develop.	▪ Edited for clarity and brevity.	PS-9.1	Support new private schools and expansions to existing private schools, subject to relevant regulatory standards.
PS-9.2	Ensure that the Comprehensive Plan and development standards provide sufficient accommodation for the operation and expansion of private school opportunities.	▪ Edited for clarity and brevity.	PS-9.2	Ensure that development standards provide opportunities for the development and expansion of private schools.
PS-10	Ensure that both public and private schools are safe and accessible to students, generate a minimal need for busing, and are compatible with and complementary to surrounding neighborhoods.	▪ Edited for clarity and brevity.	PS-10	Ensure public and private schools are safe, accessible, and compatible with surrounding neighborhoods.
PS-10.1	Prohibit development of public and private schools on sites that present hazards, such as within Accident Potential Zones and industrial zoning districts, nuisances, or other limitations on the normal functions of schools that are unable to be mitigated.	▪ Edited for clarity and brevity.	PS-10.1	Prohibit development of public and private schools on sites that present hazards, nuisances, or other limitations on the normal function of schools that cannot be mitigated.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
PS-10.2 Work with schools and neighborhoods to explore options for access to elementary and secondary schools via local streets and/or paths.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-10.2 Explore options for safe routes to schools to provide access to elementary and secondary schools via local streets and paths.
PS-10.3 Develop specific regulatory standards to ensure that new residential development located near public schools provides adequate pedestrian and bicycle connections, signage, and traffic control measures where needed to ensure the safety of students traveling between the development and the school.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-10.3 Ensure that new residential development located near public schools provides adequate pedestrian and bicycle connections, signage, and traffic control measures to ensure the safety of students.
PS-10.4 Apply improvement responsibilities to school district or private school operator developing new school sites equivalent to that applied to other types of development.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-10.4 Apply improvement responsibilities for school development equivalent to other types of development.
PS-10.5 Retrofit existing neighborhoods with sidewalks, crosswalks, special signage, and other traffic control measures near schools as funding becomes available or as land uses are redeveloped.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-10.5 Retrofit existing neighborhoods with sidewalks, crosswalks, special signage, and other traffic control measures near schools to improve safety.
PS-10.6 Co-locate public school grounds and public parks whenever possible.	<ul style="list-style-type: none"> ▪ 	PS-10.6 Co-locate public school grounds and public parks whenever possible.
PS-10.7 Encourage as appropriate the school district or private school operator to reduce high school student generated traffic impacts by implementing transportation demand management mechanisms such as limited student parking, public bus routes, and other appropriate tools.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-10.7 Reduce traffic impacts from trips generated by high school students by implementing transportation demand management mechanisms such as limited student parking, public bus routes, and other appropriate tools.
PS-10.8 Encourage the school district to continue to make schools available for civic functions when classes are not in session.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-10.8 Encourage the use of schools for civic functions when classes are not in session.
PS-10.9 Establish limited parking zones around schools where parking capacity problems exist.		PS-10.9 Establish limited parking zones around schools where parking capacity problems exist.
PS-10.10 Work with the CPSD to reuse/redevelop surplus school properties with appropriate uses consistent with the Comprehensive Plan.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. ▪ Included provisions for the use of surplus sites for affordable housing. 	PS-10.10 Work with the CPSD to reuse or redevelop surplus school properties for affordable housing or other appropriate uses.
PS-11 Maintain and enhance top-quality institutions of higher education that will meet the changing needs of Lakewood's residents and business community.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-11 Support top-quality institutions of higher education to meet the needs of Lakewood's residents and business community.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
PS-11.1	Work with colleges to prepare a master plan and policy guide addressing the location of existing and proposed on- and off-site campus structures and uses.	▪ Edited for clarity and brevity.	PS-11.1	Prepare a master plan and policy guide for the locations of existing and proposed on- and off-site campus structures and uses.
PS-11.2	Require new construction to be subject to requirements of the City's development standards, including adequate fire protection and emergency access, and generally consistent with the master plan.	▪ Edited for clarity and brevity.	PS-11.2	Require new institutional construction to be subject to city development standards.
PS-11.3	Work with colleges to enhance area infrastructure to better serve college facilities, such as improved pedestrian, bike and bus connections, and more student housing and support services in the surrounding area.	▪ Edited for clarity and brevity.	PS-11.3	Enhance infrastructure to support college facilities, including improved pedestrian, bike and bus connections, student housing and support services in the surrounding area.
PS-12	Maximize the ability of higher educational institutions to provide quality services while minimizing impacts on area residents and businesses.	▪ Edited for clarity and brevity.	PS-12	Improve compatibility between institutions of higher education and surrounding neighborhoods.
PS-12.1	Participate with institutions of higher education in master planning efforts, transit programs, neighborhood plans, and other programs intended to facilitate the provision of quality education in a manner compatible with surrounding uses.	▪ Edited for clarity and brevity.	PS-12.1	Coordinate planning with institutions of higher education to support compatibility with surrounding uses.
PS-13	Ensure that high quality library services are available to Lakewood residents.	▪ Edited for clarity and brevity.	PS-13	Ensure that high-quality library services are available to Lakewood residents.
PS-13.1	Work with the Pierce County Library System to address current service deficits, continued population growth, changing library services, increased and changing customer needs and expectations within the Lakewood service area.	▪ Edited for clarity and brevity.	PS-13.1	Work with the Pierce County Library System (PCLS) to address changing customer needs and current service deficits.
PS-13.2	Promote the construction a new main library facility within the City's downtown core.	▪ Edited for clarity and brevity.	PS-13.2	Support the development of a new main library in the downtown.
PS-13.3	Assist the Pierce County Library System in the reuse/sale of the existing library building/property located at 6300 Wildaire Rd SW.	▪ Edited for clarity and brevity.	PS-13.3	Assist PCLS in the reuse, redevelopment, or sale of surplus facilities.
PS-13.4	Work with the Library System to ensure that its facilities are located and designed to effectively serve the community.		PS-13.4	Work with the Library System to ensure that its facilities are located and designed to effectively serve the community.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
PS-13.5 Support the Pierce County Library System’s service levels (seating, materials and shelving, technology guidelines, meeting rooms, square feet per capita, and parking) as outlined in the Pierce County Library 2030 report and as may be updated from time-to- time.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-13.5 Support the provision of PCLS service levels as outlined in the Pierce County Library 2030 report and its updates.
PS-13.6 Work with the Library System to identify non-capital alternatives such as specialized programs, new technologies, and other alternatives to provide up-to-date library services.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-13.6 Support PCLS in identifying non-capital alternatives to provide additional library services.
PS-13.7 Establish a three- to five-mile service radius for library coverage.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-13.7 Establish a three- to five-mile service radius for library coverage for planning.
PS-13.8 Continue and expand bookmobile services to underserved and/or isolated areas such as Springbrook, Tillicum, and Woodbrook.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-13.8 Support bookmobile services to underserved and/or isolated areas.
PS-14 Create a community in which all members have the ability to meet their basic physical, economic, and social needs, and the opportunity to enhance their quality of life.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-14 Support a community that meets the physical, economic, and social needs of residents, and provides opportunity to enhance quality of life.
PS-14.1 Assess and anticipate human services needs and develop appropriate policy and program responses.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-14.1 Plan for human services needs and appropriate policy and programmatic responses.
PS-14.2 Convene and engage others, including the Youth Council, the Lakewood Community Collaboration, and Lakewood’s Promise, in community problem-solving to develop and improve social services.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-14.2 Convene community organizations to help develop and improve social services.
PS-14.3 Disburse Community Development Block Grant and General Fund dollars to support a network of services which respond to community needs.	<ul style="list-style-type: none"> ▪ Minor edits. 	PS-14.3 Disburse Community Development Block Grant (CDBG) and General Fund dollars to support a network of services that respond to community needs.
PS-14.4 Promote awareness of needs and resources through strengthened dialogue, effective marketing strategies, and public relations activities.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-14.4 Promote awareness of community resources through ongoing dialogue, marketing, and public information.
PS-14.5 Encourage services that respect the diversity and dignity of individuals and families, and foster self-determination and self-sufficiency.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-14.5 Respect the diversity and dignity of individuals and families and foster self-determination and self-sufficiency when providing services.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
PS-14.6	Foster a community free of violence, discrimination and prejudice.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-14.6	Create a community free of violence, discrimination, and prejudice.
PS-14.7	Encourage the location of medical clinics and services near transit facilities.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-14.7	Encourage medical clinics and related services to locate near transit facilities that support greater accessibility.
PS-15	Ensure the City's Human Services Funds are effectively and efficiently managed.	<ul style="list-style-type: none"> Minor edits. 	PS-15	Provide oversight for Human Services funding to ensure resources are effectively and efficiently managed and distributed.
PS-15.1	The City's role is to fund, advocate, facilitate, plan, and inform by continually engaging service providers and community organizations in dialogue regarding the functioning of the present service systems, the emerging needs of the community and the building of a comprehensive system of services.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-15.1	Engage service providers and community organizations in ongoing dialogue about current service systems, emerging community needs, and building comprehensive local systems for services.
PS-15.2	Develop and maintain a strategic plan to direct collaborative services efforts.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-15.2	Maintain a strategic plan to direct collaborative efforts to provide social and human services.
PS-15.3	Assess community needs and administer a funding allocations process to address identified community needs.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-15.3	Regularly assess community needs to allocate funding that addresses identified priorities.
PS-15.4	Develop contract performance measures and monitor contracting agencies performance.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-15.4	Monitor the performance of contracting agencies providing social and human services.
PS-16	Give a broad range of Lakewood citizens a voice in decision making about how we can create a safer, healthier community.	<ul style="list-style-type: none"> Minor edits to include equity. Removed "citizens" in favor of "residents". 	PS-16	Give all Lakewood residents a role in decision-making to help create a safer, healthier, and more equitable community.
PS-16.1	Ensure the representation of culturally and economically diverse groups, including youth, people of color, seniors, and the disabled, in publicly appointed committees working on human services needs.	<ul style="list-style-type: none"> Edits for clarity. 	PS-16.1	Ensure that culturally and economically diverse groups located across the community are represented both in engagement and on publicly appointed committees, including youth, people of color, seniors, and people with disabilities.
PS-16.2	Develop decision-making processes that include regular feedback from the community and health/human services consumers.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-16.2	Incorporate regular feedback from the community and health/human services consumers into decision-making.
PS-17	Participate in regional and local efforts that address human services needs in the region and in the City.	<ul style="list-style-type: none"> Edited for clarity and brevity. 	PS-17	Participate in collaborative efforts to address regional human services needs.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
PS-17.1 Support and actively coordinate with local, regional, and national efforts that address local human services needs and ensure that local services are compatible with other programs provided at the state and federal levels.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-17.1 Coordinate and align with county, regional, state, and national efforts to address human services needs in the community.
PS-17.2 Continue the City's active participation in the Pierce County Continuum of Care, the Pierce County Human Services Coalition, and the 2060 and 2163 Funding Programs.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-17.2 Continue participating in existing regional programs, including: <ul style="list-style-type: none"> ▪ the Tacoma-Lakewood-Pierce County Continuum of Care (TLP CoC). ▪ the Pierce County Human Services Coalition. ▪ the 2060 and 2163 Funding Programs.
PS-20 Maintain/improve community facilities and public infrastructure, particularly in underserved areas or neighborhoods.	<ul style="list-style-type: none"> ▪ Minor edits. 	PS-18 Maintain and improve community facilities and public infrastructure, particularly in underserved areas or neighborhoods.
PS-20.1 Support public infrastructure such as streets, sidewalks, street-lighting, street-related improvements, and park facilities and improvements, and the removal of architectural barriers that impede American Disabilities Act accessibility.	<ul style="list-style-type: none"> ▪ Note that this is included but may be included in transportation. 	PS-18.1 Support public infrastructure such as streets, sidewalks, street-lighting, street-related improvements, and park facilities and improvements.
[NEW]	<ul style="list-style-type: none"> ▪ Split off the final component of PS-20.1 to discuss ADA compliance. 	PS-18.2 Develop an ADA Transition Plan to improve accessibility to public facilities and infrastructure managed by the city for people with disabilities.
PS-20.2 Support community facilities providing emergency services and basic needs.	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	PS-18.3 Support community facilities providing emergency services and basic needs, such as day shelters.
PS-20.3 Support the delivery of human services to, and sustain a community safety net for, identified vulnerable populations.	<ul style="list-style-type: none"> ▪ Edited for brevity – note that this may be too broad. 	PS-18.4 Sustain a community safety net for identified vulnerable populations.

11 Subarea Plans

Original Goal/Policy	Rationale for Change	Final Goal/Policy
General		
11.3.1 Develop and implement redevelopment and subarea plans for the Lakewood Station District Subarea, Springbrook, the Downtown, the Pacific Highway SW corridor, and selected residential arterials.	<ul style="list-style-type: none"> ▪ Rework to be more general, and separate details below. 	SA-1: Provide subarea and redevelopment plans for targeted neighborhoods in the city to guide intended growth and development.
[NEW]	<ul style="list-style-type: none"> ▪ Provided here to reinforce the status of the Downtown Subarea. 	SA-1.1 Manage the Downtown Subarea as the city's PSRC-designated Regional Urban Growth Center according to the VISION 2040 Urban Center criteria.
[NEW]	<ul style="list-style-type: none"> ▪ Rework the earlier policy/goal above. 	SA-1.2 Develop and implement redevelopment and subarea plans for other areas such as the Springbrook, the Downtown, the Pacific Highway SW corridor, and selected residential arterials.
Downtown Subarea		
[NEW]	<ul style="list-style-type: none"> ▪ Link the Downtown Subarea Plan to this section 	DS-1 Implement the Downtown Subarea Plan.
[NEW]	<ul style="list-style-type: none"> ▪ Included from the Subarea Plan. 	DS-1.1 Consider the differences between the three distinct districts in the Downtown Subarea as part of planning: <ul style="list-style-type: none"> ▪ Colonial, which includes colonial-style commercial buildings and the historic Lakewood Theater. ▪ Town Center, which contains the upgraded Lakewood Towne Center, an auto-oriented shopping area with stores and restaurants, a transit center, the Lakewood Playhouse, and city Hall. Note that when referring to the district as a whole, "town" is used in these policies, and when referring to the private mall, "towne" is used. ▪ East District, which is at the intersection of Bridgeport Way SW and 100th Street SW has a mix of large auto-oriented commercial centers and smaller strip-commercial properties along arterials.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Included from the Subarea Plan. 	DS-1.2 Implement a hybrid form-based code for the Downtown to regulate streetscapes and frontages according to different street types.
[NEW]	<ul style="list-style-type: none"> Included from the Subarea Plan. 	DS-1.3 Include overlay areas within the Downtown Subarea to provide more specific design standards based on location and context: <ul style="list-style-type: none"> The Colonial Overlay (C-O) is a special design district that preserves the unique colonial style aesthetic within that area. The Town Center Incentive Overlay (TCI-O) district allows for the holistic development of the Lakewood Towne Center in alignment with the vision and policies of the Downtown Plan. The Low-Impact Mixed-Use Roads (LIMU-O) district supports the transformation of the Downtown District according to the Downtown Plan and the fulfillment of the purpose of the CBD zone, but allows for existing single-family residential development to remain in place. The Transition Overlay (TO) is any property or portion of a property in the Downtown District that is within 100 ft. of an abutting single-family residential zone or mixed residential zone. Properties within the Downtown District that are separated from a single-family residential or mixed residential zone by a city-owned right of way of at least 60 ft. in width do not have to provide a transition area. The TO provides a buffer between higher intensity uses in the Downtown Subarea and lower intensity uses in the residential zones that surround downtown.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan and Goal SA-19 from previous Comprehensive Plan. 	DS-2 Urban Design + Land Use: Define Downtown Lakewood as a dynamic mixed-use urban center with diverse and intensive development, high-quality public spaces, and vibrant cultural and commercial activities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-2.1 Promote redevelopment of the Central Business District as a mixed-use urban center that anchors the Downtown and bolsters Lakewood's sense of identity as a city.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-2.2 Develop Downtown as not only the “heart” of the city, but a regional urban center where commerce, culture, and government flourish.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-2.3 Promote the Central Business District as the primary center for retail, office, public services, cultural activities, urban residential, and civic facilities of Lakewood.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-2.4 Promote office development, open space, high density residential development and/or mixed-use development in the Towne Center.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-2.5 Promote the Central Business District as a daytime and nighttime center for social, entertainment, cultural, business and government activity.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-2.6 Adopt new urban design approaches to raise the aesthetic standards of the Downtown.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-2.7 Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.
[NEW]	<ul style="list-style-type: none"> New goal to summarize intent. 	DS-3 Economic Development: Highlight Downtown Lakewood as a destination for commerce, culture, and community living by enhancing opportunities for business and residential development.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-3.1 Develop Downtown as a destination for retail, office, public services, cultural activities (art, culture, and entertainment), urban residential, and civic facilities of Lakewood.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-3.2 Ensure Downtown is home to a wide spectrum of businesses that reflect the area’s most competitive and desired industries.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-3.3 Prioritize and market catalytic sites identified through this Plan for mixed-use development.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-3.4 Improve the comfort and safety of residents, business owners and employees, customers, and visitors to the Downtown through design, maintenance, and policing strategies.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> ▪ New goal to summarize intent. 	DS-4 Housing: Support a diverse and inclusive residential environment in Downtown Lakewood by promoting varied housing options and supportive amenities for individuals and families of all backgrounds.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-4.1 Encourage a diversity of housing types to ensure housing choices for current and future residents, workers, military families, and to strengthen commercial areas.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-4.2 Provide increased densities and regulatory flexibility in Downtown development regulations to attract diverse housing for all ages, abilities, and incomes.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-4.3 Create mechanisms that attract and increase multifamily development Downtown.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-4.4 Support hosting quality cultural, educational, and recreational activities to attract families to live Downtown.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-4.5 Promote well-designed and maintained diverse mixed use and multifamily housing opportunities available to all incomes.
[NEW]	<ul style="list-style-type: none"> ▪ New goal to summarize intent. 	DS-5 Street Grids, Streetscapes & Public Spaces: Transform Lakewood Downtown into a dynamic, pedestrian-friendly hub that supports diverse social, cultural, and economic activities through strategic urban design and innovative parking solutions.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-5.1 Promote the Central Business District as a daytime and nighttime center for social, entertainment, cultural, business and government activity.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-5.2 Promote cultural institutions, performing arts uses, and recreational activities within the Central Business District.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-5.3 Consider the use of the city's eminent domain powers to establish public streets and public open spaces in the Lakewood Towne Center.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-5.4 Maintain a pedestrian-orientation in building, site, and street design and development in the Central Business District.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.5 Maintain an appropriate supply of parking in the Central Business District as development intensifies.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.6 Foster the evolution of a Central Business District that is compact and walkable and not defined by large expanses of parking lots.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.7 Consider parking requirements for higher density areas that offer sufficient parking and access as well as encourage alternative transportation modes.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.8 Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.9 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.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.10 Encourage the use of structured, underbuilding, or underground parking, where feasible with site conditions, to use land more efficiently.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.11 Encourage shared parking agreements within the Lakewood Towne Center.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-5.12 Focus investments in Downtown by promoting joint and mixed-use development and integrating shared-use parking practices.
[NEW]	<ul style="list-style-type: none"> Goal from previous Goal SA-3 	DS-6 Transportation: Emphasize pedestrian and bicycle connectivity and transit use within the Downtown while accommodating automobiles.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-6.1 Balance the need for traffic flow with providing multi-modal travel options and supporting urban development in the Downtown.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-6.2 Emphasize pedestrian and bicycle connectivity and transit use within the Central Business District (Central Business District).
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-6.3 Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the Central Business District and on individual sites.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> ▪ New goal to summarize intent. 	DS-7 Park, Open Spaces & Trails: Support Downtown by developing public spaces and recreational amenities that promote accessibility and community engagement.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-7.1 Create public spaces and amenities in the Central Business District (Central Business District) to support Downtown businesses and residents.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-7.2 Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-7.3 Invest in a quality park and recreation system to enhance economic benefit.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-7.4 Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-7.5 Increase emphasis on making Lakewood accessible and convenient for pedestrians and bicycle riders.
[NEW]	<ul style="list-style-type: none"> ▪ New goal to summarize intent. 	DS-8 Stormwater and the Natural Environment: Protect environmental quality in the Downtown, especially with respect to stormwater-related impacts.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-8.1 Protect the quality and quantity of groundwater.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-8.2 Require that development follow adopted stormwater standards that incorporate low impact development (LID) principles and standards: <ul style="list-style-type: none"> ▪ Where onsite filtration is feasible, it should be provided. ▪ Permeable surfaces should be considered for sidewalks.
[NEW]	<ul style="list-style-type: none"> ▪ New goal to summarize intent. 	DS-9 Utility Infrastructure (Water, Sewer, Power): Ensure the Downtown is provided with sufficient utility capacity to meet current and future needs.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	DS-9.1 Ensure Downtown features a connected public street grid and updated utility infrastructure to support densification.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-9.2 Encourage energy efficient development in the Downtown Study Area.
[NEW]	<ul style="list-style-type: none"> New goal to summarize intent. 	DS-10 Community Partnerships and Organization: Strengthen Downtown Lakewood's revitalization by supporting organizations dedicated to economic, social, and safety enhancements.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-10.1 Focus on the revitalization of the Downtown through partnerships among the city, business and property owners, and the community; develop an organization whose primary function is to support implementation of this Plan.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-10.2 Support formation of business improvement organizations.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	DS-10.3 Support the formation of a Lakewood Towne Center association or similar organization to establish economic improvement strategies and to sponsor social and safety events.
SA-19 Promote redevelopment of the Downtown as a mixed-use urban center that creates a downtown and bolsters Lakewood's sense of identity as a City.	<ul style="list-style-type: none"> Moved above. 	[REMOVED]
SA-19.1 Promote the Downtown as the primary center for retail, office, public services, cultural activities, urban residential, and civic facilities of Lakewood.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-19.2 Encourage neighborhood businesses that provide daily goods and services in the Downtown.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-19.3 Promote the Downtown as a daytime and nighttime center for social, entertainment, cultural, business and government activity	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-19.4 Promote cultural institutions, performing arts uses, and recreational activities within the Downtown.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-19.5 Remove underlying deed restrictions and/or covenants that prohibit office development, open space, high density residential development and/or mixed-use development in the Towne Center.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
SA-19.6 Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-19.7 Support the formation of a Towne Center association or similar organization to establish economic improvement strategies and to sponsor social and safety events.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-19.8 Consider the use of the City's eminent domain powers to establish public streets and public open spaces in the Towne Center.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-19.9 Implement the policies and strategies in the Downtown Plan, which is hereby incorporated by reference as amended, to serve as a subarea plan and to supplement the Downtown policies of the comprehensive plan.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
LU-20 Emphasize pedestrian and bicycle connectivity and transit use within the Downtown while accommodating automobiles.	<ul style="list-style-type: none"> ▪ Moved to the earlier section as a goal. 	[REMOVED]
LU-20.1 Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the Downtown and on individual sites.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
LU-20.2 Maintain the Pierce Transit Center located in the Lakewood Towne Center.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
LU-20.3 Maintain an appropriate supply of parking in the Downtown as development intensifies.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
LU-20.4 Encourage shared parking agreements within the Towne Center.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
LU-20.5 Encourage multi-modal policies, improvements, and strategies consistent with the Downtown Plan.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
UD-8: Develop the design of the CBD to support its role as Lakewood's Downtown.	<ul style="list-style-type: none"> ▪ This goal doesn't completely align with only considering the CBD and has been removed in favor of the policies above. 	[REMOVED]
UD-8.1: Implement the Downtown Subarea Plan, paying attention to the integration of Lakewood Towne Center with the remainder of the subarea.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy	
UD-8.2: Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]	
UD-8.3: Promote design elements that enhance the distinctive character of the Colonial Center while enabling contemporary urban design in the Downtown overall.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]	
UD-8.4: Maintain a pedestrian-orientation in building, site, and street design and development in the Downtown.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]	
UD-8.5: Promote urban amenities throughout the Downtown and on individual sites.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]	
Lakewood Station District Subarea			
[NEW]	<ul style="list-style-type: none"> ▪ Provided as an initial goal to incorporate other high-level policies for the subarea. 	LS-1	Implement the Lakewood Station District Subarea (LSDS) Plan.
	<ul style="list-style-type: none"> ▪ Based on previous SA-8.1; intended to provide a high-level perspective on the intent of the subarea. 	LS-1.1	Develop the LSDS into a distinctive urban node with diverse uses such as regional offices, high-density residences, local businesses, and open spaces.
	<ul style="list-style-type: none"> ▪ Based on previous SA-7.1; intended to provide a high-level perspective on the intent of the subarea. 	LS-1.2	Coordinate with transit agencies to plan and develop the Lakewood Station Subarea as a multi-modal commuter hub.
[NEW]	<ul style="list-style-type: none"> ▪ Goal expanded from the intent of the section. 	LS-1	Land Use and Urban Design: Develop the LSDS as a vibrant transit-oriented, mixed-use community with supporting amenities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	LS-1.1	Support transit-oriented development in the LSDS to capitalize on access to regional transit and proximity to Lakewood Station.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	LS-1.2	Support and incentivize mixed-use development near Lakewood Station and in the commercial areas along Pacific Highway and Bridgeport Way where there is capacity for increased intensity of development.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> ▪ Policy from Subarea Plan. 	LS-1.3	Integrate public open spaces into new development to create opportunities for public gathering and green spaces in the LSDS.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-1.4 Maintain land use and zoning designations that support high density residential development as part of mixed-use developments and residential redevelopment.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-1.5 Apply a hybrid-form based code to create an identifiable look and feel for the LSDS and to support safe pedestrian spaces.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-1.6 Adopt standards, uses and incentives that allow the subarea to transition from its present condition to its desired vision.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-1.7 Consider the designation of new Green Streets as opportunities arise, in coordination with public input.
[NEW]	<ul style="list-style-type: none"> Goal expanded from the intent of the section. 	LS-2 Housing: Promote diverse and affordable housing options in the LSDS that can accommodate a broad range of economic backgrounds, support local community investment, and prevent displacement.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-2.1 Encourage a variety of housing types to ensure choice for current and future residents, workers, military families, and to strengthen commercial areas.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-2.2 Support housing affordable to current LSDS residents though preservation where possible, as well as redevelopment activities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-2.3 Incentivize the development of market rate and affordable housing options for households with incomes at 60-120% of the area median income to preserve affordability in the LSDS and avoid displacement of existing residents.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-2.4 Encourage homeownership options that allow local residents to invest in the community to gain equity and wealth.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-2.5 Attract a mix of large and small builders that can provide new housing options at a variety of scales and levels of affordability.
[NEW]	<ul style="list-style-type: none"> Goal expanded from the intent of the section. 	LS-3 Economic Development, Business, & Employment: Advance economic growth in the LSDS to diversify local employment and services.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-3.1 Support medical office and commercial office opportunities.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-3.2 Encourage mixed-use development to expand opportunities for business and employment in the LSDS.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-3.3 Support small business development to build on the diverse offering of goods and services to residents and workers in the LSDS.
[NEW]	<ul style="list-style-type: none"> Goal expanded from the intent of the section. 	LS-4 Transportation: Enhance accessibility and connectivity by developing comprehensive multi-modal transportation infrastructure and connections to key destinations.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-4.1 Provide multi-modal transportation options to improve the flow of people and goods in the LSDS and to reduce auto-dependence.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-4.2 Support pedestrians in the LSDS with sidewalk and infrastructure improvements that enhance safety and provide a more comfortable travel experience.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-4.3 Enhance non-motorized connections to Lakewood Station and Pierce Transit facilities to encourage the use of regional and local transit.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-4.4 Connect the LSDS to Downtown with enhanced pedestrian and bicycle facilities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-4.5 Publicly invest in the development and construction of streetscapes to support redevelopment in the LSDS.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-4.6 Consider options for crossing Pacific Highway to provide a safe and efficient linkage between Lakewood Station and the Lakewood Landing development site.
[NEW]	<ul style="list-style-type: none"> Goal expanded from the intent of the section. 	LS-5 Utilities & Public Services: Expand infrastructure to support sustainable redevelopment and growth.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-5.1 Ensure there is adequate utilities infrastructure to support redevelopment of the LSDS according to the vision.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	LS-5.2 Consider future agreements to support infrastructure development in the LSDS such as development agreements, latecomers agreements, fee assessments, improvement districts, and other tools.

Original Goal/Policy		Rationale for Change	Final Goal/Policy
SA-25	Promote the Lakewood Station Subarea as the multi-modal commuter hub of Lakewood.	▪ Considered in policies above.	[REMOVED]
SA-25.1	Coordinate with affected agencies to facilitate the development and operation of the Lakewood Station Subarea as a multi-modal commuter hub.	▪ Considered above – removed from here.	[REMOVED]
SA-25.2	Foster the Lakewood Station Subarea’s role as a transit-oriented development district, recognizing that Lakewood is the residential end of the commute pattern.	▪ Considered in policies above.	[REMOVED]
SA-25.3	Seek ways to acquire additional public and semi-public open space including the creation of mechanisms for bonus densities in return for provision of open space and other public amenities.	▪ Considered in policies above.	[REMOVED]
SA-25.4	Provide incentives for redevelopment of the Lakewood Station Subarea to capitalize on growth and visibility associated with the commuter rail station.	▪ Considered in policies above.	[REMOVED]
SA-25.5	Implement the Lakewood Station District Subarea Plan.	▪ Considered in policies above.	[REMOVED]
SA-26	Promote an interactive mixture of activities around the Lakewood Station that focus on the station’s regional access.	▪ Considered in policies above.	[REMOVED]
SA-26.1	Coordinate and promote the development of the area around the Lakewood Station to create a distinctive urban node that provides for a rich mixture of uses including regional offices, major institutions, high-density urban residences, neighborhood businesses, and open space.	▪ Considered in policies above.	[REMOVED]
SA-27	Develop an urban design framework to guide physical development of the Lakewood Station district.	▪ Considered in policies above.	[REMOVED]
SA-27.1	As part of the Lakewood Station sub-area plan, develop design guides and a detailed urban design framework plan for the Lakewood Station District, coordinating public and private development opportunities.	▪ Considered in policies above.	[REMOVED]
SA-27.2	Create additional public and semi-public open space opportunities to serve residents, employees, commuters and visitors in the Lakewood Station district.	▪ Considered in policies above.	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
SA-27.3 Improve pedestrian and vehicular connections across the railroad tracks, Pacific Highway SW, and I-5.	▪ Considered in policies above.	[REMOVED]
UD-9: Create a livable, transit-oriented community within the Lakewood Station District through application of urban design principles.	▪ Considered in policies above.	[REMOVED]
UD-9.1: Provide for pedestrian and bicycle connectivity within the Lakewood Station District to the commuter rail station.	▪ Considered in policies above.	[REMOVED]
UD-9.2: Identify the opportunities for additional public/semi-public green space in the Lakewood Station District. (see Policy LU25.3 regarding bonus densities).	▪ Considered in policies above.	[REMOVED]
UD-9.3: Improve identified civic boulevards, gateways, and green streets within the Lakewood Station District to provide a unifying and distinctive character.	▪ Considered in policies above.	[REMOVED]
UD-9.4: Establish the intersection of Pacific Highway Southwest and Bridgeport Way as a major gateway into the city and develop a landscaping treatment to enhance the city's image at this gateway.	▪ Considered in policies above.	[REMOVED]
UD-9.5 Implement the Lakewood Station District Subarea (LSDS) Plan. Incorporate site and architectural design measures to coordinate consistency of private and public development.	▪ Considered in policies above.	[REMOVED]
Tillicum-Woodbrook Subarea		
[FROM SUBAREA PLAN]	▪ Goal from Subarea Plan.	TW-1 Celebrate the Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library branch as the heart of the Tillicum-Woodbrook Subarea.
[FROM SUBAREA PLAN]	▪ Policy from Subarea Plan.	TW-1.1 Encourage public and private investment in human services, Tillicum-Woodbrook Community Center, Tillicum Elementary School, and the arts.
[FROM SUBAREA PLAN]	▪ Policy from Subarea Plan.	TW-1.2 Expand public access to American Lake to increase recreation opportunities for all residents.
[FROM SUBAREA PLAN]	▪ Policy from Subarea Plan.	TW-1.3 Support youth activities and programs.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-1.4 Invest in new community spaces and civic institutions in Woodbrook
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Goal from Subarea Plan. 	TW-2 Increase visibility of Tillicum’s and Woodbrook’s diverse community by investing in leadership development and the neighborhood’s ability to advocate for community needs.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-2.1 Invite all Lakewood residents to visit Tillicum-Woodbrook and celebrate its identity as a family-friendly neighborhood and as a regional destination.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-2.2 Support and encourage community-based leadership development and capacity building through regular communication with neighborhood and civic organizations.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-2.3 Celebrate Tillicum and Woodbrook’s history.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-2.4 Ensure residents continue to live in Tillicum and Woodbrook.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Goal from Subarea Plan. 	TW-3 Diversify Tillicum’s and Woodbrook’s housing options to support current residents in Lakewood.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-3.1 Encourage and support efforts to increase homeownership.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-3.2 Provide for a range of housing options to meet community needs.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-3.3 Encourage and support access to affordable, safe, and connected housing options.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Goal from Subarea Plan. 	TW-4 Connect Tillicum and Woodbrook to Lakewood and Pierce County through a multi-modal transportation network to increase access to employment and social activities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-4.1 Evaluate on-street parking needs in Tillicum and Woodbrook and implement curb management strategies as needed to ensure public access to businesses and homes in Tillicum and Woodbrook.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-4.2 Invest in infrastructure to support mobility needs and address mobility barriers of neighborhood residents.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-4.3 Prioritize investments in vehicle infrastructure to support connecting Tillicum and Woodbrook to other parts of Lakewood.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-4.4 Provide opportunities for safe pedestrian and bicycle connections from Tillicum and Woodbrook to other portions of Lakewood.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-4.5 Partner with local and regional transit agencies to provide reliable transit service to neighborhood residents to increase access to social and economic opportunities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Goal from Subarea Plan. 	TW-5 Increase economic development opportunities within Tillicum and Woodbrook.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-5.1 Support or foster relationships with educational institutions and employment organizations that encourage the development of higher education, apprenticeship and internship opportunities, and adult learning offerings to contribute to building community capacity and innovation.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-5.2 Continue to partner with Workforce Central, the Tacoma-Pierce County Economic Development Board, and the Lakewood Chamber of Commerce to provide support and resources to small businesses in Tillicum and Woodbrook.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-5.3 Support additional food resources, commercial development, job growth, and technical assistance in the Tillicum Woodbrook Subarea.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Goal from Subarea Plan. 	TW-6 Protect Tillicum and Woodbrook's natural environment and increase adaptability and resiliency for Tillicum and Woodbrook as communities significantly impacted by air quality and climate change.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-6.1 Enhance quality of life in Tillicum and Woodbrook through the thoughtful placement and improvement of parks and recreational activities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-6.2 Protect water quality in American Lake.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> Policy from Subarea Plan. 	TW-6.3 Encourage the use of sustainable materials and building practices.
UD-10: Promote the evolution of Tillicum into a vital higher density pedestrian-oriented neighborhood through application of urban design principles.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
UD-10.1: Identify opportunities for additional public/semi-public green space in Tillicum.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
UD-10.2: Provide opportunities for pedestrian and bicycle connections from Tillicum to other portions of Lakewood.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
UD-10.3: Improve identified civic boulevards, gateways, and green streets within Tillicum to provide a unifying and distinctive character.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-51 Minimize the impacts of geographic isolation of the Tillicum, Springbrook, and Woodbrook areas and focus capital improvements there to upgrade the public environment.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-51.1 Provide for commercial and service uses for the daily needs of the residents within the neighborhoods.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-51.2 Support the expansion of recreation and open space.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-51.3 Provide pedestrian and bicycle paths within the neighborhoods and which connect to other neighborhoods.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-52 Improve the quality of life for residents of Tillicum.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-52.1 Enhance the physical environment of Tillicum through improvements to sidewalks, pedestrian-oriented lighting, street trees, and other pedestrian amenities.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-52.2 Promote integration of Tillicum with the American Lake shoreline through improved physical connections, protected view corridors, trails, and additional designated parks and open space.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]
SA-52.3 Identify additional opportunities to provide public access to American Lake within Tillicum.	<ul style="list-style-type: none"> Considered in policies above. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
SA-52.4 Seek a method of providing alternate connection between Tillicum and the northern part of the City besides I-5.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-52.5 Implement, and as necessary, update, the Tillicum Neighborhood Plan.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-54 Seek a smooth and efficient transition from residential to industrial use for American Lake Gardens.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-54.1 Monitor redevelopment plans and facilitate relocation assistance to residents as residential lands in American Lake Gardens convert to industrial uses in response to City-sponsored land use redesignation.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-54.2 Protect adjacent residential uses outside the City, including those associated with JBLM, from the impacts of industrial redevelopment through appropriate buffering measures.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-54.3 Seek a means of promoting sewer extension to Woodbrook either as a integral part of or in order to spur industrial redevelopment.	<ul style="list-style-type: none"> ▪ Considered in policies above. 	[REMOVED]
SA-53 Improve the quality of life for residents of Springbrook.	<ul style="list-style-type: none"> ▪ This goal and the associated policies should be incorporated into a future subarea plan or other document. Given the general nature of the policies and objectives and the specific focus on only one CoMI, this has been removed for now but should be considered later. 	[REMOVED]
SA-53.1 Promote higher residential densities in the Springbrook Center of Municipal Importance (CoMI).	<ul style="list-style-type: none"> ▪ Removed in current plan as noted above. 	[REMOVED]
SA-53.2 Protect residential areas in Springbrook from highway impacts through additional buffering measures, including acquiring open space easements adjacent to I-5.	<ul style="list-style-type: none"> ▪ Removed in current plan as noted above. 	[REMOVED]
SA-53.3 Protect the riparian habitat and water quality of the portions of Clover Creek flowing through Springbrook with riparian setbacks and other methods.	<ul style="list-style-type: none"> ▪ Removed in current plan as noted above. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
SA-53-4 Seek opportunities to provide public access to the portions of Clover Creek within Springbrook to better interrelate the neighborhood and natural environment.	▪ Removed in current plan as noted above.	[REMOVED]

12 Transportation

Original Goal/Policy	Rationale for Change	Final Goal/Policy
T-9: Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.		TR-1 Provide a balanced, multimodal transportation system for the safe and efficient movement of people and goods.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-1.1 Plan, develop, and maintain transportation infrastructure to meet the needs of all users, including drivers, transit riders, bicyclists, and pedestrians of varying ages and abilities.
T-9.2: Minimize the negative impacts of transportation improvement projects on low-income, minority, and special needs populations.	<ul style="list-style-type: none"> ▪ Minor edits. 	TR-1.2 Minimize the negative impacts of transportation improvements on low-income, disadvantaged, and special needs groups, as well as youth and older adults.
T-9.3: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.	<ul style="list-style-type: none"> ▪ Edited for clarity. ▪ Combined with previous T-12.2 	TR-1.3 Increase availability and accessibility of alternative transportation modes like walking, biking, carpooling, and public transit, focusing on those without personal vehicles or with mobility needs.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	TR-2 Ensure Lakewood's transportation system is designed for comprehensive, integrated, and safe access for all users of all ages, abilities, and transportation modes, including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.
T-11: Define all streets according to the following criteria: <ul style="list-style-type: none"> ▪ Principal arterials; ▪ Minor arterials; ▪ Collector arterials; and ▪ Local access roads. (note additional text deleted)	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-2.1 Classify all streets according to the following classification for policy and planning: <ul style="list-style-type: none"> ▪ Principal arterials; ▪ Minor arterials; ▪ Collector arterials; and ▪ Local access roads.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	TR-2.2 Maintain the Lakewood Engineering Design Standards to provide standards for each roadway classification to guide implementation and attain the Complete Streets Objective.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-2.3 Permit flexibility in adhering to the Lakewood Engineering Design Standards by considering context and user needs, ensuring alignment with relevant goals and policies.
T-1: Apply the street functional classification system and transportation design standards in the construction of new or upgraded transportation infrastructure.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Downgrade to policy with T-10 as a new top-level goal. 	TR-2.4 Apply the functional classification system and transportation design standards to direct the development of new and upgraded transportation infrastructure.
T-1.2: Design transportation facilities to fit within the context of the built or natural environments in which they are located.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-2.5 Ensure transportation facilities are designed to harmonize with adjacent built and natural environments.
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.	<ul style="list-style-type: none"> ▪ Change to "maintain". ▪ Edited for clarity/brevity. 	TR-2.6 Implement and uphold a street light placement policy for new and redeveloped areas, focusing on pedestrian-friendly lighting in specified zones.
[NEW]	<ul style="list-style-type: none"> ▪ An ADA Transition Plan is required under RCW 36.70A.070(6)(a)(iii)(G). 	TR-2.7 Develop an ADA Transition Plan to identify and remove barriers to access for individuals with disabilities.
T-3: Maximize transportation connections without negatively impacting residential areas.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-3 Enhance transportation connectivity while minimizing impacts to residential and mixed-use areas.
T-3.1: Delineate key street connections through undeveloped parcels to ensure that connections are made as development occurs.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-3.1 Plan for street connections through undeveloped parcels to ensure integration with future development.
T-3.2: Where practical, connect public streets to enable local traffic to circulate efficiently and to reduce impacts elsewhere in the transportation network.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Added multimodal transportation to the policy. 	TR-3.2 Connect public streets to improve multimodal connections and 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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-3.3 Require that new developments include access to adjacent undeveloped land to facilitate future connectivity where feasible.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> Minor change. 	TR-3.4 Provide for pedestrian and bicycle pathways in areas where terrain, right-of-way limitations, or other constraints prevent street connections.
T-19: Apply standardized performance measurement criteria to monitor transportation LOS and maintain concurrency.	<ul style="list-style-type: none"> Edited for clarity. Includes multimodal transportation. 	TR-4 Use standard criteria to monitor levels of service for multimodal transportation.
T-19.1: Monitor road performance using the Highway Capacity Manual's standardized LOS criteria. [additional explanatory text]	<ul style="list-style-type: none"> Edited for clarity. 	TR-4.1 Use the latest Highway Capacity Manual's LOS criteria to assess road performance.
[NEW]	<ul style="list-style-type: none"> This is based on the policies formerly included under T-20, below. 	TR-4.2 Set LOS and volume-to-capacity (V/C) ratio thresholds for arterials and intersections to maintain transportation concurrency.
T-19.3: Work toward developing multimodal LOS and concurrency standards to include performance criteria for transit, pedestrian, and bicycle facilities.	<ul style="list-style-type: none"> Edited for clarity. Shifted up in order to coordinate document flow. 	TR-4.3 Maintain multimodal LOS and concurrency standards for transit, pedestrian, and bicycle facilities.
T-19.2: Collaborate with adjacent jurisdictions to develop appropriate LOS standards where roadway centerlines serve as a jurisdictional boundary.	<ul style="list-style-type: none"> Edited for clarity. 	TR-4.4 Work with neighboring jurisdictions to provide consistent LOS standards for shared roadways.
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.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-4.5 Coordinate arterial operations and enhancements to meet transit LOS standards set by local and regional transit authorities.
T-19.5: Seek multimodal mitigation measures as part of the development review to improve or construct multimodal facilities to address LOS impacts.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-4.6 Incorporate multimodal mitigation strategies in development reviews to address LOS impacts.
[NEW]	<ul style="list-style-type: none"> Added based on T-20.5 below. 	TR-4.7 Allow deviations from LOS standards at two-way and one-way stop-controlled intersections after thorough operational and safety evaluations.
T-21: Use traffic management strategies and land use regulations to protect street and network LOS standards.	<ul style="list-style-type: none"> Edited for clarity. Include a consideration of T-21.2. 	TR-4.8 Align land use policies with street and network LOS standards, incorporating traffic management approaches and promoting development in areas meeting LOS criteria.
T-4: Balance the need for property access with safety considerations.	<ul style="list-style-type: none"> Edited for brevity. 	TR-5 Ensure safe and accessible connections to properties.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
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.	▪ Edited for clarity.	TR-5.1	Restrict street access as needed to ensure the safe and efficient operation of the existing system while allowing reasonable regular access.
T-4.2:	Limit direct access onto arterials when access opportunities via another route exist.	▪ Edited for brevity.	TR-5.2	Limit direct arterial access when alternative routes are available.
T-4.3:	Provide for full access to parcels abutting local residential streets, except where adequate alley access exists to individual lots.	▪ Edited for clarity/brevity.	TR-5.3	Provide full access to properties along local residential streets unless sufficient alley access is present.
T-4.4:	Discourage abandonment of alleys.	▪ Minor change for clarification.	TR-5.4	Discourage the abandonment of full-length alleys.
T-4.5:	Work with adjacent jurisdictions to establish consistent access limitations to arterials and highways of regional transportation importance.	▪ Edited for clarity/brevity.	TR-5.5	Collaborate with neighboring jurisdictions to standardize access restrictions to arterials and highways of regional importance.
T-4.6:	Ensure emergency responders have efficient access to public and private properties.	▪ Edited for clarity/brevity.	TR-5.6	Facilitate efficient access for emergency responders to public and private properties.
T-5:	Manage traffic to minimize its impact on neighborhoods, mobility, and enterprise.	▪ Edited for clarity/brevity.	TR-6	Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses.
T-12.1:	Prevent automobiles from dominating neighborhood and central business districts, while still accommodating their use.	▪ Edited for clarity/brevity.	TR-6.1	Decrease dependence on automobiles in neighborhoods and Downtown while accommodating their use.
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.	▪ Edited for clarity/brevity.	TR-6.2	Maintain smooth traffic flow and pedestrian safety on arterials and major transport routes through operational changes such as optimal timing and synchronization of traffic signals.
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.	▪ Edited for clarity/brevity.	TR-6.3	Conduct an analysis of existing conditions prior to any street reclassifications to substantiate the rationale for the change.
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.	▪ Edited for clarity/brevity.	TR-6.4	Limit the change of residential streets to collector or arterial classifications, except in cases of significant community-wide need.
T-6:	Reduce the impact of freight routing on residential and other sensitive land uses.	▪ Adjusted to a policy.	TR-6.5	Reduce the effects of freight traffic on residential areas and other sensitive land uses.
T-6.1:	Designate truck routes for freight.	▪ Removed as this is incorporated under the policy above.	[REMOVED]	

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> Removed as this is incorporated under the policy above. 	[REMOVED]
[NEW]	<ul style="list-style-type: none"> Added from the previous Goal T-8 below. 	TR-6.6 Reduce the visual and noise impacts of roadways on neighboring properties and users.
T-7: Sustain and protect the City's investment in the existing transportation network.	<ul style="list-style-type: none"> Edited for clarity. 	TR-7 Protect the city's investment in current and future through sustainable maintenance and preservation.
T-7.1: Maintain streets at the lowest life cycle cost (the optimum level of street preservation required to protect the surfaces).	<ul style="list-style-type: none"> Edited for clarity. 	TR-7.1 Coordinate street preservation and maintenance tasks to reduce life-cycle costs.
T-7.2: Maintain sidewalks to ensure continuous and safe connections.	<ul style="list-style-type: none"> Edited for clarity. 	TR-7.2 Construct and maintain sidewalks to provide continuous and safe connections.
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.	<ul style="list-style-type: none"> Edited for clarity. 	TR-7.3 Align significant utility projects with roadway maintenance and preservation scheduling to lessen neighborhood disruption and costs.
T-7.3: Ensure predictable sources of income to maintain the transportation system.	<ul style="list-style-type: none"> Edited for clarity. 	TR-7.4 Secure sustainable funding sources for the preservation and maintenance of the transportation system.
T-8: Minimize visual and noise impacts of roadways on adjacent properties and other users.	<ul style="list-style-type: none"> Added above and removed as a goal. 	[REMOVED]
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.	<ul style="list-style-type: none"> Removed as overly broad/operational. 	[REMOVED]
T-8.2: Create and apply standards for landscaped islands and medians to break up linear expanses.	<ul style="list-style-type: none"> Removed as overly broad/operational. 	[REMOVED]
T-10: Minimize traffic growth and its impacts to meet state, regional, and local environment and sustainability goals.	<ul style="list-style-type: none"> Minor edits. 	TR-8 Reduce traffic to meet state, regional, and city environmental and sustainability goals.
T-12: Decrease dependence on single-occupant vehicles (SOVs) as a primary means of transportation.	<ul style="list-style-type: none"> Changed to policy. 	TR-8.1 Decrease reliance on single-occupant vehicles for regular travel.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> ▪ Edited to provide a more focused statement. ▪ Shifted to this section as a better fit for the goal. 	TR-8.2 Reduce the work-related SOV trip mode share for the Lakewood Regional Growth Center (Downtown) to 65% by 2044.
T-10.1: Require TDM improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	TR-8.3 Require Transportation Demand Management (TDM) improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.
T-11: Reduce dependence on SOV use during peak commute hours. (additional text)	<ul style="list-style-type: none"> ▪ Folded into the goal above to reduce redundancy. 	TR-8.4 Implement comprehensive commute trip reduction (CTR) strategies in collaboration with local businesses, transit agencies, and other entities to decrease traffic.
T-11.5: Implement a local public awareness and education program designed to promote the environmental and social benefits of TDM strategies.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-8.5 Promote local CTR and TDM programs through targeted public awareness and education, especially for specific groups like teenagers and college students.
T-11.6: Work with local high schools to educate students about the social benefits of walking, biking, carpooling and riding transit to school.	<ul style="list-style-type: none"> ▪ Redundant with above, as this would appear to be a special case of a public education campaign. 	[REMOVED]
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-8.6 Provide HOV-focused improvements on arterials to link high-density employment areas with transit hubs, bus rapid transit, and commuter rail stations.
[NEW]	<ul style="list-style-type: none"> ▪ Include from T-17. 	TR-8.7 Expand park-and-ride facilities for commuter rail and other transit in partnership with Pierce Transit, Sound Transit, and other potential parking providers.
T-10.2: Where practical, retrofit existing streets to link neighborhoods and disperse neighborhood access to services.	<ul style="list-style-type: none"> ▪ Redundant with T-3.2. 	[REMOVED]
T-10-3: Interconnect traffic signals to provide green light progressions through high-volume corridors to maximize traffic flow efficiency during peak commute periods.	<ul style="list-style-type: none"> ▪ Removed as overly broad/operational. 	[REMOVED]
T-10-4: Consider the negative effects of transportation infrastructure and operations on the climate and natural environment.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	TR-8.8 Minimize the impacts of transportation infrastructure on the environment and climate

Original Goal/Policy	Rationale for Change	Final Goal/Policy
T-10-5: Support the development and implementation of a transportation system that is energy efficient and improves system performance.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	TR-8.9 Enhance the energy efficiency and overall performance of the transportation system.
T-11.1: Establish CTR programs within major employer worksites as required by state law.	<ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. 	[REMOVED]
T-11.2: Work with Pierce Transit, Pierce County and major employers and institutions to coordinate and publicize CTR efforts.	<ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. 	[REMOVED]
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.	<ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. 	[REMOVED]
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.	<ul style="list-style-type: none"> ▪ Folded into the broader CTR policy as an operational detail. 	[REMOVED]
T-12.2: Maximize the availability of non-SOV transportation options to encourage people to use different modes.	<ul style="list-style-type: none"> ▪ Redundant with current TR-1 policies. 	[REMOVED]
T-12.3: Work with Pierce Transit to implement transit signal-priority systems that enhance the reliability of transit as an alternative transportation mode.	<ul style="list-style-type: none"> ▪ Folded into other coordination policies as an operational detail. 	[REMOVED]
T-14: Provide safe, convenient, inviting routes for bicyclists and pedestrians (see adopted Non-Motorized Transportation Plan).	<ul style="list-style-type: none"> ▪ Edited for clarity. ▪ Includes provisions from RCW 36.70A.070(6)(a)(vii). 	TR-9 Enhance safe, convenient, and inviting routes for active transportation such as walking and cycling to promote accessibility and healthy living.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-9.1 Implement projects from the city's Non-Motorized Transportation Plan (NMTP) to link high-density areas with key destinations such as workplaces, schools, parks, and shopping centers.
T-14.2: Promote and improve public bicycle and pedestrian connections to achieve greater connectivity.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-9.2 Improve bicycle and pedestrian connections for greater connectivity.
T-14.3: Balance the desirability of breaking up large blocks with midblock crossings with the safety needs of pedestrians.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-9.3 Provide safe midblock crossings for pedestrians where possible.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
T-14.4: Require the incorporation of non-motorized facilities including bicycle parking, pedestrian-scale lighting, benches, and trash receptacles into new development designs.	▪ Edited for clarity/brevity.	TR-9.4 Require non-motorized transportation improvements such as bicycle parking/lockers and streetscape upgrades as part of new development.
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.	▪ Note that this requirement specifically focuses on transit agencies.	TR-9.5 Coordinate with transit providers to encourage multimodal “first mile/last mile” connections with supporting improvements like bike racks and lockers.
T-14.6: Coordinate with adjacent jurisdictions to design for coherent bike and pedestrian corridors.	▪ Edited for clarity/brevity.	TR-9.6 Collaborate with neighboring jurisdictions to maintain consistent bike and pedestrian corridor planning and standards.
T-14.7: Adopt a “Complete Streets” ordinance.	▪ Removed as redundant as currently adopted.	[REMOVED]
T-14.8: Take positive steps to improve traffic safety at high accident and/or injury locations.	▪ Edited for clarity/brevity.	TR-9.7 Prioritize traffic safety improvements at locations with high accident rates.
T-15: Provide adequate parking that serves Lakewood's needs but does not encourage a continuation of auto-oriented development and travel patterns.	▪ Edited for clarity/brevity.	TR-10 Ensure parking supplies meet local demand while promoting alternative modes of transportation.
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.	▪ Edited for clarity/brevity.	TR-10.1 Establish flexible parking regulations to balance the need for adequate parking with objectives to decrease traffic.
T-15.2: Consider parking standards that support TDM efforts.	▪ Edited for clarity/brevity.	TR-10.2 Integrate Transportation Demand Management (TDM) considerations in parking regulations and planning.
T-15.3: Allow adjacent or nearby uses that have different peak parking demands such as employment and housing to facilitate shared parking spaces.	▪ Edited for clarity/brevity.	TR-10.3 Permit the use of shared parking for different activities that have varying peak parking needs.
T-15.4: Recognize the capacity of transit service in establishing parking standards.	▪ Edited for clarity/brevity.	TR-10.4 Consider transit service availability when setting 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.	▪ Edited for clarity/brevity.	TR-10.5 Implement parking lot design guidelines that minimize aesthetic, environmental, and public safety impacts.
T-16: Foster the evolution of a Downtown that is compact and walkable and not defined by large expanses of parking lots.	▪ Edited for clarity/brevity.	TR-11 Promote a walkable, pedestrian-friendly Downtown.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
T-16.1:	Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-11.1	Implement transportation-related components of the Downtown Subarea Plan.
T-16.2:	Consider maximum parking requirements for higher density areas to encourage alternative transportation modes.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	TR-11.2	Consider maximum parking requirements in high-density areas well-served by high-capacity transit 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.	<ul style="list-style-type: none"> ▪ Combined with following policy. 	[REMOVED]	
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.	<ul style="list-style-type: none"> ▪ Combined with previous policy and edited. 	TR-11.3	Create a pleasant and safe walking and biking environment by regulating the placement of on- and off-site parking and managing streetscape design.
T-16.5:	Encourage the use of structured or underground parking to use land more efficiently.	<ul style="list-style-type: none"> ▪ Edited to focus on the objective. 	TR-11.4	Encourage structure or underground parking to reduce surface parking footprints.
T-16.6:	Focus investments in downtown central business areas by promoting joint- and mixed use development and integrating shared-use parking practices.	<ul style="list-style-type: none"> ▪ Edited to focus on the objective. 	TR-11.5	Encourage joint and shared parking solutions, particularly for mixed-use developments in Downtown.
T-16.7:	Incorporate regional transportation guidelines into planning for centers and high-capacity transportation station areas.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-11.6	Integrate regional transportation standards into the planning of centers and areas around high-capacity transit stations.
T-17:	Expand park-and-ride capacity to serve rail as well as other transit uses and accommodate growth.	<ul style="list-style-type: none"> ▪ Included above for multimodal capacity. 	[REMOVED]	
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.	<ul style="list-style-type: none"> ▪ Removed as an operational detail and incorporated into policy. 	[REMOVED]	
T-17.2:	Encourage commercial development on major transit routes to dedicate unused parking area to park- and-ride facilities where feasible.	<ul style="list-style-type: none"> ▪ Removed as an operational detail and incorporated into policy. 	[REMOVED]	
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	TR-12	Align freight transportation planning by road and rail with industrial, commercial, and other land uses.

