



Wednesday, June 5, 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 May 15, 2024

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARING

- 2024 Comprehensive Plan Periodic Review

UNFINISHED BUSINESS

- Discussion of draft Comprehensive Plan Periodic Review

NEW BUSINESS

- Preview of work to update Shoreline Master Program for consistency with 2024 Critical Areas Regulation amendments

NEXT STEPS

REPORTS FROM CITY COUNCIL LIAISON, CITY STAFF, PLANNING COMMISSION MEMBERS
UPCOMING MEETING SCHEDULE (**SPECIAL DATES**): **6/12, 6/26, 7/10**

Attachments

- Staff Report: 2024 Comprehensive Plan Periodic Review Public Hearing



**Lakewood Planning Commission
May 15, 2024 Meeting Minutes**

WELCOME/CALL TO ORDER

Mr. Philip Combs, Vice Chair, called the meeting to order at 6:30 p.m.

ROLL CALL

Planning Commission Members Present Robert Estrada, Chair; Phillip Combs, Vice Chair; Linn Larsen, Mark Herr, Ellen Talbo, and Philip Lindholm.

Planning Commission Members Excused Robert Estrada, Chair, and Sharon Wallace.

Planning Commission Members Absent None.

Staff Jeff Rimack, Community Development Director (via Zoom); Tiffany Speir, Long Range & Strategic Planning 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 May 1, 2024, were approved by voice vote 5-0 as written. M/S/C Larsen/Lindholm.

AGENDA UPDATES: None.

PUBLIC COMMENT: None.

PUBLIC HEARING: None.

UNFINISHED BUSINESS: none.

NEW BUSINESS

Jeff Rimack, Community and Economic Development Department Director
Introduction to Commissioners

Mr. Jeff Rimack explained he looks forward to building the economic growth in the City of Lakewood. Mr. Rimack stated he has served 27 years in the Navy Reserve and was drawn to the Lakewood opportunity because of its ties to the military community.

Mr. Rimack thanked the commissioners for their work and dedication.

2024 Comprehensive Plan Periodic Review Package 2: Developmental Regulation
Policy

Ms. Tiffany Speir introduced Mr. Andrew Bjorn, BERK Consulting, who was present to help answer questions from commissioners.

Ms. Speir explained the 2024 Development Regulations Updates would include the following:

- Critical Areas Ordinance Amendments
- 24CPPR-Required Regulation Amendments to LMC Titles 18A, 18B, and 18C
- Short Term Rental (STR) Regulation Amendments
- Public Noticing Regulations (HB1105) Amendments
- 2021 Station District Subarea Plan Package Amendments
- 2018 Downtown Subarea Plan Package Amendments

The Transportation Mitigation Fee (TMF) established as a Downtown Subarea development incentive was also presented and alternatives were discussed.

Ms. Speir informed commissioners the City has applied for a 2024 federal RAISE Planning Preconstruction Activities Grant of \$1,100,000 to examine the existing and currently planned motorized and non-motorized transportation network within the Downtown Subarea.

If awarded, the grant will fund a report with updated recommendations on motorized and non-motorized transportation safety and capacity-building capital projects to pursue in the Downtown. The grant announcement is expected in late June.

REPORTS

Council Liaison Comments None.

City Staff Comments

Ms. Speir requested that Commissioners provide their proposed amendments to the 24CPPR package by May 29 if possible.

Future Meetings (Special schedule)

- 6/5 Public Hearing on 24CPPR package
- 6/12 Discussion of 24CPPR package
- 6/26 Discussion of 24 CPPR Package if needed
- 7/10 Action on 24CPPR package

NEXT MEETING The Planning Commission would next meet on June 5, 2024.

ADJOURNMENT Meeting adjourned at 8:00 p.m.

Phillip Combs, Vice Chair

Karen Devereaux, Clerk



TO: City of Lakewood Planning Commission
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
DATE: June 5, 2024
SUBJECT: 2024 Lakewood Comprehensive Plan Periodic Review (24CPPR) Public Hearing

ATTACHMENTS: - Draft 2024 Comprehensive Plan (**Attachment A**); **Page 17**
- Comprehensive Plan Audit Table (**Attachment B**); **Page 199**
- Draft Development Regulation Amendments (**Attachment C**) – *to be updated for the June 12 Planning Commission meeting*; **Page 339**
- Draft Comprehensive Plan Appendix (**Attachment D**); **Page 489**
- Draft Tillicum-Woodbrook Subarea Plan (**Attachment E**); **Page 718**
- Draft Amendments to Station District Subarea Plan (**Attachment G**); **Page 745**
- Excerpts from May 15, 2024 Planning Commission materials regarding the Downtown Subarea Transportation Mitigation Fee (**Attachment H**); **Page 815**
- Preliminary Draft Supplemental Environmental Impact Statement (PDSEIS) (**Attachment I**) – *to be updated for the June 12 Planning Commission meeting* **Page 823**

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/>.

It is recommended that the public hearing be kept open until the June 12 Planning Commission meeting in order to provide the public with an opportunity to review additional proposed amendments not available at the time of publishing this meeting packet. There will be additional amendments prepared before June 5 that will be subject to the continued hearing on June 12.

DISCUSSION

Scope of 2024 Periodic Review:

First, 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 and update critical areas regulations;
- 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.)

Second, Lakewood’s 24CPPR package 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; and
- Downtown Subarea Transportation Mitigation Fee (TMF)

Fourth, the draft 2024 Comprehensive Plan document has been completely reorganized to improve readability and useability, by 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 4 citywide mailers to all residents regarding the periodic review process to provide links to information and invite them to open houses. 5 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
- 5/21/24 Mayor’s Coffeehouse
- 3 Citywide Open Houses
 - 11/15/23 City Hall
 - 1/23/24 Ft. Steilacoom Pavilion
 - 2/28/24 Clover Park Technical College (CPTC) Rotunda

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 August 16, 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

Utilities

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

Special Districts

- West Pierce Fire & Rescue
- Pierce County Library District

Education Partners

- Clover Park School District (SD #400)
- Steilacoom Historical School District (SD #001)
- 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:

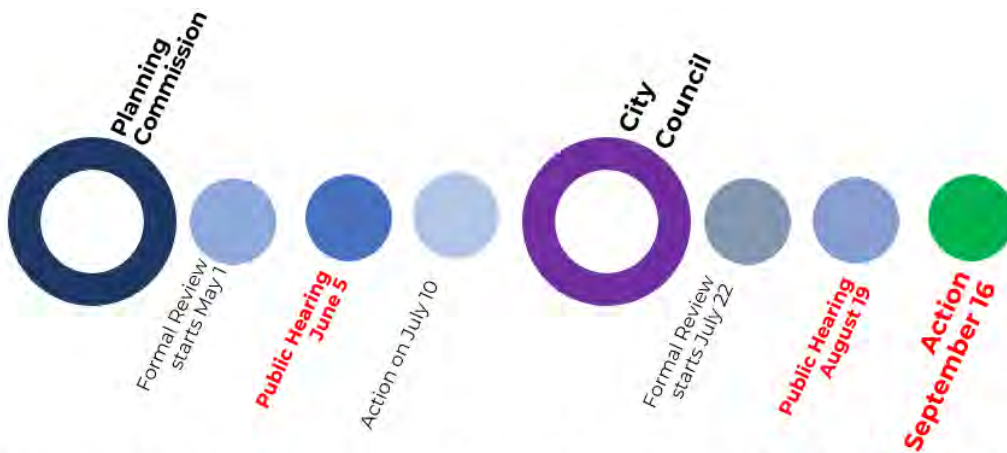
The public engagement conducted from 2022 to June, 2024 is summarized above.

The graphic below depicts the process to complete the 24CPPR; the City is currently at the point depicted with a star. The City Council adopted a work program and public engagement plan in Resolution 2023-01.



As currently scheduled, the Planning Commission will take action on its recommendations to the City Council about the 2024 Periodic Review documents on July 10, 2024.

The City Council will begin its consideration on July 22 and hold its public hearing on August 19, 2024; as of now, the City Council is tentatively scheduled to take final action on the 2024 Periodic Review documents on September 16, 2024. The action must be taken no later than December 31, 2024 per the GMA.



2024 Comprehensive Plan and Development Regulations effective date: set by City Council. CED recommendation = 1/1/25 to allow for preparation to implement.

Materials and Planning Commission Public Hearing Schedule:

This memo has the attachments listed below regarding subjects for the Planning Commission’s June 5 public hearing.

It is recommended that the public hearing be kept open until the June 12 Planning Commission meeting in order to provide the public with an opportunity to review additional proposed amendments not available at the time of publishing this meeting packet. There will be additional amendments prepared before June 5 that will be subject to the continued hearing on June 12.

Note: It is also recommended that the reader utilize the Comprehensive Plan audit table (see **Attachment B**) and the Development Regulations table (see **Attachment C**) to be able to best focus their efforts to review the proposed changes that are the main subjects of the June 5 public hearing.

- Draft 2024 Comprehensive Plan (**Attachment A**);
- Comprehensive Plan Audit Table (**Attachment B**);
- Draft Development Regulation Amendments (**Attachment C**) – *to be updated for the June 12 Planning Commission meeting*;
- Draft Comprehensive Plan Appendix (**Attachment D**);
- Draft Tillicum-Woodbrook Subarea Plan (**Attachment E**);
- Draft Amendments to Station District Subarea Plan (**Attachment G**);
- Excerpts from May 15, 2024 Planning Commission materials regarding the Downtown Subarea Transportation Mitigation Fee (**Attachment H**);
- Preliminary Draft Supplemental Environmental Impact Statement (PDSEIS) (**Attachment I**) – *to be updated for the June 12 Planning Commission meeting*

I. 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	Higher Income	148	229	296	0	46	570

		Density	(>120% AMI)						
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.

II. SUMMARY OF DRAFT STATION DISTRICT SUBAREA PLAN UPDATES

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.

III. 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.

IV. SUMMARY OF CRITICAL AREAS REGULATION AMENDMENTS

The following list summarizes the draft amendments to Title 14 of the Lakewood Municipal Code (LMC) related to critical areas regulation:

Updated Wetlands definition per RCW 36.70A.030 (21) (see LMC 14.165.010);

Updated Geologically Hazardous Areas definition per RCW 36.70A.030 (14) (see LMC 14.165.010);

Updated Fish & Wildlife Habitat Conservation Area definition per RCW 36.70A.030 (6) (see LMC 14.165.010);

Updated Priority Habitat & Species Management Recommendations per WDFW’s Website Resources and WAC 365-190-130(2)(a) (see LMC Chapter 14.154);

Updated Species Listings per 1) 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 and 2) Puget Sound Partnership’s Salmon Recovery website; and

Updated CAO Monitoring and Adaptive Management Program - encouraged in WAC 365-195-905(6). See Commerce’s Monitoring and Adaptive Management Chapter in the Critical Areas Handbook (June 2018).

V. SUMMARY OF OTHER DEVELOPMENT REGULATION AMENDMENTS

18A.10 Basic Provisions

- Replace “Single Family” Land Use designation with “Residential” designation
- Update descriptions of R1-R4 zones to reflect changes per HB 1120, HB 1110, and HB 1337
- Update descriptions of Air Corridor Zones vs Accidental Potential Zones related to JBLM
- Create Transit Overlay to reflect higher residential densities and different parking rules within ½ mile of major transit stop (commuter rail or bus rapid transit)
- Various updates to Definitions

18A.30 Discretionary Permits

- Timing of allowed Comprehensive Plan amendments
- Updating base density allowed in cottage housing to 1.5 in R1 and R2 zones; removing cottage housing increased densities in R3 and R4 zones
- Allowance of hosting of the homeless by a religious organization per state law (6 mos./yr max with 3 mo. separation after 4 mos.)

18A.40 Land Uses and Interpretation Tables

- Changing allowed transitory accommodation time frame from 90 days to 120 days per state law
- Allow “organic material management facilities” in C1, C2, IBP, I1, and I2 zones
- Locate essential public facilities with recognition of effects on historically overburdened communities (defined in RCW 70A.02.010(11).)
- Allowing middle housing and ADUs in historically single-family areas per HB 1110 and HB 1337
- Updating ADU design requirements to match that of single family housing
- Limiting ADU parking requirements in areas within ¼ mile of major transit stop
- Allowance of discrete ownership of ADU per state law
- Remove Type 4 and Type 5 Group Homes from allowed uses in Downtown and/or Station District Subareas
- Updates to required conditions for emergency housing and shelter facilities per state law

18A.50 Overlay Districts

- Creation of Transit Overlay to clarify where Residential Transit zones, higher densities per lot, plus different parking standards are located

18A.60 Site Planning and General Development Standards

- Updated densities per lot in R1, R2, R3 and R4 zones based on presence or absence of critical areas, distance from major transit stops, and whether 1+ units are affordable (i.e., below market rate)
- Updated densities in MR1, MR 2, MF1, MF2 and MF3 zones
- Removal of minimum lot sizes in MR1 and MR 2 zones
- Increase of allowed residential densities in TOC zone (Station District Subarea) and CBD zone (Downtown Subarea)

18A.80 Parking

- Clarifications to commercial parking standards
- Updated residential parking standards to reflect new middle housing and ADU allowances on single family lots

- Strengthening requirements for Transportation Demand Management (TDM) strategies for larger employers (100+ employees)

18A.90 Housing Incentives Program

- Updating inclusionary density bonuses up to increase of to 25% above base zone density in all zones for inclusion of low- or extremely low-income housing in project and making this density bonus exclusive of any other bonus density options in chapter
- New density bonus discussion for affordable housing created in partnership with religious organizations
- Density bonuses for units affordable to those at 60% or 80% AMI

Downtown Subarea Form-Based Code (LMC Title 18B)

- Removal of Type 4 and Type 5 Group Homes from allowed uses
- Addition of required bicycle parking space regulations

Station District Subarea Form-Based Code (LMC Title 18C)

- Removal of Type 4 and Type 5 Group Homes from allowed uses
- Updates to ADU parking regulation for lots within ½ mile of major transit stop

Short Term Rental Regulations

In 2023, the Planning Commission recommended new definitions to clarify Short Term Rental (STR) regulations. It did not recommend the City’s proposed prohibition on STRs in ADUs. The City Council took no action on the 2023 proposed development regulations related to STRs that were recommended by the Planning Commission; rather, it postponed consideration on the discussion regarding all STR-related issues until the 24CPPR process.

The 24CPPR package contains the original 2023 proposed amendments related to STRs, including:

- Updated definitions and existing STR regulations to be consistent with state law; and
- Prohibition of Accessory Dwelling Units (ADUs) as Short Term Rentals (STRs) as allowed under the GMA.

Public Noticing Regulations

When a public agency, as defined under the OPMA, is required to solicit public comment for a statutorily specified period of time and provide notice that it is soliciting public comment, the **agency must specify the first and last date of the comment period and the time by which written comments may be submitted.**

Amendments are proposed to 18A.20.330 (C)(5) and 18A.20.340 (A)(10) and (B)(1).

VI. OTHER AMENDMENTS

Lakewood Station District Subarea Plan and Planned Action Ordinances

- Amendments to Ordinances 751 and 752 to **change the frequency for the periodic reviews of the LSDS package from every 2 years to every 5 years.** If this is approved, the next periodic review would occur in 2029 and match the future cycles for review of the Downtown Subarea Plan package and the full Comprehensive Plan; and
- Amendments to the LSDS Plan and Planned Action to **remove reference to the Lakewood Landing Project.**

Downtown Transportation Mitigation Fee

The Planning Commission has been asked by the City Council to provide a recommendation to the City Council regarding the current Downtown Subarea transportation mitigation fee (TMF.) The Planning Commission discussed the TMF on May 15; excerpts from the presentation on the TMF are included as **Attachment H** for reference.

VII. Preliminary Draft Supplemental Environmental Impact Statement (PDSEIS)

The GMA calls for communities to review and, if necessary, revise their comprehensive plans and regulations every ten (10) years to ensure they remain up-to-date. (RCW 36.70A.130) The proposed adoption of the Lakewood Comprehensive Plan by the Lakewood City Council constitutes the non-project action requiring SEPA compliance.

The City of Lakewood Community Development Department (CED) has prepared the attached Preliminary Draft SEIS (PDSEIS) to analyze the potential environmental impacts associated with adopting and implementing the City's 2024 Comprehensive Plan. The City prepared the 2024 Comprehensive Plan to satisfy requirements of Washington State's Growth Management Act (GMA). The PDSEIS is intended to satisfy requirements of the State Environmental Policy Act (SEPA).

Two alternatives are examined in the Preliminary Draft SEIS:

- **No Action:** The No Action Alternative is required under the State Environmental Policy Act (SEPA). This alternative retains the current Comprehensive Plan and associated subarea plans and development regulations. The No Action Alternative has the capacity to meet total job and housing targets, but does not provide sufficient capacity to meet housing targets by affordability bands. It is modeled at growth levels based on existing plans to the year 2035 and does not fully meet new GMA requirements for a periodic update.
- **Action Alternative:** The Action Alternative consists of the Periodic Update of the Comprehensive Plan, including all Elements, Tillicum Woodbrook Subarea Plan Update, and implementing development regulations including development regulation amendments, particularly middle housing and critical areas regulations amendments.

The Action Alternative as proposed meets citywide growth targets for jobs and housing by 2044, including housing targets by income band. It provides

a full update of the Comprehensive Plan elements to meet periodic update requirements, it establishes policy and code amendments to achieve middle housing choices – townhouses, multiplexes, and other housing – in low density areas of the City. It updates critical area regulations to address best available science including buffer standards and mitigation for streams, and protection of aquifer recharge areas, wetlands, and floodplains. It advances climate mitigation and adaptation begun with the 2021 Energy & Climate Change Element.

For each alternative, the PDSEIS considers the potential environmental impacts and mitigation measures addressing: natural environment, land use patterns and policies, housing, transportation and parking, public services, and utilities.

The key issues facing decision makers include creation of a Comprehensive Plan that:

- Offers more affordable housing opportunities and places to retain and grow businesses.
- Promotes a healthy environment and avoids displacement of overburdened households and businesses.
- Fulfills Lakewood's vision and meets state and regional requirements.
- Identifies investments that improve mobility and resilience.
- Guides development regulations that implement the Comprehensive Plan goals and land use plan, resulting in quality housing choices, and integrating the best available science to protect critical areas.

The PDSEIS supplements the following previously issued SEPA documents:

- City of Lakewood, Comprehensive Plan, Final EIS, June 2000;
- City of Lakewood, 2015 Comprehensive Plan Amendments and Update, Determination of Non-Significance and associated SEPA Checklist, July 30, 2015;
- City of Lakewood, Downtown Lakewood Plan and Planned Action Final EIS, July 20, 2018, and associated Addenda, September 10, 2018 and September 26, 2018;
- City of Lakewood, Lakewood Station District Subarea Plan, Form-Based Code, and Planned Action, Revised Determination of Non-Significance, November 12, 2020, March 30, 2021, and April 29, 2021; and
- Puget Sound Regional Council, VISION 2050 Final SEIS, March 2020.

The City has identified and adopted these documents as being appropriate for this proposal after independent review, and they will accompany the proposal to the decision makers. The PDSEIS builds on these documents and meets the City's environmental review needs for the current proposal.

ATTACHMENT A

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:

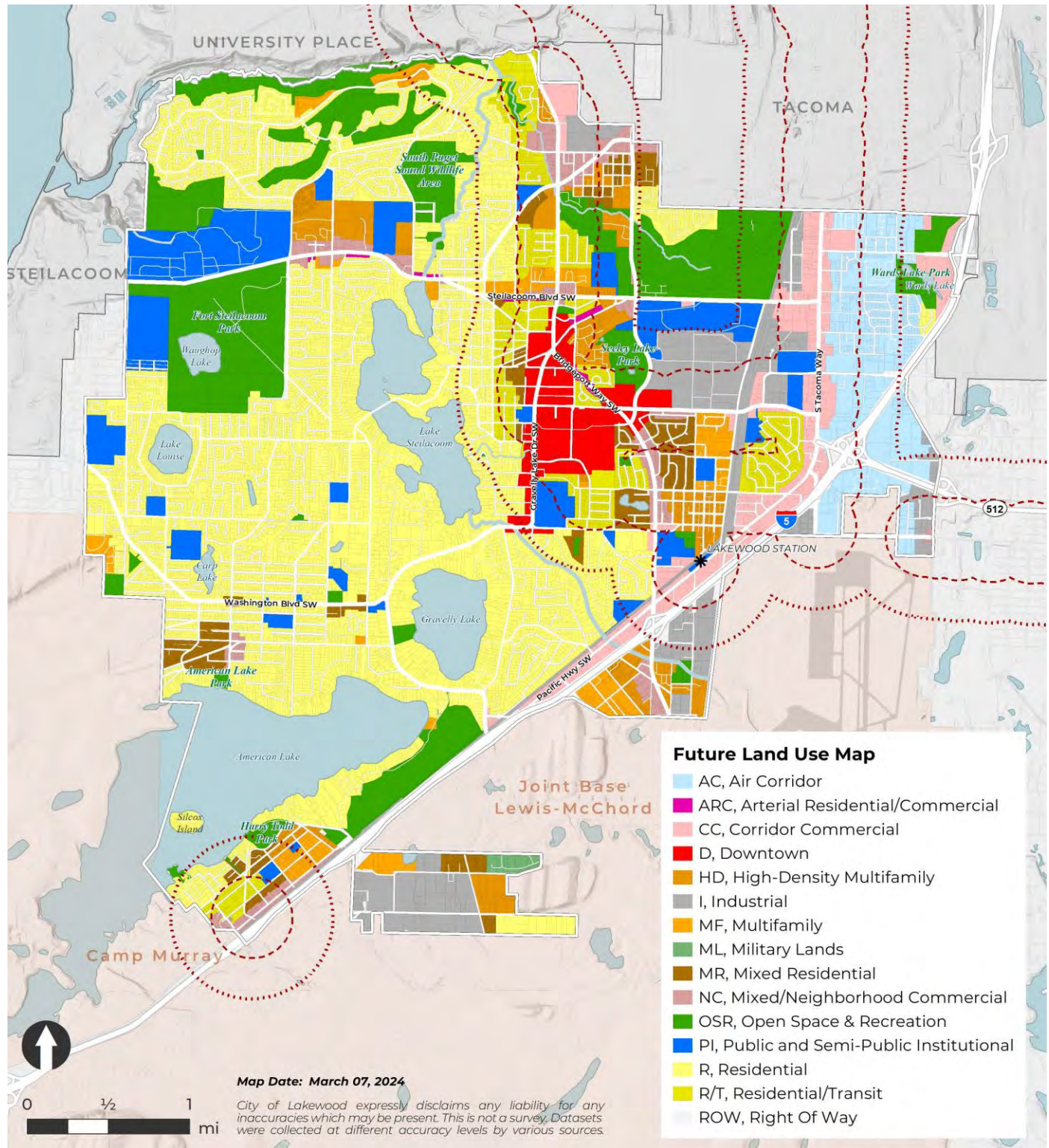
- RCW [36.70A.530](#)(3), which guides against developments near military installations that could hinder their operational capabilities;
- RCW [43.330.515](#) and [520](#), which address incompatible developments around military bases; and
- [VISION 2050 Policy](#) MPP-DP-49, which aims to protect military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

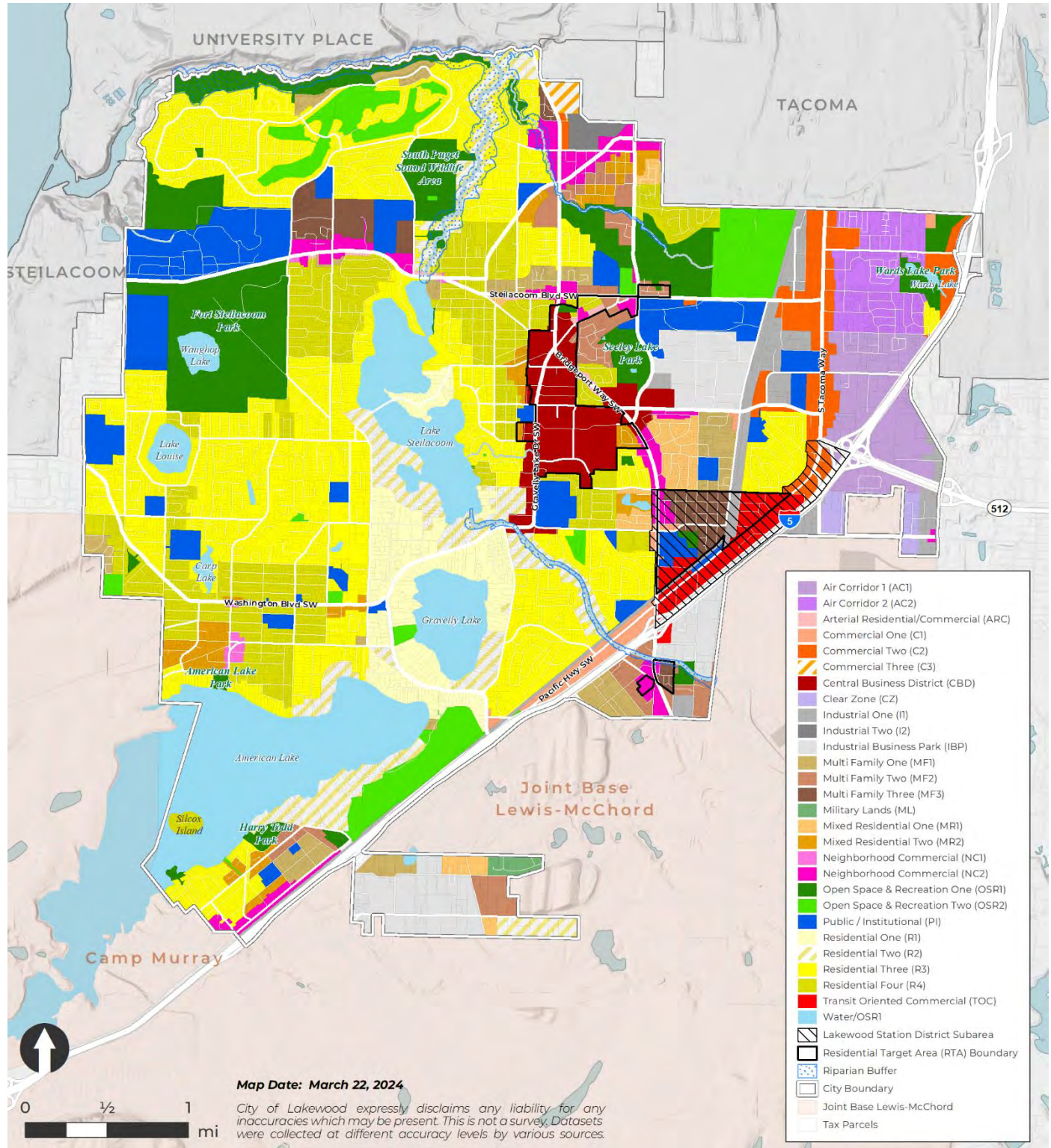
Land Use Designation	Land Use Zoning District
Air Corridor 1 (AC1) Air Corridor 2 (AC2)	<ul style="list-style-type: none"> ▪ Clear Zone (CZ) ▪ Air Corridor 1 (AC1) ▪ Air Corridor 2 (AC2)
Arterial Corridor (ARC)	<ul style="list-style-type: none"> ▪ Arterial Residential/Commercial (ARC)
Corridor Commercial (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.



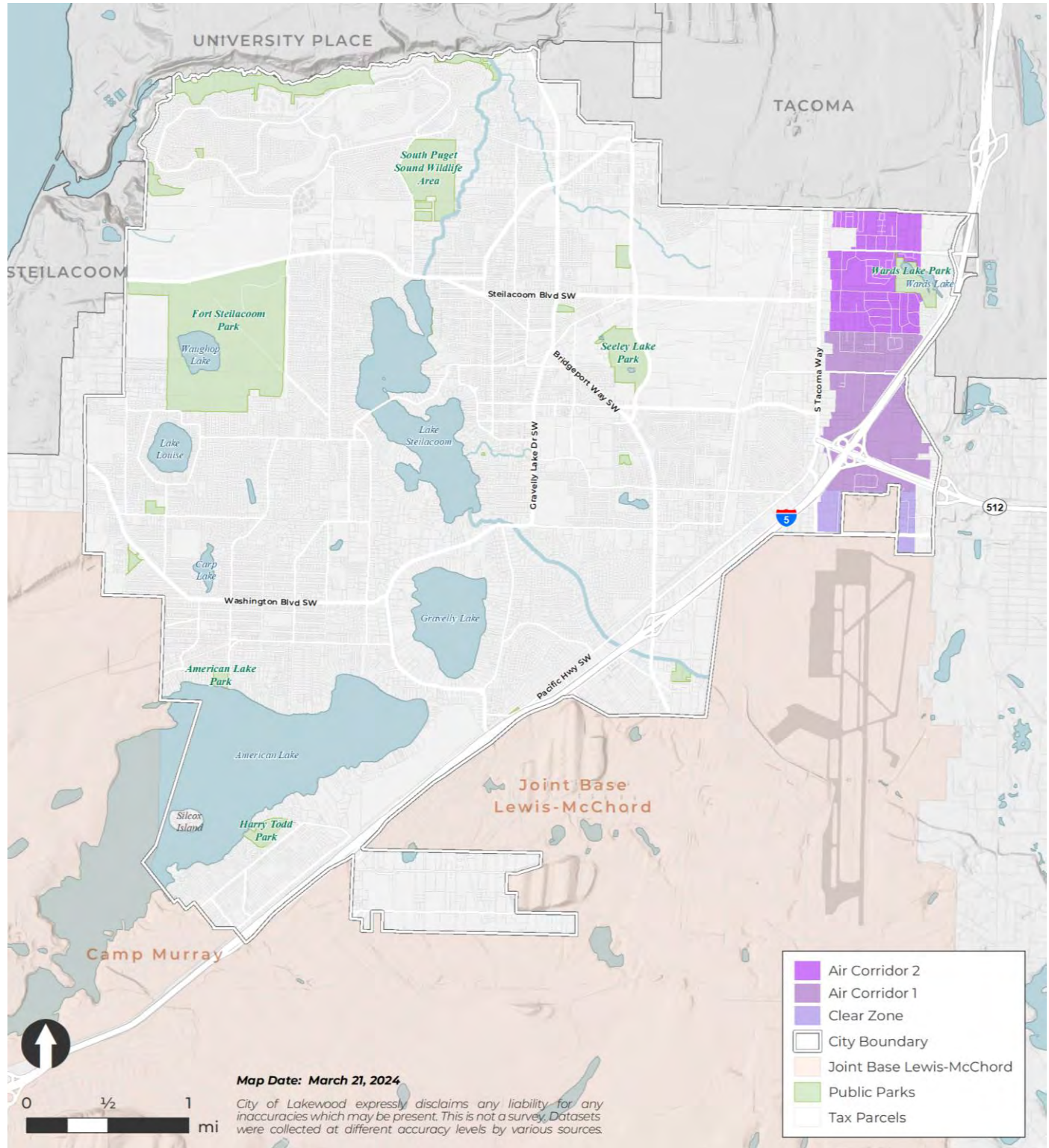
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

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:

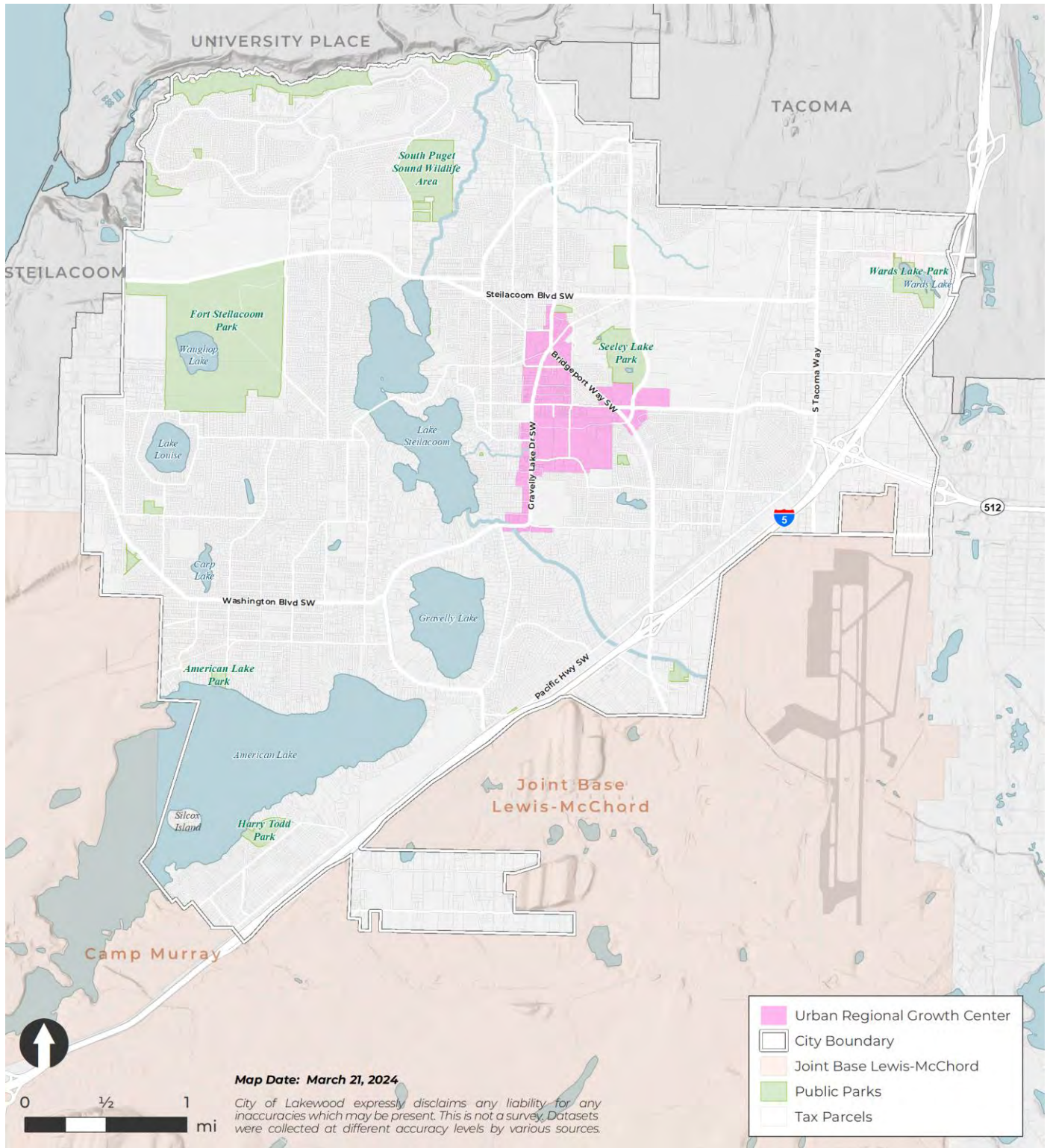
- **Tillicum.** The Tillicum neighborhood is a compact, walkable community with a distinct identity, which has evolved as a more isolated community outside the main gates of Joint Base Lewis-McChord and Camp Murray. The area is primarily accessed via I-5 and includes civic, commercial, and recreational 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.

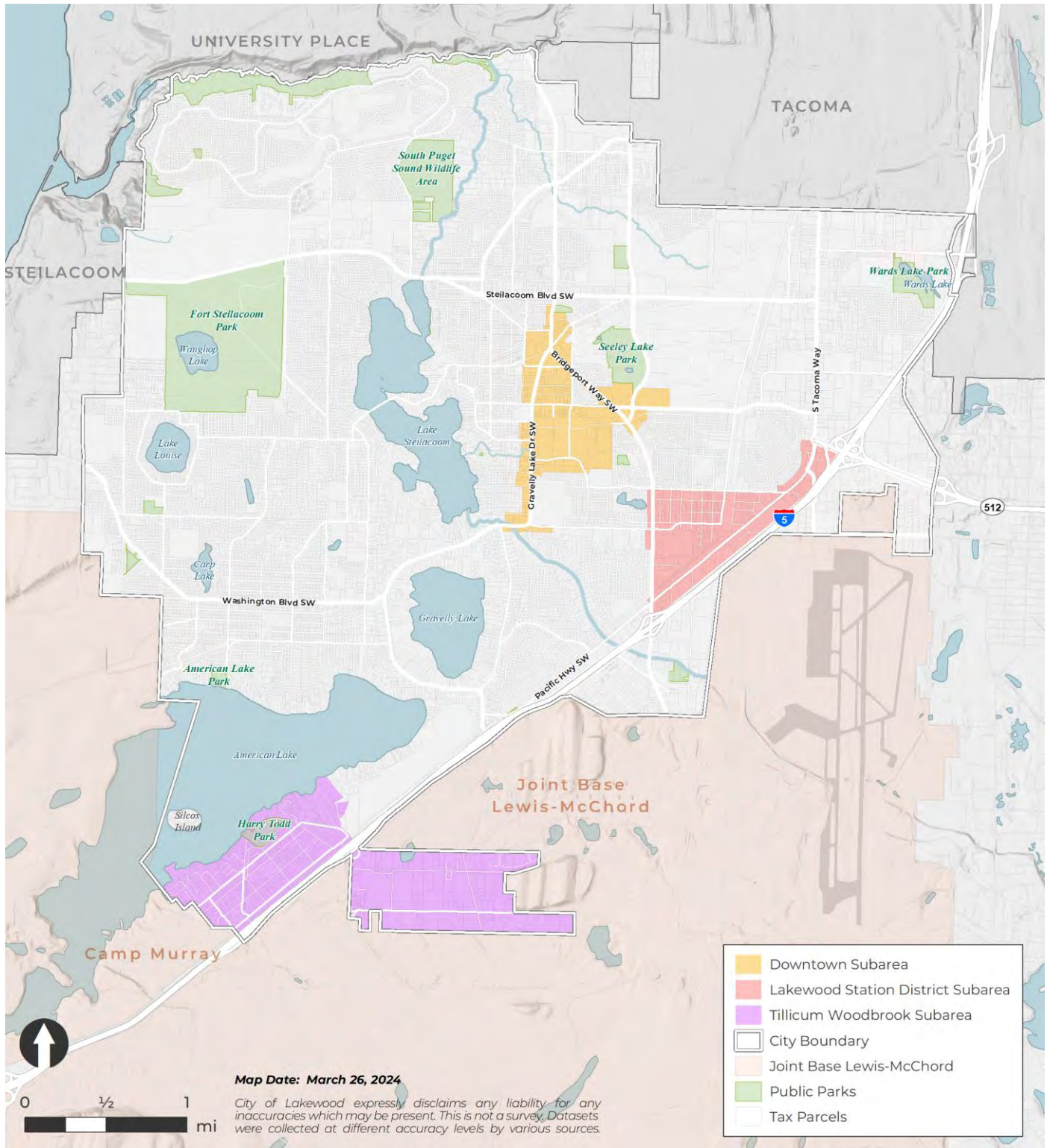
The UGA currently includes Camp Murray, which is part of the Washington Military Department, and the urban areas of Joint Base Lewis McChord, and an unincorporated neighborhood known as Arrowhead-Partridge Glen, which is located between the City of Lakewood and the Town of Steilacoom and is considered 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.



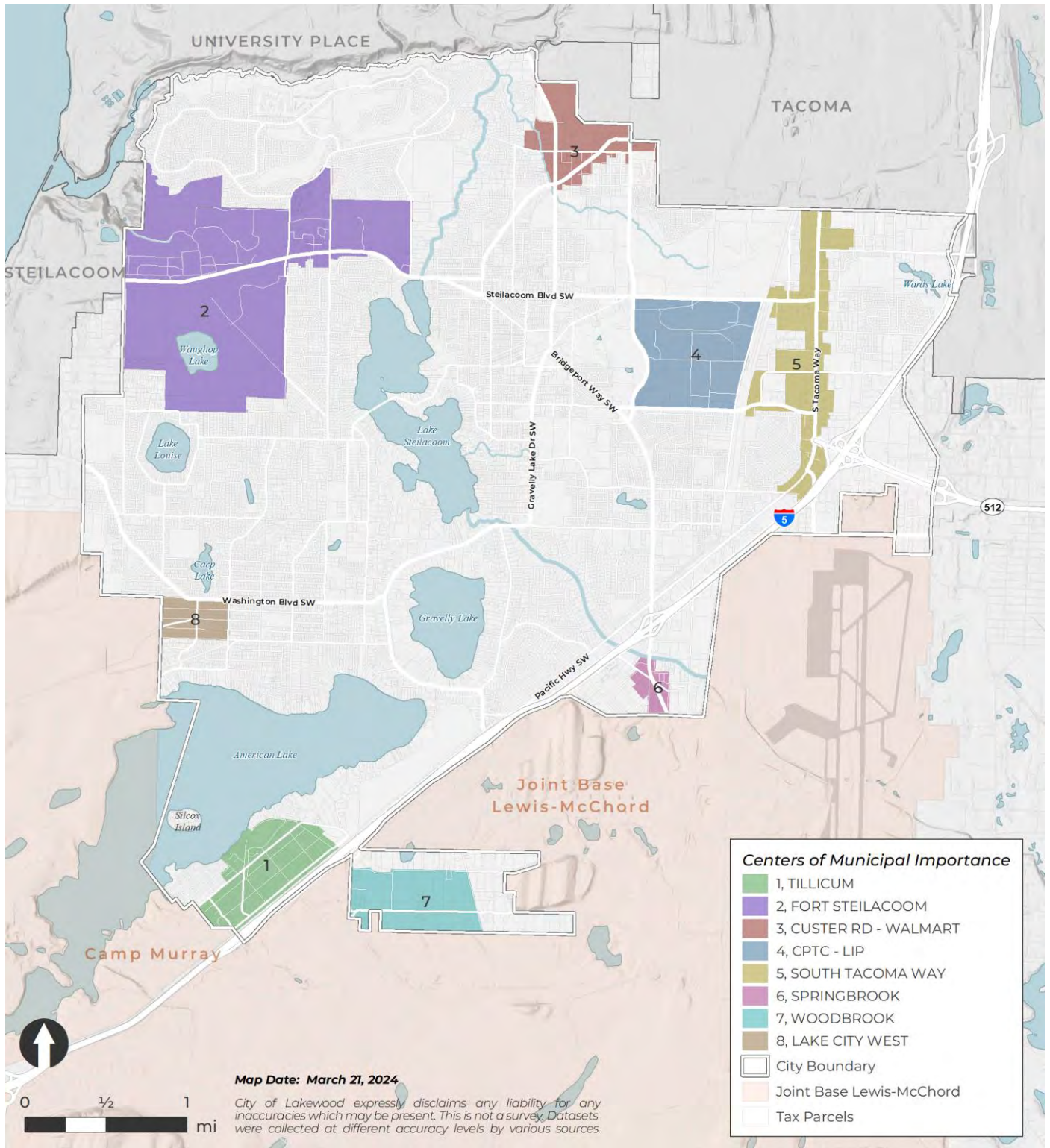
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-7. Lakewood Subareas Map.