Original Goal/Policy		Rationale for Change	Final Goal/Policy
T-18.1:	Install directional signage for truck routes through key areas of the city.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-12.1 Ensure clear signage for truck routes, especially in key areas of the city.
T-18.2:	Consider potential freight movement needs of new development as part of SEPA review.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-12.2 Assess potential freight movement requirements in the SEPA review process for new developments.
T-18.3:	Create development standards for freight access to commercial uses likely to possess such needs.	<ul style="list-style-type: none"> Edited for clarity. 	TR-12.3 Consider freight access needs in commercial and industrial development standards where relevant.
T-18.4:	As industrial uses concentrate into certain areas, identify ways to eliminate the conflict among freight users this may tend to create.	<ul style="list-style-type: none"> Edited for clarity/brevity. Incorporates T-18.8. 	TR-12.4 Identify and address potential conflicts between freight route users with solutions such as separating at-grade rail lines from arterials.
T-18.5:	Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis-McChord.	<ul style="list-style-type: none"> Minor edit. 	TR-12.5 Advocate for the continued use 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.	<ul style="list-style-type: none"> Removed after completion. 	[REMOVED]
T-18.7:	Support new access and infrastructure improvements to American Lake Gardens that facilitate industrial development.	<ul style="list-style-type: none"> Removed after completion. 	[REMOVED]
T-18.8:	Explore future opportunities to grade separate rail traffic from street arterials where significant safety hazards or traffic congestion warrant.	<ul style="list-style-type: none"> Included as part of previous policy above. 	[REMOVED]
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.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-12.6 Discourage increased freight rail traffic beyond current levels of activity without sufficient mitigation of impacts.
T-20:	Adopt the following arterial and intersection LOS thresholds for maintaining transportation concurrency on arterial streets in Lakewood.	<ul style="list-style-type: none"> Combined with above. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> As the LOS and V/C standards have been reallocated to action items, this should simply highlight the need for these standards for all roadways. 	[REMOVED]
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.		[REMOVED]
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.		[REMOVED]
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.		[REMOVED]
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.	<ul style="list-style-type: none"> Removed here but this policy is added under TR-19 above. 	[REMOVED]
T-21: Use traffic management strategies and land use regulations to protect street and network LOS standards.	<ul style="list-style-type: none"> Removed as a goal and included as a policy above. 	[REMOVED]
T-21.1: Establish mitigation requirements for new development where LOS is expected to fall below acceptable standards as a result of that development.	<ul style="list-style-type: none"> Redundant with TR-19.6 above. 	[REMOVED]
T-21.2: Limit new development to areas where LOS standards can be maintained and restrict development in areas where they cannot be maintained.	<ul style="list-style-type: none"> Folded into broader policy above. 	[REMOVED]
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.	<ul style="list-style-type: none"> Removed as an operational detail. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> Redundant as these considerations would be included due to this Element. 	[REMOVED]
T-2: Maintain maximum consistency with state, regional, and local plans and projects.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-13 Maintain consistency with state, regional, and local transportation plans and projects.
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 Municipal Importance.	<ul style="list-style-type: none"> Separated for clarity/brevity. 	TR-13.1 Coordinate with state and county authorities, neighboring jurisdictions, and transit providers to align transportation improvements, land use plans, and decision-making processes.
[NEW]	<ul style="list-style-type: none"> Separated from above. 	TR-13.2 Ensure transportation planning in Lakewood is consistent with the PSRC Regional Growth Strategy and Regional Transportation Plan.
[NEW]	<ul style="list-style-type: none"> Separated from above and edited for clarity. 	TR-13.3 Prioritize funding for transportation infrastructure and capital facilities investments in: <ul style="list-style-type: none"> the city's designated Regional Growth Center, adopted subarea boundaries, areas where historically disadvantaged populations have been disproportionately impacted, and designated Centers of Municipal Importance (COMIs).
T-2.2: Continue to participate in regional transportation planning to develop and upgrade long-range transportation plans.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-13.4 Engage in regional transportation planning efforts to develop and refine long-range strategies.
T-2.3: Periodically review the street classification system with adjacent jurisdictions to ensure consistency.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-13.5 Regularly 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.	<ul style="list-style-type: none"> Edited for clarity/brevity. Combined with the following policy. 	TR-13.6 Support improvements to I-5 that promote safe connections between the highway and local communities.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
T-2.5: Work with WSDOT to identify and implement improvements to the I-5/SR 512 interchange.	<ul style="list-style-type: none"> Redundant with previous policy. 	[REMOVED]
T-13: Develop and maintain collaborative working relationships with outside agencies to improve the transportation system.	<ul style="list-style-type: none"> Edited for clarity. 	TR-14 Improve the transportation system through collaborative efforts with other agencies and organizations.
T-13.1: Involve appropriate agencies in the early review of development proposals to assess opportunities for transit-oriented design and amenities.	<ul style="list-style-type: none"> Edited for clarity. 	TR-14.1 Engage transportation agencies early in development proposal reviews to identify transit-oriented design and amenity opportunities.
T-13.2: Support regional and high-capacity transit systems (e.g., buses and rail) that reliably and efficiently connect to local transit services.	<ul style="list-style-type: none"> Edited for clarity. 	TR-14.2 Advocate for and assist in the integration of regional and high-capacity transit systems with 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.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-14.3 Partner with transit agencies to support ride matching, vanpooling, micro-transit, paratransit, and other HOV transportation.
T-13.4: Coordinate with transit agencies to determine and respond to emerging routing and frequency needs, particularly in residential neighborhoods.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-14.4 Work with transit agencies to address requirements from new transit routes and frequencies, especially in residential areas and high-traffic corridors.
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.	<ul style="list-style-type: none"> Remove as operational as it should be included in implementation. 	[REMOVED]
T-13.6: Work with WSDOT to pursue HOV lanes on I-5 and SR 512 serving the city and regional transit operations.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-14.5 Work with WSDOT to accommodate HOV lanes on I-5 and SR 512 to meet the needs of the city and regional transit.
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.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	TR-14.6 Pursue joint state and federal transportation grant applications with other jurisdictions on projects with mutual benefits.
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.	<ul style="list-style-type: none"> Remove as operational. Redundant with T-18.8. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>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.</p>	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. ▪ Note that this should include paratransit, especially to accommodate mobility-challenged city residents. 	<p>TR-14.7 Investigate the potential for local shuttle, micro-transit, and paratransit services in high-density areas with significant ridership prospects.</p>
<p>T-13.10: Encourage ridesharing through requirements for parking reserved for carpool and vanpool vehicles in the zoning code.</p>	<ul style="list-style-type: none"> ▪ Remove as operational and redundant with other ridesharing and TDM/CTR policies. 	<p>[REMOVED]</p>
<p>T-13.12: Work with Sound Transit and WSDOT to pursue expansion of the existing SR-512 park-and-ride facility.</p>	<ul style="list-style-type: none"> ▪ Redundant with new TR-9.7. 	<p>[REMOVED]</p>
<p>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.</p>	<ul style="list-style-type: none"> ▪ Redundant with T-13.4. 	<p>[REMOVED]</p>

13 Urban Design

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
UD-6	Create distinct districts for commercial activity and promote character and improved aesthetic standards.	<ul style="list-style-type: none"> Revised to clarify role of urban design. 	UD-1	Support a strong sense of community in neighborhood business districts with distinct urban identities, higher intensities of uses, and local amenities.
UD-6.1	Establish design standards for commercial districts implemented through a design review process and design guidelines to reinforce a distinct character for individual commercial districts.	<ul style="list-style-type: none"> Removed references to design standards and design review, as these can reduce development. 	UD-1.1	Establish development standards and design guidelines for districts that support high-quality urban design.
UD-6.2	Develop and enforce parking lot design standards, identifying requirements for landscaping, walkways, runoff treatment, parking area ratios, and other elements as needed.	<ul style="list-style-type: none"> Removed. Can be addressed in the above goal. 	[REMOVED]	
[NEW]		<ul style="list-style-type: none"> Based on LU-23.1. 	UD-1.2	Support a diverse mix of local activities in neighborhood business districts.
[NEW]		<ul style="list-style-type: none"> Based on LU-23.3. 	UD-1.3	Facilitate placemaking and public art initiatives with community-based organizations.
UD-7	Promote pedestrian-oriented development patterns within designated mixed-use commercial districts.	<ul style="list-style-type: none"> Removed to consolidate with previous goal. 	[REMOVED]	
UD-7.1	Foster pedestrian-oriented site design measures including items such as pedestrian amenities, pedestrian-oriented lighting, traffic calming devices, signage, and related measures.	<ul style="list-style-type: none"> Shortened for clarity 	UD-1.4	Incorporate pedestrian-oriented site design measures and amenities to promote non-motorized linkages between mixed use districts and the existing open space network.
UD-7.2	Encourage the development of office and housing uses above retail in appropriate land use designations to permit living and working in the same neighborhood.	<ul style="list-style-type: none"> Shortened for clarity and brevity 	UD-1.5	Encourage human-scale development of office and housing uses above retail in mixed-use areas and neighborhood business districts.
UD-7.3	Encourage the development of appropriately scaled commercial development that creates consistent street walls and limits parking on the primary street frontage.	<ul style="list-style-type: none"> Redundant with the above goals 	[REMOVED]	
UD-7.4	Encourage pedestrian connections between buildings and across streets to public open space, and to adjoining areas.	<ul style="list-style-type: none"> Combined with below goal 	[REMOVED]	

Original Goal/Policy	Rationale for Change	Final Goal/Policy
UD-7.5 Promote pedestrian linkages between mixed use districts and related neighborhoods through development of a green streets program.	<ul style="list-style-type: none"> Shortened for clarity 	UD-1.6 Develop pedestrian linkages between neighborhood business districts, parks, open spaces, and adjoining neighborhoods.
UD-7.6 Promote pedestrian linkages between mixed use districts and the existing open space network.	<ul style="list-style-type: none"> Combined with above goals 	[REMOVED]
[NEW]	<ul style="list-style-type: none"> Adapt the previous UD-11. 	UD-1.7 Improve public safety through design guidelines.
UD-5 Establish a system of gateways and civic boulevards to provide identity to the City, foster appropriate commercial uses, and enhance the aesthetic character of the City.	<ul style="list-style-type: none"> Changed “civic boulevards” to “corridors”. 	UD-2 Establish a system of gateways and urban corridors to provide identity to the city, foster appropriate commercial uses, and enhance the aesthetic character of the city.
UD-5.1 Provide appropriate design improvements to treat the following streets as civic boulevards: <ul style="list-style-type: none"> the full length of Bridgeport Way; Gravelly Lake Drive from Nyanza Road to Steilacoom Boulevard; 100th Street from Gravelly Lake Drive to S. Tacoma Way; S. Tacoma Way and Pacific Highway Southwest from the Tacoma City limits to Ponders Corner; 112th Street from Nyanza Road to Bridgeport Way; N. Thorne Lane from I-5 to Portland Street; W. Thorne Lane between Portland Street and Union Avenue; Portland Street between N. Thorne Lane and W. Thorne Lane; Union Avenue from Berkeley Avenue to Spruce Street; and Spruce Street from Union Avenue to Portland Avenue. 	<ul style="list-style-type: none"> Changed “civic boulevards” to “urban corridors”. 	UD-2.1 Provide appropriate design improvements to treat the following streets as urban corridors: <ul style="list-style-type: none"> the full length of Bridgeport Way; Gravelly Lake Drive from Nyanza Road to Steilacoom Boulevard; 100th Street from Gravelly Lake Drive to S. Tacoma Way; S. Tacoma Way and Pacific Highway Southwest from the Tacoma city limits to Ponders Corner; 112th Street from Nyanza Road to Bridgeport Way; N. Thorne Lane from I-5 to Portland Street; W. Thorne Lane between Portland Street and Union Avenue; Portland Street between N. Thorne Lane and W. Thorne Lane; Union Avenue from Berkeley Avenue to Spruce Street; and Spruce Street from Union Avenue to Portland Avenue.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>UD-5.2 Provide appropriate design improvements to treat the following intersections as major gateways:</p> <ul style="list-style-type: none"> ▪ South Tacoma Way at Tacoma City limits; ▪ 84th Street at I-5; ▪ SR 512/I-5 at South Tacoma Way; ▪ Bridgeport Way at South Tacoma Way/I-5; ▪ Nyanza Boulevard at I-5; ▪ N. Thorne Lane at I-5; ▪ Steilacoom Boulevard at City limits; ▪ Berkeley Avenue SW at I-5; ▪ Bridgeport Way at University Place City limits; ▪ Bridgeport Way at Gravelly Lake Drive; ▪ 100th Street at Gravelly Lake Drive; and ▪ 100th Street at Bridgeport Way. 		<p>UD-2.2 Provide appropriate design improvements to treat the following intersections as major gateways:</p> <ul style="list-style-type: none"> ▪ South Tacoma Way at Tacoma city limits; ▪ 84th Street at I-5; ▪ SR 512/I-5 at South Tacoma Way; ▪ Bridgeport Way at South Tacoma Way/I-5; ▪ Nyanza Boulevard at I-5; ▪ N. Thorne Lane at I-5; ▪ Steilacoom Boulevard at city limits; ▪ Berkeley Avenue SW at I-5; ▪ Bridgeport Way at University Place city limits; ▪ Bridgeport Way at Gravelly Lake Drive; ▪ 100th Street at Gravelly Lake Drive; and ▪ 100th Street at Bridgeport Way.
[NEW]	<ul style="list-style-type: none"> ▪ Added from UD-12 	UD-2.3
		<p>Implement additional gateway enhancement for Tillicum, Springbrook, and Woodbrook.</p>
<p>UD-1: Design streets and associated amenities so that they are an asset to the city.</p>	<p>Revised for clarity.</p>	<p>UD-3 Design streetscapes, nonmotorized pathways, and other rights-of-way as amenities and important public places.</p>
<p>UD-1.1: Provide attractive streetscapes with street trees and sidewalks, planting strips, shelters, benches, and pedestrian-scale lighting in appropriate locations.</p>	<ul style="list-style-type: none"> ▪ Shortened for brevity 	<p>UD-3.1 Provide attractive streetscapes and associated amenities, such as sidewalks, landscaping, benches, and lighting</p>
[NEW]	<ul style="list-style-type: none"> ▪ Adapted from old UD-15.2. 	UD-3.2
		<p>Adopt NACTO Urban Street and Urban Bikeway design guides as guidelines.</p>
<p>UD-1.2: Clearly define and consistently apply a reasonable threshold for requiring developer improvements in development regulations.</p>	<ul style="list-style-type: none"> ▪ Shortened for brevity 	<p>UD-3.3 Establish thresholds for public right-of-way improvements to be conducted as part of development projects.</p>
<p>UD-1.3: Require sidewalks on both sides of all new streets, except local access streets in industrially designated areas that are not on existing or planned transit routes and where there is a low projected level of pedestrian traffic.</p>	<ul style="list-style-type: none"> ▪ Shortened for brevity. ▪ Removed qualifiers on where new sidewalks can be built. 	<p>UD-3.4 Require sidewalks on both sides of all new streets.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
UD-1.4: Design intersections to safely accommodate both pedestrian and vehicular traffic. Construct intersections with the minimum dimensions necessary to maintain LOSs and to meet emergency services needs, discouraging the construction of turning lanes where they would deter pedestrians.	<ul style="list-style-type: none"> ▪ Shortened for brevity. 	UD-3.5 Design intersections to safely accommodate both pedestrian and vehicular traffic.
UD-1.5: Develop and apply appropriate traffic-calming tools to control traffic volume and speed through identified neighborhoods.	<ul style="list-style-type: none"> ▪ Shortened for brevity 	UD-3.6 Develop and apply traffic-calming strategies to improve safety.
UD-1.6: Work with transit providers to incorporate transit stops and facilities at appropriate intervals along transit routes.	<ul style="list-style-type: none"> ▪ Shortened for brevity 	UD-3.7 Work with transit providers to incorporate transit stops and facilities into streetscape planning.
UD-1.7: Include curb ramps for sidewalks at all intersections to assist wheelchairs, strollers, and cyclists.	<ul style="list-style-type: none"> ▪ Added more information about ADA 	UD-3.8 Include curb ramps for sidewalks at all intersections to assist wheelchairs, strollers, and cyclists to meet ADA requirements.
LU-50 Recognize and support historically significant sites and buildings.		UD-4 Recognize and support historically significant sites and buildings.
LU-50.1 Maintain an inventory of historic resources and a process for designating significant resources to guide preservation of significant properties and/or buildings.	<ul style="list-style-type: none"> ▪ Shortened for brevity. 	UD-4.1 Keep an updated inventory of historic resources and maintain a process to guide the preservation of important properties and buildings.
LU-50.2 Provide for methods such as monuments, plaques, and design motifs to recognize and/or commemorate historic structures or uses.	<ul style="list-style-type: none"> ▪ Shortened for brevity. 	UD-4.2 Provide monuments, plaques, and design motifs to recognize or commemorate historic structures and uses in the city.
LU-50.3 Support private individuals and groups working to preserve Lakewood's history through formal and informal liaisons.	<ul style="list-style-type: none"> ▪ Removed as redundant and confusing. [REMOVED] 	
LU-64: Control the level of noise pollution in a manner that promotes the use, value, and enjoyment of property; sleep and repose; and a quality urban environment.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UD-5 Manage noise pollution to minimize nuisance and encourage a quality urban environment.
LU-64.1: Protect residential neighborhoods from exposure to noise levels that interfere with sleep and repose through development regulations, noise attenuation programs, and code enforcement.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UD-5.1 Coordinate development regulations and noise attenuation programs to protect neighborhoods from excessive noise.
LU-64.2: Work with JBLM to minimize noise exposure at McChord Field and development of noise attenuation programs within the air corridors.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UD-5.2 Partner with JBLM to reduce noise impact from McChord Field and develop noise attenuation strategies for air corridors in the city.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-64.3: Require new development along arterial streets, I-5, SR 512, and within the air corridors to include noise attenuation design and materials where necessary to minimize noise impacts from roadways and aircraft.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UD-5.3 Require noise attenuation in the design and materials of new developments along arterial streets, I-5, SR 512, and within air corridors to lessen impacts from roadway and aircraft noise.
LU-64.4: Work with the Washington State Department of Transportation (WSDOT) to mitigate freeway and highway noise, while addressing aesthetic concerns.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UD-5.4 Collaborate with WSDOT to address freeway and highway noise concerns, balancing noise reduction with aesthetic considerations.
LU-64.5: Work with the Washington State Department of Transportation (WSDOT) Rail Division, Sound Transit, Tacoma Rail, and/or Burlington Northern and Santa Fe to mitigate railroad noise, while addressing aesthetic concerns.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UD-5.5 Work with WSDOT Rail Division, Sound Transit, Tacoma Rail, and Burlington Northern and Santa Fe to mitigate railroad noise, considering both noise reduction and aesthetics.
LU-64.6: Integrate natural vegetation and design considerations in noise mitigation and attenuation projects to promote aesthetic concerns.	<ul style="list-style-type: none"> ▪ Shortened for brevity 	UD-5.6 Integrate natural vegetation and design elements in noise mitigation and attenuation projects to enhance effectiveness and visual appeal.
UD-3 Employ design standards to ease the transition of scale and intensity between abutting residential uses and between residential areas and other uses.	<ul style="list-style-type: none"> ▪ Shortened for brevity 	UD-6 Ensure smooth transitions of land uses in scale and intensity between abutting neighborhoods and other uses.
UD-3.1 Use buffers, landscaping, and building design and placement to ease the transition of scale and intensity between abutting residential uses of different densities and between residential areas and other uses.	<ul style="list-style-type: none"> ▪ Shortened for brevity. 	UD-6.1 Use buffers, landscaping, and building design and placement to ease the transition of scale and intensity between abutting residential uses of different densities and other uses.
UD-3.2 Work with WSDOT to identify solutions to buffering the visual and acoustic impacts of I-5 and the railroad on sensitive neighborhoods.		UD-6.2 Work with WSDOT to identify solutions to buffering the visual and acoustic impacts of I-5 and the railroad on sensitive neighborhoods.
UD-14 Recognize the value of scenic views and visual resources as contributors to Lakewood's character and the quality of life.	<ul style="list-style-type: none"> ▪ Shortened for brevity 	UD-7 Preserve scenic views as contributors to Lakewood's quality of life.
UD-14.1 Develop a program to identify and protect sensitive views, view corridors, and/or visual resources.		UD-7.1 Identify and protect sensitive views, view corridors, and/or visual resources.
UD-14.2 Make views of Mt. Rainier, the lakes, wetlands and creeks, Ft. Steilacoom, Flett Wetlands, and historic landmarks from public sites a priority for protection.	<ul style="list-style-type: none"> ▪ Edited for clarity 	UD-7.2 Protect views of Mt. Rainier, the lakes, wetlands and creeks, Ft. Steilacoom, Flett Wetlands, and historic landmarks.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
UD-2 Establish a system of gateways and civic boulevards to provide identity to the City, foster appropriate commercial uses, and enhance the aesthetic character of the City.	<ul style="list-style-type: none"> Removed as this was duplicated in the plan. 	[REMOVED]
UD-2.1 Identify streets to be treated as civic boulevards and provide appropriate design improvements.	<ul style="list-style-type: none"> Removed as duplicative. 	[REMOVED]
UD-2.2 Identify intersections to be treated as major gateways and provide appropriate design improvements.	<ul style="list-style-type: none"> Removed as duplicative. 	[REMOVED]
UD-4 Employ design standards to improve the auto-dominant atmosphere that dominates commercial corridors.	<ul style="list-style-type: none"> Addressed in streetscape policies above. 	[REMOVED]
UD-4.1 Encourage the redevelopment of streets, bicycle paths, transit stops, street trees, and sidewalks along commercial corridors.	<ul style="list-style-type: none"> Addressed in streetscape policies above. 	[REMOVED]
UD-4.2 Reduce the number and width of curb cuts and surface parking lots fronting on commercial streets.	<ul style="list-style-type: none"> Addressed in streetscape policies above. 	[REMOVED]
UD-4.3 Establish building design and signage standards and guidelines to provide a unified, attractive character to commercial corridors.	<ul style="list-style-type: none"> Addressed in streetscape policies above. 	[REMOVED]
UD-4.4 Promote individual neighborhood character in areas such as the International District.	<ul style="list-style-type: none"> Addressed in streetscape policies above. 	[REMOVED]
UD-11 Reduce crime and improve public safety through site design and urban design.	<ul style="list-style-type: none"> Removed but considered above with centers. 	[REMOVED]
UD-11.1 Reduce crime opportunities through the application of crime prevention through environmental design (CPTED) principles.	<ul style="list-style-type: none"> See above 	[REMOVED]
UD-11.2 Consolidate parking lot access onto major arterials where appropriate to promote public safety.	<ul style="list-style-type: none"> See above 	[REMOVED]
UD-12 Facilitate implementation of gateway enhancement programs in Tillicum, Springbrook, and Woodbrook.	<ul style="list-style-type: none"> Added as a policy to goal above. 	[REMOVED]
UD-12.1 Establish a program to design and implement a gateway enhancement plan at the entrances to each neighborhood.	<ul style="list-style-type: none"> Removed. These are reading as implementation strategies. 	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
UD-12.2 Work with private and public property owners and organizations to create and implement the gateway plans.	<ul style="list-style-type: none"> Removed. These are reading as implementation strategies. 	[REMOVED]
UD-12.3 Work with the WSDOT or successor agency to facilitate the future incorporation of sound barriers adjacent to these communities along I-5 to reduce noise impacts to residential areas.	<ul style="list-style-type: none"> Removed. These are reading as implementation strategies. 	[REMOVED]
UD-15 Substantially increase walking and cycling activity while at the same time reducing collisions involving cyclists and pedestrians. The federal government and the State of Washington seek to double walking and cycling activity over the planning horizon, while at the same time reducing collisions involving cyclists and pedestrians by 5% per year.	<ul style="list-style-type: none"> Removed as duplicative, especially as it does not include many policies. 	[REMOVED]
UD-15.1 Refer to the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide in the design of streets and non-motorized pathway projects.	<ul style="list-style-type: none"> Removed and accommodated in previous policies above. 	[REMOVED]
UD-15.2 Consider endorsement or adoption of the NACTO Urban Street and Urban Bikeway design guides.	<ul style="list-style-type: none"> Removed and accommodated in previous policies above. 	[REMOVED]

14 Utilities

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
U-1	Designate the general location and capacity of existing and proposed utility facilities.	▪ Edited for clarity.	UT-1	Maintain an inventory of the approximate location and capacity of both current and planned utility facilities.
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.	▪ Edited for clarity/brevity.	UT-1.1	Integrate utility corridor and facility data into the city's Geographic Information System (GIS), and ensure this information is regularly updated through consultations with private utility providers.
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.	▪ Edited for clarity/brevity.	UT-1.2	Collaborate with utility providers to align the location of existing and future utility facilities with the broader objectives outlined in the Comprehensive Plan.
U-2	Provide an adequate level of public utilities in response to and consistent with land use, environmental protection, and redevelopment.	▪ Edited for clarity.	UT-2	Ensure public utilities are provided at levels of service that are adequate and in alignment with land use planning, environmental protection, and redevelopment needs.
U-2.1	Utility services and facilities must be consistent with the growth and development concepts directed by the comprehensive plan.	▪ Edited for clarity/brevity.	UT-2.1	Promote planning for utility services and facilities that are consistent with the growth and development strategies prescribed in the Comprehensive Plan.
U-2.2	Where appropriate, encourage conservation in coordination with other utility providers and jurisdictions.	▪ Edited for clarity/brevity.	UT-2.2	Collaborate with utility providers on conservation efforts.
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.	▪ Edited for clarity/brevity.	UT-2.3	Encourage the siting, construction, operation, and decommissioning of utility systems to minimize adverse impacts on neighboring land uses.
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.	▪ Removed as duplicative with the previous goal.	[REMOVED]	

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-2.4 Condition development approval on the capacity of existing utility systems to support the development without decreasing levels of service, unless a financial commitment is made to provide service within a specified time frame.
U-3.2 Coordinate the extension of utility services with expected growth and development.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-2.5 Align the extension of utility services with anticipated growth and development patterns.
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.	<ul style="list-style-type: none"> Edited for clarity. 	UT-2.6 Collaborate with service providers and other utilities using rights-of-way to schedule improvements strategically, in order to minimize community disruption and reduce improvement costs.
U-3.4 Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better.	<ul style="list-style-type: none"> Edited for clarity. 	UT-2.7 Protect city rights-of-way and adjacent land uses from unnecessary impacts due to utility construction and maintenance.
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.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-3 Provide efficient, cost-effective, and environmentally sound surface water and flood control solutions to maintain public safety, protect land uses, and maintain surface and groundwater quality.
U-4.1 Ensure that adequate storm drain and flood-control facilities are provided and properly maintained to alleviate surface flooding during storm events.	<ul style="list-style-type: none"> Revised and combined. 	UT-3.1 Ensure the proper provision and maintenance of adequate storm and flood control facilities to manage surface flooding and comply with the National Pollutant Discharge Elimination System (NPDES) standards.
U-4.2 Undertake a stormwater management program that meets or exceeds the standards of the National Pollutant Discharge Elimination System (NPDES).	<ul style="list-style-type: none"> 	UT-3.2 Maintain a state-approved Comprehensive Storm Water 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.	<ul style="list-style-type: none"> This appears redundant with U-4.1. 	[REMOVED]
U-4.4 Implement flood-control improvements that maintain the integrity of significant riparian and other environmental habitats.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-3.3 Maintain the integrity of habitats as part of flood-control improvements.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
U-4.5	Develop public works policies and design standards which encourage minimizing the development of impervious surfaces.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UT-3.4	Minimize increased impervious surface through design standards and public works policies.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UT-3.5	Plan land acquisitions to address future needs for stormwater storage based on expected growth.
U-4.7	Support lake management studies for Lake Steilacoom, Gravelly Lake, and Lake Louise to determine pollutant sources.	<ul style="list-style-type: none"> ▪ Combined with U-4.8. ▪ Edited for clarity. 	UT-3.6	Participate in ongoing land management studies and water quality monitoring programs to manage pollutants.
U-4.8	Participate in ongoing water quality monitoring programs for all public drainage systems that discharge into lakes and streams.	<ul style="list-style-type: none"> ▪ Combined with U-4.7 		[REMOVED]
U-4.9	Develop and implement a state-approved Comprehensive Storm Water Management Program.	<ul style="list-style-type: none"> ▪ Redundant with U-4.2 (combined). 		[REMOVED]
U-4.10	Cooperate with the Pierce County Conservation District Stream Team Program to provide water quality education to the community.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	UT-3.7	Provide water quality education to the community in cooperation with the Pierce County Conservation District Stream Team Program.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	UT-4	Ensure the costs for storm drain and flood-control systems are equitably shared by those who benefit from and contribute to them.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UT-4.1	Require that new developments include on-site stormwater treatment facilities that comply with the city's stormwater management and site development standards, constructed concurrently with the 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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UT-4.2	Require developers to bear the costs of necessary improvements to existing storm drain and flood control facilities, either through construction or fee payments.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UT-4.3	Use benefit assessment and community facilities districts to distribute costs of specific local storm drain and flood-control improvements fairly between all beneficiaries.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
U-6	Minimize the impact of poor storm drain performance upon transportation infrastructure.	<ul style="list-style-type: none"> This appears redundant with the previous goal. 	[REMOVED]	
U-6.2	Consider and seek funding for public projects to resolve roadway flooding problems in areas that are poorly served by storm drains.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	UT-4.4	Pursue funding opportunities to address roadway flooding in areas with insufficient storm drainage.
U-6.1	Ensure the timely removal of debris from storm drains.	<ul style="list-style-type: none"> This appears to be a very specific policy that should be broadened. 	UT-4.5	Support regular maintenance to storm drain and flood control facilities to ensure the capacity and function of the system is sustained.
U-6.3	Require adequate storm drainage in conjunction with new development.	<ul style="list-style-type: none"> This is redundant with policies above. 	[REMOVED]	
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.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	UT-5	Coordinate efficient, economical, and ecologically sustainable sewage management to safeguard public health, preserve groundwater quality, and protect habitat.
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.	<ul style="list-style-type: none"> Edited for clarity. 	UT-5.1	Coordinate with Pierce County to ensure that sewer connection fees and monthly charges are sufficient to support the maintenance of existing facilities, and contribute to the operation, maintenance, repair, and replacement of these 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.	<ul style="list-style-type: none"> Edited for clarity. 	UT-5.2	Support Pierce County in assessing and meeting increased demand through the enhancement of existing facilities and/or the development of new collection and treatment infrastructure.
U-8	Ensure that new growth is served by sewers, and pursue a citywide system to eliminate current service deficits.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-6	Support a complete citywide sewer system and facilitate new growth by addressing service deficits and new demand.
U-8.1	Ensure that public sewage treatment and collection systems are installed and available for use coincident with new development.	<ul style="list-style-type: none"> Consolidated with below. 	[REMOVED]	
U-8.2	Continue current efforts to extend sewers throughout all of Woodbrook and Tillicum.	<ul style="list-style-type: none"> Consolidated with below. 	[REMOVED]	

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
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).	<ul style="list-style-type: none"> ▪ Edited for brevity/clarity. ▪ Note that a major sewer project to Tillicum has been completed; this policy may be more useful if more general. 	UT-6.1	Prioritize sewer extension projects areas expecting density increases or land use changes under the Comprehensive Plan.
U-8.4	Enforce Ordinance No. 530, requiring sewer mandatory sewer connections throughout the city.	<ul style="list-style-type: none"> ▪ Consolidated with below. 	[REMOVED]	
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.	<ul style="list-style-type: none"> ▪ Consolidated with below. 	[REMOVED]	
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.	<ul style="list-style-type: none"> ▪ Combined with above. 	UT-6.2	Enforce mandatory sewer connections citywide.
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.	<ul style="list-style-type: none"> ▪ Combined with above 	UT-6.3	Work with Pierce County, the City of Tacoma, and other jurisdictions to identify properties close to and within the UGA where sewer services are not provided, and coordinate with the appropriate agency to connect these properties to sewers.
U-8.8	Where feasible, utilize grant funding sources to extend major sewer lines.	<ul style="list-style-type: none"> ▪ Edited for clarity. ▪ Consolidated with U-8.13 below. 	UT-6.4	Pursue external funding sources to extend major sewer lines, including grant funding and private development funding.
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.	<ul style="list-style-type: none"> ▪ Edited for clarity. 	UT-6.5	Require the construction of dryline sewers in roadways for developments beyond current sewer service areas, with mandatory covenants requiring future connection as a condition of approval for development.
U-8.10	Issue building permits in sewer areas only when sewer capacity is available.	<ul style="list-style-type: none"> ▪ This is implicit to U-8.14. 	[REMOVED]	
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.	<ul style="list-style-type: none"> ▪ Edited for clarity/brevity. 	UT-6.6	Allow continued use of individual or community septic systems under suitable soil conditions until sewer connections become available.
U-8.12	Ensure that sewer permits are processed in a timely manner by Pierce County.	<ul style="list-style-type: none"> ▪ This is not something that the City can do much about. 	[REMOVED]	

Original Goal/Policy	Rationale for Change	Final Goal/Policy
U-8.13 Solicit private industrial developers willing and able to finance the extension of sanitary sewers to Woodbrook.	<ul style="list-style-type: none"> Consolidate with U-8.8 above. 	[REMOVED]
U-8.14 Ensure that public sewage treatment and collection systems are installed and available for use concurrent with new development.	<ul style="list-style-type: none"> Edited for clarity. 	UT-6.7 Ensure that public sewage treatment and collection systems are installed and available for use concurrent with new development. Ensure the availability of public sewage treatment and collection systems concurrent with new developments.
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.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-7 Ensure Lakewood has a safe and sufficient water supply with adequate storage and distribution facilities to meet future demand.
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).	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-7.1 Maintain water supply and infrastructure levels to meet new growth demands, ensuring acceptable water pressure for fire flows and daily use.
U-9.3 Coordinate with private water providers and appropriate governmental agencies prior to approval of new development entitlements.	<ul style="list-style-type: none"> Edited for clarity. 	UT-7.2 Work with private water providers and governmental agencies to align new development approvals with existing water service capabilities.
U-9.4 Coordinate the construction of interties with adjoining water purveyors to enhance the City's water supply and fire flow capacity.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-7.3 Enhance water supply and fire flow capacity by coordinating interties with neighboring water purveyors.
U-9.2 Coordinate with other entities to conduct studies to evaluate the aquifer and its long-term capabilities.	<ul style="list-style-type: none"> Edited for clarity/brevity. 	UT-7.4 Collaborate with other jurisdictions on long-term aquifer management.
U-10 Minimize water consumption through site design, the use of efficient systems, and other techniques.	<ul style="list-style-type: none"> Change to a policy (see below) 	[REMOVED]
[NEW]	<ul style="list-style-type: none"> Changed goal to a policy and consolidated the other policies included. 	UT-7.5 Minimize water consumption through techniques such as site design, requirements for water-saving features in new construction, and promotion of water conservation practices.
U-10.1 Require incorporation of water conservation features such as low-flow toilets, showerheads, and faucets in the design of all new construction.	<ul style="list-style-type: none"> Removed/consolidated with above. 	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy
U-10.2	Promote drought-tolerant landscaping (xeriscaping) through development standards.	▪ Edited for clarity.	[REMOVED]
U-10.3	Encourage industrial and commercial users to incorporate appropriate water conservation measures such as recycling into their operations.	▪ Edited for clarity/brevity.	[REMOVED]
U-11	Ensure that the costs of new water facilities are borne by those who benefit.	▪ Change the intent to a policy, as there is only one policy included here.	[REMOVED]
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.	▪ Edited for clarity/brevity.	UT-7.6 Work with private water purveyors and the City of Tacoma to ensure new developments are responsible for the funding of capital investments to meet their service needs.
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.	▪ Revise and consolidate.	UT-8 Ensure that the city has a reliable, reasonably priced electrical supply that meets the demands of both existing and future land uses, maintains safety, and effectively integrates supporting infrastructure into the city.
U-12.1	Require that new development be contingent on the ability to be served with adequate electrical facilities and service.	▪ Edited for clarity/brevity.	UT-8.1 Require that new developments demonstrate access to adequate electrical servicing.
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.	▪ Edited for clarity/brevity.	UT-8.2 Align the Puget Sound Energy Electrical Facilities Plan with city policy and use this plan as a guide for managing utility corridors and electrical facilities.
U-13	Provide appropriate locations for electrical service lines and facilities while protecting public health and safety from associated hazards.	▪ Change to a policy.	[REMOVED]
[NEW]		▪ Consolidated from goal and supporting policies.	UT-8.3 Preserve appropriate locations for power lines and electrical utility corridors and prohibit incompatible land uses that would be impacted by these facilities.
U-13.1	Prevent encroachment of housing and other incompatible uses under power lines and into electrical utility corridors.	▪ Combined with above.	[REMOVED]
[NEW]		▪ Consolidated from goal and supporting policies.	UT-8.4 Coordinate the siting of electrical facilities and regulate development to protect from potential public health and welfare impacts.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
U-13.2	Regulate development to protect public health and welfare in areas containing electrical facilities that generate significant electro-magnetic fields.	<ul style="list-style-type: none"> Combined with above. 	[REMOVED]	
U-13.3	Coordinate with local purveyors to develop future facility maps for the location of transmission lines, high-voltage distribution lines, and substations.	<ul style="list-style-type: none"> Combined with below for a single policy. 	UT-8.5	Work with local energy providers to plan for future electrical infrastructure and ensure that existing facilities meet future developmental needs, manage aesthetic and health impacts, and are integrated into the community.
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.	<ul style="list-style-type: none"> Combined with above. 	[REMOVED]	
U-13.5	Pursue the undergrounding of existing above-ground electrical facilities and ensure the undergrounding of new electrical facilities.	<ul style="list-style-type: none"> Consolidate with policies below regarding undergrounding. 	[REMOVED]	
U-14	Coordinate utilities undergrounding with new development, redevelopment, and street projects.	<ul style="list-style-type: none"> Revised for clarity. 	UT-9	Coordinate the installation of underground utilities with urban development initiatives, including new constructions, redevelopments, and significant street upgrades, to optimize aesthetic and functional cityscape improvements.
U-14.1	Where feasible, time undergrounding of utilities to coincide with major street projects.	<ul style="list-style-type: none"> Revised for clarity. 	UT-9.1	Coordinate the undergrounding of utilities with major street renovation projects to streamline construction efforts and minimize disruption.
U-14.2	Seek financing for utilities undergrounding in conjunction with road improvement financing.	<ul style="list-style-type: none"> Revised for clarity. 	UT-9.2	Pursue funding to support undergrounding utilities in tandem with financing for road improvements to increase efficiency and project feasibility.
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.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	UT-9.3	Require underground utility lines for all new developments, subdivisions, and major renovations where feasible.

Original Goal/Policy		Rationale for Change	Final Goal/Policy
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 I-5 Corridor (Pacific Highway SW and South Tacoma Way).	<ul style="list-style-type: none"> Revised for clarity/brevity. 	UT-9.4 Work with utility companies to develop strategic plans for the undergrounding of utilities, especially in visually significant areas such as Downtown and the I-5 Corridor.
U-15	To the extent practical, screen major utility structures/fixtures.	<ul style="list-style-type: none"> Revised for clarity. 	UT-10 Use screening and landscaping around major utility structures to balance aesthetic concerns with operational integrity and environmental considerations.
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.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	UT-10.1 Collaborate with utility providers to develop comprehensive right-of-way vegetation plans.
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.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	UT-10.2 Require utility facilities to be reasonably and appropriately sited and screened to mitigate 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.	<ul style="list-style-type: none"> Revised for clarity/brevity. 	UT-10.3 Support innovative approaches to fund improvements to address environmental and aesthetic impacts of utility infrastructure.
U-16	Promote energy conservation.	<ul style="list-style-type: none"> This is acknowledged in more detail in the Energy and Climate Change Element. 	[REMOVED]
U-16.1	The City shall, at minimum, ensure that its buildings comply with state and federal standards for energy conservation.	<ul style="list-style-type: none"> 	[REMOVED]
U-16.2	The City will endeavor to work with utility companies to promote and educate the public about strategies for conserving energy.	<ul style="list-style-type: none"> 	[REMOVED]
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.	<ul style="list-style-type: none"> 	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
U-17	Accommodate ongoing improvements in communications systems and promote state-of-the-art facilities.	<ul style="list-style-type: none"> Revise for clarity. 	UT-11	Promote state-of-the-art local telecommunications systems to enhance connectivity, support economic growth, and improve public information access.
U-17.1	Ensure that development regulations are consistent with public service obligations imposed upon private utilities by federal and state law.	<ul style="list-style-type: none"> Revise for clarity/brevity. 	UT-11.1	Align development regulations with public service obligations mandated for private utilities by federal and state laws.
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.	<ul style="list-style-type: none"> Revise for clarity. 	UT-11.2	Streamline the permit process for private utility facilities considering franchise agreements, development regulations, the Lakewood Comprehensive Plan, and existing 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.	<ul style="list-style-type: none"> Revise for clarity/brevity. 	UT-11.3	Encourage and support telecommunications and cable companies expanding fiber optic networks and increasing network interconnectivity.
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.	<ul style="list-style-type: none"> Revise for clarity/brevity. 	UT-11.4	Collaborate with utility companies and public institutions, such as schools and colleges, to advance comprehensive community information services and promote local advancements to improve educational and business opportunities for residents.
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.	<ul style="list-style-type: none"> This intent can be combined with the previous policy. 	[REMOVED]	
U-17.6	Ensure that zoning regulations do not unnecessarily hinder establishment of in-home offices and businesses that take advantage of electronic communications.	<ul style="list-style-type: none"> This appears to be minor and covered in other sections. 	[REMOVED]	
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.	<ul style="list-style-type: none"> Revise for clarity/brevity. 	UT-11.5	Advocate for smaller, less intrusive telecommunications facilities that can integrate seamlessly into the existing environment.
U-17.8	Develop programs to protect communications facilities during disasters or emergencies.	<ul style="list-style-type: none"> Revise for clarity. 	UT-11.6	Ensure the resilience of communications infrastructure during emergencies and disasters.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> Consolidated with the following policy. [REMOVED] 	[REMOVED]
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.	<ul style="list-style-type: none"> Revise for clarity. Consolidated with previous policy. 	UT-11.7 Regulate the siting, screening, and design of wireless, cellular, and antenna installations, ensuring these structures are reviewed fairly and predictably and consider federal and state requirements while minimizing visual and land use impacts.
U-18 Provide for an economical, convenient, environmentally balanced, and integrated solid waste reduction, recycling, and disposal system.	<ul style="list-style-type: none"> Revise for clarity. 	UT-12 Support an integrated, efficient, and environmentally sustainable solid waste management system that includes reduction, recycling, and disposal.
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.	<ul style="list-style-type: none"> Revise for clarity. 	UT-12.1 Maintain comprehensive recycling and composting programs for both residential and commercial sectors, designed to maximize convenience and efficiency while diverting a wide array of materials from landfills.
U-18.2 Promote public and private recycling efforts and organizations.	<ul style="list-style-type: none"> Revise for clarity. 	UT-12.2 Promote public and private recycling initiatives and supporting organizations.
U-18.3 Support and participate in interagency cooperative efforts with governments, businesses, and institutions in planning and implementing solid waste management programs.	<ul style="list-style-type: none"> Revise for clarity/brevity. 	UT-12.3 Cooperate with government agencies, businesses, and institutions to plan and implement solid waste management strategies.
U-18.4 Develop and implement a safe, convenient, and environmentally sound residential hazardous waste collection, recycling, and disposal program.	<ul style="list-style-type: none"> Revise for clarity. 	UT-12.4 Maintain a residential hazardous waste program that ensures safe collection, recycling, and disposal of hazardous materials, emphasizing convenience and environmental safety.
U-19 Ensure an adequate, safe, and orderly supply of gas energy to support existing and future land uses in the city.	<ul style="list-style-type: none"> Note that this may not be aligned with other goals in the ECC Element. 	UT-13 Ensure a reliable and safe supply of natural gas that is coordinated with city planning and meets expected needs for the future.
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.	<ul style="list-style-type: none"> Revise for clarity/brevity. 	UT-13.1 Work with providers to ensure that current and planned natural gas facilities can meet the expanded demands of existing and new development.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<ul style="list-style-type: none"> Revise for clarity/brevity. 	UT-13.2 Ensure that natural gas facilities are designed and situated to integrate with surrounding land uses.
U-19.3 Prepare land-use ordinances to protect gas line utility corridors.	<ul style="list-style-type: none"> Revise for clarity. 	UT-13.3 Protect gas line utility corridors from encroachment by incompatible uses and activities.
U-19.4 Encourage joint trenching among gas and other utility purveyors.	<ul style="list-style-type: none"> This is redundant with other policies. 	[REMOVED]
[NEW]	<ul style="list-style-type: none"> This should be incorporated to consider the ECC Element. 	UT-13.4 Consider the effects of climate change policy and changes in the consumption of different types of energy on the management of natural gas facilities in the city.

15 Implementation

Original Goal/Policy	Rationale for Change		Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> References overall statutory requirements for alignment with other planning. 	IM-1	Ensure that the Lakewood Comprehensive Plan complies with state, regional, and county requirements.
[NEW]	<ul style="list-style-type: none"> Reinforces need for alignment with statutes. 	IM-1.1	Ensure the Comprehensive Plan is consistent with the provisions of the Growth Management Act.
[NEW]	<ul style="list-style-type: none"> Indicates the need for alignment with higher-level planning. 	IM-1.2	Ensure consistency of the Comprehensive Plan with the PSRC Multicounty Planning Policies and Pierce County Countywide Planning Policies.
[NEW]	<ul style="list-style-type: none"> Added to ensure that there is sufficient documentation. 	IM-1.3	Maintain clear documentation and references with regards to how the Comprehensive Plan integrates and fulfills these requirements.
[NEW]	<ul style="list-style-type: none"> References coordination between different communities. 	IM-2	Ensure consistency and coordination between the Lakewood Comprehensive Plan and the Comprehensive Plans of Pierce County, Steilacoom, Tacoma, and University Place.
[NEW]	<ul style="list-style-type: none"> High-level direction to policy collaboration. 	IM-2.1	Consider aligning policies that apply to common areas or issues with neighboring communities.
[NEW]	<ul style="list-style-type: none"> Note that the city should be using common metrics between different jurisdictions. 	IM-2.2	Rely on consistent population projections, planning horizons, and other relevant data that are consistent with practices in Pierce County, Steilacoom, Tacoma, and University Place.
[NEW]	<ul style="list-style-type: none"> Ensure that there is clear direction to promote cooperation with neighboring communities. 	IM-2.3	Circulate Plan updates and amendments to Pierce County, Steilacoom, Tacoma, University Place, and other jurisdictions as needed.
[NEW]	<ul style="list-style-type: none"> Ensure that the Comprehensive Plan is clear and actionable. 	IM-3	Ensure that the Lakewood Comprehensive Plan is an internally consistent document with clear steps for implementation.
[NEW]	<ul style="list-style-type: none"> Highlights a requirement specifically for an implementation strategy (separate from the policies of this element). 	IM-3.1	Develop an implementation strategy for the Comprehensive Plan that includes regulatory and non-regulatory measures needed.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Indicates that code changes will be required. 	IM-3.2 Ensure the implementation strategy for the Comprehensive Plan considers necessary changes to the Lakewood Municipal Code.
[NEW]	<ul style="list-style-type: none"> Ensures that the implementation strategy would include a schedule. 	IM-3.3 Include a schedule for the adoption or amendment of the development regulations identified in the implementation strategy.
[NEW]	<ul style="list-style-type: none"> Requires that implementation be transparent and available for public review and comment. 	IM-3.4 Ensure that the implementation strategy is a public document available for review.
[NEW]	<ul style="list-style-type: none"> Reinforce the need for public engagement in a transparent process. Note that this is somewhat self-referential, but this would be applicable to other work after the review cycle. 	IM-5 Promote active engagement by residents and stakeholders in an open and transparent planning process, especially vulnerable populations and members of overburdened communities.
[NEW]	<ul style="list-style-type: none"> Provide high-level guidance for public engagement. 	IM-5.1 Implement procedures for accessible public participation with the Comprehensive Plan and associated documents, including: <ul style="list-style-type: none"> Widespread distribution of proposals, Opportunities for submitting written comments, Public meetings with effective notice, Ensuring environments for open discussion, Maintaining communication programs, Coordinating information services, and Responding thoughtfully to public feedback.
[NEW]	<ul style="list-style-type: none"> Highlight the need for diverse engagement, which should include considerations for accessibility. 	IM-5.2 Use diverse and accessible methods to communicate effectively with all members of the public throughout the planning process.
[NEW]	<ul style="list-style-type: none"> Reinforce the need for equity and inclusion in the process. 	IM-5.3 Strive for inclusive community engagement, drawing in groups previously underrepresented in planning discussions.
[NEW]	<ul style="list-style-type: none"> Provide proper documentation of the process. 	IM-5.5 Demonstrate how public comments have been incorporated into the Comprehensive Plan and development regulation legislative actions.
[NEW]	<ul style="list-style-type: none"> Provide proper documentation of the process. 	IM-5.5 Record all public meetings held for outreach for planning.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Provide proper documentation of the process. 	IM-5.6 Clearly reference the sources of data used in the Comprehensive Plan and development regulations.
[NEW]	<ul style="list-style-type: none"> This section provides clear requirements regarding the schedule for Comprehensive Plan work. 	IM-6 Coordinate updates and amendments to the Comprehensive Plan based on a regular schedule.
[NEW]	<ul style="list-style-type: none"> Provide requirements for the regular update cycle to align with the statute. 	IM-6.1 Revise the Lakewood Comprehensive Plans and development regulations for compliance with Growth Management Act requirement by December 31, 2024, with subsequent reviews conducted on or before June 30, 2034 and every 10 years thereafter.
[NEW]	<ul style="list-style-type: none"> Provide requirements for the regular update cycle to align with the statute. 	IM-6.2 Coordinate a five-year periodic review of the Comprehensive Plan by December 31, 2029, and provide the Department of Commerce a progress report detailing implementation conducted for the Comprehensive Plan to that date.
[NEW]	<ul style="list-style-type: none"> Note that there may be needs for additional updates from the state that are conditional on additional funding. 	IM-6.3 Update the Transportation Element of the Lakewood Comprehensive Plan and create a Climate Change and Resiliency Element as part of the initial implementation progress report due by December 31, 2029, pending availability of funding.
[NEW]	<ul style="list-style-type: none"> Reinforce a requirement for yearly updates only. 	IM-6.4 Limit amendments and revisions to the Comprehensive Plan to no more than once annually.
[NEW]	<ul style="list-style-type: none"> Identify the potential for emergency amendments. 	IM-6.5 Permit emergency amendments to the Comprehensive Plan more frequently than once per year when necessary to address immediate concerns vital to the community's health, safety, and welfare.
[NEW]	<ul style="list-style-type: none"> Provide requirements for engagement with Tribal governments to align with statutes. 	IM-7 Foster collaborative and respectful coordination with federally recognized Indian Tribes whose reservations or ceded lands are within Pierce County.
[NEW]	<ul style="list-style-type: none"> Highlight the need for a memorandum of agreement if additional engagement and collaboration will be needed. 	IM-7.1 Engage in good faith negotiations to develop a memorandum of agreement with any federally recognized Indian Tribe about collaboration and participation in the planning process upon receiving a Tribal resolution indicating their interests within Pierce County and intent for collaboration.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> Direct that a memorandum of agreement should result in collaborative action. 	IM-7.2 Coordinate and collaborate on planning efforts with Tribes in areas of mutual interest, based on the guidelines and commitments established in the memorandum of agreement.
[NEW]	<ul style="list-style-type: none"> Ensure that even if a memorandum is not in place that engagement would still be conducted. 	IM-7.3 Provide options for communication and engagement for Tribes which are not subject to a memorandum of agreement but have reservations or ceded lands in the city.

ATTACHMENT C

Chapter 14.142 CRITICAL AREAS AND NATURAL RESOURCE LANDS AUTHORITY, INTENT, AND GENERAL PROVISIONS*

Sections:

- [14.142.010](#) Authority and title.
- [14.142.020](#) Intent.
- [14.142.030](#) Interpretation.
- [14.142.040](#) Applicability and mapping.
- [14.142.050](#) Best Available Science.
- [14.142.0560](#) Permitted uses.
- [14.142.0670](#) Regulated uses/activities.
- [14.142.0780](#) Exemptions and allowed activities.
- [14.142.0890](#) Reasonable use exception.
- [14.142.09100](#) Reasonable use exception and modification of critical area requirements for individual single-family residences.
- [14.142.1100](#) Review Process.
- [14.142.1120](#) Variances.
- [14.142.1230](#) Current use assessment.
- [14.142.1340](#) Compliance provisions.
- [14.142.150](#) General mitigation requirements.
- [14.142.160](#) General critical areas report requirements.
- [14.142.17540](#) Appeal procedures.
- [14.142.1860](#) Fees.
- [14.142.1970](#) Title and plat notification.
- [14.142.19280](#) Nonconforming uses, structures, and lots.
- [14.142.19210](#) Administrative procedures and technical criteria.
- [14.142.2200](#) Severability.

* **Prior legislation note:** Ord. [362](#) repealed provisions concerning critical areas and natural resource lands that were formerly in Chapters 14.138 and 14.142, based on the provisions of Ord. [56](#).

14.142.010 Authority and title.

This title is established pursuant to the requirements of the Growth Management Act (RCW [36.70A.060](#)) and the State Environmental Protection Act (Chapter [43.21C](#) RCW). This title shall be known as the "Critical Areas and Natural Resource Lands Regulations." [Ord. 362 § 3, 2004.]

14.142.020 Intent.

It is the intent of the critical areas and resource lands regulations to:

- A. Designate and protect critical areas and natural resource lands, including wetlands, critical aquifer recharge areas, fish and wildlife habitat [conservation](#) areas, geologically hazardous areas, ~~food-hazard~~[frequently flooded](#) areas, and mineral resource lands.
- B. Protect the natural environment, including air and water, to preserve the community's high quality of life.
- C. Protect unique, fragile and valuable elements of the environment, including fish and wildlife habitat; including suitable habitats to maintain native fish and wildlife species within their natural geographic distribution so that isolated sub-populations are not created.
- D. Protect the public against losses from:
1. Costs of public emergency rescue and relief operations where the causes are avoidable.
 2. Degradation of the natural environment and the expense associated with repair or replacement.
- E. Protect members of the public and public resources and facilities from injury, loss of life, or property damage due to landslides, steep slope failures, erosion, seismic events, or flooding.
- F. Avoid, minimize and mitigate for impacts arising from land development and other activities affecting critical areas to maintain their ecological functions and values including water quality, flood attenuation, habitat, recreation, education, and cultural preservation.
- G. Provide the public with sufficient information and notice of potential risks associated with developing in and adjacent to critical areas.
- H. Implement the goals and requirements of the Growth Management Act and the Lakewood comprehensive plan. [Ord. 362 § 3, 2004.]

14.142.030 Interpretation.

In the interpretation and application of this title, all provisions shall be:

- A. Considered the minimum necessary;
- B. Liberally construed to serve the purposes of this title; and,
- C. Deemed neither to limit nor repeal any other powers under state statute. [Ord. 362 § 3, 2004.]

14.142.040 Applicability and mapping.

A. *Applicability.* This title shall apply to all lands, land uses and development activity in the City which are designated as critical areas or natural resource lands by the City, including wetlands. Properties containing critical areas or natural resource lands are subject to this title. When the requirements of this title are more stringent than those of other City codes and regulations, the requirements of this title shall apply.

Where a site contains two or more critical areas, the site shall meet the minimum standards and requirements for each identified critical area as set forth in this title.

Critical areas on lands subject to the Washington State Shoreline Management Act (SMA) and regulated by the City's shoreline management regulations shall be regulated under the shoreline provisions and are not subject to the procedural and substantive requirements of this title. Nothing in this section, however, is intended to limit or change the quality of information to be applied in protecting critical areas within shorelines of the state. Shorelines of the state shall not be considered critical areas under this title except to the extent that specific areas located within such shorelines qualify for critical area designation based on the definition of critical areas provided by RCW [36.70A.030\(5\)](#) and have been designated as such by the City's critical areas regulations.

If the City's shoreline regulations do not include land necessary for buffers for critical areas that occur within shoreline areas, then the City shall continue to regulate those critical areas and their required buffers pursuant to this title.

B. Mapping. Maps may be developed and maintained by the City which show the general location of critical areas for informational purposes. The actual presence of critical areas and the applicability of these regulations shall be determined by the classification criteria established for each critical area. [Ord. 590 § 2, 2014; Ord. 362 § 3, 2004.]

14.142.050 Best available science.

- A. Criteria for best available science. The best available science is that scientific information applicable to the critical area prepared by local, state or federal natural resource agencies, a qualified scientific professional or team of qualified scientific professionals consistent with criteria established in WAC 365-195-905 through 365-195-925, as amended.
- B. Protection for functions and value and anadromous fish. Critical area studies and decisions to alter critical areas shall rely on the best available science to protect the functions and value of critical areas and must give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fish and their habitat, such as salmon and bull trout.
- A-C. Absence of valid scientific information. Where there is an absence of valid scientific information or incomplete scientific information relating to a critical area leading to uncertainty about the risk to critical area function of permitting an alteration of or impact to the critical area, the Director shall take a "precautionary approach" that strictly limits development and land use activities until the uncertainty is sufficiently resolved. To address such uncertainty, the Director may consult with State agencies regarding best available science and agency recommendations. The burden of proof that the action will cause no net loss or harm to persons or property falls on the applicant or the property owner.

14.142.0650 Permitted uses.

Uses permitted on properties designated as critical areas or natural resource lands shall be the same as those permitted in the zone classification shown in the City's Land Use and Development Code unless specifically prohibited by this title. [Ord. 362 § 3, 2004.]

14.142.0760 Regulated uses/activities.

A. Unless the requirements of this title are met, the City shall not grant any approval or permission to alter the condition of any land, water or vegetation, or to construct or alter any structure or improvement including but not limited to the following: building permit, commercial or residential; binding site plan; conditional use permit; franchise right-of-way construction permit; site development permit; master plan development; right-of-way permit; shoreline conditional use permit; shoreline environmental redesignation; shoreline substantial development permit; shoreline variance; large lot subdivision, short subdivision; special use permit; subdivision;

unclassified use permit; utility and other use permit; variance; zone reclassification; or any subsequently adopted permit or required approval not expressly exempted by this chapter.

B. Compliance with these regulations does not remove an applicant's obligation to comply with applicable provisions of any other federal, state, or local law or regulation. Requirements include but are not limited to those of the U.S. Army Corps of Engineers, Washington Department of Fish and Wildlife, and the Washington Department of Ecology, which must be met prior to commencing activities affecting wetlands, except as addressed in LMC [14.162.130](#) regarding Corps of Engineers Section 404 individual permits.

C. The following activities within a critical area and/or buffer, unless exempted by LMC [14.142.079](#) [14.142.080](#), shall be regulated:

1. Removing, excavating, disturbing or dredging soil, sand, gravel, minerals, organic matter or materials of any kind;
2. Dumping, discharging or filling;
3. Draining, flooding or disturbing the water level or water table. In addition, an activity which involves intentional draining, flooding or disturbing the water level or water table in a wetland, in which the activity itself occurs outside the wetland and buffer, shall be considered a regulated activity;
4. Driving pilings or placing obstructions, including placement of utility lines;
5. Constructing, reconstructing, demolishing or altering the size of any structure or infrastructure;
6. Altering the character of a wetland by destroying or altering vegetation through clearing, harvesting, cutting, intentional burning, shading or planting;
7. Activities which result in significant changes in water temperature or physical or chemical characteristics of wetland water sources, including changes in quantity of water and pollutant level;
8. Application of pesticides, fertilizers and/or other chemicals, unless demonstrated not to be harmful to wetland habitat or wildlife;
9. The division or redivision of land.

D. The Department may require protection measures or erosion control measures such as temporary or permanent fencing to provide for protection of a wetland and buffer when any of the above activities are proposed on a site, but are not proposed within a wetland and/or buffer. [Ord. 362 § 3, 2004.]

14.142.0870 Exemptions and allowed activities.

A. All exempted or allowed activities shall use reasonable methods to avoid potential impacts to critical areas. To be exempt from this Title does not give permission to degrade a critical area or ignore risk from natural hazards. Any incidental damage to, or alteration of, a critical area that is not a necessary outcome of the exempted or allowed activity shall be restored, rehabilitated, or replaced at the responsible party's expense. Exemption from the critical areas code does not exempt an applicant from obtaining all other required permits from the city and/or state agencies.

B. All activities and uses consistent with Title 18A of this code that are not covered under parts C and D of this section shall be required to comply fully with this Title.

C. The following activities are exempt from the provisions of this title:

The following activities are exempt from the provisions of this title:

1. *Existing Agricultural Activities.* The activities cease to be existing when the area on which they were conducted has been converted to a nonagricultural use or has lain idle both more than five years and so long that modifications to the hydrological regime are necessary to resume agricultural activities, unless the idle land is registered in a federal or state soils conservation program.

- ~~2. Maintenance or reconstruction of existing roads, paths, bicycle ways, trails, bridges, and associated storm drainage facilities; provided, that reconstruction does not involve significant expansion of facilities. Construction of curbs, gutters, sidewalks or other incidental improvements to existing roadways shall generally be considered to fall within this exemption when undertaken pursuant to best management practices to avoid impacts to critical areas.~~
- ~~3.2. Activities on improved portions of roads, rights-of-way or easements, provided there is no expansion of ground coverage.~~
- ~~4.3. Maintenance or reconstruction of existing regional storm drainage facilities; provided, that reconstruction does not involve expansion of facilities.~~
- ~~5.4. For the following utility line activities, when undertaken pursuant to best management practices to avoid impacts to critical areas:~~
- ~~a. Normal and routine maintenance or repair of existing utility structures or right-of-way.~~
 - ~~b. Relocation within improved rights-of-way of electric facilities, lines, equipment, or appurtenances, not including substations, with an associated voltage of 55,000 volts or less only when required by a local government agency.~~
 - ~~c. Relocation within improved right-of-way of utility lines, equipment, or appurtenances only when required by a local governmental agency which approves the new location of the facilities.~~
 - ~~d. Installation or construction in improved City road rights-of-way, and replacement, operation, or alteration of all electric facilities, lines, equipment, or appurtenances, not including substations, with an associated voltage of 55,000 volts or less.~~
 - ~~e. Installation or construction in improved City road rights-of-way and replacement, operation, repair, or alteration of all utility lines, equipment, or appurtenances.~~
- ~~6. A utility line (any pipe or pipeline that transports any gaseous, liquid, liquefiable or slurry substance, and any cable, line or wire for the transmission of electrical energy, telephone, and telegraph messages, and radio and television communication, not including activities which drain a wetland, but including pipes that convey drainage from one area to another) may be placed in an underground trench within a Category II, III or IV wetland or its buffer. There must be no resulting changes in preconstruction contours, and trench excavation materials that are temporarily sidecast must be stabilized to prevent erosion and sedimentation. All sidecast materials shall be replaced within the trench or removed after 90 days, unless an extension is granted by the Community and Economic Development Department. The trench shall be the minimum size required to construct the utility line. The top 12 inches of the trench shall be backfilled with topsoil from the trench excavation. Trenches in wetlands shall be backfilled with wetland topsoil from the excavation, and appropriate vegetation planted to restore the site to a nearly as practical the pretrenching condition. Trench excavation should be restricted to the dry season. All permits from other regulatory agencies must be obtained.~~
- ~~7. Reconstruction, remodeling, or maintenance of existing single-family residential structures and accessory structures; provided, that cumulative expansion of the building footprint does not increase by more than 25 percent from its size as of October 8, 1991 (the effective date of Pierce County Critical Areas Regulations), and that the new construction or related activity does not further intrude into the critical area or related buffer. The exemption shall not apply to reconstruction which is proposed as a result of structural damage associated with a critical area, such as slope failure in a landslide hazard area.~~
- ~~8. Reconstruction, remodeling, or maintenance of structures, other than single-family structures and accessory structures; provided, that such reconstruction, remodeling, or maintenance does not increase the floor area nor extend beyond the existing ground coverage. The exemption shall not apply to reconstruction which is proposed as a result of site or structural damage associated with a critical area, such as slope failure in a landslide hazard area.~~
- ~~5. Activities in artificial wetlands, except those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands. In order for an artificial wetland not created to mitigate conversion of wetlands to be exempt from the requirements of this title, it must meet all of the following characteristics:~~
- ~~a. It must have been an intentionally created water feature, meaning that it was not the result of an accident or an unexpected by-product of some other intentional act.~~
 - ~~b. It must be located in a formerly non-wetland (upland) site. The applicant shall provide compelling~~

evidence of the former condition of the site, such as a critical areas report prepared in accordance with this chapter, and as determined by the planning director. In instances of questionable or unclear historic condition, the City shall take the approach that is more protective of the resource; and

a-c. For any work within or adjacent to the feature, the applicant must provide applicable permit approvals or waivers of jurisdiction from state and federal jurisdictional agencies.

~~9. Activities affecting Category IV wetlands which are less than 1,000 square feet where the wetland is found to provide no special habitat functions for wildlife or special status plants or plant communities, and the hydrological functions of the exempted wetland are replaced to the satisfaction of the City Engineer.~~

~~10.6. Activities in wetlands in areas managed according to a special area management plan or other plan adopted by the City and specifically designed to protect wetland resources.~~

~~11.7. Maintenance activities of landscaping and gardens in a wetland buffer, including, but not limited to, mowing lawns, weeding, harvesting and replanting of garden crops, pruning and planting of vegetation to maintain the condition and appearance of the site existing on February 1, 1992.~~

~~12.8. Activities designed for previously approved maintenance and enhancement of wetlands.~~

~~13. Placement of access roads, utility lines and utility poles across a Category IV wetland and/or a buffer for a Category IV wetland if there is no reasonable alternative.~~

~~14.9. Site investigative work necessary for land use application submittals such as surveys, soil logs, percolation tests and other related activities.~~

~~15. Emergency action necessary to prevent imminent threat or danger to public health or safety, or to public or private property, or serious environmental degradation. The Department shall review all proposed emergency actions to determine the existence of the emergency and reasonableness of the proposed action taken.~~

~~16.10. Activities undertaken to comply with the United States Environmental Protection Ecology Administrative Enforcement Order pursuant to the Model Toxins Control Act, including the following activities:~~

- a. Remediation or removal of hazardous or toxic substances;
- b. Source control; and
- c. Natural resource damage restoration.

~~17.11. Control of noxious weeds that are included on the state noxious weed list or listed on the Noxious Weeds Designated for Control or Eradication in Pierce County by the Pierce County Noxious Weed Control Board annual list. Control methods shall be subject to review and approval of an abatement plan by the Department that minimizes the impacts to the critical area and any associated buffers.~~

~~18.12. Activities undertaken on the site of an existing holding pond where the water flow and/or water table is controlled by a previously approved pump system.~~

~~A. Public storm water retention/detention facilities may be constructed within Category II, III and IV wetlands or their buffers; provided, that the following conditions are met: (1) no untreated storm water is released directly into the wetlands; (2) water levels are monitored annually to ensure that preexisting functions and values of the wetland are not significantly lost through fluctuations in wetland hydrology; (3) maintenance activity within the wetland is limited to removal of invasive vegetation and/or removal of sediment accumulation at inflow structures in a manner acceptable to the Community and Economic Development Department; (4) there is no loss of wetland area; (5) all construction activity is conducted in accordance with accepted BMPs; and (6) the storm water management activity shall not adversely affect the hydro-period of the wetland or adversely affect water quality.~~

~~Storm water conveyance facilities such as bio-swales, culverts, and open trenches, that are not designed to drain wetlands, may be placed within required buffers for Category I, II, III and IV wetlands, subject to meeting the conditions listed above. This conditional exemption would not apply in situations where there are threatened or endangered species, or sensitive plants, unless approved by the State Department of Fish and Wildlife or Department of Natural Resources, respectively. All permits from other regulatory agencies must be obtained.~~

~~B. A residential building permit for a lot which was subject to previous reports and assessments as required~~

~~under this title; provided, that the previous reports and assessments adequately identified the impacts associated with the current development proposal:~~

- ~~13. The installation of an on-site sewage disposal system for a single- or two-family dwelling may be permitted within an aquifer recharge area, subject to the issuance of a permit by the Tacoma-Pierce County Health Department (TPCHD) according to all Washington State Department of Health and Tacoma-Pierce County Board of Health requirements for on-site sewage disposal. The TPCHD shall verify and notify the applicant or applicant's agent that the approval of the on-site sewage disposal system design complies with all Washington State Department of Health and Tacoma-Pierce County Board of Health requirements. The development shall otherwise be subject to all of the other requirements and restrictions of this title (including exclusion from other identified critical areas), the Lakewood Municipal Code, and other applicable state and federal law: [Ord. 362 § 3, 2004.]~~

~~D. The following activities, while exempt from the critical areas code, require a written critical areas exemption from the Department before work is commenced and may impose conditions as noted below:~~

- ~~1. Emergency action necessary to prevent imminent threat or danger to public health or safety, or to public or private property, or serious environmental degradation. The Department shall review all proposed emergency actions to determine the existence of the emergency and reasonableness of the proposed actions taken.~~
- ~~2. Activities affecting Category IV wetlands which are less than 1,000 square feet where the wetland is found to provide no special habitat functions for wildlife or special status plants or plant communities, and the hydrological functions of the exempted wetland are replaced to the satisfaction of the City Engineer.~~
- ~~3. Maintenance or reconstruction of existing roads, paths, bicycle ways, trails, bridges, and associated storm drainage facilities; provided, that reconstruction does not involve significant expansion of facilities. Construction of curbs, gutters, sidewalks or other incidental improvements to existing roadways shall generally be considered to fall within this allowance when undertaken pursuant to best management practices to avoid impacts to critical areas.~~
- ~~4. A utility line (any pipe or pipeline that transports any gaseous, liquid, liquefiable or slurry substance, and any cable, line or wire for the transmission of electrical energy, telephone, and telegraph messages, and radio and television communication, not including activities which drain a wetland, but including pipes that convey drainage from one area to another) may be placed in an underground trench within a Category II, III or IV wetland or its buffer. There must be no resulting changes in preconstruction contours, and trench excavation materials that are temporarily sidecast must be stabilized to prevent erosion and sedimentation. All sidecast materials shall be replaced within the trench or removed after 90 days, unless an extension is granted by the Community and Economic Development Department. The trench shall be the minimum size required to construct the utility line. The top 12 inches of the trench shall be backfilled with topsoil from the trench excavation. Trenches in wetlands shall be backfilled with wetland topsoil from the excavation, and appropriate vegetation planted to restore the site to a nearly as practical the pretrenching condition. Trench excavation should be restricted to the dry season. All permits from other regulatory agencies must be obtained.~~
- ~~5. Reconstruction, remodeling, or maintenance of existing single-family residential structures and accessory structures; provided, that cumulative expansion of the building footprint does not increase by more than 25 percent from its size as of October 8, 1991 (the effective date of Pierce County Critical Areas Regulations), and that the new construction or related activity does not further intrude into the critical area or related buffer. The exemption shall not apply to reconstruction which is proposed as a result of structural damage associated with a critical area, such as slope failure in a landslide hazard area.~~
- ~~6. Reconstruction, remodeling, or maintenance of structures, other than single-family structures and accessory structures; provided, that such reconstruction, remodeling, or maintenance does not increase the floor area nor extend beyond the existing ground coverage. The exemption shall not apply to reconstruction which is proposed as a result of site or structural damage associated with a critical area, such as slope failure in a landslide hazard area.~~
- ~~7. Placement of access roads, utility lines and utility poles across a Category IV wetland and/or a buffer for a Category IV wetland if there is no reasonable alternative.~~

8. Public stormwater retention/detention facilities may be constructed within Category II, III and IV wetlands or their buffers; provided, that the following conditions are met: (1) no untreated stormwater is released directly into the wetlands; (2) water levels are monitored annually to ensure that preexisting functions and values of the wetland are not significantly lost through fluctuations in wetland hydrology; (3) maintenance activity within the wetland is limited to removal of invasive vegetation and/or removal of sediment accumulation at inflow structures in a manner acceptable to the Community and Economic Development Department; (4) there is no loss of wetland area; (5) all construction activity is conducted in accordance with accepted BMPs; and (6) the storm water management activity shall not adversely affect the hydro-period of the wetland or adversely affect water quality.
9. Storm water conveyance facilities such as bio-swales, culverts, and open trenches, that are not designed to drain wetlands, may be placed within required buffers for Category I, II, III and IV wetlands, subject to meeting the conditions listed above. This conditional exemption would not apply in situations where there are threatened or endangered species, or sensitive plants, unless approved by the State Department of Fish and Wildlife or Department of Natural Resources, respectively. All permits from other regulatory agencies must be obtained.
10. A residential building permit for a lot which was subject to previous reports and assessments as required under this title; provided, that the previous reports and assessments adequately identified the impacts associated with the current development proposal.
11. The installation of an on-site sewage disposal system for a single- or two-family dwelling may be permitted within an aquifer recharge area, subject to the issuance of a permit by the Tacoma-Pierce County Health Department (TPCHD) according to all Washington State Department of Health and Tacoma-Pierce County Board of Health requirements for on-site sewage disposal. The TPCHD shall verify and notify the applicant or applicant's agent that the approval of the on-site sewage disposal system design complies with all Washington State Department of Health and Tacoma-Pierce County Board of Health requirements. The development shall otherwise be subject to all of the other requirements and restrictions of this title (including exclusion from other identified critical areas), the Lakewood Municipal Code, and other applicable state and federal law.

14.142.0980 Reasonable use exception.

- A. If the application of this title would deny all reasonable use of a site, development may be allowed which is consistent with the general purposes of this title and the public interest.
- B. Nothing in this title is intended to preclude all reasonable use of property. An applicant for a development proposal may file a request for a reasonable use exception which shall be considered as a Process III permit action by the City Hearing Examiner at a public hearing, following notice, as required by the City Zoning Code. The request shall include the following information:
1. A description of the areas of the site which are critical areas and/or natural resource lands or within buffers required under this title;
 2. A description of the amount of the site which is within setbacks required by other standards of the Zoning Code;
 3. A description of the proposed development, including a site plan;
 4. An analysis of the impact that the amount of development described in subsection (B)(3) of this section would have on the natural resource land(s) or critical area(s);
 5. An analysis of what other reasonable uses with less impact on the natural resource land(s) or critical area(s) and associated buffer(s) are possible;
 6. A design of the proposal so that the amount of development proposed as reasonable use will have the least impact practicable on the natural resource land(s) and/or critical area(s);
7. An analysis of the modifications needed to the standards of this title to accommodate the proposed development;

7.8. Demonstration of legal lot status:

8.9. A description of any modifications needed to the required front, side and rear setbacks; building height; and buffer widths to provide for a reasonable use while providing greater protection to the critical area(s) and/or natural resource land(s); and

9.10. Such other information as the Department determines is reasonably necessary to evaluate the issue of reasonable use as it relates to the proposed development.

10.11. The Department will forward a copy of a request for reasonable use exception to the Washington State Departments of Fish and Wildlife and Ecology for review, comment, and recommendation.

C. The Hearing Examiner may approve the reasonable use exception, if the Examiner determines the following criteria are met:

1. There is no other reasonable use to the proposed development with less impact on the natural resource land(s) and/or critical area(s); and
2. The proposed development does not pose a threat to the public health, safety or welfare on or off the site; and
3. Any alteration of the natural resource land(s) and/or critical area(s) shall be the minimum necessary to allow for reasonable use of the property; and
4. The [subject property is an existing legal lot as demonstrated in this section, and the](#) inability of the applicant to derive reasonable use of the property is not the result of actions by the applicant in subdividing the property or adjusting a boundary line thereby creating the undevelopable condition after October 8, 1991 (the effective date of Pierce County Critical Areas Regulations); and
5. The proposal mitigates the impacts on the natural resource land(s) and/or critical area(s) to the maximum extent possible, while still allowing reasonable use of the site.
6. For reasonable use exceptions involving wetlands, the additional requirements of LMC [14.162.090\(D\)](#) shall apply.

D. Where appropriate in the context of LMC [14.142.110](#) [14.142.120](#), the City shall give preference to the modification of the development standards set forth in the Land Use and Development Code (LMC Title [18A](#)) as the first method to accommodate reasonable development on lots constrained by critical areas and/or their buffers. [Ord. 362 § 3, 2004.]

14.142.100090 Reasonable use exception and modification of critical area requirements for individual single-family residences.

The purpose of this section is to provide an alternative to the full reasonable use exception process for an individual single-family residence on an existing, legal lot, while minimizing impacts to critical areas. The Director shall have the authority to grant minor variances and/or reasonable use exceptions to modify or waive some or all of the requirements of this chapter in accordance with the provisions of this section, subject to the following procedure:

A. The applicant for the modification or waiver of critical area requirements shall submit any critical area special studies following a preapplication review meeting as well as such other documents or studies, as requested by the Director.

B. The Director may adjust critical area requirements or grant minor variances for single-family residence applications provided:

1. The proposal is the minimum necessary to accommodate the building footprint and access. In no case, however, shall the building footprint and outdoor activity areas encroaching into the critical area or required buffer exceed 7,000 square feet;

2. Access shall be located so as to have the least impact on the critical area and its buffer;

3. The proposal shall be designed to preserve the functions and values of the critical area(s) to the maximum extent possible;
 4. Adverse impacts resulting from alterations of steep slopes shall be minimized;
 - 4.5. The property is an existing legal lot;
 - 5.6. The proposal includes on-site mitigation to the maximum extent possible;
 - 6.7. The proposal will not significantly affect drainage capabilities, flood potential, and steep slopes and landslide hazards on neighboring properties; and
 - 7.8. The proposal first develops noncritical area land, then the critical area buffer before the critical area itself is developed.
- C. The Director may require reasonable, noncompensatory mitigation measures to mitigate and minimize the loss of the functions and values of the critical areas and may impose mitigating conditions to the modification, waiver or variance in order to meet the standards of this subsection.
- D. Modifications pursuant to this chapter that relate only to the buffer requirements for single-family residential permits shall be reviewed and decided as a Process 1 determination in conjunction with the building permit application. Modifications that would impinge upon the critical area itself or require an administrative building setback variance shall be reviewed and decided using Process 2 procedures.
- E. This section shall not apply to the following critical areas:
1. Steep slope hazard areas that are unmitigatable landslide hazard areas;
 2. Steep slope hazard areas of slope greater than 70 percent where either the lot or slope are abutting and above a Class I or II wetland stream, and associated buffer, or an open storm water conveyance system.

14.142.1190 Review Process.

- A. The Department shall perform a critical areas and natural resource lands review of any City permit or approval requested for any regulated activity including, but not limited to, those set forth in LMC ~~14.142.060~~ 14.142.070, on a site which includes or is adjacent to or abutting one or more natural resource lands or critical areas and their buffers, unless otherwise provided in this title.
- B. As part of all development applications:
1. The Department shall review the information submitted by the applicant to:
 - a. Confirm the nature and type of the natural resource land and/or critical area and evaluate any required studies;
 - b. Determine whether the development proposal is consistent with this title;
 - c. Determine whether any proposed alterations to the site containing natural resource lands or critical areas are necessary;
 - d. Determine if the mitigation and monitoring plans proposed by the applicant are sufficient to protect the public health, safety and welfare consistent with the goals, purposes, objectives and requirements of this title; and
 - e. Confirm that the proposed activity or development will result in no net loss of ecological function, pursuant to WAC 365-196-830(4). Mitigation sequencing, if required, shall begin with impact avoidance where possible and proceed to minimization, rectification, reduction, and compensatory mitigation, in that order, until impacts are mitigated.

d.f.:

- C. A threshold determination may not be made prior to Departmental review of any special studies or technical reports required by this title, except where the applicant requests a ~~declaration-determination~~ of significance so that environmental review is required.
- D. The City may approve, approve with conditions, or deny any development proposal in order to comply with the requirements and carry out the goals, purposes, objectives and requirements of this title.
- E. Approval of a development proposal does not discharge the obligation of the applicant or any successors in interest to comply with the provisions of this title. [Ord. 362 § 3, 2004.]

14.142.1210 Variances.

Variance applications for exceptions to the development standards of the City's Land Use and Development Code may be used as a method for reducing impacts to critical areas. The City's Hearing Examiner or Community Development Director may consider impacts to critical areas as an undue hardship, and as a basis for finding that unique circumstances apply to a specific property in support of the granting of variances. Variance applications shall be considered by the City according to variance procedures in the City Land Use and Development Code. [Ord. 362 § 3, 2004.]

14.142.1320 Current use assessment.

- A. The Department shall notify the Assessor-Treasurer's Office when restrictions on development occur on a particular site.
- B. The City shall provide the Assessor-Treasurer's Office with relevant information regarding critical areas and buffering requirements of this chapter in determining the fair market value of the land. Any owner of an undeveloped buffer which has been placed in a separate tract or tracts, protective easement, public or private land trust dedication, or other similarly preserved area may petition the County Assessor-Treasurer's Office to have that portion of land assessed consistent with those restrictions. [Ord. 362 § 3, 2004.]

14.142.1430 Compliance provisions.

A. General Provisions.

1. The Department shall have authority to enforce this title, any rule or regulation adopted, and any permit, order or approval issued pursuant to this title, against any violation or threatened violation thereof. The Department is authorized to issue civil infraction citations and administrative orders, levy fines, and/or institute legal actions in court including prosecution of misdemeanor violations. Recourse to any single remedy shall not preclude recourse to any of the other remedies. Each violation of this title, or any rule or regulation adopted, or any permit, permit condition, approval or order issued pursuant to this title, shall be a separate offense, and, in the case of a continuing violation, each day's continuance shall be deemed to be a separate and distinct offense. An application for a required permit, when pursued in good faith, shall stay the accumulation of violations. All costs, fees, and expenses in connection with enforcement actions may be recovered as damages against the violator.
2. The Department is authorized to make site inspections and take such actions as necessary to enforce this title. A Department representative may enter private property with the consent of the owner or occupant or pursuant to a warrant.
3. The Department shall have the authority to order restoration, rehabilitation or replacement measures to compensate for the destruction or degradation of critical areas or natural resource lands at the owner's expense.
4. The Department may bring appropriate actions at law or equity, including actions for injunctive relief, to ensure that no uses are made of critical areas or buffers which are inconsistent with this title. Enforcement actions shall include civil infractions, administrative orders, prosecution of misdemeanors, and actions for

damages and restoration.

5. *Aiding or Abetting.* Any person who, through an act of commission or omission procures, aids or abets in the violation shall be considered to have committed a violation of this title.
6. Any person found to have violated any provision of this title or who knowingly makes a false statement, representation or certification in any application, record or other document filed or required to be maintained under this title or who falsifies, tampers with, or knowingly renders inaccurate any monitoring device, record or methodology required to be maintained pursuant to this title shall be guilty of a misdemeanor, punishable by up to 90 days in jail and/or a fine of up to \$1,000.
7. Orders and penalties issued pursuant to this section may be appealed as provided for by this title.

B. Administrative Orders.

1. The Department may serve an administrative order when any person makes or partakes in any use of land, development or any activity on regulated critical areas and/or buffers in violation of this title. The order shall include the following:
 - a. A description of the specific nature, location, extent and time of violation. The order may include the damage or potential damage resulting from the violation.
 - b. Notice that the violation or the potential violation cease and desist or, in appropriate cases, the specific corrective action to be taken within a given time. A civil penalty may be issued with the order.
 - c. *Effective Date.* The cease and desist order issued under this section shall become effective immediately upon receipt by the person to whom the order is directed.
 - d. *Compliance.* Failure to comply with the terms of an administrative order can result in enforcement actions including, but not limited to, the issuance of a civil penalty.
 - e. The order may include specific corrective measures to be taken to mitigate environmental damage.
 - f. The order shall state that a hearing may be requested by an affected party by sending a written request for a hearing to the Hearing Examiner within 10 days of the receipt of said order and upon payment of the applicable appeal fee.
 - g. Failure to comply with the terms and provisions of an administrative order issued under this title shall constitute public nuisance and may be abated and prosecuted according to applicable law including Chapter [8.16](#) LMC and Chapters [7.48](#) and [9.66](#) RCW.
 - h. Administrative orders pursuant to this title shall be served upon the property owner or person or party occupying the property by personal service or by mailing a copy of the order by certified mail, postage prepaid, return receipt requested, to the property owner at the property address or to the mailing address listed upon public records regarding the property. In the event that personal service or certified mail service cannot be completed, or the property owner cannot be identified or located, service of the order may be achieved by posting the administrative order in a conspicuous location upon the property.
2. Any person who undertakes any activity within a regulated critical area or buffer without first obtaining an approval required by this title, or who violates one or more conditions of any approval required by this title, shall be subject to a Class 2 civil infraction citation with a mandatory \$250.00 fine. Any person who violates one or more conditions of administrative order issued under this title may be subject to prosecution for a misdemeanor, and a maximum penalty of 90 days in jail and/or a \$1,000 fine may be imposed. Each violation and, in the case of a continuing violation, each violation and each day of activity without a required approval shall be a separate and distinct violation. An application for a required permit, when pursued in good faith, shall stay the accumulation of violations. The penalty provided shall be appealable as provided by law.

C. Penalties and Enforcement. Any person, party, firm, corporation or other legal entity convicted of violating any of the provisions of this title, shall be guilty of a civil infraction or misdemeanor. Each day or portion of a day during which a violation of this title is continued, committed, or permitted shall constitute a separate offense. Any development carried out contrary to the provisions of this title shall constitute a public nuisance and may be enjoined as provided by the statutes of the state of Washington.

D. Suspension and Revocation. In addition to other penalties provided for elsewhere, the Department may suspend or revoke any project permit approval if it finds that the applicant has not complied with any or all of the

conditions or limitations set forth in the approval, has exceeded the scope of work set forth in the approval, or has failed to undertake the project in the manner set forth in the approved application. [Ord. 362 § 3, 2004.]

14.142.150 General mitigation requirements (new section)

Mitigation must be sufficient to restore impacted functions and values, or compensate for the impacted functions and values, of the critical area and to prevent risk from a hazard posed to a critical area by the proposed activity. Mitigation must not be implemented until after the Department has provided approval of a critical areas report that includes a mitigation plan.

- A. *Mitigation Sequencing.* This section applies to mitigation required with all critical areas reviews, approvals, and enforcement pursuant to this chapter. This section is supplemented with specific measures under sections for particular critical area types. Mitigation for specific development proposals may include a combination of the measures below and must be designed and constructed in accordance with the provisions of this section. Before impacting any critical areas, an applicant must demonstrate that the following actions have been taken in the following sequential order:
1. *Avoiding the impact altogether by not taking a certain action or parts of actions;*
 2. *Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps, such as project redesign, relocation, or timing, to avoid or reduce impacts;*
 3. *Rectifying the impact by repairing, rehabilitating, or restoring the affected environment or by restoring or stabilizing the critical area through natural, engineering, or other methods;*
 4. *Reducing or eliminating the impacts or hazard over time by preservation and maintenance operations during the life of the action;*
 5. *Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or*
 6. *Monitoring, measuring and reporting the impact to the decision-maker and taking appropriate corrective measures.*
- B. *Applicants must first demonstrate an inability to avoid or reduce impacts before the use of actions to mitigate potential impacts will be allowed. No activity or use may be allowed that results in a net loss of the functions or values of a critical area.*
- C. *Type, Location and Timing of Mitigation.* Unless it is demonstrated that higher levels of ecological functioning or greater reduction of hazard risk would result from an alternative approach or as otherwise allowed in this chapter, mitigation for adverse impacts must be based on best available science and must be in-kind, on site, and prior to the activities that will disturb the critical area. Mitigation measures that cannot be implemented prior to the critical area impacts must be completed immediately following disturbance and prior to use or occupancy of the action or development. Construction of mitigation projects must be timed to reduce impacts to existing fisheries, wildlife, and flora.
1. *The Department may authorize a one-time temporary delay in completing construction or installation of the mitigation when the applicant provides a written explanation from a qualified professional as to the rationale for the delay and satisfactory financial guarantee that the installation will occur. An appropriate rationale would include identification of the environmental conditions that could produce a high probability of failure or significant construction difficulties (e.g., project delay lapses past a fisheries window, or installing plants should be delayed until the dormant season to ensure greater survival of installed materials). The delay must not create or perpetuate hazardous conditions or environmental damage or degradation, and the delay must not be injurious to the health, safety, or general welfare of the public.*

14.142.160 General mitigation requirements document process (new section)

Critical area reports shall be prepared for nonexempt proposed developments containing critical areas or their buffers. In addition to information required in specific critical area chapters, the critical area reports shall:

- A. *Be prepared by qualified experts as defined in WAC 365-195-905(4). The following list shows the type of critical area report and the related professional discipline:*
1. *Wetlands: wetland biologist.*
 2. *Critical aquifer recharge areas: hydrogeologist or geologist.*
 3. *Floodplains: hydrologist or engineer.*
 4. *Geologically hazardous areas: engineer or geologist.*
 5. *Fish and wildlife habitats: biologist.*

B. Incorporate best available science.

C. Cover a study area large enough to understand relationships with important off-site factors and identify any nearby critical area whose buffer extends onto the project site.

D. Contain the following:

1. Name and contact information of the applicant, description of the proposed development, and identification of required permits;
2. Site plan drawn to scale of no less than one inch equals 100 feet showing critical areas, buffers, existing structures, and proposed structures, clearing, grading, and stormwater management;
3. Characterization of critical areas and buffers;
4. Assessment of the probable impact of the development proposal on critical areas;
5. Analysis of site development alternatives;
6. Detailed explanation of how the project is consistent with each of the mitigation sequencing standards identified in LMC 14.142.150;
7. An analysis of the anticipated impacts on functions and values;
8. Evaluation of compliance with this title's substantive requirements applicable to the proposed development;
9. If impacts to the buffer or critical area are proposed the report shall include:
 - a. A strategy for mitigating the impacts, including site selection factors;
 - b. An analysis of the existing and anticipated functions and values at the mitigation site, including an assessment of risks; and
 - c. A review of the best available science relative to the proposed mitigation;
10. Additional information as required in the chapter corresponding to the type of critical area;
11. Documentation of who prepared the report and when, with fieldwork and data sheets;
12. Statement specifying the accuracy of the report and assumptions relied upon;
13. Additional information as required by the director.

E. When the contents of a critical area report determine that a proposed development requires compensatory mitigation and the mitigation approach proposed is acceptable to the city, a separate stand-alone mitigation plan shall be prepared in accordance with the specific requirements of other chapters in this title. The mitigation plan will be submitted once the director accepts the findings of the critical areas report.

14.142.1740 Appeal procedures.

Requests for reconsideration and appeals of a decision issued under this title shall be considered by the City according to procedures provided in the City's Land Use and Development Code for the underlying permit or entitlement, or as an appeal of an administrative decision. [Ord. 362 § 3, 2004.]

14.142.1860 Fees.

The City shall establish an appropriate fee structure for permit processing and technical review by separate resolution. [Ord. 362 § 1, 2004.]

14.142.1970 Title and plat notification.

If more than one critical areas/resource lands exist on the site subject to the provisions of this title, then one notice which addresses all of the critical areas/resource lands shall be sufficient. [Ord. 362 § 3, 2004.]

14.142.12080 Nonconforming uses, structures, and lots.

An established use or existing structure that was lawfully permitted prior to adoption of this chapter, but which is not in compliance with this chapter, or a legal lot that does not meet minimum lot area and other dimensional requirements of Title 18A, or that was created or altered prior to February 28, 1996, may continue or be developed subject to the following requirements of Title 18A.

Nonconforming uses:

Commented [A1]: Per discussion with City Staff this section was eliminated and references Title 18A.

- ~~Nonconforming uses shall not be expanded, or changed in any way that increases the nonconformity without a permit issued pursuant to the provisions of this chapter;~~
- ~~Activities or uses which are discontinued for 12 consecutive months shall be allowed to resume only if they are in compliance with this chapter;~~
- ~~If a structure housing a nonconforming use is destroyed to any extent by fire or other casualty not intentionally caused by the owner, the structure may be rebuilt or restored, and the nonconforming use reestablished subject to the following requirements:~~
 - ~~The nonconformity is certified by the Department;~~
 - ~~A complete building permit application is filed within one year of such fire or other casualty; and~~
 - ~~Construction is commenced within one year of such fire or other casualty and is substantially completed within 18 months of the date such damage occurred in conformance with the provisions of the building and fire code then in effect;~~

~~Nonconforming structures:~~

1. ~~Existing structures shall not be expanded or altered in any manner which will increase the nonconformity without a permit issued pursuant to the provisions of this chapter, except one-family dwellings and accessory structures may be expanded or altered as provided in LMG 14.142.070(G)14.142.080(D);~~
- B. ~~Activities or uses which are discontinued for 12 consecutive months shall be allowed to resume only if they are in compliance with this chapter; and~~
- ~~Nonconforming structures destroyed by fire, explosion, or other casualty may be replaced or restored if reconstruction is commenced within one year of such damage and is substantially completed within 18 months of the date such damage occurred. The reconstruction or restoration shall not serve to expand, enlarge or increase the nonconformity.~~
- ~~Nonconforming lots. A nonconforming lot may be developed if permitted by other land use regulations in this or other titles subject to conformity with the Shoreline Master Program as adopted and amended and with all other applicable code requirements:~~
- ~~In the Residential 1 through Residential 4 zones, a single-family dwelling may be erected on any single legal lot as defined in the Lakewood Municipal Code. A lot shall meet the following criteria, as applicable:~~
 - ~~A lot created by the subdivision process established in Title 17 in accordance with Chapter 58-17 RCW;~~
 - ~~A lot that was created prior to February 28, 1996;~~
 - ~~Any lot that met minimum lot area requirements under the regulations of Pierce County prior to incorporation or annexation into the City of Lakewood; and~~
 - ~~A lot reduced below minimum lot size requirements as a result of public acquisitions of property;~~
 - ~~In the mixed residential, multifamily, commercial, or industrial districts, any substandard lot may be used for any of the uses permitted in the respective zone, subject to the requirements of this Title, provided:~~
 - ~~All such lots meet the definition of "nonconforming lot" as defined in this title and not having been merged or otherwise created illegally;~~
 - ~~Commercial or industrial lots created through the binding site plan process established in Chapters 17.30 or 17.34 of this code are exempt from this section; and~~
 - a. ~~The use complies with all other requirements of this title. [Ord. 362 § 3, 2004.]~~

14.142.190210 Administrative procedures and technical criteria.

The Department shall develop administrative procedures, including technical requirements, to guide decision making in implementing provisions of this chapter. In particular, the Department shall adopt procedures for determining the category of specific wetlands. In so doing, the Department shall solicit the views of wetland specialists, ecologists, developers and interested citizens. Administrative procedures can be modified from time to time, and can include material by reference to state or federal criteria subject to notice to the public and consideration of public views and input. Administrative procedures shall be made available to the public upon request, and shall be consistent with the provisions of this chapter. Upon request, the Department shall provide the City Council with copies of all administrative procedures, including modifications, to ensure consistency with the provisions of this chapter. [Ord. 362 § 3, 2004.]

14.142.2200 Severability.

If any provision of this title or any of its subsections, or its application to any person or circumstance is held invalid, the remainder of this regulation or the application of the provision to other persons or circumstances shall not be affected. [Ord. 362 § 3, 2004.]

Chapter 14.146
GEOLOGICALLY HAZARDOUS AREAS*

Sections:

- 14.146.010 Purpose.**
- 14.146.020 Designation of erosion and landslide hazard areas.**
- 14.146.030 Protection standards for erosion and landslide hazard areas.**
- 14.146.040 Designation of seismic hazard areas.**
- 14.146.050 Protection standards in seismic hazard areas.**
- 14.146.060 Protection standards in seismic hazard areas.**
- 14.146.070 Protection standards in seismic hazard areas.**

* **Prior legislation note:** Ord. [362](#) repealed provisions concerning geologically hazardous areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

14.146.010 Purpose.

The ~~intent behind purpose~~ for the classification and designation of geologically hazardous areas is to classify and designate areas on which development should be prohibited, restricted, or otherwise controlled because of danger from geological hazards. For purposes of this title, geologically hazardous areas include the following: [areas susceptible to erosion, and landslide hazard areas sliding, earthquake or other geological events that pose a threat to the health and safety of citizens when incompatible development is sited in areas of significant hazard, and seismic hazard areas and other hazard areas subject to geological events such as coal mine hazards and volcanic hazards including mass wasting, debris flow, rock falls, and differential settlement.](#) [Ord. 362 § 3, 2004.]

14.146.020 Designation of erosion and landslide hazard areas.

A. *General.* Erosion hazard areas are those areas that because of natural characteristics, including vegetative cover, soil texture, slope, gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion ~~and likely to become unstable~~. Landslide hazard areas are areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. [Mine hazard areas include those areas underlain by, adjacent to, or affected by mine working such as adits, gangways, tunnels, drifts, or air shafts.](#)

B. *Classification.*

1. *Criteria.*

a. Erosion hazard areas are identified by the presence of vegetative cover, soil texture, slope, and rainfall patterns, or human-induced changes to such characteristics, which create site conditions which are vulnerable to erosion. Erosion hazard areas are those areas that are classified as having moderate to severe, severe or very severe erosion potential by the Soil Conservation Service, United States Department of Agriculture (USDA). The geologic units considered as potential erosion hazards within areas of slopes greater than 15 percent may consist of the following: m (modified land), Qal (alluvium), Qw (wetland deposits), Qb (beach deposits), Qtf (tide flat deposits), Qls (landslide deposits), Qf (fan deposits), the Qvr and Qvs series (Vashon recessional outwash, and Steilacoom Gravel), and Qvi (ice contact deposits). These units are identified because of density and composition. [Erosion hazard areas may also include:](#)

i. [Areas susceptible to rapid stream incision and stream bank erosion;](#)

ii. [Areas located within on-quarter mile of an active fault as indicated on Scientific Investigations Maps \(SIM\) or described in studies by the United States Geological Survey, Geology and Earth Resources Division of the Washington Department of Natural Resources, or other documents authorized by government agencies, or identified during site inspection.](#)

b. Landslide hazard areas are those areas [subject to landslide because of any combination of bedrock, soil, slope \(gradient\), slope aspect, structure, hydrology, or other factors](#) meeting any of the following criteria:

i. [Areas of historic failures, such as:](#)

(A) [Those areas delineated by the United States Department of Agriculture Natural Resources Conservation Service as having significant limitation for building site development;](#)

(B) [Those areas mapped by the Department of Ecology Coastal Zone Atlas of the Department of Natural Resources slope stability mapping as unstable \("U" or class 3\), unstable old slides \("UOS" or class 4\), or unstable recent slides \("URS" or class 5\); or](#)

(A)(C) [Areas designated as quaternary slumps, earthflows, mudflows, lahars, or landslides on maps published by the United States Geological Survey or Washington Department of Natural Resources.](#)

- ii. Areas with all three of the following characteristics:
 - (A) Slopes steeper than 15 percent; and
 - (B) Hillsides intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; and
 - (C) Springs or ground water seepage;

~~iii.~~ [Areas that have shown movement during the Holocene epoch \(from 10,000 years ago to the present\) or which are underlain by mass wastage debris of this epoch;](#)

~~iii-iv.~~ Slopes that are parallel or sub-parallel to planes of weakness; (such as bedding planes, joint systems, and fault planes); in subsurface materials;

~~iv-v.~~ Slopes having gradients steeper than 80 percent subject to rockfall during seismic shaking;

~~vi.~~ Areas potentially unstable as a result of rapid stream incision, streambank erosion, and undercutting by wave action, [including stream channel migration zones;](#)

~~vii.~~ [Areas that show evidence of, or are at risk from snow avalanches;](#)

~~vi-viii.~~ Areas located in a canyon or on an active alluvial fan, presently or potentially subject to inundation by debris flows or catastrophic flooding;

~~vii-ix.~~ Any area with a slope of ~~30~~ [40](#) percent or steeper and with a vertical relief of 10 or more feet, [except areas composed of bedrock.](#) A slope is delineated by establishing the toe and top and measured by averaging the inclination over at least 10 feet of vertical relief.;

~~viii.~~ [Areas which have a "severe" limitation for building site development because of slope conditions, according to the Soil Conservation Service.](#)

2. *Mapping.* Areas meeting the criteria established above may be delineated in, [but not limited to,](#) the following documents:
 - a. [Soil Survey of Pierce County Area, Washington, 1979, Soil Conservation Service, United States Department of Agriculture \(USDA\) For erosion hazard areas, Cities and Counties may consult the United States Department of Agriculture Natural Resources Conservation Service;](#)
 - b. Coastal Zone Atlas for Washington, Washington Department of Ecology;
 - c. [Areas designated as slumps, earthflows, mudflows, lahars, or landslides on m](#)Maps published by the United States Geological Survey or Washington Department of Natural Resources Division of Geology and Earth Resources;
 - d. Geologic Map of the Steilacoom 7.5-Minute Quadrangle, Washington 2003. [Ord. 362 § 3, 2004.]

14.146.030 Protection standards for erosion and landslide hazard areas.

A. *Prohibited Development Areas.* In areas meeting all three of the following characteristics, no structure or disturbance of vegetation is permitted:

1. An area with a slope of 100 percent or steeper (45 degrees); and
2. Hillside intersecting geological contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; and
3. Springs or ground water seepage.

B. *Regulation—Geotechnical Report Required.* For all regulated activities proposed within landslide and erosion hazard areas, a geotechnical report prepared by a professional geotechnical engineer or geologist licensed by the state of Washington shall be submitted (see subsection (B)(2) of this section). Where the applicant can clearly demonstrate to the Department through submittal of a geological assessment (see subsection (B)(1) of this section) that the regulated activity or any related site alterations will not occur within the landslide or erosion hazard area or any associated buffers, the requirements for a geotechnical report may be waived. A geological assessment may be prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering or by a professional geologist/hydrologist or soils scientist who has earned a bachelor's degree in geology, hydrology, soils science, or closely related field from an accredited college or university, or equivalent educational training, and has at least five years experience assessing erosion and landslide hazards.

1. *Geological Assessments.*

- a. Should the applicant question the presence of landslide or erosion hazard areas on the site, the applicant may submit a geological assessment.
- b. The geological assessment shall include at a minimum the following:
 - i. A description of the topography, surface and subsurface hydrology, soils, geology, and vegetation of the site; and
 - ii. An evaluation of the analysis area's inherent landslide and erosion hazards; and
 - iii. A site plan of the area delineating all areas of the site subject to landslide and erosion hazards, based on mapping and criteria referenced in LMC [14.146.020](#).

The submittal must include a contour map of the proposed site, at a scale of one inch equals 20 feet or as deemed appropriate by the Department. Slopes shall be clearly delineated for the ranges between 15 and 29 percent, and 30 percent or greater, including figures for aerial coverage of each slope category on the site. When site specific conditions indicate the necessity, the Department may require the topographic data to be field surveyed.

2. *Geotechnical Reports.* The geotechnical report shall be prepared by a professional geotechnical engineer or geologist licensed by the state of Washington, and shall address the existing geologic, topographic, and hydrologic conditions on a site, including an evaluation of the ability of the site to accommodate the proposed activity. The geotechnical report shall include at a minimum the following:

- a. *Site Geology Information Required.*
 - i. *Topographic Data.* Submittal must include a contour map of the proposed site, at a scale of one inch equals 20 feet or as deemed appropriate by the Department. Slopes shall be clearly delineated for the ranges between 15 and 29 percent, and 30 percent or greater, including figures for aerial coverage of each slope category on the site. When site specific conditions indicate the necessity, the Department may require the topographic data to be field surveyed.
 - ii. *Subsurface Data.* Submittal must include boring logs and exploration methods; soil and rock stratification, groundwater levels and seasonal changes of groundwater levels. Subsurface data shall include any evidence of the presence of any organic fill or other conditions that would have the potential to affect buildings or development on the site.
 - iii. *Site History.* Submittal must include a description of any prior grading, soil instability, or slope failure.
 - iv. *Seismic Hazard.* Submittal of data concerning the vulnerability of the site to seismic events, including potential for liquefaction of soils.
- b. *Geotechnical Engineering Information Required.*
 - i. Slope stability studies and opinion(s) of slope stability for the predeveloped and post-developed condition. Site specific setbacks and buffers from landslide hazard areas should be based on the results of the stability analysis;
 - ii. Proposed angles of cut and fill slopes and site grading requirements;

- iii. Structural foundation requirements and estimated foundation settlements;
- iv. Soil compaction criteria;
- v. Proposed surface and subsurface drainage;
- vi. Lateral earth pressures;
- vii. Vulnerability of the site to erosion;
- viii. Suitability of on-site soil for use as fill;
- ix. Laboratory data and soil index properties for soil samples; and
- x. Building limitations.

Where a valid geotechnical report has been prepared within the last five years for a specific site, and where the proposed land use activity and surrounding site conditions are unchanged, said report may be utilized and a new report may not be required. If any changed environmental conditions are associated with the site, or surrounding the site, the applicant shall submit an amendment to the geotechnical report.

The development proposal may be approved, approved with conditions, or denied based on the Department's evaluation of the ability of the proposed mitigation measures to reduce risks associated with the erosion and landslide hazard area.