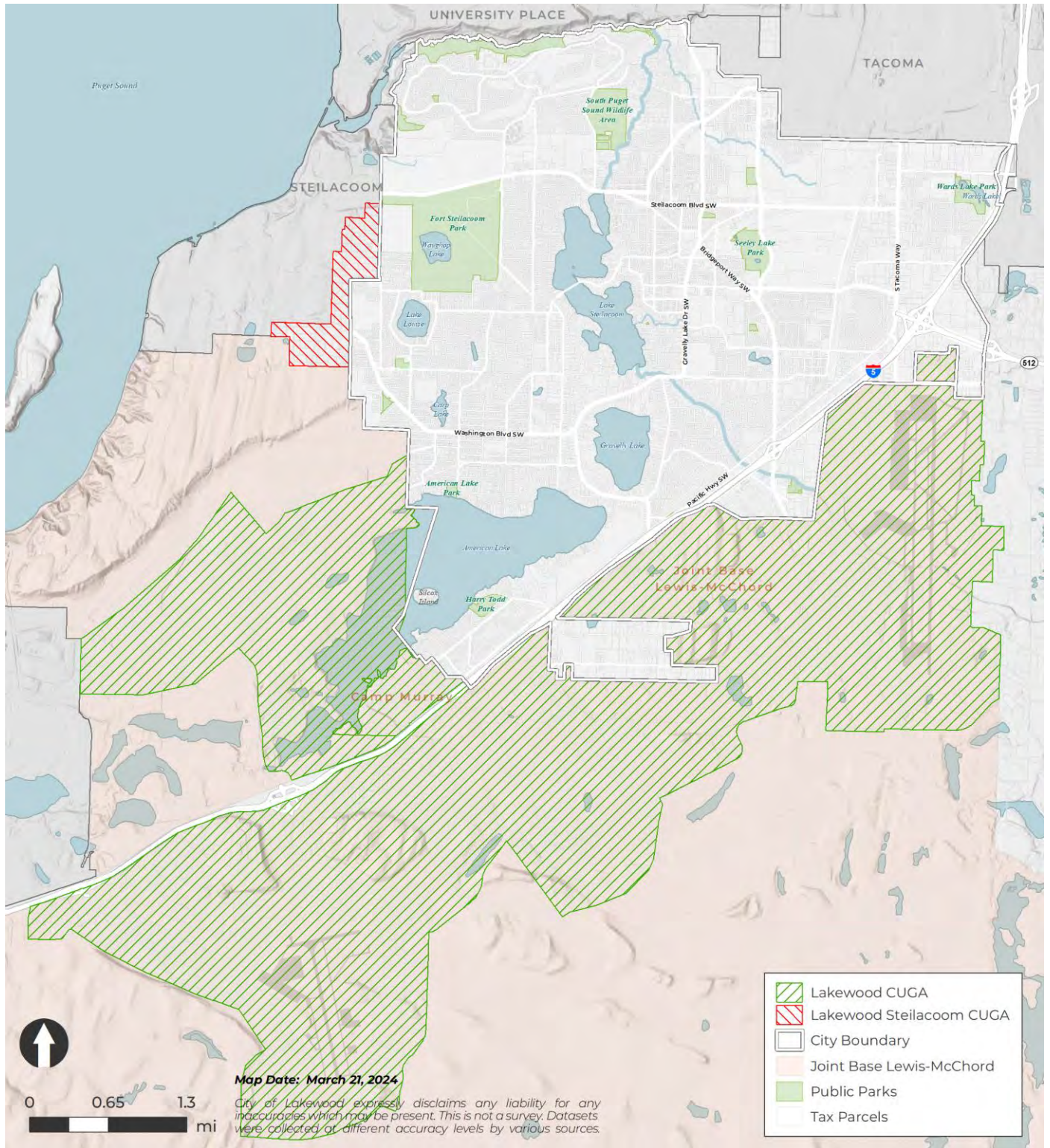
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

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-2.3 Partner with WA Department of Ecology, Tacoma-Pierce County Health Department, and other agencies to track contaminated properties and brownfields in the City.
- LU-2.4 Regulate contaminated properties as required for public health and safety while encouraging their redevelopment for appropriate activities based on zoning.

/ 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.

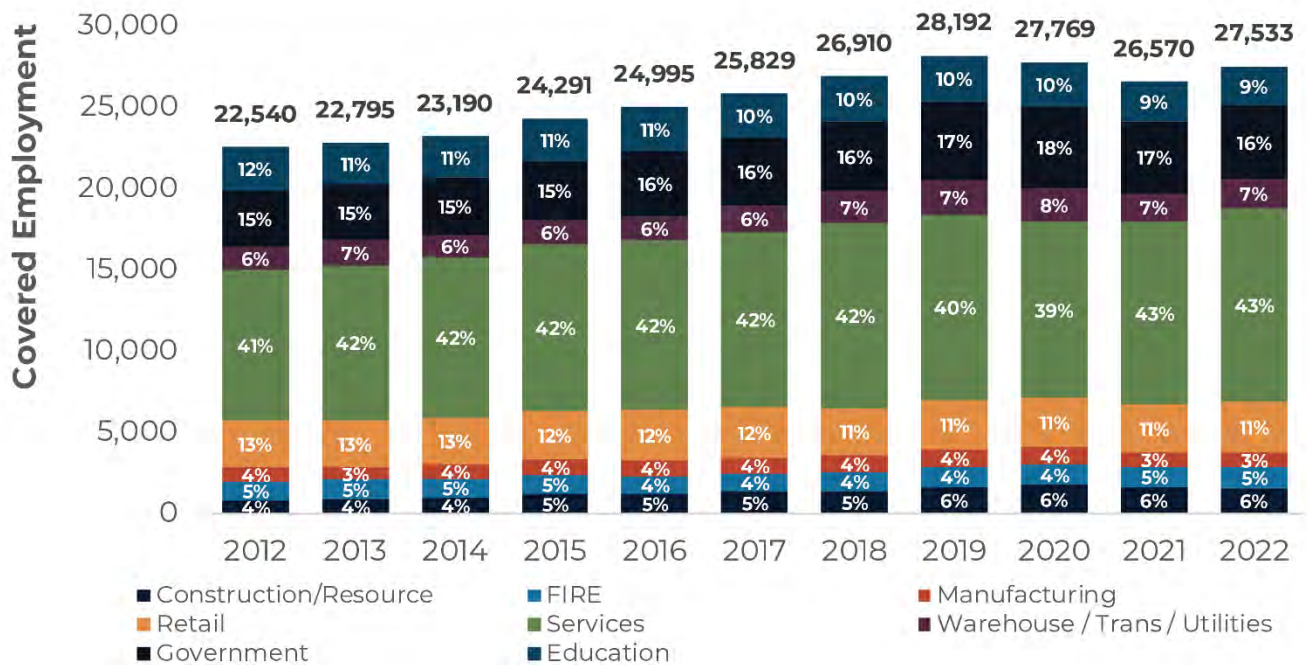
4.2.2 Economic Analysis

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.

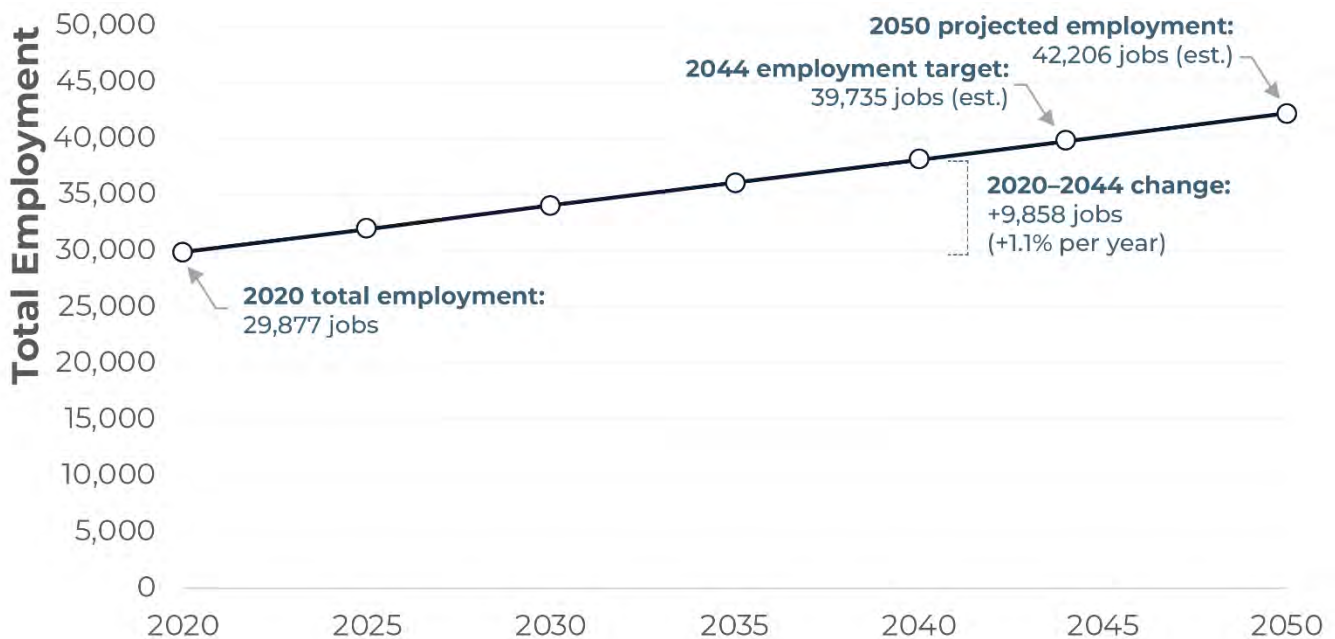
³ "Covered employment" includes all jobs covered by the *Washington Unemployment Insurance Act*. Note that this measure does not specifically include self-employed individuals, military workers, or other workers not covered by state unemployment insurance.

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.

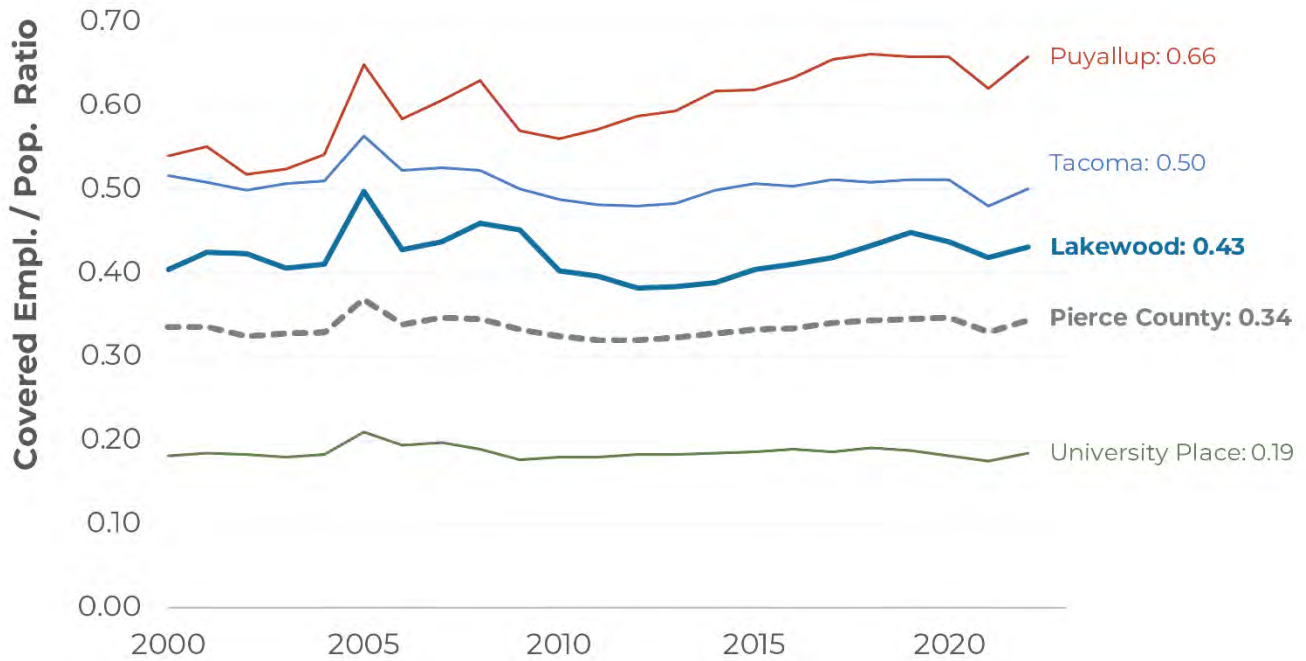


Source: PSRC, 2024.

- **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).

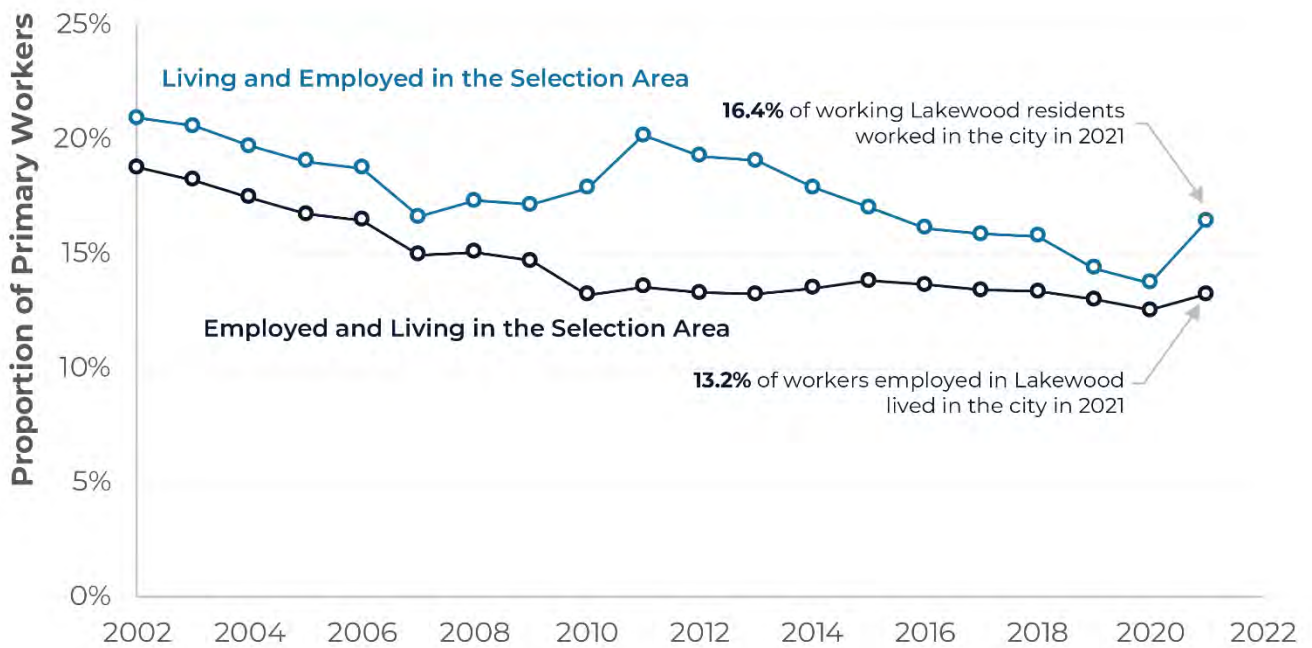
⁴ A “pull factor” is calculated as the ratio between actual retail spending in a category and an estimate of the potential retail spending resulting from per capita spending based on statewide averages. If the pull factor is greater than one, there is greater local spending than what can likely be supported 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.



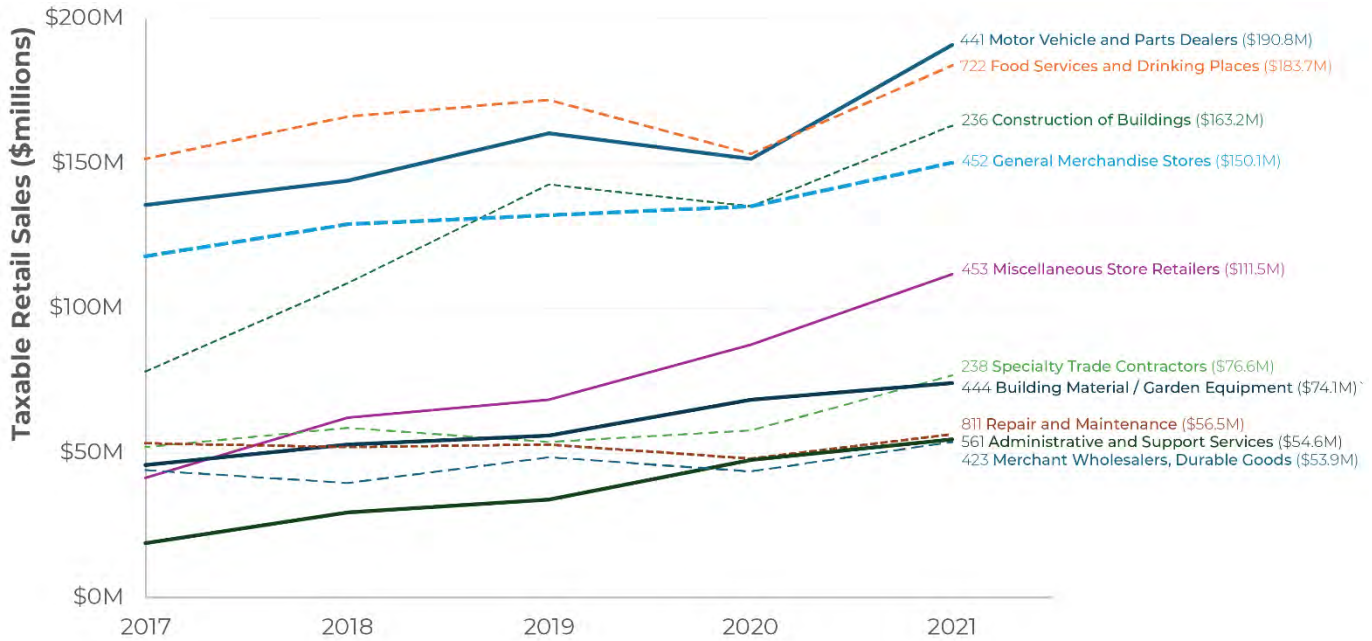
Source: US Census Longitudinal Employer-Household Dynamics, 2024.

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.

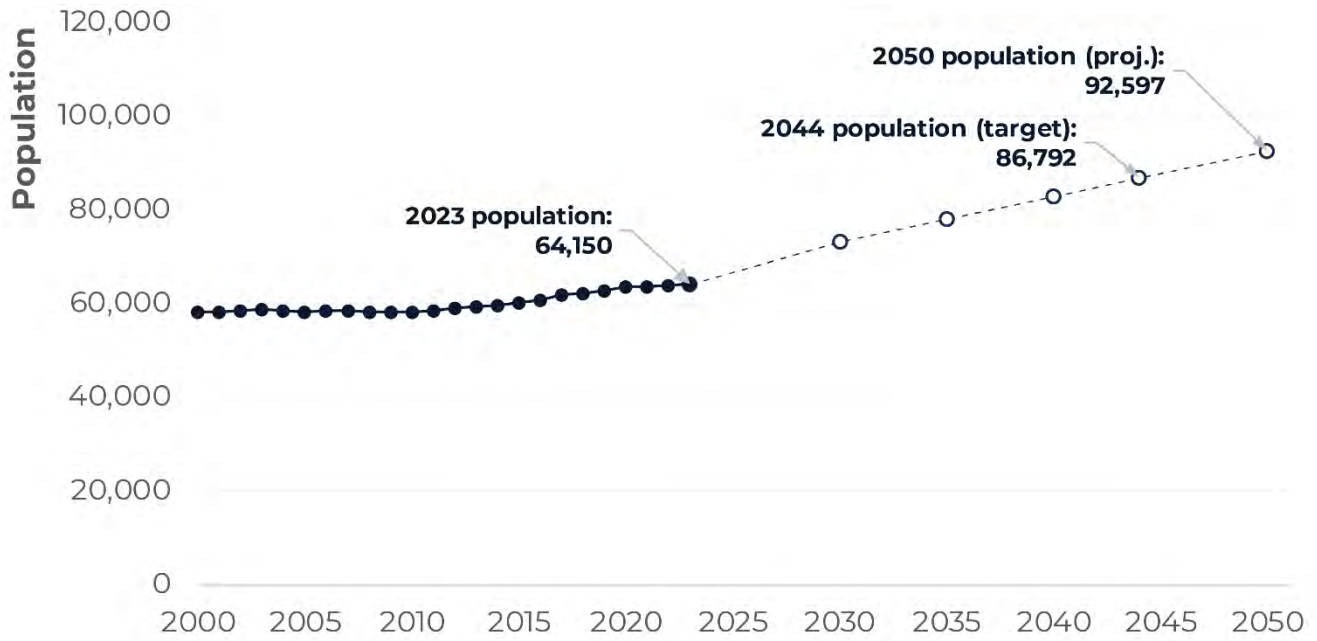
The following exhibits highlight the targets to be addressed in the Comprehensive Plan:

- 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:

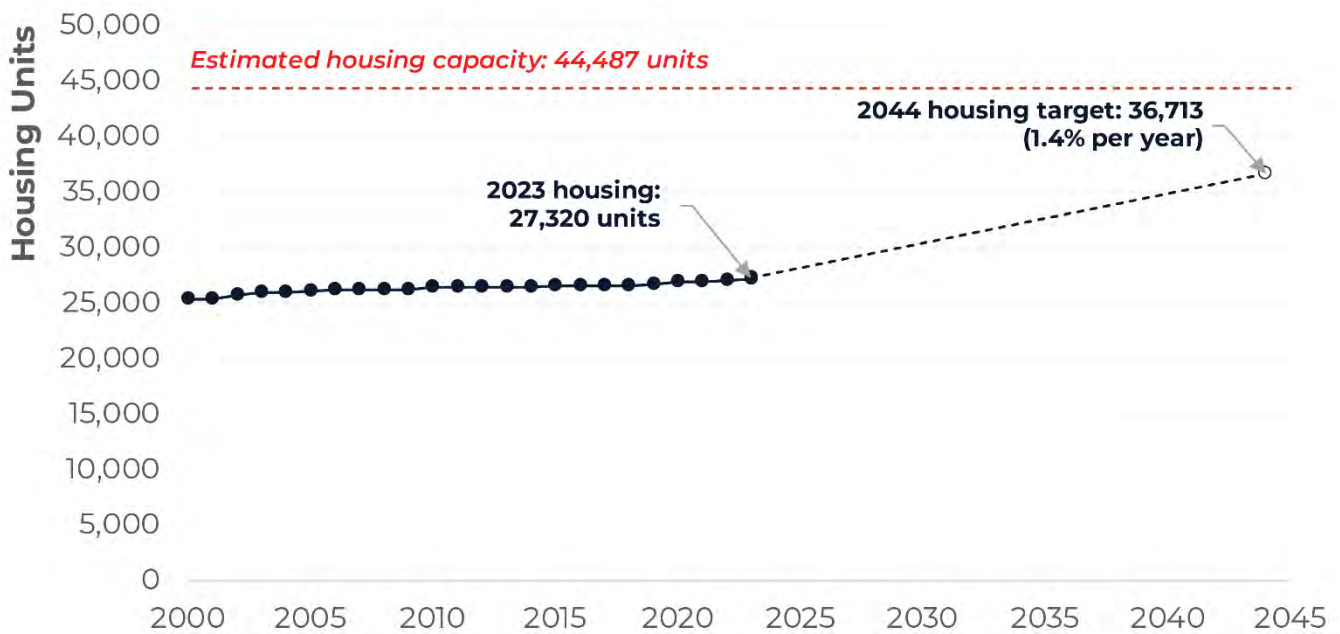
- **Permanent supportive housing: 1,637 units**, which includes not only housing, but also wraparound services for residents, will require multifamily apartment development types and will account for 17% of the net increase in housing by 2044..
- **Multifamily apartment units: 4,326 units**, in denser 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.

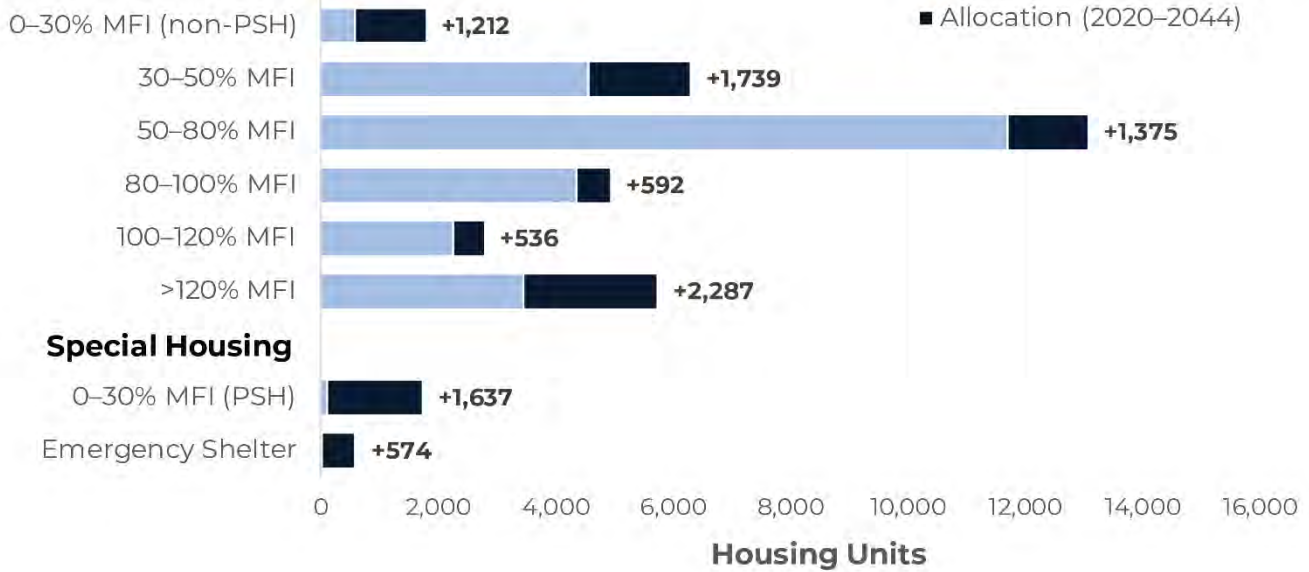


Source: WA Office of Financial Management, 2024.

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

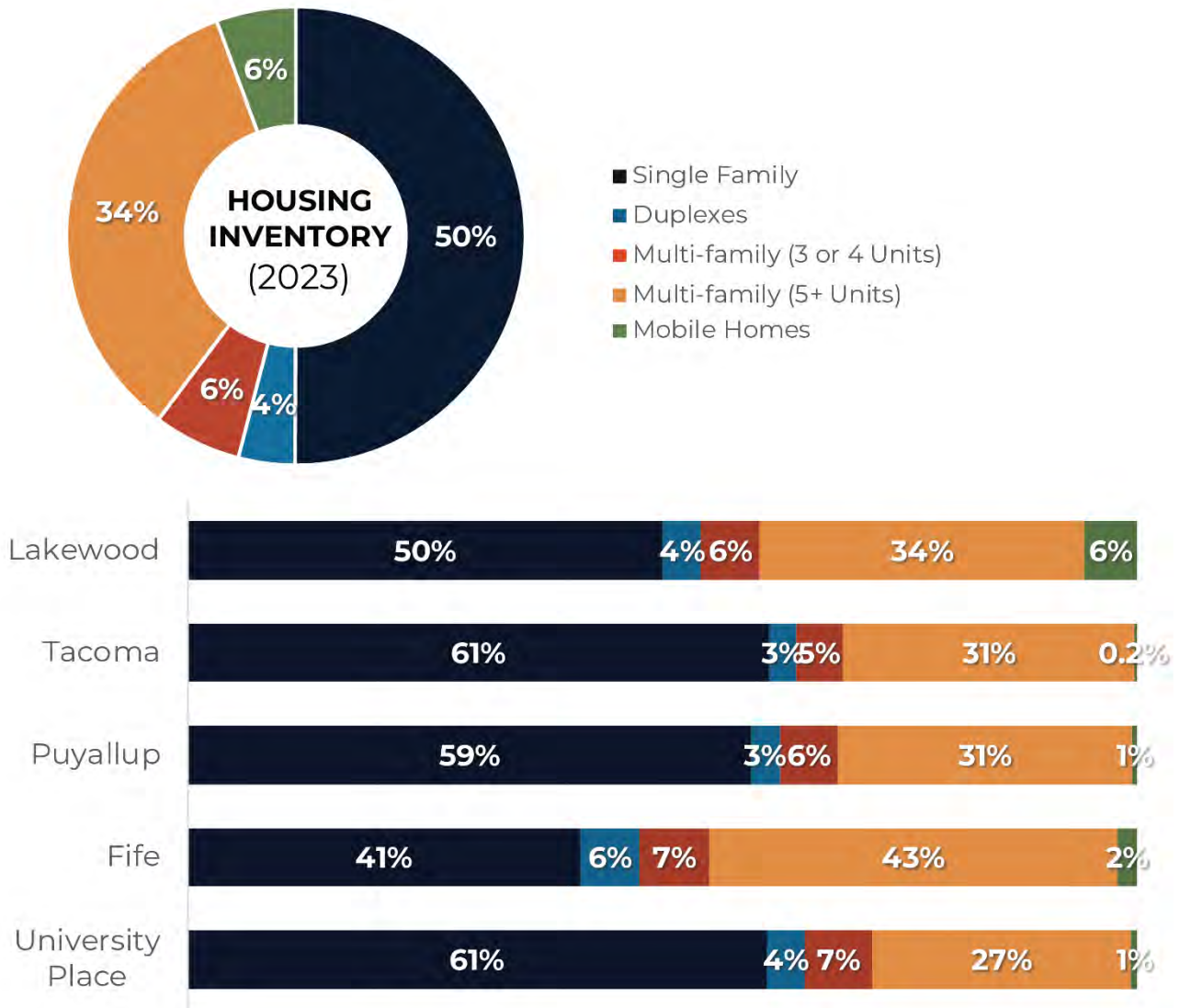
To understand local trends in housing production and the possible need for adjustments to address future housing targets, statistics on housing stock are highlighted in the following figures:

- 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:

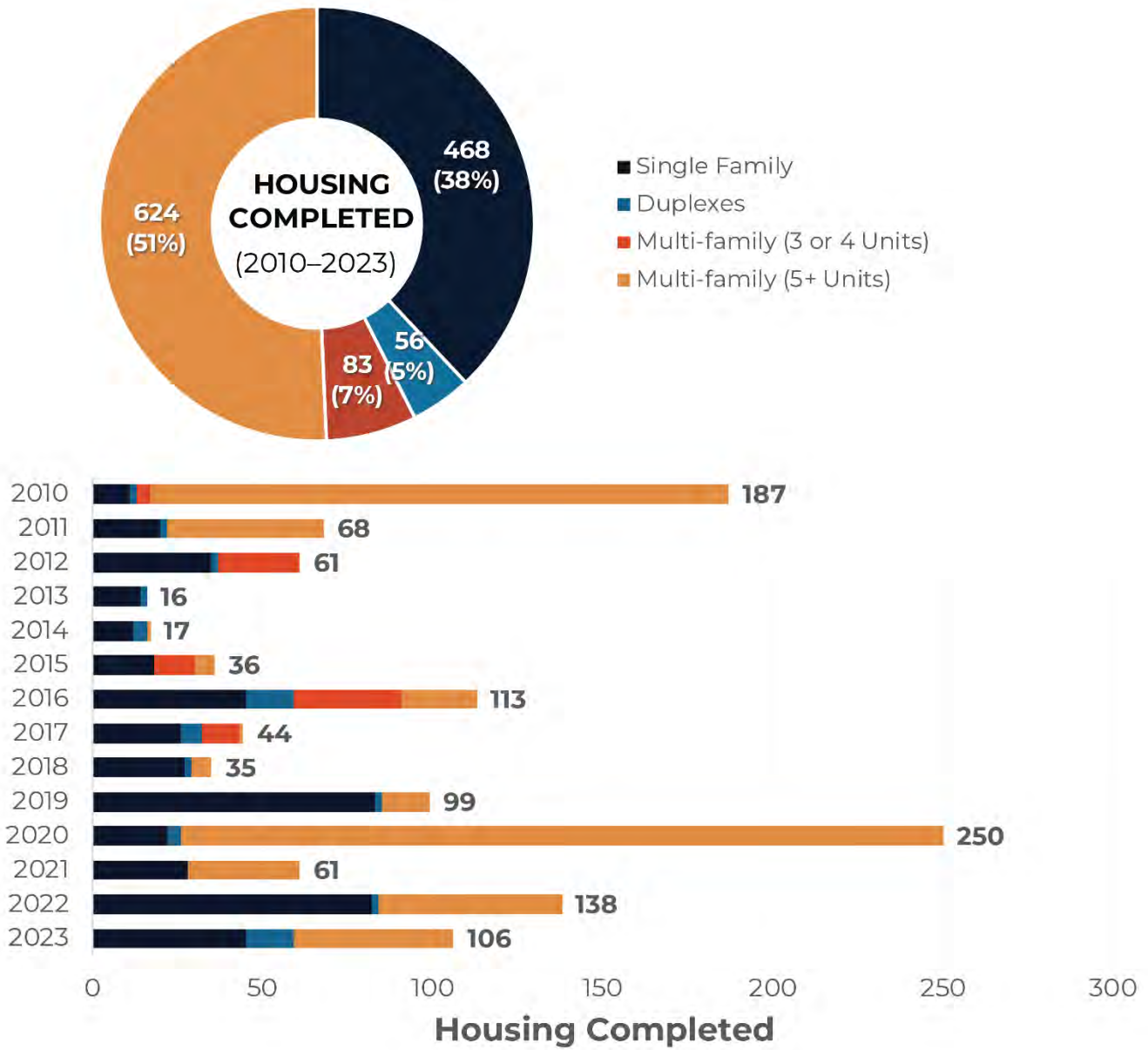
- **Lakewood has had a long history of single-family housing development.** While Lakewood has a smaller proportion of housing as single-family detached units than other communities in the area, half of the housing available as of 2023 consists of these units. This housing type is dominant in the city, 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.

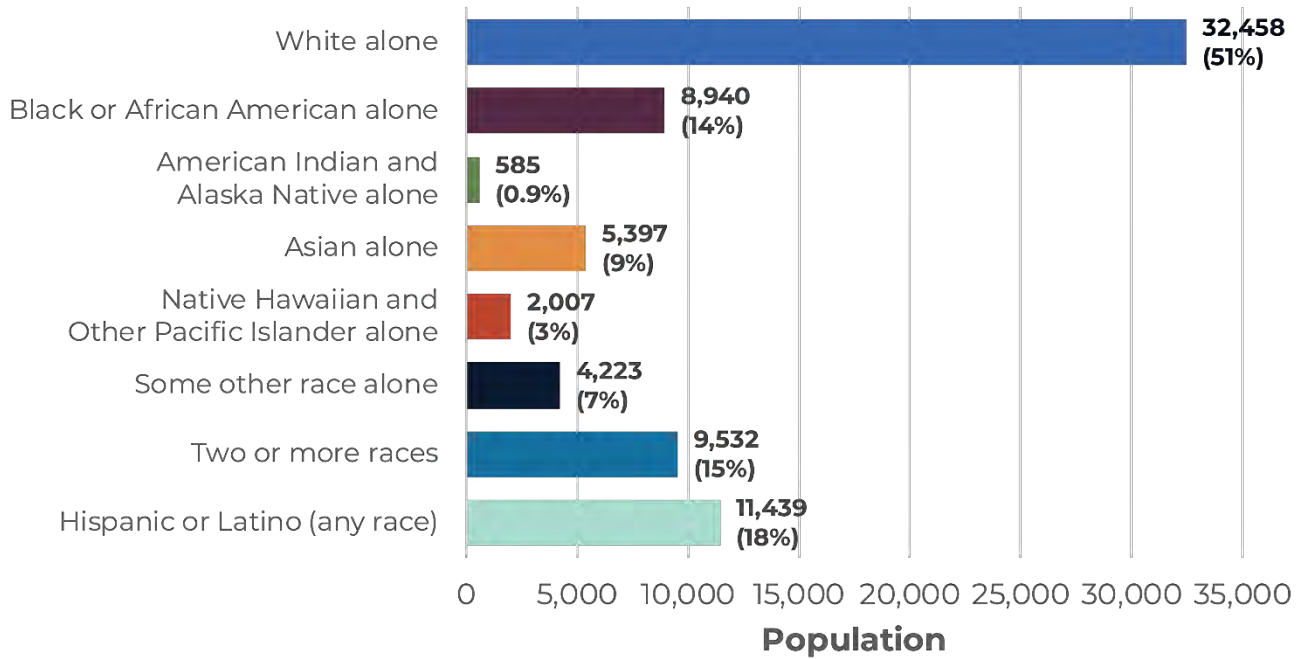
The following exhibits highlight relevant statistics for the city regarding racial equity in housing:

- 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:

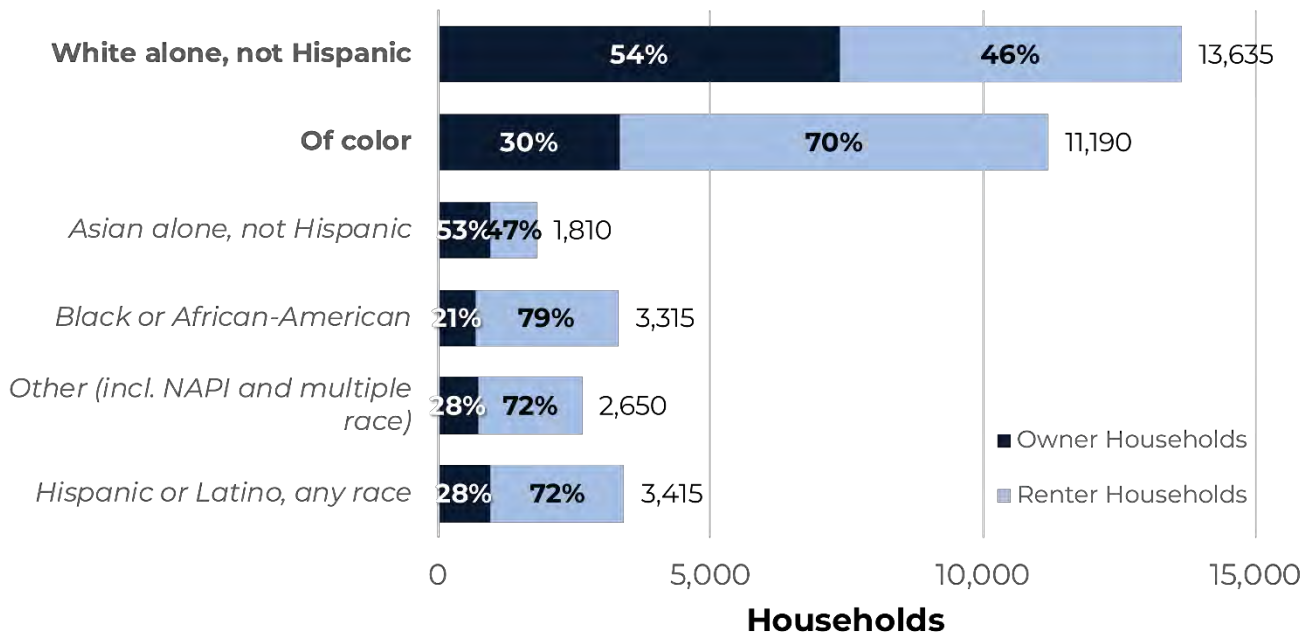
- **There are some income disparities by race/ethnicity in Lakewood that could lead to housing challenges.** The distribution of white households in the city generally includes greater representation at higher income levels, with only 16% households at extremely low-income and 38% above median income. 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.