3. *Protection—Performance Standards.* The Department shall evaluate all geotechnical reports for landslide and erosion hazard areas to ensure that the following standards are met:

a. Location and Extent of Development.

- i. Development shall be located to minimize disturbance and removal of vegetation;
- ii. Structures shall be clustered where possible to reduce disturbance and maintain natural topographic character; and
- iii. Structures shall conform to the natural contours of the slope and foundations should be tiered where possible to conform to existing topography of the site.

b. Design of Development.

- i. All development proposals shall be designed to minimize the building footprint and other disturbed areas within the identified geologically hazardous area;
- ii. All development shall be designed to minimize impervious lot coverage;
- iii. Roads, walkways and parking areas shall be designed to parallel the natural contours;
- iv. Access ways shall be designed to avoid geological hazards to the extent feasible. If hazardous areas cannot be avoided, then hazards shall be mitigated as directed by a professional engineer licensed by the state of Washington.

The Department may approve, approve with conditions, or deny development proposals based on these performance standards.

4. *Protection—Buffer Requirement.* A buffer, consisting of undisturbed natural vegetation, and measured in a perpendicular direction from all landslide and erosion hazard areas, shall be required from the top of slope and toe of slope of all landslide or erosion hazard areas that measure 10 feet or more in vertical elevation change from top to toe of slope, as identified in the geotechnical report, maps, and field-checking. The minimum buffer distance requirements from the top of slope and toe of slope of landslide or erosion hazard areas shall be the same as for setbacks from slopes as identified in the International Building Code Section 1805.3, as may be amended by the State Building Code Council, or as indicated by a site-specific geotechnical report. In addition, a setback from the buffer area shall be provided as described in subsection (B)(6) of this section. In no case shall the building setback from the top, sides and toe of a landslide hazard area be less than 10 feet.

To increase the functional attributes of the buffer, the Department may require that the buffer be enhanced through planting of appropriate native species that will provide effective protection against erosion and landslides. The edge of the buffer area shall be clearly staked, flagged, and fenced prior to any site clearing or construction. The buffer boundary markers shall be clearly visible, durable, and permanently affixed to the ground. Site-clearing shall not commence until the engineer has submitted written notice to the Department that buffer requirements of this chapter are met. Field-marking shall remain until all construction and clearing phases are completed, and final approval has been granted by the Department. The identified critical area and buffer shall be placed in a separate critical area tract or tracts, protective easement, public or private land trust dedication, or similarly preserved through an appropriate permanent protective mechanism as determined by the Department.

5. *Modifications to Buffer Width.* When the geotechnical report demonstrates that a lesser buffer distance, and design and engineering solutions, will meet the intent of this chapter, such reduced buffer and design and engineering solutions may be permitted. Should the geotechnical report indicate that a greater buffer than that required by subsection (B)(4) of this section is needed to meet the intent of this chapter, the greater buffer shall be required.

6. *Building Setback and Construction Near Buffer.* Eight-foot minimum setback lines shall be required from the buffer area required in subsection (B)(4) of this section, for construction of any impervious surface(s) greater than 120 square feet of base coverage. Clearing, grading, and filling within eight feet of the buffer shall only be allowed when the applicant can demonstrate that vegetation within the buffer will not be damaged.

7. *On-Site Sewage Disposal Systems.* On-site sewage disposal systems, including drain fields within landslide or erosion hazard areas and related buffers as identified in subsection (B)(4) of this section, shall meet all requirements of the Tacoma-Pierce County Board of Health and the Washington State Department of Health for on-site sewage disposal (Chapter 246-272 WAC).

8. *Erosion Control Plan.* Erosion control plans shall be required for all regulated activities in erosion hazard areas. The erosion control plans shall be consistent with the City Site Development Regulations, Section 3.04.

9. *Notification.*

a. *Title Notification.* The owner of any site within an erosion hazard or landslide hazard area, as identified in LMC 14.146.020, on which a development proposal is submitted, shall record a notice with the Pierce County Auditor in the form set forth below:

b. Form of notice:

EROSION OR LANDSLIDE HAZARD AREA NOTICE

Parcel Number: _____

Address: _____

Legal Description: _____

Present Owner: _____

Notice: This site lies within an erosion or landslide area as defined by Chapter 14. ___ of the Lakewood Municipal Code. The site was the subject of a development proposal for application number _____ filed on (date) _____

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of the erosion or landslide hazard area and any restriction on use.

Signature of Owner(s) _____

(NOTARY ACKNOWLEDGMENT)

c. *Plat Notification.* For all proposed short subdivision and subdivision proposals within erosion hazard or landslide hazard areas, the applicant shall include a note on the face of the plat. The note shall be as set forth below:

Notice: This site lies within or includes an erosion hazard or landslide hazard area as defined in Chapter 14.146 of the City Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

[Ord. 362 § 3, 2004.]

14.146.040 Designation of seismic hazard areas.

A. *General.* Seismic hazard areas are areas subject to severe risk of earthquake damage from seismically induced settlement or lateral spreading as a result of soil liquefaction in an area underlain by cohesionless soils of low density and usually in association with a shallow ground water table. Seismic hazard areas must include areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement or subsidence, soil liquefaction, surface faulting, or tsunamis.

B. *Classification.*

1. *Criteria.* Seismic hazard areas are generally those areas susceptible to ground failure during seismic events. Failure can consist of soil liquefaction, slope failure, settlement, ground rupture, or lateral displacement. Settlement and soil liquefaction conditions occur in areas underlain by cohesionless soils, usually fine sand, of low density, typically in association with a shallow ground water table.
2. *Mapping.* Seismic hazard areas may be identified using the [maps published by the United States Geological Survey or Washington Department of Natural Resources Division of Geology and Earth Resources and the Geologic Map of the Steilacoom 7.5-Minute Quadrangle, Washington 2003](#); and the "Preliminary Liquefaction Susceptibility Map of Pierce County, Washington, September 2003" published by the Washington Department of Natural Resources. [Ord. 362 § 3, 2004.]

14.146.050 Protection standards in seismic hazard areas.

A. *Regulation—Geotechnical Report Required.* For all regulated activities, except the construction of wood frame structures under 5,000 square feet, mobile homes, fences, and/or subdivision of property, proposed within seismic hazard areas, a geotechnical report prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering shall be submitted (see subsection (A)(2) of this section). Retaining walls may also be excluded from the requirement of a geotechnical report when the height of soil fills on the upper side are not in excess of four feet above the toe of the wall, backfills do not exceed a top surface slope of 4:1 (H:V), and there is no permanent structure existing or proposed within a distance of three times the height of the wall. Where an applicant can demonstrate through submittal of a geological assessment (see subsection (A)(1) of this section), that there are no seismic hazards on site, the requirement for the geotechnical report may be waived. A geological assessment may be prepared by a professional geotechnical engineer or by a professional geologist licensed by the state of Washington.

1. *Geological Assessments.*
 - a. Should the applicant question the presence of seismic hazard areas on the site, the applicant may submit a geological assessment.
 - b. The geological assessment shall include at a minimum the following:
 - i. A description of the topography, surface and subsurface hydrology, soils, geology, and vegetation of the site; and
 - ii. An evaluation of the analysis area's inherent seismic hazards; and
 - iii. A site plan of the area delineating all areas of the site subject to seismic hazards, based on mapping and criteria referenced in LMC [14.146.040](#).

If the geological assessment demonstrates, to the satisfaction of the Department, that the proposed site is not located in any seismic hazard areas, based upon the criteria set forth in subsection (A)(1)(b) of this section, then the requirements of this section shall not apply.

2. *Geotechnical Report.* The geotechnical report shall be prepared by a professional engineer licensed by the state of Washington with experience in geotechnical engineering and shall address the existing geologic, topographic, and hydrologic conditions on a site, including an evaluation of the ability of the site to accommodate the proposed activity. The geotechnical report shall include at a minimum the following:

- a. A discussion of the surface and subsurface geologic conditions of the site;
- b. A site plan of the area delineating all areas of the property subject to seismic hazards, based on mapping and criteria referenced in LMC [14.146.040](#);
- c. A discussion of mitigation measures which can be taken to reduce seismic risks associated from liquefaction, ground shaking, settlement or slope failure with the underlying surficial geology; and
- d. An evaluation of the effectiveness of the proposed mitigation measures. Where a valid geotechnical report has been prepared within the last five years for a specific site, and where the proposed land use activity and surrounding site conditions are unchanged, said report may be utilized and a new report may not be required. If any changed environmental conditions are associated with the site, or surrounding the site, the applicant shall submit an amendment to the geotechnical report.

The development proposal may be approved, approved with conditions, or denied based on the Department's evaluation of the ability of the proposed mitigation measures to reduce seismic risks associated with the underlying surficial geology.

3. *Notification.*

- a. *Title Notification.* The owner of any site within a seismic hazard area as identified in LMC 14.146.040, on which a development proposal is submitted, shall record a notice with the Pierce County Auditor in the form set forth below:

Form of Notice:

SEISMIC HAZARD AREA NOTICE

Parcel Number: _____

Address: _____

Legal Description: _____

Present Owner: _____

Notice: This site lies within a seismic hazard area as defined by Chapter [14.146](#) of the Lakewood Municipal Code. The site was the subject of a development proposal for application number _
filed on (date) _____

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of a seismic hazard area and any restrictions on use.

Signature of owner(s) _____

NOTARY ACKNOWLEDGMENT

- b. *Plat Notification.* For all proposed short subdivision and subdivision proposals within seismic hazard areas, the applicant shall include a note on the face of the plat. The note shall be as set forth below:

Notice: This site lies within a seismic hazard area as defined in Chapter 14.146, of the City Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

[Ord. 362 § 3, 2004.]

14.146.060 Designation of other mine hazards areas.

- A. *General.* Mine hazard areas must include areas underlain by, adjacent to, or affected by mine working such as adits, gangways, tunnels, drifts, or air shafts.
- B. *Classification.*
 - 1. *Criteria.* Proximity to development, depth from ground surface to the mine working, and geologic material are factors that should be considered in mine hazard areas.
 - 2. *Mapping.* Mine hazard areas may be identified using the Geologic Hazards Map published by the Department of Natural Resources Washington Geologic Survey. [Ord. TBD § TBD.]

Commented [A2]: Ordinance Number and Date are TBD

14.146.070 Protection standards in mine hazard areas.

- B. *Regulation – Geotechnical Report Required.* For all regulated activities, except the construction of wood frame structures under 5,000 square feet, mobile homes, fences, and/or subdivision of property, proposed within mine hazard areas, a geotechnical report prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering shall be submitted (see subsection (A)(2) of this section). Retaining walls may also be excluded from the requirement of a geotechnical report when the height of soil fills on the upper side are not in excess of four feet above the toe of the wall, backfills do not exceed a top surface slope of 4:1 (H:V), and there is no permanent structure existing or proposed within a distance of three times the height of the wall. Where an applicant can demonstrate through submittal of a geological assessment (see subsection (A)(1) of this section), that there are no mine hazards on site, the requirement for the geotechnical report may be waived. A geological assessment may be prepared by a professional geotechnical engineer or by a professional geologist licensed by the state of Washington.
 - 1. *Geological Assessments.*
 - a. Should the applicant question the presence of mine hazard areas on the site, the applicant may submit a geological assessment.
 - b. The geological assessment shall include at a minimum the following:

i. A description of the topography, surface and subsurface hydrology, soils, geology, and vegetation of the site; and

ii. An evaluation of the analysis area’s inherent mine hazards; and

iii. A site plan of the area delineating all areas of the site subject to mine hazards, based on mapping and criteria referenced in LMC 14.146.060.

If the geological assessment demonstrates, to the satisfaction of the Department, that the proposed site is not located in any mine hazard areas, based upon the criteria set forth in subsection (A)(1)(b) of this section, then the requirements of this section shall not apply.

2. *Geotechnical Report.* The geotechnical report shall be prepared by a professional engineer licensed by the state of Washington with experience in geotechnical engineering and shall address the existing geologic, topographic, and hydrologic conditions on a site, including an evaluation of the ability of the site to accommodate the proposed activity. The geotechnical report shall include at a minimum the following:

a. *A discussion of the surface and subsurface geologic conditions of the site;*

b. *A site plan of the area delineating all areas of the property subject to mine hazards, based on mapping and criteria referenced in LMC 14.146.060;*

c. *A discussion of mitigation measures which can be taken to reduce risks associated from mine hazards; and*

d. *An evaluation of the effectiveness of the proposed mitigation measures. Where a valid geotechnical report has been prepared within the last five years for a specific site, and where the proposed land use activity and surrounding site conditions are unchanged, said report may be utilized and a new report may not be required. If any changed environmental conditions are associated with the site, or surrounding the site, the applicant shall submit an amendment to the geotechnical report.*

The development proposal may be approved, approved with conditions, or denied based on the Department’s evaluation of the ability of the proposed mitigation measures to reduce risks associated with the underlying surficial geology.

3. *Notification.*

a. *Title Notification.* The owner of any site within a mine hazard area as identified in LMC 14.146.060, on which a development proposal is submitted, shall record a notice with the Pierce County Auditor in the form set forth below:

Form of Notice:

MINE HAZARD AREA NOTICE

Parcel Number: _____

Address: _____

Legal Description: _____

Present Owner: _____

Notice: This site lies within a mine hazard area as defined by Chapter 14.146 of the Lakewood Municipal Code. The site was the subject of a development proposal for application number _

filed on (date) _____

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of a seismic hazard area and any restrictions on use.

Signature of owner(s)

NOTARY ACKNOWLEDGMENT

[b. Plat Notification. For all proposed short subdivision and subdivision proposals within mine hazard areas, the applicant shall include a note on the face of the plat. The note shall be as set forth below:](#)

Notice: This site lies within amine hazard area as defined in Chapter [14.146](#), of the City Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

[\[Ord. TBD § TBD.\]](#)

Chapter 14.150
CRITICAL AQUIFER RECHARGE AREAS*

Sections:

- 14.150.010** Purpose.
- 14.150.020** Designation of aquifer recharge areas. Protection
- 14.150.030** standards in aquifer recharge areas.
- 14.150.040** Hydrogeological assessments.

* **Prior legislation note:** Ord. [362](#) repealed provisions concerning aquifer recharge areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

14.150.010 Purpose.

The Growth Management Act requires the City of Lakewood to designate areas and adopt development regulations for the purpose of protecting areas within the City critical to maintaining ground water recharge and quality. The Growth Management Act, Water Pollution Control Act, Water Resources Act of 1971, and the Ground Water Quality Standards require that these actions be taken to protect ground water quality and quantity such that its use as potable water can be preserved for current and future uses. This chapter shall define a scientifically valid methodology by which the City of Lakewood will designate areas determined to be critical in maintaining both ground water quantity and quality. This chapter shall specify regulatory requirements to be enacted when development within these areas is proposed to occur. [Ord. 362 § 3, 2004.]

14.150.020 Designation of [critical](#) aquifer recharge areas.

A. *General.* [Critical](#) aquifer recharge areas are areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of ground water resources or contribute to the replenishment of ground water.

B. *Classification.* For the purposes of this chapter, the boundaries of the City's aquifer recharge areas are:

1. The boundaries of the two highest DRASTIC zones which are rated 180 and above on the DRASTIC index range, as identified in Map of Ground Water Pollution Potential, Pierce County, Washington, National Water Well Association, U.S. Environmental Protection Agency; and
2. The Clover/Chambers Creek Aquifer Basin boundary, as identified in Draft Clover/Chambers Creek Basin Ground Water Management Program and Environmental Impact Statement, Brown and Caldwell for Washington State Department of Ecology.
3. Any site located within the Clover/Chambers Creek Basin boundary or the two highest DRASTIC zone boundaries is included in the [critical](#) aquifer recharge area. [Ord. 362 § 3, 2004.]

C. *Mapping.* [Critical aquifer recharge areas and areas of vulnerability may be identified using the following maps from the Pierce County Open Geospatial Data Portal:](#)

1. ["Aquifer Recharge Areas" published December 2015 and updated in January 2018.](#)
3. ["Aquifer Vulnerable Deep Areas" published May 1996 and updated in October 2017.](#)
2. ["Aquifer Clover Chambers Creek" published April 2000 and updated in October 2017.](#)

14.150.030 Protection standards in [critical](#) aquifer recharge areas.

~~A. *Protection Standards:*~~

- ~~1. [Regulated activities/facilities may be permitted in a critical aquifer recharge area only if the applicant can demonstrate that the proposed activity will not cause contaminants to enter the aquifer and that the proposed activity will not adversely affect the recharging of the aquifer.](#)~~
- ~~2. [The proposed regulated activity must comply with the water source protection requirements and recommendations of the Federal Environmental Protection Agency and State Department of Health.](#)~~
- ~~3. [Best management practices shall be required for activities within the designated low and moderate susceptibility zones.](#)~~
- ~~4. [Based upon available information including that provided by the applicant pursuant to the](#)~~

~~requirements of this section, the Director shall have discretion to impose conditions designed to prevent degradation of groundwater quality or quantity. Such conditions may include a hydrologic site evaluation, determination of background water quality, quantity, and groundwater levels prior to approval and development of groundwater quality and/or quantity management plans. All conditions shall be based on all known, available, and reasonable methods of prevention, control, and treatment.~~

~~5. A mitigation plan shall be required to address groundwater impacts identified in the hydrogeologic site evaluation, if such an evaluation is required. The Director may require that the mitigation plan include monitoring, process controls, remediation, and discussion of alternatives.~~

~~6. Project approval shall be based on the conditions and/or mitigation plan required by the Director.~~

~~A.B. Exemptions.~~ In addition to the exemptions listed in LMC ~~14.142.070~~ 14.142.080, the following uses shall be exempt from the requirements of this chapter:

1. Sewer lines and appurtenances.
2. Individual on-site domestic sewage disposal (septic) systems releasing less than 14,500 gallons of effluent per day, subject to permitting by the Tacoma-Pierce County Health Department.

~~B.C. Plat Notification.~~ For all proposed short subdivision and subdivision proposals within the City, the applicant shall include a note on the face of the plat. The note shall be as set forth below:

Notice: This subdivision lies within an critical aquifer recharge area as defined in Chapter 14.150 of the Lakewood Municipal Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

~~D.D. Prohibited Activities.~~ Because of high potential for contamination, and low potential for remediation of ground waters used as potable water sources, the following uses of land shall be prohibited within the City of Lakewood:

1. Landfills, including hazardous or dangerous waste, municipal solid waste, special waste, and wood waste. Inert and demolition waste landfills may be permitted subject to the requirements of subsection DE of this section.
2. Underground injection wells, except as may be proposed by a public agency for remediation of ground water contamination or aquifer enhancement.
3. Metals mining.
4. New sand and gravel mining.
5. Wood treatment facilities.
6. Storage of more than 70,000 gallons of liquid petroleum or other hazardous ~~substances~~ substances.

~~D.E. Regulated Activities.~~ The following land uses may only be permitted after review and approval of a hydrogeological assessment by the Tacoma-Pierce County Health Department. Uses requiring a hydrogeological assessment may be conditioned or denied based upon the TPCHD's evaluation of the hydrogeologic assessment. Other state and federal regulations pertaining to the specific activities listed should be referenced in the hydrogeologic assessment and agency review:

1. Aboveground storage tanks (WAC 173-303-640);
2. Automobile washing facilities (Chapter 173-216 WAC, DOE Publication WQ-R-95-56);
3. Below-ground storage tanks (Chapter 173-360A WAC);
4. Residential structures housing three or more units and utilizing on-site septic systems (Chapter 246-272 WAC,

TPCHD Regulations);

5. Sludge land application sites categorized as S-3, S-4 and S-5, as defined above;
6. Animal containment area (Chapters [173-216](#) and [173-220](#) WAC);
7. Inert and demolition waste landfills (Chapter [173-304](#) WAC);
8. Facilities with the potential to generate hazardous waste, including, but not limited to, boat repair facilities, biological research facilities, dry cleaners, furniture stripping, motor vehicle service garages, photographic processing, and printing shops (Chapter [173-303](#) WAC).

F. [Protection Standards.](#)

1. [Regulated activities/facilities may be permitted in a critical aquifer recharge area only if the applicant can demonstrate that the proposed activity will not cause contaminants to enter the aquifer and that the proposed activity will not adversely affect the recharging of the aquifer.](#)
2. [The proposed regulated activity must comply with the water source protection requirements and recommendations of the Federal Environmental Protection Agency and State Department of Health.](#)
3. [Best management practices shall be required for activities within the designated low and moderate susceptibility zones.](#)
4. [Based upon available information including that provided by the applicant pursuant to the requirements of this section, the Director shall have discretion to impose conditions designed to prevent degradation of groundwater quality or quantity. Such conditions may include a hydrologic site evaluation, determination of background water quality, quantity, and groundwater levels prior to approval and development of groundwater quality and/or quantity management plans. All conditions shall be based on all known, available, and reasonable methods of prevention, control, and treatment.](#)
5. [A mitigation plan shall be required to address groundwater impacts identified in the hydrogeologic site evaluation, if such an evaluation is required. The Director may require that the mitigation plan include monitoring, process controls, remediation, and discussion of alternatives.](#)
6. [Project approval shall be based on the conditions and/or mitigation plan required by the Director.](#)

E.G. [Storage Tank Permits.](#) The Fire Marshal specifically regulates and authorizes permits for underground storage tanks, pursuant to the Uniform Fire Code (Article 79) and this chapter. The Washington Department of Ecology also regulates and authorizes permits for underground storage tanks (Chapter [173-360A](#) WAC). The TPCHD regulates and authorizes permits for the removal of underground storage tanks (Pierce County Code, Chapter [8.34](#)).

1. [Facilities with Underground Tanks – New Underground Tanks.](#) All new underground storage facilities used or to be used for the underground storage of hazardous substances or hazardous wastes shall be designed and constructed so as to:
 - a. Prevent releases due to corrosion or structural failure for the operational life of the tank;
 - b. Be protected against corrosion, constructed of noncorrosive material, steel clad with a noncorrosive material, or designed to include a secondary containment system to prevent the release or threatened release of any stored substance; and
 - c. Use material in the construction or lining of the tank which is compatible with the substance to be stored.
 - d. The installation of underground storage tanks shall also be subject to state and local permit requirements.
2. [Aboveground Tanks.](#)
 - a. No new aboveground storage facility or part thereof shall be fabricated, constructed, installed, used, or

maintained in any manner which may allow the release of a hazardous substance to the ground, ground waters, or surface waters of Lakewood within a [critical](#) aquifer recharge area.

b. No new aboveground tank or part thereof, with the exception of tanks for potable water, shall be fabricated, constructed, installed, used, or maintained without having constructed around and under it an impervious containment area enclosing or underlying the tank or part thereof.

c. A new aboveground tank that will contain hazardous substances shall be of double wall construction and shall include a secondary containment system separate from the tank that will hold 110 percent of the tank's capacity. The secondary containment system must be designed and constructed to contain the material stored in the tank. [Ord. 362 § 3, 2004.]

14.150.040 [Hydrogeological assessments](#) [Critical area reports](#) –[hydrogeological assessment requirements](#).

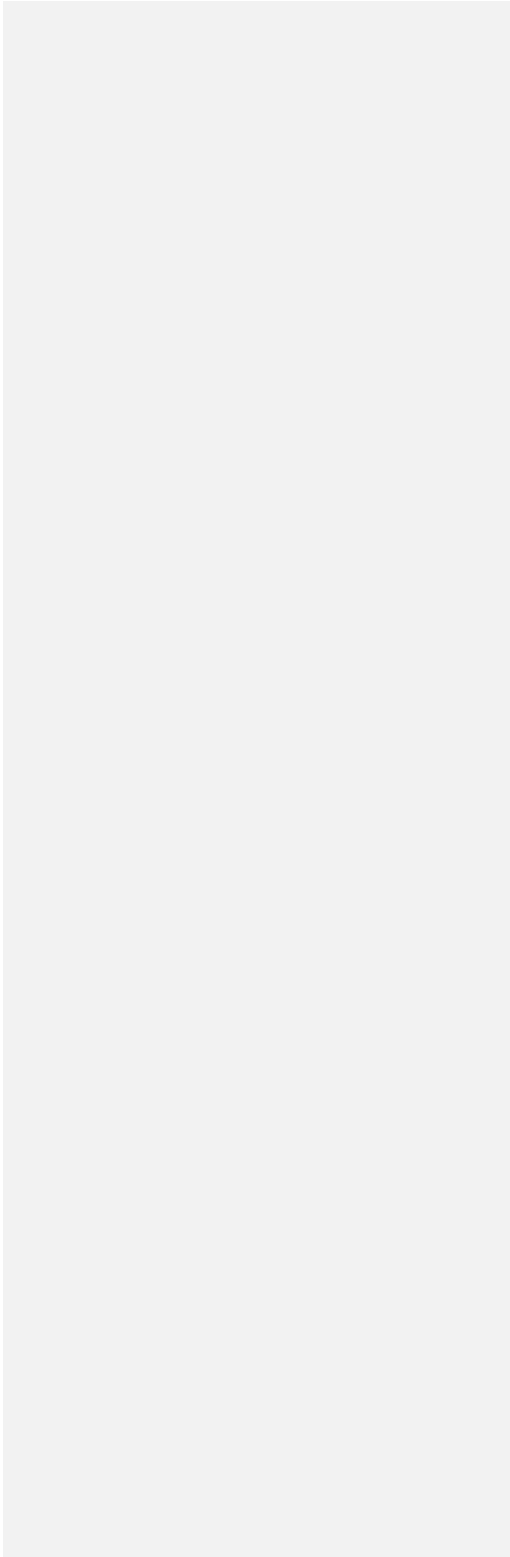
[A.](#) [A hydrogeological assessment shall be included in a critical areas report prepared in accordance with LMC 14.142.160 if a regulated activity is proposed within a critical aquifer recharge area in accordance with the provisions of this chapter.](#)

[A.B.](#) The hydrogeologic assessment may be submitted by a state of Washington licensed hydrogeologist, or professional engineer with a strong background in geology as demonstrated by course work from an accredited college or university. Persons who believe they are qualified to conduct a hydrogeologic assessment may petition the TPCHD for consent.

[B.C.](#) The hydrogeologic assessment shall include, but is not limited to:

1. Information sources;
2. Geologic setting: include well logs or borings used to identify information;
3. Background water quality;
4. Ground water elevations;
5. Location/depth to perched watertables;
6. Recharge potential of facility site (permeability/transmissivity);
7. Ground water flow direction and gradient;
8. Currently available data on wells located within 1,000 feet of site;
9. Currently available data on any spring within 1,000 feet of site;
10. Surface water location and recharge potential;
11. Water source supply to facility (e.g., high capacity well);
12. Any sampling schedules necessary;
13. Discussion of the effects of the proposed project on the ground water resource;
14. Other information as required by the TPCHD.

[C.D.](#) Uses requiring a hydrogeologic assessment may be conditioned or denied based upon the TPCHD's evaluation of the hydrogeologic assessment. Any project denied a permit based upon the Tacoma-Pierce County Health Department's evaluation of the hydrogeologic assessment shall receive a written explanation of the reason(s) for denial and an explanation of measures required, if any, to comply with these regulations. [Ord. 362 § 3, 2004.]



Chapter 14.154
FISH AND WILDLIFE HABITAT [CONSERVATION](#) AREAS*

Sections:

- 14.154.010** Purpose and intent.
- 14.154.020** Designation of [critical](#) fish and wildlife habitat [conservation](#) areas.
- 14.154.030** Habitat protection standards.
- 14.154.040** Title and plat notification.
- 14.154.050** Habitat protection for rivers and streams.
- 14.154.060** Habitat protection for lakes.
- 14.154.070** Habitat protection for ponds.
- 14.154.080** Provisions for priority Oregon white oak trees, [savannas](#), and woodlands.
- 14.154.090** Provisions for fish and wildlife, habitat buffers, where required.

* **Prior legislation note:** Ord. [362](#) repealed provisions concerning fish and wildlife habitat areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

14.154.010 Purpose and intent.

Many land use activities can impact the habitats of fish and wildlife. Where areas of [critical](#) fish and wildlife habitat are subject to development, land use shall be managed to protect critical habitats. Managing land use to protect critical habitats is intended to allow proposed development to occur in a manner that is sensitive to the habitat needs of [critical](#) fish and wildlife species. The purpose of this chapter is to identify [critical](#) fish and wildlife species and habitats and establish habitat protection procedures and mitigation practices that are designed to achieve no "net loss" of species and habitat due to new development or other regulated activities.

As a necessary first step in achieving the necessary protection of [critical](#) fish and wildlife species, it is the intent of this chapter to:

- A. Define and identify [critical](#) fish and wildlife species and habitats;
- B. Emphasize and encourage education, information and voluntary action to enhance, protect, rehabilitate, and restore [critical](#) fish and wildlife species and habitats;
- C. Rely primarily upon existing procedures and laws, such as the State Environmental Policy Act, Chapter [43.21C](#) RCW; the City's Shoreline Use Regulations; and the Shoreline Management Act, Chapter [90.58](#) RCW, that, directly or indirectly, protect fish and wildlife species and habitats; and
- D. Establish buffers adjacent to rivers, streams, and other identified critical habitat [conservation](#) areas and locations to protect [critical](#) fish and wildlife habitats.

It is not intended that this chapter repeal, abrogate, or impair any existing law or regulations. If the buffering provisions of this chapter conflict with any existing City law or regulation, the more stringent shall apply. [Ord. 362

§ 3, 2004.]

14.154.020 Designation of [critical](#) fish and wildlife habitat [conservation](#) areas.

A. *General.* This chapter applies to proposed regulated activities within [critical](#) fish and wildlife habitat [conservation](#) areas [on all public and private lands](#). [Critical](#) fish and wildlife habitat [conservation](#) areas are those areas identified either by known point locations of specific species (such as a nest or den) or by habitat areas or both.

B. *Identification of [Critical](#) Fish and Wildlife Species and Habitats.*

1. *[Critical](#) Fish and Wildlife Habitat [Conservation](#) Areas.*

a. *Federal and State Listed Species and Their Associated Habitats.* Areas which have a primary association with federally or state listed endangered, threatened, or sensitive species of fish or wildlife (specified in [50](#) CFR [17.11](#), [50](#) CFR [17.12](#), WAC [220-610-010](#) and [220-610-110](#)) and which, if altered, may reduce the likelihood that the species will ~~persist~~ [maintain and reproduce](#) over the long term. [These areas include seasonal ranges and habitat elements.](#)

b. Habitats and species of local importance, including the following:

~~i. Areas with which state listed monitor or candidate species or federally listed candidate species have a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term.~~

~~ii. Documented habitat areas or outstanding potential habitat areas for fish and wildlife species. These areas include specific habitat types which are infrequent in occurrence in Pierce County and Lakewood, and may provide specific habitats with which endangered, threatened, sensitive, candidate, or monitor species have a primary association, such as breeding habitat, winter range, and movement corridors. These areas include the following:~~

~~(A)~~ [Aspen stands.](#)

~~(B)~~ [Biodiversity areas and corridors.](#)

~~(C)~~ [Herbaceous balds.](#)

~~(A)(D)~~ [Priority Oregon white oak woodlands.](#)

~~(B)(E)~~ [Prairies.](#)

~~(C)(F)~~ [Old growth/~~mature~~ forests.](#)

~~(D)(G)~~ [Caves.](#)

~~(E)(H)~~ [Cliffs.](#)

~~(F)(I)~~ [Snag-rich ~~areas~~ areas and logs.](#)

~~(J)~~ [Riparian habitats.](#)

~~(K)~~ [Freshwater wetlands.](#)

~~(G)(L)~~ [Rivers and streams with critical fisheries.](#)

- c. Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat.
 - d. Waters of the state, including all water bodies classified by the Washington Department of Natural Resources (DNR) water typing classification system as detailed in WAC [222-16-030](#), together with associated riparian areas.
 - e. Lakes, ponds, streams, and rivers planted with game fish by a governmental entity or tribal entity.
 - f. [State natural area preserves and natural resource conservation areas as defined, established, and managed by the DNR and WDFW.](#)
2. *Mapping.* The resources listed below provide information on fish and wildlife habitat [conservation](#) areas:
- a. Puget Sound Environmental Atlas, Puget Sound Water Quality Authority.
 - b. The following Washington Department of Natural Resources documents and data sources:
 - i. Stream typing maps.
 - ii. Natural Heritage Database [and Washington Natural Heritage Program Data Explorer tool.](#)
 - c. The following Washington Department of [Fish and Wildlife](#) documents and data sources:
 - i. Priority Habitats and Species Program, [including the PHS on the Web maps.](#)
 - ii. Nongame Database.
 - iii. [Washington Rivers Information System.](#)
 - iv. [Water Resource Index Inventory Areas \(WRIA\).](#)
 - d. [The following U.S. Fish and Wildlife Services \(USFWS\) data sources:](#)
 - i. [Information for Planning and Consultation \(IPaC\).](#)
 - ii. [National Wetlands Inventory \(NWI\), available through https://www.fws.gov/program/national-wetlands-inventory.](#)

d.—[The following Washington Department of Fisheries documents:](#)

[i.iii. Water Resource Index Areas \(WRIA\)](#). [Ord. 630 § 1, 2015; Ord. 362 § 3, 2004.]

14.154.030 Habitat protection standards.

A. *Education and Information.* A voluntary education program to explain the need for and methods of habitat management will help provide for long-term protection and enhancement of [critical](#) fish and wildlife habitat [conservation](#) areas. By informing citizens of the declining populations of several fish and wildlife species in Pierce County, the diminishing animal habitat available, and the management techniques that individuals can use to preserve and restore fish and wildlife habitat areas, the City can foster good stewardship of the land by property owners.

1. The Department will provide educational materials and lists of additional sources of information to applicants proposing regulated activities in the vicinity of [critical](#) fish and wildlife habitat [conservation](#) areas. Materials will be selected from a variety of state and local resources. [At a minimum, the City will link applicants to the Washington Department of Fish and Wildlife's Priority Habitat and Species website.](#)

14. [2.](#)—The Department will accumulate information on the number of proposed activities associated with fish and wildlife habitat [conservation](#) areas as identified by this chapter and indicated by county maps to be in the vicinity of identified [critical](#) fish and wildlife habitats pursuant to LMC [14.154.020](#). Information shall include the number of single-family residences and other development occurring in the vicinity of [critical](#) fish and wildlife areas. Based on this information, additional regulations may be developed.

B. *Use of Existing Procedures and Laws, Biological Assessments.* The primary procedures used to implement this chapter shall include this chapter itself, the City's Land Use and Development Code, the State Environmental Policy Act (Chapter [43.21C](#) RCW), the City's environmental regulations, [the State Shoreline Management Act \(Chapter 90.58 RCW\), and Best Available Science \(BAS\) on Priority Habitats and Species from the Department of Fish and Wildlife \(WDFW\) as required in RCW 36.70A.172 and the City's shoreline management regulations.](#)

Regulated activities subject to environmental review shall be reviewed with consideration for impacts on [critical](#) fish and wildlife habitat as identified in this title. The Community Development Director may require a biological assessment prepared by a qualified wildlife biologist whenever the Director finds that a project site may contain, affect, or be affected by, species or habitats designated in this chapter. Biological assessments shall be prepared in accordance with LMC [14.154.050\(B\)](#), and are subject to the review and approval of the Director.

Projects undergoing review for fish and wildlife considerations shall be routed to the Washington Department of Fish and Wildlife, the Washington Department of Ecology, the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers and any other appropriate state and federal agencies. These agencies will have an opportunity to provide specific habitat information on proposed development sites, advise the City of their jurisdiction and applicable permit requirements, and suggest appropriate project modifications and/or other mitigation.

The City shall give substantial weight to the management recommendations contained [in](#) the Washington Department of Fish and Wildlife Priority Habitats and Species Program. [Ord. 775 § 1 (Exh. A), 2022; Ord. 630 § 2, 2015; Ord. 362 § 3, 2004.]

14.154.040 Title and plat notification.

For regulated activities where a habitat assessment or habitat management plan has been prepared as part of the proposal's environmental review, the owner of the site shall record a notice of the reports with the Pierce County Auditor so that information is known if the property ownership changes.

A. *Title Notification.* The owner of any site where a habitat assessment or habitat management plan has been prepared for a development proposal shall record a notice with the Pierce County Auditor in the form set forth below:

Form of Notice:

FISH AND WILDLIFE HABITAT
[CONSERVATION](#) AREA NOTICE

Parcel Number: _____

Address: _____

Legal Description: _____

Present Owner: _____

Notice: This site lies within/contains a [critical](#) fish and wildlife habitat [conservation](#) area as defined by Chapter [14.154](#) of the Lakewood Municipal Code. The site was the subject of a development proposal for _____ application number _____ filed on _____ (date).

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of the fish and wildlife habitat [conservation](#) area and any restriction on use.

Signature of Owner(s)

Date

(NOTARY ACKNOWLEDGMENT)

B. *Plat Notification.* For all proposed short subdivision and subdivision proposals within [critical](#) fish and wildlife habitat [conservation](#) areas, the applicant shall include a note on the face of the plat. [Ord. 630 § 3, 2015; Ord. 362 § 3, 2004.]

14.154.050 Habitat protection for rivers and streams.

Regulated activities proposed along rivers and streams shall provide for habitat protection.

A. *Intent of Riparian Buffers.* The intent of riparian buffers is to protect the following 5 basic riparian functions that influence in-stream and near-stream habitat quality:

1. *Recruitment of Large Woody Debris (LWD) to the stream. LWD creates habitat structures necessary to maintain salmon/trout and other aquatic organisms' productive capacity and species diversity.*
2. *Shade. Shading by the riparian forest canopy maintains cooler water temperatures and influences the availability of oxygen for salmon/trout and other aquatic organisms.*
3. *Bank integrity (root reinforcement). Bank integrity helps maintain habitat quality and water quality by reducing bank erosion and creating habitat structure and in-stream hiding cover for salmon/trout and other aquatic organisms.*
4. *Runoff filtration. Filtration of nutrients and sediments in runoff (surface and shallow subsurface flows) helps maintain water quality.*
5. *Wildlife habitat. Functional wildlife habitat for riparian-dependent species is based on sufficient amounts of*

riparian vegetation to provide protection for nesting and feeding.

6. Contribution of detrital nutrients. Nutrients derived from terrestrial litter, typically from leaves, bark, seeds, cones, flowers, fruits, twigs, and other small plant parts.

B. Riparian Buffers. Habitat protection for fish and wildlife conservation areas shall be provided through buffers.

1. Standard buffers from ordinary high water mark of the water body are as follows:

<u>Water Type</u>	<u>Standard buffer</u>
<u>Type F Waters</u>	<u>200 ft</u>
<u>Type Np Waters</u>	<u>100 ft</u>
<u>Type Ns Waters</u>	<u>100 ft</u>

2. Buffers for Type S shoreline water bodies are provided in the Lakewood Shoreline Master Program (SMP).

C. Interrupted buffer. When a riparian buffer contains an existing legally established public or private road, the Director may allow development on the landward side of the road provided that the development will not have a detrimental impact to the stream. The applicant may be required to provide a critical areas report to describe the potential impacts. In determining whether a critical areas report is necessary, the City shall consider the hydrologic, geologic, and/or biological habitat connection potential and the extent and permanence of the buffer interruption.

D. Riparian Management Zone buffers. An applicant may choose to conduct a site evaluation of soil conditions prepared by a qualified professional and consistent with current Best Available Science on 200-year site potential tree height as provided by the Washington Department of Fish and Wildlife. If such site evaluation of soil conditions yields a 200-year site potential tree height of a lesser value than the buffers assigned in this section, the applicant may use the lower value in place of the standard buffer.

Commented [A3]: This section was added based on the hybrid approach discussion with the city and Berk.

A. Habitat Protection for Rivers and Streams Shall Be Provided through Buffers:

1. The buffer, consisting of undisturbed natural vegetation, shall be required along all streams, as classified by the DNR water typing classification system (WAC 222-16-030). The buffer shall extend landward from the ordinary high water mark of the water body:

a. Outside of the buffer removal of native vegetation shall not exceed 35 percent of the surface area of the portion of the site in the regulatory floodplain. Native vegetation within the buffer portion of the property can be counted toward this requirement.

2. The buffer of a river or stream shall not extend landward beyond an existing substantial improvement such as an improved road, dike, levee, or a permanent structure which reduces the impact proposed activities would have on the river or stream.

3. Buffer widths shall be as established by the City of Lakewood Shoreline Master Program (SMP) as contained in Chapter 4, Section C of the SMP.

4. If a proposed project does not meet the criteria established in Chapter 18A.50 LMC, Article I, a habitat impact assessment shall be conducted in accordance with subsection (B) of this section, and if necessary, a habitat mitigation plan shall be prepared and implemented in accordance with the provisions of this chapter:

B.E. Habitat Impact Assessment. Unless allowed under Chapter 18A.50 LMC, Article I, a permit application to develop in the special flood hazard area (SFHA), for that portion of any parcel located within the area between the boundary of a buffer as established in the SMP, Chapter 4, Table 2, and the boundary of any buffer as required by the National Marine Fisheries Service's Puget Sound Biological Opinion of September 22, 2008, shall include in a critical area report in compliance with LMC 14.142.160 an assessment of the impact of the project on water quality and aquatic and riparian habitat. In addition to the requirements of LMC 14.142.160, the assessment shall be:

1. A biological evaluation or biological assessment that has received concurrence from the U.S. Fish and Wildlife Service or the National Marine Fisheries Service, pursuant to Section 7 of the Endangered Species Act; or

2. Documentation that the activity fits within a habitat conservation plan approved pursuant to Section 10 of the Endangered Species Act; or
3. Documentation that the activity fits within Section 4(d) of the Endangered Species Act; or
4. An assessment prepared in accordance with the most current Regional Guidance for Floodplain Habitat Assessment and Mitigation, FEMA (Federal Emergency Management Agency) Region X. The assessment shall determine if the project would adversely affect:
 - a. The primary constituent elements identified when a species is listed as threatened or endangered;
 - b. Essential fish habitat designated by the National Marine Fisheries Service;
 - c. Fish and wildlife habitat conservation areas;
 - d. Vegetation communities and habitat structures;
 - e. Water quality;
 - f. Water quantity, including flood and low flow depths, volumes and velocities;
 - g. The channel's natural planform pattern and migration processes;
 - h. Spawning substrate, if applicable; and/or
 - i. Floodplain refugia, if applicable.

C.F. *Habitat Mitigation Plan.*

1. If the assessment conducted under subsection B-D of this section concludes the proposed project is expected to have an adverse effect on water quality and/or aquatic or riparian habitat or habitat functions, the applicant shall provide a plan to mitigate those impacts, in accordance with the current Regional Guidance for Floodplain Habitat Assessment and Mitigation, FEMA (Federal Emergency Management Agency) Region X.
 - a. If the proposed project is located outside of the protected area, the mitigation plan shall include such avoidance, minimization, restoration, or compensation measures as are appropriate for the situation.
 - b. If the proposed project is located within the protected area, the mitigation plan shall include such appropriate measures as are needed to ensure that there is no adverse effect due to the project. Minimization measures are not allowed in the protected area, unless they, in combination with other measures, result in no adverse effect. No compensatory mitigation is allowed in the protected area.
2. The plan's habitat mitigation activities shall be incorporated into the proposed project. The floodplain development permit shall be based on the redesigned project and its mitigation components.
2. —
3. A certificate of occupancy or final inspection approval for a project shall not be issued until all work identified in the biological evaluation, biological assessment, or mitigation plan has been completed or the applicant has provided the necessary assurances that unfinished portions of the project will be completed.

D.G. *Compensatory Storage.* ~~There shall be no net loss of ecological function through N~~ new development ~~shall not reduce the effective flood storage volume of the regulatory floodplain.~~ A development proposal shall provide compensatory storage if grading or other activity displaces any effective flood storage volume. Compensatory storage shall:

1. Provide equivalent volume at equivalent elevations to that being displaced. For this purpose, "equivalent elevation" means having similar relationship to ordinary high water and to the best available 10-year, 50-year and 100-year water surface profiles;
2. Be hydraulically connected to the source of the flooding; and
3. Provide compensatory storage in the same construction season as when the displacement of flood storage volume occurs and before flood season begins.

4. The newly created storage area shall be graded and vegetated to allow fish access during flood events without creating fish stranding sites. [Ord. 726 § 2(Exh. A), 2019; Ord. 659 § 2, 2017; Ord. 630 § 4, 2015; Ord. 362 § 3, 2004.]

14.154.060 — Habitat protection for lakes.

~~A. — Regulated activities proposed on lakes that are urban in character will not be subject to the buffering requirements of this chapter. The following lakes are urban in character:~~

- ~~1. — American.~~
- ~~2. — Gravetty.~~
- ~~3. — Louise.~~
- ~~4. — Steitacoom.~~

~~For proposed regulated activities on lakes that are subject to the State Shoreline Management Act, habitat protection shall be provided through education, voluntary agreements, and existing laws as referenced in LMC 14.154.030(B), and regulation via the City's Shoreline Master Program and shoreline management regulations.~~

~~B. — Regulated activities proposed on lakes that are not subject to the State Shoreline Management Act shall be subject to a 35-foot buffer requirement. The buffer, consisting of undisturbed natural vegetation, shall extend landward from the ordinary high water mark of the water body. Existing laws as referenced in LMC 14.154.030(B) may also affect such proposals. [Ord. 362 § 3, 2004.]~~

14.154.0670 Habitat protection for ponds.

- A. Regulated activities proposed on ponds ~~deliberately designed and created from dry sites, such as canals, detention facilities, wastewater treatment facilities, farm ponds, temporary construction ponds (of less than three years' duration), and landscape amenities will not be subject to the buffering requirements of this section shall be subject to a 35-foot buffer requirement. The buffer, consisting of undisturbed natural vegetation, shall extend landward from the ordinary high water mark of the pond. Habitat protection for these ponds shall be provided through education, voluntary agreements and existing laws as referenced in LMC 14.154.030(B). Ponds shall be regulated as wetlands where appropriate.~~ [Ord. 362 § 3, 2004.]

14.154.0780 Provisions for priority Oregon white oak trees, savannas, and woodlands.

- A. No person shall willfully remove, top, damage, destroy, break, injure, mutilate or kill any priority Oregon white oak trees and woodlands except as allowed by this chapter.
- B. During building or construction operations, suitable protective measures in LMC [18A.70.320\(A\)](#) shall be erected around Oregon white oak trees, stands, or woodlands which may be subject to injury.
- C. The following activities may be allowed regarding priority Oregon white oak trees and woodlands:
1. Removal of diseased trees and trees that present an imminent threat to properties with an approved tree removal permit. The Director may require a written report by a certified arborist assessing the condition of any tree that is purported to be diseased or hazardous. Tree replacement is required at a two-to-one ratio per LMC [18A.70.330](#).
 2. *Trimming*. Trimming shall be granted when it is determined:
 - a. That trimming is needed for safety or public welfare or to remove diseased or dead branches; or
 - b. That branches hang over an existing building or interfere with utility lines or right-of-way access.
 - c. Utility pruning shall be conducted in accordance with the latest edition of the United States

Department of Agriculture's Publication NA-FR-01-95 How to Prune Trees, available at https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fsbdev7_016046.pdf, except that tree pruning for utilities shall be conducted in accordance with the latest edition of the International Society of Arboriculture's Best Management Practices – Utility Pruning of Trees, available at <https://www.seattle.gov/light/vegetation-management/docs/Acrobat%20Document.pdf>.

3. *Single-Family Property.* If the presence of the priority Oregon white woodland renders the development of a house or permitted accessory structure infeasible, and the application of incentives in LMC [18A.70.320\(j\)](#) is insufficient to result in a feasible development, the City may allow removal or trimming of priority Oregon white oak trees and woodlands in order to allow a maximum building footprint of 1,500 square feet for a single-family residence, 1,000 square feet for an accessory dwelling unit, and 1,000 square feet for a detached garage. Additional impervious area for the driveway will be permitted which provides the shortest and most direct access to the house with minimal encroachment or impact into the critical area. The proposal shall demonstrate prior tree removal has met Chapter [18A.70](#) LMC, Article [III](#) in effect at the time, the proposal results in the least possible impact to the critical area to achieve a feasible development, and includes mitigation to offset any impacts to critical areas consistent with the provisions of this chapter and in accordance with a report prepared by a qualified biologist or certified arborist. The City may require a third-party review of the report at the applicant's expense. A minimum two-to-one replacement ratio shall be applied. See required findings in subsection [\(C\)\(5\)](#) of this section. If a proposal does not meet the parameters of this paragraph see subsection [D](#) of this section.

4. *Commercial, Industrial, Multifamily, Institutional or Other Development.* On nonsingle-family properties where priority Oregon white oak trees and woodlands does not exceed one acre in size contiguous and the application of incentives in LMC [18A.70.320\(j\)](#) is insufficient to result in a feasible development, the City may allow for removal or trimming of priority Oregon white oak trees and woodlands to accommodate a legal use of the property with the least possible impact to the critical area, provided no clearing of trees occurred prior to the application for a land use permit in violation of Chapter [18A.70](#) LMC, Article [III](#) in effect at the time, and provided mitigation is instituted consistent with a report prepared by a qualified biologist or certified arborist. The City may require a third-party review of the report at the applicant's expense. A minimum two-to-one replacement ratio shall be applied. See required findings in subsection [\(C\)\(5\)](#) of this section. If a proposal does not meet the parameters of this paragraph see subsection [D](#) of this section.

5. *Required Findings.* To approve a proposal for a single-family home in subsection [\(C\)\(3\)](#) of this section or other non-single-family development in subsection [\(C\)\(4\)](#) of this section, the Director shall find:

- a. The application of incentives in LMC [18A.70.320\(j\)](#) is insufficient to result in a feasible development.
- b. The development results in the least possible impact to the critical area to achieve a feasible development that accommodates a legal use of the property.
- c. The report and mitigation prepared by a qualified biologist or certified arborist demonstrate to the satisfaction of the Director that mitigation addresses impacts to priority Oregon white oak trees and woodlands consistent with the provisions of this chapter. The report and mitigation consider the Washington Department of Fish and Wildlife Priority Habitats and Species Program management recommendations for Oregon white oak woodlands. The report has been reviewed by either the Washington Department of Fish and Wildlife through SEPA review and/or a qualified biologist or certified arborist at the applicant's expense as required by the Director. [The City may reach out to WDFW for additional review, as needed.](#)
- d. Prior tree removal has met Chapter [18A.70](#) LMC, Article [III](#) in effect at the time.

D. If the application of this section would deny all reasonable use of property, the applicant may apply for a reasonable use exception pursuant to LMC ~~14.142.080~~[14.142.090](#). [Ord. 775 § 1 (Exh. A), 2022.]

14.154.0890 Provisions for fish and wildlife, habitat buffers, where required.

A. *Building Setback and Construction Near Buffer.* A minimum setback of eight feet from the buffer shall be required for construction of any impervious surface(s) greater than 120 square feet of base coverage. Clearing, grading, and filling within eight feet of the buffer shall only be allowed when the applicant can demonstrate that vegetation within the buffer will not be damaged.

B. *Marking of the Buffer Area.* The edge of the buffer area shall be clearly staked, flagged, and fenced prior to and through completion of construction. The buffer boundary markers shall be clearly visible, durable, and permanently

affixed to the ground.

C. *Fencing from Farm Animals.* The Director shall determine if fencing is necessary to protect the functions and values of the critical area. If found to be necessary, the Director shall condition any permit or authorization issued pursuant to this chapter to require the applicant to install a permanent fence around the habitat conservation area or buffer, when fencing will prevent future impacts to the habitat conservation area. The applicant shall be required to install a permanent fence around the habitat conservation area or buffer when domestic grazing animals are present or may be introduced on site. Fencing installed as part of a proposed activity or as required in this subsection shall be designed so as not to interfere with species migration, including fish runs, and shall be constructed in a manner that minimizes habitat impacts.

D. Enhancements to natural buffers consistent with the education program (such as revegetation or nest boxes) are allowed.

E. *Allowable Activities within Buffers.* The following activities may occur within the buffer after notification to the Department; provided, that any other required permits are obtained.

1. Removal of diseased trees and trees that present an imminent threat to properties. The Director may require a written report by a registered landscape architect, certified nursery professional, or certified arborist assessing the condition of any tree that is purported to be diseased or hazardous.
2. Repair of existing fences.
3. Construction, reconstruction, remodeling, or maintenance of docks and bulkheads as authorized and pursuant to the [shoreline management applicable](#) regulations.
4. Construction of a pervious path for purposes of private access [to the shoreline](#).
5. Trimming of vegetation for purposes of providing view corridors; provided, that trimming shall be limited to view corridors of 20 feet or less; and provided, that benefits of the buffer to fish and wildlife habitat are not reduced. Trimming shall be limited to pruning of branches and vegetation. Trimming shall not include felling or removal of trees.
6. Construction of public trails.
7. Roadways, bridges, rights-of-way, and utility lines where no feasible alternative exists, and where the development minimizes impacts on the [stream and buffer area watercourse and RMZ](#). Clear documentation explaining the lack of alternatives and measures taken to minimize impacts on the critical area and buffer shall be provided to the Community and Economic Development Department prior to approval. [Ord. 362 § 3, 2004.]

F. *Special provisions—Streams.* The following provisions supplement those identified in this chapter and this Ordinance.