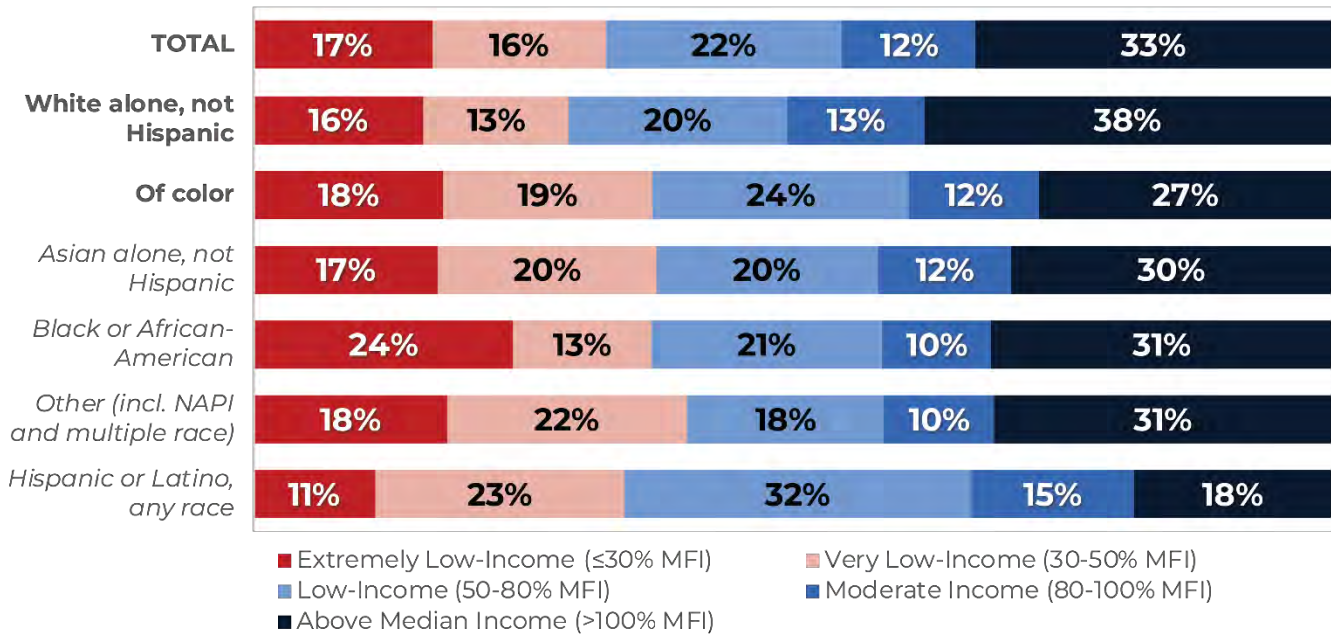
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, 2023.

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



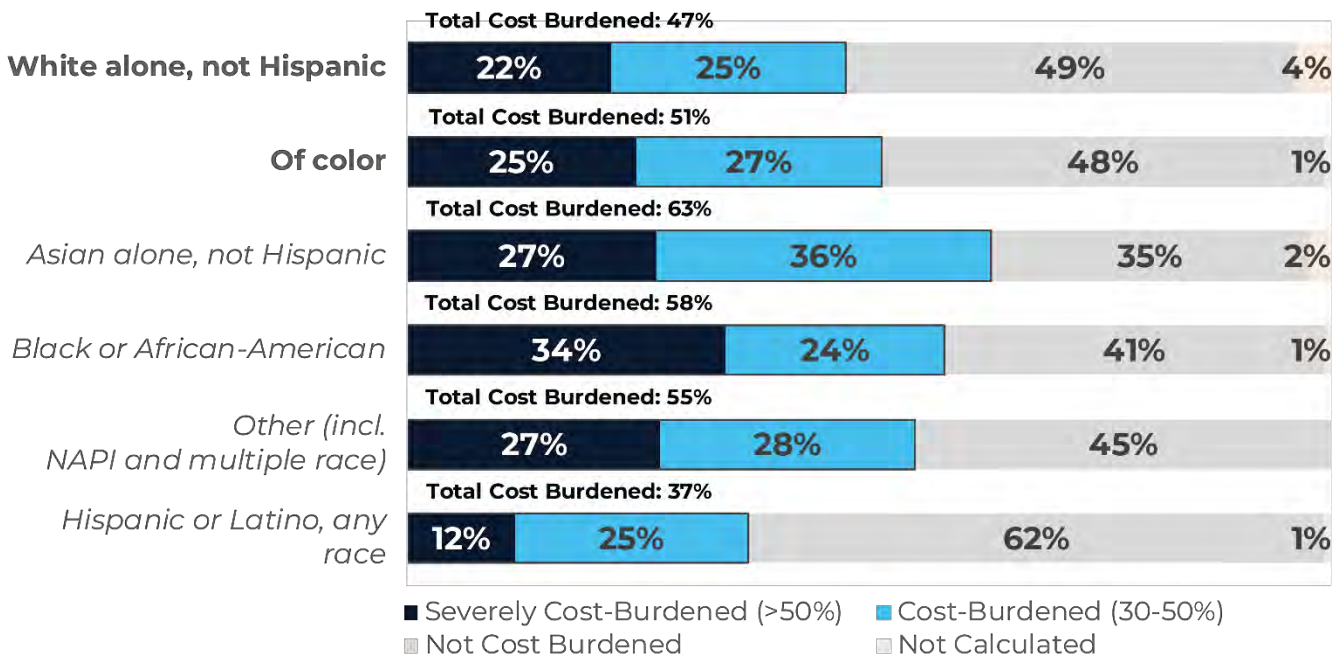
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

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



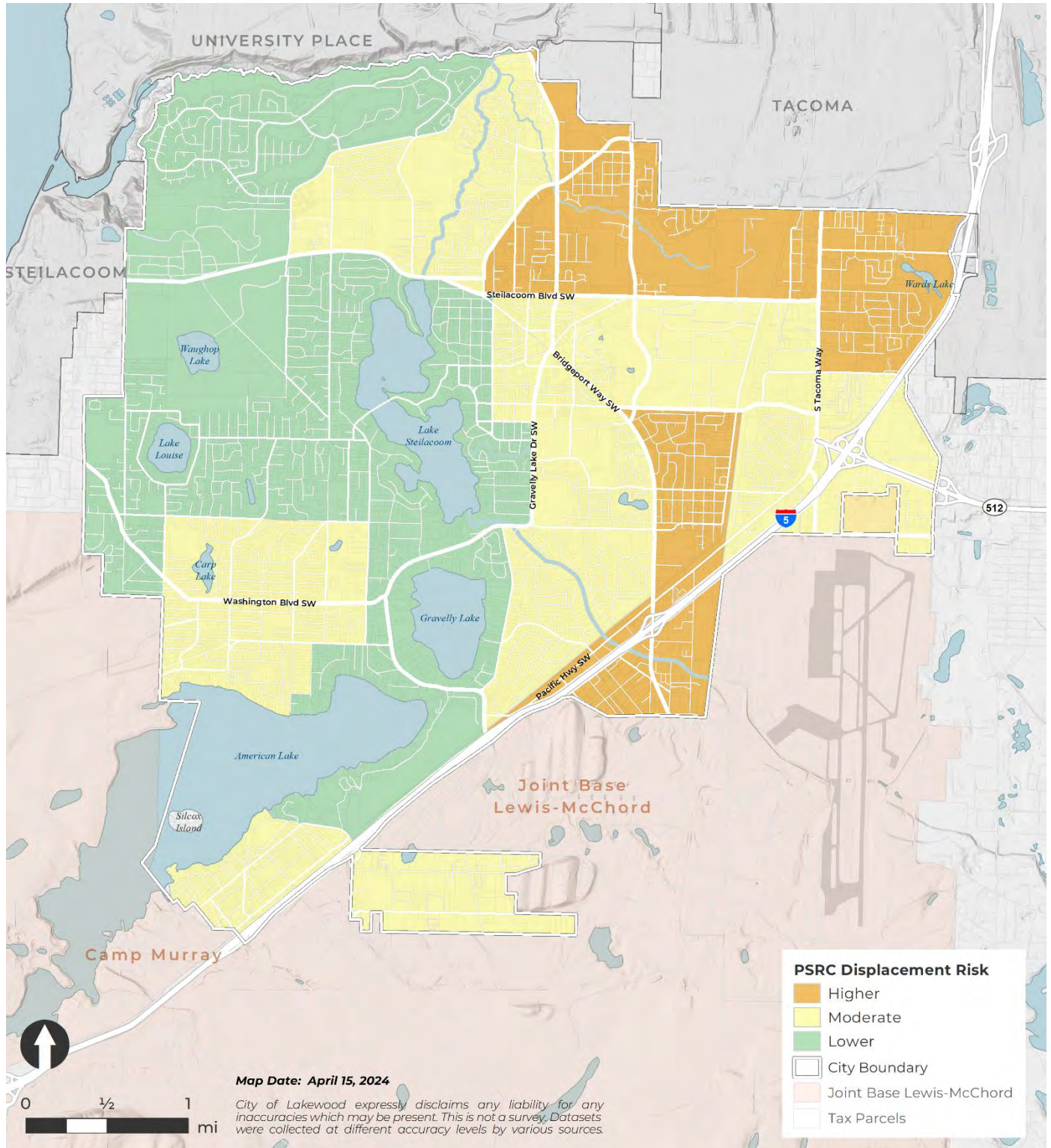
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

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



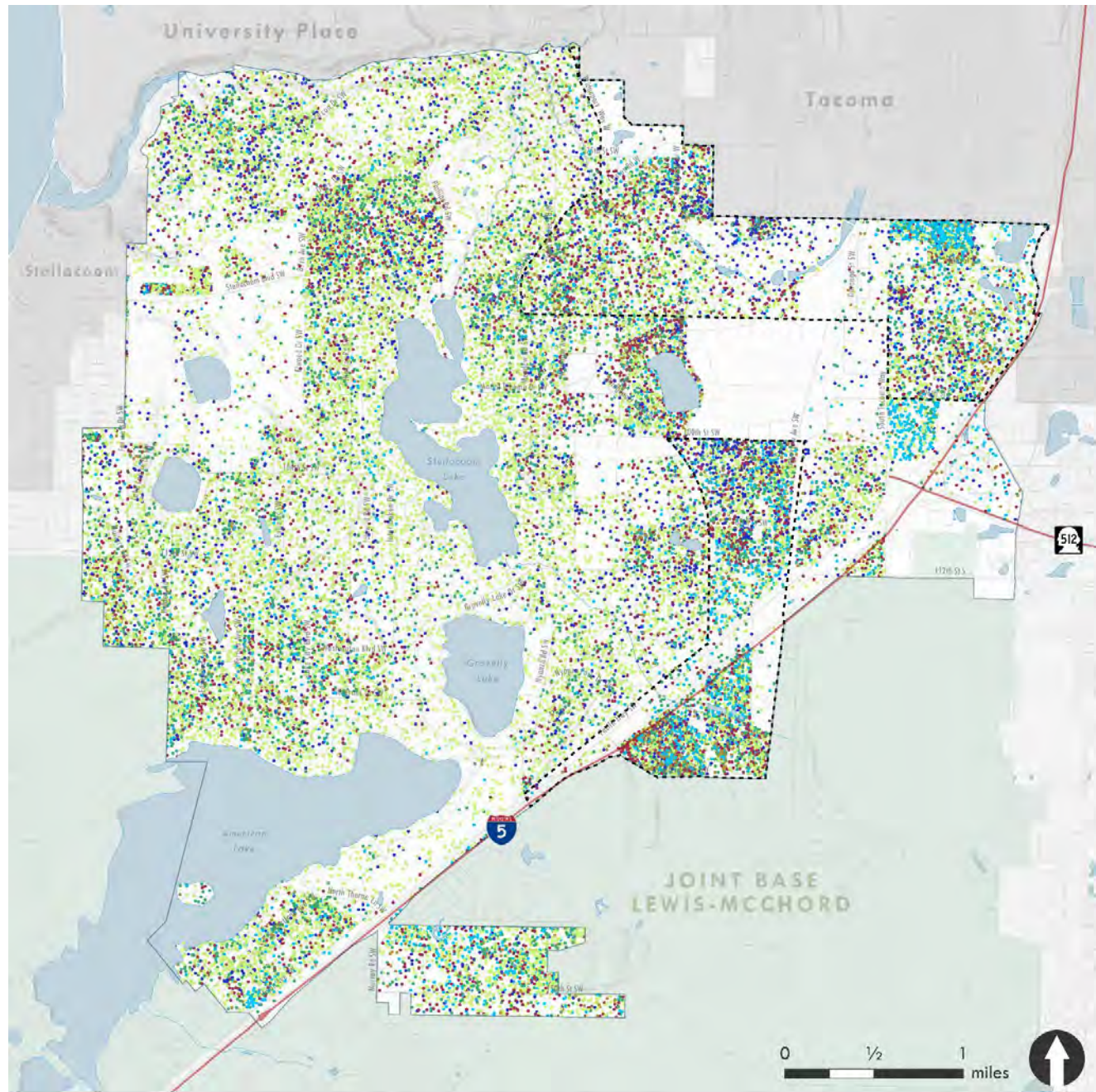
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

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-6.7 Work towards a citywide goal of 40% tree canopy cover by the year 2050. Consider opportunities to increase canopy and environmental equity when evaluating tree canopy distribution.

/ 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

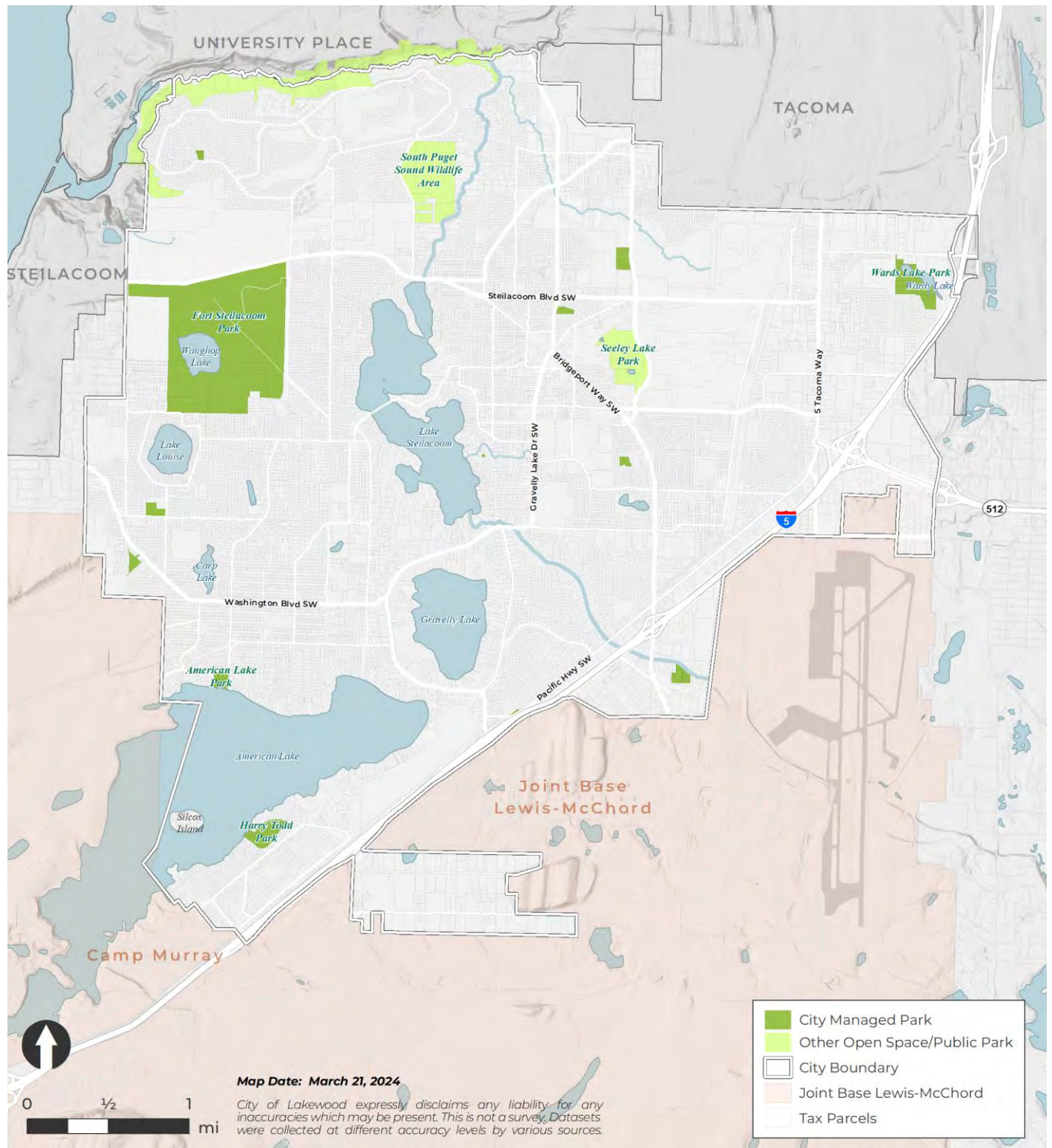
Currently, PRCS collaborates with close to 100 partners, including public, private and non-profit agencies. These collaborations help manage or develop park resources, plan programs and events, deliver activities, market programs, or share the use of facilities or program space.

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.

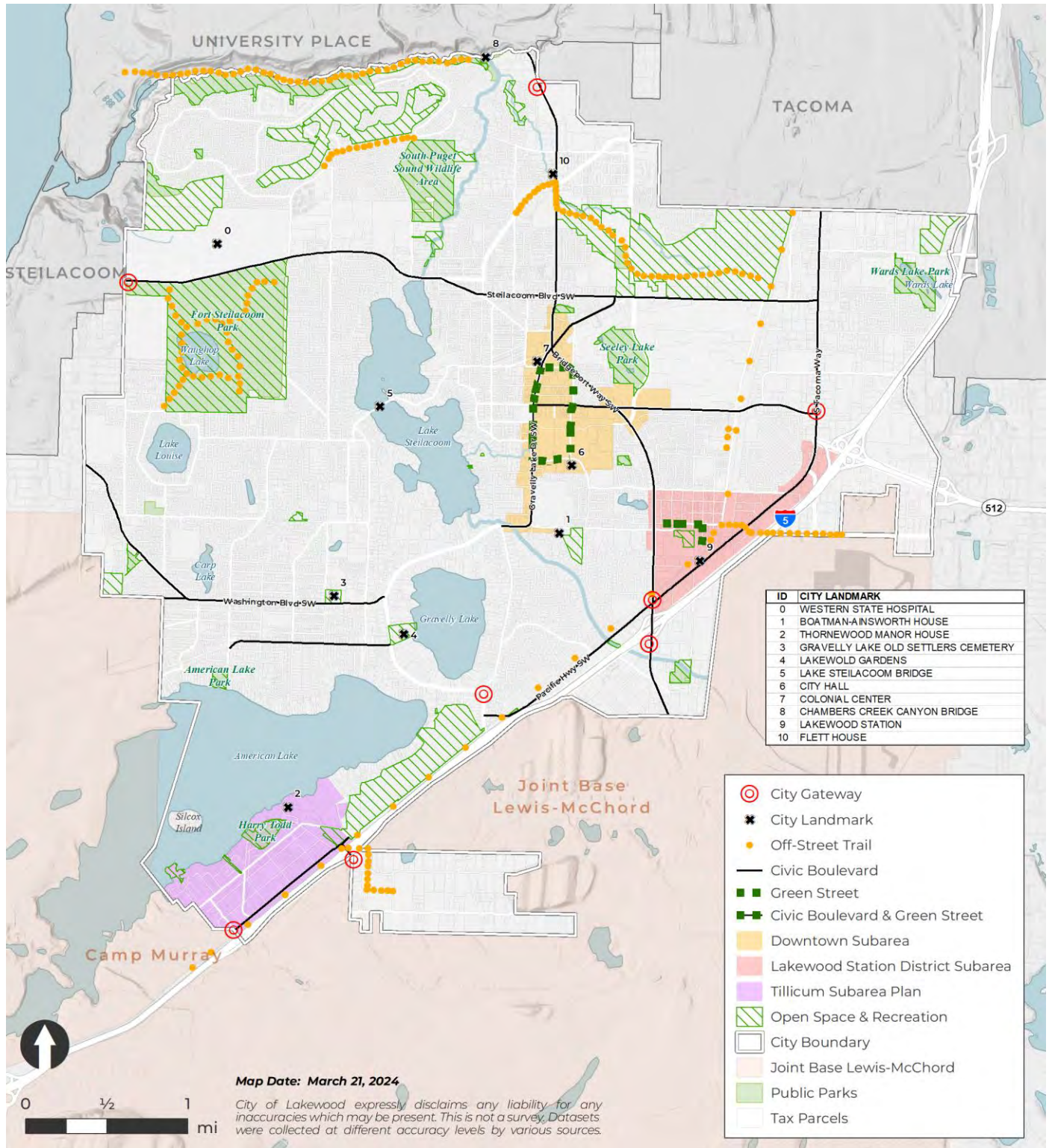
Volunteers are also important. Their contribution to overall PROS operations is significant. Volunteers assist with dog park monitoring, are used as senior ambassadors, and perform invasive plant removal and general park maintenance.

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.

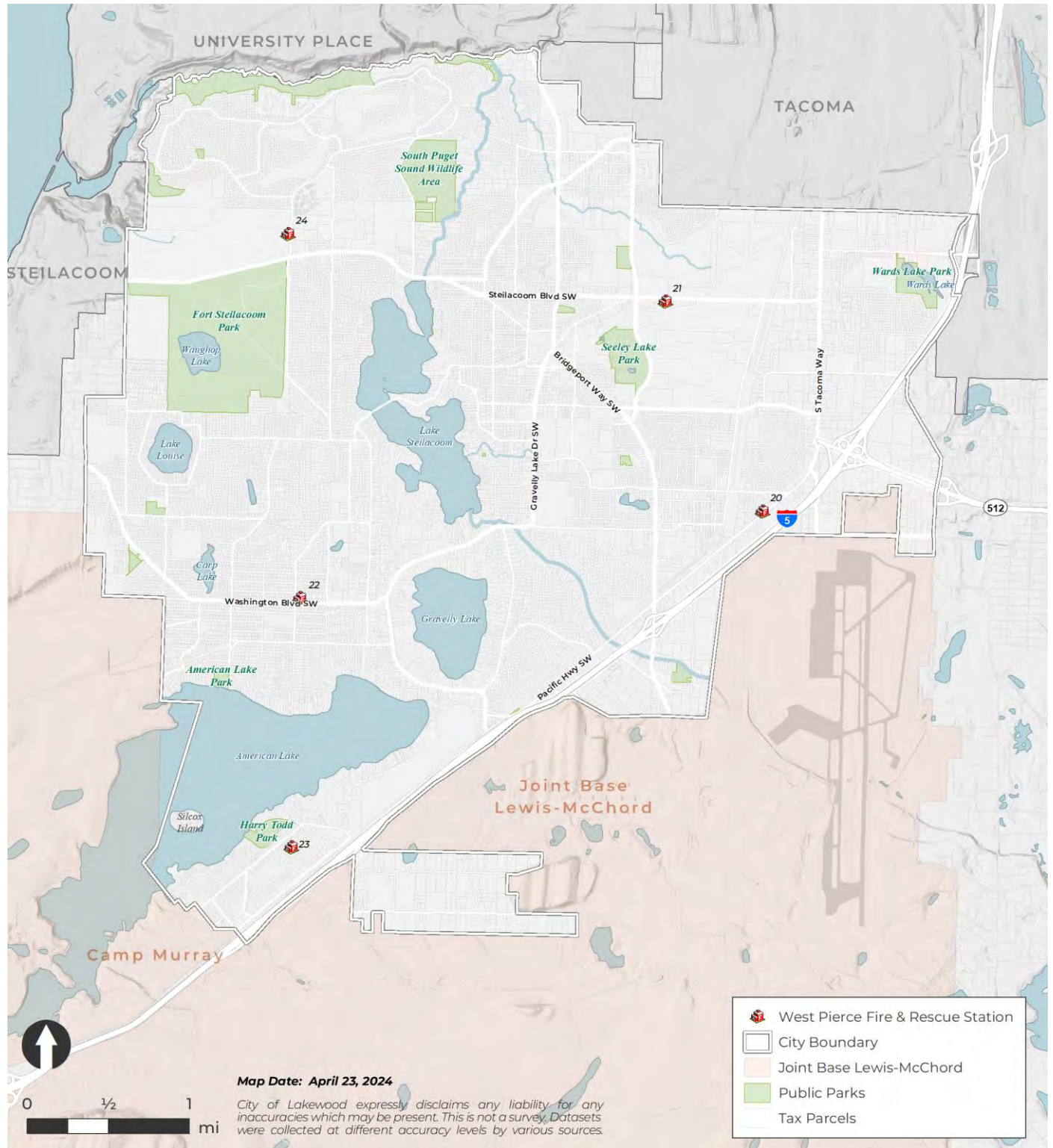
This planning coordination is particularly important for both K-12 and post-secondary education entities, whose enrollment numbers, student populations, and sometimes even course emphases are strongly tied to local growth, but where “disconnects” can easily occur without intentional coordination. This 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:

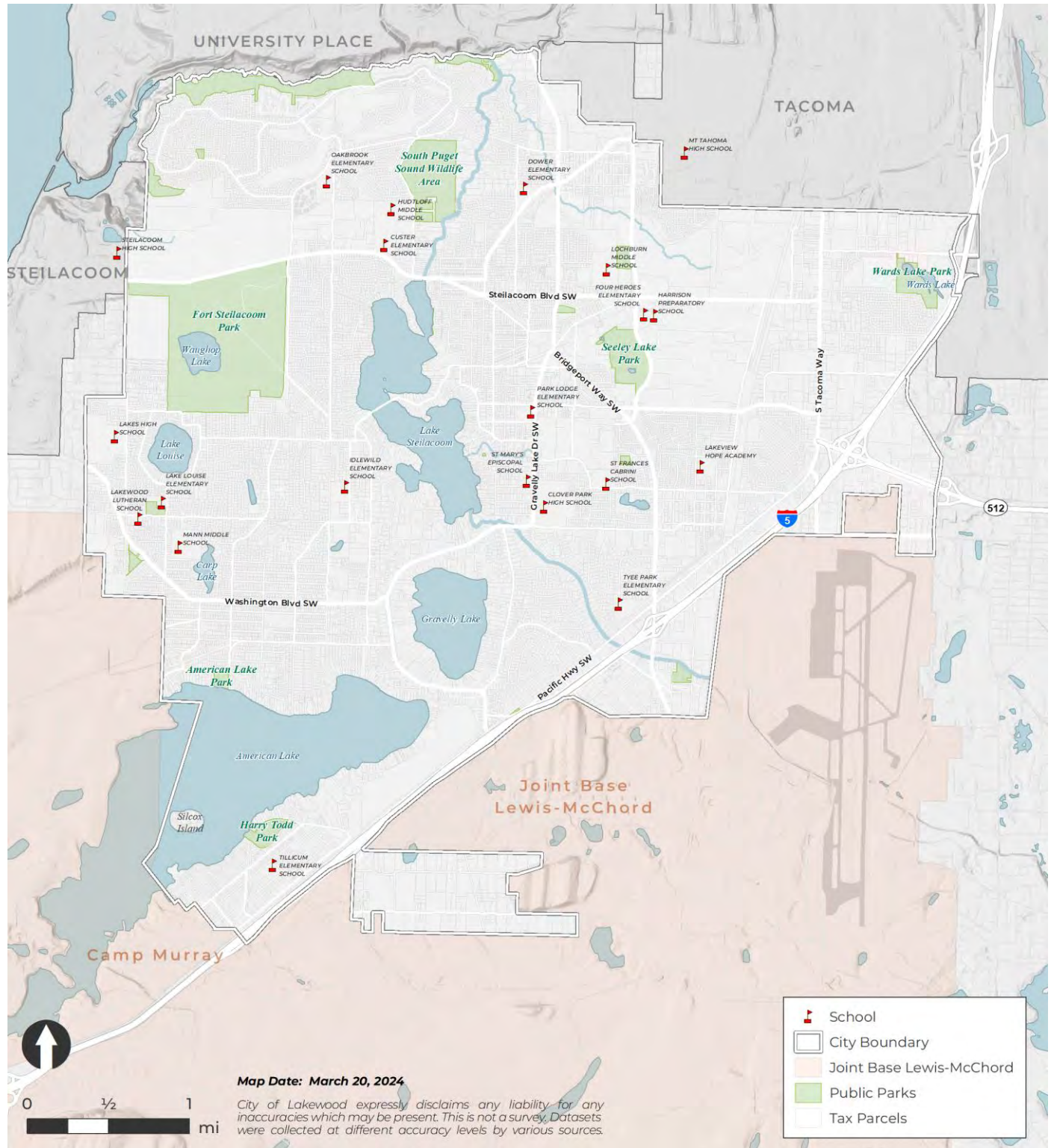
- Exhibit 10-2 highlights the WPFR stations in Lakewood, which are the primary provider of fire and emergency medical services.
- Exhibit 10-3 shows the locations of schools in Lakewood, including both public and private institutions.

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.

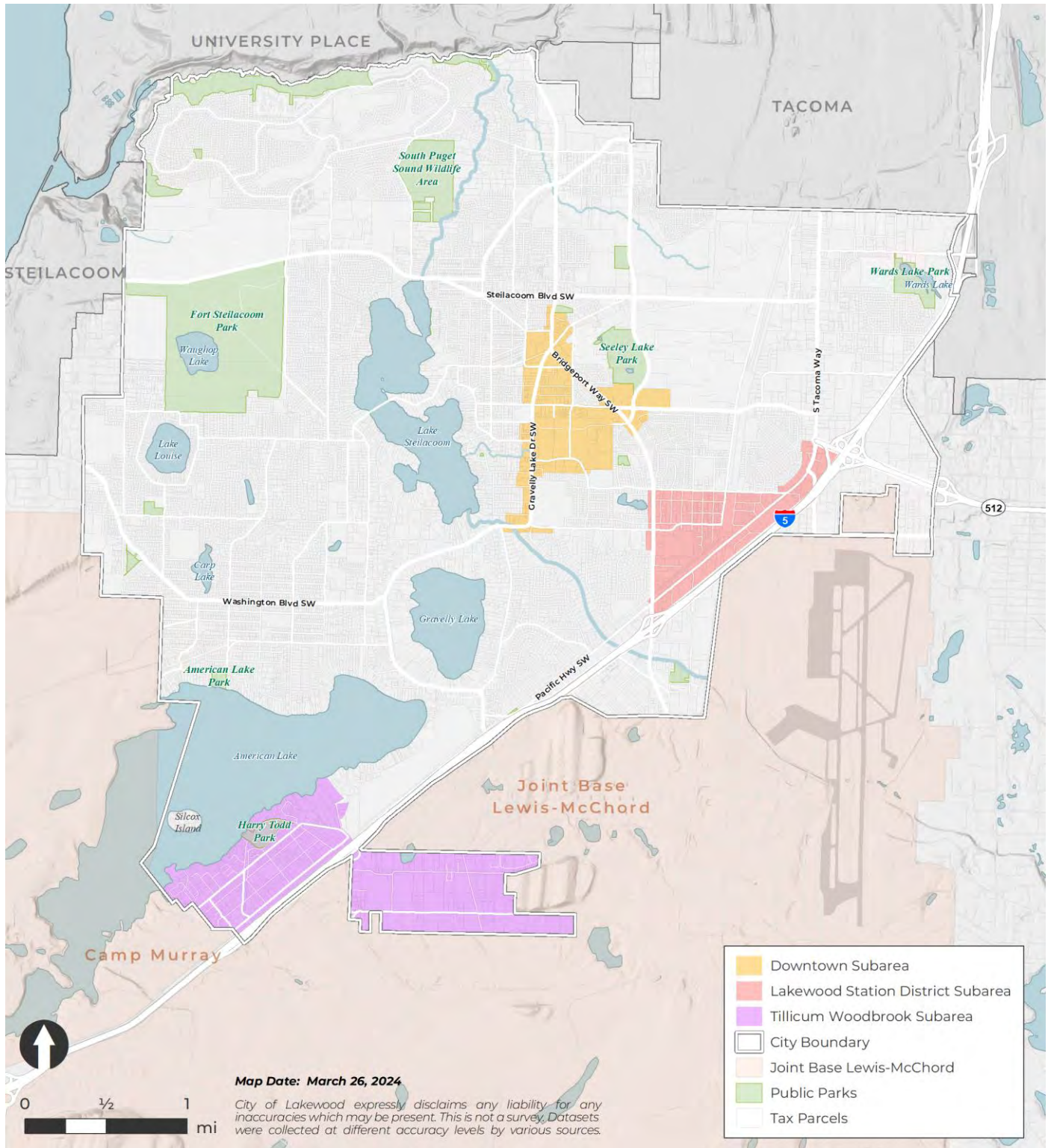
11.2 Background

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.

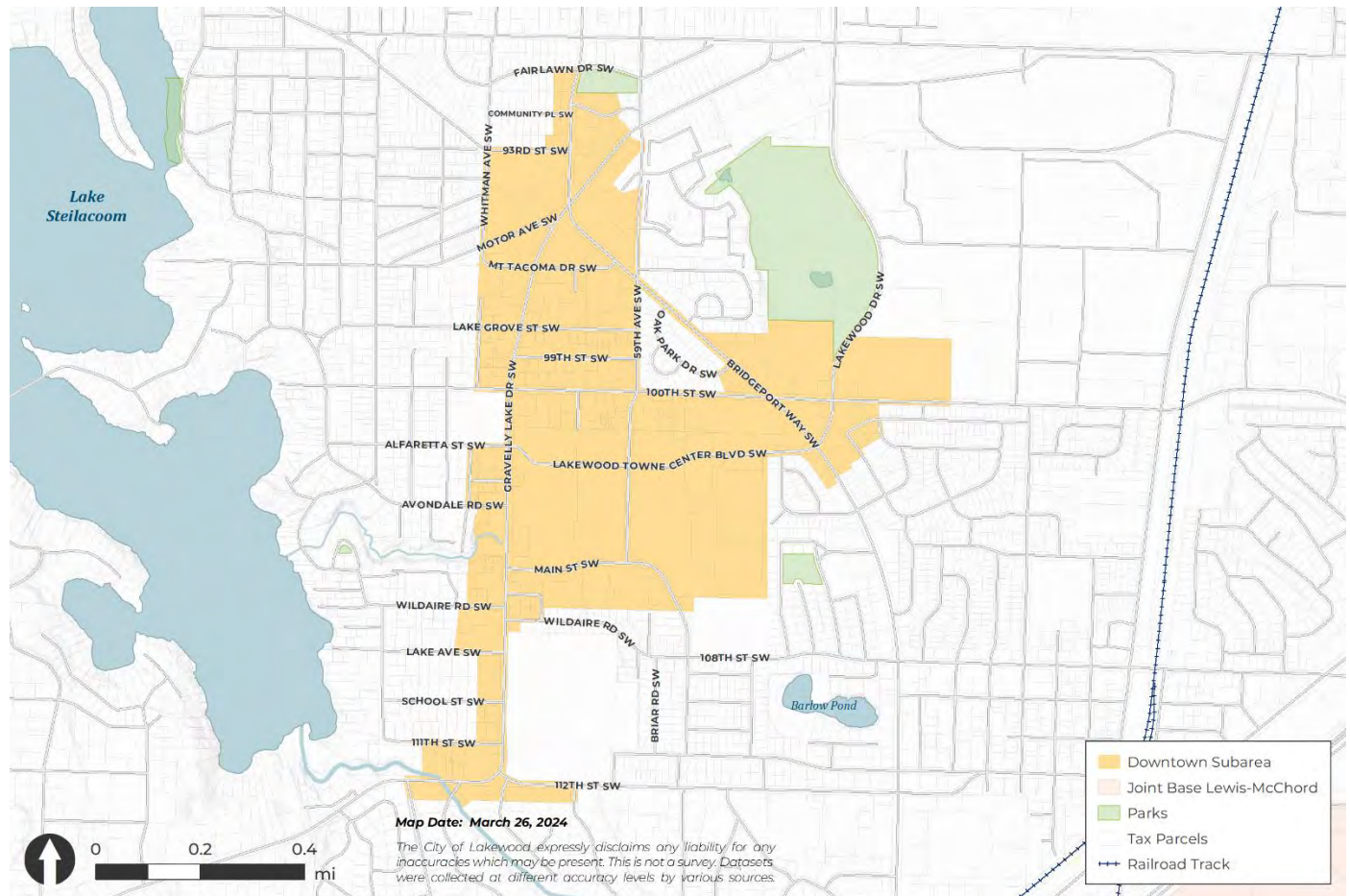
The Downtown Subarea, shown in Exhibit 11-2, is intended to be the hub of commercial and cultural activity for the city. It encompasses both the Lakewood Towne Center Mall and Colonial Center. In 2018, the city adopted the Downtown Subarea Plan, Code and Planned Action to spur “placemaking” and significant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



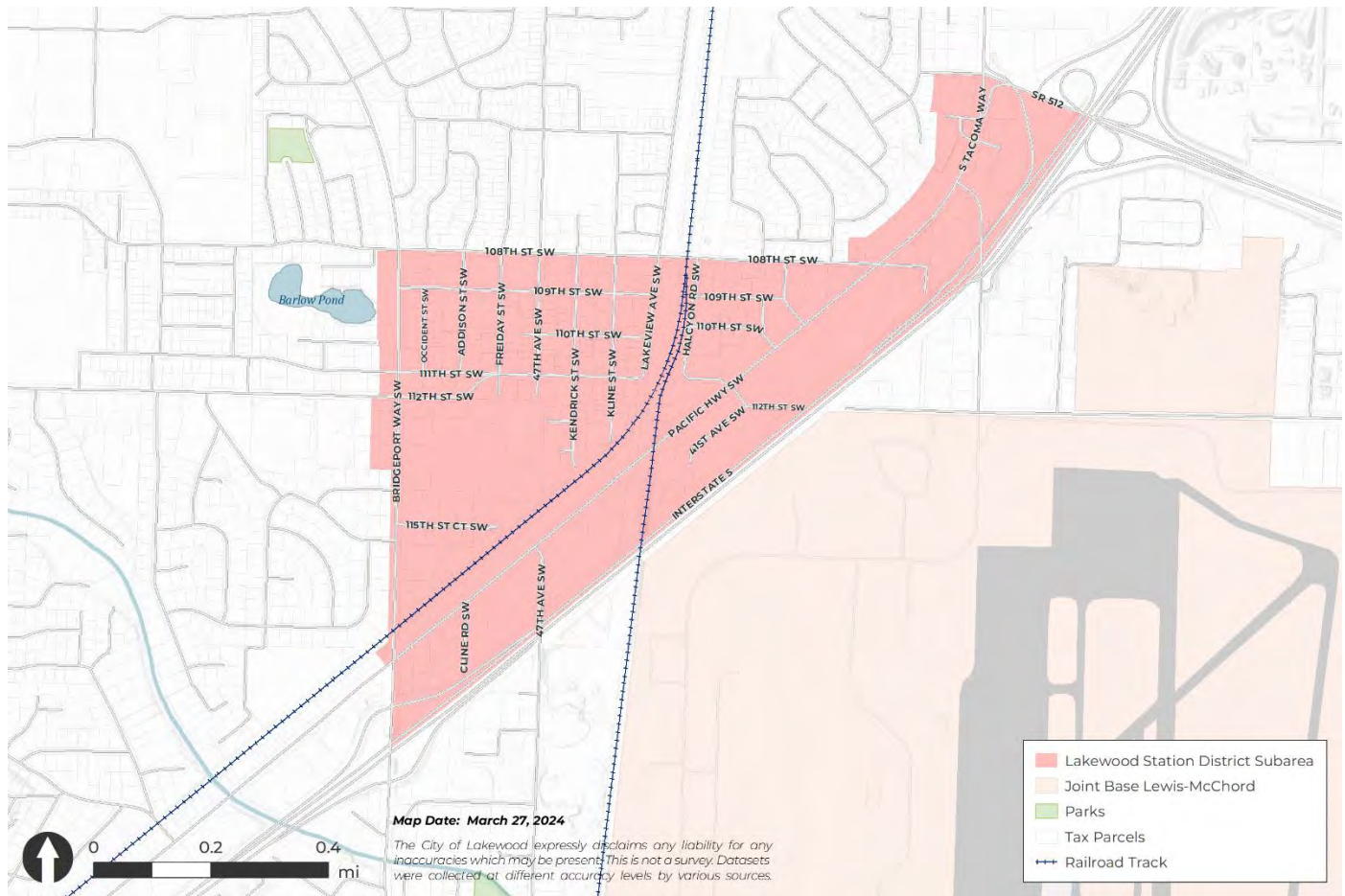
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

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

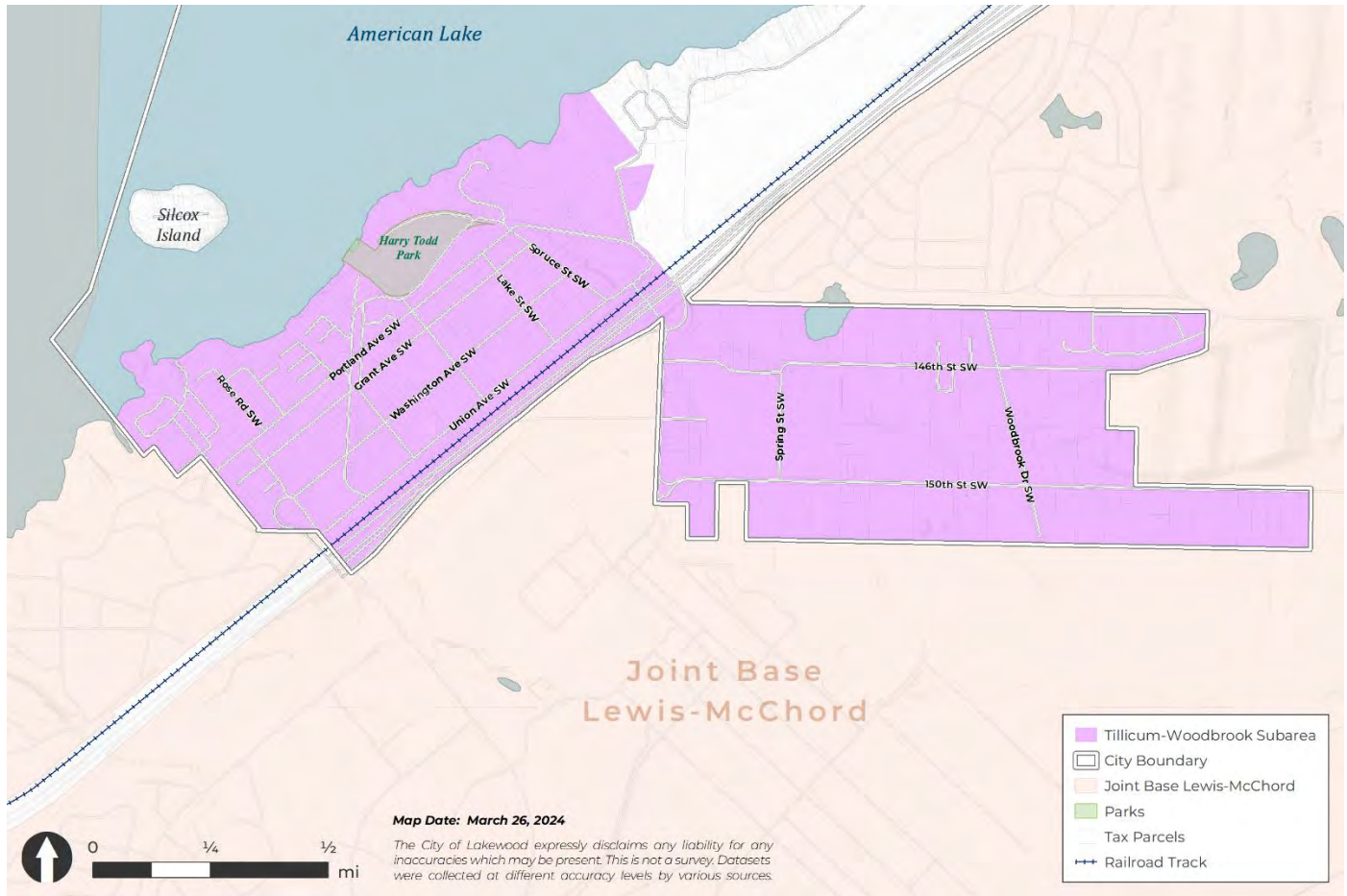
The Tillicum-Woodbrook Subarea Plan, shown in Exhibit 11-4, builds upon the previous 2011 Tillicum Neighborhood Plan, updating the initial focus to include the Woodbrook area to better integrate these connected communities. This revised plan is designed to guide Lakewood's development over the next two 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 2050 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 though 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.