1. [Activities, uses, and alterations proposed to be located in water bodies used by anadromous fish or in areas that affect such water bodies shall give special consideration to the preservation and enhancement of anadromous fish habitat, including, but not limited to, the following:](#)
 - a. [Activities shall be timed to occur only during the allowable work window as designated by the Washington Department of Fish and Wildlife;](#)
 - b. [An alternative alignment or location for the activity is not feasible;](#)
 - c. [The activity is designed so that it will minimize the degradation of the downstream functions or values of the fish habitat or other critical areas; and](#)
 - d. [Any impact to the functions and values of the habitat conservation area are mitigated in accordance with an approved critical areas report and habitat management plan, if applicable.](#)
2. [Structures that prevent the migration of salmonids shall not be allowed in the portion of water bodies currently or historically used by anadromous fish. Fish bypass facilities shall be provided that allow the upstream migration of adult fish and shall prevent juveniles migrating downstream from being trapped or harmed.](#)

3. Fills within streams, when authorized, shall minimize the adverse impacts to anadromous fish and their downstream habitat, shall mitigate any unavoidable impacts, and shall only be allowed for water-dependent uses.
4. Activities and uses shall be prohibited in Type F streams and riparian buffers except for the allowable activities and uses listed below.
- a. Stream Crossings. Stream crossing shall be minimized, but when necessary they shall conform to the following standards as well as other applicable laws (see the Department of Fish and Wildlife, or Ecology):
- i. The stream crossing is the only reasonable alternative that has the least impact;
 - ii. It has been shown in a critical areas report that the proposed crossing will not decrease the stream and associated buffer functions and values;
 - iii. The stream crossing shall use bridges instead of culverts unless it can be demonstrated that a culvert would result in equal or less ecological impacts;
 - iv. All stream crossings using culverts shall use super span or oversized culverts with appropriate fish enhancement measures. Culverts shall not obstruct fish passage;
 - v. Stream crossings shall be designed according to the Washington Department of Fish and Wildlife Water Crossing Design Guidelines (2013), and the National Marine Fisheries Service Guidelines for Salmonid Passage at Stream Crossings, 2000, or as amended;
 - vi. All stream crossings shall be constructed during the summer low flow period between July 1st and August 15th or as specified by the Washington Department of Fish and Wildlife in the hydraulic project approval;
 - vii. Stream crossings shall not occur through salmonid spawning areas unless no other feasible crossing site exists;
 - viii. Bridge piers or abutments shall not be placed in either the floodway or between the ordinary high water marks unless no other feasible alternative placement exists;
 - ix. Stream crossings shall not diminish the flood carrying capacity of the stream;
 - x. Stream crossings shall minimize interruption of downstream movement of wood and gravel;
 - xi. Stream crossings shall provide for maintenance of culverts and bridges; and
 - xii. Stream crossings shall be minimized by serving multiple properties whenever possible.
- b. Utilities. Utility corridors shall not be aligned parallel with any stream channel unless the corridor is outside the buffer, and crossings shall be minimized. Installation shall be accomplished by boring beneath the scour depth and hyporheic zone of the water body where feasible. Crossings shall be contained within the existing footprint of an existing road or utility crossing where possible. Otherwise, crossings shall be at an angle greater than sixty degrees to the centerline of the channel. The criteria for stream crossing shall also apply.
- c. Stormwater facilities. Stormwater facilities provided that they are located in the outer twenty-five percent of the buffer and are located in the buffer only when no practicable alternative exists outside buffer. Stormwater facilities should be planted with native plantings where feasible to provide habitat, and/or less intrusive facilities should be used. Detention/retention ponds should not be located in the buffer.
- d. Floodway dependent structures. Floodway dependent structures or installations may be permitted within streams if allowed or approved by other codes or other agencies with jurisdiction.

- e. Stream bank stabilization. Stream bank stabilization shall only be allowed when it is shown, through a stream bank stability assessment conducted by a qualified fluvial geomorphologist or hydraulic engineer, that such stabilization is required for public safety reasons, that no other less intrusive actions are possible, and that the stabilization will not degrade instream or downstream channel stability. Stream bank stabilization shall utilize bioengineering or soft armoring techniques unless otherwise demonstrated. Stream bank stabilization shall conform to the Integrated Streambank Protection Guidelines developed by the Washington State Department of Fish and Wildlife, 2002 or as revised. Stabilization measures must demonstrate the following:
 - i. Natural shoreline processes will be maintained. The project will not result in increased erosion or alterations to, or loss of, shoreline substrate within one-fourth mile of the project area;
 - ii. The stabilization measures will not degrade fish or wildlife habitat conservation areas or associated wetlands; and
 - iii. Adequate mitigation measures ensure that there is no net loss of the functions or values of riparian habitat.
 - f. Maintenance of lawfully established existing bank stabilization is allowed provided it does not increase the height or linear amount of bank and does not expand waterward or into aquatic habitat landward.
 - g. Clearing or development in riparian habitat areas which is at least one hundred feet from the waterline and separated by a continuous public or private roadway serving three or more lots.
5. Type N Streams. Activities and uses that result in unavoidable and necessary impacts may be permitted in Type Np and Ns streams and buffers in accordance with an approved critical areas report and habitat management plan, and only if the proposed activity is the only reasonable alternative that will accomplish the applicant's objectives.

Chapter 14.158
FLOOD HAZARD FREQUENTLY FLOODED AREAS*

Sections:

- 14.158.010 Purpose.**
- 14.158.020 Designation.**
- 14.158.030 Protection.**

14.158.010 Purpose.

The purpose of this section isto:

- A. Promote the general health, welfare and safety of the City’s residents, and protect human life and property from the dangers of flooding.
- B. Prevent the establishment of certain structures and land uses unsuitable for human habitation because of the danger of flooding, unsanitary conditions or other hazards.
- C. Minimize the need for rescue and relief efforts associated with flooding.
- D. Help maintain a stable tax base by providing for sound use and development in flood-prone areas and to minimize prolonged business interruptions, and future blight areas.
- E. Minimize damage to public facilities and utilities located in flood hazard areas.
- F. Ensure that potential home and business buyers are notified that property is in a flood area.
- G. Minimize expenditure of public money for costly flood relief, damage repair and flood control projects.
- H. Ensure that those who occupy frequently flooded areas assume responsibility for their actions.
- I. Qualify the City of Lakewood for participation in the National Flood Insurance Program, thereby giving resident and businesses the opportunity to purchase flood insurance.
- J. Maintain the quality of water in rivers, streams, and lakes and their floodplains so as to protect public water supplies, areas of the Public Trust, and wildlife habitat protected by the Federal Endangered Species Act.
- K. Retain the natural channel, shoreline, and floodplain creation processes and other natural floodplain functions that protect, create, and maintain habitat for threatened and endangered species.
- L. Prevent or minimize loss of hydraulic, geomorphic, and ecological functions of floodplains and stream channels.

- A.—Promote the general health, welfare and safety of the City’s residents.
- B.—Prevent the establishment of certain structures and land uses unsuitable for human habitation because of the danger of flooding, unsanitary conditions or other hazards.
- C.—Minimize the need for rescue and relief efforts associated with flooding.
- D.—Help maintain a stable tax base by providing for sound use and development in flood-prone areas and to minimize prolonged business interruptions.
- E.—Minimize damage to public facilities and utilities located in flood hazard areas.
- F.—Ensure that potential home and business buyers are notified that property is in a flood area.
- G.—Minimize expenditure of public money for costly flood relief and control projects.
- H.—Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions. [Ord. 362 § 3, 2004.]

14.158.020 Designation.

A. The areas of special flood hazard identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study for Pierce County, and Incorporated Areas" dated March 7, 2017, and any revisions thereto, with an accompanying flood insurance rate map (FIRM), and any revisions thereto, are [considered frequently flooded areas and are](#) hereby adopted by reference and declared to be a part of this chapter.

[B. The FEMA online flood map contains up-to-date flood hazard information available to the public.](#)

[B.C.](#) The flood insurance study and the FIRM are on file at the City of Lakewood, 6000 Main Street SW, Lakewood, WA. The flood insurance study shall be kept on file by the City Engineer. [Ord. 659 § 3, 2017; Ord. 630 § 5, 2015; Ord. 362 § 3, 2004.]

14.158.030 Protection.

[A.](#) All development in [areas of special flood hazard frequently flooded areas](#) shall be regulated according to the City's Site Development Regulations, and Chapter [18A.50 LMC](#), Article I, Flood Hazard Overlay.

[B.](#) [Regulated activity within frequently flooded areas shall require preparation of a critical area report that complies with LMC 14.142.160 to ensure no-net-loss of floodplain function.](#)

Chapter 14.162 WETLANDS AREAS*

Sections:

- 14.162.010 Purpose.**
- 14.162.020 Designation of wetland areas.**
- 14.162.030 Wetland categories.**
- 14.162.040 Regulated activities.**
- 14.162.050 Exemptions.**
- 14.162.060 Special permitted uses.**
- 14.162.070 Delineation, and wetland analysis requirements. Protection**
- 14.162.080 standards – Establishing buffers.**
- 14.162.090 Protection standards for allowing regulated activities in wetlands and buffers.**
- 14.162.100 Mitigation.**
- ~~**14.162.110 New agricultural activities.**~~
- 14.162.110 Alternative review process, Corps of Engineers Section 404 individual permits. Wetland**
- 14.162.120 review procedure, fees, and title notification.**
- 0**

* **Prior legislation note:** Ord. [362](#) repealed provisions concerning wetland areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

14.162.010 Purpose.

The purpose of these regulations is to avoid, or in appropriate circumstances, to minimize, rectify, reduce or compensate for impacts arising from land development and other activities affecting wetlands, and to maintain and enhance the biological and physical functions and values of wetlands with respect to water quality maintenance, storm water and floodwater storage and conveyance, fish and wildlife habitat, primary productivity, recreation, education, and historic and cultural preservation. When avoiding impacts is not reasonable, mitigation shall be implemented to achieve no net loss of wetlands in terms of acreage, function and value. [Ord. 362 § 3, 2004.]

14.162.020 Designation of wetland areas.

Identification of wetlands and delineation of their boundaries pursuant to this chapter shall be done in accordance with the approved federal wetland delineation manual and applicable regional supplements. All areas within the City meeting the wetland designation criteria in that procedure are hereby designated critical areas and are subject to the provisions of this chapter. [Ord. 630 § 6, 2015; Ord. 362 § 3, 2004.]

14.162.030 Wetland categories.

In order to provide information on the functions and values of wetlands in a time- and cost-effective way, wetland analysis reports shall categorize wetlands by their attributes and characteristics. Wetlands shall be rated using the latest adopted version of the Washington State Wetland Rating System for Western Washington published by the Washington State Department of Ecology ("State Wetland Rating System").

The State Wetland Rating System provides the detailed criteria for establishing wetland categories. Wetlands are generally designated as follows:

A. Category I wetlands are those that (1) represent a unique or rare wetland type; or (2) are more sensitive to disturbance than most wetlands; (3) are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; or (4) provide a high level of functions. Generally, these wetlands are not common and make up a small percentage of the wetlands in the region. The following are considered Category I wetlands:

1. Bogs.
2. Mature and old-growth forested wetlands.
3. Wetlands that perform many functions very well: wetlands scoring 23 to 27 points using the Washington State Wetland Rating System for Western Washington, Ecology Publication No. 14-06-029.

B. Category II wetlands are difficult, though not impossible, to replace, and provide high levels of some functions. These wetlands occur more commonly than Category I wetlands, but still need a relatively high level of protection. Category II wetlands in western Washington include wetlands that perform functions well: wetlands scoring between 20 and 22 points using the Washington State Wetland Rating System for Western Washington. Wetlands scoring 20 to 22 points were judged to perform most functions relatively well, or performed one group of functions very well and the other two moderately well.

C. Category III wetlands are wetlands with a moderate level of functions (scores between 16 and 19 points) using the Washington State Wetland Rating System for Western Washington. Category III wetlands usually have been disturbed in some ways, and are often less diverse or more isolated from other natural resources in the landscape than Category II wetlands.

D. Category IV wetlands have the lowest levels of functions (scores between nine and 15 points) and are often heavily disturbed. These are wetlands that we should be able to replace, and in some cases be able to improve. These wetlands may provide some important functions. [Ord. 630 § 7, 2015; Ord. 362 § 3, 2004.]

14.162.040 Regulated activities.

A list of regulated activities is included in LMC [14.142.06914.142.070](#). [Ord. 362 § 3, 2004.]

14.162.050 Exemptions.

A list of exempt activities is included in LMC [14.142.07914.142.080](#). [Ord. 362 § 3, 2004.]

14.162.060 Special permitted uses.

A. The following uses are normally regulated but may be allowed, subject to a Process administrative determination by the Director, provided the listed criteria are met.

B. *Educational and Recreational Facilities.* Minor structural fill may be allowed for the construction and enhancement of public trails, such as bridging, and trail-related facilities such as benches, interpretive signs, and viewing platforms. Construction of such features on all previously filled areas is allowed. The following conditions must be met:

1. An alternative location outside the wetland is not feasible. Trails and related facilities within wetlands shall, to the extent possible, be placed on other previously disturbed areas;
2. Associated facilities, such as interpretive centers, restrooms, or parking areas are not allowed within wetlands or buffers by this conditional exemption;
3. The fill on which the trails or trail-related facilities is placed is limited to the minimum dimensions necessary for the actual crossing and shall not cover more than 5,000 square feet of wetland area;
4. Project design shall minimize adverse impact to wetlands/buffers and wildlife habitat. Previous surfaces shall be used;
5. All construction work in the wetland shall be done during the summer dry season (July 15th to October 15th). A time extension may be granted by the Department;
6. Native vegetation disturbed by trail construction activities shall be salvaged and replanted in the disturbed areas to the extent feasible.

C. *Minor Road or Trail Crossings.* Fills for the construction of a road or trail crossings shall be allowed in wetlands or buffers; provided, that crossings of wetlands shall be avoided to the extent possible. Fills for the construction of a road crossing through a Category I wetland shall not be allowed by this conditional exemption. Crossings shall follow the following criteria:

1. An alternative location outside the wetland is not reasonably feasible;
2. The fill on which the road or trail is placed is limited to the minimum dimensions necessary for the actual crossing;
3. The fill placed in wetlands shall not cover more than 5,000 square feet of wetland area;

- 4. Crossings shall utilize design which minimizes the adverse impacts to the wetland and hydrology of the existing system;
- 5. Wetland disturbance shall be limited to no greater than five feet beyond the designated toe-of-fill;
- 6. All construction work in the wetland shall be done during the summer dry season (July 15th to October 15th). A time extension may be granted in writing by the Department; and
- 7. Crossings shall serve multiple purposes and properties, whenever possible.

D. *Erosion Control.* Bank stabilization activities necessary for erosion prevention shall be allowed in buffers and Category II, III, and IV wetlands as part of a single and complete project. Bank stabilization projects shall meet all other applicable local, state and federal laws and the following criteria:

- 1. The minimum amount of material needed for erosion prevention is used;
- 2. The bank stabilization activity is no more than 500 feet in length, 15 feet high, and will not exceed an average of one-half cubic yard of fill per running foot of bank;
- 3. No material is placed in any location or manner that may impair surface water movement into or out of any wetland area or other water body;
- 4. No material is placed in any location or manner that may be eroded by normal or anticipated high flows; and
- 5. The disturbed area shall be revegetated within 60 days after completion of the project with native species indigenous to the site. Hydro-seeding with approved mix may be used for temporary erosion control.

E. The construction of utility lines and poles in Category II, III or IV wetlands and buffers provided there are no feasible alternatives and impacts are mitigated. [Ord. 362 § 3, 2004.]

14.162.070 Delineation, and wetland analysis requirements.

A. *Wetland Review Procedures – General Requirements.*

- 1. [The Critical Areas Atlas – City Wetland Inventory Maps National Wetlands Inventory \(NWI\) from the United States Fish and Wildlife Service](#) provides an indication of where potential wetlands are located within the [county/city](#). The actual presence or location of a potential wetland or a potential wetland that has not been mapped, but may be present on or adjacent to a site shall be determined using the procedures and criteria established in this chapter.
- 2. The Department will complete a review of the [Critical Areas Atlas – Wetland Inventory Maps most recent version of the National Wetland Inventory data available at https://www.fws.gov/program/national-wetlands-inventory](#) and other source documents for any proposed regulated activity to determine whether the project area for a proposed single-family dwelling unit or other proposed development is located in the vicinity of a known wetland. Identification of a potential wetland may also occur as a result of field investigations conducted by Department staff.

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3. When the Department's maps, sources, or field investigation indicate that a potential wetland is located within ~~200-225~~ feet of the project area for a proposed one-family dwelling unit or other proposed regulated activities, the Department shall require a wetland verification report to determine whether or not a regulated wetland is present and if so, its relative location in relation to the proposed project area or site. The findings of the wetland verification report shall be documented as outlined in subsections [\(B\)\(1\)](#) of this section.
 4. If Department staff completes a field investigation and determines that no regulated wetlands are present, then wetland review will be considered complete.
 5. If it is determined that a wetland exists within ~~200-225~~ feet of a project site, then a wetland analysis report [prepared by a qualified professional](#) shall be required. All wetland analysis reports shall include a proposed categorization of the wetland in accordance with the guidelines set forth in LMC [14.162.030](#), and a calculation of the standard wetland buffer as set forth in LMC [14.162.080](#).
- B. *General Wetland Review.* General wetland review shall include the submittal of a wetland verification report or a wetland analysis report, together with a wetland review fee as established in the City's fee schedule.
1. *Wetland Verification Report.*
 - a. A wetland verification report shall be submitted when a field investigation or review of the City's Critical Areas Atlas determines that a regulated wetland may be present within ~~200-225~~ feet of the site.
 - b. A wetland verification report may determine that:
 - i. No regulated wetland is, in fact, present within ~~200-225~~ feet of the project site; or
 - ii. Wetlands are identified but are evaluated and found to be nonregulated; or
 - iii. A regulated wetland is present within ~~200-225~~ feet of the project site, in which case a wetland analysis report may be required to determine the limits of the wetland, its classification and appropriate buffer width and other appropriate mitigations necessary to protect the wetland functions and values; or
 - iv. A regulated wetland is present; however, categorization can be summarily determined and it is apparent that the standard buffer does not extend within the site.
 - c. The wetland verification report shall include data sheets, site maps, and other field data and information necessary to confirm wetland presence or absence and category. If nonregulated wetlands are identified, a site plan must be provided that identifies their location.
 - d. The wetland verification report shall identify and discuss wetland boundaries within the site as well as those that extend off site. Off-site wetlands and associated standard buffers do not have to be marked in the field.
 - e. Department staff shall review the wetland verification report and either:
 - i. Accept the report and approve the wetland application; or
 - ii. Reject the report and require the submittal of a wetland analysis report.
 2. [Wetland Analysis Critical Areas Report – additional requirements for wetlands. In addition to the general requirements of a critical areas report as outlined in LMC 14.142.160, the following are critical areas report requirements specific to wetlands:](#)
 - a. If a regulated wetland or its standard buffer extends onto the site, the Department shall require a [wetland analysis critical areas report prepared by a qualified professional as required by this title](#). Information required in a [wetland analysis critical areas](#) report is identified in [Appendix C of the Critical Areas Regulations – Administrator's Manual, LMC 14.142.160](#).
 - b. If the Department determines that a Category I wetland is on site which is associated with documented habitat for endangered, threatened, or sensitive species or for potentially extirpated plant species recognized by state or federal agencies, the Department shall also require the submittal of a habitat assessment report as set forth in LMC [14.154.030\(B\)](#).

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- c. If the Department determines that additional mitigation is necessary to offset the identified impacts, the applicant shall comply with the additional mitigation requirements set forth in the wetland analysis report, biological assessment, or SEPA determination.
- d. The Department shall review and approve the [wetland analysis critical areas](#) report to determine the appropriate wetland category and buffer, and shall include the wetland in the City's Wetland Atlas. The Department shall approve the report's findings and proposals unless specific, written reasons are provided which justify not doing so.
- e. ~~e.~~ Approval of the wetland review shall be concluded upon a determination that the [wetland analysis critical areas](#) report and mitigation plan, if applicable, are thorough and accurate, and meet all requirements of this title. [Ord. 726 § 2(Exh. A), 2019; Ord. 362 § 3, 2004.]

14.162.080 Protection standards – Establishing buffers.

A. *Requirements.* The buffer widths in Table 14.1 have been established in accordance with the best available science. They are based on the category of wetland and the habitat score as determined by a qualified wetland professional using the Washington State Wetland Rating System for Western Washington: [2014 Update, and as amended](#).

1. The use of the buffer widths in Table 14.1 requires the implementation of the measures in Table 14.2, where applicable, to minimize the impacts of the adjacent land uses.
 1. If an applicant chooses not to apply the mitigation measures in Table 14.2, then a 33 percent increase in the width of all buffers is required. For example, a 75-foot buffer with the mitigation measures would be a 100-foot buffer without them [to ensure no-net-loss of wetland functions](#).
2. The buffer widths in Table 14.1 assume that the buffer is vegetated with a native plant community appropriate for the ecoregion. If the existing buffer is unvegetated, sparsely vegetated, or vegetated with invasive species that do not perform needed functions, the buffer should either be planted to create the appropriate plant community, or the buffer should be widened to ensure that adequate functions of the buffer are provided.
3. The buffer at its narrowest point is never less than either three-quarters of the required width or 75 feet for Category I and II, 50 feet for Category III and 25 feet for Category IV, whichever is greater.

Table 14.1 Wetland Buffer Requirements

Wetland Category	Buffer width (in feet) based on habitat score			
	3-5 points ⁴	5	6-7 points	8-9 points
Category I: Based on total score	75 ft	105	165-110 ft	225 ft
Category I: Bogs and wetlands of high conservation value	190 ft			225 ft
Category I: Coastal lagoons	150 ft (merge with right)		150 ft ⁶⁵	225 ft
Category I: Interdunal	225 ft (merge with right)		225 ft	225 ft
Category I: Forested	75 ft	105	225 ft ¹⁶⁵	225 ft
Category I: Estuarine	150 ft (buffer width not based on habitat scores)			
Category II: Based on score	75 ft	105	165 ft	225 ft
Category II: Interdunal wetlands	110 ft (merge with right)		110 ft ¹⁶⁵	225 ft
Category II: Estuarine	110 ft (buffer width not based on habitat scores)			
Category III (all)	60 ft	105	225 ft ¹⁶⁵	225 ft
Category IV (all)	40 ft			

Table 14.2 Required Measures to Minimize Impacts to Wetlands

(Measures are required if applicable to a specific proposal)

Disturbance	Activities and Uses that Cause Disturbances	Required Measures to Minimize Impacts
Light	<ul style="list-style-type: none"> • Parking lots • Commercial/industrial uses • Residential uses • Recreation (e.g., athletic fields) • Agricultural buildings 	<ul style="list-style-type: none"> • Direct lights away from wetland • Only use lighting when necessary for public safety, and keep lights off when not needed • Use motion-activated lights where feasible • Use full cut-off filters to cover light bulbs and direct light only where needed • Limit use of blue-white colored lights in favor of red-amber hues • Use lower-intensity LED lighting • Dim light to the lowest acceptable intensity
Noise	<ul style="list-style-type: none"> • Commercial • Industrial • Recreation (e.g., athletic fields, bleachers, etc.) • Residential • Agriculture 	<ul style="list-style-type: none"> • Locate activity that generates noise away from wetland • If warranted, enhance existing buffer with native vegetation plantings adjacent to noise source • For activities that generate relatively continuous, potentially disruptive noise, such as certain heavy industry or mining, establish an additional 10-foot heavily vegetated buffer strip immediately adjacent to the outer wetland buffer
Toxic runoff	<ul style="list-style-type: none"> • Parking lots • Roads • Commercial/industrial • Residential areas • Application of pesticides • Landscaping • Agriculture 	<ul style="list-style-type: none"> • Route all new, untreated runoff away from wetland while ensuring wetland is not dewatered • Establish covenants limiting use of pesticides within 150 feet of wetland • Apply integrated pest management

Table 14.2 Required Measures to Minimize Impacts to Wetlands

(Measures are required if applicable to a specific proposal)

Disturbance	Activities and Uses that Cause Disturbances	Required Measures to Minimize Impacts
Storm water runoff	<ul style="list-style-type: none"> • Parking lots • Roads • Residential areas • Commercial/industrial • Recreation • Landscaping/lawns • Other impermeable surfaces, compacted soil, etc. 	<ul style="list-style-type: none"> • Retrofit storm water detention and treatment for roads and existing adjacent development • Prevent channelized or sheet flow from lawns that directly enters the buffer • Infiltrate or treat, detain, and disperse new runoff from impervious surfaces and lawns • Use low intensity-impact development (LID) techniques (for more information refer to the drainage ordinance and manual)
Pets and human disturbance	<ul style="list-style-type: none"> • Residential areas • Recreation 	<ul style="list-style-type: none"> • Use privacy fencing OR plant dense vegetation to delineate buffer edge and to discourage disturbance using vegetation appropriate for the coregion • Place wetland and its buffer in a separate tract or protect with a conservation easement • Place signs around the wetland buffer every 50-200 feet and at the back of each residential lot in a subdivision
Dust	<ul style="list-style-type: none"> • Tilled fields • Roads 	<ul style="list-style-type: none"> • Use best management practices to control dust
Disruption of corridors or connections	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Maintain connections to off-site areas that are undisturbed • Restore corridors or connections to off-site habitats by replanting

- B. Buffer widths may be modified by averaging, ~~reducing~~, or increasing.
1. Buffer width averaging may be allowed only where the applicant demonstrates the following:
 - a. Buffer encroachment is unavoidable.
 - b. A habitat assessment has been submitted which demonstrates that the site does not provide habitat for any endangered, threatened, or sensitive fish or animal species; or
 - c. For wetlands and/or required buffers associated with documented habitat for endangered, threatened, or sensitive fish or wildlife species, a habitat assessment report has been submitted that demonstrates that the buffer modification will not result in an adverse impact to the species of study.
 - d. The wetland contains variations in sensitivity due to existing physical characteristics; and
 - e. Width averaging will not adversely impact the wetland or critical fish and wildlife habitat; and
 - f. The total buffer area after averaging is no less than the buffer area prior to averaging; and
 - g. The minimum buffer width will not be less than 75 percent of the widths established in subsection [A](#) of this section.
 - h. The averaging is accomplished within the project boundaries.
 - i. Buffer width averaging shall only be permitted where it is shown that there are no feasible

alternatives to the site design that could be accomplished without buffer averaging.

~~2.~~ Buffer width reduction may be allowed only where the applicant demonstrates the following circumstances. Such reduction shall not result in greater than a 25 percent reduction in the buffer width established in subsection A of this section and shall result in a buffer no less than 30 feet in any case:

~~a.~~ The proposed buffer area is extensively vegetated and has less than 15 percent slopes, and the reduction will not result in adverse impacts to the wetland; or

~~b.~~ The project includes a buffer enhancement plan, as part of the mitigation required by LMC 14.162.100. The buffer enhancement plan shall use plant species which are indigenous to the project area, and shall substantiate that an enhanced buffer will improve the functional attributes of the buffer to provide additional protection for wetland functional values; or

~~c.~~ The acreage included in the buffer would substantially exceed the size of the wetland and the reduction will not result in adverse impacts to the wetland or the project includes a buffer enhancement plan which ensures that the reduction will not result in adverse impacts to the wetland.

~~3.2.~~ The Department may require increased buffer width when a larger buffer is necessary to protect wetland functions and values based on local conditions. This determination shall be reasonably related to protection of the functions and values of the regulated wetland. Such determination shall demonstrate that:

- a. A larger buffer is necessary to maintain viable populations of existing species; or
- b. The wetland is used by species listed by the federal government or the state as endangered, threatened, sensitive or as documented priority species or habitats, or essential or outstanding potential sites such as heron rookeries or raptor nesting areas; or
- c. The adjacent land is susceptible to severe erosion and erosion control measures will not effectively prevent adverse wetland impacts; or
- d. The adjacent land has minimal vegetative cover or slopes greater than 15 percent.

C. Buffers shall be measured perpendicular from the wetland edge.

D. When buffer boundaries have been determined, they shall be marked in the field by a licensed surveyor. The markers shall be clearly visible, durable, and permanently affixed to the ground.

E. A building setback line of eight feet shall be required from the edge of a buffer.

F. Except as otherwise specified, buffers shall be retained in a natural condition.

~~G.~~ A wetland buffer shall not be required to extend beyond an existing substantial improvement such as an improved road, dike, levee, or ~~a permanent structure~~ other permanent infrastructure of a linear nature, where the existing improvement obviates the beneficial impact that the buffer would provide for the wetland. In these cases, the edge of said linear infrastructure shall be considered the extent of the buffer if the following are true:

~~1.~~ the portion of the wetland buffer on the other side of the existing substantial improvement can be shown to provide insignificant function compared to the buffer on the wetland side;

~~2.~~ the existing substantial improvement cannot be feasibly removed, relocated, or restored to provide buffer functions; and

~~1.3.~~ The functional analysis in this sub-section is included in the critical areas report prepared by a qualified professional under the requirements of this chapter. [Ord. 630 § 8, 2015; Ord. 362 § 3, 2004.]

14.162.090 Protection standards for allowing regulated activities in wetlands and buffers.

A. Regulated activities in Category III and IV wetlands and/or buffers for Category III and IV wetlands may be allowed when the applicant demonstrates to the Department that all adverse impacts to wetlands will be mitigated according to LMC [14.162.100](#).

B. The placement of access roads, utility lines, and utility poles may be allowed in buffers for Category II wetlands if the following conditions are met:

1. There is no feasible alternative location for an access road and/or utilities to the site; and
2. The applicant demonstrates that all adverse impacts to wetlands will be mitigated according to a mitigation plan which complies with LMC [14.162.100](#).

C. The following activities may be allowed in a buffer without a complete mitigation plan if the applicant demonstrates to the Department that all adverse impacts to wetlands will be mitigated according to LMC [14.162.100](#). In cases that require environmental review, a threshold environmental determination may not be made until the Department is satisfied that adequate mitigation will occur. The allowed activities are as follows:

1. One well and necessary appurtenances, including a pump and appropriately sized pump house, but not including a water storage tank (unless the water storage tank can be contained within the pump house), may be allowed on each site in a buffer if all the following conditions are met:
 - a. The pump house is a one-story building with a ground area of less than 220 square feet; and
 - b. The well is more than 75 feet deep; and
 - c. For Category I and II wetlands, the minimum distance from the well and appurtenances to the wetland edge is no less than 50 percent of the buffer widths established in the table in LMC [14.162.080\(A\)](#); and
 - d. Access to the well and pump house shall be by a pervious trail for pedestrian traffic only, or, if necessary, by an unimproved access for a maintenance vehicle.
2. Pervious walkways and trails and associated viewing platforms; provided, that those pathways are limited to minor crossings having no adverse impact on water quality. They should be generally parallel to the perimeter of the wetland, located only in the outer 25 percent of the wetland buffer area and located to avoid removal of significant trees. They should be limited to pervious surfaces no more than five feet in width for pedestrian use only. Raised boardwalks utilizing nontreated pilings may be acceptable. In the case of Category I wetlands the minimum distance from the wetland edge is no less than 50 percent of the buffer width established in the table in LMC [14.162.080\(A\)](#).
3. The placement of utility lines which do not require excavation, or utility poles, in any part of a buffer for a Category II, III, or IV wetland. They may be placed in a buffer for a Category I wetland; provided, that the minimum distance from the wetland edge is no less than 50 percent of the Category I buffer width established in the table in LMC [14.162.080\(A\)](#).
4. Activities within that area of a buffer in which a direct line to the wetland is obstructed by an existing substantial improvement such as an improved road or a permanent structure, the presence of which significantly reduces the likely impact of the proposed activity on the wetland.

A zoning certification, building permit, and/or site development permit shall not be issued for these regulated activities until the applicant demonstrates to the satisfaction of the Department that all adverse impacts to wetlands will be mitigated according to LMC [14.162.100](#).

D. *Reasonable Use Exception—Category I and II Wetlands.* Regulated activities in Category I and II wetlands and/or buffers for Category I and II wetlands may be allowed only if, following a public hearing, the Hearing Examiner determines that a reasonable use exception is warranted pursuant to LMC ~~14.142.080~~ [14.142.090](#), and the following criteria are met:

1. No reasonable use with less impact on the wetland is possible; and
2. There is no feasible on-site alternative to the proposed activities, including phasing of project implementation, change in timing of activities, revision of road and lot layout, and/or related site planning and density considerations, that would allow a reasonable economic use with less adverse impacts to wetlands; and

3. The proposed activities will result in minimum feasible alteration or impairment to the wetland's functional characteristics and existing contours, vegetation, fish and wildlife resources, and hydrological conditions; and
4. The disturbance of wetlands has been minimized by locating any necessary activities outside the wetland to the extent possible; and
5. The proposed activities will not jeopardize the continued existence of species listed by the federal government or the state as endangered, threatened, sensitive, or documented priority species or priority habitats; and
6. The proposed activities will not cause significant degradation of ground water or surface water quality; and
7. The proposed activities comply with all state, local and federal laws, including, but not limited to, those related to sediment control, pollution control, floodplain restrictions, and on-site wastewater disposal; and
8. Any and all regulated activities in wetlands and buffers will be mitigated according to LMC [14.162.100](#). The Examiner may require the preparation of a formal mitigation plan; and
9. There will be no damage to nearby public or private property and no threat to the health or safety of people on or off the property; and
10. The inability to derive reasonable economic use of the property is not the result of actions by the applicant in segregating or dividing the property and creating the undevelopable condition after the effective date of this chapter.

E. *Reasonable Use Provision, Categories III and IV Wetlands.* If an applicant for a regulated activity on a Category III or IV wetland and/or associated buffer cannot obtain permission through the procedures described in subsections [A](#) and [C](#) of this section, the activity may be allowed if, following a public hearing, the Hearing Examiner determines the criteria of subsection [D](#) of this section are met. [Ord. 630 § 9, 2015; Ord. 362 § 3, 2004.]

14.162.100 Mitigation.

~~A.—All activities in wetlands and/or buffers shall be mitigated according to this section. Mitigation sequencing is used to determine the type and extent of mitigation and is considered in order of preference, however there may be circumstances when an alternative mitigation strategy is preferable such as a mitigation bank, in-lieu fee program, or advance mitigation project that is implemented according to federal and state rules, state policy and state water quality regulations.~~

~~The order of preference for mitigation is:~~

~~A. The mitigation proposed should comply with LMC 14.142.150, as well as the following provisions.~~

~~Avoiding the impact altogether by not taking a certain action or parts of actions, and providing specified buffers and setbacks. Provision of specified buffers and setbacks is the expected method of mitigation unless an activity is listed as exempt, a reasonable use exception has been granted according to the provisions of this chapter, or an appropriate alternative mitigation program has been approved through a formal mitigation plan.~~

~~Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to reduce impacts.~~

~~The following types of mitigation (no order of preference):~~

~~Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;~~

~~Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;~~

~~Compensating for the impact by replacing or providing substitute resources or environments;~~

~~Monitoring the impact and compensation and taking appropriate corrective measures.~~

Mitigation for individual actions may include a combination of the above measures.

- B. Methods of Compensatory Mitigation. Mitigation for wetland and buffer impacts shall rely on a method listed below in order of preference. A lower-preference form of mitigation shall be used only if the applicant's qualified wetland professional demonstrates to the Director's satisfaction that all higher-ranked types of mitigation are not viable, consistent with the criteria in this Section.
1. Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions and environmental processes to a former or degraded wetland. Restoration is divided into two categories:
 - a. Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions and environmental processes to a former wetland. Re-establishment results in rebuilding a former wetland and results in a gain in wetland area and functions. Example activities could include removing fill, plugging ditches, or breaking drain tiles to restore a wetland hydroperiod, which in turn will lead to restoring wetland biotic communities and environmental processes.
 - b. Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions and environmental processes to a degraded wetland. Rehabilitation results in a gain in wetland function but does not result in a gain in wetland area. The area already meets wetland criteria, but hydrological processes have been altered. Rehabilitation involves restoring historic hydrologic processes. Example activities could involve breaching a dike to reconnect wetlands to a floodplain or return tidal influence to a wetland.
 2. Establishment (Creation): The manipulation of the physical, chemical, or biological characteristics of a site to develop a wetland on an upland where a wetland did not previously exist at an upland site. Establishment results in a gain in wetland area and functions. An example activity could involve excavation of upland soils to elevations that will produce a wetland hydroperiod and hydric soils by intercepting groundwater, and in turn supports the growth of hydrophytic plant species.
 - a. If a site is not available for wetland restoration to compensate for expected wetland and/or buffer impacts, the Director may authorize establishment of a wetland and buffer upon demonstration by the applicant's qualified wetland professional that:
 - i. The hydrology and soil conditions at the proposed mitigation site are conducive for sustaining the proposed wetland and that establishment of a wetland at the site will not likely cause hydrologic problems elsewhere;
 - ii. Adjacent land uses and site conditions do not jeopardize the viability of the proposed wetland and buffer (e.g., due to the presence of invasive plants or noxious weeds, stormwater runoff, noise, light, or other impacts); and
 - iii. The proposed wetland and buffer will eventually be self-sustaining with little or no long-term maintenance.
 - iv. The proposed wetland would not be established at the cost of another high-functioning habitat (i.e., ecologically important uplands).
 3. Preservation (Protection/Maintenance). The removal of a threat to, or preventing the decline of, wetlands by an action in or near those wetlands. This term includes activities commonly associated with the protection and maintenance of wetlands through the implementation of appropriate legal and physical mechanisms such as recording conservation easements and providing structural protection like fences and signs. Preservation does not result in a gain of aquatic resource area or functions but may result in a gain in functions over the long term. Preservation of a wetland and associated buffer can be used only if:
 - a. The Director determines that the proposed preservation is the best mitigation option;
 - b. The proposed preservation site is under threat of undesirable ecological change due to permitted, planned, or likely actions that will not be adequately mitigated under existing regulations;
 - c. The area proposed for preservation is of high quality or critical for the health and ecological sustainability of the watershed or sub-basin. Some of the following features may be indicative of high-quality sites:
 - i. Category I or II wetland rating.

- ii. Rare or irreplaceable wetland type [e.g. peatlands, mature forested wetland, estuaries, vernal pools, alkali wetlands] or aquatic habitat that is rare or a limited resource in the area.
 - iii. The presence of habitat for threatened or endangered species (state, federal, or both).
 - iv. Provides biological and/or hydrological connectivity to other habitats.
 - v. Priority sites identified in an adopted watershed plan.
 - c. Permanent preservation of the wetland and buffer shall be provided through a legal mechanism such as a conservation easement or tract held by an appropriate natural land resource manager/land trust.
 - d. The Director may approve another legal and administrative mechanism in lieu of a conservation easement if it is determined to be adequate to protect the site.
4. Enhancement. The manipulation of the physical, chemical, or biological characteristics of a wetland to heighten, intensify, or improve specific wetland function(s). Enhancement is undertaken for specified purposes such as water quality improvement, flood water retention, or wildlife habitat. Enhancement results in the gain of selected wetland function(s) but may also lead to a decline in other wetland function(s). Enhancement does not result in a gain in wetland area. Enhancement activities could include planting vegetation, controlling non-native or invasive species, and modifying site elevations to alter hydroperiods in existing wetlands.

Applicants proposing to enhance wetlands and/or associated buffers shall demonstrate how the proposed enhancement will increase the wetland and/or buffer functions, how this increase in function will adequately compensate for the impacts, and how existing wetland functions at the mitigation site will be protected.

5. Alternative Types of Mitigation/Resource Tradeoffs. The Director may approve alternative mitigation proposals that are based on best available science, such as priority restoration plans that achieve restoration goals identified in the SMP. Alternative mitigation proposals shall provide an equivalent or better level of ecological functions and values than would be provided by standard mitigation approaches. Alternative mitigation approaches shall comply with all reporting, monitoring, and performance measures of this Section including adherence to mitigation sequencing. The City may consult with agencies with expertise and jurisdiction over the critical areas during the review to assist with analysis and identification of appropriate performance measures that adequately safeguard critical areas. The Director will consider the following for approval of an alternative mitigation proposal:
- a. Clear identification of how an alternative approach will achieve equal or better ecological benefit.
 - b. The proposal uses a watershed approach consistent with Selecting Wetland Mitigation Sites Using a Watershed Approach [Western Washington or Eastern Washington (Ecology Publication #09-06-32 or Publication #10-06-007), or as revised].
 - c. All impacts are identified, evaluated, and mitigated.
 - d. Methods to demonstrate ecological success are clear and measurable.

- C. Location of Compensatory Mitigation. Permittee-responsible compensatory mitigation actions shall be conducted using a watershed approach and shall generally occur within the same sub-drainage basin. However, when the applicant can demonstrate that a mitigation site in a different sub-drainage basin is ecologically preferable, it should be used.

The following criteria will be evaluated when determining whether on-site or offsite compensatory mitigation is ecologically preferable. When considering the location of mitigation, preference should be given to using programmatic approaches, such as a mitigation bank or an ILF program.

1. No reasonable opportunities exist on site or within the sub-drainage basin or opportunities on site or within the sub-drainage basin do not have a high likelihood of success based on a determination of the capability of the site to compensate for the impacts. Considerations should include anticipated replacement ratios for wetland mitigation, buffer conditions and required widths, available water to

- maintain anticipated hydrogeomorphic class(es) of wetlands when restored, proposed flood storage capacity, and potential to mitigate riparian fish and wildlife impacts (such as connectivity);
2. On-site mitigation would require elimination of high-quality upland habitat;
 3. Off-site mitigation has a greater likelihood of providing equal or improved wetland functions compared to the altered wetland.
 4. Off-site locations shall be in the same sub-drainage basin unless:
 - a. Watershed goals for water quality, flood storage or conveyance, habitat, or other wetland functions have been established by the [City/County] and strongly justify locating mitigation at another site;
 - b. Credits from a state-certified wetland mitigation bank are used as compensation, and the use of credits is consistent with the terms of the certified bank instrument;
 - c. Fees are paid to an approved ILF program to compensate for the impacts.
 5. The design for the compensatory mitigation project needs to be appropriate for its position in the landscape. Therefore, compensatory mitigation should not result in the creation, restoration, or enhancement of an atypical wetland.
- D. Timing of Compensatory Mitigation. It is preferred that compensatory mitigation projects be completed prior to activities that will impact wetlands. At the least, compensatory mitigation shall be completed immediately following wetland impacts and prior to use or occupancy of the action or development. Construction of mitigation projects shall be timed to reduce impacts to existing fisheries, wildlife, and flora.
1. The Director may authorize a one-time temporary delay in completing construction or installation of the compensatory mitigation when the applicant provides a written explanation from a qualified wetland professional as to the rationale for the delay. An appropriate rationale would include identification of the environmental conditions that could produce a high probability of failure or significant construction difficulties. For example, a project delay that creates conflicts with other regulatory requirements (fisheries, wildlife, stormwater, etc.) or installing plants should be delayed until the dormant season to ensure greater survival of installed materials. The delay shall not create or perpetuate hazardous conditions or environmental damage or degradation, and the delay shall not be injurious to the health, safety, or general welfare of the public. The request for the delay shall include a written justification that documents the environmental constraints that preclude timely implementation of the compensatory mitigation plan. The justification will be verified by the City, who will issue a formal decision.
- E. Monitoring. Mitigation monitoring shall be required for a period necessary to establish that performance standards have been met, but not for a period less than five years. If a scrub-shrub or forested vegetation community is proposed, monitoring may be required for ten years or more. The mitigation plan shall include monitoring elements that ensure success for the wetland and buffer functions. If the mitigation goals are not attained within the initially established monitoring period, the applicant remains responsible for managing the mitigation project until the goals of the mitigation plan are achieved.
- 1.—Avoiding the impact altogether by not taking a certain action or parts of actions, and providing specified buffers and setbacks. Provision of specified buffers and setbacks is the expected method of mitigation unless an activity is listed as exempt, a reasonable use exception has been granted according to the provisions of this chapter, or an appropriate alternative mitigation program has been approved through a formal mitigation plan.
 - 2.—Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to reduce impacts:
 - 3.—The following types of mitigation (no order of preference):
 - a.—Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
 - b.—Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
 - c.—Compensating for the impact by replacing or providing substitute resources or environments.
 - 4.—Monitoring the impact and compensation and taking appropriate corrective measures.
 - 5.—Mitigation for individual actions may include a combination of the above measures.

A.F. Compensatory mitigation for alterations to wetlands shall be used only for impacts that cannot be avoided or minimized and shall achieve equivalent or greater biologic functions. Compensatory mitigation plans shall be consistent with Wetland Mitigation in Washington State – Part 2: Developing Mitigation Plans – Version 1 (Ecology Publication No. 06-06-011b, Olympia, WA, March 2006, or as revised), and Selecting Wetland Mitigation Sites Using a Watershed Approach (Western Washington) (Publication No. 09-06-32, Olympia, WA, December 2009).

6.1. Mitigation ratios shall be consistent with subsection **(B)(3)** of this section.

7. Mitigation requirements may also be determined using the credit/debit tool described in *Calculating Credits and Debits for Compensatory Mitigation in Wetlands of Western Washington: Final Report* (Ecology Publication No. 10-06-011, Olympia, WA, March 2012, or as revised).

Category and Type of Wetland	Creation or Reestablish	Rehabilitation	Preservation	Enhancement
Category I: Mature forested	6:1	12:1	24:1	16:1
Category I: Based on functions	4:1	8:1	16:1	16:1
Category II	3:1	6:1	12:1	12:1
Category III	2:1	4:1	8:1	8:1
Category IV	1.5:1	3:1	6:1	6:1

8.2. Wetland Mitigation Ratios[1].

Category and Type of Wetland	Creation or Reestablishment	Rehabilitation	Enhancement
Category I: Bog, natural heritage site	Not considered possible	Case by case	Case by case
Category I: Mature forested	6:1	12:1	24:1
Category I: Based on functions	4:1	8:1	16:1
Category II	3:1	6:1	12:1
Category III	2:1	4:1	8:1

3. Ratios for rehabilitation and enhancement may be reduced when combined with 1:1 replacement through creation or reestablishment. See Table 1a, Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance – Version 1 (Ecology Publication No. 06-06-011a, Olympia, WA, March 2006, or as revised).
4. The detailed mitigation plan shall be signed by the wetland specialist to indicate that the plan is according to specifications determined by the wetland specialist. A signed original mitigation plan shall be submitted to the Department.
5. Approval of the detailed mitigation plan shall be signified by a notarized memorandum of agreement signed by the applicant and Department Director or designate, and recorded with the County Auditor. The agreement shall refer to all requirements for the mitigation project.
6. The mitigation project shall be completed according to a schedule agreed upon between the Department and the applicant.
7. Wetland mitigation shall occur according to the approved wetland mitigation plan, and shall be consistent with provisions of this chapter.
8. On completion of construction for the wetland mitigation project, the wetland specialist shall notify the Department. The Department will inspect and review the construction project prior to acceptance. [Ord. 630 § 10, 2015; Ord. 362 § 3, 2004.]

14.162.110 — New agricultural activities.

An applicant may use the following procedure to initiate agricultural activities:

A.—Where the Department determines that a regulated wetland may be present within 150 feet of the proposed activity, the applicant shall select one of the following options:

- 1.—The applicant shall provide the Department with a report prepared by a wetland specialist which recommends the appropriate wetland category and includes rationale for the recommendation. The Department will review and approve the wetland category and buffer as follows:

Wetland Category	Buffer
I	150 feet
II	100 feet
III	50 feet
IV	25 feet

- 2.—Alternatively, the Department, upon request, shall determine the appropriate wetland category. The buffer width shall be according to the table in subsection (A)(1) of this section.

B.—The Department will determine whether the activity would intrude into the buffer, the wetland, or both.

- 1.—If the Department determines that the proposed activity may intrude into the wetland and/or buffer, the applicant shall prepare a delineation report subject to approval by the Department; or
- 2.—If the Department determines that the proposed activity may intrude only into the buffer, the Department, upon request, shall delineate the wetland.

C.—Following approval of the delineation report or the Department’s completion of the delineation, the applicant

~~shall place permanent, clearly visible markers on site at the edge of the buffer. Placement of markers by a licensed surveyor is not required. No regulated activities shall occur within the wetland and/or buffer except as allowed in subsection D of this section. Temporary intrusion into the buffer necessary for construction activities may be allowed if the buffer can be adequately restored. Livestock shall be fenced from the wetland and buffer, unless the requirements of subsection D of this section are met.~~

D.—Agricultural activities may be initiated:

- 1.—In a buffer, if the applicant demonstrates to the Department that all adverse impacts to wetlands will be mitigated:
- 2.—In the wetland after Department approval of the following reports, which shall be prepared by a wetland specialist obtained by the applicant:
 - a.—A report which recommends the appropriate wetland category and includes rationale for the recommendation, unless the category has already been determined by the Department; and
 - b.—A wetland delineation report, unless a delineation has already been approved by the Department; and
 - c.—A best management plan developed by the Pierce County Conservation District or USDA Soil Conservation Service. A wetland specialist shall review the plan and specify mitigation for all impacts to wetlands, other than water quality impacts reviewed by the Conservation District or Soil Conservation Service; and
 - d.—A report prepared by a wetland specialist which demonstrates that the proposed activity:
 - i.—Will not jeopardize the continued existence of species listed by the federal government or the state as endangered, threatened, sensitive, or documented priority species or priority habitats;
 - ii.—Will not cause significant degradation of ground water or surface water quality; and
 - iii.—Will not damage public or private property and will not threaten public health or safety. [~~Ord. 362 § 3, 2004.~~]

14.162.1120 Alternative review process, Corps of Engineers Section 404 individual permits.

A. The alternative review process outlined below will may be used in cases where a Section 404 individual permit is required from the U.S. Army Corps of Engineers. (Refer to [33 CFR Sections 320.1, 323.2\(g\)](#), and [325.5\(b\)\(1\)](#).)

1. The applicant shall notify the Department when the applicant applies for the Section 404 permit or contacts the Corps concerning a specific project.
2. The applicant shall apprise the Department of the Corps' permitting process, including notifying the Department of all hearings or meetings scheduled to discuss the applicant's project, potential mitigation or approval.
3. The review process of the Corps will substitute for the review process outlined in LMC 14.162.130 when the protection of the wetland or wetlands in question is equal to or better than the provisions of this chapter or the City's SMP. When protection through the Corps permitting process is lesser than in this chapter or the SMP, the provisions of the latter shall be used.
- 1-4. The City participation in the Corps' review process does not constitute approval of the applicant's project by the City. The substantive provisions of this chapter are still applicable and authorization of regulated activities will be approved or denied by the Department based upon those provisions. However, the Department shall consider the mitigation requirements as set forth by

the commenting agencies during the Corps' review process and shall concur with that mitigation, if it is functionally equivalent [with to or more protective than](#) the requirements of this chapter.

5. The applicant shall submit the information specified in LMC [14.162.070](#) and [14.162.100](#) to the Department when filing for the Corps permit. The Department may also require the submittal of any additional information deemed necessary.

2-6. *Notice of Application.* A notice of application will be required for any permit applications subject to Chapter [18A.20](#) LMC, Article III. [Ord. 726 § 2(Exh. A), 2019; Ord. 362 § 3, 2004.]

14.162.1230 Wetland review procedure, fees, and title notification.

A. *Procedure.* The provisions of this section regarding wetlands regulation shall be incorporated and integrated into other City permitting requirements including, but not limited to, the review and issuance of zoning certifications, site development permits, clearing and grading permits, building permits, environmental reviews under SEPA, administrative and conditional use permits, shoreline permits and subdivisions.

B. *Fees.* Each applicable fee shall be payable at the time the applicant submits an application or document to which a fee applies according to the City's fee schedule.

C. *Notice on Title.* When the City determines that activities not exempt from this chapter are proposed, the property owner shall file for record with the Pierce County Auditor a notice approved by the Department in a form substantially as set forth below. The notice shall provide notice in the public record of the presence of a wetland or buffer, the application of this chapter to the property, and that limitations on actions in or affecting such wetlands and buffers may exist. The notice shall be notarized and shall be recorded prior to approval of any land use proposal for the site.

Notice on title is not required for utility line easements on lands not owned by the jurisdiction conducting the regulated activity.

Form of notice:

WETLAND AND/OR WETLAND BUFFER NOTICE

Tax Parcel

Number:

Name:

Address:

Legal Description:

NOTICE: This property contains wetlands or wetland buffers as defined by the City Code 14.162. Restrictions on use or alteration of the wetlands or wetland buffers may exist due to natural conditions of the property and resulting regulations.

Signature of owner _____

Date: _____

(NOTARY ACKNOWLEDGMENT)

D. Wetland Tract.

1. Prior to final approval of any development application on a property containing a wetland or wetland buffer, the part of the wetland and/or buffer which is on the site shall be placed in a separate wetland tract or tracts, protective easement, public or private land trust dedication, or similarly preserved through an appropriate permanent protective mechanism as determined by the City. All wetland tracts, protective easements, land trust dedications and other similarly preserved areas shall remain undeveloped in perpetuity, except as they may be allowed to be altered pursuant to this chapter.
2. Prior to final approval of any development application on a property containing a wetland or wetland buffer, the common boundary between a wetland tract, protective easement, land trust dedication, or other similarly preserved area and the adjacent land shall be permanently identified with permanent signs. Sign locations, wording, and size and design specifications shall be as required by the Department.
3. At any time after a wetland tract, protective easement, land trust dedication, or other similarly preserved area has been established, the owner may submit a delineation report to the Department. If the Department determines that a boundary change has occurred, or that a wetland no longer exists, the wetland tract, protective easement, land trust dedication, or other similarly preserved area may be altered or eliminated, as appropriate. If the Department determines that wetland boundaries have changed or that a wetland has been eliminated due wholly or in part to illegal activity, a change or elimination of wetland tract, protective easement, land trust dedication, or other similarly preserved area shall not be permitted.
4. A wetland tract, protective easement, land trust dedication, or other similarly preserved area is not required for utility lines in easements on lands not owned by the jurisdiction conducting the regulated activity.

E. Review and Approval. Provisions for the protection of wetlands in conjunction with regulated activities shall be reviewed and approved by the Department. Approval shall be granted upon a determination that the wetland analysis report and mitigation plan meet all applicable requirements of this chapter, and that the monitoring program and contingency plan are tied to an acceptable financial guarantee to assure that the requirements will be complied with.

F. Expiration. Approvals shall be valid for a period of three years from the date of issue unless a longer or shorter period is specified by the Department. An extension of an original approval may be granted upon submittal of a written request to the Department prior to expiration. Prior to the granting of an extension, the Department may require updated studies if, in its judgment, the original intent of the approval is altered or enlarged by the renewal, if the circumstances relevant to the review and issuance of the original permit have changed substantially, or if the applicant failed to abide by the terms of the original approval. [Ord. 362 § 3, 2004.]