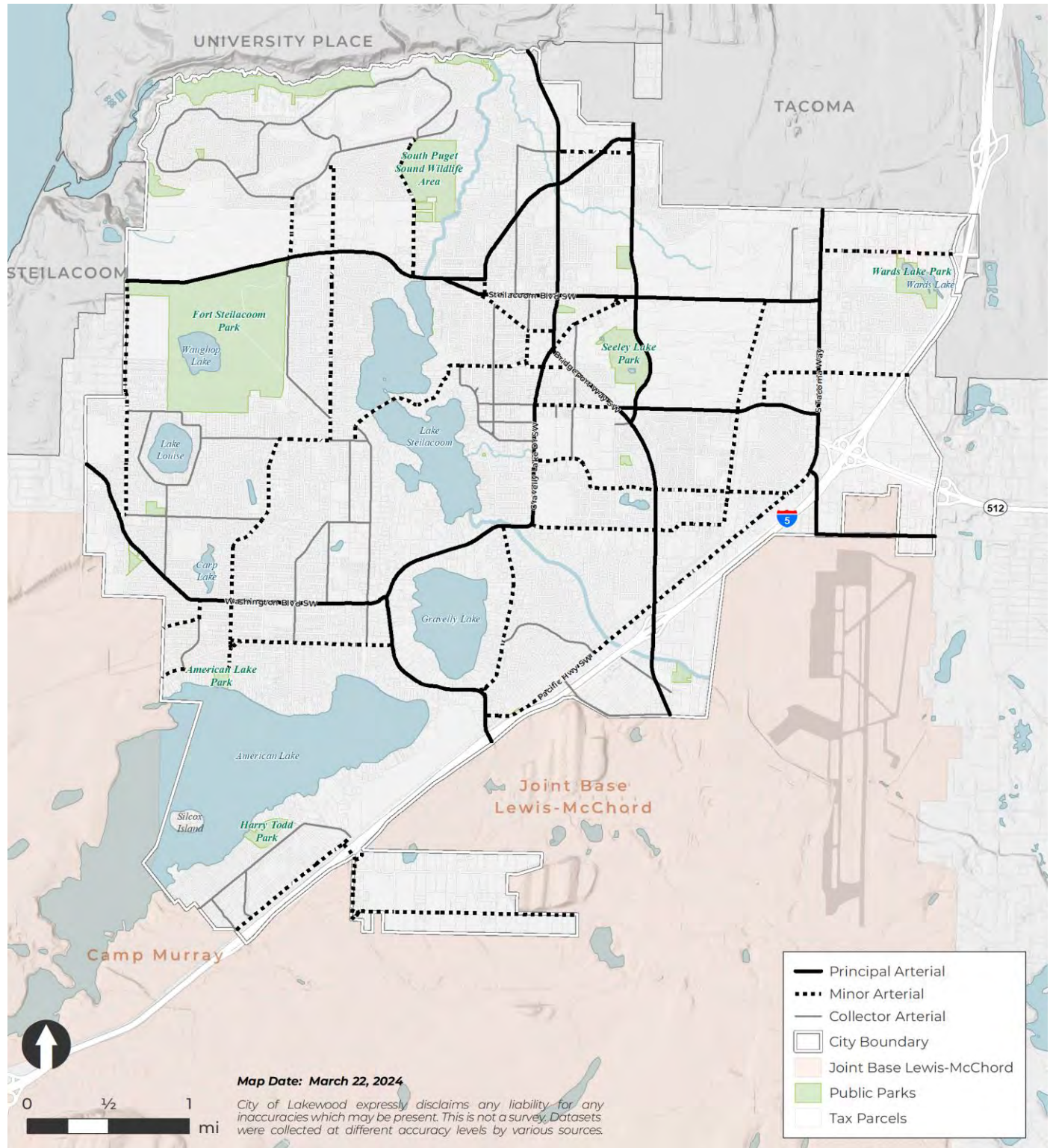
12.2.2 Street Classifications

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
<ul style="list-style-type: none"> ▪ Steilacoom Boulevard corridor between 88th Street SW and 83rd Avenue SW 	LOS F	1.10
<ul style="list-style-type: none"> ▪ Gravelly Lake Drive, between 1-5 and Washington Boulevard SW ▪ Washington Boulevard SW, west of Gravelly Lake Drive 	LOS F	1.30

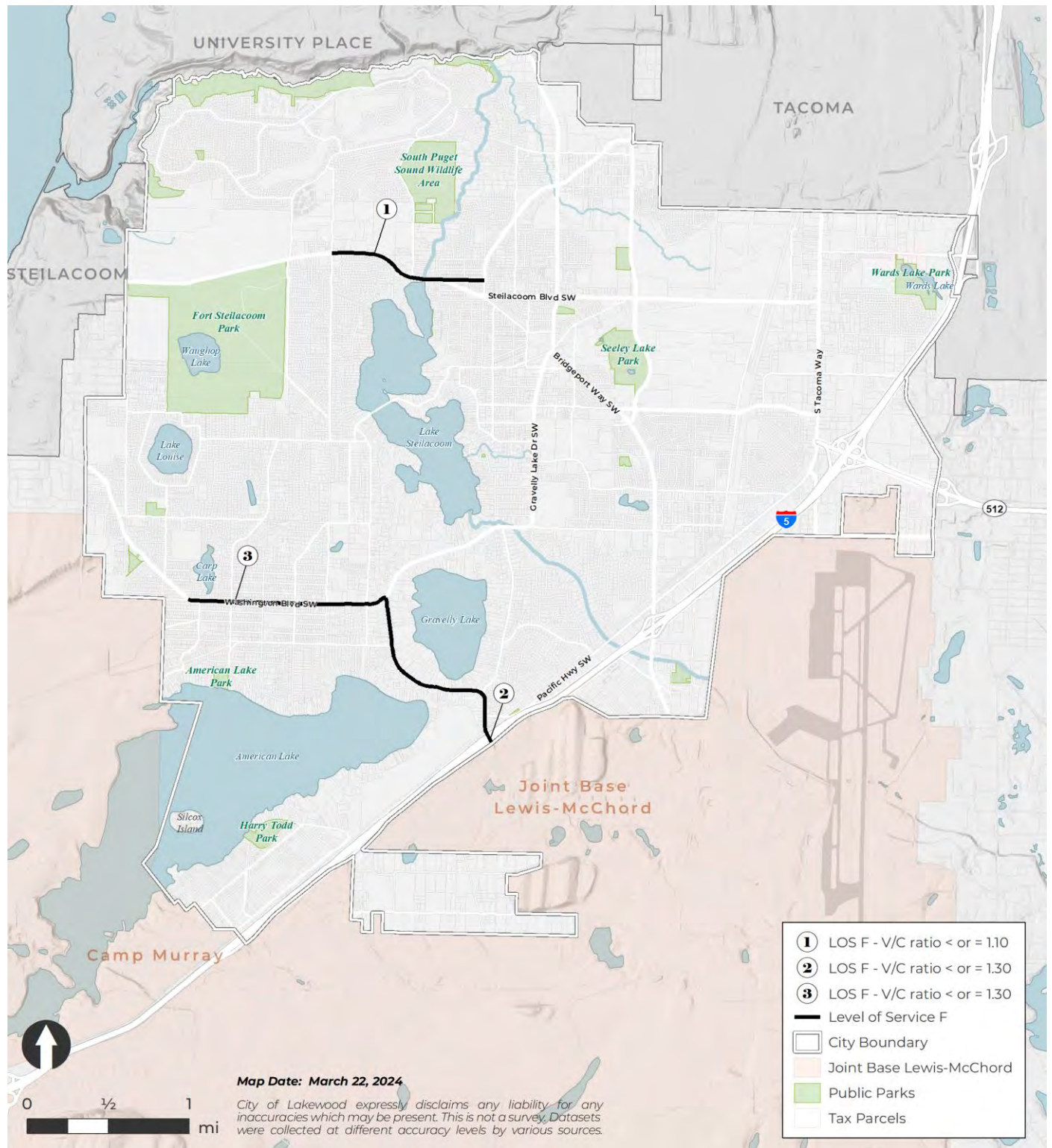
The specific corridors with thresholds of LOS F are also denoted in Exhibit 12-3. Note that the City may allow additional two-way and one-way stop-controlled intersections to operate worse than the LOS standards, but these instances should be thoroughly analyzed from an operational and safety perspective.

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.

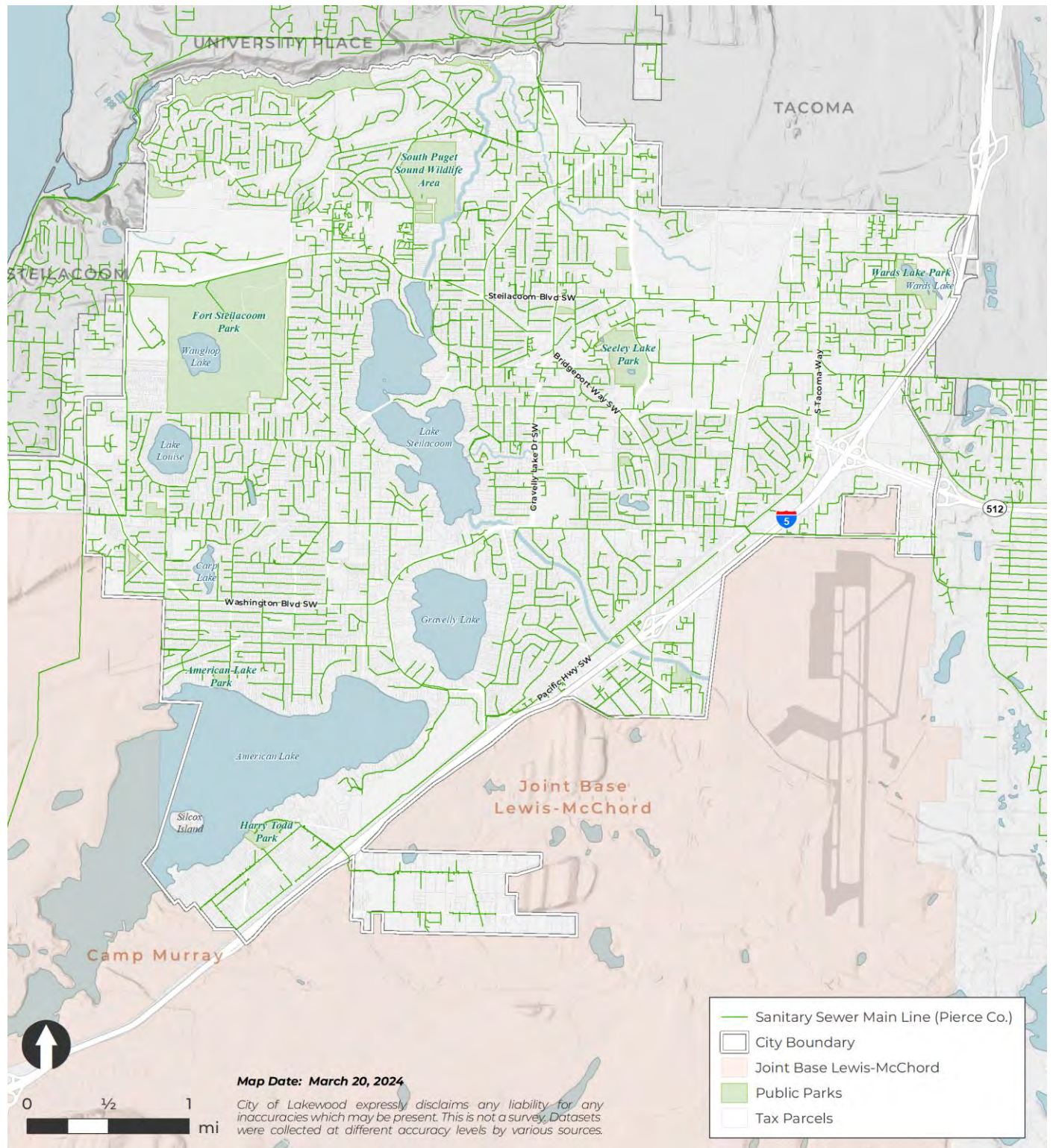
Service / Utility	Agency
Sewer	Pierce County Public Works
Water	Lakewood Water District, Parkland Water District
Electricity	Tacoma Power, Puget Sound Energy, Lakeview Power
Natural Gas	Puget Sound Energy
Telecommunications	Private communications companies
Refuse/Solid Waste	Waste Connections

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:

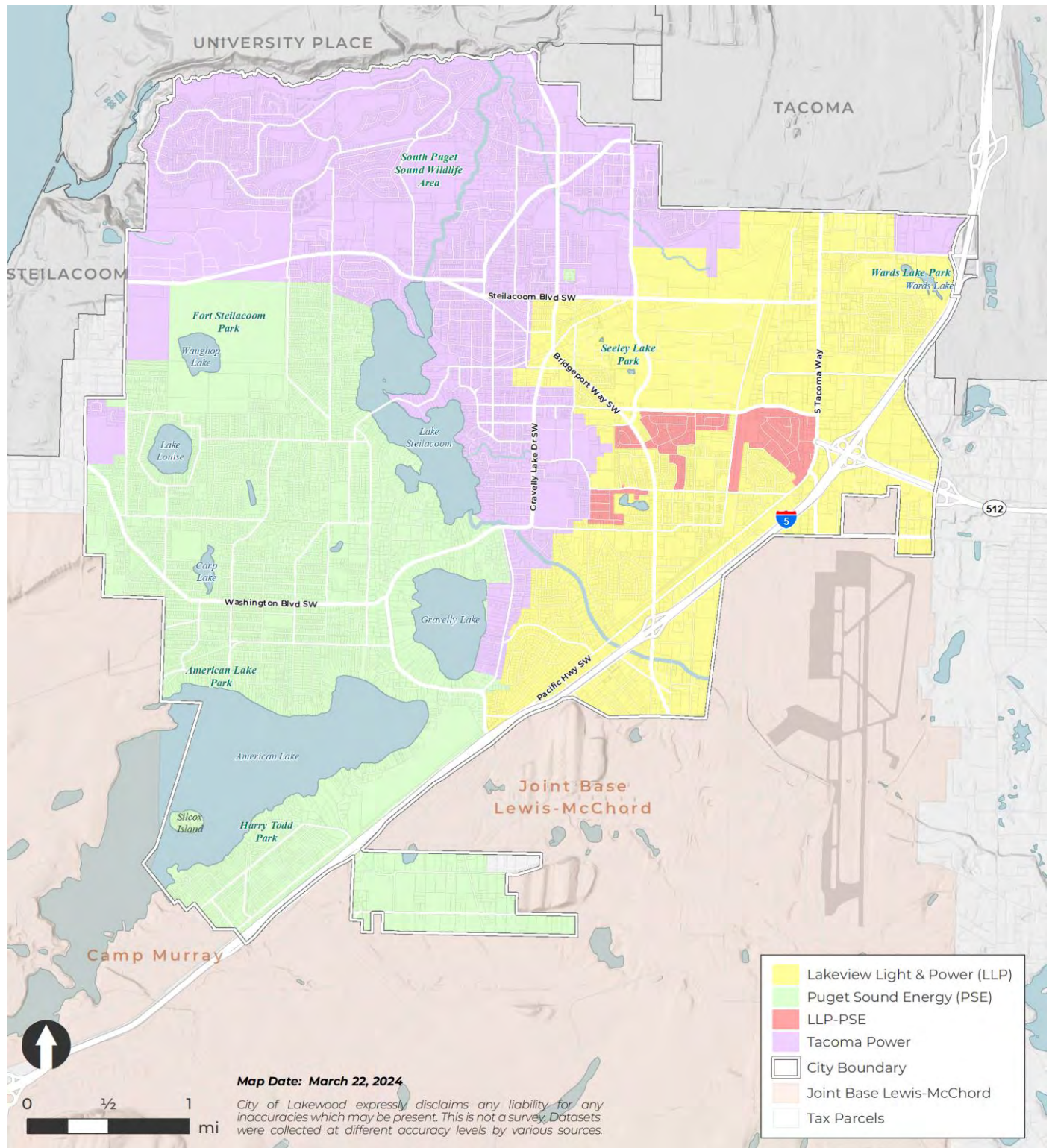
- **Sanitary Sewer.** Sewer service in the City of Lakewood is almost entirely provided by Pierce County Public Works and Utilities. Major sewer lines for the system are shown in Exhibit 14-2. This service was most recently expanded to serve the Tillicum and Woodbrook communities. Other providers include 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	
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.	Land Use	CED (SSMCP); CED (Long Range Planning); JBLM	Ongoing
MC-B	Maintain coordination efforts with JBLM through structured consultation and notification processes for any city actions potentially impacting military facilities	Land Use	CED (SSMCP); CED (Development Services); CED (Long Range Planning); JBLM	Ongoing
MC-C	Act as the fiscal agent and provide administrative support for the South Sound Military & Communities Partnership, ensuring active participation at executive levels.		CED (SSMCP)	Ongoing
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.	Land Use	CED (SSMCP); CED (Long Range Planning)	Short-term
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.	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	
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.	Land Use	CED (Long Range Planning); CED (Development Services)	Moderate-term

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.

ATTACHMENT B

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 policies related to brownfields redevelopment and use in housing capacity. 	LU-2.3 Partner with WA Department of Ecology, Tacoma-Pierce County Health Department, and other agencies to track contaminated properties and brownfields in the City.
[NEW]	<ul style="list-style-type: none"> Add policies related to brownfields redevelopment and use in housing capacity. 	LU-2.4 Regulate contaminated properties as required for public health and safety while encouraging their redevelopment for appropriate activities based on zoning.
[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.

3 Capital Facilities and Essential Public Facilities // Lakewood Comprehensive Plan Audit

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]

3 Capital Facilities and Essential Public Facilities // Lakewood Comprehensive Plan Audit

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.

3 Capital Facilities and Essential Public Facilities // Lakewood Comprehensive Plan Audit

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.	▪ 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.

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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.	<ul style="list-style-type: none"> ▪ 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.	<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) 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. 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. 	<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-2.16 Pursue public-private partnerships to provide and manage affordable housing.	<ul style="list-style-type: none"> ▪ 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; 	<ul style="list-style-type: none"> ▪ Consolidated. 	[REMOVED]
<ul style="list-style-type: none"> ▪ Support the role of the Pierce County Housing Authority in providing additional housing; 	<ul style="list-style-type: none"> ▪ Consolidated. 	[REMOVED]
<ul style="list-style-type: none"> ▪ Before City surplus property is sold, evaluate its suitability for development of affordable housing; and 	<ul style="list-style-type: none"> ▪ 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. 	<ul style="list-style-type: none"> ▪ 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-60.4	Work towards a citywide goal of 40% tree canopy cover by the year 2050. Consider opportunities to increase canopy and environmental equity when evaluating tree canopy distribution.	(no change)	NE-6.7	Work towards a citywide goal of 40% tree canopy cover by the year 2050. Consider opportunities to increase canopy and environmental equity when evaluating tree canopy distribution.
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.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-61.2 Manage water resources for the multiple uses of fish and wildlife habitat, recreation, flood management, water supply, and open space.	<ul style="list-style-type: none"> ▪ 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.
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.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>LU-61.9 Work cooperatively with local water districts to maximize protection of wellheads and aquifers. Support ongoing efforts to:</p> <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. 	<p>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.</p>
	<ul style="list-style-type: none"> ▪ Split from previous policy. 	<p>NE-7.10 Maintain a well decommissioning program for all unused wells.</p>
	<ul style="list-style-type: none"> ▪ Split from previous policy. 	<p>NE-7.11 Coordinate planning and review of drainage, detention, and treatment programs within wellhead protection areas.</p>
<p>LU-61.10 Modify development regulations to limit impervious surfaces in aquifer recharge areas.</p>	<ul style="list-style-type: none"> ▪ Edited for clarity and brevity. 	<p>NE-7.12 Restrict impervious surfaces in aquifer recharge areas.</p>
<p>LU-61.11 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. 	<p>NE-7.13 Cooperate with other jurisdictions to maintain an integrated regional system for wellhead protection data collection, mapping, and analysis.</p>
<p>LU-62 Protect the natural topographic, geologic, and hydrological function and features within the City.</p>	<ul style="list-style-type: none"> ▪ Edit to include a consideration of geologically hazardous areas. 	<p>NE-8 Protect natural topographic, geologic, and hydrological features within the city while addressing geological hazards.</p>
<p>LU-62.1 Protect life and property from seismic hazards.</p>	<ul style="list-style-type: none"> ▪ Edited for clarity. 	<p>NE-8.1 Protect against seismic hazards to reduce risks to public safety and property.</p>
<p>LU-62.2 Minimize cut and fill modification of topography or hydrological features and functions.</p>	<ul style="list-style-type: none"> ▪ Edited for clarity. 	<p>NE-8.2 Limit modifications to topography and hydrological features and functions from cut and fill practices..</p>

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

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.
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.	<ul style="list-style-type: none"> Revisions for brevity/clarity. 	PR-1	Protect and enhance parks and open space facilities.
LU-41.1	Protect irreplaceable natural, cultural and historical assets.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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 2050 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.

12 Transportation // Lakewood Comprehensive Plan Audit

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.

12 Transportation // Lakewood Comprehensive Plan Audit

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 	<p>UD-2.3 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. 	<p>UD-3.2 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.

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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.

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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
<p>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).</p>	<ul style="list-style-type: none"> Revised for clarity/brevity. 	<p>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.</p>
<p>U-15 To the extent practical, screen major utility structures/fixtures.</p>	<ul style="list-style-type: none"> Revised for clarity. 	<p>UT-10 Use screening and landscaping around major utility structures to balance aesthetic concerns with operational integrity and environmental considerations.</p>
<p>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.</p>	<ul style="list-style-type: none"> Revised for clarity/brevity. 	<p>UT-10.1 Collaborate with utility providers to develop comprehensive right-of-way vegetation plans.</p>
<p>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.</p>	<ul style="list-style-type: none"> Revised for clarity/brevity. 	<p>UT-10.2 Require utility facilities to be reasonably and appropriately sited and screened to mitigate aesthetic impacts.</p>
<p>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.</p>	<ul style="list-style-type: none"> Revised for clarity/brevity. 	<p>UT-10.3 Support innovative approaches to fund improvements to address environmental and aesthetic impacts of utility infrastructure.</p>
<p>U-16 Promote energy conservation.</p>	<ul style="list-style-type: none"> This is acknowledged in more detail in the Energy and Climate Change Element. 	<p>[REMOVED]</p>
<p>U-16.1 The City shall, at minimum, ensure that its buildings comply with state and federal standards for energy conservation.</p>	<ul style="list-style-type: none"> 	<p>[REMOVED]</p>
<p>U-16.2 The City will endeavor to work with utility companies to promote and educate the public about strategies for conserving energy.</p>	<ul style="list-style-type: none"> 	<p>[REMOVED]</p>
<p>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.</p>	<ul style="list-style-type: none"> 	<p>[REMOVED]</p>

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] 		
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

Lakewood Comprehensive Plan: Development Regulations Revisions

WORKING DRAFT | May 2024 (v.2)

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Introduction

Overview

As part of the updates to the Lakewood Comprehensive Plan, a thorough audit of the existing development regulations is essential to ensure alignment between policies and the Lakewood Municipal Code. This audit will ensure that these regulations do not conflict with the goals and policies of the Comprehensive Plan and can guide Lakewood's future growth in a sustainable and balanced manner.

This review provides a clear framework for Council, city staff, stakeholders, and the broader community to understand the recommended changes as part of this process. The revisions included provide both the changes necessary to reflect changes in the policies included in the Plan, and other required edits due to adjustments in the Growth Management Act and other enabling state statutes.

Structure of the Audit

The audit of the City of Lakewood's development regulations is organized into a table format with three main columns, ensuring a clear and effective review process:

- **Original Code:** This column lists the current text of the Lakewood Municipal Code.
- **Rationale for Changes:** This column provides the reasons for proposed changes to the code, linking the adjustments to necessary alignment with the Comprehensive Plan and state statutory changes.
- **Final Edited Code:** This column shows the proposed amended code, with the final text provided in line to allow for comparison with the original code.

This structured table format ensures that the audit process is transparent and easy to understand for decision-makers and stakeholders, focusing particularly on improving housing policies. Note that there is also a full version of the relevant code provided at the end of this document with markups to show the proposed changes. **(Note for the draft version that renumbering of the policies has not been performed; this will not be done until the edits have been finalized.)**

These edits included the following Titles:

- Title 18A (Land Use and Development Code)
- Title 18B (Downtown Development Code)
- Title 18C (Station District Development Code)

The proposed revisions to Title 14 (Environmental Protection) have been provided in a separate document describing revisions to the Critical Areas Ordinance.

Code Audit

Title 18A LAND USE AND DEVELOPMENT CODE

Chapter 18A.10 BASIC PROVISIONS

Revisions	Rationale for Change
18A.10.010 Title.	
This title shall be shall be known and may be cited as the “Lakewood Land Use and Development Code,” hereinafter referred to as “this title” or “this code.” [Ord. 726 § 2 (Exh. B), 2019.]	<ul style="list-style-type: none">▪ Proofing change.
18A.10.020 Purpose.	
...	
Specifically, this code is intended to:	
A. Foster improved relationships and harmony among land uses in order to overcome past, haphazard development patterns.	
B. Preserve the qualities of those residential neighborhoods that offer desirable living environments, while encouraging improvement to others whose character undermines good-quality living conditions.	
C. Diminish the reliance of current development patterns on automobile use and, over time, integrate multi-modal transportation opportunities into new development and redevelopment to support pedestrians, bicycles, and transit as well as cars.	
<u>X. Plan for housing to ensure affordability across all income levels, support different housing types to meet a range of household needs, and support the preservation of existing affordable housing stock.</u>	<ul style="list-style-type: none">▪ Provide a clear policy note in this document to highlight the importance of housing.
D. Provide for adequate public facilities and services to support land development.	
E. Promote social and economic well-being through integration of aesthetic, environmental, and economic values.	
F. Encourage protection of environmentally critical or historically significant resources.	
G. Ensure provision of adequate space for housing, commercial/industrial endeavors, and other activities necessary for public welfare.	

Revisions

Rationale for Change

H. Provide for effective and equitable administration and enforcement of the regulations contained herein. [Ord. 726 § 2 (Exh. B), 2019.]

...

18A.10.120 Establishment of zoning districts

...

B. Each zoning district and the abbreviated designation suffix are listed below. See subsections (C) and (D) of this section and Chapter 18A.40 LMC for more details about each zoning district.

[TABLE]

- This table is adjusted to rename “Single-Family Residential” to “Residential”. Changes that allow middle housing in these areas means that the name should be broader in scope.

C. Relationship between Comprehensive Plan Future Land Use Map Designations and Zoning Districts.

[TABLE]

D. Purpose and Applicability of Zoning Districts.

1. ~~Single-Family~~ Residential Zoning Districts.

- “Single-Family Residential” is renamed to “Residential” as changes that allow middle housing in these areas means that the name should be broader in scope.

a. Purpose. The Residential 1 (R1) ~~and Residential 2 (R2) zoning districts provide for a continuation of large residential lots in specific areas where a pattern of large lots and extensive tree coverage exists. These zoning districts seek to preserve the identity of these residential areas, preserve significant tree stands and riparian environments along lake shores and within stream corridors, and reduce traffic volumes in the east-west arterial corridors. primarily consists 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 has been rewritten as R1 zones will remain as larger lots, but should be targeted to areas where critical areas prevent additional development. In this case, R2/R3 should be combined.

~~The Residential 3 (R3) and Residential 4 (R4) zoning districts are the City’s primary residential zones, which provide for single-family dwellings in established residential neighborhoods. The Residential 4 (R4) designation provides for increased residential density through smaller lot sizes and allowance for residential development comprising two (2) units per lot.~~

- This is removed to realign R2 and R3, and provide a new definition for R4 areas.

The Residential 2 (R2) and Residential 3 (R3) zoning districts 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 is added to indicate that R2 and R3 zones will largely accommodate middle housing options given the increased density allowed on individual lots.

Revisions

Rationale for Change

The Residential 4 (R4) zoning districts include 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 is added to acknowledge that the revised density of R4 zones is now comparable to the previous MR1/MR2 zones, and can accommodate additional development.

b. Applicability. The R1, ~~and R2, R3, and R4~~ zoning districts are applicable to lands designated Residential ~~Estate~~ in the comprehensive plan.

- “Residential Estate” is removed under this new land use framework.

~~The R3 and R4 zoning districts are applicable to lands designated Single-Family in the comprehensive plan.~~

- See above. All single-use residential zones are now included under one category.

...

3. Multifamily Zoning Districts.

a. Purpose. 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 represents a transition to areas that include a greater amount of multifamily housing on larger lots.

- An introduction is provided to be consistent with other sections.

The Multifamily 1 (MF1) zoning district provides for a variety of medium-density housing types and designs offering a wide choice of living accommodations for families of diverse composition and lifestyles. The designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood. ~~Urban design elements such as private and public open space, pedestrian orientation and connections, and security are integrated into the housing to create a high standard of community cohesion and character.~~

- The urban design elements are removed as these are not a defining characteristic specifically of the MF zones.

The Multifamily 2 (MF2) zoning district provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. ~~Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.~~

- The urban design elements are removed as these are not a defining characteristic specifically of the MF zones.

The Multifamily 3 (MF3) zoning district is intended to integrate urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/residential districts. The MF 3 zoning districts are predominantly located adjacent to land zoned NC2, CBD, or SD.

...

18A.10.130 Establishment of overlay districts.

...

Revisions

Rationale for Change

B. Each overlay district and the abbreviated designation suffix are listed below.

[TABLE]

The boundaries of overlay districts are shown on the City's official Overlay Districts Map included in Article XX Chapter 18A.50, which is included below as Figure 1 and hereby adopted as part of this title, and are further described as follows:

- This adds the transit overlay district and specifically highlights the article that discusses the overlay districts in more depth to ensure that the map is not duplicated.

...

X. The boundaries of the Transit (T) overlay shall be areas designated as Residential that are found within one-quarter (1/4) mile of a major transit stop for bus rapid transit (BRT) and commuter rail. These areas allow for increased residential densities beyond what is allowed under Residential designations for locations once service is available.

- This incorporates the transit overlay into the development regulations. Note that this is done versus providing a simple distance measure to ensure that the city has the flexibility to change the boundaries as needed.

...

18A.10.180 Definitions.

...

"Accessory dwelling unit (ADU)" means a habitable dwelling unit added to, created within, or detached from and on the same lot with a single family dwelling, a single-family housing unit, duplex, triplex, townhome, or other housing unit that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

- This removes the conflict in the definition with the attached/detached ADU definition below, which indicates that they may be provided with other types of housing units.

...

"Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. ~~For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low- or moderate-income households. If not otherwise defined, affordable housing means housing that is within the means of:~~

- This definition is provided to clarify the term affordable housing to be consistent with statute and Department of Commerce recommendations.

1. Households in rental units earning sixty (60) percent of area median income or less; or

2. Households in ownership units earning eighty (80) percent of area median income or less.

...

"Emergency amendment" means any proposed change or revision to the Comprehensive Plan due to a situation that requires expeditious action to preserve the health, safety or welfare of the public; and when adherence to the annual amendment process would be further detrimental to public health, safety or welfare. Emergency amendments may be reviewed and acted upon outside the annual amendment review cycle.

- Added to provide a clear definition for the revised section on emergency amendments.

Revisions

Rationale for Change

“Emergency housing” means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. ~~RCW 36.70A.030(9)~~. Emergency housing is not a group home under LMC Title 18A, 18B, or 18C.

- Remove RCW reference as it is currently incorrect.

“Emergency shelter” means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations. ~~RCW 36.70A.030(10)~~. Emergency shelter facilities are not a group home under LMC Title 18A, 18B, or 18C.

- Remove RCW reference as it is currently incorrect.

...

“Permanent supportive housing” means subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors ~~(RCW 36.70A.030(19))~~. ~~Permanent supportive housing does not mean multifamily housing projects with fewer than fifty (50) percent of the units providing permanent supportive housing.~~ Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

- This definition is provided to clarify the term to be consistent with statute and Department of Commerce recommendations.
- Remove RCW reference as it is currently incorrect.

...

“Qualified household” means a household which has been assessed to meet the eligibility requirements to rent or purchase a qualified unit.

- This provides a definition to support Chapter 18A.70 LMC.

“Qualified project” is a residential or mixed-use development which includes qualified units and receives a bonus under Chapter 18A.90 LMC.

- This provides a definition to support Chapter 18A.70 LMC.

Revisions	Rationale for Change
<p>“Qualified unit” means residential housing for rental occupancy which, as long as the same is occupied by a very low income or extremely low income, as defined herein; requires payment of monthly housing costs, including utilities other than telephone, of no more than thirty (30) percent of the resident’s or residents’ income(s) household income. If not otherwise specified, these units shall be affordable to households with incomes of:</p> <ol style="list-style-type: none"> 1. Sixty (60) percent of area median income adjusted for household size for rental housing; or 2. Eighty (80) percent of area median income at the time of sale adjusted for household size for owner-occupied housing. 	<ul style="list-style-type: none"> ▪ This clarifies the definition included in the Code and highlights the definition given the different possible income levels where this can be applied.
<p>...</p> <p>“Religious organization” means the <u>federally protected practice of a recognized religious assembly, school, or institution that owns or controls real property.</u></p>	<ul style="list-style-type: none"> ▪ This definition is provided to clarify the term to be consistent with statute and Department of Commerce recommendations.
<p>...</p> <p>“STEP housing” means <u>emergency shelter, transitional housing, emergency housing and permanent supportive housing.</u></p>	<ul style="list-style-type: none"> ▪ New definition provided to be consistent with Department of Commerce guidelines.
<p>...</p> <p>“Transitional housing” means a project that provides housing and supportive services to homeless persons or families for up to two (2) years and that has as its purpose facilitating the movement of homeless persons and families into independent living (RCW 84.36.043(2)(c)). Transitional housing does not mean multifamily housing projects with- This definition does not apply if fewer than fifty (50) percent of the units <u>in a multifamily project are</u> providing transitional housing.</p>	<ul style="list-style-type: none"> ▪ Edited for clarity.

Chapter 18A.20 ADMINISTRATION

(no change)

Chapter 18A.30 DISCRETIONARY PERMITS

Original Goal/Policy	Rationale for Change
<p>...</p> <p>Article I. Comprehensive Plan Amendment</p>	
<p>...</p> <p>18A.30.020 Plan amendment procedures – Comprehensive plan.</p>	<ul style="list-style-type: none"> ▪ This section was difficult to read as a single paragraph, and has been split into subsections for readability.
<p><u>X.</u> Individual and agency initiated proposals to amend the Lakewood Comprehensive Plan shall be submitted to the Department on forms provided by the City.</p>	

Original Goal/Policy

Rationale for Change

X.Proposals may be submitted at any time; however, to be considered in the same calendar year, they must be submitted by the deadline set by the City Council, unless otherwise specifically authorized by the City Council.

X.All proposals shall be considered collectively once each year except in the case of an emergency as determined by the City Council (see LMC 18A.30.090, Timing and exemptions).

X.The comprehensive plan amendment calendar shall be approved by the City Council. No fee shall be charged at this proposal stage.

X.The Department shall maintain a log or docket of all such proposals including a summary of the proposal, the principal proponent’s name and address, the date on which the proposal was submitted, and its review status. [Ord. 726 § 2 (Exh. B), 2019.]

...

18A.30.090 Timing and exemptions.

A. The City will consider proposed amendments to the comprehensive plan only once each year, except when amendments are adopted as part of:

...

3. The response to an existing emergency, as specified in LMC 18A.30.XXX;

▪ This is included to reference new code language regarding emergency amendments.

...

5. The resolution of an appeal filed with the Growth Management Hearings Board or with a court; ~~or~~

6. The amendment of a capital facilities element that occurs concurrently with the adoption or amendment of the City budget; or

7. An update to the Transit Overlay under Article XX Chapter 18A.50.XXX consistent with changes in transit service.

▪ This is added to ensure that changes in transit can be reflected immediately and do not require waiting for the yearly update.

...

18A.30.XXX Emergency amendments.

▪ This section has been added to be consistent with [RCW 36.70A.130\(2\)\(b\)](#).

A. Emergency amendments to the Comprehensive Plan are those required in situations where regulatory action is needed to provide for the immediate protection of public health, safety, and welfare; and when adherence to the annual amendment process would be further detrimental to public health, safety or welfare.

▪ This provides a definition for an emergency under [RCW 36.70A.130\(2\)\(b\)](#) and [WAC 365-196-640](#). Note that there is no definition of “emergency” in Chapter RCW 36.70A, although this is specifically managed differently from a development moratorium.

B. The process to amend the Comprehensive Plan will be initiated by the City Council upon adoption of a resolution specifying the nature of the emergency.

▪ This is consistent with the process provided in [WAC 365-196-640](#).

Original Goal/Policy

Rationale for Change

C. Emergency amendments will be assessed by City staff at the direction of Council and reviewed by the Planning Commission at a public hearing consistent with the requirements of LMC 18A.30.030. A subsequent recommendation from the Planning Commission on the proposed emergency amendment will be forwarded to the City Council.

▪ This is consistent with the process provided in [WAC 365-196-640](#).

D. The City Council will evaluate the proposed emergency amendments based on recommendations of the Planning Commission. The Council may take action on the proposed emergency amendment after a public hearing.

▪ This is consistent with the process provided in [WAC 365-196-640](#).

...

Article III. Cottage Housing

18A.30.250 Development standards.

Cottage housing development shall be subject to the following development standards:

A. Density.

1. In the R1 and R2 zoning districts, cottage housing development shall be allowed a density not to exceed ~~three (3)~~ 1.5 times the base density allowed in the underlying zone.

▪ This has been adjusted given the increases in density required under [RCW 36.70A.635\(1\)\(a\)](#).

~~2. In R3 and R4 zoning districts, cottage housing developments shall be allowed a density not to exceed two (2) times the base density allowed in the underlying zone.~~

▪ This has been removed given the increases in density required under [RCW 36.70A.635\(1\)\(a\)](#).

...

18A.30.280 Parking.

A. A minimum of two (2) parking spaces per cottage shall be provided for the entire development. An additional fifteen (15) percent of total required spaces shall be designated for guests. If the lot is within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, no parking is required if adequate provision of on-street parking facilities is available as determined by the Director.

▪ This has been changed to reflect the adjustments in parking requirements for areas located close to major transit stops as per [RCW 36.70A.635\(6\)\(d\)](#). Note that cottage housing is considered "middle housing" under [RCW 36.70A.030\(26\)](#).

...

Article VIII. Temporary Use Permits

18A.30.740 Standards.

...

E. No temporary use shall occupy a site or operate within the City for more than forty-five days (45) days within any calendar year, except as follows:

...

Original Goal/Policy

Rationale for Change

3. Hosting the homeless by a religious organization is permitted for a total of six months during a year, with a three-month separation required between continuous hosting terms of a maximum of four months at any one time.

- This is adjusted to account for the requirements on timing included under [RCW 35A.21.360\(d\) and \(e\)](#).

...

Chapter 18A.40 LAND USES AND INTERPRETATION TABLES

Original Goal/Policy

Rationale for Change

18A.40.010 Purpose.

The purpose of this chapter is to establish permitted land uses for the City of Lakewood. The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied, or maintained. The use is considered permanently established when that use will be or has been in continuous operation for a period exceeding sixty (60) days, except that in no case shall a transitory accommodation, which may be allowed to operate continuously for a period of up to ~~ninety (90)~~ one hundred twenty (120) days. A use which will operate for sixty (60) days or less, and hosting the homeless by religious organizations, are considered temporary uses and are subject to the requirements of Chapter 18A.30 LMC, Article VIII. All applicable requirements of this code, or other applicable state or federal requirements, shall govern a use located within the Lakewood City limits. [Ord. 756 § 2, 2021; Ord. 726 § 2 (Exh. B), 2019.]

- This is adjusted to account for the requirements on timing included under [RCW 35A.21.360\(d\) and \(e\)](#).

...

18A.40.020 Interpretation of land use tables.

...

F. If a parenthetical designation number "(B)(-)" appears in the box describing the use, or in the box at the intersection of a column and a row, the use is subject to specific development and/or operational requirements which may be in addition to or in place of general requirements of this and other applicable titles. Such use-specific requirements typically follow the table and correspond to the number in the table, although some such requirements, such as those for specialized senior housing, are set forth in separate chapters.

- This has been changed to acknowledge that the designation may differ for the summary table included in this section and provide consistency accordingly.

Original Goal/Policy

Rationale for Change

G. Any proposed use not listed in the land use table(s) shall be classified by the Director as permitted, conditional, or not permitted, based on the listed use to which the proposed use is most similar. Where there is a question regarding the inclusion or exclusion of a particular proposed use within a particular zoning district, use category, or use type, the Director shall have the authority to make the final determination. If the Director determines that the proposed use is not similar to any use in the land use table(s), the proposed use shall not be permitted.

~~The determination of the Director shall be appealable to the Hearing Examiner as set forth in Chapter 18A.20 LMC, Part IV.~~

~~The Director shall report interpretation decisions to the Planning Commission when it appears desirable and necessary to amend this title.~~

- This has been split between different subsections to aid in readability.

X. The determination of the Director shall be appealable to the Hearing Examiner as set forth in Chapter 18A.20 LMC, Part IV.

- This has been added as noted above.

X. The Director shall report interpretation decisions to the Planning Commission when it appears desirable and necessary to amend this title.

- This has been added as noted above.

...

X. Summary Land Use Table. This table provides a summary of the land use tables included in this chapter, excluding open space. In cases where there are differences between this table and other land use tables in this chapter, the other table will take precedence. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

[NEW TABLE + FOOTNOTES]

- This summary table has been added at the request of the city. Two points will need to be considered with managing this section going forward:

First, if this is essentially a duplicate chart in the code, there will be a need to ensure that there are no conflicts between this table and the individual use tables. (And that any conflicts can be resolved clearly, as noted in this provision.)

Second, the land uses included specifically for parks and open space do not map well to other categories and should be treated differently.

Over the longer term, the city may consider consolidating Chapter 18A.40 to only include the summary table, but this would likely involve a more detailed review of code references in the document which would be challenging to manage as part of changes from a Comprehensive Plan update.

18A.40.060 Essential public facilities.

A. Essential Public Facilities Land Use Table. See LMC 18A.40.060(B) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

[TABLE]

- This table has been edited to include “Organic materials (OM) management facilities”, as per [RCW 36.70A.142](#). Note that while this is not required until January 1, 2025, this should be included if these developments regulations are not updated by that point.

B. Development and Operating Conditions.

...

Original Goal/Policy

Rationale for Change

2. Except for special needs housing, existing electrical transmission lines of higher voltage than 115 kV, and military installations, essential public facilities shall require a conditional use permit. In addition to the regular conditional use permit review criteria, the following shall apply:

...

g. Distribution of Essential Public Facilities. In considering a proposal, the City shall examine the overall distribution of essential public facilities within greater Pierce County to avoid placing an undue burden on any one community, especially overburdened communities as defined under RCW 70A.02.010(11).

- This provides an update that explicitly includes a mention of “overburdened communities” as defined under [RCW 70A.02.010\(11\)](#). This is consistent with objectives in the Comprehensive Plan to manage racially disparate impacts in the community.

...

k. Proposed Impact Mitigation. The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies), including consideration of overburdened communities. Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures shall be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

- This provides an update that explicitly includes a mention of “overburdened communities” as defined under [RCW 70A.02.010\(11\)](#). This is consistent with objectives in the Comprehensive Plan to manage racially disparate impacts in the community.

18A.40.110 Residential uses.

A. Residential Land Use Table. See LMC 18A.40.110(B) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

[TABLE]

- Additional allowances for middle housing types are provided to ensure compliance with [RCW 36.70A.635\(5\)](#).
- Duplex/triplex uses have been adjusted to allow them to be accommodated across all residential zones.
- Four- to sixplex uses have been separated from other multifamily uses to allow them to be accommodated across all residential zones to meet requirements under [RCW 36.70A.635\(5\)](#).

B. Operating and Development Conditions.

1. Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the following restrictions:

a. ~~One (1)~~ Up to two (2) ADUs shall be allowed as ~~an~~ accessory uses in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit. ADUs shall not be included in the density calculations. A lot shall contain no more than ~~one two (12)~~ ADUs.

- This has been updated to consider requirements under [RCW 36.70A.681\(1\)\(c\)](#).

Original Goal/Policy	Rationale for Change
<p>x. <u>Lots designated with critical areas or their buffers shall be allowed up to one (1) ADU as an accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit.</u></p>	<ul style="list-style-type: none"> This considers the exception under RCW 36.70A.681(4), and ensures that larger lots that may have more than one ADU.
...	
<p>e. An ADU shall be designed to maintain the appearance of the principal dwelling as a single-family residence.</p>	<ul style="list-style-type: none"> This considers the limitation on design requirements under RCW 36.70A.681(f)(h).
...	
<p>g. The design of an attached ADU, including the facade, roof pitch and siding, shall be complementary to the principal dwelling unit, so as not to be obvious from the outside appearance that it is a separate unit from the principal dwelling unit.</p>	<ul style="list-style-type: none"> This considers the limitation on design requirements under RCW 36.70A.681(f)(h).
<p>h. A minimum of one (1) off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal dwelling, pursuant to LMC 18A.80.030(F). Such parking shall consist of a driveway, carport, garage, or a combination thereof, located on the lot they are intended to serve.</p>	<ul style="list-style-type: none"> Note that this is consistent with RCW 36.70A.681(2).
<p>i. For lots located within one-quarter (1/4) mile of a Pierce Transit bus route; or one-half (1/2) mile of the Sound Transit Lakewood Station, commuter rail or bus rapid transit stop, or other major transit stop providing fixed route service at intervals of at least fifteen minutes for at least five hours during weekday peak hours, and also zoned R1, R2, R3, R4, MR1, MR2, MF1, MF2, or TOC, off-street parking for an ADU may shall not be required provided there is adequate street capacity as determined by the Director, and there is curb, gutter, and sidewalk, constructed to City standards, adjoining the lot where an ADU is proposed. Parking may be required. Adequate street capacity is present if the ADU is in an area with a lack of access to street parking capacity, no physical space impediments, or <u>and no</u> other reasons to support <u>indicate</u> that on-street parking is infeasible for the ADU.</p>	<ul style="list-style-type: none"> This retains the existing relaxation of parking requirements, and includes the conditions under RCW 36.70A.681(f)(c).
...	
<p>k. Where the residential accessory building is detached from an existing single family structure, the building height shall be limited to twenty four (24) feet.</p>	<ul style="list-style-type: none"> This is not permitted under RCW 36.70A.681(f)(g)
...	
<p>x. <u>Discrete ownership of an ADU may be created through the residential binding site plan and/or condominium declaration process pursuant to Chapter 17.30 LMC and Chapter 64.34 RCW as applicable.</u></p>	<ul style="list-style-type: none"> This ensures that there is clarity that this is not prohibited under RCW 36.70A.681(f)(k). Note that no changes to subdivision/condo regulations have been proposed, as the process may align with the current framework.

2. Standards – Boarding House.

Original Goal/Policy

Rationale for Change

a. Parking Requirements. At a minimum, there must be one (1) off-street parking stall per occupant, or 0.75 space per room if the lot is within one-quarter (1/4) mile of a commuter rail or bus rapid transit stop. An owner may reduce the off-street parking requirement if an affidavit is signed that an occupant does not own a vehicle.

▪ This relaxation of parking requirements is intended to generally align with [RCW 36.70A.620](#).

18A.40.120 Special needs housing.

....

B. Special Needs Housing Table. See subsection C of this section for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts. ~~See Chapter 18A.50 LMC, Article III, for the emergency housing and emergency shelter overlay (EHESO) district map.~~

▪ Mention of the EHESO is removed, as the underlying zoning designations meet the necessary requirements.
▪ Edits to the table are provided to include special needs housing in additional areas and remove type 4 and 5 group homes from areas as defined in the Subarea Plans.

[TABLE]

C. Development and Operating Conditions.

5. General Development and Operating Conditions – Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Development and Operation Conditions.

a. Purpose and Applicability.

...

ii. Supportive housing facilities are allowed in all residential districts, provided they are of a similar scale as surrounding development (e.g., lot coverage, setbacks, impervious surface requirements, building height, etc.) ~~As the needs of residents increase and/or the size of the facilities increase, such facilities should be located within areas of the City that allow increasing intensity of use and are in proximity of services in accordance with state law.~~

▪ This has been edited for clarity.

b. Performance Standards.

i. General Requirements for Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Operations and Development Conditions.

(a) General.

(vi) All facilities must comply with the provisions of crime prevention through environmental design (CPTED) under LMC 18A.60.090, 18B.500.530 or 18C.500.530 as applicable and permitted under state law. ~~provided, however, that existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to comply with CPTED unless the relevant structural elements of the building are being altered as part of the conversion.~~

▪ Edited to indicate that CPTED requirements are suggested in all areas and required where state law does not prohibit them.
▪ Separated the final sentence to a new provision below.

Original Goal/Policy

Rationale for Change

(x) Existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to comply with CPTED requirements unless the relevant structural elements of the building are being altered as part of the conversion.

- Separated for readability.

...

ii. Special Conditions for Emergency Housing and Emergency Shelters. In addition to the requirements under subsection (C)(5)(b)(i) of this section, emergency housing and emergency shelters are required to comply with the following:

(a) Facility Standards.

(i) No ~~special needs housing~~ emergency housing or emergency shelter may be located within an eight hundred eighty ~~one thousand (1,000)~~ 880 foot radius of another property with emergency housing or an emergency shelter unless sponsored by the same governmental, religious, or not-for-profit agency.

- Per [Commerce HB 1220 guidance \(Book 2\)](#), maximum spacing should not exceed 880 feet.
- Note that this excludes other “special needs housing”, which may encompass a broader range of housing types outside (ii).

(ii) Emergency housing and emergency shelters must meet all federal, state, county and local requirements to ensure housing safety and habitability, including occupancy requirements under the fire code.

- This is included to highlight the potential role for using the fire code to enforce occupancy requirements.

~~(iii) In residential zones, no more than one (1) adult bed per two hundred fifty (250) square feet of floor area is allowed per facility. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.~~

- The definition of “reasonable occupancy requirements” under [RCW 35A.21.430](#) has not been included. Relying on capacity limitations under the fire code as indicated above may have a stronger foundation if these requirements are identified as being arbitrary.

~~(iii) In all other zones, no more than one (1) adult bed per thirty five (35) square feet of floor area is allowed per facility.~~

- The definition of “reasonable occupancy requirements” under [RCW 35A.21.430](#) has not been included. Relying on capacity limitations under the fire code as indicated above may have a stronger foundation if these requirements are identified as being arbitrary.

...

iii. Special Conditions for Permanent Supportive and Transitional Housing. In addition to the requirements under subsection (C)(5)(b)(i) of this section, permanent supportive housing and transitional housing are required to comply with the following:

(a) Facility Standards.

(i) In residential zones, individual facilities ~~shall not have more than eighty (80) dwelling units and~~ are subject to the density standards of residential uses allowed in the zone where the facility is located. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.

- The definition of “reasonable occupancy requirements” under [RCW 35A.21.430](#) has not been included. Relying on capacity limitations under the fire code as indicated above may have a stronger foundation if these requirements are identified as being arbitrary.

Original Goal/Policy

Rationale for Change

...

Chapter 18A.50 OVERLAY DISTRICTS

Original Goal/Policy

Rationale for Change

...

Article XX. Transit (T)

- This section implements the increased density identified under [RCW 36.70A.635](#).

18A.50.XXX Purpose.

To provide additional density in locations with frequent transit service to encourage the use of multimodal transportation options, the Comprehensive Plan defines an overlay area where additional density is allowed close to major transit stops, defined as within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit.

- This links to the requirements under [RCW 36.70A.635](#) and the definition under the Comprehensive Plan

18A.50.XXX Applicability.

This article applies at the developer's discretion to land use applications for duplexes and multifamily housing in Residential (R) zoning districts generally within one-quarter (1/4) mile of major transit stops as defined above. The Council has the discretion of changing the boundaries of the overlay to consider access to transit stops and consistency of the boundaries of the overlay.

- This is aligned with the requirements under [RCW 36.70A.635](#). Note that other districts where housing is allowed can generally include more than four units per acre.

18A.50.XXX Provisions.

A. For lots located within the Transit Overlay, additional development densities of at least four (4) units per lot are allowed as a maximum base density as per the provisions of RCW 36.70A.635(1)(a)(ii) and LMC 18A.60.030.

- While this is aligned with the requirements under [RCW 36.70A.635](#), this needs to be careful as the provisions of LMCC 18A.30.090(A) and (B) include allowable housing as units per acre and not as units per lot.

B. The timing of updates to the Transit Overlay under the Comprehensive Plan and Municipal Code may be managed under LMC 18A.30.090(A).

- Note that adjustments to this overlay should be made due to the availability of transit and not the

Chapter 18A.60 SITE PLANNING AND GENERAL DEVELOPMENT STANDARDS

Original Goal/Policy

Rationale for Change

...

18A.60.030 Residential area and dimensions.

A. Development Standards Table.

[TABLE]

- This table is changed to account for the increased density required under [RCW 36.70A.635](#). The conditions are specified under (B)(1)(a) below.

B. Specific Development Conditions.

1. Residential (R) Maximum Density

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

a. Maximum density requirements for Residential (R) zoning districts are listed as three figures, which are interpreted as follows:

- This is done as the requirements under [RCW 36.70A.635](#) provide for three different situations: development where affordable housing is provided or it is close to transit, general increases in density under the section, and situations where these requirements do not apply due to critical areas or buffers.

i. The first number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots where additional affordable units are provided according to LMC 18A.90.XXX or is located within the Transit Overlay as defined in Article XX Chapter 18A.50 LMC, and do not include critical areas or their buffers as defined under Title 14 LMC.

- This represents areas where four units per acre are allowed. Note that this is translated into densities based on minimum lot sizes for these areas.

ii. The second number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that do not include critical areas or their buffers.

- This represents general increases in density to two units per acre. Note that this is translated into densities based on minimum lot sizes for these areas.

iii. The third number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that include critical areas or their buffers.

- Note that these densities are consistent with current values and represent situations where [RCW 36.70A.635](#) does not apply due to critical areas or buffers.

b. For all Residential (R) zoning districts, a minimum of two (2) housing units per lot (excluding accessory dwelling units) are allowed on all lots that meet minimum lot size requirements and do not include critical areas or their buffers, or four (4) housing units per lot where additional affordable units are provided according to LMC 18A.90.XXX or additional units are permitted in locations close to a major transit stop under Article XX Chapter 18A.50 LMC.

- This ensures that the strict requirements of [RCW 36.70A.635](#) are maintained in development regulations.

18A.60.040 Commercial area and dimensions.

A. Development Standards Table.

[TABLE]

- Densities for the MR zones are increased, as as-of-right densities in R4 zones could exceed them if they are not adjusted.
- Densities for TOC and CBD zones are increased to be more consistent with the subarea plans in Titles 18B and 18C, as well as assumptions provided regarding densities.

Chapter 18A.80 PARKING

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

...

18A.60.030 Residential area and dimensions.

...

F. Parking Standards. Note the parenthetical numbers in the matrix identify specific requirements or other information which is set forth following the matrix in subsection (G).

- This has been added to remove text information from the table and to be consistent with other tables previously found in the code.

Original Goal/Policy

Rationale for Change

[TABLES]

- The table has been adjusted for consistency with the format.
- Reduced parking requirements for multifamily housing from [RCW 36.70A.620](#), including very low income, disabled, and senior housing has been incorporated into this table.
- Reduced parking requirements for middle housing under [RCW 36.70A.635\(6\)\(d\)](#) have been incorporated.
- Reduced parking requirements for accessory dwelling units under [RCW 36.70A.681\(2\)](#) have been included.

X. Additional Provisions.

1. For day care, preschools, and nursery schools, one drop-off loading area must be provided per seven (7) students.

- These provisions were included in the table and have been pulled out separately.

2. Restaurants in hotels and motels are managed as a separate use under parking requirements.

- These provisions were included in the table and have been pulled out separately.

3. Accessory dwelling units within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail, bus rapid transit, or actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays, are not required to provide on-site parking spaces if adequate provision of on-street parking facilities is available as determined by the Director.

- This represents considerations for reduced parking requirements for accessory dwelling units under [RCW 36.70A.681\(2\)](#).

4. The requirements for reduced parking for affordable housing include the following:

- This represents considerations for reduced parking requirements for affordable multifamily housing from [RCW 36.70A.620](#).

a. Housing units must be affordable at fifty (50) percent of area median income or lower.

b. The housing unit is located within one-quarter mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day.

c. A covenant must be registered on title consistent with the requirements in Chapter 18A.90 LMC that will maintain units as affordable for a minimum of fifty (50) years.

5. For middle housing types, housing units that are within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, are not required to provide on-site parking if adequate provision of on-street parking facilities is available as determined by the Director.

- This represents considerations for middle housing under [RCW 36.70A.635\(6\)\(d\)](#).

6. For multifamily housing types:

a. Housing units within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day are required to provide 0.75 parking spaces per unit or one (1) space per bedroom, to a maximum of two (2) spaces per unit.

- This represents considerations for reduced parking requirements for market-rate multifamily housing from [RCW 36.70A.620](#).

b. At least 10% of the total parking spaces must be set aside for unreserved guest parking.

- These provisions were included in the table and have been pulled out separately.

Original Goal/Policy

Rationale for Change

7. In mobile home parks, parking spaces in excess of one (1) per mobile home may be grouped in shared parking areas.

- These provisions were included in the table and have been pulled out separately.

8. For housing units that are specifically for seniors or people with disabilities and are within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day, no on-site parking is required.

- This represents considerations for reduced parking requirements for senior/special needs multifamily housing from [RCW 36.70A.620](#).

18A.80.060 Parking incentives.

A. When residential uses are combined with commercial uses in the same building, parking requirements may be reduced by twenty (20) percent, except when located within the CBD or TOC zoning districts for which parking requirements ~~are~~ may be reduced by thirty-five (35) percent.

- Edited to ensure this is voluntary (if required).

...

H. Phased Reduction of Maximum Parking Standards. One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This reduction in parking can be accomplished by slowly phasing down the maximum allowable number of parking spaces over a period of years. This procedure has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, TDM has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available, and should be evaluated accordingly. This technique should be periodically revisited to consider its viability but should not be implemented until its feasibility for Lakewood is established.

- Edited to reinforce that TDM can currently be used if desired.

1. Minimum Optional Guidelines and Maximum Standards. To promote parking reduction, the optional minimum guideline listed in LMC 18A.80.030(F) serves as a suggested parking number but is not mandatory ~~for automobiles except for single family residential development.~~ Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM, available on-street parking, and the potential for shared parking within walking distance and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

- This is only considered for auto parking spaces. The potential for TDM for single-family housing is possible and should not be excluded completely, but note that this is at the discretion of the Director.

...

4. For large projects where a traffic study is required and the proposal has one hundred (100) or more employees, a comprehensive TDM strategy ~~may be proposed to achieve a reduction in minimum parking listed in LMC 18A.80.030(F)~~ will be a requirement to meet parking needs.

- This makes the provision of a TDM to ensure parking needs are met mandatory if a traffic study is required and the development will include a significant number of employees.

Original Goal/Policy

Rationale for Change

X. The reduction in parking permitted under TDM shall be commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the Director under this provision include, but are not limited to, the following:

[LIST]

- Edited for clarity.

Chapter 18A.90

HOUSING INCENTIVES PROGRAM

Original Goal/Policy

Rationale for Change

...

18A.90.050 Inclusionary density bonuses.

A. Rate and Calculation. In return for the inclusion of ~~a number of "qualified," as defined herein, on-site units dedicated to serving and reserved for occupancy by very low and/or extremely low income, as defined herein, persons, families, or groups~~ qualified affordable units, one (1) additional, on-site market-rate unit is permitted as a bonus for each qualified ~~very low income~~ unit provided that is affordable at fifty (50) percent of area median income or less, and 1.5 additional, on-site market rate units are permitted as a bonus for each qualified ~~extremely low income~~ unit provided that is affordable at thirty (30) of area median income or less, up to ~~a maximum percentage 25%~~ above the maximum density permitted in the underlying zoning district ~~as shown below~~.

~~{ TABLE }~~

B. Duration. Prior to the final approval of any land use application for which density bonuses are being sought, the owner of the affected parcels shall deliver to the City a duly executed covenant running with the land, in a form approved by the City Attorney, requiring that the qualified ~~dwellings units~~ created pursuant to this section shall remain as such for a period of at least twenty (20) years from ~~the commencement date. The covenant shall form an enduring contractual agreement between the owner/applicant and the City. The owner/applicant shall be responsible for the cost of preparing and recording the covenant, and the owner/applicant or subsequent owner(s) or operator(s) shall be responsible for administering the covenant. The commencement date shall be the date that the first lease agreement with a qualified renter becomes effective~~ of the certificate of occupancy or final building inspection.

-
-
- Given the provision of two extra market-rate housing units for one affordable unit in Residential zones, limiting the maximum number of affordable units in ARC, MR, and MF zones below 25% would be inconsistent. This provides a uniform 25% for all multifamily zones.
- Revisions to provide consistency in defining bonuses in terms of percent AMI.
- This table has been removed, as per above.
- This shortens the regulation, and provides a date for the commencement of the covenant that is clearer for record-keeping purposes.

Original Goal/Policy

Rationale for Change

C. Siting of Units. The qualified units constructed under these provisions shall be integrated and dispersed within the development for which the density bonus is granted. The physical segregation of qualified ~~housing~~ units from unqualified market-rate housing units, or the congregation of qualified ~~housing~~ units into a single physical portion of the development, is prohibited.

- Edited for consistency of term.

D. Size of Units. The size of the qualified units constructed under the provisions of this ~~chapter~~ section shall be proportionate to the size of the units contained in the entire project; e.g., if fifty (50) percent of the units in the project are one (1) bedroom units and fifty (50) percent are two (2) bedroom units, then the qualified units shall be divided equally between one (1) and two (2) bedroom units.

- Minor change to consider that this chapter includes other incentives.

...

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

- This provision ensures that bonuses from the different sections of the chapter cannot be stacked.

18A.90.XXX Density bonuses – religious organizations.

- This section implements the provisions of [RCW 36.70A.545](#). While this is not mandatory, this should be considered as it must be allowed.

A. Calculation. In accordance with RCW 35A.63.300 and 36.70A.545, additional housing density is provided for property developed in partnership with religious organizations where all units are reserved for occupancy by qualified households under subsection (B). The density bonus amounts to an increase of twenty-five (25) percent above the density of the underlying zoning district.

- This bonus is consistent with the bonuses provided above.

B. Qualified Households. A household may qualify for housing units under this section if:

1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or

- This provision has a lower income threshold for rental housing.

2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.

C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:

1. All housing units in the project are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);

2. The affordable housing development is part of a lease or other binding obligation that requires the development to be used exclusively for affordable housing purposes for at least fifty (50) years from the date of the certificate of occupancy or final building inspection, even if the religious organization no longer owns the property; and

- Note that the 50-year duration is the minimum required under [RCW 36.70A.545\(1\)\(b\)](#).

Original Goal/Policy

Rationale for Change

3. The affordable housing development does not discriminate against any person who qualifies as a member of a low-income household based on race, creed, color, national origin, sex, veteran or military status, sexual orientation, or mental or physical disability; or otherwise act in violation of the Federal Fair Housing Amendments Act of 1988 (42 U.S.C. Sec. 3601 et seq.).

- This is required under [RCW 36.70A.545\(1\)\(c\)](#).

D. Rehabilitated Property. The bonus may be applied to the rehabilitation of an existing property.

- This is required under [RCW 36.70A.545\(6\)](#).

E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a unit in a qualified project must also be considered a qualified household under subsection (B).

- This is included to ensure long-term affordability of ownership units after the initial sale. While it is not required, it is good practice to ensure that these units are maintained as affordable.

F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.

- This is included to ensure long-term affordability of rental units, even if the project is transferred to another property owner.

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this section.

- This provision ensures that bonuses from the different sections of the chapter cannot be stacked.

18A.90.XXX Density bonuses – residential districts.

- This provision implements the bonus density provided under [RCW 36.70A.635\(1\)\(a\)\(iii\)](#).

A. Calculation. In accordance with RCW 36.70A.635, additional housing density is provided for all lots in Residential (R) districts where units are reserved for occupancy by qualified households under subsection (B). This density bonus is defined in LMC 18A.60.030(A).

- This connects this measure to the relevant code.

B. Qualified Households. A household may qualify for housing units under this section if:

1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or

- This provision has a lower income threshold for rental housing versus owner-occupied housing. This bonus is limited to 80% of AMI under [RCW 36.70A.545](#).

2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.

- This maintains the income limit for owner-occupied units.

C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:

1. At least twenty-five (25) percent of housing units in the development are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);

- This adapts the requirement for one unit per lot as affordable to situations where larger lots could accommodate more housing units under a density-based measure.

2. The qualified units are part of a lease or other binding obligation that requires them to be used exclusively for affordable housing purposes for at least fifty (50) years from the date of the certificate of occupancy or final building inspection;

- This is included to ensure long-term affordability of ownership units after the initial sale. While it is not required, it is good practice to ensure that these units are maintained as affordable.

Original Goal/Policy	Rationale for Change
<p><u>3. Qualified units have the same style and architectural character and utilize the same building materials as market-rate units;</u></p>	<ul style="list-style-type: none"> ▪ This ensures that the affordable units are not substantively different from market-rate units.
<p><u>4. The proportions of qualified units by size constructed under the provisions of this section shall be consistent with the proportion of units by size that are not qualified; and</u></p>	<ul style="list-style-type: none"> ▪ This ensures that the affordable units are not substantively different from market-rate units.
<p><u>5. The lot does not include a critical area or buffer as defined under Title 14 LMC.</u></p>	<ul style="list-style-type: none"> ▪ This excludes lots with critical areas from consideration as per RCW 36.70A.545(8)(a).
<p><u>D. Rounding. For the calculation of required units reserved as qualified units under subsection (C)(1), all fractions are rounded up.</u></p>	<ul style="list-style-type: none"> ▪ This adapts the requirement for one unit per lot as affordable to situations where larger lots could accommodate more housing units under a density-based measure.
<p><u>E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a qualified unit must also be considered a qualified household under subsection (B).</u></p>	<ul style="list-style-type: none"> ▪ This is included to ensure long-term affordability of ownership units after the initial sale. While it is not required, it is good practice to ensure that these units are maintained as affordable.
<p><u>F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.</u></p>	<ul style="list-style-type: none"> ▪ This is included to ensure long-term affordability of units. While it is not required, it is good practice to ensure that these units are maintained as affordable.
<p><u>G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this section.</u></p>	<ul style="list-style-type: none"> ▪ This provision ensures that bonuses from the different sections of the chapter cannot be stacked.
<p>18A.90.060 Development standard modifications.</p>	
<p>In order to accommodate bonus housing units awarded under this program, the <u>The development standards set forth separately in this code may be modified as follows for properties containing qualified housing units for projects receiving bonus housing units under this chapter:</u></p>	<ul style="list-style-type: none"> ▪ This clarifies that these changes to development standards are specific to projects receiving bonuses under this chapter.
<p>...</p>	
<p>B. Parking Requirements. For multifamily developments containing qualified housing <u>qualified projects</u>, the percentage of compact parking stalls may be increased up to fifty (50) percent of the total required parking. In addition, for multifamily developments containing qualified housing dedicated to extremely-low-income, as defined herein, persons, families, or groups, the number of required parking stalls serving such units shall be reduced by fifty (50) percent.</p>	<ul style="list-style-type: none"> ▪ Edited to streamline the requirements as the provision for qualified housing is tied to the overall section requirements.
<p>C. In circumstances where housing serving qualified populations <u>households</u> is located within one quarter (1/4) mile of transit routes and can be shown to generate significantly lower-than-average parking demand, parking requirements may be further reduced at the Director's discretion. The applicant shall be responsible for preparing any additional studies or evaluation required to provide evidence of demand.</p>	<ul style="list-style-type: none"> ▪ Edited for consistency of terms.

...

18A.90.070 Fee reduction.

~~In order to further stimulate the provision of qualified units under this program, review~~ Review fees for land use applications and building permits for properties containing ~~housing-qualifying units dedicated to serving very low income and/or extremely low income, as defined herein, persons, families, and groups~~ shall be reduced by the percentage shown below at the time of application ~~based on the number of qualified units and maximum incomes for qualified households expressed as a percent of area median income (adjusted for size)~~. Discounts shall be applicable to the entire scope of the application, ~~including both standard and qualified units, and shall correspond to the percentage of dedicated qualified units in the overall project~~. For properties containing both levels of qualified units, the highest discount shall apply. For projects dedicating in excess of fifty (50) percent of units to qualified housing, a standard seventy-five (75) percent discount shall apply. Any available refunds for applications withdrawn in progress shall also be discounted correspondingly.

- This text has been edited to maintain consistency with the other sections of this chapter.

[TABLE]

- Note that the table has been edited to be consistent with the text above.

Chapter 18A.95 WIRELESS SERVICE FACILITIES

(no change)

Chapter 18A.100 SIGNS

(no change)

Title 18B DOWNTOWN DEVELOPMENT CODE

Chapter 18B.100 DOWNTOWN DISTRICT

(no change)

Chapter 18B.200 LAND USE AND ZONING

Original Goal/Policy	Rationale for Change
...	
18B.200.220 Uses.	
A. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Downtown District, except in the Low-Impact Mixed-Use Roads district. Permitted uses are subject to the approval of all required development permits; provided, that the following uses are prohibited:	
...	
9. Special Needs Housing.	
a. Hospice Care Center.	
b. Type 4 Group Home.	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
c. Type 5 Group Home.	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
...	

Chapter 18B.300 STREETS AND BLOCKS

(no change)

Chapter 18B.400 SITE DESIGN, BUILDINGS, AND FRONTAGES

(no change)

Chapter 18B.500 LANDSCAPING, OPEN SPACE, AND GREEN INFRASTRUCTURE

(no change)

Chapter 18B.600 PARKING

Original Goal/Policy

Rationale for Change

...

18B.600.610 Parking.

A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.

[TABLE]

- This section has been amended to include bike parking requirements consistent with the general requirements in Chapter 18A.610.

Chapter 18B.700 ADMINISTRATION

(no change)

Title 18C STATION DISTRICT DEVELOPMENT CODE

Chapter 18C.100 STATION DISTRICT

(no change)

Chapter 18C.200 LAND USE AND ZONING

Original Goal/Policy	Rationale for Change
...	
18C.200.220 Land use.	
A. Allowed and Prohibited Uses. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Station District except for those prohibited uses listed below. Permitted uses are subject to the approval of all required development permits. Uses identified as prohibited below that legally existed prior to the adoption of this code are considered nonconforming.	
...	
6. Prohibited uses in the C1 zoning district:	
...	
r. Type 4 group home;	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
s. Type 5 group home;	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
...	

Chapter 18C.300 STREETS AND BLOCKS

(no change)

Chapter 18C.400 SITE DESIGN, BUILDINGS, AND FRONTAGE

(no change)

Chapter 18C.500 LANDSCAPE, OPEN SPACE, AND GREEN INFRASTRUCTURE

(no change)

Chapter 18C.600 PARKING

Original Goal/Policy	Rationale for Change
18C.600.610 Parking.	
<p>A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.</p>	
[TABLE]	
<p>B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one (1) or more of the following:</p>	
...	
<p>4. Reduction for Housing in Proximity to Sounder Station or Bus Rapid Transit (RCW 36.70A.620). When located within one-quarter (0.25) mile of the Sounder Station, <u>a bus rapid transit stop, or a fixed route transit stop receiving transit service at least four times per hour for twelve or more hours per day</u>, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (0.75) space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee. <u>At the discretion of the Director, this may require evidence that there is sufficient on-street capacity to accommodate parking requirements.</u></p>	<ul style="list-style-type: none"> This expands these provisions to be consistent with the requirements included under RCW 36.70A.620.
<p><u>This exemption can apply to the following residential uses:</u></p>	
<p>a. Housing units that are affordable to very low-income or extremely low-income individuals, <u>which may be exempted from parking requirements if serviced by a fixed route transit stop receiving transit service at least twice per hour for twelve or more hours per day;</u></p>	<ul style="list-style-type: none"> This includes the provisions for affordable housing included in RCW 36.70A.620(1) that allow for lower thresholds of transit service.
<p>b. Housing units that are specifically for seniors or people with disabilities, <u>which may be provided with an exemption for all parking requirements;</u></p>	<ul style="list-style-type: none"> This includes the provisions for senior housing included in RCW 36.70A.620(2) that allow for no parking. Note that parking for staff/visitors may still be required and should be considered as per on-street capacity as noted above.
<p>c. Market rate multifamily housing.</p>	
...	

Chapter 18C.700 ADMINISTRATION

(no change)

Code Revisions

Title 18A LAND USE AND DEVELOPMENT CODE

Chapters:

18A.10	Basic Provisions
18A.20	Administration
18A.30	Discretionary Permits
18A.40	Land Uses and Interpretation Tables
18A.50	Overlay Districts
18A.60	Site Planning and General Development Standards
18A.70	Community Design, Landscaping, and Tree Preservation
18A.80	Parking
18A.90	Housing Incentives Program
18A.95	Wireless Service Facilities
18A.100	Signs

Prior legislation: Ords. 714, 706, 704, 697, 695, 683, 680, 678, 659, 651, 650, 630, 620, 604, 592, 591, 590, 585, 567, 552, 539, 536, 534, 525, 505, 500, 483, 472, 462, 425, 423, 412, 408, 397, 392, 385, 358, 357, 323, 322, 317, 308, 307, 293, 284, 277, 276, 266, 264.

Chapter 18A.10 BASIC PROVISIONS

Sections:

18A.10.010	Title.
18A.10.020	Purpose.
18A.10.030	Scope.
18A.10.040	Rules of code interpretation.
18A.10.050	Computation of time.
18A.10.060	Measurements.
18A.10.070	Interpretations.
18A.10.080	Authority and comprehensive plan consistency.
18A.10.090	Comprehensive plan amendments.
18A.10.100	General requirements.
18A.10.110	Severability.
18A.10.120	Establishment of zoning districts.
18A.10.125	JBLM Air Installation Compatible Use Zone (AICUZ) in relation to land use zones.
18A.10.130	Establishment of overlay districts.
18A.10.135	Establishment of military influence area.
18A.10.135.1	Purpose.
18A.10.135.2	Applicability.
18A.10.135.3	Definitions.
18A.10.135.4	Administration.
18A.10.135.5	Coordinating officials.
18A.10.135.6	Lakewood Military Coordination and Notice Area (MCNA).
18A.10.135.7	Coordination between the City of Lakewood and JBLM.
18A.10.135.8	Light emissions.
18A.10.135.9	Notice to property owners.
18A.10.135.10	Compatible use standards.
18A.10.135.11	Property records and GIS.
18A.10.135.12	No delegation of local authority.
18A.10.140	Establishment of subareas.
18A.10.150	Adoption of City-wide and subarea zoning maps.
18A.10.160	Boundaries – Administrative determination.
18A.10.170	Boundaries – Planning Commission recommendation – City Council determination.
18A.10.175	Reasonable accommodation.
18A.10.180	Definitions.

18A.10.010 Title.

This title shall be ~~shall be~~ known and may be cited as the “Lakewood Land Use and Development Code,” hereinafter referred to as “this title” or “this code.” [Ord. 726 § 2 (Exh. B), 2019.]

18A.10.020 Purpose.

The broad intent of the Lakewood Land Use and Development Code is to implement the City of Lakewood Comprehensive Plan, as now adopted and as may be subsequently amended, hereinafter referred to as the “Comprehensive Plan,” in order to protect and promote the health, safety, and general welfare of Lakewood’s citizens through regulation of the City’s physical development. The regulations included herein work toward overall public goals of providing for orderly development; lessening street congestion; promoting fire safety and public order; and ensuring the adequacy of public infrastructure such as transportation, water, sewer, schools, parks, and storm drainage.

The City strives to honor fundamental property rights and interests of private citizens while serving the overall good of the community as a whole. By their nature, land use regulations call upon government to balance the community’s interests with those of individual property owners. This may result in regulations for the community good that serve to limit the use of property and prevent maximum financial profit for individuals. In allowing reasonable use of property, this effect is not confiscatory and is a proper exercise of the police power afforded to government.

Specifically, this code is intended to:

- A. Foster improved relationships and harmony among land uses in order to overcome past, haphazard development patterns.
- B. Preserve the qualities of those residential neighborhoods that offer desirable living environments, while encouraging improvement to others whose character undermines good-quality living conditions.
- C. Diminish the reliance of current development patterns on automobile use and, over time, integrate multi-modal transportation opportunities into new development and redevelopment to support pedestrians, bicycles, and transit as well as cars.
- X. Plan for housing to ensure affordability across all income levels, support different housing types to meet a range of household needs, and support the preservation of existing affordable housing stock.
- D. Provide for adequate public facilities and services to support land development.
- E. Promote social and economic well-being through integration of aesthetic, environmental, and economic values.
- F. Encourage protection of environmentally critical or historically significant resources.
- G. Ensure provision of adequate space for **housing**, commercial/industrial endeavors, and other activities necessary for public welfare.
- H. Provide for effective and equitable administration and enforcement of the regulations contained herein. [Ord. 726 § 2 (Exh. B), 2019.]

...

18A.10.120 Establishment of zoning districts.

A. In order to regulate the use of land and structures, the City is divided into the following land use zoning district classifications. The development potential of any individual property under these zoning classifications shall be based on the net buildable area of that property, and shall be further subject to the availability of necessary utilities, critical area regulations, impact mitigation and other applicable development policies, regulations and standards.

Parcels Containing Two (2) or More Zoning Districts.

1. For parcels containing two (2) or more zoning districts (“split zoning”), the location of the zoning district boundary shall be determined by the Director.
2. For parcels containing two (2) or more zoning districts, the applicable regulations for each zoning district shall apply within the zoning district boundaries as identified on the Zoning Map.
3. When a zoning district boundary interferes with existing structures or setbacks, the Director may approve a minor adjustment of the boundary.

B. Each zoning district and the abbreviated designation suffix are listed below. See subsections (C) and (D) of this section and Chapter 18A.40 LMC for more details about each zoning district.