Chapter 14.165

DEFINITIONS

Sections:

14.165.010 **Definitions.**

14.165.10 Definitions.

For the purpose of this title, in addition to the definitions in LMC [18A.10.180](#), the following definitions shall apply:

“Abutting” means bordering upon, to touch upon, in physical contact with. Sites are considered abutting even though the area of contact may be only a point.

“Activity” means any use conducted on a site.

“Agricultural activities” means the production of crops and/or raising or keeping livestock, including operation and maintenance of farm and stock ponds, drainage ditches, irrigation systems, and normal operation, maintenance and repair of existing serviceable agricultural structures, facilities or improved areas, and the practice of aquaculture. Forest practices regulated under Chapter [76.09](#) RCW, Title [222](#) WAC are not included in this definition.

“Alluvial geologic unit” means geologically recent stream, lake, swamp and beach deposits of gravel, sand, silt and peat.

“Animal containment area” means a site where two or more animal units of large animals per acre or three-quarters of an animal unit of small animals per acre are kept, and where a high volume of waste material is deposited in quantities capable of impacting ground water resources.

“Animal unit” means the equivalent of 1,000 pounds of animal.

“Applicant” means a person, party, firm, corporation, or other legal entity that proposes a development on a site.

“Aquifer” means a saturated geologic formation which will yield a sufficient quantity of water to serve as a private or public water supply.

“Aquifer recharge area” means areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of ground water resources or contribute significantly to the replenishment of ground water with potential to be used for potable water. For the purposes of this title, all of the area located within the Clover/Chambers Creek Basin boundary or the two highest DRASTIC zone boundaries is included in the aquifer recharge area.

“Aquifer susceptibility” means the ease with which contaminants can move from the land surface to the aquifer based solely on the types of surface and subsurface materials in the area. Susceptibility usually defines the rate at which a contaminant will reach an aquifer unimpeded by chemical interactions with the vadose zone media.

“Base flood” means the flood having a one percent chance of being equaled or exceeded in any given year, also referred to as the “100-year flood.” The area subject to the base flood is the special flood hazard area designated on flood insurance rate maps as Zones “A” or “V.”

“Base flood elevation” means the elevation of the base flood above the datum of the effective firm.

“Basement” means any area of structure having its floor sub-grade (below ground level) on all sides.

“Best management plan” means a plan developed for a property which specifies best management practices for the control of animal wastes, storm water runoff, and erosion.

[“Biologist” means a qualified professional for critical area reports who has earned at least a bachelor of science degree in biological sciences from an accredited college or university, and has at least four years of professional experience as a biologist.](#)

“Buffer” means an area contiguous with a critical area that is required for the integrity, maintenance, function, and structural stability of the critical area.

“Building footprint” means the horizontal area measured within the outside of the exterior walls of the ground floor of all principal and accessory buildings on a lot.

“Channel migration area” means that area within the lateral extent of likely stream channel movement due to stream bank destabilization and erosion, rapid stream incision, aggradation, avulsions, and shifts in location of stream channels plus 50 feet.

“Class” means one of the wetland classes used to categorize wetlands by their attributes and characteristics. Wetlands shall be rated using the latest adopted version of the Washington State Wetland Rating System for Western Washington published by the Washington State Department of Ecology.

“Class I injection well” means a well used to inject industrial, commercial, or municipal waste fluids beneath the lowermost formation containing, within one-quarter mile of the well bore, an underground source of drinking water.

“Class II injection well” means a well used to inject fluids: brought to the surface in connection with conventional oil or natural gas exploration or production and may be commingled with wastewaters from gas plants that are an integral part of production operations, unless those waters are classified as dangerous wastes at the time of injection; for enhanced recovery of oil or natural gas; or for storage of hydrocarbons that are liquid at standard temperature and pressure.

“Class III injection well” means a well used for extraction of minerals, including but not limited to the injection of fluids for: in-situ production of uranium or other metals that have not been conventionally mined; mining of sulfur by Frasch process; or solution mining of salts or potash.

“Class IV injection well” means a well used to inject dangerous or radioactive waste fluids.

“Class V injection wells” means all injection wells not included in Class I, II, III, or IV.

“Classification” means defining value and hazard categories to which critical areas and natural resource lands will be assigned.

“Clearing” means the cutting, moving on site, or removal of standing or fallen timber; the removal or moving on site of stumps; or the cutting or removal of brush, grass, ground cover, or other vegetative matter from a site in a way which exposes the earth’s surface of the site. In addition to the above, clearing is an activity which does not require reforestation per an approved forest practices application/notification issued by the Department of Natural Resources.

“Cliff” means a steep vertical or overhanging face of rock or earth greater than 25 feet in height.

“Compensatory mitigation” means mitigation to compensate for loss of wetland habitat due to filling of wetlands or other regulated activities in wetlands.

“Confined aquifer” means an aquifer bounded above and below by beds of distinctly lower permeability than that of the aquifer itself and that contains ground water under sufficient pressure for the water to rise above the top of the aquifer.

“Confining formation” means the relatively impermeable formation immediately overlying an artesian aquifer.

“Contaminant” means any chemical, physical, biological, or radiological substance that does not occur naturally or occurs at concentrations and duration as to be injurious to human health or welfare or shown to be ecologically damaging.

“Critical aquifer recharge area” means areas that are determined to have a critical recharging effect on aquifers used as a source for potable water, and are vulnerable to contamination from recharge.

“Critical areas” means wetlands, [flood hazard frequently flooded](#) areas, fish and wildlife habitat [conservation](#) areas, aquifer recharge areas, and geologically hazardous areas as defined in this chapter.

“Critical facilities” means those facilities occupied by populations or which handle dangerous substances including but not limited to hospitals, medical facilities; structures housing, supporting or containing toxic or explosive substances; covered public assembly structures; school buildings through secondary including day-care centers; buildings for colleges or adult education; jails and detention facilities; and all structures with occupancy of greater than 5,000 people.

“Degraded” means to have suffered a decrease in naturally occurring functions and values due to activities undertaken or managed by persons, on or off a site.

“Delineation” means identification of wetlands and their boundaries done in accordance with the approved federal wetland delineation manual and applicable regional supplements.

“Delineation report” means a written document prepared by a wetland specialist which includes data sheets, findings of the delineation and a site plan which identifies the wetland boundaries.

“Department” means the City of Lakewood Department of Community Development.

“Designation” means taking formal legislative and/or administrative action to adopt classifications, inventories, and regulations.

“Developed lot” means any lot developed with a primary use and structure(s), not generally subject to further development with additional units or other primary uses.

“Development” means any human-induced change to improved or unimproved real property including, but not limited to, the construction of buildings or other structures, placement of manufactured home/mobile, mining, dredging, clearing, filling, grading, paving, excavation, drilling operations, storage of equipment or materials, subdivision of property, removal of substantial amounts of vegetation, or alteration of natural site characteristics.

“Director” means the Director of the Department of Community Development or his/her designee.

“DRASTIC” means a model developed by the National Water Well Association and Environmental Protection Agency used to measure aquifer susceptibility.

“Dry certificate” means any combination of structural and nonstructural measures that prevent flood waters from entering a structure.

“Earth/earth material” means naturally occurring rock, soil, stone, sediment, or combination thereof.

“Ecotone” means a transition area between two adjacent vegetation communities.

“Elevation certificate” means the official form (FEMA form 81-31) used to provide elevation information necessary to ensure compliance with provisions of this title and determine the proper flood insurance premium rate.

“Enhancement” means actions performed to improve the condition of existing degraded wetlands and/or buffers so that the quality of wetland functions increases (e.g., increasing plant diversity, increasing wildlife habitat, installing environmentally compatible erosion controls, removing nonindigenous plant or animal species, removing fill material or solid waste).

“Erosion” means the wearing away of the earth’s surface as a result of the movement of wind, water, or ice.

“Erosion hazard areas” means those areas that because of natural characteristics, including vegetative cover, soil texture, slope, gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

“Excavation” means the mechanical removal of earth material.

“Existing” means those uses legally established prior to incorporation whether conforming or nonconforming.

“Extirpation” means the elimination of a species from a portion of its original geographic range.

“Feasible” means, for the purpose of this chapter, that an action, such as a development project, mitigation, or preservation requirement, meets all of the following conditions: (1) the action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results; (2) the action provides a reasonable likelihood of achieving its intended purpose; and (3) the action does not physically preclude achieving the project’s primary intended legal use. In cases where this chapter requires certain actions, unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action’s infeasibility, the Director may weigh the action’s relative public costs and public benefits, considered in the short- and long-term time frames.

“Fill/fill material” means a deposit of earth material, placed by human or mechanical means.

“Filling” means the act of placing fill material on any surface, including temporary stockpiling of fill material. “Fish and wildlife habitat areas” means those areas identified as being of critical importance to maintenance of fish, wildlife, and plant species, including: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity, or private organization; state natural area preserves and natural resource conservation areas.

“Fisheries biologist” means a professional with a degree in fisheries, or certification by the American Fisheries Society, or with five years’ professional experience as a fisheries biologist.

“Flood hazard areas” means areas of land located in floodplains which are subject to a one percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and the like.

“Flood insurance rate map (FIRM)” means the official map on which the Federal Emergency Management Agency has delineated both the special flood hazard areas and the risk premium zones applicable to the community.

“Flood or flooding” means a general and temporary condition of partial or complete inundation of normally dry land areas from:

1. The overflow of inland or tidal waters; and/or
2. The unusual and rapid accumulation of runoff of surface waters from any source.

“Flood protection elevation” (FPE) means the elevation above the datum of the effective FIRM to which the new and substantially improved structures must be protected from flood damage.

“Floodfringe” means the area subject to inundation by the base flood, but outside the limits of the floodway, and which may provide needed temporary storage capacity for flood waters.

“Floodplain” means the total area subject to inundation by the base flood, including the floodfringe and the floodway areas.

“Floodway” means the channel of a river, or other watercourse, and the land areas that must be reserved in order to convey and discharge the base flood without cumulatively increasing the water surface elevation by more than one foot, and those areas designated as deep and/or fast-flowing water.

[“Frequently flooded areas” are lands in the floodplain subject to at least a one percent or greater chance of flooding in any given year, or within areas subject to flooding due to high groundwater. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and areas where high groundwater forms ponds on the ground surface.](#)

“Geological assessment” means an assessment prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering or prepared by a professional geologist, hydrologist, or soils scientist, who has earned the related bachelor’s degree from an accredited college or university, or equivalent educational training, and has a minimum of five years’ experience assessing the relevant geologic hazard. A geological assessment must detail the surface and subsurface conditions of a site and delineate the areas of a property that might be subject to specified geologic hazards.

“Geologically hazardous areas” means areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, [may pose a risk are not suited](#) to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

“Geotechnical report” means a report prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering, evaluating the site conditions and mitigating measures necessary to reduce the risks associated with development in geologically hazardous areas.

“Grading” means any excavating, filling, clearing, creating (or combination thereof) of impervious surfaces.

“Ground amplification” means an increase in the intensity of earthquake induced ground shaking which occurs at a site whereby thick deposits of unconsolidated soil or surficial geologic materials are present.

“Ground water” means all water found beneath the ground surface, including slowly-moving subsurface water present in aquifers and recharge areas.

“Ground water management area” means a specific geographic area or subarea designated pursuant to Chapter [173-100 WAC](#) for which a ground water management program is required.

“Ground water management program” means a comprehensive program designed to protect ground water quality, to assure ground water quantity, and to provide for efficient management of water resources while recognizing existing ground water rights and meeting future needs consistent with local and state objectives, policies and authorities within a designated ground water management area or subarea and developed pursuant to Chapter [173-100 WAC](#).

“Habitat assessment” means a report prepared by a professional wildlife biologist or fisheries biologist, which identifies the presence of fish and wildlife habitat conservation areas in the vicinity of the proposed development site.

“Habitat management plan” means a report prepared by a professional wildlife biologist or fisheries biologist, which discusses and evaluates the measures necessary to maintain fish and wildlife habitat conservation areas on a proposed development site.

“Habitat of local importance” means an area, range or habitat within which a species has a primary association and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term. Examples include areas of high relative density or species richness, breeding habitat, winter range, and movement corridors. These areas may also include habitats that are of limited availability or high vulnerability to alteration.

The Lakewood City Council may designate specific habitats of local importance by ordinance or resolution.

“Hazardous substance(s)” means any liquid, solid, gas, or sludge, including any materials, substance, product, commodity, or waste, regardless of quantity, that exhibits any of the physical, chemical or biological properties described in WAC [173-303-090](#) or [173-303-100](#).

“Hazardous substance processing or handling” means the use, storage, manufacture, or other land use activity involving hazardous substances, but does not include individually packaged household consumer products or quantities of hazardous substances of less than five gallons in volume per container. Hazardous substances shall not be disposed on site unless in compliance with Dangerous Waste Regulations, Chapter [173-303](#) WAC, and any pertinent local ordinances, such as sewer discharge standards.

“Hazardous waste” means and includes all dangerous waste and extremely hazardous waste as designated pursuant to Chapter [70.300](#) RCW and Chapter [173-303](#) WAC.

1. “Dangerous waste” means any discarded, useless, unwanted, or abandoned substances including, but not limited to, certain pesticides, or any residues or containers of such substances which are disposed of in such quantity or concentration as to pose a substantial present or potential hazard to human health, wildlife, or the environment because such wastes or constituents or combinations of such wastes:
 - a. Have short-lived, toxic properties that may cause death, injury, or illness or have mutagenic, teratogenic, or carcinogenic properties; or
 - b. Are corrosive, explosive, flammable, or may generate pressure through decomposition or other means.
2. “Extremely hazardous waste” means any waste which:
 - a. Will persist in a hazardous form for several years or more at a disposal site and which in its persistent form presents a significant environmental hazard and may be concentrated by living organisms through a food chain or may affect the genetic make-up of humans or wildlife; and
 - b. Is disposed of at a disposal site in such quantities as would present an extreme hazard to humans or the environment.

“Hazardous waste treatment and storage facility” means a facility that treats and stores hazardous waste and is authorized pursuant to Chapter [70.300](#) RCW and Chapter [173-303](#) WAC. It includes all contiguous land and structures used for recycling, reusing, reclaiming, transferring, storing, treating, or disposing of hazardous waste. Treatment includes using physical, chemical, or biological processing of hazardous wastes to make such waste nondangerous or less dangerous and safer for transport, amenable for energy or material resource recovery. Storage includes the holding of waste for a temporary period but not the accumulation of waste on the site of generation as long as the storage complies with applicable requirements of Chapter [173-303](#) WAC.

“Historic structure” means a structure that:

1. Is listed on the National Register of Historic Places, the Washington Heritage Register, or the Washington Heritage Barn Register; or
2. Has been certified to contribute to the historical significance of a registered historic district.

“Hydrogeologic assessment” means a report detailing the subsurface conditions of a site and which indicates the susceptibility and potential for contamination of ground water supplies.

“Hydrologic soil groups” means soils grouped according to their runoff-producing characteristics under similar storm and cover conditions. Properties that influence runoff potential are depth to seasonally high water table, intake rate and permeability after prolonged wetting, and depth to a low permeable layer. Hydrologic soil groups are normally used in equations that estimate runoff from rainfall, but can be used to estimate a rate of water transmission in soil. There are four hydrologic soil groups: A, with low runoff potential and a high rate of water transmission; B with moderate infiltration potential and rate of water transmission; C, with a slow infiltration potential and rate of water transmission; and D, with a high runoff potential and very slow infiltration and water transmission rates.

“Hydrologically isolated wetland” means a wetland which:

1. Is not contiguous to any 100-year floodplain of a lake, river or stream; and
2. Has no contiguous surface hydrology, hydric soil or hydrophytic vegetation between the wetland and any other wetland or stream system.

“Hyporheic zone” means a saturated layer of rock or sediment beneath and/or adjacent to a stream channel that contains some proportion of channel water or that has been altered by channel water infiltration.

“Impervious surface” means natural or human-produced material on the ground that does not allow surface water to penetrate into the soil. Impervious surfaces may consist of buildings, parking areas, driveways, roads, sidewalks, and any other areas of concrete, asphalt, plastic, etc.

“Infiltration” means the downward entry of water into the immediate surface of soil.

“In-kind mitigation” means to replace wetlands with substitute wetlands whose characteristics and functions and values are intended to replicate those destroyed or degraded by a regulated activity.

“Lakes” means impoundments of open water 20 acres or larger in size.

“Landfill” means a disposal facility or part of a facility at which solid waste is permanently placed in or on land and which is not a landspreading disposal facility.

“Landslide” means the abrupt downslope movement of soil, rocks, or other surface matter on a site. Landslides may include, but are not limited to, slumps, mudflows, earthflows, rockfalls, and snow avalanches.

“Landslide hazard areas” means areas which are potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors.

“Large animal” means an animal with an average weight of 100 pounds or more.

“Liquefaction” means a process by which a water-saturated granular (sandy) soil layer loses strength because of ground shaking commonly caused by an earthquake.

“Long-term commercial significance” means the growing capacity, productivity, and soil composition of land which makes it suitable for long-term commercial production, in consideration with the land’s proximity to population areas, and the possibility of more intense uses of land.

“Mineral resource lands” means lands primarily devoted to the extraction of minerals or which have known or potential long-term commercial significance for the extraction of minerals.

“Minerals” means gravel, sand, and valuable metallic substances.

“Mitigation” means to avoid, minimize or compensate for adverse environmental impacts. “Mitigation” includes:

1. Avoiding the impact altogether by not taking a certain action or parts of an action;
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or
6. Monitoring the impact and taking appropriate corrective measures.

“Natural floodplain functions” means the contribution that a floodplain makes to support habitat, including but not limited to providing flood storage and conveyance, reducing flood velocities, reducing sedimentation, filtering nutrients and impurities from runoff, processing organic wastes, moderating temperature fluctuations and providing breeding and feeding grounds for aquatic and riparian species.

“Natural resource lands” means mineral resource lands which have long-term commercial significance.

“New construction” for flood hazard purposes refers to structures for which the “start of construction” commenced on or after the effective date of the ordinance codified in this title.

[“Nonconforming lot” means a legally established lot, the area, dimensions, or location of which met the applicable requirements in effect at the time the lot was created, but which fails by reason of such adoption, amendment, or revision of the Lakewood Municipal Code to conform to the present requirements of the zone in which it is located.](#)

[“Nonconforming structure” means a legally established structure or building, the size, dimensions, or setbacks of which met the applicable requirements in effect at the time the building was constructed, but which fails by reason of adoption, amendment, or revision of the Lakewood Municipal Code to conform to the present requirements of the zone in which it is located.](#)

[“Nonconforming use” means a legally established use that met the applicable requirements at the time it was established but that fails by reason of adoption, amendment, or revision of the Lakewood Municipal Code to conform to the present requirements of the zone in which it is located.](#)

“Old growth forests” means stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 20 trees/hectare (eight trees/acre) more than 81 centimeters (32 inches) dbh or more than 200 years of age; and more than 10 snags/hectare (four snags/acre) over 51 centimeters (20 inches) diameter and 4.6 meters (15 feet) tall; with numerous downed logs, including 10 logs/hectare (four logs/acre) more than 61 centimeters (24 inches) diameter and more than 15 meters (50 feet) long. High elevation stands (more than 762 meters (2,500 feet)) may have lesser dbh (more than 76 centimeters (30 inches)), fewer snags (more than 0.6/ hectare (1.5/acre)), and fewer large downed logs (0.8 logs/hectare (two logs/acre)) that are more than 61 centimeters (24 inches) diameter and more than 15 meters (50 feet) long.

“Ordinary high water” means that mark on all lakes, streams, ponds, and tidal water that will be found by examining the bed and banks and ascertaining where the presence and action of water are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on the effective date of this chapter or as it may naturally change thereafter; provided, that in any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining fresh water shall be the mean high water.

“Oregon white oak” means the species *Quercus garryana*, also known as a Garry oak. All references to oak trees in this chapter refer to Oregon white oak. See also “priority Oregon white oak woodland.”

[“Oregon white oak savanna” means areas where total canopy coverage of the stand is less than 25% but oak accounts for at least 50% of the canopy coverage present.](#)

“Out-of-kind mitigation” means to replace wetlands with substitute wetlands whose characteristics do not approximate those destroyed or degraded by a regulated activity.

“Perched ground water” means ground water in a saturated zone is separated from the main body of ground water by unsaturated rock.

“Permanent erosion control” means continuous on-site and off-site control measures that are needed to control conveyance and/or deposition of earth, turbidity or pollutants after development, construction, or restoration.

“Permeability” means the capacity of an aquifer or confining bed to transmit water. It is a property of the aquifer and is independent of the force causing movement.

“Permeable surfaces” means sand, gravel, and other penetrable deposits on the ground which permit movement of ground water through the pore spaces, and which permit the movement of fluid to the ground water.

“Person” means an individual, firm, company, partnership, association, corporation, or other legal entity.

“Ponds” means naturally occurring impoundments of open water less than 20 acres in size and larger than 2,500 square feet which maintain standing water throughout the year.

“Potable water” means water that is safe and palatable for human use.

“Prairies” means open areas predominated by native, drought-resistant, grasses, forbs (flowering nonwoody plants) and herbs. In Pierce County, prairies are an unusual vegetation regime found in areas of extremely well-

drained soils.

“Priority Oregon white oak woodland” means ~~stands of oak or oak/conifer associations where canopy coverage of the oak component of the stand is 25%; or where total canopy coverage of the stand is greater than or equal to 25%, but oak accounts for at least 50% of the canopy coverage. The latter is often referred to as oak savanna. In urban or urbanizing areas, single oaks or stands less than 0.4 ha (1 ac) may also be considered a priority when found to be particularly valuable to fish and wildlife.~~ ~~forested areas of pure oak, or of oak/conifer associations one acre or larger, and all oak trees located within, where oak canopy coverage of the area is at least 25 percent. Stands of oaks less than one acre in size may also be considered priority habitat when found to be particularly valuable to fish and wildlife (i.e., they contain many cavities, have a large diameter at breast height (dbh), are used by priority species, or have a large canopy).~~

“Private organization” means a nonprofit corporation organized pursuant to Chapter [24.03](#) RCW, which includes the planting of game fish among its purposes for organizing as a nonprofit corporation.

“Protected area” means the lands that lie within the boundaries of the floodway, the riparian habitat zone and the channel migration area. Because of the impact that development can have on flood heights and velocities and habitat, special rules apply in the protected area.

“Public services” include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

“Qualified ground water scientist” means a hydrogeologist, geologist, engineer, or other scientist who meets all the following criteria:

1. Has received a baccalaureate or post-graduate degree in the natural sciences or engineering; and
2. Has sufficient training and experience in ground water hydrology and related fields as may be demonstrated by state registration, professional certifications, or completion of accredited university programs that enable that individual to make sound professional judgments regarding ground water vulnerability.

“Reasonable use” means a legal concept articulated by federal and state courts in regulatory taking cases. In a takings case, the decision-maker must balance the public’s interests against the owner’s interests by considering the nature of the harm the regulation is intended to prevent, the availability and effectiveness of alternative measures, and the economic loss borne by the owner. Public interest factors include the seriousness of the public problem, the extent to which the land involved contributes to the problem, the degree to which the regulation solves the problem, and the feasibility of less oppressive solutions.

“Reasonable use exception” means a process by which the City will consider an applicant’s request for relief from critical area regulations if the applicant demonstrates that strict application of critical area regulations would deny all reasonable use of a property.

“Recessional outwash geologic unit” means sand and gravel materials deposited by melt-water streams from receding glaciers.

“Recharge” means the process involved in the absorption and addition of water to ground water.

“Regolith” means any body of loose, noncemented particles overlying and usually covering the bedrock.

“Regulated activities” include, but are not limited to, any activities which are directly undertaken or originate in a regulated critical area or resource land or their buffer that require any of the following entitlements from the City: building permit, commercial or residential; binding site plan; boundary line adjustment; conditional use permit; franchise right-of-way construction permit; site development permit; master plan development; right-of-way permit; shoreline conditional use permit; shoreline environmental redesignation; shoreline substantial development permit; shoreline variance; large lot subdivision, short subdivision; special use permit; subdivision; unclassified use permit; utility and other use permit; variance; zone reclassification; or any subsequently adopted permit or required approval not expressly exempted by this chapter. Regulated activities also include those specific activities listed in LMC ~~14.142.060~~[14.142.070](#).

“Regulatory floodplain” means the area of the special flood hazard area and all protected areas within the jurisdiction of the City of Lakewood.

“Restoration” means the reestablishment of ecological and/or habitat resources and features from a previously disturbed or degraded critical area site.

“Riparian” means of, adjacent to, or living on, the bank of a river, lake, pond, ocean, sound, or other water body.

“Seismic hazard areas” means areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

“Short subdivision” or “short plat” means the division or redivision of land into four or fewer lots, tracts, parcels, sites or divisions for the purpose of sale, lease, or transfer of ownership.

“Site” means a lot, parcel, tract, or combination of lots, parcels, or tracts where a development is proposed.

“Slope” means an inclined earth surface, the inclination of which is expressed as the ratio of horizontal distance to vertical distance.

“Slump” means the downward and outward movement of a mass of bedrock or regolith along a distinct surface of failure.

“Snag-rich areas” means forested areas which contain concentrations of standing dead trees, averaging 10 snags or greater per acre, and averaging greater than 15 inches in diameter at breast height.

“Soil survey” means the most recent National Cooperative Soil Survey for the local area or county by the Soil Conservation Service, United States Department of Agriculture.

“Sole source aquifer” means an area designated by the U.S. Environmental Protection Agency under the Safe Drinking Water Act of 1974, Section 1424(e). The aquifer(s) must supply 50 percent or more of the drinking water for an area without a sufficient replacement available.

“Special flood hazard area (SFHA)” means the land subject to inundation by the base flood. Special flood hazard areas are designated on flood insurance rate maps with the letters “A” or “V,” including AE, AO, AH, A1-99, and VE. The special flood hazard area is also referred to as the area of special flood hazard or SFHA.

“Species of local importance” means species that are of local concern due to their population status or their sensitivity to habitat manipulation.

“Start of construction” for flood hazard purposes includes substantial improvements, and means the actual start of construction, repair, reconstruction, rehabilitation, addition, placement or other improvement that occurred before the permit’s expiration date. The “actual start” is either the first placement of permanent construction of a structure on a site, such as the pouring of a slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation.

Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the excavation for a basement, footing, piers, or foundations or the erection of temporary forms; nor does it include the installation on property of accessory structures not occupied as dwelling units or not part of the main structure. For a substantial improvement, the “actual start of construction” means the first alteration of any wall, ceiling, floor or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

“Stockpiling” means the placement of material with the intent to remove it at a later time.

“Subdivision” or “formal subdivision” means the division or redivision of land into five or more lots, tracts, parcels, sites, or division for the purpose of sale, lease, or transfer of ownership.

“Substantial damage” for flood hazard purposes means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

Substantial damage also means flood-related damages sustained by a structure on two separate occasions during a 10-year period for which the cost of repairs at the time of each such flood event, on the average, equals or exceeds 25 percent of the market value of the structure before the damage occurred.

“Substrate” means the soil, sediment, decomposing organic matter or combination of those located on the bottom surface of a wetland.

“Temporary erosion control” means on-site and off-site control measures that are needed to control conveyance or deposition of earth, turbidity or pollutants during development, construction, or restoration.

“Toe of slope” means a distinct topographic break in slope at the lowermost limit of the landslide or erosion hazard area.

“TPCHD” means the Tacoma-Pierce County Health Department.

“Unconfined aquifer” means an aquifer not bounded above by a bed of distinctly lower permeability than that of the aquifer itself and containing ground water under pressure approximately equal to that of the atmosphere. This term is synonymous with the term “water table aquifer.”

“Underground tank” means any one or a combination of tanks (including underground pipes connected thereto) which are used to contain or dispense an accumulation of hazardous substances or hazardous wastes, and the volume of which (including the volume of underground pipes connected thereto) is 10 percent or more beneath the surface of the ground.

“Urban governmental services” include those governmental services historically and typically delivered by cities, and includes storm and sanitary sewer systems, domestic water systems, street cleaning services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

“Urban growth” refers to growth that makes intensive use of the land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. “Characterized by urban growth” refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

“Utility line” means pipe, conduit, cable or other similar facility by which services are conveyed to the public or individual recipients. Such services shall include, but are not limited to, water supply, electric power, gas, communications and sanitary sewers.

“Vadose zone” is the distance between the land surface and the uppermost aquifer. This distance is also defined as the “depth to water” zone or unsaturated zone.

“View corridor” means an area which affords views of lakes, mountains, or other scenic amenities normally enjoyed by residential property owners.

“Water table” means that surface in an unconfined aquifer at which the pressure is atmospheric. It is defined by the levels at which water stands in wells that penetrate the aquifer just far enough to hold standing water.

“Water typing” means a system for classifying water bodies according to their size and fish habitat characteristics. The Washington Department of Natural Resources Forest Practices Water Typing classification system defines four water types:

1. Type “S” = Shoreline: streams that are designated “shorelines of the state,” including marine shorelines.
2. Type “F” = Fish: streams that are known to be used by fish or meet the physical criteria to be potentially used by fish.
3. Type “Np” = Nonfish Perennial streams.
4. Type “Ns” = Nonfish Seasonal streams.

[“Waters of the State” means lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface waters and watercourses within the jurisdiction of the state of Washington.](#)

“Well” means a bored, drilled or driven shaft, or a dug hole whose depth is greater than the largest surface dimension.

“Wellhead protection area” means the surface and subsurface area surrounding a well or well field that supplies a public water system through which contaminants are likely to pass and eventually reach the water well(s) as designated under the Federal Clean Water Act.

“Wetland” or “wetlands” means areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands generally do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands, if permitted by the City.

“Wetland specialist” means a person with experience and training in wetlands issues, and with experience in performing delineations, analyzing wetland functions and values, analyzing wetland impacts, and recommending

wetland mitigation and restoration. Qualifications include:

1. Bachelor of Science or Bachelor of Arts or equivalent degree in biology, botany, environmental studies, fisheries, soil science, wildlife, agriculture or related field, and two years of related work experience, including a minimum of one year of experience delineating wetlands using the Unified Federal Manual and preparing wetland reports and mitigation plans. Additional education may substitute for one year of related work experience; or
2. Four years of related work experience and training, with a minimum of two years' experience delineating wetlands using the Unified Federal Manual and preparing wetland reports and mitigation plans.

The person should be familiar with the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, the City Site Development Regulations, the City wetland management policies, and the requirements of this title.

“Wildlife biologist” means a professional with a degree in wildlife, or certification by the Wildlife Society, or with five years' professional experience as a wildlife biologist. [Ord. 775 § 1 (Exh. A), 2022; Ord. 758 § 2 (Exh. A), 2021; Ord. 726 § 2 (Exh. A), 2019; Ord. 630 § 11, 2015; Ord. 362 § 3, 2004.]



Critical Areas Checklist

A Technical Assistance Tool from Growth Management Services – updated November 2022

Name of city or county:	
Staff contact, phone, and e-mail address:	
<p>INSTRUCTIONS</p> <p>This checklist is intended to help local governments update their development regulations, pursuant to the schedule in RCW 36.70A.130(5) (updated in 2022). We strongly encourage but do not require jurisdictions to complete the checklist and return it to Growth Management Services (GMS), along with their updates. This checklist may be used by all jurisdictions, including those local governments planning for resource lands and critical areas only. For general information on update requirements, refer to A Guide to the Periodic Update Process Under the Growth Management Act – Fully Planning Counties & Cities, 2022 and Keeping your Comprehensive Plan and Development Regulations Current: A Guide to the Periodic Update Process under the Growth Management Act, August, 2016 and WAC 365-196-610 (updated in 2015).</p> <p>Bold items are a GMA requirement or may be related requirements of other state or federal laws. <u>Underlined</u> items are links to Internet sites and may include best practices or other ideas to consider.</p> <p>Commerce WAC provisions are advisory under Commerce’s statutory mandate to provide technical assistance, RCW 43.330.120 which states that the Department of Commerce “...<i>shall help local officials interpret and implement the different requirements of the act through workshops, model ordinances, and information materials.</i>” If you have questions, call GMS at (360) 725-3066.</p> <p>Updates to Commerce WAC – Revisions to the Commerce WAC relating to critical areas have been provided in a table with dates of changes on the Growth Management Act Periodic Update web site. The table can be used with this checklist to determine what changes have been made since the last update of your critical areas regulations.</p>	<p>Contents</p> <p>Instructions..... 1</p> <p>Overall Requirements..... 2</p> <p>Wetlands..... 3</p> <p>Critical Aquifer Recharge Areas..... 4</p> <p>Frequently Flooded Areas..... 5</p> <p>Geologically Hazardous Areas..... 6</p> <p>Fish and Wildlife Habitat Conservation Areas..... 7</p> <p>Designating and Protecting Waters of the State..... 8</p> <p>Anadromous Fisheries..... 8</p> <p>Reasonable Use Exceptions..... 8</p> <p>Agricultural Activities..... 9</p> <p>Forest Practices Regulations..... 9</p> <p>Good Ideas..... 9</p>

How to fill out the checklist

Using the current version of your critical areas regulations, fill out each item in the checklist. Select the check box or type in text fields, answering the following question:

Is this item addressed in your current Critical Areas Ordinance (CAO)? If YES, fill in the form with citation(s) to where in the plan or code the item is addressed. We recommend using citations rather than page numbers because they stay the same regardless of how the document is printed. If you have questions about the requirement, follow the hyperlinks to the relevant statutory provision or rules. If you still have questions, visit the [Commerce Growth Management Services Web page](#) or [contact one of the Commerce planners](#) assigned to your region.

CRITICAL AREAS

Regulations protecting critical areas are required by **RCW 36.70A.060(2)** and **RCW 36.70A.172(1)**. [WAC 365-195-900 through 925](#) provide guidelines. Guidance can also be found in Commerce’s [Critical Areas Handbook \(Updated June, 2018\)](#); the Minimum Guidelines [WAC 365-190-080 – 130](#); Best Available Science, [Chapter 365-195 WAC](#); and Procedural Criteria, [WAC 365-196-485](#) and [WAC 365-196-830](#), and on Growth Management’s [Critical Areas](#) webpage.

Regulations required to protect critical areas

Addressed in current plan or regulations? If yes, note where

OVERALL REQUIREMENTS

The CAO includes best available science to clearly designate and protect all critical areas that might be found within the jurisdiction.

1. Designation of Critical Areas

RCW 36.70A.170(1)(d) required all counties and cities to designate critical areas.

RCW 36.70A.170(2) requires that counties and cities consider the Commerce Minimum Guidelines pursuant to RCW 36.70A.050.

RCW 36.70A.050 directed Commerce to adopt the Minimum Guidelines to classify critical areas. [WAC 365-190-080 through 130 \(updated in 2010\)](#) provide guidance on defining or “designating” each of the five critical areas.

[WAC 365-190-040 \(updated in 2010\)](#) outlines the process to classify and designate natural resource lands and critical areas.

2. Definition of Critical Areas

RCW 36.70A.030(6) provides definitions for critical areas. Sections (6) regarding fish and wildlife habitat conservation areas; (14) regarding geologically hazardous areas; and (31) regarding wetlands were updated in 2010.

[WAC 365-190-030 \(updated 2010\)](#) provides definitions in the Minimum Guidelines.

<p>3. Protection of Critical Areas RCW 36.70A.060 (2) required counties and cities to adopt development regulations that protect the critical areas required to be designated under RCW 36.70A.170. RCW 36.70A.172(1) requires the inclusion of best available science in developing policies and development regulations to protect the functions and values of critical areas. In addition, counties and cities must give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. WAC 365-196-830 (updated 2017) provides guidance on protection of critical areas.</p> <p>4. Inclusion of Best Available Science RCW 36.70A.172(1) requires inclusion of the best available science (BAS). Chapter 365-195 WAC outlines recommended criteria for determining which information is the BAS, for obtaining the BAS, for including BAS in policies and regulations, for addressing inadequate scientific information, and for demonstrating “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries. WAC 365-195-915 provides criteria for including BAS in the record.</p> <p>5. No net loss of critical area functions and values is a requirement for development regulations in WAC 365-196-830(4). If development regulations allow harm to critical areas, they must require compensatory mitigation of the harm.</p>	<p>Was BAS documented in the record for the review and updates to the critical areas regulations?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No Location in Text:</p> <p>Do your regulations address no net loss and require compensatory mitigation?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No Location in Text:</p>
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<p>WETLANDS DEFINITION The definition of wetlands is consistent with RCW 36.70A.030(31) (updated in 2012).</p>	<p>Is the wetland definition consistent with RCW 36.70A.030(21)?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Location in Text:</p>
<p>WETLANDS DELINEATION Wetlands are delineated using the approved federal wetland delineation manual and applicable regional supplements in accordance with WAC 173-22-035 (updated in 2011).</p>	<p>Are wetlands delineated using the approved Federal Wetland Delineation</p>

<p>See Ecology's Wetland Delineation page and WAC 365-190-090 (updated in 2010) for additional assistance.</p>	<p>Manual and Regional Supplements?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>
<p>WETLANDS PROTECTION</p> <p>Policies and regulations protect the functions and values of wetlands. RCW 36.70A.172(1) Counties and cities are encouraged to make their actions consistent with the intent and goals of "protection of wetlands", Executive Order 89-10 as it existed on September 1, 1990.</p> <p>WAC 365-190-090(3) recommends using a wetlands rating system that evaluates the existing wetland functions and values to determine what functions must be protected. Ecology updated its recommended wetlands rating systems effective January 2015. For information on the rating system, including the July 2018 adjustments to ranges for habitat scores, see:</p> <ul style="list-style-type: none"> • 2014 Updates to the Washington State Wetland Rating Systems • Washington State Wetland Rating System for Western Washington • Washington State Wetland Rating System for Eastern Washington <p>For other resources and guidance on protecting wetlands, go to Ecology's Local Wetland Regulations: Growth Management Act technical assistance and see:</p> <ul style="list-style-type: none"> • Wetland Guidance for Critical Areas Ordinance (CAO) Updates: Western and Eastern Washington (2022) 	<p>Do the regulations use a rating system to determine wetlands protection?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>

<p>CRITICAL AQUIFER RECHARGE AREAS</p> <p>Policies and regulations protect the functions and values of critical aquifer recharge areas. RCW 36.70A.172(1).</p> <p>Policies and regulations protect the quality and quantity of groundwater used for public water supplies. RCW 36.70A.070(1) and WAC 365-196-485(1)(d).</p> <p>The following references also relate to protection of groundwater resources:</p> <p>RCW 90.44 – Regulation of Public Groundwaters RCW 90.48 – Water Pollution Control RCW 90.54 – Water Resources Act of 1971 RCW 36.36.020 - Creation of aquifer protection area (1988) WAC 365-190-100 Critical Aquifer Recharge Areas (2010) WAC 173-100 Groundwater Management Areas and Programs (1988) WAC 173-200 Water Quality Standards for Groundwaters of the State of Washington (1990)</p>	<p>If groundwater is used for potable water, do regulations protect the quality and quantity of ground water?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in text:</p>
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<p>WAC 365-196-735 Consideration of state and regional planning provisions (list) (2010)</p> <p>The Critical Aquifer Recharge Areas Guidance Document (updated 2021) provides information on protecting functions and values of critical aquifer recharge areas, best available science, how to work with state and local regulations and adaptive management.</p> <p>Also, consider the following:</p> <ul style="list-style-type: none"> • Prohibiting or strictly regulating hazardous uses in critical aquifer recharge areas (CARAs) and designating and protecting wellhead areas. See Ecology’s guidance on Critical Aquifer Recharge Areas. • Limiting impervious surfaces to reduce stormwater runoff, as required under Phase I and II municipal stormwater permits. Ecology’s Stormwater Manual for Western Washington (updated in 2012) includes low impact development (LID) related definitions, requirements, and an LID performance standard. See Stormwater Management and Design Manuals on Ecology’s web page. • For additional guidance on LID resources, see Commerce’s Incentivizing low-impact development guidebook. 	<p>Are the critical aquifer recharge regulations consistent with current mapping of these critical areas?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in text:</p>
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<p>FREQUENTLY FLOODED AREAS</p> <p>Regulations protect the functions and values of frequently flooded areas and safeguard the public from hazards to health and safety. RCW 36.70A.172(1) WAC 365-196-830 provides: "Protection' in this context means preservation of the functions and values of the natural environment, or to safeguard the public from hazards to health and safety."</p> <p>WAC 365-190-110 (updated in 2010) directs counties and cities to consider the following when designating and classifying frequently flooded areas:</p> <ol style="list-style-type: none"> Effects of flooding on human health and safety, and to public facilities and services; Available documentation including federal, state, and local laws, regulations, and programs, local studies and maps, and federal flood insurance programs, including the provisions for urban growth areas in RCW 36.70A.110; The future flow flood plain, defined as the channel of the stream and that portion of the adjoining flood plain that is necessary to contain and discharge the base flood flow at build out; The potential effects of tsunami, high tides with strong winds, sea level rise, and extreme weather events, including those potentially resulting from global climate change; Greater surface runoff caused by increasing impervious surfaces. 	<p>Are frequently flooded areas designated and regulated using FEMA and Ecology guidance?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>
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Classification of and regulations for frequently flooded areas should not conflict with the [FEMA](#) requirements for the National Flood Insurance Program (NFIP). See [Ecology's Frequently Flooded areas: Critical Areas Ordinance](#) webpage and [44 CFR 60](#).

Communities that are located on Puget Sound or the Strait of San Juan de Fuca, or have lakes, rivers or streams that directly or indirectly drain to those water bodies, are subject to the NFIP Biological Opinion (BiOp) for Puget Sound. The biological opinion required changes to the implementation of the NFIP in order to meet the requirements of the Endangered Species Act (ESA) in the Puget Sound watershed. FEMA Region X has developed an implementation plan that allows communities to apply the performance standards contained in the Biological Opinion by implementing:

- 1) [a model ordinance](#);
- 2) [a programmatic Checklist](#); or
- 3) on a permit by permit basis as long as it can be demonstrated that there is no adverse effect to listed species. Communities have the option of utilizing their CAOs as part of a programmatic response to address the requirements of the biological opinion. FEMA must approve a community's biological opinion compliance strategy.

Additional resources:

RCW 86.12 Flood Control by Counties

RCW 86.16 Floodplain Management

RCW 86.26 State Participation in Flood Control Maintenance

RCW 86.16.041 Floodplain Management Ordinance and Amendments

[WAC 173-158-070](#) Requirements for construction in Special Flood Hazard Areas

Are you utilizing your CAO as part of a programmatic response to the BiOp?

Yes

No

N/A

Location in Text:

<p>DEFINITION OF GEOLOGICALLY HAZARDOUS AREAS</p> <p>The definition of geologically hazardous areas is consistent with <u>RCW 36.70A.030(14)</u> (updated 2012) and <u>WAC 365-190-120(1)</u>.</p> <p>"Geologically hazardous areas" means areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.</p>	<p>Is the geologically hazardous areas definition consistent with RCW 36.70A.030(14)?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>
<p>PROTECTION OF GEOLOGICALLY HAZARDOUS AREAS</p> <p>Regulations protect the functions and values of geologically hazardous areas and safeguard the public from hazards to health and safety. RCW 36.70A.172(1) <u>WAC 365-196-830</u> (2010) provides:" "Protection" in this context means preservation of the functions and values of the natural environment, or to safeguard the public from hazards to health and safety."</p> <p>Geologically hazardous areas are designated, and their use is regulated or limited consistent with public health and safety concerns. <u>RCW 36.70A.030(14)</u> provides a definition (updated in 2012) and <u>WAC 365-190-120</u> describes the different types of hazardous areas (2010):</p> <ul style="list-style-type: none"> • Geologically hazardous areas include: <ul style="list-style-type: none"> • seismic hazards • tsunami hazards • landslide hazards • areas prone to erosion hazards • volcanic hazards • channel migration zones • areas subject to differential settlement from coal mines or other subterranean voids. <p>The Department of Natural Resource's Washington Geological Survey Geologic Hazards and the Environment website includes information on earthquakes and faults, landslides, volcanoes and lahars, tsunamis, hazardous minerals, emergency preparedness, historic mines and includes geologic hazard maps that can be accessed from the Geologic Information Portal.</p>	<p>Are uses in geologically hazardous areas designated and regulated or limited consistent with public health and safety?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>

<p>DEFINITION OF FISH AND WILDLIFE HABITAT AND CONSERVATION AREAS</p> <p>The definition of fish and wildlife habitat conservation areas is consistent with RCW 36.70A.030(6) (updated 2012) and WAC 365-190-030 (updated in 2015). The definition of fish and wildlife habitat conservation areas was amended to state that they do not include: “<i>such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company</i>”.</p>	<p>Is the FWHCA definition consistent with RCW 36.70A.030(6)?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>
<p>PROTECTION OF FISH AND WILDLIFE HABITAT AND CONSERVATION AREAS</p> <p>Policies and regulations protect the functions and values of fish and wildlife habitat conservation areas. RCW 36.70A.172(1) and RCW 36.70A.030(6) (updated 2012).</p> <p>WAC 365-190-130(4) says local jurisdictions should consult WDFW’s Priority Habitat and Species webpage. BAS regarding biodiversity areas and corridors has advanced significantly since 2015. Recent updates and resources include:</p> <ul style="list-style-type: none"> • Aquatic Habitat Guidelines (2010, 2014) • Priority Habitat and Species maps (updated daily) • Priority Habitats and Species List (updated March 2022) • Priority Habitats and Species: Management recommendations: <ul style="list-style-type: none"> • Landscape Planning for Washington’s Wildlife (2009) • Land Use Planning for Salmon, Steelhead and Trout (2011) • Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications (2020) • Riparian Ecosystems, Volume 2: Management Recommendations (2020) • Riparian Management Zone Checklist for CAOs (2023) • Shrub-Steppe Management Recommendations (2020) • Oregon White Oak Woodlands Ecosystems Management Recommendations (1998) • Management recommendations for Washington’s Priority Species (by taxa) • Puget Sound Kelp Conservation and Recovery Plan (2020) • Stream Habitat Restoration Guidelines (2012) • Water Crossing Design Guidelines (2013) <p>Areas “with a primary association with listed species” should be considered per WAC 365-190-130(2)(a). Consult WDFW’s Threatened and Endangered Species list and U.S. Fish and Wildlife Service’s Information for Planning and Consultation resources for up to date information on all state and federal listed species.</p> <p>Also see the Puget Sound Partnership’s Salmon Recovery website for Water Resource Inventory Area (WRIA) Plans in Puget Sound.</p>	<p>Have you reviewed your regulations regarding any applicable changes in management recommendations for priority habitats and species?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text</p> <p>Have you reviewed your regulations regarding any changes in species listings?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text</p>

<p>REASONABLE USE EXCEPTIONS</p> <p>The Critical Areas Ordinance (CAO) allows for “reasonable use” if the CAO would otherwise deny all reasonable use of property. Reasonable use provisions should limit intrusions into critical areas to the greatest extent possible and apply the mitigation sequence as needed for no net loss of ecosystem functions and values RCW 36.70A.370 (1991). Common exemptions include emergencies, remodels that do not further extend into critical areas, surveying, walking, and development that has already been completed with critical areas review under a previous permit. See Critical Areas Handbook, Chapter 3: Structuring Critical Areas Regulations, p.9 (Updated June, 2018).</p>	<p>Do you have reasonable use provisions?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Location in Text:</p>
<p>AGRICULTURAL ACTIVITIES (COUNTIES ONLY)</p> <p>Non-VSP Counties Critical areas regulations as they specifically apply to agricultural activities in counties or watersheds not participating in the Voluntary Stewardship Program (VSP) have been reviewed, and if needed, revised pursuant to RCW 36.70A.130. RCW 36.70A.710(6) "Agricultural activities" means all agricultural uses and practices as defined in RCW 90.58.065.</p> <p>VSP Counties After watershed work plan approval, VSP counties are encouraged to reference and describe their participation in the program within their critical areas development regulations (WAC 365-196-832). See Critical Areas Handbook, Chapter 5: Protecting Critical Areas in Natural Resource Lands (Updated June, 2018).</p>	<p>Did you review your regulations as they apply to agricultural activities?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>
<p>FOREST PRACTICES APPLICATION REGULATIONS</p> <p>If applicable, regulations for forest practices have been adopted: RCW 36.70A.570 (adopted in 2007).</p> <p>RCW 76.09.240, amended in 2011, requires many counties over 100,000 in population, and the cities and towns within those counties to adopt regulations for forest practices. These are often included in clearing and grading ordinances.</p>	<p>Have you adopted forest practices regulations?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>Location in Text:</p>
<p>GOOD IDEAS</p> <p>Non-regulatory measures to protect or enhance functions and values of critical areas may be used to complement regulatory methods. These may include:</p> <ul style="list-style-type: none"> • public education • stewardship programs • pursuing grant opportunities • water conservation • joint planning with other jurisdictions and non-profit organizations • stream and wetland restoration activities • transfer of development rights 	<p>Are you using non-regulatory measures to protect critical areas?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Location in Text:</p>

Monitoring and adaptive management is encouraged in [WAC 365-195-905\(6\)](#) to improve implementation of your regulations. See Commerce's Monitoring and Adaptive Management chapter in the [Critical Areas Handbook \(June 2018\)](#).

Do you have a monitoring and adaptive management program for your CAO?

Yes

No

Location in Text:

STATION DISTRICT SUBAREA PLAN



City of Lakewood – May 3, 2021

April 2024 Draft Amended Updated Version

Prepared for the City of Lakewood
Prepared by: BERK, Fehr & Peers, Framework, and Skipstone



Acknowledgements

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

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 Jason Whalen, Deputy Mayor
 Paul Bocchi
 Michael Brandstetter
 Linda Farmer
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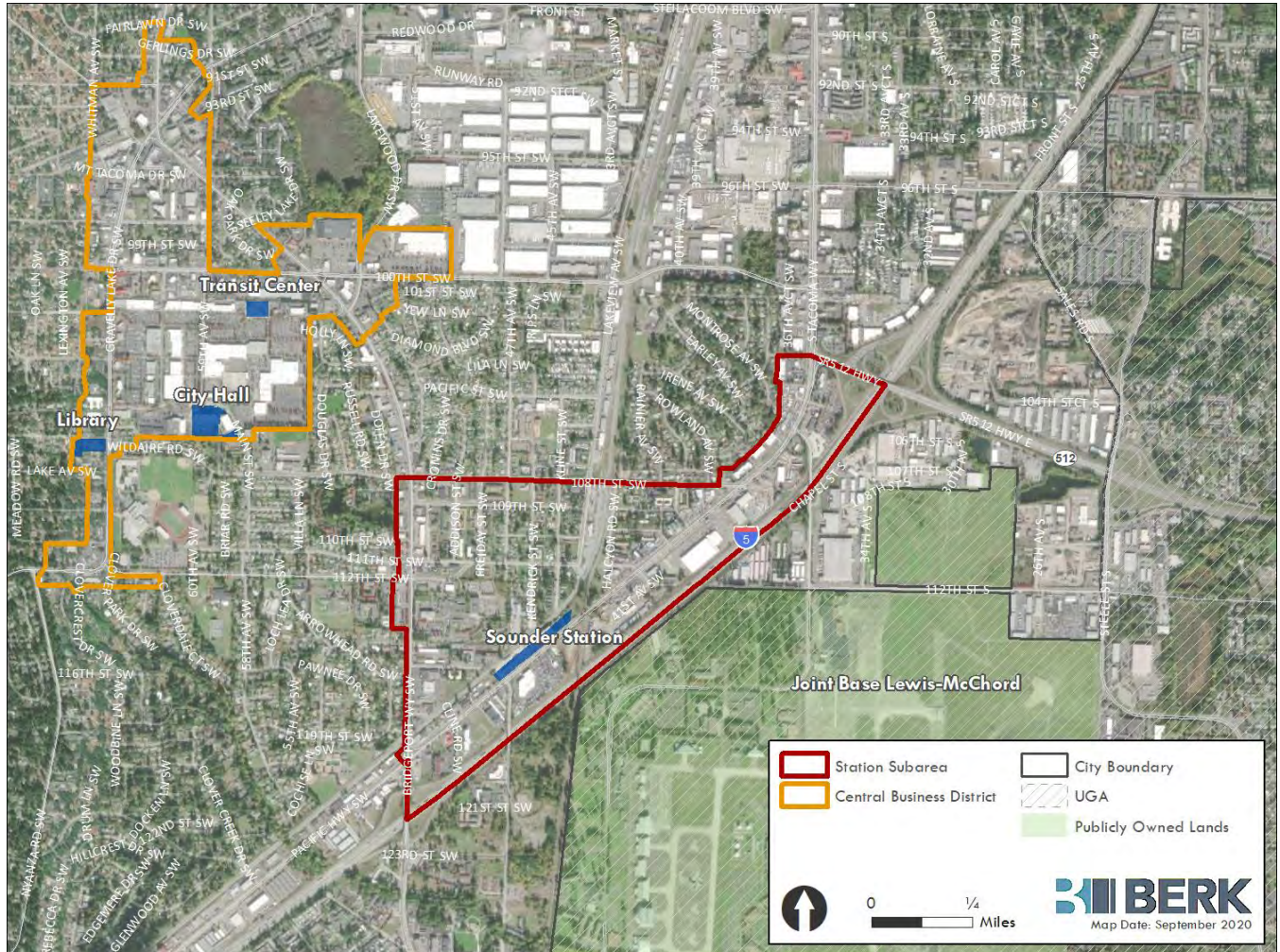


The Lakewood Station District

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

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

Exhibit 1. Lakewood Station District Subarea and Vicinity



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

Vision and Concept

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

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

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

Exhibit 2. Lakewood Station District Subarea



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

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

Exhibit 3. Lakewood Landing Location and Concept



Exhibit 3a. Lakewood Station District Location and Access



Source: Sound Transit, 2021.