Name	Symbol
Single-Family Residential	
Residential 1	R1
Residential 2	R2
Residential 3	R3
Residential 4	R4
Mixed Residential	
Mixed Residential 1	MR1
Mixed Residential 2	MR2
Multifamily	
Multifamily 1	MF1
Multifamily 2	MF2
Multifamily 3	MF3
Neighborhood Business	
Arterial Residential/Commercial	ARC
Neighborhood Commercial 1	NC1

Name	Symbol
Neighborhood Commercial 2	NC2
Commercial	
Transit-Oriented Commercial	TOC
Central Business District	CBD
Commercial 1	C1
Commercial 2	C2
Commercial 3	C3
Military-Related	
Military Lands	ML
Air Corridor 1	AC1
Air Corridor 2	AC2
Clear Zone	CZ
Public/Institutional	
Public/Institutional	PI
Open Space/Recreation	
Open Space and Recreation 1	OSR1
Open Space and Recreation 2	OSR2

C. Relationship between Comprehensive Plan Future Land Use Map Designations and Zoning Districts.

Land Use Designation	Land Use Zoning District
Air Corridor 1 (AC1)	Clear Zone (CZ) Air Corridor 1 (AC1) Air Corridor 2 (AC2)
Air Corridor 2 (AC2)	Clear Zone (CZ) Air Corridor 1 (AC1) Air Corridor 2 (AC2)
Arterial Corridor (ARC)	Arterial Residential/Commercial (ARC) Transit-Oriented Commercial (TOC) -- only within Lakewood Station District
Corridor Commercial (CC)	Commercial 1 (C1) Commercial 2 (C2) Commercial 3 (C3)

Land Use Designation

Downtown

High-Density Multifamily (HD)

Industrial (I)

Public and Semi-Public Institutional (PI)

Multifamily (MF)

Military Lands (ML)

Mixed Residential (MR)

Neighborhood Business District (NBD)

Open Space and Recreation (OSR)

Residential (R)

Land Use Zoning District

Central Business District (CBD)

Multifamily 2 (MF2)

Multifamily 3 (MF3)

Industrial Business Park (IBP)

Industrial 1 (I1)

Industrial 2 (I2)

Public Institutional (PI)

Multifamily 1 (MF1)

Military Lands (ML)

Mixed Residential 1 (MR1)

Mixed Residential 2 (MR2)

Neighborhood Commercial 1 (NC1)

Neighborhood Commercial 2 (NC2)

Open Space and Recreation 1 (OSR1)

Open Space and Recreation 2 (OSR2)

Residential 1 (R1)

Residential 2 (R2)

Residential 3 (R3)

Residential 4 (R4)

D. Purpose and Applicability of Zoning Districts.

1. ~~Single-Family~~ Residential Zoning Districts.

- a. Purpose. The Residential 1 (R1) ~~and Residential 2 (R2)~~ zoning districts ~~provide for a continuation of large residential lots in specific areas where a pattern of large lots and extensive tree coverage exists. These zoning districts seek to preserve the identity of these residential areas, preserve significant tree stands and riparian environments along lake shores and within stream corridors, and reduce traffic volumes in the east-west arterial corridors.~~ primarily consists 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.

~~The Residential 3 (R3) and Residential 4 (R4) zoning districts are the City's primary residential zones, which provide for single-family dwellings in established residential neighborhoods. The Residential 4 (R4) designation provides for increased residential density through smaller lot sizes and allowance for residential development comprising two (2) units per lot.~~

The Residential 2 (R2) and Residential 3 (R3) zoning districts accommodate a range of detached and attached housing types, including middle housing, accessory dwelling units (ADUs), and smaller- and moderate-scale multi-family housing.

The Residential 4 (R4) zoning districts include 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.

- b. Applicability. The R1, ~~and R2, R3, and R4~~ zoning districts are applicable to lands designated Residential ~~Estate~~ in the comprehensive plan.

~~The R3 and R4 zoning districts are applicable to lands designated Single-Family in the comprehensive plan.~~

2. Mixed Residential Zoning Districts.

- a. Purpose. The Mixed Residential 1 (MR1) and Mixed Residential 2 (MR2) zoning districts promote residential renewal to small-lot detached single-family residential dwellings, attached single-family dwellings, and two-family residential development. Small scale multifamily residential is permitted in the MR-2 zone. These districts 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, with varied dwelling types. Development standards for the Mixed Residential zoning districts are intended to encourage increased residential densities.
- b. Applicability – Mixed Residential Zoning Districts. The MR1 and MR2 zoning districts are applicable to land designated Mixed Residential in the comprehensive plan.

3. Multifamily Zoning Districts.

- a. Purpose. 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 represents a transition to areas that include a greater amount of multifamily housing on larger lots.

The Multifamily 1 (MF1) zoning district provides for a variety of medium-density housing types and designs offering a wide choice of living accommodations for families of diverse composition and lifestyles. The designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood. ~~Urban design elements such as private and public open space, pedestrian orientation and connections, and security are integrated into the housing to create a high standard of community cohesion and character.~~

The Multifamily 2 (MF2) zoning district provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements

to enhance the living environment. ~~Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.~~

The Multifamily 3 (MF3) zoning district is intended to integrate urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/residential districts. The MF 3 zoning districts are predominantly located adjacent to land zoned NC2, CBD, or SD.

- b. Applicability – Multifamily Zoning Districts. The MF1 zoning district is applicable to lands designated Multifamily in the comprehensive plan.

The MF2 and MF3 zoning districts are applicable to lands designated High Density Multifamily in the comprehensive plan.

4. Neighborhood Business Zoning Districts.

- a. Purpose. The Arterial Residential/Commercial (ARC) zoning district provides for continuance of residential uses, many of which are existing, along busy City streets while permitting the incorporation of low-intensity and low-impact commercial uses into these compact areas.

The Neighborhood Commercial 1 (NC1) zoning district is intended to foster a sense of neighborhood identity and provide limited services within a neighborhood. The district provides for a small-scale mix of activities, including residential, retail, office, and local services, which serve the surrounding neighborhood.

The Neighborhood Commercial 2 (NC2) zoning district is intended to foster a sense of urban community in Lakewood. The district provides for a concentrated mix of activities, including residential, retail, office, and local services, which may serve the surrounding neighborhood or may serve more than one (1) neighborhood and attract people from other areas.

- b. Applicability. The ARC zoning district is applicable to lands designated Arterial Corridor in the comprehensive plan.

The NC1 and NC2 zoning districts are applicable to lands designated Neighborhood Business District in the comprehensive plan.

5. Commercial Zoning Districts.

- a. Purpose. The Transit-Oriented Commercial (TOC) zoning district 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.

The Central Business District (CBD) zoning district is the primary retail, office, social, urban residential, and government center of the City. The complementary and interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district is evident in the urban density, intensity, and composition of the uses in the district. Local

character is reflected in the district's design, people orientation, and connectivity between uses, structures, and public spaces, that foster a sense of community.

The Commercial 1 (C1), Commercial 2 (C2), and Commercial 3 (C3) zoning districts promote employment, services, retail, and business uses serving and linking neighborhoods to Lakewood's major transportation networks. The geographic relationship of the corridors to major road networks and their limited integration with adjacent neighborhoods promote employment, services, retail, and business/light industrial uses linked to access the major transportation networks. The C3 zoning district is distinguished by its arterial location and focus on "big-box" type uses which form an anchor for a large-scale commercial development.

- b. **Applicability.** The TOC zoning district is only applicable to lands designated Corridor Commercial in the comprehensive plan that are also within the Lakewood Station District established in the comprehensive plan.

The CBD zoning district is applicable to lands designated Central Business District in the comprehensive plan.

The C1, C2, and C3 zoning districts are applicable to lands designated Corridor Commercial in the comprehensive plan.

6. Industrial Zoning Districts.

- a. **Purpose.** The Industrial Business Park (IBP) zoning district provides for a coordination of uses and design to facilitate an active integration of employment, services, and business/light industrial uses.

The Industrial 1 (I1) zoning district provides for regional research, light manufacturing, warehousing, concentrated business/employment parks, and other major regional employment uses. These industrial lands are the primary working areas of Lakewood, integrated into the community economically and environmentally while maximizing a regional economic presence based on Lakewood's geographic position.

The Industrial 2 (I2) zoning district provides for high-intensity or high-impact uses and major regional employers.

- b. **Applicability.** The IBP, I1, and I2 zoning district are applicable to lands designated Industrial in the comprehensive plan.

7. Military-Related Zoning Districts.

- a. **Purpose.** The Military Lands (ML) zoning district formally recognizes the autonomy associated with federal and state ownership of the military installations adjacent to and within Lakewood and the unique character of their operations and support structures, which are not typical of civilian land uses and require special consideration by the City as a host community for the installations.

The purpose of the Clear Zone (CZ), Air Corridor 1 (AC1), and Air Corridor 2 (AC2) zoning districts is to promote land use and development that is compatible with the aircraft noise and accident potential associated with the proximity to McChord Air Force Base (AFB) aircraft flight operations. The potential risk to life and property from hazards associated with military aircraft operations necessitates control of the intensity, type, and design of land uses within the air corridor.

- b. Applicability. The ML zoning district is applicable to lands designated Military Lands in the comprehensive plan.

The CZ, AC1, and AC2 zoning districts are applicable to lands located within the area designated as Air Corridor 1 and Air Corridor 2 in the comprehensive plan and within the area identified as the Clear Zone in the most recent JBLM Air Installation Compatible (AICUZ) study. The AICUZ study is available for review at the Lakewood Community and Economic Development Department or by contacting Joint Base Lewis-McChord (JBLM).

8. Public/Institutional Zoning District.

- a. Purpose. The Public/Institutional (PI) zoning district provides for moderate-scale and large-scale activities relating to the purpose of state and local governmental entities, except for military uses which are separately designated and zoned; special districts; and semi-public institutions providing necessary public services. The designation allows for the specialized needs of providing public services to all areas of Lakewood.
- b. Applicability. The PI zoning district is applicable to lands designated Public and Semi-Public Institutional in the comprehensive plan.

9. Open Space/Recreation Zoning Districts.

- a. Purpose. The Open Space and Recreation 1 (OSR1) and Open Space and Recreation 2 (OSR2) zoning districts provide for open space and public or semi-public recreational activities throughout the City.
- b. Applicability. The OSR1 and OSR2 zoning districts are applicable to lands designated Open Space and Recreation in the comprehensive plan.

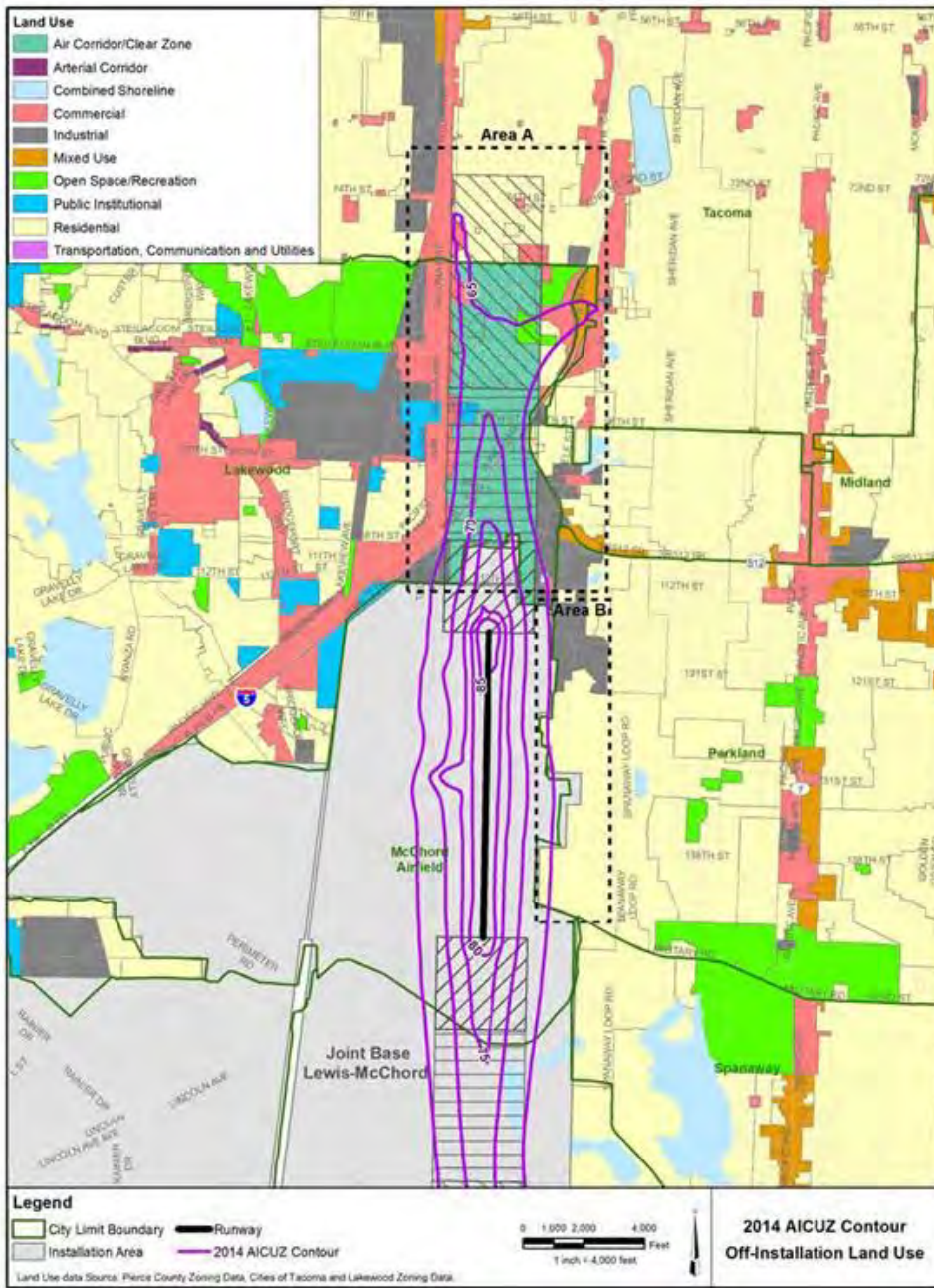
Unless otherwise shown on the official zoning map, all open bodies of water, including, but not limited to, American Lake, Lake Steilacoom, Gravelly Lake, Lake Louise, Waughop Lake, Wards Lake, Seeley Lake, Boyles Lake, Carp Lake, Lost Lake, Mud Lake and Barlow Pond, shall be considered to be within the OSR1 zoning district.

In addition, the OSR1 and OSR2 zoning districts are considered compatible with and may be applied to areas within all other comprehensive plan land use designations. The OSR1 zoning district zoning district may be applied to publicly or privately owned or controlled property used for natural open space and passive recreation. The OSR2 zoning district may be applied to privately and publicly owned active recreational uses and cemeteries. [Ord. 726 § 2 (Exh. B), 2019.]

18A.10.125 JBLM Air Installation Compatible Use Zone (AICUZ) in relation to land use zones.

The City of Lakewood is host city to Joint Base Lewis McChord, and portions of the JBLM flight patterns' ~~clear zone~~ Clear Zone (CZ) and ~~accident potential zones~~ Accident Potential Zones (APZs) are located within the City's boundaries. The City follows Department of Defense guidance and limits land use densities within the CZ and APZs. The AICUZ contour was used as a guide to establish the ~~clear zone~~ Clear Zone (CZ), ~~air corridor~~ Air Corridor 1 (AC1), and ~~air corridor~~ Air Corridor 2 (AC2) zone classifications under the ~~air corridor 1~~ AC1 and ~~air corridor 2~~ AC2 land use designations as described in LMC 18A.10.120(D). ~~The CZ and AC zones do not exactly align with the AICUZ contour in order to achieve a logical geographic boundary.~~ See Figure 3.

Figure 3. 2014 AICUZ Contour and Off-Installation Land Use



Source: 2015 JBLM Air Installation Compatible Use Zone (AICUZ) Study [Ord. 794 § 2 (Exh. A), 2023; Ord. 758 § 2 (Exh. A), 2021.]

18A.10.130 Establishment of overlay districts.

- A. An overlay district is a special purpose district that may be combined with any portion of any zone as appropriate to the purpose of the district. The regulations of an overlay district consist of additional sections of this title and additional standards. Some of these regulations are supplementary so that both the regulations of the overlay district and the zone apply, while in other cases the overlay district regulations preempt and override the

regulations of the underlying zone. Where these regulations conflict, the overlay regulations shall control.

B. Each overlay district and the abbreviated designation suffix are listed below.

Overlay District	Abbreviated Designation
Flood Hazard Overlay	FHO
Senior Housing Overlay	SHO
Sexually Oriented Business Overlay	SOBO
<u>Transit</u>	<u>T</u>

The boundaries of overlay districts are shown on the City’s official Overlay Districts Map included in Article XX Chapter 18A.50, which is included below as Figure 1 and hereby adopted as part of this title, and are further described as follows:

1. The boundaries of the Flood Hazard Overlay (FHO) district shall be the areas of flood hazards identified by the Federal Insurance Administration in a 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 hereby adopted by reference and declared to be a part of this title. (The Flood Insurance Study and the FIRM are on file at the City of Lakewood, 6000 Main Street SW, Lakewood, WA) Lakewood Ordinance No. 659.
2. The boundaries of the Senior Housing Overlay (SHO) district shall be the areas shown as Figure 3.1, Senior Housing Overlay in the Lakewood Ordinance No. 237.
3. The boundaries of the Sexually Oriented Business Overlay (SOBO) district shall be the areas identified and described in Lakewood Ordinance No. 358 “Exhibit A”.

X. The boundaries of the Transit (T) overlay shall be areas designated as Residential that are found within one-quarter (1/4) mile of a major transit stop for bus rapid transit (BRT) and commuter rail. These areas allow for increased residential densities beyond what is allowed under Residential designations for locations once service is available.

~~Figure 1. — Overlay Districts~~

[Ord. 726 § 2 (Exh. B), 2019.]

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18A.10.180 Definitions.

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“Accessory dwelling unit (ADU)” means a habitable dwelling unit added to, created within, or detached from and on the same lot with a ~~single family dwelling~~ a single-family housing unit, duplex, triplex, townhome, or other housing unit that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

...

“Affordable housing” means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household’s monthly income. ~~For the purposes of housing intended for owner occupancy, “affordable housing” means residential housing that is within the means of low or moderate income households.~~ If not otherwise defined, affordable housing means housing that is within the means of:

1. Households in rental units earning sixty (60) percent of area median income or less; or
2. Households in ownership units earning eighty (80) percent of area median income or less.

...

“Emergency amendment” means any proposed change or revision to the Comprehensive Plan due to a situation that requires expeditious action to preserve the health, safety or welfare of the public; and when adherence to the annual amendment process would be further detrimental to public health, safety or welfare. Emergency amendments may be reviewed and acted upon outside the annual amendment review cycle.

“Emergency housing” means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. ~~RCW 36.70A.030(9).~~ Emergency housing is not a group home under LMC Title 18A, 18B, or 18C.

“Emergency shelter” means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations. ~~RCW 36.70A.030(10).~~ Emergency shelter facilities are not a group home under LMC Title 18A, 18B, or 18C.

...

“Permanent supportive housing” means subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors ~~(RCW 36.70A.030(19)). Permanent supportive housing does not mean multifamily housing projects with fewer than fifty (50) percent of the units providing permanent supportive housing.~~ Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a

successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

...

"Qualified household" means a household which has been assessed to meet the eligibility requirements to rent or purchase a qualified unit.

"Qualified project" is a residential or mixed-use development which includes qualified units and receives a bonus under Chapter 18A.90 LMC.

"Qualified unit" means residential housing for rental occupancy which, as long as the same is occupied by a very low income or extremely low income, as defined herein, requires payment of monthly housing costs, including utilities other than telephone, of no more than thirty (30) percent of the resident's or residents' income(s) household income. If not otherwise specified, these units shall be affordable to households with incomes of:

1. Sixty (60) percent of area median income adjusted for household size for rental housing; or
2. Eighty (80) percent of area median income at the time of sale adjusted for household size for owner-occupied housing.

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"Religious organization" means the federally protected practice of a recognized religious assembly, school, or institution that owns or controls real property.

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"STEP housing" means emergency shelter, transitional housing, emergency housing and permanent supportive housing.

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"Transitional housing" means a project that provides housing and supportive services to homeless persons or families for up to two (2) years and that has as its purpose facilitating the movement of homeless persons and families into independent living (RCW 84.36.043(2)(c)). ~~Transitional housing does not mean multifamily housing projects with~~ This definition does not apply if fewer than fifty (50) percent of the units in a multifamily project are providing transitional housing.

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Chapter 18A.20 ADMINISTRATION

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- 18A.20.070 Approval and appeal authorities.**
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Article I. Comprehensive Plan Amendment

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18A.30.020 Plan amendment procedures – Comprehensive plan.

X. Individual and agency initiated proposals to amend the Lakewood Comprehensive Plan shall be submitted to the Department on forms provided by the City.

X. Proposals may be submitted at any time; however, to be considered in the same calendar year, they must be submitted by the deadline set by the City Council, unless otherwise specifically authorized by the City Council.

X. All proposals shall be considered collectively once each year except in the case of an emergency as determined by the City Council (see LMC 18A.30.090, Timing and exemptions).

X. The comprehensive plan amendment calendar shall be approved by the City Council. No fee shall be charged at this proposal stage.

X. The Department shall maintain a log or docket of all such proposals including a summary of the proposal, the principal proponent's name and address, the date on which the proposal was submitted, and its review status. [Ord. 726 § 2 (Exh. B), 2019.]

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18A.30.090 Timing and exemptions.

- A. The City will consider proposed amendments to the comprehensive plan only once each year, except when amendments are adopted as part of:
1. The adoption of a subarea plan;
 2. The adoption or amendment of a shoreline master program under the procedures set forth in Chapter 173-26 WAC;
 3. The response to an existing emergency, as specified in LMC 18A.30.XXX;
 4. Amendments necessitated by changes in state or federal laws;
 5. The resolution of an appeal filed with the Growth Management Hearings Board or with a court; ~~or~~
 6. The amendment of a capital facilities element that occurs concurrently with the adoption or amendment of the City budget; or
 7. An update to the Transit Overlay under Article XX Chapter 18A.50.XXX consistent with changes in transit service.
- B. The Department will accept proposals for comprehensive plan amendments and revisions at any time; however, proposals or applications received after their established due dates will be considered in the next annual amendment review cycle. [Ord. 726 § 2 (Exh. B), 2019.]

18A.30.XXX Emergency amendments.

A. Emergency amendments to the Comprehensive Plan are those required in situations where regulatory action is needed to provide for the immediate protection of public health, safety, and welfare; and when adherence to the annual amendment process would be further detrimental to public health, safety or welfare.

B. The process to amend the Comprehensive Plan will be initiated by the City Council upon adoption of a resolution specifying the nature of the emergency.

C. Emergency amendments will be assessed by City staff at the direction of Council and reviewed by the Planning Commission at a public hearing consistent with the requirements of LMC 18A.30.030. A subsequent recommendation from the Planning Commission on the proposed emergency amendment will be forwarded to the City Council.

D. The City Council will evaluate the proposed emergency amendments based on recommendations of the Planning Commission. The Council may take action on the proposed emergency amendment after a public hearing.

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Article III. Cottage Housing

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18A.30.250 Development standards.

Cottage housing development shall be subject to the following development standards:

A. Density.

1. In the R1 and R2 zoning districts, cottage housing development shall be allowed a density not to exceed ~~three (3)~~ 1.5 times the base density allowed in the underlying zone.
- ~~2. In R3 and R4 zoning districts, cottage housing developments shall be allowed a density not to exceed two (2) times the base density allowed in the underlying zone.~~
3. On a site to be used for a cottage housing development, existing detached single-family residential structures, which may be nonconforming with respect to the standards of this section, may be permitted to remain at the discretion of the Community Development Director, but the extent of the nonconformity shall not be increased. The number of any such nonconforming dwelling unit(s) shall be multiplied by the factors noted in subsections (A)(1) or (A)(2) of this section, and included in calculating the density of the cottage housing development.
4. An applicant for a cottage housing development shall be required to show, through a conceptual site plan, the number of traditional units that could be constructed on the site under conventional development standards and addressing any environmental constraints affecting the property. This number of units shall be used to calculate the maximum number of cottage units that may be constructed on the property.

B. Locational Criteria.

1. The minimum area for a cottage housing project is three-fourths (0.75) acre, which may include more than one contiguous lot.
2. Cottage housing development shall be separated from another cottage housing development by a minimum of four hundred (400) feet measured between the closest points of the subject properties.

C. Site Design.

1. Cottage housing development shall be clustered and shall consist of a minimum of four (4) dwelling units and a maximum of twelve (12) dwelling units.
2. At least seventy-five (75) percent of dwelling units shall abut the common open space.
3. Common open spaces shall have dwelling units abutting at least two (2) sides.
4. Creation of individual lots shall only be permitted through the residential binding site plan process provided in LMC Title 17 Subdivisions, Chapter 17.34 LMC and Chapter 64.34 RCW.
5. Siting of dwelling units or common open space in areas with slopes exceeding fifteen (15) percent is discouraged. Dwelling units shall not be placed in such areas if extensive use of retaining walls is necessary to create building pads or open space areas.
6. Fencing and Screening. The intent of internal decorative fencing and screening is to delineate private yards, screen parking areas and structures, community assets, refuse and recycling areas, and unit walls. A cottage housing development is intended to be an internally open community sharing common areas. The intent of external fencing and screening is to conceal the higher density development from adjacent lower density land uses. Chain link and solid fences shall not be allowed internally. Solid fencing is allowed on the perimeter boundary, except where bordering an external street where streetscape landscaping is required.

D. Setbacks and Building Separation.

1. Dwelling units shall have at least a twenty (20) foot front setback, eight (8) foot side yard setback and a ten (10) foot rear setback.
2. Dwelling units shall be separated from one another by a minimum of ten (10) feet, not including projections.
3. Dwelling units shall maintain a ten (10) foot separation between buildings.
4. Dwelling units not abutting or oriented toward a right-of-way shall have a front yard oriented towards the common open space.
5. The approval authority may use appropriate discretion, consistent with the intent of this chapter, in determining orientation of yards.

- E. Minimum Lot Size. Beyond the density restrictions listed in this chapter, there is no required minimum lot size for lots created through the subdivision process.
- F. Lot Coverage (All Impervious Surfaces). Impervious surfaces shall not exceed fifty (50) percent. Lot coverage shall be calculated for the overall cottage housing development, not for individual lots. Paved components of common open space areas and walkways shall not be counted in lot coverage calculations.
- G. Refuse and Recycling. Refuse and recycling containers shall be screened from view by landscaping or architectural screening, and shall not be located in the front yard setback area, or in locations where smells may be offensive to adjacent properties.
- H. Pedestrian Network. Within the confines of the cottage housing development a network of pedestrian pathways shall be provided. Connections to the wider neighborhood shall be made where appropriate and allowed. All such pathways shall be accessible by the general public, except that walkways into and through the cottage housing development may be limited to residents and their guests. [Ord. 726 § 2 (Exh. B), 2019.]

18A.30.260 Open space.

- A. A minimum of five hundred (500) square feet of common open space shall be provided per dwelling unit.
- B. Common open space shall be a minimum of three thousand (3,000) square feet in size, regardless of number of dwelling units.
- C. No dimension of a common open space area used to satisfy the minimum square footage requirement shall be less than ten (10) feet, unless part of a pathway or trail.
- D. In subdivisions and short subdivisions, common open space shall be located in a separate tract or tracts.
- E. Required common open space shall be divided into no more than two (2) separate areas per cluster of dwelling units.
- F. Common open space shall be improved for passive or active recreational use. Examples may include but are not limited to courtyards, orchards, landscaped picnic areas or gardens. Common open space shall include amenities such as but not limited to seating, landscaping, trails, gazebos, barbecue facilities, covered shelters or water features.
- G. Surface water management facilities may be commonly held, but shall not counted toward meeting the common open space requirement.
- H. Parking areas, required setbacks, private open space, and driveways do not qualify as common open space area.
- I. Landscaping located in common open space areas shall be designed to allow for easy access and use of the space by all residents, and to facilitate maintenance needs. Where feasible, existing mature trees should be retained. [Ord. 726 § 2 (Exh. B), 2019.]

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18A.30.280 Parking.

- A. A minimum of two (2) parking spaces per cottage shall be provided for the entire development. An additional fifteen (15) percent of total required spaces shall be designated for guests. If the lot is within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, no parking is required if adequate provision of on-street parking facilities is available as determined by the Director.
- B. All or a portion of new on-street parking provided as a component of the development may be counted towards minimum parking requirements if the approval authority finds that such parking configuration will result in adequate parking, and is compatible with the character and context of the surrounding area.
- C. Carports are prohibited in cottage housing development.
- D. Shared Detached Garages and Surface Parking Design. Parking areas should be located so their visual presence is minimized and associated noise or other impacts do not intrude into public spaces. These areas should also maintain the single-family character along public streets.
 - 1. Shared detached garage structures may not exceed four (4) garage doors per building, and a total of one thousand (1,000) square feet.
 - 2. For shared detached garages, the design of the structure must be similar and compatible to that of the dwelling units within the development.
 - 3. Shared detached garage structures and surface parking areas must be screened from public streets and adjacent residential uses by landscaping consistent with LMC 18A.60.160, or architectural screening.
 - 4. Shared detached garage structures shall be reserved for the parking of vehicles owned by the residents of the development. Storage of items which preclude the use of the parking spaces for vehicles is prohibited.
 - 5. Surface parking areas may not be located in clusters of more than four (4) spaces. Clusters must be separated by a distance of at least twenty (20) feet.
 - 6. The design of garages must include roof lines similar and compatible to that of the dwelling units within the development.
 - 7. Parking lots shall be set back at least twenty (20) feet from front property lines and ten (10) feet from external side and rear property lines.
 - 8. Garage doors shall not be oriented toward a public right-of-way with the exception of an alley.

9. Garages shall not be located between the common open space and the dwelling units.
[Ord. 726 § 2 (Exh. B), 2019.]

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Article IV. Development Agreement

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Article V. Land Use Review and Approval

...

Article VI. Planned Development

...

Article VII. Rezone and Text Amendments

...

Article VIII. Temporary Use Permits

...

18A.30.740 Standards.

- A. Each site occupied by a temporary use shall be left free of debris, litter or other evidence of temporary use upon completion or removal of the use.
- B. A temporary use conducted in a parking facility shall not occupy or remove from availability more than twenty (20) percent of the spaces required for the permanent use.
- C. Each site occupied by a temporary use must provide or have available sufficient off-street parking and vehicular maneuvering area for customers. Such parking must provide safe and efficient interior circulation and ingress and egress from the public right-of-way.
- D. No temporary use shall occupy or use public rights-of-way, parks or other public lands in any manner unless specifically approved by the City Council.
- E. No temporary use shall occupy a site or operate within the City for more than forty-five days (45) days within any calendar year, except as follows:
 - 1. When authorized by the Director, a temporary use may operate an additional forty-five (45) days if it is found that such an extension will be consistent with the requirements of LMC 18A.30.700, Purpose, LMC 18A.30.710, Permitted uses, and this section.
 - 2. A temporary use may be provided an additional extension if unique circumstances exist that necessitate a longer use such as construction office or security housing for an active construction site and such an extension will be consistent with the requirements of LMC 18A.30.700, Purpose, LMC 18A.30.710, Permitted uses, and this section.
 - 3. Hosting the homeless by a religious organization is permitted for a total of six months during a year, with a three-month separation required between continuous hosting terms of a maximum of four months at any one time.
- F. All signs shall comply with the requirements of Chapter 18A.100 LMC, Signs, except as otherwise specified in this section.
- G. All temporary uses shall obtain all required City permits, licenses or other approvals, prior to occupancy of the site.
- H. The Director may establish such additional conditions as may be deemed necessary to ensure land use compatibility and to minimize potential impacts on nearby uses. These include, but are not limited to, time and frequency of operation, setbacks, special yards, and spaces; control of points of vehicular ingress and egress, temporary arrangements for parking, loading and traffic circulation, requirements for screening or enclosure, site maintenance during use, and guarantees for site restoration and cleanup following temporary use.
- I. Subsequent temporary use permits may be denied to an applicant, event or organization based on failure to comply with the terms of an approved temporary use permit or applicable regulations. [Ord. 726 § 2 (Exh. B), 2019.]

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Article IX. (Reserved)

Article X. Variance

...

Article XI. Unusual Uses

...

Chapter 18A.40 LAND USES AND INTERPRETATION TABLES

Sections:

18A.40.005	Definitions.
18A.40.010	Purpose.
18A.40.020	Interpretation of land use tables.
18A.40.025	Restrictions on dangerous and objectional elements.
18A.40.030	Agriculture.
18A.40.040	Commercial and industrial uses.
18A.40.050	Eating and drinking establishments.
18A.40.060	Essential public facilities.
18A.40.070	Government services, general.
18A.40.080	Health and social services.
18A.40.090	Lodging.
18A.40.100	Open space.
18A.40.110	Residential uses.
18A.40.120	Special needs housing.
18A.40.130	Air corridor and clear zone.
18A.40.140	Transportation.
18A.40.150	Utilities.
18A.40.160	Marijuana prohibited.

...

18A.40.010 Purpose.

The purpose of this chapter is to establish permitted land uses for the City of Lakewood. The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied, or maintained. The use is considered permanently established when that use will be or has been in continuous operation for a period exceeding sixty (60) days, except that in no case shall a transitory accommodation, which may be allowed to operate continuously for a period of up to ~~ninety (90)~~ one hundred twenty (120) days. A use which will operate for sixty (60) days or less, and hosting the homeless by religious organizations, are considered temporary uses and are subject to the requirements of Chapter 18A.30 LMC, Article VIII. All applicable requirements of this code, or other applicable state or federal requirements, shall govern a use located within the Lakewood City limits. [Ord. 756 § 2, 2021; Ord. 726 § 2 (Exh. B), 2019.]

18A.40.020 Interpretation of land use tables.

...

F. If a parenthetical designation number ~~“(B)(-)”~~ appears in the box describing the use, or in the box at the intersection of a column and a row, the use is subject to specific

development and/or operational requirements which may be in addition to or in place of general requirements of this and other applicable titles. Such use-specific requirements typically follow the table and correspond to the number in the table, although some such requirements, such as those for specialized senior housing, are set forth in separate chapters.

- G. Any proposed use not listed in the land use table(s) shall be classified by the Director as permitted, conditional, or not permitted, based on the listed use to which the proposed use is most similar. Where there is a question regarding the inclusion or exclusion of a particular proposed use within a particular zoning district, use category, or use type, the Director shall have the authority to make the final determination. If the Director determines that the proposed use is not similar to any use in the land use table(s), the proposed use shall not be permitted.

~~The determination of the Director shall be appealable to the Hearing Examiner as set forth in Chapter 18A.20 LMC, Part IV.~~

~~The Director shall report interpretation decisions to the Planning Commission when it appears desirable and necessary to amend this title.~~

X. The determination of the Director shall be appealable to the Hearing Examiner as set forth in Chapter 18A.20 LMC, Part IV.

X. The Director shall report interpretation decisions to the Planning Commission when it appears desirable and necessary to amend this title.

...

X. Summary Land Use Table. This table provides a summary of the land use tables included in this chapter, excluding open space. In cases where there are differences between this table and other land use tables in this chapter, the other table will take precedence. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (I)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Agriculture Uses																								
Commercial beekeeping (2)	P	P	P	P	P	P	P	P	P	P	C	C	C	C	C	C	C	-	C	C	C	C	P	P
Growing and harvesting of crops (3)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	P	P	P	P	-	P
Plant nurseries and greenhouses (3)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	P	P	P	P	P	P
Raising and keeping of animals for agricultural purposes (4)	P	P	P	P	P	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-	-	-
Residential beekeeping (2)	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial and Industrial																								
Accessory commercial (4)	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	P	-	-	-	-	-
Accessory industrial (5)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	P	P	P	-	-	-
Accessory retail or services	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	-	-	-	-	P	-	-
Artisan shop	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	-	-	-	-	-	-	-
Auto and vehicle sales/rental (6)	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	P	P	-	-	-	-	-	-	-
Auto parts sales	-	-	-	-	-	-	-	-	-	P	-	P	P	P	P	P	P	-	-	-	-	-	-	-
Bank, financial services	-	-	-	-	-	-	-	-	-	-	-	C	P	P	P	-	P	-	-	-	-	-	-	-
Brewery, production (7)	-	-	-	-	-	-	-	-	-	P	-	-	C	C	C	P	C	-	P	-	-	-	-	-
Building and landscape materials sales	-	-	-	-	-	-	-	-	C	-	-	P	P	-	P	P	P	-	-	-	-	-	-	-
Building contractor, light	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	P	P	P	-	-	-
Building contractor, heavy	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	C	C	C	-	-	-
Business support service	-	-	-	-	-	-	-	-	-	P	-	P	P	P	P	P	P	-	P	-	-	-	-	-
Catering service	-	-	-	-	-	-	-	-	-	P	C	P	P	P	P	C	P	-	-	-	-	-	-	-
Cemetery, mausoleum, columbarium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-
Club, lodge, private meeting hall	-	-	C	-	-	-	-	-	C	C	C	P	P	P	P	-	C	-	-	-	-	-	-	-

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Commercial recreation facility, indoor	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	C	C	-	C		
Commercial recreation facility, outdoor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-		
Community center	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	P	-	-	-	-	C		
Construction/heavy equipment sales and rental	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	P	C	-		
Convenience store	-	-	-	-	-	-	-	-	-	P	-	P	P	C	C	C	P	-	-	-	-	-		
Equipment rental	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	P	P	-	-	P	-	-		
Flex space (8)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	P	P	-	P	P	-	-		
Fuel dealer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	P	P	-	-		
Furniture/fixtures manufacturing, cabinet shop	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	C	P	P	-		
Furniture, furnishings, appliance/equipment store	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	P	-	-	-	-	-		
Gas station	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	-	-	-	-	-		
General retail	-	-	-	-	-	-	-	-	-	P	-	P	P	P	P	-	P	-	P	-	-	-		
Golf course, country club	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Grocery store, large	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	P	-	-	-	-	-		
Grocery store, small	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	P	-	-	-	-	-		
Handcraft industries, small-scale manufacturing	-	-	-	-	-	-	-	-	-	-	-	C	P	P	P	P	C	-	P	P	-	-		
Health/fitness facility, commercial	-	-	-	-	-	-	-	-	-	-	-	P	P	-	P	-	-	P	C	-	-	-		
Health/fitness facility, quasi-public	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	-	-	-	P		
Kennel, animal boarding (9)	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	P	C	-	C	P	-	-		
Laboratory, medical/analytical	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	-	-	P	P	-	P		
Laundry, dry cleaning plant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	C	C	-	-		
Library, museum	-	-	-	-	-	-	-	-	-	-	-	P	P	C	P	-	C	-	-	-	-	-		
Live/work and work/live units	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	C	C	-	C	C	-	-		
Maintenance service, client site services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	P	P	P	-		

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Manufacturing, assembling and packaging, light	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	P	P	-	-	-
Manufacturing, assembling and packaging, medium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	P	P	P	-	-	-
Manufacturing, assembling and packaging, heavy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	-	-	-
Metal products fabrication, machine and welding shops, American Direct	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	P	P	-	-	-
Medical services, lab													P	P	P	P	P		P			P		
Mixed use	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Mobile home, RV, and boat sales	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-	-
Mortuary, funeral homes and parlors										P	-	-	P	-	P	-	P	-	-	-	-	-	-	-
Motion picture production studios	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-
Office, business services	-	-	-	-	-	-	-	-	-	P	P	P	P	C	P	P	P	-	P	-	-	-	-	-
Office, processing	-	-	-	-	-	-	-	-	-	-	-	-	C	-	C	-	-	-	P	-	-	-	-	-
Office, professional	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	C	P	-	P	-	-	-	-	-
Outdoor storage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	P	P	P	-	-	-
Pawnbrokers and secondhand dealers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-
Personal services	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Personal services, restricted	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	-	-	-	-	-
Petroleum product storage and distribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-
Places of assembly	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	P	-
Printing and publishing	-	-	-	-	-	-	-	-	-	-	-	C	P	P	P	P	P	-	P	P	-	-	-	-
Produce stand	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Recycling facility – processing facility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	C	C	-	-	-
Recycling facility – scrap and dismantling yards	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-
Repair service, equipment, large appliances	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	C	-	C	P	P	-	-	-

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Research and development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-
Secondhand store	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-	-
Shelter, animal (9, 10)	-	-	-	-	-	-	-	-	-	-	-	P	P	-	C	P	C	-	-	P	-	C	-	-
Shopping center	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	C	P	-	-	-	-	-	-	-
Social service organization	-	-	-	-	-	-	-	-	-	-	-	-	C	-	C	-	C	-	-	-	-	-	-	-
Solid waste transfer station	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-	-	C	P	P	-	-	-
Small craft distillery (7)	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-	-	-	-
Sports and active recreation facility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-	-	-	-	C	-
Storage, personal storage facility	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	C	P	-	-	-	-
Studio, art, dance, martial arts, music, etc.	-	-	-	-	-	-	-	-	-	-	-	P	P	C	P	-	P	-	-	-	-	-	-	-
Swap meet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Theater, auditorium	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	-	-	-	-	-	-	-	-
Truck/trailer parking	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	-	-	-
Veterinary clinic (9)	-	-	-	-	-	-	-	-	-	-	-	P	P	-	P	P	P	-	-	P	-	C	-	-
Vehicle services, major repair/body work	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	P	C	-	C	P	P	-	-	-
Vehicle services, minor maintenance/repair	-	-	-	-	-	-	-	-	-	-	-	C	P	P	P	P	P	-	P	P	P	-	-	-
Vehicle storage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	P	P	P	-	-	-
Warehouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	P	P	-	-	-	-
Warehouse retail	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	-	-	P	-	-	-	-	-
Wholesaling and distribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	P	P	-	-	-	-
Wildlife preserve or sanctuary	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-
Wine production facility (7)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-
Eating and drinking establishments land uses																								
Bar/tavern (11)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	P	P	P	-	-	-	-	-	-
Brewery, brew pub	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-	-	-