Subarea Growth

Net residential growth within the LSDS is estimated to be 1,772 dwelling units, ~~which assumes 760 units in Lakewood Landing and 962 new units from residential growth in the rest of the of the subarea~~ over a 20-year period. Employment capacity would include ~~1,276~~^{1,105} new jobs, ~~plus 171 jobs for Lakewood Landing.~~¹ This complements the growth anticipated for the city center in the Lakewood Downtown Subarea Plan, which plans for about 2,257 dwelling units and 7,369 jobs over roughly the same time period.

Lakewood Comprehensive Plan

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

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

² Lakewood Comprehensive Plan Economic Development objectives 1.3 and 1.5.

³ Lakewood Comprehensive Plan section 2.4.

Exhibit 35. LSDS Planning Concept

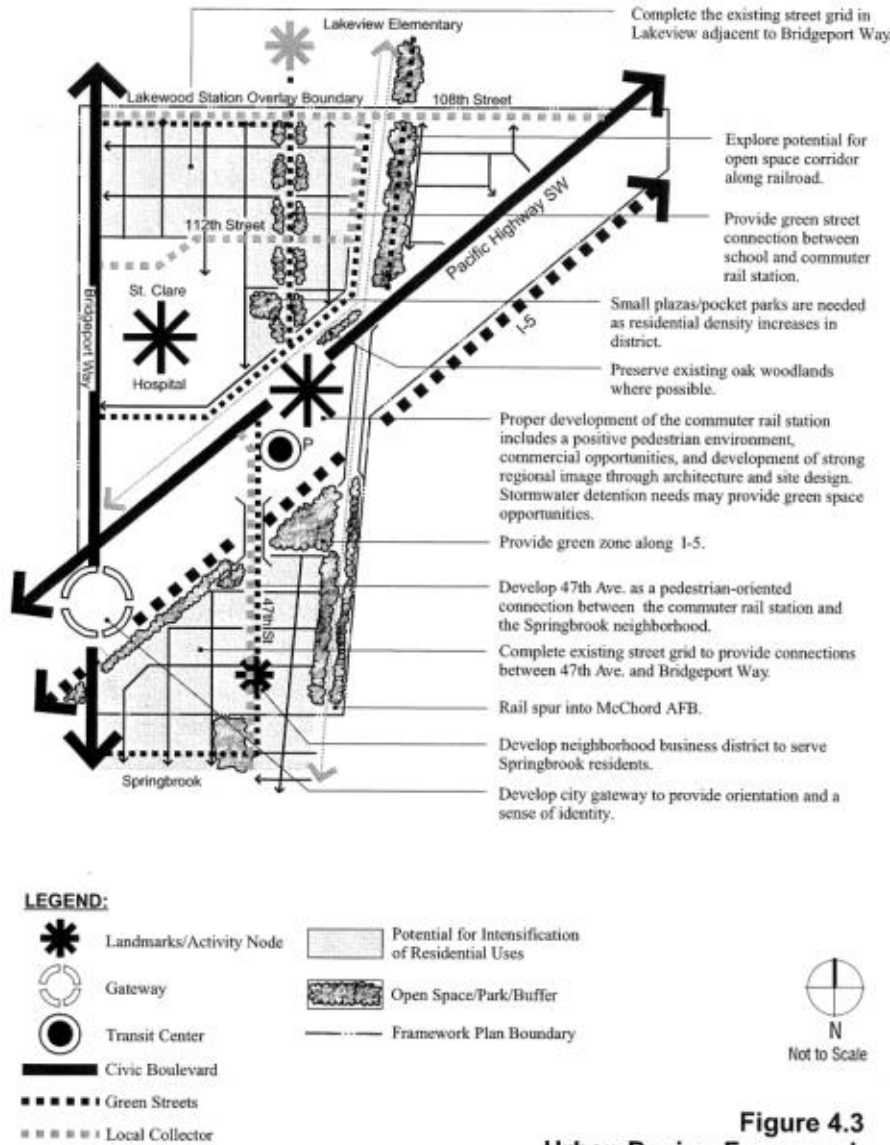


Figure 4.3
Urban Design Framework
for Lakewood Station District

SOURCE: EDAW, Inc. 1999

Source: Lakewood Comprehensive Plan, 2014.

Development of a special district around the Lakewood Station has been a consideration since the community’s first Comprehensive Plan. It remains a part of the policy framework of Lakewood’s Comprehensive Plan and is identified as a future community landmark.⁴ The 1999 high-level concept for the LSDS was included in the 2014 Comprehensive Plan as shown in [Exhibit 3Exhibit 5](#).

⁴ Lakewood Comprehensive Plan section 4.4

Community Input

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

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

Kid's Walkshop Response

Lakewood Station District Subarea Plan
WHAT DO YOU THINK?
 First Name: Jo Age: 12
 After your adventure, write or draw answers to these questions:

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

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

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

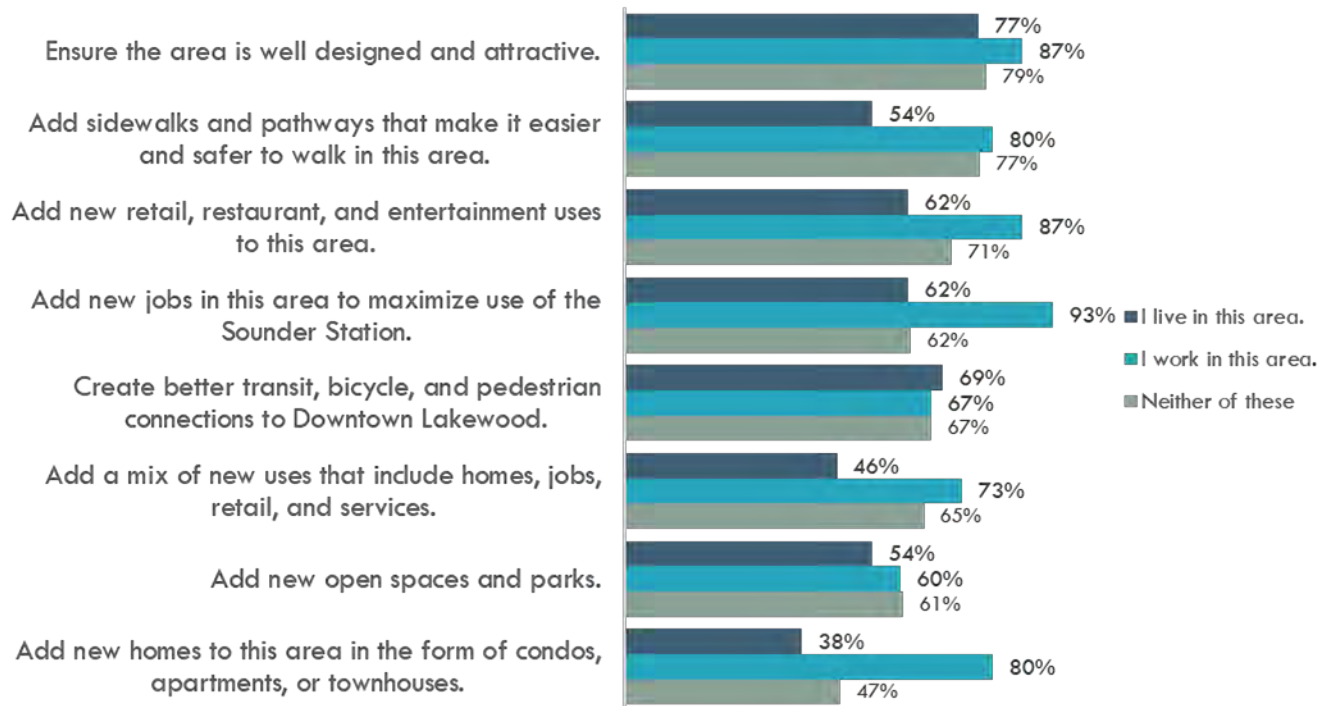
⁵ Based on socio-economic data collected in the *Situation Assessment*

impressions. The workshop materials included an opportunity for kids to submit their ideas as well, as shown in the Kid’s Workshop Response sidebar.

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

Exhibit 46. Survey Responses - Future LSDS Priorities

Percentage of Group Rating Priority as Important or Very Important



Source: BERK, 2020.

Survey responses summarized in ~~Exhibit 4~~ **Exhibit 6** confirmed the vision and concept for the LSDS from the Comprehensive Plan. The following bullets highlight key results:

- Those who work in the subarea more strongly favored adding new homes to the area (80%) than those who live in the subarea (38%).
- Respondents identified the presence of the Sounder Station as the most important asset of the area, contributing to an

easy commute for residents and employees. The station’s location was an asset for those working in the subarea because employees or customers live close by or it is easy to get there. An important asset to residents was the ability to have a home with some outdoor space.

- Changes that respondents would most like to see in the subarea included: more green space or parks, better walkability, more and new businesses, and additional housing options. More affordable housing was a desire of those who worked in the area and more community or neighborhood events were important to current residents.

Public Engagement

The LSDS plan has gone through a public engagement process to share and invite feedback on the draft vision, goals, policies, and environmental review information. This included workshops with the Lakewood Planning Commission, an online open house, and a stakeholders meeting. The City of Lakewood held a community meeting with the Planning Commission and two SEPA comment periods regarding the Planned Action. Following a public hearing on the Subarea Plan and Form-Based Code, the Planning Commission made a recommendation to the City Council. The City Council also held a public hearing on the Subarea Plan, Form-Based Code, and Planned Action prior to deciding on adoption. Comments received were used to revise the Plan and regulations.

Summary of Existing Conditions

Lakewood completed a *Situation Assessment* to identify existing conditions in the LSDS at the initiation of plan development. Information from the assessment is integrated into the analysis supporting the Planned Action and Environmental Checklist for this project. ~~Exhibit 5~~[Exhibit 7](#) summarizes the results from the *Situation Assessment*.

Exhibit ~~5~~7. Existing Conditions Summary Table

Topic	Summary
Demographics and Housing	<p>The subarea is a racially and ethnically concentrated area of poverty. There are low rates of homeownership and housing in the area is characterized by low values. These conditions place existing residents at risk of economic displacement.</p> <p>The majority of subarea residents work in service and retail industries and the majority of current employment is in these sectors. However, only about 10% of those who work in the subarea live in</p>

Topic	Summary
	<p>Lakewood. Additional moderate income housing in the subarea could provide the opportunity for some workers to live closer to work.</p> <p>In theory, the median household income in the LSDS should be able to pay the typical housing cost in the area. However, households in the subarea have high levels of housing cost burden, meaning they are paying more than 30% of their income for housing. Affordable housing and subsidized housing units could help alleviate the cost burden of existing residents.</p> <p>New multifamily housing is needed in Lakewood due to low vacancy rates. There is also demand for housing to serve military personnel and their families stationed at Joint Base Lewis McChord.</p>
Land Use	<p>Land use policies are in place to support the development of the subarea plan. Current land use patterns are auto-oriented, so transitional patterns of development will be necessary to achieve the desired land use.</p> <p>Residential and commercial land uses are in close proximity to each other. Although they are not currently integrated, this presents opportunities for mixed-use development. There are also a number of vacant and underutilized properties zoned for commercial and residential uses that provide opportunities for redevelopment.</p> <p>The subarea has few natural features and sensitive areas and does not include natural hazards that may limit future development. However, there are some environmental health hazards that will need to be addressed with future redevelopment.</p>
Zoning, Regulation, and Incentives	<p>Zoning is consistent with future land use but zoning and regulatory changes will be needed to support the transition of land use from its current condition to the desired future condition. Temporary activation of spaces in the subarea may be helpful during the transition period.</p> <p>Housing incentives may help the LSDS remain an area for households with low and moderate incomes while increasing the quality of housing through redevelopment.</p> <p>Attached residential development that can be subdivided for ownership can increase density and offer homeownership options, but parking and other development standards should be addressed.</p> <p>Proximity to Joint Base Lewis-McChord brings additional regulations to maintain safe airspace, but the City’s current integrated review process minimizes complexity for applicants.</p>
Transportation	<p>Intersections currently operate at an acceptable Level of Service.</p> <p>The area is well served by two transit hubs: the Lakewood Station and the SR 512 Park and Ride.</p> <p>The City of Lakewood, Sound Transit, and Pierce Transit have plans to enhance transit connectivity and multimodal mobility in the subarea in the next decade. <i>Lost revenues due to COVID may affect these plans, but details are currently not available.</i></p>
Utilities and Public Services	<p>Infrastructure upgrades will be needed for some redevelopment plans. This includes the upgrade of water mains for capacity and fire flow, and capacity upgrades for sewer. Coordination with the Lakewood Water District and Pierce County Wastewater Utility during the update of their system plans is needed.</p> <p>Sponsoring the upfront costs of infrastructure investment may be a strategy to support new development in the LSDS.</p>



Land Use and Urban Design

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

Context

Existing Land Use and Design

The LSDS vision and development concepts are not reflected in the existing land use or urban design. Development intensity is lower than what is planned for the subarea, as shown in [Exhibit 8](#). Wide streets prioritize the movement of automobiles. This can make major arterials like Bridgeport Way or Pacific Highway act as barriers for pedestrian and bicyclists. Residential streets also sport rights of way over 50 ft wide with few traffic calming measures to buffer automobile traffic.

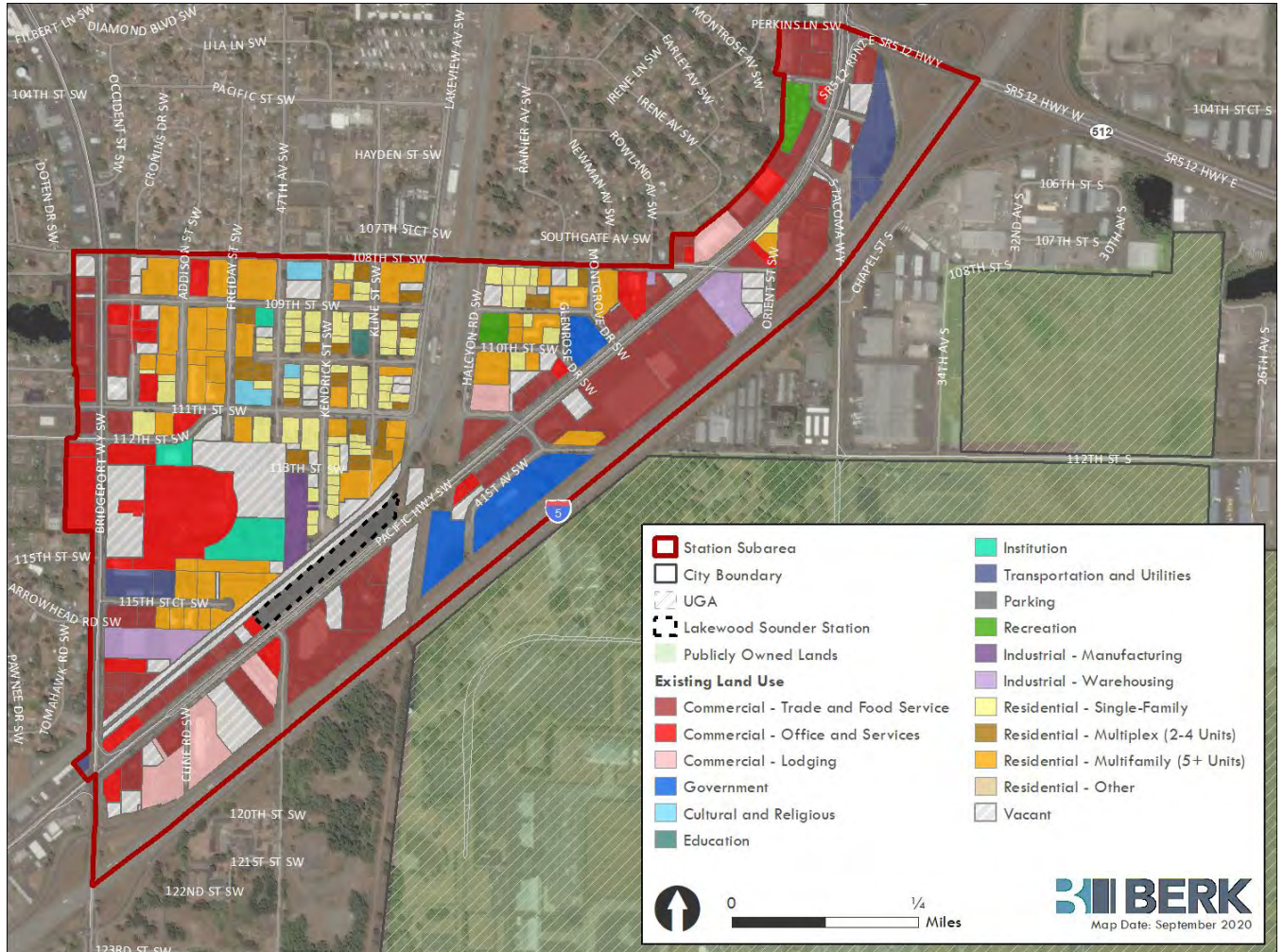


Current Urban Form in the LSDS

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

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

Exhibit 68. Existing Land Use



Note: Recreation includes RV park and recreation activities.

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

Most of the subarea is in commercial use, but there is a significant amount of residential use and some vacant lands as well. Residential uses include single-family homes (60%), small duplex or multiplex buildings (26%), and low-rise multifamily units (14%). Parcel size in the subarea is varied, as shown in [Exhibit 7](#) [Exhibit 9](#). Half the parcels are a half-acre or less in size, but these only account for about 40 acres in the 339-acre subarea. The 13 largest parcels account for 38% of the land in the subarea. This variety of parcels provides different types of opportunities for small and large scale redevelopment.

Exhibit 79. Parcel Size in the LSDS

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

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

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

Environmental Conditions

The Lakewood Station District Subarea is a highly developed urban environment that contains few natural features. It is characterized by parcelized land, pavement, and existing vegetation mostly planted for ornamental purposes. A summary of environmental conditions is shown in [Exhibit 8](#)~~Exhibit 10~~. Additional detail can be found in the *Situation Assessment* or *SEPA Environmental Checklist*.

Exhibit 810. Summary of Environmental Conditions in the LSDS

Environmental Feature	LSDS Conditions	Effects on the LSDS
Waterbodies and Shorelines	There are no significant features within the LSDS.	Not applicable.
Wetlands	There are three small, isolated areas of mapped wetlands adjacent to I-5. There is a delineated wetland outside the LSDS west of Bridgeport Way.	The isolated, mapped wetlands will need to be investigated at the time of development and follow critical areas regulations. A limited number of LSDS parcels may be subject to buffer requirements identified for the wetland outside the LSDS west of Bridgeport Way.
Floodplains	A portion of the study area is a moderate (or 500-year) flood area. This is mapped along Bridgeport Way and between Pacific Highway and I-5 west of Lakeview Avenue SW.	Areas of moderate flooding are not regulated by the City's flood hazard regulations.
Aquifer Recharge Area	All of Lakewood is within the Central Pierce County Aquifer Area. This is a sole source aquifer.	New land uses that could result in groundwater contamination are limited, including things such as storage tanks, dry cleaning, and auto repair.
Geological Hazards	There are no significant features within the LSDS.	Not applicable.
Environmental Clean-up Sites	There are eight sites identified for environmental clean-up in the LSDS, as shown in Exhibit 9 Exhibit 11 .	Contamination from petroleum products, metals, solvents, and lead is the result of current or past activities on these sites. ⁶ Clean-up is started on all the sites except the Flying B #18 site. Sites are in various stages of the clean-up process and subject to Washington State's Model Toxics Control Act. ⁷

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

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

⁷ RCW 70.105D.

Exhibit 911. Environmental Clean-up Sites in the LSDS



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

Future Land Use

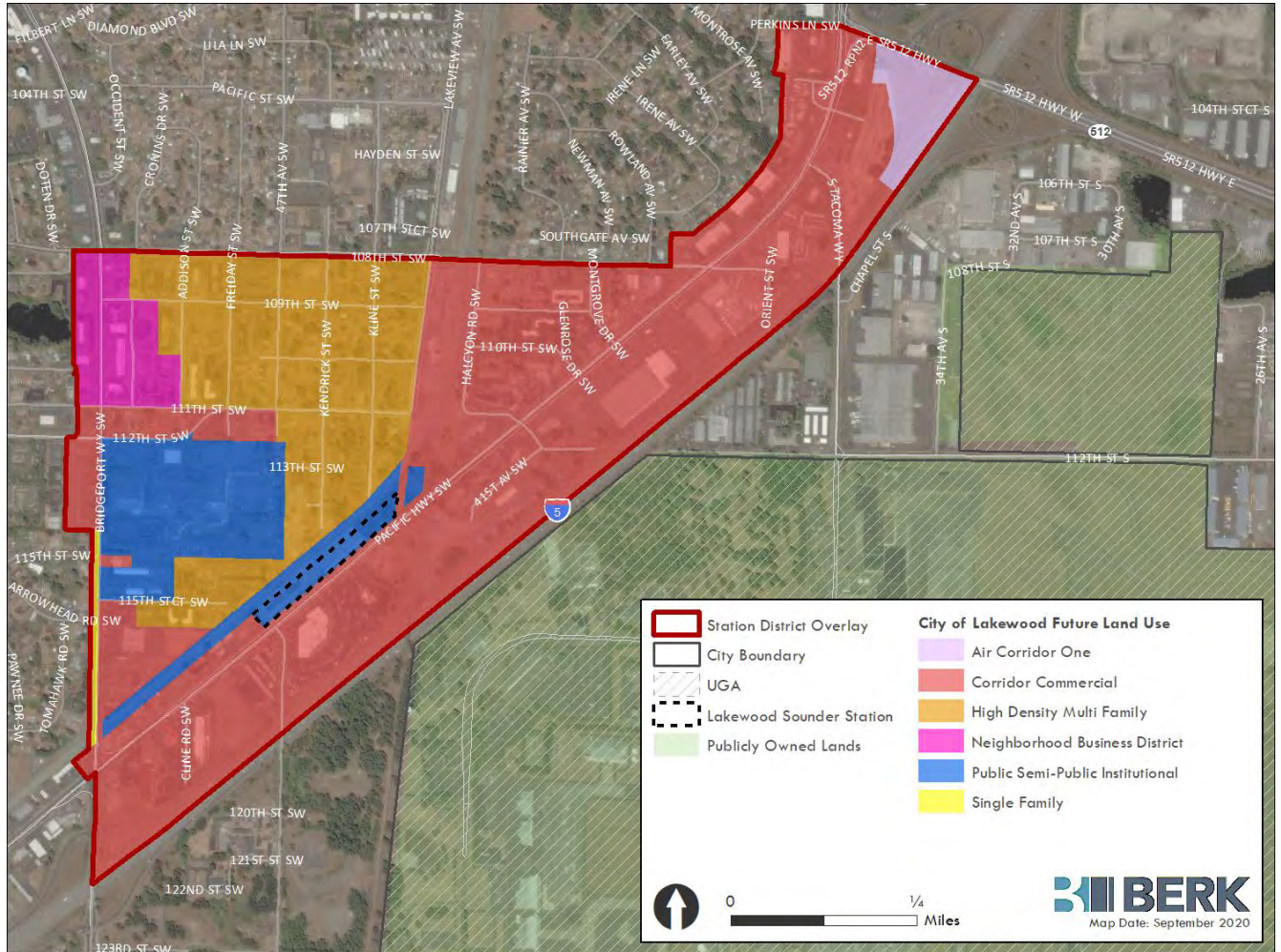
The Comprehensive Plan identifies the following land use designations in the subarea, as shown in [Exhibit 10](#) ~~Exhibit 12~~:

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

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

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

Exhibit 1012. Future Land Use in the LSDS



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

Land Use Regulation

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

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

Zoning

Zoning in the LSDS is shown in ~~Exhibit 11~~~~Exhibit 13~~. These zones are consistent with the Future Land Use map and include:

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



Lakewood Station is at the heart of the TOC zone

Source: HewittSeattle.com

⁹ Lakewood Municipal Code 18A.10.120D.5

allowed, except for allowing a caretaker's unit.

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



St. Clare provides regional medical service

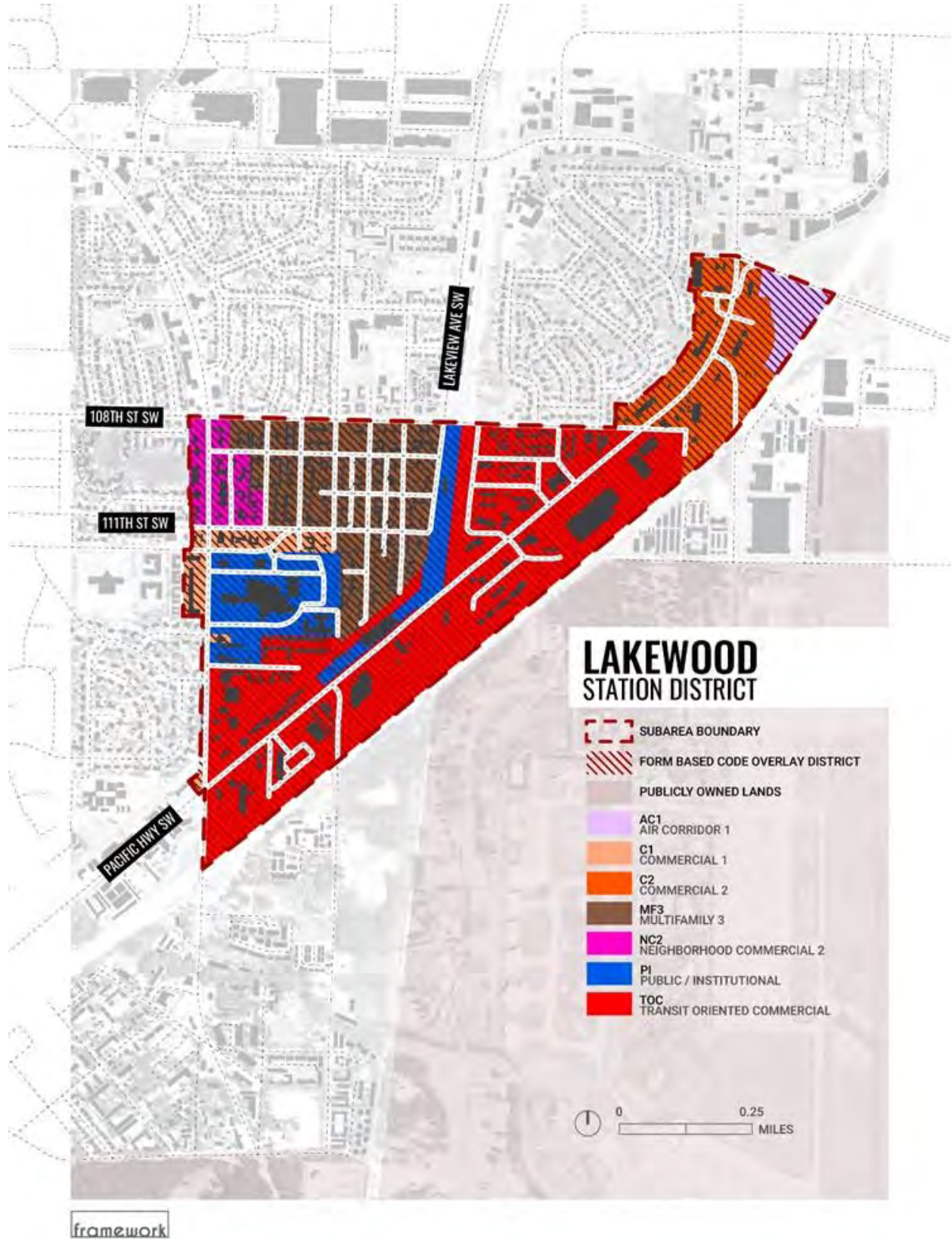
Source: CHIFranciscan.org

The zoning map adds an overlay for the Lakewood Station District (see [Exhibit 11](#) ~~Exhibit 13~~). This area links the vision to specific regulating provisions in the Lakewood Municipal Code. It allows for the implementation of a hybrid form-based code, incentive programs, and other measures within this area.

¹⁰ Lakewood Municipal Code 18A.40.040B.1

¹¹ Lakewood Municipal Code 18A.20.200

Exhibit 1113. Zoning in the LSDS



Sources: BERK, 2020; Pierce County Assessor, 2021.

Hybrid Form-Based Code

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

While uses are still regulated by zone, the hybrid form-based code shapes building design to reinforce a human, neighborhood scale that feels safe and welcoming. The use of a hybrid form-based code will standardize streetscapes to provide a consistent look and feel as well as facilitate the walkability desired by the community. Off-street parking, which is necessary to support retail as the area transitions to a more compact form, will be moved behind or under buildings that are located closer to the street. New development will include 8-14' wide sidewalks and pedestrian connections between the sidewalk and the building to enhance walkability.

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

Exhibit 1214. LSDS Hybrid Form-Based Code Overlay



Sources: Lakewood Municipal Code, 2020; Framework, 2021.

The hybrid form-based code is administered through an overlay that covers the entire LSDS as shown in ~~Exhibit 12~~~~Exhibit 14~~. It overrides zoning and development regulations in the Lakewood Municipal Code if there are areas of conflict. Uses are defined by the underlying zoning designation, with some additional prohibitions intended to limit uses at a scale or impact that is incompatible with the LSDS vision. Maximum densities and height limits are also set by the underlying zoning code.

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

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

Arterial Mixed-use Streets

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

Mixed-Use Streets

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

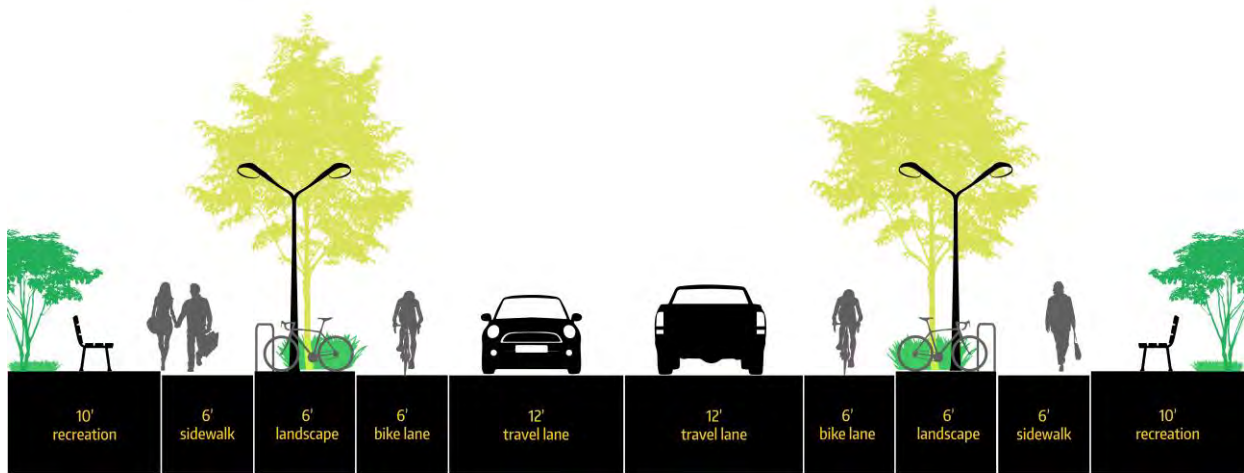
Green Streets

Green streets include vehicle travel lanes, sidewalks, bike lanes, and open space for stormwater management, landscaping, and gathering space. Green streets contribute both functional and amenity features to the streetscape to make an attractive and welcoming district as shown in ~~Exhibit 13~~~~Exhibit 15~~ and ~~Exhibit 14~~~~Exhibit 16~~. The Boulevard street in ~~Exhibit 15~~~~Exhibit 17~~ is a

variety of green street that may be carried beyond the district, highlighting connections to Downtown or other nearby areas.

Exhibit 1315. Green Street Concept #1 – 80’ Right-of-Way

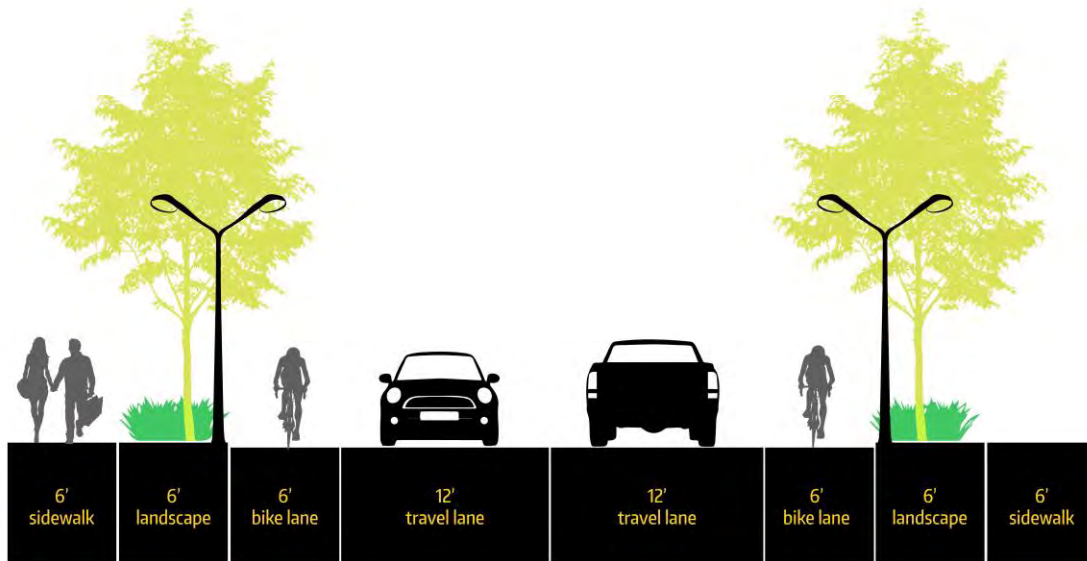
GREEN STREET CONCEPT
80’ Right-of-Way



Source: Framework, 2020.

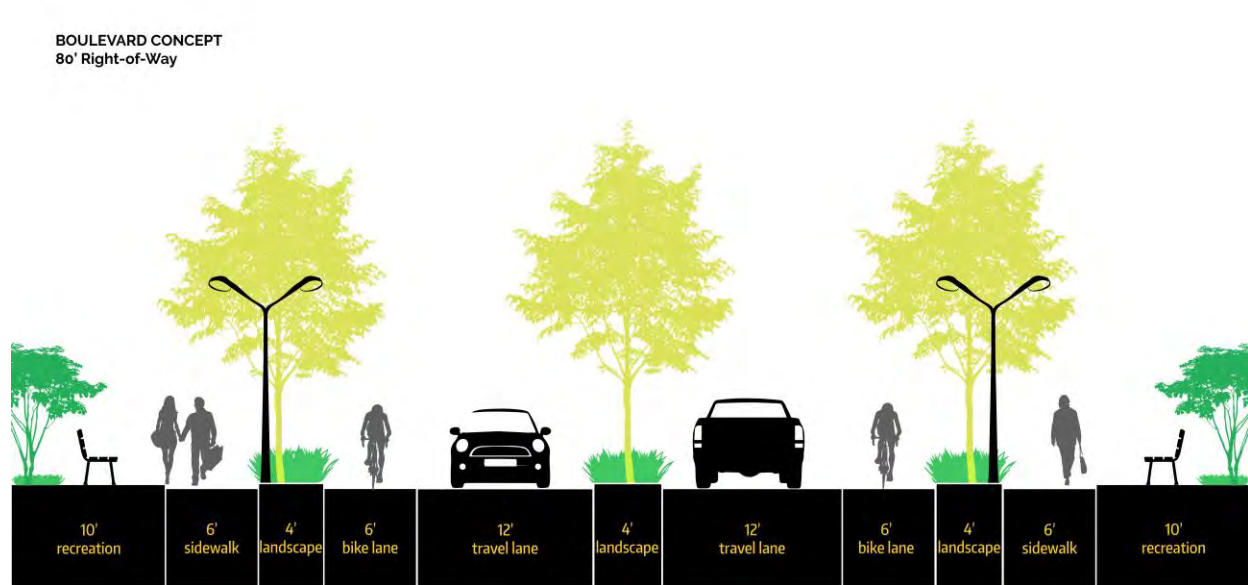
Exhibit 1416. Green Street Concept #2 – 60’ Right-of-Way

GREEN STREET CONCEPT
60’ Right-of-Way



Source: Framework, 2020.

Exhibit ~~15~~17. Boulevard Street Concept – 80' Right-of-Way



Source: Framework, 2020.

Residential Streets

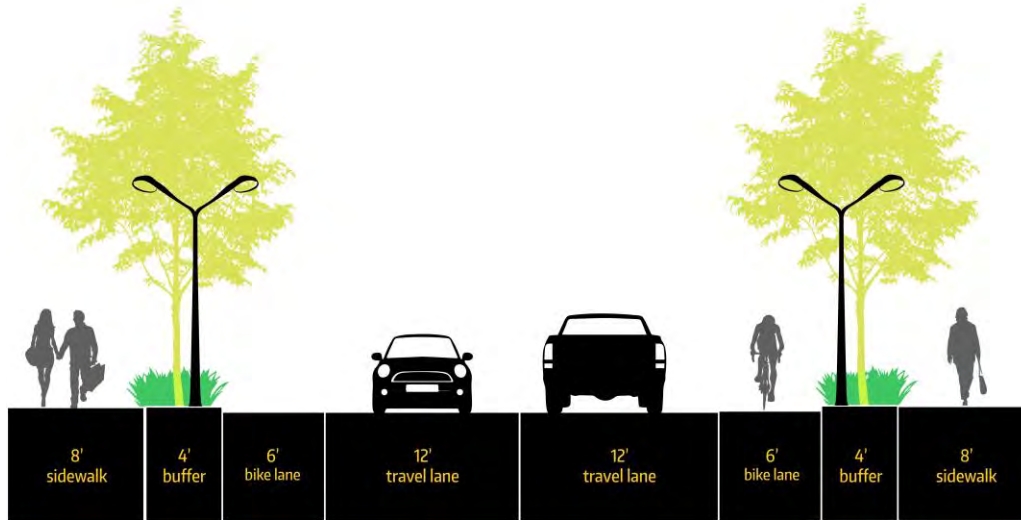
Residential Streets serve residential neighborhoods and include vehicle travel with sidewalks and bike lanes. Many of the current streets identified as Residential Streets do not have curbs, gutter, or sidewalks, and there is no definition between the public right-of-way and private property. Parking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

The residential street ROW in the LSDS area varies between 60' and 80' based on historical platting and construction.

~~Exhibit 16~~ ~~Exhibit 18~~ and ~~Exhibit 17~~ ~~Exhibit 19~~ show a standard residential street sections with either a 60' right-of-way or 80' right-of-way that include travel lanes, sidewalks, and bike lanes, and landscaping. In the future, bike lanes could be converted to on-street parking.

Exhibit 1618. Residential Street Typology – 60' Right-of-Way

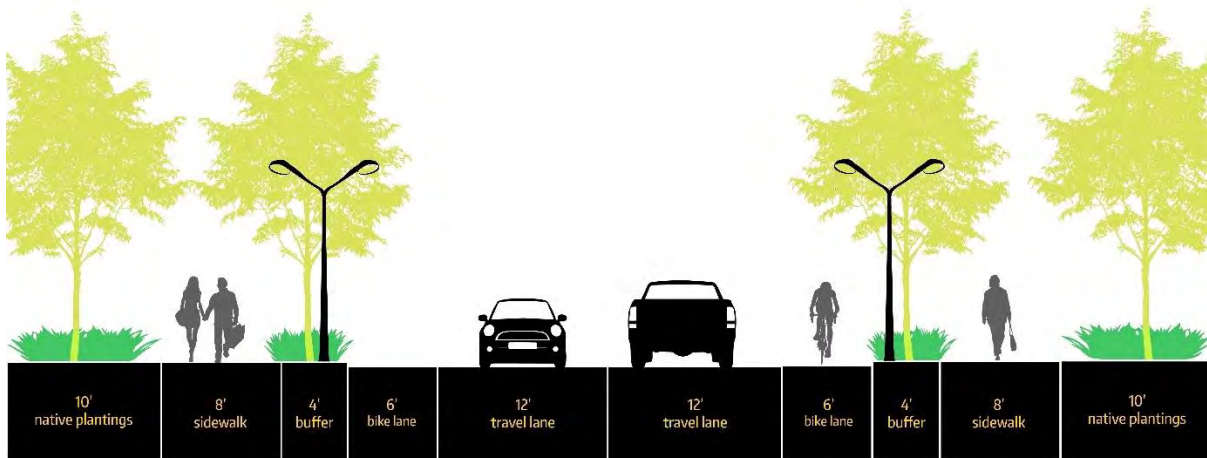
RESIDENTIAL STREET CONCEPT
60' Right-of-Way



Source: Framework, 2020.

Exhibit 1719. Residential Street Typology - 80' Right-of-Way

RESIDENTIAL STREET CONCEPT
80' Right-of-Way



Source: Framework, 2020.

Alleys and Plazas

Alleys are encouraged to provide secondary access to properties, de-emphasize parking lots, and to promote continuous building frontages. Alleys would meet Public Works engineering standards. Along Occidental, a special Plaza designation identifies acceptable development frontages similar to Mixed Use Streets. The Plaza street concept is shared below.

Exhibit 1820. Plaza Street Concept – 80’ Right-of-Way



Framework, 2020

Exhibit 1921. Plaza Street Concept – 60’ Right-of-Way



Framework, 2020

Public Spaces

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

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

- A linear park along Kendrick Street south of 111th Avenue SW that would bring green space to the heart of the district's residential area. This would better define the pedestrian connection between Lakewood Station and the Lakeview Hope Academy and facilitate the use of the playground there as a neighborhood park as envisioned in the *Legacy Plan 2020*.
- Green corridors with enhanced landscaping in areas with planned pedestrian and bicycle improvements such as 111th /112th Avenue SW.
- A pocket of open space in the alley near Occidental Street would be a plaza street as shown in [Exhibit 20](#)~~Exhibit 22~~.
- A linear park connecting Lakewood Station to the Springbrook Area through improvements along 47th Avenue as envisioned in the *Legacy Plan 2020*.

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

¹³ *Legacy Plan 2020*, Figure 3-14.

Development standards will require street frontage improvements and landscaping that will increase greenery in the public realm. Mixed-use development standards will include provisions for public spaces and open spaces.

~~Lakewood Landing will include a landscaped public plaza in its first phase to support community gathering and provide urban open space.~~



Conceptual Landscaped Public Plaza for Lakewood Landing

~~Source: Lee & Associates, 2019.~~

Exhibit 2022. Green Space Opportunities in the LSDS



Source: Framework, 2021.

Policies and Strategies

Policies

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

Strategies

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

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

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



Housing

Context

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

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

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

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

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

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

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

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

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

Existing housing stock in the LSDS already includes a variety of housing types, as shown in [Exhibit 21](#) ~~Exhibit 23~~.

Rental Housing Safety Program

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

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

¹⁸ ESRI Community Profile, 2020.

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

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

Exhibit 2123. Existing Residential Structures in the LSDS

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

Sources: Pierce County Assessor, BERK 2020.

Footnote: Data is based Pierce County Assessor Built-As information that the County relates to Marshall and Swift cost and depreciation tables. Thus, the unit type distinctions are more detailed and some categories may overlap traditional planning level unit type definitions (e.g. Apartment < 3 Stories and Multiple-Residential.)

Housing Concepts

Lifecycle Housing

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

pursuits;. another couple may enjoy access to and outdoor space for gardening.

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

~~Exhibit 21~~ **Exhibit 23** shows that the LSDS already includes a mix of housing types. During engagement, residents acknowledged the importance of having access to ground-related outdoor space, such as a private yard or semi-private shared courtyard. Many housing types can include ground-related outdoor space associated with individual units or incorporated as common space. They also can be built efficiently and affordably. By providing missing middle housing types, the LSDS will continue to provide important options for lifecycle housing, including small units, housing diversity, outdoor space, and affordability to those with moderate incomes.

Rowhouses

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



Example Rowhouse Style Development

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

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

Apartments and Mixed-Use Residential Development

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

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

Mobile Home Park

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



Oaknoll Trailer Park

Source: Google Earth, 2020.

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

Affordability

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

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

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

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

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

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

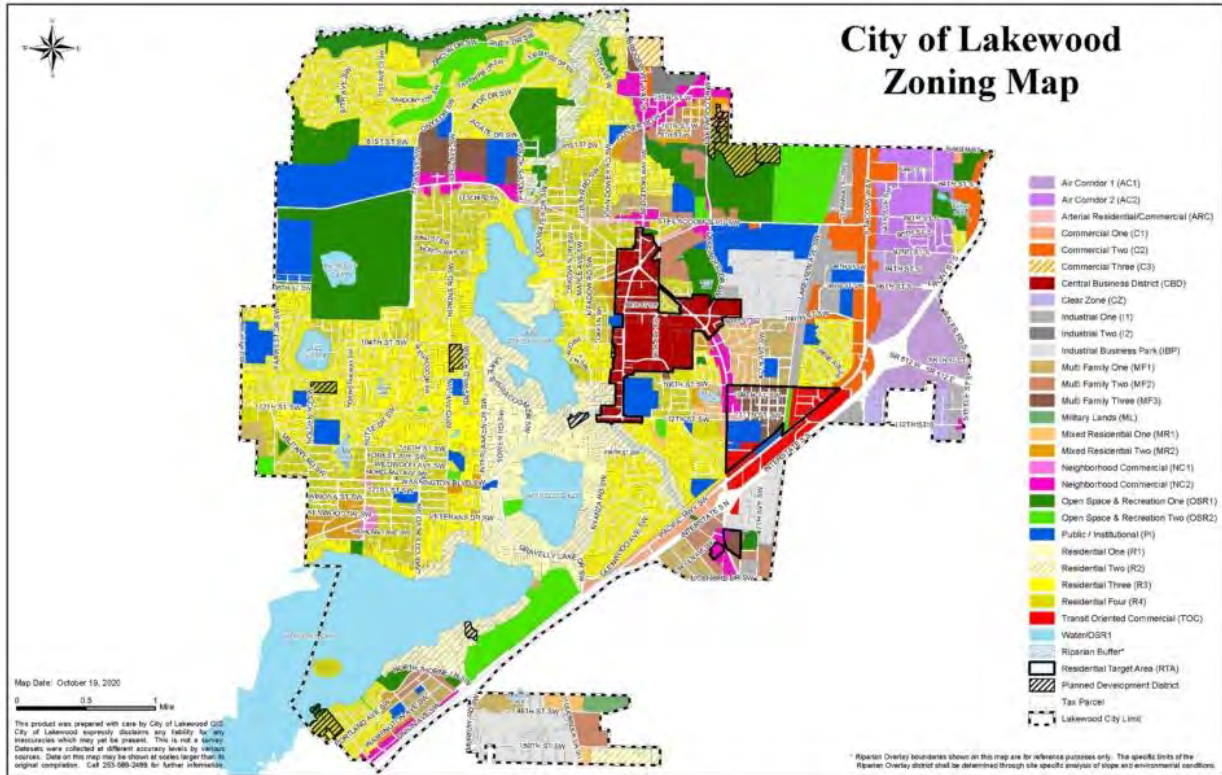
The City's Housing Incentives Program encourages the development of housing for people regardless of economic means.²⁶ Inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing are described in LMC Chapter 18A.90. Incentives are available to support the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

Lakewood also has a multifamily property tax exemption, which exempts some types of new housing from paying ad valorem property taxes. Currently, most of the LSDS is within one of the residential target areas where the exemption may be applied. The current boundary is outlined in black as a Residential Target Area in ~~Exhibit 22~~[Exhibit 24](#). This offers an incentive to support the types of housing envisioned for the subarea.

²⁵ Adoption would require consideration of citywide applicability and impacts.

²⁶ Lakewood Municipal Code 18A.090

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

Exhibit 2224. Residential Target Areas

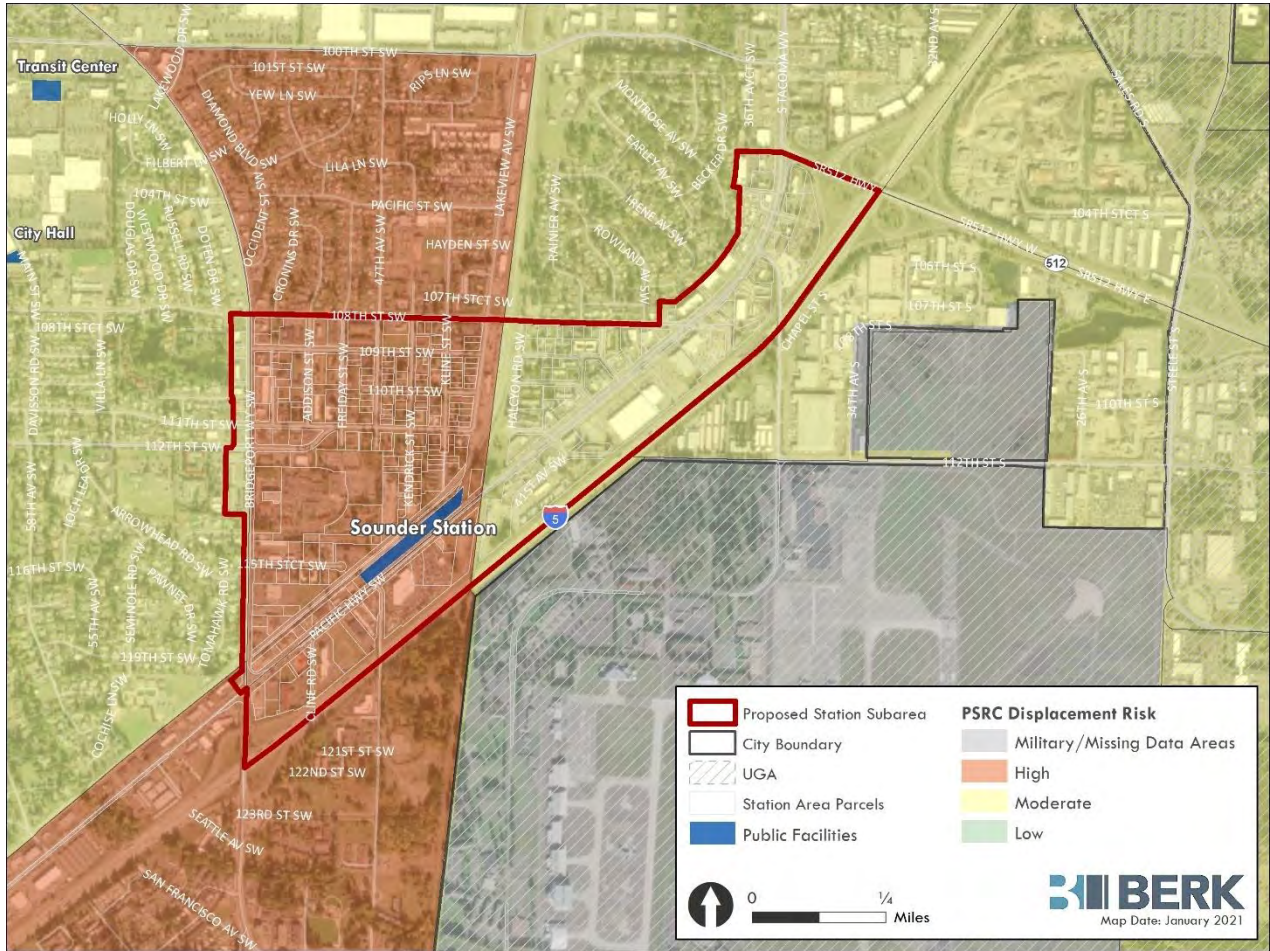
Source: City of Lakewood, 2020.

Preventing Displacement

Current residents in the LSDS may be vulnerable to displacement with redevelopment in this area due to high rates of cost burden, low household incomes, and other factors.

Exhibit 23~~Exhibit 25~~ shows high and moderate risks of displacement in the subarea based on an analysis done by the Puget Sound Regional Council in 2017. Existing low density housing is anticipated to be replaced through small or moderate-scale redevelopment projects over the next 20 years that will increase the number of available units in the area. The focus of this plan is support additional options for low and moderate income housing, as well as a variety of housing types, is one way to prevent economic displacement.

Exhibit 2325. Estimated Displacement Risk



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

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

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

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

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

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

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

Policies and Strategies

Policies

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

affordability.

Strategies

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



Economic Development, Business, & Employment

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

Context

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

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

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

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

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

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

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



Local businesses serve residents and provide entrepreneurship opportunities

Source: El Mercado Latino

³⁰ Department of Commerce, 2020.