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Mobile food vending facility (12)	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P		
Night club	-	-	-	-	-	-	-	-	-	-	-	-	C	C	C	-	C	C	-	-	-	-		
Restaurant, café, coffee shop, counter ordering	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	C	P	P	-	-	-	-		
Restaurant, café, coffee shop, drive-through services (13)	-	-	-	-	-	-	-	-	-	-	-	C	C	C	C	C	C	C	-	-	-	-		
Restaurant, café, coffee shop, table service	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-		
Restaurant, café, coffee shop, outdoor dining (14)	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-		
Restaurant, café, coffee shop, serving alcohol	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-		
Tasting room	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-		
Vendor stand (15)	-	-	-	-	-	-	-	-	-	-	-	P	P	-	P	P	P	P	-	-	-	-		
Essential Public Facilities (16)																								
Airport (Seaplane) (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-
Community and technical colleges, colleges and universities (17)	-	-	-	-	-	-	-	-	-	-	-	-	C	-	C	-	-	-	C	-	-	C	-	-
Correctional facilities (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-
Electrical transmission lines of higher voltage than 115 kV, in existing corridors of such transmission lines	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Electrical transmission lines of higher voltage than 115 kV, in new corridors	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Group home	See LMC 18A.40.120 , Special needs housing																							
In-patient facility including but not limited to substance abuse facility (17)	-	-	-	-	-	-	-	-	-	-	-	-	C	-	C	-	-	C	-	-	-	C	-	-
Intercity high-speed ground transportation (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	P	-	-	-	C
Intercity passenger rail service (17)	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	P	-	-	-	C
Interstate Highway 5 (I-5) (17)	-	-	P	-	-	-	P	-	-	-	-	-	P	P	-	P	P	-	-	-	-	-	P	P

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2	
Mental health facility (17, 18)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-
Military installation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minimum security institution (17)	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-	C	-	-
<u>Organic materials (OM) management facilities (17)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>C</u>	<u>C</u>	<u>-</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>-</u>	<u>-</u>	<u>-</u>	
Secure community transition facility (SCTFs) (17, 19)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	-	-	-	-	-	-
Solid waste transfer station (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	C	C	C	-	-	-	-
Sound Transit facility (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	P	-	-	-	C	
Sound Transit railroad right-of-way (17)	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	P	P	-	-	P	-	-	-	P	
Transit bus, train, or other high capacity vehicle bases (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-
Washington State Highway 512 (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	P	-	-	-	-	-
Work/training release facility (17)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	-	-	-	-	-	-
Government Services, General																									
City, county, special district, state, and federal offices	-	-	-	-	-	-	-	-	-	-	-	-	-	C	P	P	P	P	C	C	-	P			
Fire stations	P	P	P	P	C	C	C	C	C	C	-	P	P	P	P	P	P	P	C			P			
Maintenance shops and vehicle and equipment parking and storage areas for general government services (20)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	C	-	C	P	P	P	P			
Police stations, including temporary holding cells (21)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	-	-	P		
Post offices	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-	P		
Health and Social Services (22)																									
Day care center in existing and new schools (23)	-	-	-	-	-	-	-	-	P	P	C	P	P	P	P	P	P	C	-	-	-	P	-	-	-
Day care center in existing or new churches (23)	P	P	P	P	-	-	-	-	P	P	C	P	P	P	P	P	P	C	-	-	-	-	-	-	-
Day care center providing care for children and/or adult relatives of	-	-	-	-	P	P	P	P	P	P	C	P	C	P	P	P	P	C	-	-	-	-	-	-	-

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
owners or renters of dwelling units located on the same site (23, 24)																								
Day care center providing care for children and/or adult relatives of employees of a separate business establishment located on the same site (23, 24)	-	-	-	-	-	-	-	-	-	-	C	P	P	C	C	P	P	C	P	-	-	C	-	-
Day care center, independent (23)	-	-	-	-	-	-	-	-	P	P	-	P	P	P	P	P	P	C	-	-	-	C	-	-
Human service agency offices	-	-	-	-	-	-	-	-	-	-	C	P	P	P	P	-	P	P	P	-	-	-	-	-
Medical service, urgent care clinic	-	-	-	-	-	-	-	-	-	-	-	-	P	C	P	-	P	P	-	-	-	-	-	-
Medical service, doctor office	-	-	-	-	-	-	-	-	-	-	C	P	P	-	P	-	P	P	-	-	-	-	-	-
Medical service, hospital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	C	-	-
Medical service, integrated medical health center	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	-	C	-	-	-	C	-	-
Medical service, lab	-	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	C	C	P	-	-	C	-	-
Pharmacy	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	P	P	-	-	-	-	-	-
Preschool/nursery school	P	P	P	P	-	-	P	P	P	P	C	P	P	P	P	P	P	C	C	-	-	C	-	-
Lodging																								
Bed and breakfast guest houses (25)	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hostels	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-	-	-	-
Hotels and motels	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	C	P	P	-	-	-	-	-	-
Short term vacation rentals (26)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Residential Land Uses																								
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-														
Accessory dwelling unit (ADU) (27)	P	P	P	P	P	P	P	P	-	-														
Babysitting care	P	P	P	P	P	P	P	P	P	P														
Boarding house (28)	C	C	C	C	C	-	-	-	-	-														
Cottage housing (29)	P	P	P	P	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-		
Foster care facility	P	P	P	P	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-		
Co-housing (dormitories, fraternities and sororities) (30)	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-		

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Detached single-family (31)	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Two-family residential, attached or detached dwelling units	P P	P P	P P	P P	P P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Three-family residential, attached or detached dwelling units	P P	P P	P P	P P	P P	P P	P	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	-	-
<u>Four-family residential, attached or detached dwelling units</u>	P	P	P	P	P	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-	-	-
<u>Five- and six-family residential, attached or detached dwelling units</u>	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-
Multifamily, four seven or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Family daycare (32)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Home agriculture	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Home occupation (33)	P	P	P	P	P	-	-	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Mobile home parks (34)	-	-	C	C	C	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	-	-
Residential accessory building (35)	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-	-	-
Small craft distillery (32, 36)	-	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Specialized senior housing (37)	-	-	-	-	C	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accessory residential uses (38)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Special Needs Housing (39)																								
Assisted Living Facility	-	-	-	-	C	C	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-
Confidential Shelter (40)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	P	-	-
Continuing Care Retirement Community	-	-	-	-	C	C	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-
Emergency Housing	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	-	-	-	-	-	-
Emergency Shelter	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	-	-	-	-	-	-
Enhanced Services Facility	-	-	-	-	-	-	-	-	-	-	C	C	C	C	C	-	C	-	-	-	-	-	-	-

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2	
Hospice Care Center	C	C	C	C	C	C	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nursing Home	-	-	-	-	C	C	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	
Permanent Supportive Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	C	-	-	
Rapid Re-Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	C	-	-	
Transitional Housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	C	-	-	
Type 1 Group Home, adult family home (41)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	C	-	-	
Type 2 Group Home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	C	-	-	
Type 3 Group Home	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	C	-	-	
Type 4 Group Home	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C (42)	C (42)	-	-	-	-	-	-	-	
Type 5 Group Home	-	-	-	-	-	-	-	-	-	-	-	-	C (42)	-	-	-	C (42)	-	-	-	-	-	-	-	
Transportation																									
Parking facilities (surface or structured) (43)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Streets and pedestrian and bicycle facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Transit park and ride lots	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-		P	-	-	
Transit shelter	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-
Utilities																									
Electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations (44)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Electrical distribution substations (45)	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Electrical transmission lines of 115 kV or less and support poles (46)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Electric vehicle battery charging stations (47)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Natural gas or fuels related conveyance facilities; includes gas compressor stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Potable water conveyance facilities (48)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Potable water storage facilities	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Storm water collection and conveyance facilities; includes levees and culverts	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Storm water detention/retention facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Telecommunications earth receiving stations (satellite dishes) (48)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Telecommunications lines, pipes, support poles and related facilities, not including earth receiving stations, personal wireless service, transmission/receiving/relay facilities, or switching facilities (44)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Telecommunications switching facilities	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Telecommunications transmission/receiving/relay facilities (45)	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Water purification and filtration activities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Wastewater conveyance facilities; includes pumping and/or lift stations (48)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Water supply wells and pumping stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C

P: Permitted Use C: Conditional Use “-” Not allowed

- (1) See LMC 18A.40.040(B)(1). Within that portion of the MF3 zoning district located within the Lakewood Station District as designated in the comprehensive plan, and solely in conjunction with multifamily use, four (4) or more units, the following standards shall be required:
 - (a) The commercial use is only permitted on the ground floor of the development.
 - (b) A minimum ratio of four (4) square feet of multifamily use to one (1) square foot of commercial use.
- (2) No person shall keep, have, maintain or protect upon his or her premises, or any premises or lot within the City, any apiary or colony, hive, cluster, or swarm of stinging insects other than bees pursuant to the following provisions included in LMC 18A.40.030(B)(1).
- (3) Activities associated with the growing and harvesting of crops and the operation of plant nurseries and greenhouses shall be controlled so as not to result in adverse impacts on nearby properties. Refer to the provisions included in LMC 18A.40.030(B)(2).
- (4) Commercial accessory uses are secondary permitted residential uses and must adhere to the provisions of LMC 18A.40.040(B)(5).
- (5) Industrial accessory uses are secondary permitted residential uses and must adhere to the provisions of LMC 18A.40.040(B)(6).
- (6) Establishments or places of business engaged in the sales or leasing of motor vehicles, utility trailers, recreational and/or sporting vehicles, commercial vehicles, construction equipment, and heavy equipment subject to compliance with all applicable federal, state, and/or local licensing requirements. Service of vehicles may be permitted as an incidental, and clearly secondary, accessory use. Proposed motor vehicle sales and rental land use types are subject to the requirements of LMC 18A.40.040(B)(8).
- (7) Breweries, small craft distilleries, and wineries may contain retail outlets. See LMC 18A.40.040(B)(2).
- (8) Mixed-use industrial buildings or parks adaptable to multiple use types which primarily serve a number of small- to medium-size tenants, which predominantly require direct access for truck deliveries and have limited or controlled on-site customer service, and which are generally comprised of adaptable open floor space with a delineated office area. May include space within a single or multiple structures. The specific uses permitted in flex space buildings are limited to those uses allowed in the applicable zone classification. See LMC 18A.40.040(B)(7).
- (9) The portion of the building or structure in which animals are treated, trained, or kept shall be soundproofed. Kennels, catteries, animal obedience schools, animal shelters, and veterinary clinics shall be operated in accordance with LMC Title 6, Animals, and LMC 18A.40.030, Agricultural uses. See LMC 18A.40.040(B)(3).

- (10) Animal shelters owned, maintained or operated by a public body, an established humane society, animal welfare society, society for the prevention of cruelty to animals, or other nonprofit organization whose primary mission is the protection and welfare of animals may sell goods and products that enhance the health and comfort of the animals adopted. See LMC 18A.40.040(B)(4).
- (11) Bars and taverns may include brewing equipment. See LMC 18A40.050(B)(1).
- (12) Vendor carts and trucks shall be subject to the conditions of LMC 18A40.050(B)(2).
- (13) These standards are intended to allow for drive-through facilities while reducing the negative impacts they may create. See LMC 18A40.050(B)(3) for the specific requirements. Note that drive-through facilities are not a right; conditions such as size, configuration, or location of the site or existing structures may make it inappropriate to establish a drive-through on a specific property. If that is the case, a drive-through facility may be denied even if it is otherwise allowed in the zoning district.
- (14) Outdoor seating, tables, umbrellas and other appurtenances of outdoor dining may be placed on public sidewalks, provided a minimum sidewalk width of five (5) feet measured to the street side of the sidewalk shall be kept clear for pedestrians. See LMC 18A40.050(B)(4).
- (15) Vendor stands shall be considered permanent structures and shall meet all requirements for such structures. Vendor spaces placed within an existing building shall meet all International Building Code requirements and shall not exceed one thousand (1,000) square feet in total area, including product preparation and seating areas. Vendors shall comply with all applicable state and county health regulations. Evidence of compliance must be conspicuously posted on the vendor stand or space. Vendors are subject to the design standards listed in LMC 18A.70.050(K). See LMC 18A40.050(B)(5).
- (16) RCW 36.70A.200 requires cities to include in their comprehensive plans a process for identifying and siting essential public facilities (EPFs). EPFs are described in the Growth Management Act (GMA) as those facilities which are typically difficult to site, but are needed to support orderly growth and delivery of services. The GMA states that no local comprehensive plan or development regulation may preclude the siting of essential public facilities. See LMC 18A40.060(B)(1).
- (17) Except for special needs housing, existing electrical transmission lines of higher voltage than 115 kV, and military installations, essential public facilities shall require a conditional use permit. In addition to the regular conditional use permit review criteria, the provisions of LMC 18A40.060(B)(2) shall apply.
- (18) See provisions in LMC 18A40.060(B)(4) to (11) for additional facility provisions.
- (19) See provisions in LMC 18A40.060(B)(3) for additional listing criteria for secure community transition facilities.

- (20) Development and operating conditions for maintenance shops and parking/storage areas are subject to LMC 18A.40.070(1).
- (21) Temporary holding cells may include overnight stays. See LMC 18A.40.070(B)(2).
- (22) Family day care and other health and social services which are residential in nature are regulated under LMC 18A.40.110, Residential uses. Adult family homes are regulated under LMC 18A.40.120, Special needs housing. See LMC 18A40.080(B)(1).
- (23) Includes adult and child day care, subject to all state licensing requirements. See LMC 18A40.080(B)(2).
- (24) Day care centers providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site, and day care centers providing care for children and/or adult relatives of employees of a separate business establishment located on the same site, shall be given allowances as per LMC 18A40.080(B)(3) to encourage development of such uses.
- (25) See LMC 18.40.090(B)(1) for additional development and operating conditions for bed and breakfast guest houses.
- (26) See LMC 18.40.090(B)(2) for additional development and operating conditions for short-term vacation rentals.
- (27) Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the restrictions in LMC 18A.40.110(B)(1).
- (28) See LMC 18.40.110(B)(2) for additional development and operating conditions for boarding houses.
- (29) Cottage housing is permitted subject to Chapter 18A.30 LMC, Article III.
- (30) Dormitories, fraternities and sororities shall be permitted as accessory uses to public or private educational institutions or churches. See LMC 18.40.110(B)(4).
- (31) Detached primary dwelling units, or single-family dwelling units, include site-built homes, manufactured homes and modular homes, and are subject to the requirements of LMC 18.40.110(B)(5).
- (32) Family day care is a permitted use, subject to obtaining a state license in accordance with Chapter 74.15 RCW and the requirements of LMC 18.40.110(B)(6).
- (33) Home occupations are permitted subject to LMC 18.40.110(B)(7).
- (34) Mobile and/or manufactured homes are allowed only in mobile/manufactured home parks developed in accordance with LMC 18.40.110(C).
- (35) Residential accessory buildings are subject to LMC 18.40.110(B)(9).

- (36) Small craft distilleries may contract distilled spirits for, and sell distilled spirits to, holders of distillery licenses, manufacturer's licenses and grower's licenses. See LMC 18.40.110(B)(12).
- (37) See special needs housing under LMC 18.40.120.
- (38) Residential accessory uses are secondary, subordinate permitted uses subject to the requirements of LMC 18.40.110(B)(11).
- (39) Special needs housing is subject to the requirements of LMC 18.40.120(C)(2).
- (40) Special accommodations for the residents of domestic violence shelters are provided in LMC 18.40.120(C)(3).
- (41) Adult family homes are permitted, subject to obtaining a state license in accordance with Chapter 70.128 RCW, Chapter 220, Laws of 2020 and LMC 18.40.120(C)(1).
- (42) Only permitted outside Downtown and/or Lakewood Station subareas.
- (43) In the residential zoning districts, parking facilities are permitted only as accessory uses to a principal use as per LMC 18.40.140(B)(1).
- (44) Electrical and telecommunications service lines on individual properties shall be placed underground in conjunction with new development or any construction activity which increases floor area, or, in the case of a remodel which does not increase floor area, has a valuation amounting to more than fifty (50) percent of the assessed value of the structure being remodeled, according to the records of the Pierce County Assessor. See LMC 18.40.150(B)(1).
- (45) Facilities associated with utilities are subject to the design requirements included in LMC 18.40.150(B)(2).
- (46) Support poles for transmission lines shall be designed so as to minimize adverse aesthetic impacts. Electrical transmission lines over 115 kV are classified as essential public facilities, and are regulated under LMC 18A.40.060. See LMC 18.40.150(B)(3).
- (47) Electric vehicle charging stations are permitted as an accessory use to any permitted primary use and shall count towards the required number of parking spaces for said primary use. See LMC 18.40.150(B)(7).
- (48) Aboveground water conveyance facilities and wastewater conveyance facilities shall require a conditional use permit. See LMC 18.40.150(B)(5).
- (49) Telecommunications earth receiving stations (satellite dish antennas) over two (2) feet in diameter shall be screened from view from neighboring properties by location, berms, fences, walls, landscaping, or a combination of these techniques; provided, however, that no screening shall be required which would prevent reception of satellite signals. See LMC 18.40.150(B)(4).

18A.40.060 Essential public facilities.

A. Essential Public Facilities Land Use Table. See LMC 18A.40.060(B) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

Essential Public Facilities	Zoning Classifications																					OSR 1	OSR 2
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI		
Airport (Seaplane) (B)(1)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-
Community and technical colleges, colleges and universities (B)(1) , (B)(2)	-	-	-	-	-	-	-	-	-	-	-	C	-	C	-	-	-	C	-	-	C	-	-
Correctional facilities (B)(1) , (B)(2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	-
Electrical transmission lines of higher voltage than 115 kV, in existing corridors of such transmission lines	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Electrical transmission lines of higher voltage than 115 kV, in new corridors (B)(1) , (B)(2)	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Group home	See LMC 18A.40.120 , Special needs housing																						
In-patient facility including but not limited to substance abuse facility (B)(1) , (B)(2)	-	-	-	-	-	-	-	-	-	-	-	C	-	C	-	-	C	-	-	-	C	-	-
Intercity high-speed ground transportation (B)(1)	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	P	-	-	-	C
Intercity passenger rail service (B)(1)	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	P	-	-	-	C
Interstate Highway 5 (I-5) (B)(1)	-	-	P	-	-	-	P	-	-	-	-	P	P	-	P	P	-	-	-	-	-	P	P
Mental health facility (B)(1) , (B)(2) , (B)(4) through (B)(11)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-
Military installation (B)(1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minimum security institution (B)(1) , (B)(2)	-	-	-	C	C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	C	-	-
<u>Organic materials (OM) management facilities</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
Secure community transition facility (SCTFs) (B)(1) , (B)(2) , (B)(3)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	-	-	-	-	-

Zoning Classifications

Essential Public Facilities	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR 1	OSR 2
Solid waste transfer station (B)(1) , (B)(2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	C	C	C	-	-	-
Sound Transit facility (B)(1)	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	P	-	-	-	C
Sound Transit railroad right-of-way (B)(1)	-	-	-	-	-	-	-	-	-	-	-	P	P	-	P	P	-	-	P	-	-	-	P
Transit bus, train, or other high capacity vehicle bases (B)(1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-
Washington State Highway 512 (B)(1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	P	-	-	-	-
Work/training release facility (B)(1) , (B)(2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	C	-	-	-	-	-	-	-

P: Permitted Use C: Conditional Use “-”: Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection B of this section.

Applications for all uses must comply with all of subsection B of this section’s relevant general requirements.

B. Development and Operating Conditions.

1. RCW 36.70A.200 requires cities to include in their comprehensive plans a process for identifying and siting essential public facilities (EPFs). EPFs are described in the Growth Management Act (GMA) as those facilities which are typically difficult to site, but are needed to support orderly growth and delivery of services. The GMA states that no local comprehensive plan or development regulation may preclude the siting of essential public facilities.
2. Except for special needs housing, existing electrical transmission lines of higher voltage than 115 kV, and military installations, essential public facilities shall require a conditional use permit. In addition to the regular conditional use permit review criteria, the following shall apply:
 - a. Documentation of Need. Project sponsors must demonstrate the need for their proposed EPFs. Included in the analysis of need should be the projected service population, an inventory of existing and planned comparable facilities and projected demand for this type of essential public facility.
 - b. Consistency with Sponsor's Plans. The proposed project should be consistent with the sponsor's own long-range plans for facilities and operations.
 - c. Consistency with Other Plans. The proposal must demonstrate the relationship of the project to local, regional and state plans. The proposal should be consistent with the comprehensive plan and other adopted plans of the prospective host community. In evaluating this consistency, consideration shall be given to urban growth area designations and critical area designations, population and employment holding capacities and targets, and the land use, capital facilities and utilities elements of these adopted plans.
 - d. Relationship of Service Area to Population. With the exception of linear transmission facilities, the facility's service area population should include a significant share of the host community's population, and the proposed site should be able to reasonably serve its overall service area population.
 - e. Minimum Site Requirements. Sponsors shall submit documentation showing the minimum siting requirements for the proposed facility. Site requirements may be determined by the following factors: minimum size of the facility, access, support facilities, topography, geology, and mitigation needs. The sponsor shall also identify future expansion needs of the facility.
 - f. Alternative Site Selection. The project sponsor shall search for and investigate two (2) alternative sites before submitting a proposal for siting review. The proposal shall indicate whether any alternative sites have been identified that meet the minimum site requirements of the facility. The sponsor's site selection methodology will also be reviewed. Where a proposal involves expansion of an existing facility, the documentation shall indicate why relocation of the facility to another site would be infeasible.

- g. Distribution of Essential Public Facilities. In considering a proposal, the City shall examine the overall distribution of essential public facilities within greater Pierce County to avoid placing an undue burden on any one community, especially overburdened communities as defined under RCW 70A.02.010(11).
- h. Public Participation. Sponsors shall encourage local public participation in the development of the proposal, including mitigation measures. Sponsors shall conduct local outreach efforts with early notification to prospective neighbors to inform them about the project and to engage local residents in site planning and mitigation design prior to the initiation of formal hearings. The sponsor's efforts in this regard shall be evaluated.
- i. Consistency with Local Land Use Regulations. The proposed facility shall conform to local land use and zoning regulations that are consistent with the applicable county-wide planning policies. Compliance with other applicable local regulations shall also be required.
- j. Compatibility with Surrounding Land Uses. The sponsor's documentation shall demonstrate that the site, as developed for the proposed project, will be compatible with surrounding land uses.
- k. Proposed Impact Mitigation. The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies), including consideration of overburdened communities. Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures shall be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

3. Additional Siting Criteria for SCTFs.

- a. In no case shall a secure community transition facility (SCTF) be sited adjacent to, immediately across a street or parking lot from, or within the line-of-sight of risk potential activities or facilities in existence at the time a site is listed for consideration. Line-of-sight has been estimated to be six hundred (600) feet from a risk potential activity or facility, which distance has been determined to be the maximum distance at which it is possible to reasonably visually distinguish and recognize individuals. Through the conditional use process, line-of-sight may be considered to be less than six hundred (600) feet if the applicant can demonstrate that visual barriers exist or can be created which would reduce the line-of-sight to less than six hundred (600) feet.
- b. The site or building shall meet all of the security requirements of RCW 71.09.285.
- c. No SCTF may be located within six hundred (600) feet of any residentially zoned property.

4. Additional Siting Criteria for Mental Health Facilities – Purpose. The purpose of the public facilities master plan process is to encourage essential public facilities civic uses on large parcels of land to be developed holistically, with internally compatible uses and physical development and with accommodations made for natural site and environmental conditions, assuring that:
- a. Appropriate provisions are made for water, sanitary sewer, drainage ways, utilities, roadways, emergency services, and any other applicable infrastructure or services;
 - b. Critical areas will be protected;
 - c. Usable open space will be provided;
 - d. Appropriate provisions are made for motorized and nonmotorized transportation circulation, including sidewalks and other planning features that assure safe walking conditions for students who walk to and from school;
 - e. Approval criteria and mitigation measures are established which include general design elements and linkage components; and
 - f. The safety of the general public as well as workers at and visitors to the facility is ensured.

5. Applicability.

A public facilities master plan is required for all essential public facilities civic uses which utilize contiguous parcels of land totaling twenty (20) acres or more and which are zoned Public/Institutional.

Exemption from a Public Facilities Master Plan. A public facilities master plan is not required for installation of portable classrooms as approved by the Director subject to Process Type I administrative action; permitted uses in the PI zoning district; renovations, remodeling and general maintenance, provided there is no expansion in occupiable space greater than one thousand (1,000) square feet of the structure proposed for renovation/remodeling; roof repairs; infrastructure improvements to existing systems (e.g., interior streets; sidewalks; lighting; security equipment; landscaping; and storm water, sewer, water, and power utilities); emergency repairs; and installation of fire/life safety equipment).

6. Uses. Uses not included in an approved public facilities master plan, except those listed in subsection (B)(5) of this section, shall not subsequently be allowed upon the site except by review and approval of an amended public facilities master plan following the same process as establishment of an initial public facilities master plan.

When a new essential public facility civic use is proposed which requires a public facilities master plan or amendment to an existing plan and it is located on the same property or site of an already established essential public facility civic use, the City shall require the project proponent to prepare a compatibility study which, at minimum, contains the following information on a form prescribed by the City:

- a. The purpose of the proposed essential public facility civic use;
 - b. An operational characteristics description of the proposed essential public facility civic use and an operational characteristics description of the existing use or uses;
 - c. An evaluation of the potential effects of the proposed essential public facility civic use upon the existing use or uses;
 - d. An evaluation of the potential effects of the proposed essential public facility civic use upon the adjacent properties;
 - e. An evaluation of the potential effects of the proposed essential public facility civic use upon overburdened communities or at-risk or special needs populations, including but not limited to children and the physically or mentally disabled; and
 - f. Identification of any applicable mitigation measures designed to address any potential effects identified through the evaluation required herein.
7. Previous Permits. A previously adopted public facilities permit issued under Pierce County predating City incorporation, or a previously adopted administrative use or other permit issued pursuant to LMC Title 18 or 18A after City incorporation, may constitute an adopted public facilities master plan for the purposes of fulfilling the requirements herein. Any subsequent amendment(s) sought to an existing public facilities permit shall follow the process for a public facilities master plan.
 8. Process. A public facilities master plan shall be reviewed as a Process Type III permit under LMC 18A.20.080.
 9. Termination and Expiration of Approval. If a condition of approval is violated, or if any provision of this code is violated, the Director may, in his sole discretion, initiate a revocation of the public facilities master plan which shall require a public hearing before and decision by the Hearing Examiner. Nothing in this section shall limit or affect the revocation of building permits, issuance of stop orders or other similar proceedings authorized by this code.

Recognizing that the nature of essential public facilities often requires approval of significant capital appropriations and that the appropriations process may be unpredictable, a public facilities master plan typically would not expire unless and until the slate of projects to be completed thereunder has been substantially completed, and new projects that are not included in the scope of the public facilities master plan are proposed. In such case, the proponent shall undertake an update which shall follow the same process as an initial public facilities master plan.

10. Discontinuance of Public/Institutional and/or Essential Public Facilities Civic Use. When a public/institutional and/or an essential public facilities civic use has been discontinued for a period of six (6) or more months, the use of land and/or structure(s) shall be considered discontinued. In the event of discontinuance, the public/institutional and/or essential public facilities civic use shall be demolished in accordance with the provisions of the International Building Code.

11. Adaptive Reuse. In the event that a public/institutional and/or an essential public facilities civic use is proposed for adaptive reuse, where buildings/structures are repurposed for viable new uses and modern functions, other than those originally intended, to address present-day needs, a public facilities master plan is required. Adaptive reuse does not constitute an exemption from a public facilities master plan as is outlined in subsection (B)(5) of this section. [Ord. 789 § 2 (Exh. A), 2023; Ord. 738 § 2 (Exh. A), 2020; Ord. 726 § 2 (Exh. B), 2019.]

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18A.40.110 Residential uses.

A. Residential Land Use Table. See LMC 18A.40.110(B) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

Residential Land Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	-	-	-	-	P	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Boarding house (B)(2)	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cottage housing (B)(3)	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Foster care facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Co-housing (dormitories, fraternities and sororities) (B)(4)	-	-	-	-	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-
Detached single-family (B)(5)	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-
Three-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-
Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Five- and six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Multifamily, four <u>seven</u> or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-
Family daycare (B)(6)	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Home agriculture	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Home occupation (B)(7)	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile home parks (B)(8)	-	-	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Zoning Classifications

Residential Land Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Residential accessory building (B)(9)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small craft distillery (B)(6) , (B)(12)	-	P	P	P	P	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-
Specialized senior housing (B)(10)	-	-	-	-	C	C	C	C	C	-	-	P	C	C	-	-	-	-	-	-	-
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-

P: Permitted Use C: Conditional Use “-”: Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection B of this section.

Applications for all uses must comply with all of subsection B of this section’s relevant general requirements.

B. Operating and Development Conditions.

1. Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the following restrictions:

a. ~~One (1)~~ Up to two (2) ADUs shall be allowed as ~~an~~ accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit. ADUs shall not be included in the density calculations. A lot shall contain no more than ~~one two (12)~~ ADUs.

~~x. Lots designated with critical areas or their buffers shall be allowed up to one (1) ADU as an accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit.~~

b. An ADU may be established by creating the unit within or in addition to the new or existing principal dwelling, or as a detached unit from the principal dwelling.

c. The ADU, as well as the main dwelling unit, must meet all applicable setbacks, lot coverage, and building height requirements.

d. The size of an ADU contained within or attached to an existing single-family structure shall be limited by the existing structure's applicable zoning requirements. An attached ADU incorporated into a single-family house shall be limited to one thousand (1,000) square feet, excluding garage area. The size of a living space of a detached ADU shall be a maximum of one thousand (1,000) square feet excluding garage.

~~e. An ADU shall be designed to maintain the appearance of the principal dwelling as a single-family residence.~~

f. Wherever practicable, a principal dwelling shall have one (1) entrance on the front, with additional entrances permitted on the side and rear. On corner lots, it is permissible to locate the entry door to the accessory dwelling unit on a street side of the structure other than the street side with the entry door for the principal dwelling unit. The entrance to an attached accessory dwelling unit may be on the front of the house only if (i) it is located in such a manner as to be clearly secondary to the main entrance to the principal dwelling unit; or (ii) it is screened from the street.

g. The design of an attached ADU, including the facade, roof pitch and siding, shall be complementary to the principal dwelling unit, ~~so as not to be obvious from the outside appearance that it is a separate unit from the principal dwelling unit.~~

h. A minimum of one (1) off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal dwelling, pursuant to LMC 18A.80.030(F). Such parking shall consist of a driveway, carport, garage, or a combination thereof, located on the lot they are intended to serve.

i. For lots located within one-quarter (1/4) mile of a Pierce Transit bus route, or one-half (1/2) mile of the Sound Transit Lakewood Station, commuter rail or bus rapid transit stop, or other major transit stop providing fixed route service at intervals of at least

fifteen minutes for at least five hours during weekday peak hours, ~~and also zoned R1, R2, R3, R4, MR1, MR2, MF1, MF2, or TOC,~~ off-street parking ~~for an ADU may shall~~ not be required provided there is adequate street capacity as determined by the Director, ~~and there is curb, gutter, and sidewalk, constructed to City standards, adjoining the lot where an ADU is proposed. Parking may be required~~ Adequate street capacity is present if the ADU is in an area with ~~a lack of~~ access to street parking capacity, no physical space impediments, ~~or and no~~ other reasons to ~~support~~ indicate that on-street parking is infeasible for the ADU.

- j. Any legally constructed accessory building existing prior to the effective date of the ordinance codified in this title may be converted to an accessory dwelling unit, provided the living area created within the structure does not exceed one thousand (1,000) square feet, excluding garage area.

~~k. Where the residential accessory building is detached from an existing single-family structure, the building height shall be limited to twenty four (24) feet.~~

- l. If a structure containing an ADU was created without a building permit that was finalized, the City shall require a building inspection to determine if the structure is sound, will not pose a hazard to people or property, and meets the requirements of this section and building code. The ADU application fee will cover the building inspection of the ADU.

x. Discrete ownership of an ADU may be created through the residential binding site plan and/or condominium declaration process pursuant to Chapter 17.30 LMC and Chapter 64.34 RCW as applicable.

2. Standards – Boarding House.

- a. Parking Requirements. At a minimum, there must be one (1) off-street parking stall per occupant, or 0.75 space per room if the lot is within one-quarter (1/4) mile of a commuter rail or bus rapid transit stop. An owner may reduce the off-street parking requirement if an affidavit is signed that an occupant does not own a vehicle.
- b. Solid Waste Management Regulations.
 - i. All occupied units shall have minimum garbage service as prescribed by the City pursuant to LMC Title 13.
 - ii. The owner is responsible to provide each occupant with the solid waste collection schedule and that schedule is to be posted within the unit as approved by the City.
- c. International Property Maintenance Code. Pursuant to LMC Title 15, International Property Maintenance Code occupancy requirements are applicable to a boarding house regardless of the number of individuals living in the residence.
- d. Amortization Schedule. Existing boarding houses have until December 31, 2015, to become compliant with the regulations outlined in this title and LMC Title 5 as it pertains to boarding house.

- e. Additional Standards. The following additional standards are required to be met for any boarding house housing over four (4) unrelated individuals excluding Types 1, 2, 3, 4, and 5 Group Homes in LMC 18A.10.040; hotels and motels as defined in LMC 18A.10.040; and excluding state-licensed foster homes, in addition to the criteria for a conditional use permit under Chapter 18A.30 LMC, Article II.
 - i. Adequate living space based on the International Residential Code standards will be taken into account when a request for more than four (4) unrelated individuals is requested.
 - ii. A designated property manager that is available twenty-four (24) hours a day, seven (7) days a week, is required.
 - iii. The request for more than four (4) unrelated individuals will not adversely impact the surrounding community.
 - iv. General Business License Required. A boarding house falling under this subsection is deemed a business activity and is subject to the requirements of Chapter 5.02 LMC.
 - v. The applicant must adhere to the provisions of the City's noise control regulations found in Chapter 8.36 LMC.
- 3. Cottage housing is permitted subject to Chapter 18A.30 LMC, Article III.
- 4. Dormitories, fraternities and sororities shall be permitted as accessory uses to public or private educational institutions or churches.
- 5. Detached primary dwelling units, or single-family dwelling units, include site-built homes, manufactured homes and modular homes.
 - a. All detached single-family dwellings (including manufactured homes) located in residential zones shall meet all of the following criteria:
 - i. May not have previously had a title granted to a retail purchaser and may not be a used mobile home as defined by RCW 82.45.032(2), now or hereafter amended.
 - ii. Be built to meet or exceed the standards established by 42 U.S.C. Chapter 70 – Manufactured Home Construction and Safety Standards, now or hereafter amended.
 - iii. Be thermally equivalent or better to that required by the state energy code for new residential structures, now or hereafter amended.
 - iv. Be set on and securely attached to a permanent foundation as specified by the manufacturer.
 - v. Proof of title elimination per the Pierce County Auditor identified process is required prior to manufactured housing building occupancy.

- vi. Be connected to required utilities that include plumbing, heating and electrical systems.
 - b. All single-family dwellings (including manufactured homes) shall comply with the following siting and design standards unless sited within manufactured/mobile home parks:
 - i. The design and construction of the foundation must meet the requirements of the International Building Code, now or hereafter amended.
 - ii. The gap from the bottom of the structure to the ground, around the entire perimeter of the structure, shall be enclosed by concrete or other concrete product as approved by the building official, which may or may not be load-bearing.
 - iii. Modular homes on individual lots shall incorporate design features of typical site-built homes including but not limited to modulation, articulation, sloped roofs, and wood siding or siding of a material which imitates wood.
6. Family day care is a permitted use, subject to obtaining a state license in accordance with Chapter 74.15 RCW and the following:
 - a. Compliance with all building, fire, safety, health code, and City licensing requirements;
 - b. Conformance to lot size, setbacks, building coverage, hard surface coverage, and other design and dimensional standards of the zoning classification in which the home is located;
 - c. Certification by the office of child care policy licensor that a safe passenger loading area, if necessary, is provided.
7. Home occupations are permitted subject to the following:
 - a. The home occupation shall be subordinate to the primary use of the premises as a dwelling unit.
 - b. All activities of the home occupation shall be conducted indoors.
 - c. The business shall be conducted by a member of the family residing within the primary residential premises plus no more than one (1) additional person not residing in the dwelling unit.
 - d. Home occupations may have on-site client contact subject to the following limitations:
 - i. All the activities of the home occupation shall take place inside the primary residential structure or accessory building;
 - ii. The home occupation shall generate no more than two (2) vehicle trips per hour to the licensed residence; and

- iii. The home occupation shall not create a public nuisance.
 - e. The following activities shall be prohibited:
 - i. Automobile, truck, boat and heavy equipment repair;
 - ii. Auto or truck body work or boat hull and deck work;
 - iii. Parking and storage of heavy equipment;
 - iv. Storage of building materials for use on other properties;
 - v. Painting or detailing of autos, trucks, boats, or other items;
 - vi. The outside storage of equipment, materials or more than one (1) vehicle related to the business;
 - vii. Vehicles larger than ten thousand (10,000) pounds gross weight operated out of the premises or parked on the property or on adjacent streets; and
 - viii. Taxicab, van shuttle, limousine or other transportation services, except for office activities; provided all other requirements of this subsection concerning home occupations are met.
 - f. Home occupations shall not be allowed in accessory buildings within the rear yard setback.
 - g. Home occupations in accessory buildings shall not permit noise to intrude into another residential property at a level at or above forty-five (45) decibels outside the hours of 7:00 a.m. through 6:00 p.m. Monday through Friday, and 9:00 a.m. through 5:00 p.m. on Saturday.
 - h. Home occupations are required to obtain a City business license.
8. Mobile and/or manufactured homes are allowed only in mobile/manufactured home parks developed in accordance with subsection (C) of this section.
9. Residential Accessory Building.
- a. The maximum height for residential accessory buildings shall be twenty-four (24) feet.
 - b. Detached residential accessory structures which are less than one hundred twenty (120) square feet in size and not higher than ten (10) feet, including garden sheds or greenhouses or combination of both; children's play equipment; arbors; and gazebos, when placed in a rear half of the lot shall have a minimum three (3) foot setback.

Attached accessory structures shall meet the same setbacks as the main building.

- c. Pools, hot tubs, and similar accessory structures may not be located in the rear or interior yard setbacks.

- d. Vehicle covers and other storage structures that are composed of pipes or poles with a fabric, plastic or other type of cover on the top of the framework are required to meet the development standards for the applicable zoning district, including lot coverage limitations and setback requirements. If the covering on such a structure is metal, wood, hard plastic or other rigid material and the structure exceeds one hundred twenty (120) square feet in size, a building permit is required for the structure. If the structure is used for recreational, sporting or utility vehicle storage, the storage requirements of LMC 18A.60.160, including a parking pad and screening, must be met. Fabric, vinyl, flexible plastic or other membrane material may be utilized to enclose the sides of the structure only if the structure is specifically designed and used for vehicle storage. Such enclosed structures are not exempt from the screening requirements of LMC 18A.60.160. Except as noted above, general storage is prohibited in tents, yurts or other tent-like structures.
- e. Railroad cars, shipping containers, and semi-truck trailers shall not be placed or maintained in any single-family residential, mixed residential, or multifamily residential zoning district. Modified shipping containers or cargo containers approved for use as part of residential construction shall comply with criteria included in LMC 18A.10.180 under "Cargo containers."

10. See LMC 18A.40.120, Special needs housing.

11. Residential accessory uses are secondary, subordinate permitted uses and include the following:

- a. Private docks and mooring facilities as regulated by applicable shoreline management regulations.
- b. Attached carports or garages for the sole use of occupants of premises and their guests, for storage of personal household goods and motor, recreational, and sporting vehicles.
- c. Detached carports or garages are allowed in conjunction with an approved access and driveway.
- d. Other accessory buildings and structures such as hobbyist greenhouses and storage buildings for personal household goods and yard maintenance equipment, but excluding accessory dwelling units, are allowed.
- e. Outdoor storage of one (1) recreational/sporting/utility vehicle, subject to LMC 18A.60.160.
- f. Minor maintenance of a vehicle owned by a resident or a relative of a resident of the site on which the activity is performed, where the activity is not performed for pay or the exchange of goods or services, and subject to the provisions of LMC 18A.60.180.
- g. Hobbyist crop or flower gardens which are noncommercial and serve one (1) or more neighborhood homes on an informal, cooperative basis.

- h. "Pea patch" or community gardens, "tot lots," private parks and open space set-asides. May include private, on-site composting facility with less than ten (10) cubic yards' capacity.
 - i. On-site underground fuel storage tanks to serve a residential use.
 - j. Antennas and satellite dishes for private telecommunication services.
 - k. Decks and patios.
 - l. Noncommercial recreational facilities and areas, indoor and outdoor, including swimming pools and tennis courts, for exclusive use by residents and guests.
 - m. On-site soil reclamation in accordance with state regulations.
 - n. Retaining walls, freestanding walls, and fences.
 - o. Yard sales.
 - p. Continuation of equestrian uses, which are accessory to a single-family dwelling, already legally existing within the zone at the time of adoption of this title. Maintenance, repair and replacement of existing equestrian structures shall be permitted.
12. Small craft distilleries may contract distilled spirits for, and sell distilled spirits to, holders of distillery licenses, manufacturer's licenses and grower's licenses.
13. Conditions for Foster Care Facilities. Foster care facilities, including foster family homes and group-care facilities, must comply with Chapter 74.15 RCW and hold a business license as required thereunder.