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

Policies and Strategies

Policies

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

Strategies

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



Transportation

Context

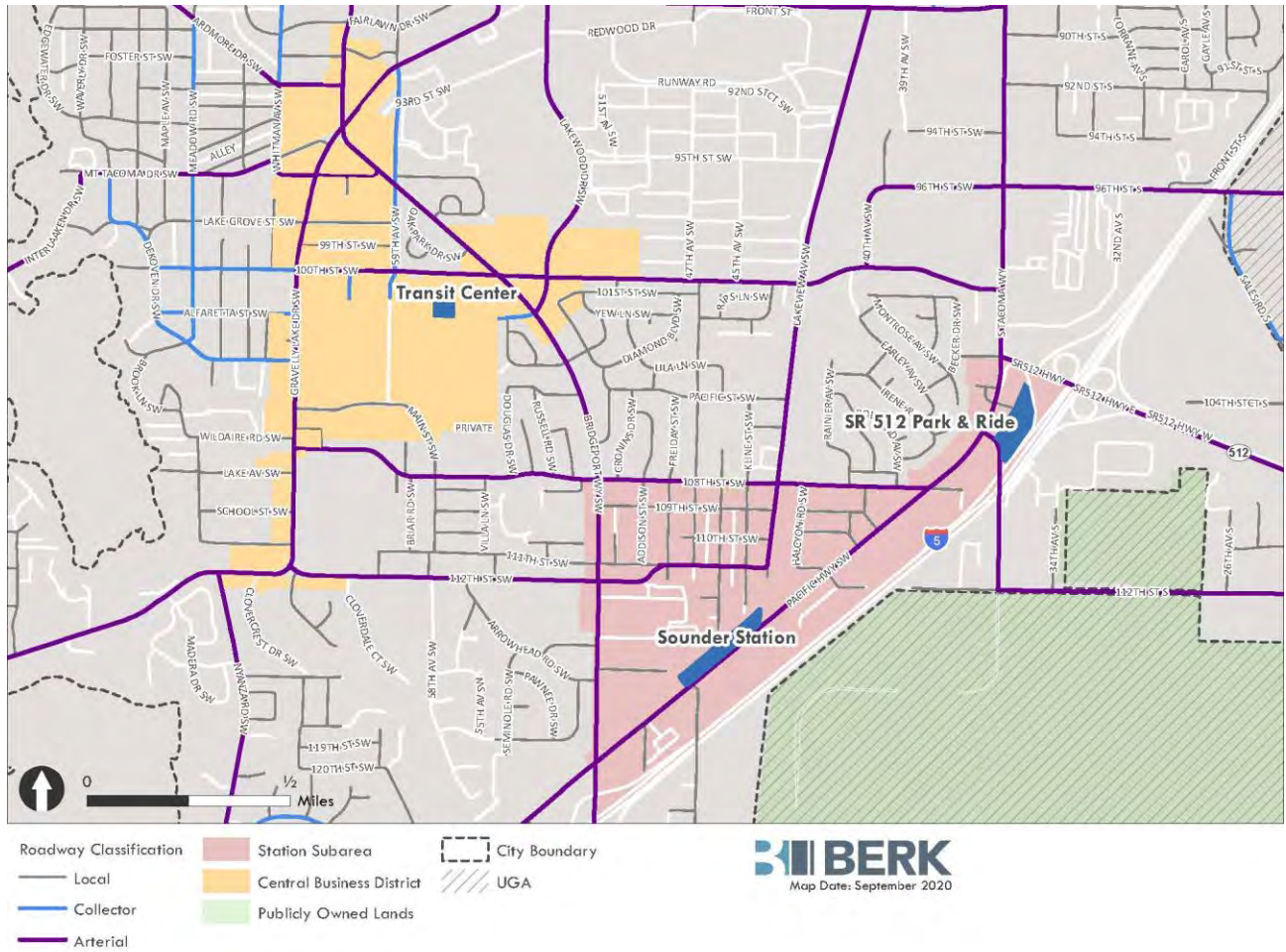
The LSDS is a predominantly auto-oriented environment framed by access to I-5 to the north at the SR 512 interchange and at the Bridgeport Way interchange to the south. It is also served by major arterials such as Pacific Highway SW, Bridgeport Way, and 108th Avenue SW and a network of local access streets (see [Exhibit 24](#)~~Exhibit 26~~).

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

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

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

Exhibit 2426. Transportation Features in the LSDS and Vicinity



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

Level of Service

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

The City uses PM peak hour average delay to evaluate traffic operations level of service (LOS) at its intersections. The

transportation element designates LOS guidelines for the city's arterial streets and intersections. Within the study area, the City sets a LOS standard of LOS D³¹ during the weekday PM peak hour at all arterial street intersections. However, according to Policy T-20.5, the City may allow minor street stop-controlled intersections to operate below that LOS standard if those instances are thoroughly analyzed from an operational and safety perspective.

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

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

Improvements

Planned Improvements

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

- Lakewood Station Non-Motorized Access Improvements – sidewalks and street lighting per the Non-Motorized Plan and Sound Transit Access Improvement Study.



111th and 112th Street Corridors

Source: City of Lakewood.

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

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

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

General Mitigation Measures

Managing demand for auto travel is an important part of mitigating the traffic congestion impacts. Transportation demand management (TDM) strategies could include subsidies or discounts for non-auto travel, education and assistance to help travelers identify non-auto commute options, rideshare and ridematch promotion, and local incentive and reward programs.



Transit near employment helps reduce auto demand

Source: City of Lakewood.

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

The City of Lakewood included policies aimed at managing auto travel demand in its Comprehensive Plan. The policies call

for the City to encourage and assist employers who are not affected by the CTR law to offer TDM programs on a voluntary basis, encourage large employers to offer flexible or compressed work schedules to reduce localized congestion, and implement a public awareness and educational program to promote transportation demand management (TDM) strategies. With a robust TDM program in place, it is expected that actual trip generation in the Study Area could be lowered beyond the levels analyzed as part of the Subarea Plan.

Specific Mitigation Measures

The City could make signal timing improvements to increase the efficiency of impacted intersections and roadways in the subarea. ~~Exhibit 25~~~~Exhibit 27~~ describes potential improvements to the impacted study intersections. Improvements generally involve changes that will not require right-of-way acquisition or widening, rather only changes to signal timing. The exception is intersection of Pacific Highway and Sharondale Street, which is currently all-way stop controlled, where a signal could improve operations if the volumes meet a signal warrant. With the proposed mitigation measures all intersections are expected to operate at LOS D or better.

Exhibit ~~25~~~~27~~. Proposed Mitigation Measures

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

Source: Fehr & Peers, 2020.

With implementation of the potential signal timing mitigation measures outlined in the previous section and future improvements at the Bridgeport Way/I-5 ramps, the magnitude

of the impacts could be mitigated such that auto, freight, and transit are not significantly impacted.

Street Standards

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

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

Policies and Strategies

Policies

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

Strategies

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



Utilities & Public Services

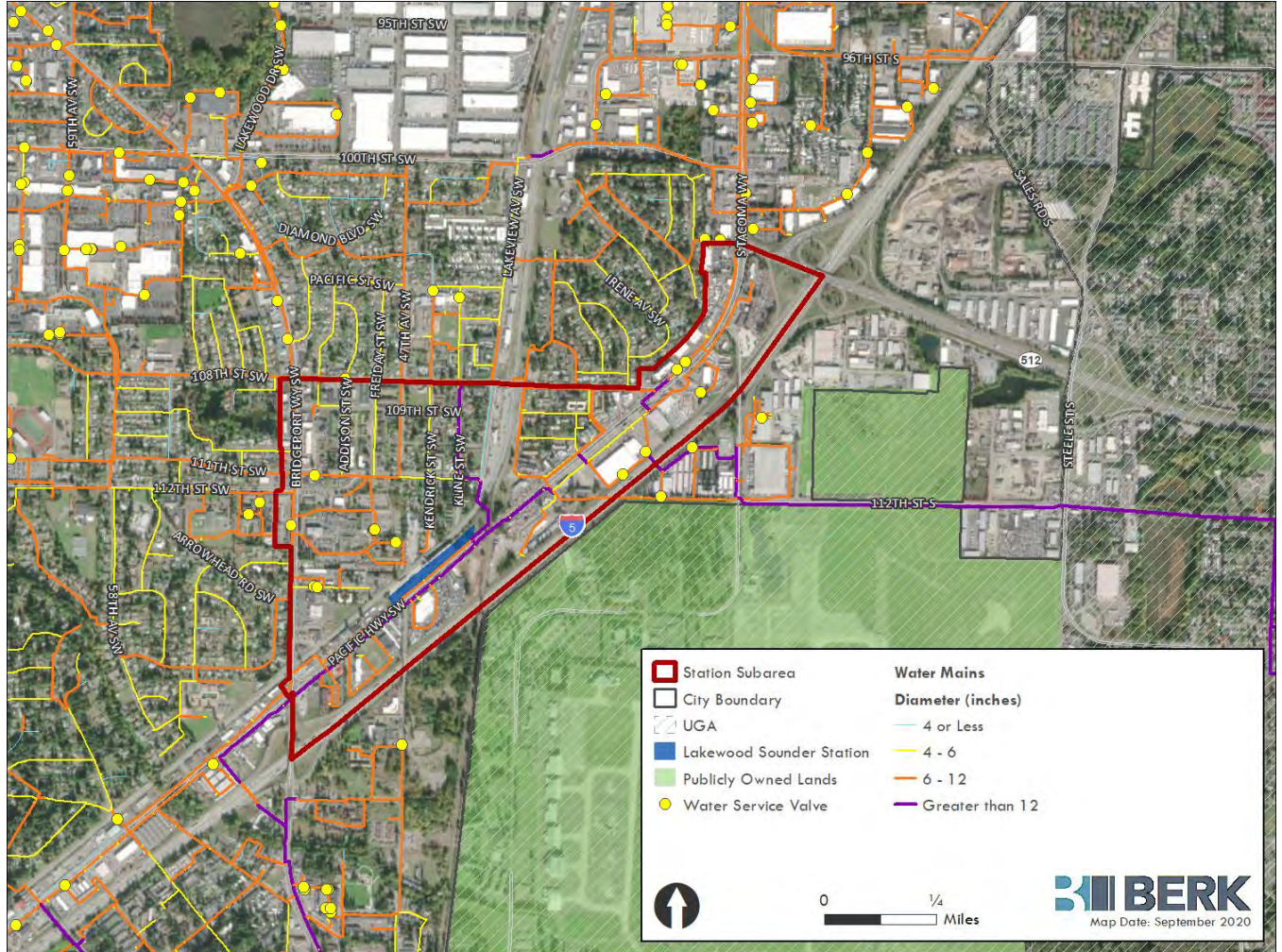
A variety of providers serve the LSDS with utility infrastructure and public services. Infrastructure updates and capacity changes related to the subarea plan will need to be coordinated with these providers. This should be done through participation in the updates of long-range system plans as well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

Context

Water

Water is provided by the Lakewood Water District and the subarea is fully served. As shown in ~~Exhibit 26~~[Exhibit 28](#), the largest water mains primarily run along Pacific Highway, but a main larger than 12 inches runs roughly under Kline Street SW into the residential area. There is also a main larger than 12 inches that runs into the subarea from the southeast side of I-5. Mains 6 to 12 inches in size are well distributed throughout the subarea, running under several streets, including Bridgeport Way. These midsized mains serve St. Clare Hospital and the existing commercial development in the subarea.

Exhibit 2628. Water Utility Infrastructure in LDS and Surrounding Area



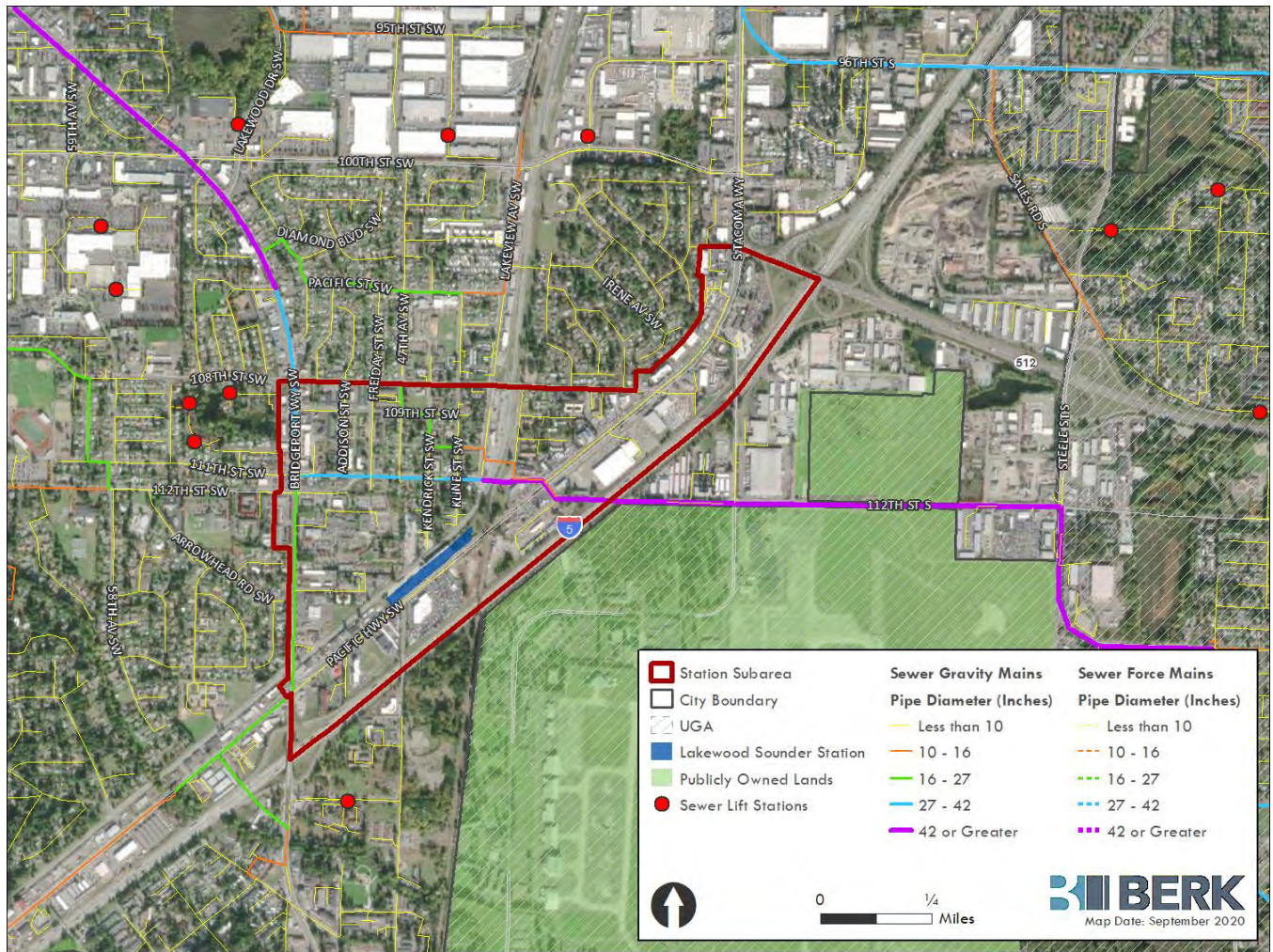
Sources: BERK, 2020; Pierce County Assessor, 2020.

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

Wastewater

Wastewater service in Lakewood is provided by Pierce County Planning and Public Works. Most of the sewer pipes shown in [Exhibit 27](#) ~~Exhibit 29~~ were installed in the 1980s (some later) and are primarily 8-inch diameter PVC pipes, which have a 100-year lifetime. Larger interceptors are typically made of concrete, which has a service life of 50 to 100 years. Generally, the sewer infrastructure is considered in good condition with plenty of remaining service life and no current need for large scale line replacements or upgrades.

Exhibit 27-29. Wastewater Infrastructure in the LSDS and Surrounding Area



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

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

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

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

Energy

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

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

Emergency Response

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

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

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

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



Emergency response is readily available

Source: West Pierce Fire and Rescue.

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

Policies and Strategies

Policies

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

Strategies

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



Implementation Plan

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

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

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

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

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

ATTACHMENT F

Tillicum-Woodbrook Subarea Plan (TWSP)

DRAFT | April 2024

Executive Summary

The Tillicum-Woodbrook Subarea Plan (TWSP) represents a significant update and expansion to the original 2011 Tillicum Neighborhood Plan, which now includes the Woodbrook area to reflect their shared community interests and geographical proximity. This strategic planning document is aligned with the City of Lakewood's Comprehensive Plan, detailing specific goals, policies, and actions designed to guide development and enhance community cohesion over the next two decades. The update aims to address uncompleted actions from the previous plan and integrates new objectives based on extensive community feedback and current socioeconomic data.

The TWSP highlights key areas of focus such as housing diversity, economic development, transportation, and environmental resilience, aimed at fostering a sustainable community that accommodates growth while preserving quality of life. Significant changes include initiatives to increase residential density, create new community and civic spaces, and enhance multimodal transportation options to improve connectivity within the subarea and the broader Lakewood region. These efforts are underpinned by the desire to support a thriving community that reflects its rich diversity and historical heritage.

Additional investments in infrastructure and public services are prioritized to support the community's social and economic needs. This includes expanding public access to American Lake, improving local educational facilities, and fostering economic opportunities through strategic partnerships with local businesses and regional agencies. The plan also places a strong emphasis on environmental stewardship, advocating for sustainable development practices and the protection of local natural resources, particularly American Lake and surrounding ecosystems.

The goals outlined in the TWSP include the following:

- Goal #1:** Celebrate the Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library branch as the heart of the Tillicum-Woodbrook Subarea.
- Goal #2:** Increase visibility of Tillicum's and Woodbrook's diverse community by investing in leadership development and the neighborhood's ability to advocate for community needs.
- Goal #3:** Diversify Tillicum's and Woodbrook's housing options to support current residents in Lakewood.

- Goal #4:** Connect Tillicum and Woodbrook to Lakewood and Pierce County through a multi-modal transportation network to increase access to employment and social activities.
- Goal #5:** Increase economic development opportunities within Tillicum and Woodbrook.
- Goal #6:** Protect Tillicum and Woodbrook’s natural environment and increase adaptability and resiliency for Tillicum and Woodbrook as communities significantly impacted by air quality and climate change.

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Introduction

The Tillicum Neighborhood Plan (TNP) was originally adopted in 2011. In 2022, the City of Lakewood produced a status report of the Tillicum Neighborhood Plan's implementation and adopted an Addendum to the TNP explaining progress to date to make the Plan's vision a reality. While much has been accomplished to realize the visions and priorities discussed in the original Tillicum Neighborhood Plan, many of the plan's Action Items are not yet complete.

In September 2022, the city announced that the Tillicum Neighborhood Plan would be replaced with a Tillicum-Woodbrook Subarea Plan (TWSP) as part of the 2024 Comprehensive Plan Periodic Review (24CPPR) process. While the 2011 Plan boundaries were reserved to the Tillicum neighborhood north of I-5, the 2024 update incorporated the Woodbrook area south of I-5 due to the historical community connection between the two areas.

Background

Relationship to the Comprehensive Plan

The City of Lakewood Comprehensive Plan guides the City's overall strategy for growth and development over a twenty-year horizon. It sets the goals and policies for a variety of topics, such as land use, housing, economic development, climate and resiliency, transportation, and the environment. The city has several subarea plans that are recognized in and complement the Comprehensive Plan, including the Tillicum-Woodbrook Subarea Plan, Lakewood Station District Subarea Plan, and Downtown Subarea Plan.

Subarea plans are long-range plans for a specific geography within a jurisdiction. Subarea plans are to be in alignment with the Comprehensive Plan and the City's overall land use strategy but offer the opportunity for more tailored planning to help articulate and implement a subarea's vision, values, and priorities.

Planning Area

The boundaries of the Tillicum neighborhood and Woodbrook area are provided in **Exhibit 1**. Located in southeast Lakewood, the area is bounded by I-5 and the former Burlington Northern Santa Fe (BNSF) (now owned by Sound Transit) railroad to the southeast, Camp Murray to the southwest, the American Lake shoreline to the northwest, and private gated communities to the northeast.

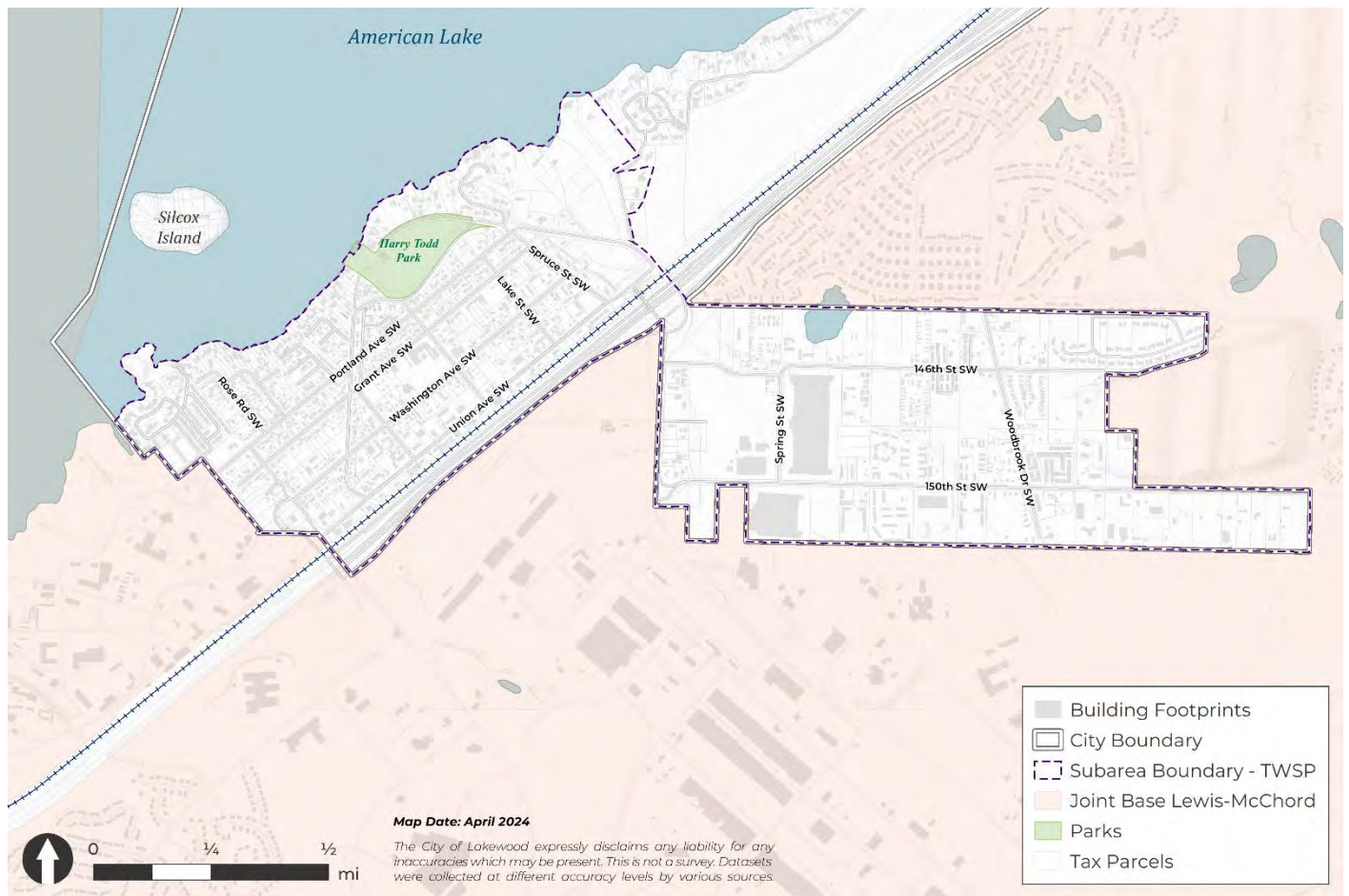
Exhibit 2 shows current land use in Tillicum and Woodbrook. The western portion of Tillicum includes single-family residential development with a few multi-unit residential buildings. Commercial development is concentrated between Washington Avenue SW and Union Avenue SW, though there are small pockets of commercial uses in the residential areas. There is one park, Harry Todd Park, in the northwest corner of Tillicum. Woodbrook, across I-5 from Tillicum, contains industrial uses, as well as some commercial and multi-unit residential development. The city rezoned many parcels in Woodbrook in the 2010's to reflect the vision of the city that it would be an area for industrial and warehouse uses.

Exhibit 3 shows key landmarks within the Tillicum-Woodbrook Planning Area. Landmarks are important components of a community and are individual structures or points. They are external points of reference to guide movement and provide orientation. Notable landmarks in the Tillicum-Woodbrook Planning Area include:

- Harry Todd Park
- Thornewood Castle
- Commencement Bay Rowing Club

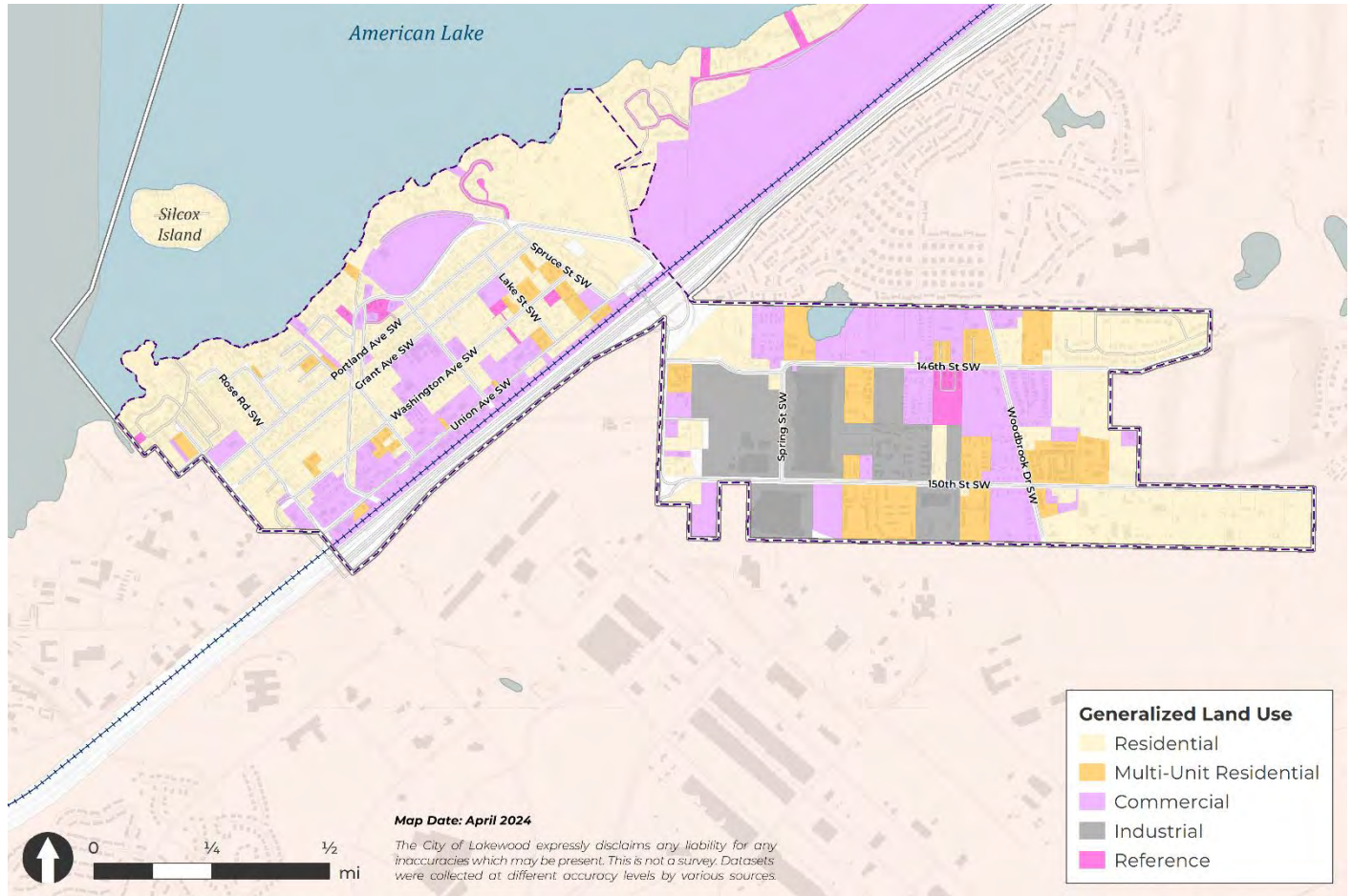
- Tillicum Elementary School
- Tillicum Pierce County Library
- West Pierce Fire and Rescue Station 23
- YFC Tillicum Youth and Family Center
- Veteran’s Foreign Wars (VFW)
- New Testament Christian Church of Woodbrook
- Woodbrook Community Church Media Ministry
- Woodbrook Stables and Events Center

Exhibit 1. Tillicum-Woodbrook Planning Area.



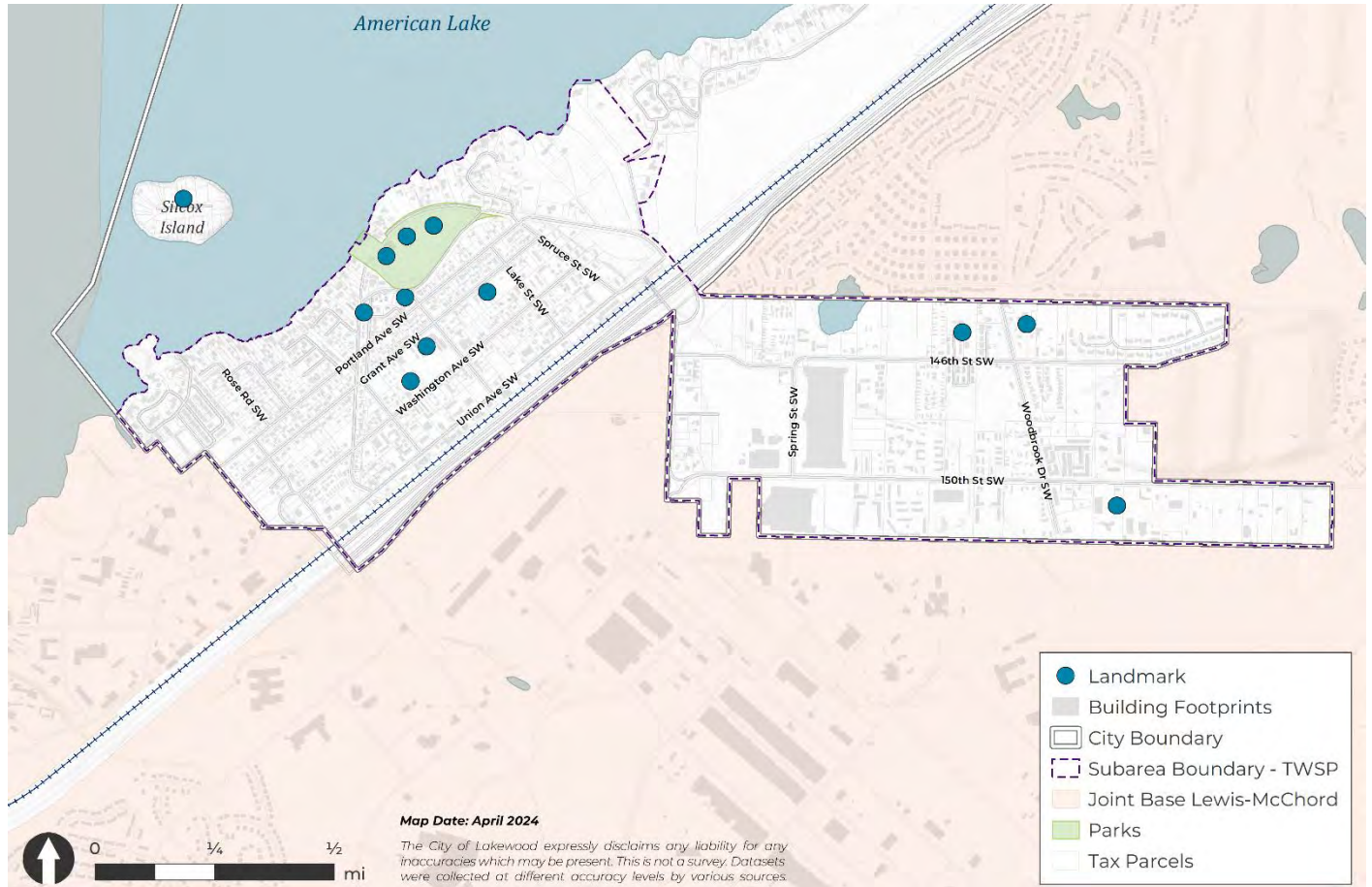
Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2. General Land Use – Tillicum-Woodbrook Planning Area.



Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 3. Landmarks – Tillicum-Woodbrook Planning Area.



Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

Planning History

Development in the Tillicum and Woodbrook areas pre-dated the City's 1996 incorporation. Since the Tillicum Neighborhood Plan was developed by the City of Lakewood in 2009, in addition to the extensive sewer extensions that have been brought into Tillicum by the City, several other regional and citywide planning efforts have occurred or are currently underway. Planning efforts focused on the Tillicum-Woodbrook Planning Area are described briefly below. More information on regional and citywide planning efforts can be found in **Appendix A: Tillicum-Woodbrook Existing Conditions Report**.

- **Transportation Improvements (2021-2025):** Washington State Department of Transportation (WSDOT) is developing the Gravelly Thorne Connector, a non-motorized, shared use path that will provide much needed pedestrian and bicycle connection to and from Tillicum without having users on Sound Transit railroad right-of-way or the shoulder of I-5. Despite a two-year delay in schedule due to inflationary impacts and recent WSDOT retirements, construction of the path is expected to be complete in July 2026. Despite the delays, some improvements have been completed, including the creation of a dedicated I-5 northbound auxiliary lane from the Thorne Lane interchange to the Gravelly Lake Drive interchange and a dedicated I-5 southbound auxiliary lane from the Gravelly Lake Drive interchange to the Thorne Lane interchange. These were created specifically to connect the Tillicum and Woodbrook neighborhoods to the rest of the City of Lakewood.
- **Mixed Residential 2 (MR2) Rezone (2022):** In 2022, the City of Lakewood rezoned several properties in Tillicum from Single Family Residential (3) to Mixed Residential 2 (MR2). The MR2 zone, along with the Mixed-Residential 1 (MR1) promotes residential renewal to small-lot detached single-family residential dwellings, attached single-family dwellings, two-family residential development, and small-scale multifamily development. These zones provide for moderate residential density using a variety of urban housing types and designs. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area. Development standards for the Mixed Residential zones are intended to encourage increased residential densities.
- **Tillicum Center of Municipal Importance (COMI) Boundaries Expansion (2022):** In 2022, the City updated the boundaries of the Tillicum COMI to better reflect current land use zoning.
- **Opportunity Zones (2017):** The federal Opportunity Zone program was created through the 2017 Tax Cuts and Jobs Act. This program provides tax incentives through the form of a deferral on capital gains tax to encourage investors to create an Opportunity Zone Fund to invest in businesses and development projects in low-income census tracts. Each state can label up to 25% of low-income census tracts as an Opportunity Zone for investment. Within Lakewood, there are three census tracts that have been identified, including in the TWSP subarea. The goal of the program is to see investment in geographic areas that have historically had a lack of investment to spur economic growth. The hope of the program is to create a pathway for public/private partnerships for new business opportunities. However, there are no real provisions or recommendations on what kind of investment can

be made. Additional outreach and strengthened partnerships between neighborhood leaders and City staff will be critical in establishing a joint vision for what Tillicum and Woodbrook can be in the next 20 years.

- Woodbrook Business Park:** In 2000-1, the City of Lakewood created a 117.5-acre industrial zoned area in Woodbrook to stimulate sewer extension and to bring jobs to the area. Since then, the city has extended the Industrial Zoning to more than 188 acres in Woodbrook and has completed sewer connection improvements in the area. The area is referred to as the Woodbrook Business Park. See **Exhibit 4**.

Exhibit 4. Woodbrook Business Park – January 2022



Source: City of Lakewood, 2024.

Goals and Policies

This section consists of goals, policies, and actions. Goals are broad statements that express the vision for what a community should be and/or offer its residents, workers, and visitors. Policies offer direction for how the City can work towards those goals, and actions are specific things that the City can do to achieve the goals and implement the vision for the community.

This section includes the incomplete “tasks” (now labeled as policies) and actions identified in the 2022 Addendum to the 2011 Tillicum Neighborhood Plan. Edits to these policies and actions are shown to include Woodbrook, reflect updated community feedback, and to reflect lessons learned from the Existing Conditions Report (ECR). These policies and actions have been sorted under six newly developed goals, which were also informed by community feedback and the ECR. For a list of all of the 2011 TNP actions done or ongoing, please see the [2022 Addendum to the 2011 Tillicum Neighborhood Plan](#).

New policies and actions have also been developed to further support each of the six goals and are labeled as such.

Goal #1: Celebrate the Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library branch as the heart of the Tillicum-Woodbrook Subarea.

The Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library offer a variety of services to the community and are gathering spaces for community members to come together. Transportation and land use decisions should support adequate mobility, and social and economic opportunities to support these centers as the lifeline of the neighborhood.

Policy 1.1 Encourage public and private investment in human services, Tillicum-Woodbrook Community Center, Tillicum Elementary School, and the arts.

Actions related to Policy:

- Build administrative and programming capacity of the Tillicum-Woodbrook Community Center through continued partnerships in programming and supporting local planning efforts.
- Identify and encourage financial support to Tillicum-Woodbrook Community Center, including for needed physical improvements.
- Continue to support Tillicum Elementary School in Tillicum as a critical part of the community that should be retained in its current location.

Policy 1.2 Expand public access to American Lake to increase recreation opportunities for all residents.

Actions related to Policy:

- Expand public access to shorelines.
- Identify additional opportunities to provide public access to American Lake within Tillicum, including access for residents with disabilities.
- Invest in non-motorized connections to American Lake from Woodbrook.

Policy 1.3 Support youth activities and programs.

Actions related to Policy:

- Identify and appropriate funding to provide recreational activities and life skills programs for youth.
- Improve facilities in community centers, schools, and parks to provide youth facilities for after-school and weekend activities for youth.

Goal #2: Increase visibility of Tillicum’s and Woodbrook’s diverse community by investing in leadership development and the neighborhood’s ability to advocate for community needs.

Compared to Lakewood, Tillicum and Woodbrook are becoming more diverse at a faster pace. The city should continue to bolster its relationship with stakeholders and continue to respond to neighborhood concerns to build the neighborhoods’ identities as a home for families.

Policy 2.1 Invite all Lakewood residents to visit Tillicum-Woodbrook and celebrate its identity as a family-friendly neighborhood and as a regional destination.

Actions related to Policy:

- Host City events at Harry Todd Park and other community spaces in Tillicum-Woodbrook.
- In partnership with community members and organizations, establish a gateway enhancement program at the entrances to Tillicum and Woodbrook.

Policy 2.2 Support and encourage community-based leadership development and capacity building through regular communication with neighborhood and civic organizations.

Actions related to Policy:

- Work with the Tillicum-Woodbrook community toward identifying and resolving community issues.
- Engage Tillicum-Woodbrook community members on future planning processes and capital projects.
- Develop clear communication procedures to ensure City staff are accessible to community members and support relationship-building between the city leadership and the community.
- Identify and encourage opportunities for administrative and financial support for community-led planning processes, projects, and initiatives in Tillicum and Woodbrook.

Policy 2.3 Celebrate Tillicum and Woodbrook’s history.

Actions related to Policy:

- Develop marketing materials, wayfinding, public art, and landmarks that share Tillicum and Woodbrook’s histories.

Policy 2.4 Ensure residents continue to live in Tillicum and Woodbrook.

Actions related to Policy:

- Engage with community members to better understand displacement risk in Tillicum-Woodbrook.
- Develop anti-displacement strategies informed by the lived experience of community members.
- Promote and distribute information about area housing assistance and programs and health initiatives.
- Support placemaking as a strategy to prevent cultural displacement.

Policy 2.5 Invest in new community spaces and civic institutions in Woodbrook

Actions related to Policy:

- Seek funding and opportunities for community spaces, civic spaces, and capital facilities in Woodbrook.
- Continue to engage Woodbrook residents on local concerns, and neighborhood priorities.

Goal #3: Diversify Tillicum’s and Woodbrook’s housing options to support current residents in Lakewood.

Tillicum and Woodbrook have higher eviction rates and more cost-burdened households than Lakewood overall. More Tillicum and Woodbrook families also rent, which puts them at a higher risk of displacement than homeowners. Providing additional housing options, supported with partnerships with local and state organizations, can help increase housing opportunities.

Policy 3.1 Encourage and support efforts to increase homeownership.

Actions related to Policy:

- Provide residents with information on State, County, and local programs that support homeownership for first-time home buyers, veterans, and residents with disabilities, such as down payment assistance.
- Support affordable housing developers in building multi- and single-family housing for households with low incomes.

Policy 3.2 Provide a range of housing options to meet community needs.

Actions related to Policy:

- Support the development and preservation of housing for households with very low-, low-, and moderate incomes to support the City in providing capacity for housing at all income levels.
- Plan to encourage a variety of housing options in the city to allow military personnel and their families to live within 30 minutes of the base.
- Invest in housing opportunities for individuals with special needs and for seniors.
- Establish an overlay district to maintain and preserve existing mobile and manufactured homes as affordable housing options, particularly in Woodbrook.
- Encourage infill development¹ that is consistent in scale to surrounding development.
- Develop pre-approved plans for ADUs.
- Update the City’s adopted housing incentives program (LMC 18A.90.050) as appropriate to include a variety of options (e.g., density bonuses, fee waivers, reduced zoning requirements, expedited permitting, etc.). Develop marketing efforts to stimulate use of the City’s program.

¹ Infill development refers to the process of developing vacant and underutilized land within existing developed areas.

- Work with the Clover Park School District to address the need for school facilities as redevelopment takes place.

Policy 3.3 Encourage and support access to affordable, safe, and connected housing options.

Actions related to Policy:

- Support agencies and organizations that provide housing and related services to households with very low-, low-, and moderate-incomes, and encourage their acquisition of affordable rental housing.
- Seek funding opportunities to support local housing and social service providers.
- Encourage and plan for mixed-use development so residents can live near commercial establishments and services.
- Require that on-site amenities such as walkways, trails, or bike paths be connected to adjacent public facilities.
- Establish public programs and/or public-private partnerships to encourage and assist redevelopment of outdated or substandard multi-family dwellings aimed at providing opportunities for affordable housing.
- Partner with community-based organizations on financial subsidies for property and home improvement.
- Discourage new gated communities as an impediment to social integration within neighborhoods.
- Hold joint landlord training sessions with the Tillicum, Woodbrook, and American Lake Gardens neighborhoods.

Goal #4: Connect Tillicum and Woodbrook to Lakewood and Pierce County through a multi-modal transportation network to increase access to employment and social activities.

I-5 is the main transportation corridor in Lakewood and runs through the Tillicum and Woodbrook Subarea. About 79% of residents have a commute time of 20 minutes or greater. Compared to Lakewood overall, Tillicum has a higher rate of residents with a commute time between 20-39 minutes. Multimodal transportation improvements (such as improved transit service, bike lanes) could help improve traffic flow and reduce car dependency as a primary form of transportation.

Policy 4.1 Evaluate on-street parking needs in Tillicum and Woodbrook and implement curb management strategies as needed to ensure public access to businesses and homes in Tillicum and Woodbrook.

Actions related to Policy:

- Study on-street parking needs and opportunities along Union Avenue SW, Berkeley Street SW, and other key arterials in Tillicum and Woodbrook.

Policy 4.2 Invest in infrastructure to support mobility needs and address mobility barriers of neighborhood residents.

Actions related to Policy:

- Partner with Pierce Transit and Sound Transit on quality capital facilities, adequate lighting, and amenities at bus stops and the planned Sounder train station.
- Improve accessibility and access to bus stops through sidewalks, curb ramps, and other pedestrian amenities in accordance with design guidance from ADA.
- Work with Pierce Transit on innovative transit solutions to improve access to social and employment activities.

Policy 4.3 Prioritize investments in vehicle infrastructure to support connecting Tillicum and Woodbrook to other parts of Lakewood.

Actions related to Policy:

- Seek a method of providing an “internal” connection between Tillicum and the northern part of the city besides I-5.
- Seek out grants or other means of financing to design and construct improvements to intersections nearest to and serving I-5 interchanges, and work with WSDOT to seek funding for improvements to the interchanges themselves.
- Work with Camp Murray, JBLM, WSDOT, and Sound Transit to ensure development around the new Berkeley Avenue SW/Union Avenue SW intersection.

- Invest in expanded local road networks in Tillicum and Woodbrook to the rest of the city.

Policy 4.4 Provide opportunities for safe pedestrian and bicycle connections from Tillicum and Woodbrook to other portions of Lakewood.

Actions related to Policy:

- Consider a pedestrian and bicycle trail within Tillicum to safely connect the residential area with the business district.
- Install pedestrian signals on streets with high traffic volumes.

Policy 4.5 Partner with local and regional transit agencies to provide reliable transit services to neighborhood residents that can increase access to social and economic opportunities.

Actions related to Policy:

- Periodically review and update routes and frequency of transit bus lines with community input.
- Prioritize equitable community engagement to better understand community transportation needs.

Goal #5: Increase economic development opportunities within Tillicum and Woodbrook.

There are not enough jobs in Tillicum and Woodbrook. The neighborhood has a jobs-to-housing ratio that is well below both the ideal ratio and Lakewood's ratio². There is a strong commercial spine along Union Ave SW and industrial jobs in Woodbrook. Small business technical assistance and land use regulations to support more commercial growth should be explored.

Policy 5.1 Support or foster relationships with educational institutions and employment organizations that encourage the development of higher education, apprenticeship and internship opportunities, and adult learning offerings to contribute to building community capacity and innovation.

Actions related to Policy:

- Continue to support and participate in Community Resource Fairs to highlight education, apprenticeship, internship, and job opportunities.
- Improve the workforce pipeline by supporting training for residents of Tillicum and Woodbrook.
- Encourage employers in Woodbrook to hire locally from Tillicum and Woodbrook.
- Require new development utilizing the benefits from Opportunity Zones to create community benefit agreements to ensure public benefit is incorporated.

Policy 5.2 Continue to partner with Workforce Central, the Tacoma-Pierce County Economic Development Board, and the Lakewood Chamber of Commerce to provide support and resources to small businesses in Tillicum and Woodbrook.

Actions related to Policy:

- When possible, provide materials in languages spoken by households in the neighborhood.
- Provide small business technical assistance to small businesses in Tillicum and Woodbrook.

Policy 5.3 Support additional food resources, commercial development, job growth, and technical assistance in the Tillicum Woodbrook Subarea.

Actions related to Policy:

- Promote and encourage the development of a grocery store and bank in Tillicum.

² Generally, a jobs-to-housing ratio between 0.75 and 1.5 is considered an ideal balance. As of 2020, Lakewood's ratio was 0.92, whereas the census tract that includes Tillicum and Woodbrook had a ratio of 0.25.

- Work with USPS to locate a contract post office on Union Avenue SW.
- Plan for commercial and mixed-use development to support local businesses, provide basic services in proximity to residents, and build community.
- Identify underutilized and unused properties and support commercial development on these lots.
- Continue utility and infrastructure improvements to support commercial development.
- Work with the Lakewood Water District to perform water delivery system upgrades.
- Prepare a utility plan for Union Avenue SW.
 - Determine the desirability and cost of placing utilities underground.
 - Work with utility purveyors to underground existing utilities.
 - Survey property owners to determine willingness to participate in a local improvement district (LID).
 - Form a LID if property owners are in favor of doing so.
 - Work with present and future developers to ensure conformance with this action.

Goal #6: Protect Tillicum and Woodbrook’s natural environment and increase adaptability and resiliency for Tillicum and Woodbrook as communities significantly impacted by air quality and climate change.

Potential climate impacts to the City of Lakewood and the greater Puget Sound region include extreme heat and precipitation, flooding, and smoke from wildfires. Residents with existing health conditions, older adults, young children, and those with fewer resources may face an increased risk of greater impact. Policies in this plan aim to reduce drivers of climate change and increase community resiliency.

Policy 6.1 Enhance quality of life in Tillicum and Woodbrook through the thoughtful placement and improvement of parks and recreational activities.

Actions related to Policy:

- Complete the projects identified in City of Lakewood’s Parks, Recreation and Open Space Master Plan.
- Identify opportunities for additional public/semi-public green space in Tillicum and Woodbrook.
- Support formation of community volunteer groups to steward parks facilities.

Policy 6.2 Protect water quality in American Lake.

Actions related to Policy:

- Work cooperatively with development interests to protect aquifers and surface water by the gradual extension of sanitary sewers and replacement of stormwater systems with priority for those areas bordering or hydrologically related to American Lake.
- Utilize stormwater management and low-impact development (LID) techniques such as green roofs, rain gardens, and vegetated bioswales to purify water before it enters the ecosystem.

Policy 6.3 Encourage the use of sustainable materials and building practices.

Actions related to Policy:

- Collaborate with community-based organizations to provide technical assistance/education to developers to encourage greater use of green standards.
- Incorporate smooth land use transitions to prioritize high density residential development along transit and transportation corridors.

Actions Audit

The 2022 addendum to the 2011 Tillicum Neighborhood Plan identified 30 action items that had not been completed at the time of writing. **Exhibit 5** lists these actions and identifies the priority level assigned by the city and whether the action item will be addressed in the 2024 Comprehensive Plan update. The actions that are not part of the Comprehensive Plan update are addressed and updated in the Tillicum-Woodbrook Subarea Plan, organized under the six stated goals. The city rezoned many parcels in Woodbrook in the 2010’s to reflect the vision of the city that it would be an area for industrial and warehouse uses.

Exhibit 3 shows key landmarks within the Tillicum-Woodbrook Planning Area. Landmarks are important components of a community and are individual structures or points. They are external points of reference to guide movement and provide orientation. Notable landmarks in the Tillicum-Woodbrook Planning Area include:

- Harry Todd Park
- Thornewood Castle
- Commencement Bay Rowing Club
- Tillicum Elementary School
- Tillicum Pierce County Library
- West Pierce Fire and Rescue Station 23
- YFC Tillicum Youth and Family Center
- Veteran’s Foreign Wars (VFW)
- New Testament Christian Church of Woodbrook
- Woodbrook Community Church Media Ministry
- Woodbrook Stables and Events Center

Exhibit 5. Tillicum Neighborhood Plan Action Update – Actions Not Completed

Number	Action	Priority (Identified)	Relation to 2024 Update
A-2	Identify and appropriate funding to support the development of community outreach and life skills program for youth utilizing existing community resources such as the Tillicum/American Lake Gardens Community Service Center, PCLS Library, and/or new Youth for Christ center.	High	No- Not addressed in general comprehensive plan update. Addressed in Goal 1.
B-12	Improve facilities in community centers, school, and parks to provide facilities for after-school and weekend activities for youth.	Low (lack of funding)	No. Addressed in Goal 1.

Number	Action	Priority (Identified)	Relation to 2024 Update
A-1	Establish a community leadership team (CLT) comprised of City Council and school board members, residents, property owners, Tillicum businesses, and selected public agencies that serve Tillicum. Explore whether the existing merchants and neighborhood associations could be rechanneled into the community leadership team, or if those associations wish to continue to exist independently.	High	No. Addressed in Goal 2.
B-5	Fund one FTE to prepare and maintain a capital facilities plan to prioritize and direct city capital investment.	High (lack of funding)	There will be a CFP Element or Discussion in the 2024 Comp Plan
C-1	Maintain funding for the neighborhood patrol program in Tillicum to support neighborhood watch groups and provide regular communication with neighborhood and civic organizations.	High	No. Addressed in Goal 2.
C-4	Provide development preapplication packets to the Police Department and include their feedback on design from a CPTED perspective.	High	No. Addressed in Goal 2.
E-1	Develop a marketing program to improve perceptions of the Tillicum neighborhood and promote the neighborhood as a desirable and affordable place to live.	High	No. Addressed in Goal 2
I-1	Produce a brochure on Tillicum’s history.	High	No. Addressed in Goal 2.
D-10	Address the need for on-street parking by small businesses.	Medium	Yes
E-3	Amend the City’s development regulations to enable innovative layouts, designs, and configurations such as Z-lots, great house design, and cottage housing.	High	Yes
E-7	Allow a reduction in the amount of off-street parking based on a parking study prepared by a registered professional engineer.	High	Yes
F-14	Promote community awareness of financial subsidies available from public agencies for property and home improvement.	Medium	No. Addressed in Goal 3.

Number	Action	Priority (Identified)	Relation to 2024 Update
E-10	Prepare a utility plan for Union Avenue SW. <ul style="list-style-type: none"> Determine the desirability and cost of placing utilities underground. Work with utility purveyors to underground existing utilities. Survey property owners to determine willingness to participate in a local improvement district (LID). Form a LID if property owners are in favor of doing so. Work with present and future developers to ensure conformance with this action. 	Medium	No. Addressed in Goal 5.
E-11	Monitor development activity to identify regulatory and/or cost barriers that discourage investment in Tillicum.	Medium	Yes
F-2	Initiate discussions with other agencies to consider a program of reducing/waiving development and/or capacity fees as a means of promoting housing affordability.	High	Yes
F-5	Provide the news media with information about potential apartment closures.	High	No. Addressed in Goal 3.
F-13	Establish an incentive awards program for well-maintained and trouble-free rentals.	Medium	No. Addressed in Goal 3.
F-15	Once sewers have been installed, consider use of the multifamily tax incentive program to target multi-family growth into selected parts of Tillicum.	Medium	Yes
F-16	Hold joint landlord training sessions with the Tillicum and American Lake Gardens neighborhoods.	Low (lack of funding)	No. Addressed in Goal 3.
D-2	Establish bicycle and pedestrian connections between residential areas, Union Avenue SW, and Harry Todd Park.	High	Yes
D-6	Identify bus stops with inadequate lighting and improve lighting at these stops. Examine the need for more shelters and posted schedules. Provide the telephone number of Pierce Transit's community liaison at bus stops.	Medium	No. Addressed in Goal 4.
D-8	Periodically review and update routes and frequency of transit bus lines with community input. Provide timely notification of route and service changes.	Medium	No. Addressed in Goal 4.
D-11	Establish street design guidelines for other streets including North Thorne Lane SW, Woodlawn Avenue SW, Maple Street SW, West Thorne Lane SW, and portions of Portland Avenue SW and Berkeley Street SW.	Medium	Yes

Number	Action	Priority (Identified)	Relation to 2024 Update
D-13	Monitor and support funding for the Cross-Base Highway project.	Low	Removed; Cross-Base Highway project is no longer active.
D-14	Establish “green street” designations and associated improvements, including sidewalks, landscaping, bike lanes, crosswalks, and lighting, for Union Avenue SW, North Thorne Lane SW, Woodlawn Avenue SW, and West Thorne Lane SW. Seek compatibility between the provision of bicycle lanes and vehicular parking.	Low (lack of funding)	Yes
D-15	Install pedestrian signals on streets with high traffic volumes.	Low	No. Addressed in Goal 4.
D-16	Require commercial, institutional, and multi-family developments to provide protected and secure bicycle parking.	Low	Yes
E-2	Develop and adopt new zoning classifications to implement freeway-oriented commercial on the I-5 side of Union Avenue SW and tailored neighborhood commercial on the opposite side.	High	Yes
E-4	Amend the City’s development regulations to require a greater level of design for small lot residential development and for commercial development located along Union Avenue SW.	High	Yes
E-6	Establish a contract post office on Union Avenue SW.	High	No. Addressed in Goal 5.