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18A.40.120 Special needs housing.

- A. Intent. It is found and declared that special needs housing facilities are essential public facilities which provide a needed community service. Public health and safety require that these facilities be subject to certain conditions.

B. Special Needs Housing Table. See subsection C of this section for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts. See Chapter 18A.50 LMC, Article III, for the emergency housing and emergency shelter overlay (EHESO) district map.

Zoning Classifications

Description(s)	R1, R2, R3, R4	MR1, MR2	MF1, MF2, MF3	ARC, NC1, NC2	TOC, CBD	C1, C2, C3	IBP, I1, I2	OSR1, OSR2	PI	ML, CZ, AC1, AC2
Assisted Living Facility	P	EP	P	P	P	P	-	-	-	-
Confidential Shelter (C)(53)	P	P	P	P	P	-	-	-	P	-
Continuing Care Retirement Community	-	EP	P	P	P	P	-	-	-	-
Emergency Housing (1)	-	-	-	-	P	P	-	-	-	-
Emergency Shelter (1)	-	-	-	-	P	P	-	-	-	-
Enhanced Services Facility	-	-	-	C	C	C (C2 zone only)	-	-	-	-
Hospice Care Center	C	C	P	-	-	-	-	-	-	-
Nursing Home	-	C	P	P	P	P	-	-	-	-
Permanent Supportive Housing	P	P	P	P	P	P	-	-	C	-
Rapid Re-Housing	P	P	P	P	P	-	-	-	C	-
Transitional Housing	P	P	P	P	P	P	-	-	C	-
Type 1 Group Home, adult family home (C)(1)	P	P	P	P	P	-	-	-	C	-
Type 2 Group Home	P	P	P	P	P	-	-	-	C	-
Type 3 Group Home	-	C	C	C	C	-	-	-	C	-
Type 4 Group Home	-	-	-	-	-	C (C1 and C2 zones outside Station District Subarea only)	-	-	-	-

Description(s)	Zoning Classifications									
	R1, R2, R3, R4	MR1, MR2	MF1, MF2, MF3	ARC, NCI, NC2	TOC, CBD	C1, C2, C3	IBP, I1, I2	OSR1, OSR2	PI	ML, CZ, AC1, AC2
Type 5 Group Home	-	-	-	C (NC2 zones outside Downtown and Station District Subareas only)	-	C (C2 zones outside Station District Subarea only)	-	-	-	-

P: Permitted Use C: Conditional Use - : Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection C of this section.

Applications for all uses must comply with all of subsection C of this section's relevant general requirements.

C. Development and Operating Conditions.

1. Adult Family Homes. Adult family homes are permitted, subject to obtaining a state license in accordance with Chapter 70.128 RCW, Chapter 220, Laws of 2020 and the following:
 - a. Compliance with all building, fire, safety, health code, and City licensing requirements;
 - b. Conformance to lot size, setbacks, building coverage, hard surface coverage, and other design and dimensional standards of the zoning classification in which the home is located.
2. Development Conditions for Special Needs Housing.
 - a. Applications for special needs housing facilities shall be processed in accordance with the standard procedures and requirements as outlined in Chapter 18A.20 LMC, Article I, and with the following additional requirements:
 - i. Required Submittals. Applications for special needs housing for special needs housing facilities are public records and shall include the following:
 - (a) A land use permit application containing all of the required information and submissions set forth in Chapter 18A.20 LMC, Article I;
 - (b) A copy of any and all capital funding grants or award contracts related to the construction of a new structure or conversion of an existing structure to operate as a special needs housing facility;
 - (c) Written documentation from the applicant agreeing to hold a public informational community meeting within four (4) weeks, but no sooner than two (2) weeks, from the time of application. The purpose of the community meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed facility.

The community meeting should acquaint the neighbors of the proposed facility with the operators and provide for an exchange of information about the proposal, including the goals, mission, and operation and maintenance plans for the proposed facility; the background of the operator, including their capacity to own, operate, and manage the proposed facility. The meeting is also an opportunity for the community to make the operator aware of the characteristics of the surrounding community and any particular issues or concerns.

The applicant shall provide written notification of the meeting to the appropriate neighborhood council, qualified neighborhood and community organizations, and to the owners of property located within three hundred (300) feet of the project site.

If the use is proposed in an existing facility, the community meeting shall be held following an inspection of the existing facility per subsection (C)(2)(a)(i)(d) of this section.

(d) Written request from the applicant to the Fire Marshal and Building Official for an inspection of an existing facility to determine if the facility meets the building and fire code standards for the proposed use. The purpose of this inspection is not to ensure that a facility meets the applicable code requirements or to force an applicant to bring a proposed facility up to applicable standards prior to application for a permit, but instead is intended to ensure that the applicant, the City, and the public are aware, prior to making application, of the building modifications, if any, that would be necessary to establish the use.

(e) An operation plan that provides per subsection (C)(5)(b)(i)(c)(iii) of this section information about the proposed facility and its programs, per the requirements of the Community and Economic Development Department.

ii. Participation in HMIS. All special needs housing facilities should participate in the Pierce County homeless management information system (HMIS).

3. Development Application Process – Residents of Domestic Violence Shelters – Special Accommodations. The Director may grant special accommodation to individuals who are residents of domestic violence shelters in order to allow them to live together in single-family dwelling units subject to the following:

a. An application for special accommodation must demonstrate to the satisfaction of the Director that the needs of the residents of the domestic violence shelter make it necessary for the residents to live together in a group of the size proposed, and that adverse impacts on the neighborhood from the increased density will be mitigated.

b. The Director shall take into account the size, shape and location of the dwelling unit and lot, the building occupancy load, the traffic and parking conditions on adjoining and neighboring streets, the vehicle usage to be expected from residents, staff and visitors, and any other circumstances the Director determines to be relevant as to whether the proposed increase in density will adversely impact the neighborhood.

c. An applicant shall modify the proposal as needed to mitigate any adverse impacts identified by the Director, or the Director shall deny the request for special accommodation.

d. A grant of special accommodation permits a dwelling to be inhabited only according to the terms and conditions of the applicant's proposal and the Director's decision. If circumstances materially change or the number of residents increases, or if adverse impacts occur that were not adequately mitigated, the Director shall revoke the grant of special accommodation and require the number of people in the dwelling to be reduced to six (6) unless a new grant of special accommodation is issued for a modified proposal.

- e. A decision to grant special accommodation is a Process Type I action. The decision shall be recorded with the Pierce County Auditor.
4. Development Registration Process of Existing Special Needs Housing. The state intends to regularly allocate a number of people the City should expect to accommodate in special needs housing. To ensure that the City is aware of the existing special needs housing operating within the City, those operating special needs housing prior to the effective date of the ordinance codified in this title shall register with the Community and Economic Development Department within one (1) year after the effective date of the ordinance codified in this title. Such registration shall be in a form provided by the Community and Economic Development Department and shall include the following information:
- a. The type of facility;
 - b. The location of the facility;
 - c. The size of the facility, including the number of clients served and number of staff; and
 - d. Contact information for the facility and its operator.
5. General Development and Operating Conditions – Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Development and Operation Conditions.
- a. Purpose and Applicability.
 - i. The purpose of this section is to establish reasonable standards for the safe operation and appropriate siting of emergency housing, emergency shelter, permanent supportive housing, and transitional housing facilities within the City of Lakewood, so as to protect public health and safety for both facility residents and the broader community. This section does not include regulations for foster care facilities or group homes.
 - ii. Supportive housing facilities are allowed in all residential districts, provided they are of a similar scale as surrounding development (e.g., lot coverage, setbacks, impervious surface requirements, building height, etc.) ~~As the needs of residents increase and/or the size of the facilities increase, such facilities should be located within areas of the City that allow increasing intensity of use and are in proximity of services in accordance with state law.~~
 - b. Performance Standards.
 - i. General Requirements for Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Operations and Development Conditions.
 - (a) General.

- (i) When a site includes more than one (1) type of facility, the more restrictive requirements of this section shall apply.
- (ii) Each facility application will be reviewed through the Type 1 administrative permit review process in Chapter 18A.20 LMC. In considering whether the permit should be granted, the Director shall use the requirements in this code to consider the effects on the health and safety of facility residents and the neighboring communities.
- (iii) All facilities shall comply with all federal, state, county and local requirements to ensure housing safety and habitability. See, e.g., the Pierce County, WA Homeless Housing Program Policy and Operations Manual Chapters 5, 6, 7, and 8.
- (iv) All facilities are subject to the business license requirements under Chapter 5.02 LMC as applicable.
- (v) All facilities must comply with the Building and Construction Code under LMC Title 15. All facilities must also comply with the relevant provisions of LMC Title 18A and with LMC Title 18B or 18C if applicable.
- (vi) All facilities must comply with the provisions of crime prevention through environmental design (CPTED) under LMC 18A.60.090, 18B.500.530 or 18C.500.530 as applicable and permitted under state law; ~~provided, however, that existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to comply with CPTED unless the relevant structural elements of the building are being altered as part of the conversion.~~
- (x) Existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to comply with CPTED requirements unless the relevant structural elements of the building are being altered as part of the conversion.

(b) Site and Transit.

- (i) Facilities shall match the bulk and scale of residential uses allowed in the zone where the facility is located.
- (ii) Exterior lighting must comply with LMC 18A.10.135.8 and 18A.60.095.
- (iii) The minimum number of off-street parking spaces required for each facility will be determined by the Director through the approval process per Chapter 18A.80 LMC, Chapter 18B.600 LMC, or Chapter 18C.600 LMC and taking into consideration factors such as the potential number of residents, site constraints, and impact on the surrounding neighborhood.

(iv) A description of transit, pedestrian, and bicycle access from the subject site to services must be provided at time of application by the sponsor and/or managing agency.

(c) Facility Operations.

(i) The sponsor or managing agency shall comply with all relevant federal, state, and local laws and regulations. The facility is subject to inspections by local agencies and/or departments to ensure such compliance and shall implement all directives resulting therefrom within the specified time period.

(ii) Service providers must provide on-site supervision of facilities and program participants at all times, unless providers demonstrate in the operations plan that another level of supervision will be effective in keeping residents and the public healthy and safe.

(iii) The sponsor or managing agency must provide the City with an operation plan at the time of the application per subsection (C)(2)(a)(i)(d) of this section that adequately addresses the following elements:

(A) Name and contact information for key staff;

(B) Roles and responsibilities of key staff;

(C) Site/facility management, including security policies and an emergency management plan;

(D) Site/facility maintenance;

(E) Occupancy policies, to the degree legally applicable, including resident responsibilities and a code of conduct that address, at a minimum, the use or sale of alcohol and illegal drugs, threatening or unsafe behavior, and weapon possession;

(F) Provision for human and social services, including staffing plan, credentials or certification, and outcome measures;

(G) Outreach with surrounding property owners and residents and ongoing good neighbor policy; and

(H) Procedures for maintaining accurate and complete records.

(iv) Sponsors or managing agencies shall provide the City with accurate, written documentation demonstrating that the agency has applicable experience providing similar services to people experiencing homelessness.

(v) Sponsors or managing agencies shall provide the City with accurate, written documentation demonstrating that the agency has a stable funding source for the facility and any on-site or off-site human and social services offered as part of the operations plan.

ii. Special Conditions for Emergency Housing and Emergency Shelters. In addition to the requirements under subsection (C)(5)(b)(i) of this section, emergency housing and emergency shelters are required to comply with the following:

(a) Facility Standards.

(i) No ~~special needs housing~~ emergency housing or emergency shelter may be located within an eight hundred eighty ~~one thousand (1,000)~~ 880 foot radius of another property with emergency housing or an emergency shelter unless sponsored by the same governmental, religious, or not-for-profit agency.

(ii) Emergency housing and emergency shelters must meet all federal, state, county and local requirements to ensure housing safety and habitability, including occupancy requirements under the fire code.

~~(ii) In residential zones, no more than one (1) adult bed per two hundred fifty (250) square feet of floor area is allowed per facility. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.~~

~~(iii) In all other zones, no more than one (1) adult bed per thirty five (35) square feet of floor area is allowed per facility.~~

(b) Facility Operations.

(i) Trash receptacles must be provided in multiple locations throughout the facility and site. A regular trash patrol in the immediate vicinity of the site must be provided.

(ii) No children under the age of eighteen (18) are allowed to stay overnight in the facility, unless: the child is emancipated consistent with Chapter 13.64 RCW; accompanied by a parent or guardian; or the facility is licensed to provide services to this population. If a nonemancipated child under the age of eighteen (18) without a parent or guardian present attempts to stay in a facility not specifically licensed for providing housing to youth, the sponsor and/or managing agency shall immediately contact Child Protective Services and actively endeavor to find alternative housing for the child.

(iii) No person under sex offender registration requirements can receive services from a provider, unless providing such services is consistent with the laws, regulations, and/or supervisory requirements related to such persons.

(c) Facility Services.

(i) Residents shall have access to the following services on site; if not provided on site, transportation shall be provided:

(a) For all facilities, medical services, including mental and behavioral health counseling.

- (b) For emergency housing facilities, access to resources on obtaining permanent housing and access to employment and education assistance.
 - (c) For emergency shelter facilities, substance abuse assistance.
 - (ii) All functions associated with the facility, including adequate waiting space, must take place within a building or on the site proposed to house the facility.
 - (iii) Facilities serving more than five (5) residents shall have dedicated spaces for residents to meet with service providers.
 - (iv) The sponsor or managing agency shall coordinate with the homelessness service providers for referrals to their program and with other providers of facilities and services for people experiencing homelessness to encourage access to all appropriate services for their residents.
- iii. Special Conditions for Permanent Supportive and Transitional Housing. In addition to the requirements under subsection (C)(5)(b)(i) of this section, permanent supportive housing and transitional housing are required to comply with the following:
- (a) Facility Standards.
 - (i) In residential zones, individual facilities ~~shall not have more than eighty (80) dwelling units and~~ are subject to the density standards of residential uses allowed in the zone where the facility is located. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.
 - (b) Facility Services.
 - (i) All residents shall have access to appropriate cooking and hygiene facilities.
 - (ii) Facilities serving more than five (5) dwelling units shall have dedicated spaces for residents to meet with service providers.
 - (iii) Residents shall have access to the following services on site or shall be provided transportation to such services by the sponsor or managing agency:
 - (a) Medical services, including mental and behavioral health counseling.
 - (b) Employment and education assistance.
6. Abandonment of Special Needs Housing Use. Any existing special needs housing facility that is abandoned for a continuous period of one (1) year or more shall not be permitted to be reestablished, except as allowed in accordance with the standards and requirements for establishment of a new facility. [Ord. 789 § 2 (Exh. A), 2023; Ord. 738 § 2 (Exh. A), 2020; Ord. 726 § 2 (Exh. B), 2019.]

Chapter 18A.50 OVERLAY DISTRICTS

Sections:

- 18A.50.005 Definitions.**
- Article I. Flood Hazard Overlay (FHO)**
 - 18A.50.010 Purpose.**
 - 18A.50.020 Applicability.**
 - 18A.50.030 Administration.**
 - 18A.50.040 Alteration of water courses.**
 - 18A.50.050 Interpretation of FIRM boundaries.**
 - 18A.50.060 Variances – Flood hazard overlay.**
 - 18A.50.070 Provisions for flood hazard reduction.**
 - 18A.50.080 Allowable activities within the Regulatory Floodplain.**
- Article II. Senior Housing Overlay (SHO)**
 - 18A.50.110 Purpose.**
 - 18A.50.120 Applicability.**
 - 18A.50.130 Provisions.**
 - 18A.50.140 Monitoring.**
- Article III. Sexually Oriented Businesses Overlay (SOBO)**
 - 18A.50.210 Purpose and intent.**
 - 18A.50.220 Applicability.**
 - 18A.50.230 Definitions.**
 - 18A.50.240 Findings and legislative record.**
 - 18A.50.250 Sexually oriented business overlays (SOBOS) created.**
 - 18A.50.260 Sexually oriented business location within SOBOS.**
 - 18A.50.270 Processing of applications for licenses and permits.**
 - 18A.50.280 Conforming and nonconforming sexually oriented businesses.**
 - 18A.50.290 Notice to nonconforming sexually oriented business land uses.**
 - 18A.50.300 Expiration of nonconforming status.**
 - 18A.50.310 Notice and order.**
 - 18A.50.320 Provision for conformance.**
 - 18A.50.330 Prohibition and public nuisance.**
- Article IV. Lakewood Overlay Districts Map**

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Article I. Flood Hazard Overlay (FHO)

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Article II. Senior Housing Overlay (SHO)

...

Article III. Sexually Oriented Businesses Overlay (SOBO)

...

Article XX. Transit (T)

18A.50.XXX Purpose.

To provide additional density in locations with frequent transit service to encourage the use of multimodal transportation options, the Comprehensive Plan defines an overlay area where additional density is allowed close to major transit stops, defined as within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit.

18A.50.XXX Applicability.

This article applies at the developer's discretion to land use applications for duplexes and multifamily housing in Residential (R) zoning districts generally within one-quarter (1/4) mile of major transit stops as defined above. The Council has the discretion of changing the boundaries of the overlay to consider access to transit stops and consistency of the boundaries of the overlay.

18A.50.XXX Provisions.

- A. For lots located within the Transit Overlay, additional development densities of at least four (4) units per lot are allowed as a maximum base density as per the provisions of RCW 36.70A.635(1)(a)(ii) and LMC 18A.60.030.
- B. The timing of updates to the Transit Overlay under the Comprehensive Plan and Municipal Code may be managed under LMC 18A.30.090(A).

Article ~~IV~~XX. Lakewood Overlay Districts Map

[MAP INCLUDED]

[Ord. 726 § 2 (Exh. B), 2019.]

Chapter 18A.60 SITE PLANNING AND GENERAL DEVELOPMENT STANDARDS

Sections:

- 18A.60.005 Definitions.
- 18A.60.010 Purpose.
- 18A.60.020 Interpretation of tables.
- 18A.60.030 Residential area and dimensions.
- 18A.60.040 Commercial area and dimensions.
- 18A.60.050 Industrial area and dimensions.
- 18A.60.060 Military lands area and dimensions.
- 18A.60.070 Open space area and dimensions.
- 18A.60.080 Public/institutional.
- 18A.60.090 General standards.
- 18A.60.095 Outdoor lighting code.
- 18A.60.100 Building transition area.
- 18A.60.110 Density standards.
- 18A.60.120 Height standards.
- 18A.60.130 Street improvements.
- 18A.60.140 Concurrency.
- 18A.60.150 Gated residential subdivisions.
- 18A.60.160 Outdoor storage of recreational, utility and sporting vehicles accessory to residential uses.
- 18A.60.170 Parking of commercial vehicles accessory to residential uses.
- 18A.60.180 Vehicle service and repair accessory to residential uses.
- 18A.60.190 Outdoor storage and commercial yard surfacing standards.
- 18A.60.195 Storage container standards.
- 18A.60.200 Standards for uses and accessory uses not otherwise listed.

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18A.60.030 Residential area and dimensions.

A. Development Standards Table.

	Zoning Classifications								
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3
Density (units per acre)	<u>7.0 / 3.5 /</u>	<u>10.3 / 5.2 /</u>	<u>23.3 / 11.7 /</u>	<u>30.6 / 15.3 /</u>	<u>22</u>	<u>35</u>			
(B)(1)	1.8	2.6	5.9	7.7	8.7-DUA	14.6-DUA	22-DUA	35-DUA	54-DUA
	1.45-DUA	2.2-DUA	4.8-DUA	6.4-DUA					

Zoning Classifications

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3
Lot size	25,000 GSF	17,000 GSF	7,500 GSF	5,700 GSF	5,000 GSF /unit <u>No minimum lot size</u>	3,000 GSF /unit <u>No minimum lot size</u>	No minimum lot size	No minimum lot size	No minimum lot size
Building coverage	35%	35%	45%	50%	55%	60%	60%	60%	60%
Impervious surface	45%	45%	60%	70%	70%	75%	70%	70%	70%
Front yard/street setback	25 feet	25 feet	10 feet	10 feet	5 feet	5 feet	15 feet	15 feet	15 feet
Garage/carport setback	30 feet	30 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Principal arterial and state highway setback	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Rear yard setback	20 feet	20 feet	10 feet	10 feet	5 feet	5 feet	15 feet	15 feet	15 feet
Interior setback	8 feet	8 feet	5 feet	5 feet	Attached units: 0 feet; Detached units: 5 feet	Attached units: 0 feet; Detached units: 5 feet	8 feet	8 feet	8 feet
Building height	35 feet	35 feet	35 feet	35 feet	35 feet	50 feet	45 feet	65 feet	80 feet
Design	Design features shall be required as set forth in Chapter 18A.70 , Article I.								
Landscaping	Landscaping shall be provided as set forth in Chapter 18A.70 , Article II.								
Tree Preservation	Significant tree identification and preservation and/or replacement shall be required as set forth in LMC 18A.70.300 through 18A.70.330 .								
Parking	Parking shall conform to the requirements of Chapter 18A.80 .								
Signs	Signage shall conform to the requirements of Chapter 18A.100 .								

B. Specific Development Conditions.

1. Residential (R) Maximum Density

a. Maximum density requirements for Residential (R) zoning districts are listed as three figures, which are interpreted as follows:

- i. The first number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots where additional affordable units are provided according to LMC 18A.90.XXX or is located within the Transit Overlay as defined in Article XX Chapter 18A.50 LMC, and do not include critical areas or their buffers as defined under Title 14 LMC.**
- i. The second number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that do not include critical areas or their buffers.**
- ii. The third number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that include critical areas or their buffers.**

b. For all Residential (R) zoning districts, a minimum of two (2) housing units per lot (excluding accessory dwelling units) are allowed on all lots that meet minimum lot size requirements and do not include critical areas or their buffers, or four (4) housing units per lot where additional affordable units are provided according to LMC 18A.90.XXX or additional units are permitted in locations close to a major transit stop under Article XX Chapter 18A.50 LMC.

BC. Tree Preservation Incentives.

1. The Director may reduce a rear yard and/or side yard building setback to compensate for significant or heritage tree preservation; provided, that the setback is not reduced more than five (5) feet, is no closer to the property line than three (3) feet, is the minimum reduction required for tree preservation, and complies with LMC 18A.60.100, Building transition area.
2. The Director may increase the amount of allowable impervious surface by five (5) percent to compensate for the preservation of a significant or heritage tree. [Ord. 794 § 2 (Exh. A), 2023; Ord. 775 § 1 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

18A.60.040 Commercial area and dimensions.

A. Development Standards Table.

	Zoning Classifications							
	ARC	NC1	NC2	TOC	CBD	C1	C2	C3
Density (units per acre)	15-DUA	22-DUA	35-DUA	80 54-DUA	80 54-DUA			
Lot size	The minimum lot size for the ARC zoning district is 5,000 gross square feet (GSF), plus 2,750 GSF for each dwelling unit over 1 unit, where applicable.				There is no minimum established lot size for the commercial zoning districts. Proposed uses and their associated densities within these zoning districts, and the applicable community design standards shall be used to establish the minimum lot size for a project.			
Lot coverage	All building coverage and impervious surface maximums stated herein may be reduced at the time they are applied, because of storm water requirements. The maximum lot coverage standards for the commercial zoning districts shall be as follows:							
Building coverage	50%	70%	80%	100%	100%	100%	100%	100%
Impervious surface	60%	80%	90%	100%	100%	100%	100%	100%
Setbacks	The minimum yard setbacks for the commercial zoning districts shall be as follows, except where increased setbacks due to landscaping and building/fire code requirements apply:							
Front yard/street setback	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet
Garage/carport setback	20 feet	20 feet	20 feet	0 feet	0 feet	0 feet	0 feet	0 feet
Rear yard setback	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet
Interior setback	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet
Building height	40 feet	50 feet	60 feet	90 feet	90 feet	60 feet	60 feet	60 feet
Design	Design features shall be required as set forth in Chapter 18A.70 LMC, Article I.							

Zoning Classifications

	ARC	NC1	NC2	TOC	CBD	C1	C2	C3
Landscaping	Landscaping shall be provided as set forth in Chapter 18A.70 LMC, Article II.							
Tree Preservation	Significant tree identification and preservation and/or replacement shall be required as set forth in LMC 18A.70.300 through 18A.70.330 .							
Parking	Parking shall conform to the requirements of Chapter 18A.80 .							
Signs	Signage shall conform to the requirements of Chapter 18A.100 LMC.							

B. Tree Preservation Incentives.

1. The Director may increase the amount of allowable impervious surface by five (5) percent to compensate for the preservation of a significant or heritage tree. [Ord. 775 § 1 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

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Chapter 18A.70 COMMUNITY DESIGN, LANDSCAPING, AND TREE PRESERVATION

Sections:

18A.70.005	Definitions.
Article I.	Community Design
18A.70.010	Purpose.
18A.70.020	Applicability.
18A.70.030	Administration.
18A.70.040	Specific uses design standards.
18A.70.050	Special uses design standards.
Article II.	Landscaping
18A.70.100	Purpose.
18A.70.110	Applicability.
18A.70.120	Exceptions.
18A.70.130	Plan requirements.
18A.70.140	Landscaping standards.
18A.70.150	Landscaping types.
18A.70.160	Landscaping regulations by zoning districts.
18A.70.170	Street tree standards.
18A.70.180	Water conservation and suggested plant materials.
18A.70.190	Performance assurance.
18A.70.200	Maintenance.
Article III.	Tree Preservation
18A.70.300	Purpose.
18A.70.310	Tree removal applicability/exemptions.
18A.70.320	Significant tree preservation.
18A.70.330	Oregon white oak preservation.
18A.70.340	City Tree Fund.
18A.70.350	Definitions.

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Article I. Community Design

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Article II. Landscaping

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Article III. Tree Preservation

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Chapter 18A.80 PARKING

Sections:

- 18A.80.005 Definitions.**
- 18A.80.010 Purpose.**
- 18A.80.020 General requirements.**
- 18A.80.025 Maintenance.**
- 18A.80.030 Zoning district parking requirements.**
- 18A.80.040 Development standards.**
- 18A.80.050 Loading and unloading.**
- 18A.80.060 Parking incentives.**

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18A.80.030 Zoning district parking requirements.

- A. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the Director shall determine the minimum and maximum for the unlisted use. The Director may require that the applicant conduct a parking study to evaluate the parking needs associated with a proposed use.
- B. For conditional uses, as identified and described in Chapter 18A.20 LMC, Article II, the parking requirement shall be as provided in that chapter or as determined by the Hearing Examiner.
- C. Residential Zoning District. Off-street parking requirements for residential districts are located in subsection (F) of this section.
- D. Commercial, Office and Industrial Uses. In commercial, industrial, and mixed use districts, off-street parking requirements shall be as shown in subsection (F) of this section; provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the City, are filed with the Director.
- E. Rounding of Fractions. When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-half (1/2) shall be disregarded and any fraction of one-half (1/2) or over shall be counted as one (1) space.
- F. Parking Standards. Note the parenthetical numbers in the matrix identify specific requirements or other information which is set forth following the matrix in subsection (G).

PARKING STANDARDS TABLE

Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H));	Maximum	Required bicycle parking spaces
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BUSINESS PARK

PARKING STANDARDS TABLE

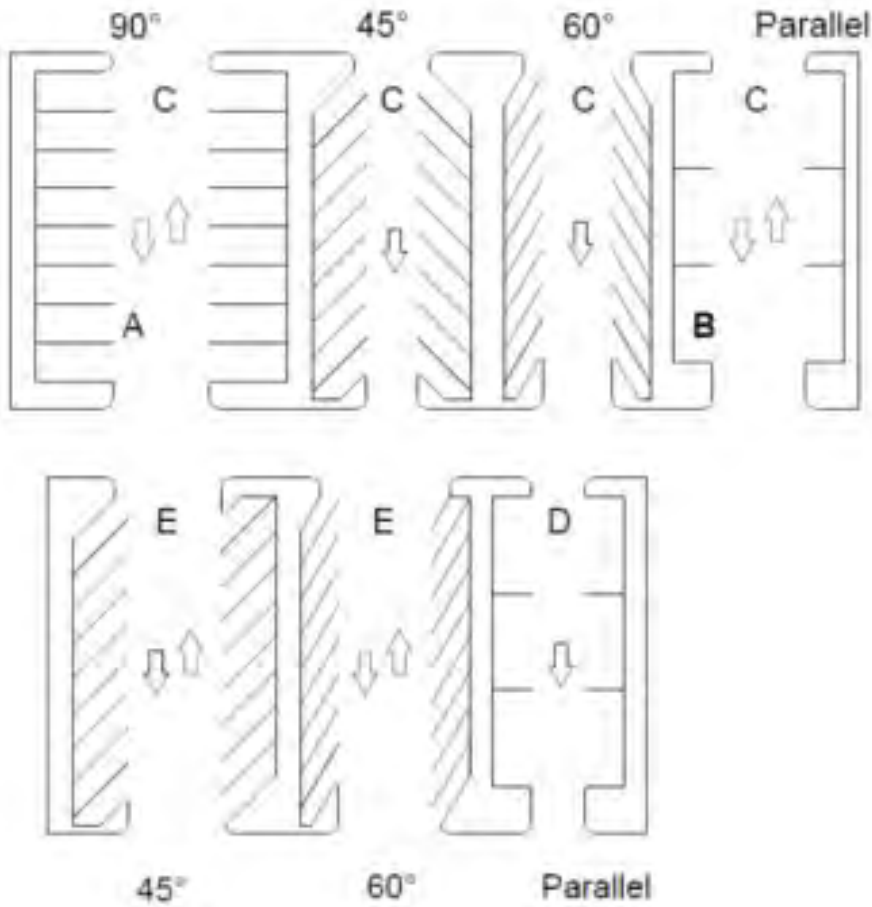
Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H))	Maximum	Required bicycle parking spaces
General business park	Per 1,000 square feet	2	4	See offices
COMMERCIAL				
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4
Bowling alleys	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
Commercial recreation	Per 1,000 square feet	3	5	1 per 20 auto stalls. Minimum of 4
Day care, preschools, nursery schools (1)	Per staff member plus one drop-off loading area per 7 students	0.5	1	1 per 25 auto stalls. Minimum of 1
Hotels, motels (2)	Per room or suite. Hotel/motel banquet and meeting rooms shall provide 6 spaces for each 1,000 square feet of seating area. Restaurants are figured separately.	1	2	See retail
	<u>Per 1,000 square feet of seating area of banquet and meeting rooms</u>	<u>6</u>	<u>N/A</u>	<u>See places of assembly without fixed seats</u>
Medical and dental clinic and offices	Per 1,000 square feet of GFA	2	4	See offices
Mini storage	Per 100 units or a minimum of 3 spaces plus 2 for permanent on-site managers	<u>1; or a minimum of 3 spaces plus 2 for permanent on-site managers</u>	<u>N/A</u>	None
Mortuaries, funeral homes	Per 4 seats	1	2	None
Neighborhood commercial shopping area	Per 1,000 square feet	1	2	See retail
Office building	Per 1,000 square feet of GFA			
	· With on-site customer service	2	4	1 per 15 auto stalls. Minimum of 2
	· Without on-site customer service	1.5	3	
Regional shopping centers, food and drug stores	Per 1,000 square feet of GFA	3	6	See retail
Restaurants	Per 100 square feet of dining area	1	4	See retail
Retail	Per 1,000 gross square feet	3	6	1 per 20 auto stalls. Minimum of 2
Retail in mixed-use development	Per 1,000 gross square feet	2	4	See retail

PARKING STANDARDS TABLE

Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H))	Maximum	Required bicycle parking spaces
Service stations (mini marts are retail uses)	Per employee plus per service bay	0.5	1	None
INDUSTRIAL				
General industrial	Greatest number of employees on a single shift plus one space for each vehicle owned, leased or operated by the company	0.5	1	See offices
Warehouse	<u>Per 2,000 square feet of GFA plus per 400 square feet of GFA used for office or display area</u>	1	N/A	None
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per 5 auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA	10	11	1 per 25 auto stalls. Minimum of 2
Places of assembly with fixed seats	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
Stadiums, auditoriums, gymnasiums, theaters	Per 4 seats of the permitted assembly occupants.	1	1.5	1 per 25 auto stalls. Minimum of 4
RESIDENTIAL				
Accessory dwelling unit (3)	Per dwelling unit	1	N/A	None
	<u>Per dwelling unit within 1/2 mile of a major transit stop (3)</u>	<u>0/1</u>	<u>N/A</u>	<u>None</u>
Affordable housing units within 1/4 mile of transit (any type) (4)	<u>Per dwelling unit within 1/4 mile of frequent transit service (4)</u>	<u>Studio – 0.75</u> <u>1 bedroom – 1</u> <u>2+ bedroom – 1.5</u>	<u>N/A</u>	<u>1 per 7.5 auto stalls. 3 minimum per building</u>
Single-family	Per dwelling unit	2	N/A	None
	Per dwelling unit	2	N/A	None
Duplexes (5)	<u>Per dwelling unit within 1/2 mile of frequent transit service (5)</u>	<u>0</u>	<u>N/A</u>	<u>0.5 per unit</u>
Multifamily structures with four to six units (5)	<u>Per dwelling unit</u>	<u>Studio – 1</u> <u>1 bedroom – 1.25</u>	<u>N/A</u>	<u>2</u>

PARKING STANDARDS TABLE

Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H))	Maximum	Required bicycle parking spaces
		2+ bedroom – 1.5		
	<u>Per dwelling unit within 1/2 mile of a major transit stop</u>	<u>0</u>	<u>N/A</u>	<u>0.5 per unit</u>
		Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5		
Multifamily structures with seven or more units (6)	Per dwelling unit	(At least 10% of the total parking spaces must be set aside for unreserved guest parking)	N/A	1 per 10 auto stalls. 2 minimum per building
	<u>Per dwelling unit within 1/2 mile of a major transit stop</u>	<u>Studio – 0.75</u> <u>1 bedroom – 1</u> <u>2+ bedroom – 1.5</u>	<u>N/A</u>	<u>1 per 7.5 auto stalls. 3 minimum per building</u>
Mobile home subdivision	Per dwelling unit	2	N/A	None
Mobile home parks (7)	Per dwelling unit. (In mobile home parks, the parking spaces in excess of 1 per mobile home may be grouped in shared parking areas.)	1.5	N/A	None
Rooming houses, lodging houses, bachelor or efficiency units (6)	Per occupant	1	3	<u>See multifamily</u>
	<u>Per room within 1/2 mile of a major transit stop</u>	<u>0.75</u>	<u>3</u>	<u>See multifamily</u>
Senior citizen apartments and housing for people with disabilities	Per 3 dwelling units	1	2	See multifamily
	<u>Per dwelling unit within ¼ mile of frequent transit service (8)</u>	<u>0</u>	<u>N/A</u>	<u>0.25 per unit</u>



Off-Street Parking Dimension Table

	45-Degree	60-Degree	90-Degree	Parallel
Parking Stall Width (A)	9'	9'	9'	9'
	(Compact 8')	(Compact 8')	(Compact 8')	(Compact 8')
Parking Stall Depth (B)	18'	18'	18'	18'
	(Compact 16')	(Compact 16')	(Compact 16')	(Compact 16')
Width of Driveway Aisle (C)	13'	18'	24'	12'
Width of One-Way Access Driveway (D)	14'	14'	14'	14'
Width of Parking Lot Access Driveway (E)	24'	24'	24'	24'

X. Additional Provisions.

1. For day care, preschools, and nursery schools, one drop-off loading area must be provided per seven (7) students.
2. Restaurants in hotels and motels are managed as a separate use under parking requirements.
3. Accessory dwelling units within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail, bus rapid transit, or actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on

weekdays, are not required to provide on-site parking spaces if adequate provision of on-street parking facilities is available as determined by the Director.

4. The requirements for reduced parking for affordable housing include the following:

- a. Housing units must be affordable at fifty (50) percent of area median income or lower.
- b. The housing unit is located within one-quarter mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day.
- c. A covenant must be registered on title consistent with the requirements in Chapter 18A.90 LMC that will maintain units as affordable for a minimum of fifty (50) years.

5. For middle housing types, housing units that are within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, are not required to provide on-site parking if adequate provision of on-street parking facilities is available as determined by the Director.

6. For multifamily housing types:

- a. Housing units within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day are required to provide 0.75 parking spaces per unit or one (1) space per bedroom, to a maximum of two (2) spaces per unit.
- b. At least 10% of the total parking spaces must be set aside for unreserved guest parking.

7. In mobile home parks, parking spaces in excess of one (1) per mobile home may be grouped in shared parking areas.

8. For housing units that are specifically for seniors or people with disabilities and are within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day, no on-site parking is required.

[Ord. 772 § 2 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

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18A.80.060 Parking incentives.

A. When residential uses are combined with commercial uses in the same building, parking requirements may be reduced by twenty (20) percent, except when located within the CBD or TOC zoning districts for which parking requirements ~~are~~ may be reduced by thirty-five (35) percent.

- B. A structured parking space shall count as one and one-half (1.5) parking spaces towards the required number of parking spaces.
- C. When affordable housing is constructed pursuant to Chapter 18A.90 LMC, Housing Incentives Program, the parking space requirements shall be calculated employing any available modifications based upon LMC 18A.90.060.
- D. Shared Use Parking. Joint use of required parking spaces may be permitted where two (2) or more uses on the same site or separate sites in close proximity to one another are able to share the same parking spaces because their parking usage does not materially overlap (e.g., uses primarily of a daytime versus nighttime, or weekday versus weekend nature). Shared parking shall be legally encumbered and shall meet all of the applicable standards of this section pursuant to subsection (E) of this section, Off-Site Parking.
- E. Off-Site Parking. Joint use of required parking spaces may be authorized by the Director if the following documentation is submitted in writing to the Community and Economic Development Department:
1. The names and addresses of the owners and/or tenants that are sharing the parking.
 2. The uses that are involved in the shared parking.
 3. The location and number of parking spaces that are being shared.
 4. An analysis showing that the peak parking times of the uses occur at different times and/or that the parking area will be large enough for the anticipated demands of both uses.
 5. A legal instrument such as an easement or deed restriction that guarantees continuing access to the parking for both uses which shall be subject to review and approval by the Director.
- F. On-Street Parking Credit. Where adjacent roads are designed for on-street parking and approved by the Public Works Director, parking credit may be given for on-street parking.
- G. Electric Vehicle Charging Parking Provisions. For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five (5) percent of the total required parking spaces. For example, if forty (40) parking spaces are required and two (2) electric vehicle charging stations are provided, the total required parking may be reduced to thirty-eight (38) spaces, yielding thirty-six (36) "regular" parking spaces and two (2) electric vehicle charging parking spaces. Note that in this example the total reduction may not be in excess of two (2) spaces ($40 \times 5\% = 2$), so if three (3) electric vehicle charging stations were provided instead, the total reduction in required parking would still be two (2) spaces, yielding thirty-five (35) "regular" parking spaces and three (3) electric vehicle charging parking spaces.
- H. Phased Reduction of Maximum Parking Standards. One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This reduction in parking can be accomplished by slowly phasing down the maximum allowable number of parking spaces over a period of years. This procedure has advantages of

reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, TDM has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available, and should be evaluated accordingly. ~~This technique should be periodically revisited to consider its viability but should not be implemented until its feasibility for Lakewood is established.~~

1. Minimum Optional Guidelines and Maximum Standards. To promote parking reduction, the optional minimum guideline listed in LMC 18A.80.030(F) serves as a suggested parking number but is not mandatory ~~for automobiles except for single family residential development.~~ Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM, available on-street parking, and the potential for shared parking within walking distance and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.
 2. The number of parking spaces needed to serve a project must be demonstrated to the Director based upon a parking plan considering TDM techniques and other relevant factors. Upon justification to the satisfaction of the Director, whatever number of parking spaces agreed upon shall be the number required, and this shall be an enforceable condition of the approval.
 3. The maximum parking standards may be increased if the Director finds compelling reasons to do so. Such determination shall be at the sole discretion of the Director based upon such factors as unique site or use requirements, historical data of a particular use or other relevant factors indicating additional parking is necessary to properly serve a use or uses at a site.
 4. For large projects where a traffic study is required and the proposal has one hundred (100) or more employees, a comprehensive TDM strategy ~~may be proposed to achieve a reduction in minimum parking listed in LMC 18A.80.030(F)~~ will be a requirement to meet parking needs.
- X. The reduction in parking permitted under TDM shall be commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the Director under this provision include, but are not limited to, the following:

- a. Private vanpool operation;
- b. Transit/vanpool fare subsidy;
- c. Imposition of a charge for parking;
- d. Provision of subscription bus services;
- e. Flexible work hour schedule;

- f. Capital improvements for transit services;
 - g. Preferential parking for carpools/vanpools;
 - h. Participation in the ride-matching program;
 - i. Reduction of parking fees for carpools and vanpools;
 - j. Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
 - k. Bicycle parking facilities including associated shower and changing facilities;
 - l. Compressed work week;
 - m. Telecommuting;
 - n. Other techniques and strategies approved by the Site Plan Review Committee.
5. Parking reduction under this subsection must provide information regarding the administration of the program to the Director. The information must include:
- a. Address each individual TDM strategy as part of the transportation impact analysis;
 - b. Provide the City with an estimate of peak hour employees as part of their development application and traffic impact analysis;
 - c. Provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;
 - d. Demonstrate how TDM strategies will be used to minimize the need for parking.
- I. Credit for Tree Preservation. For every significant tree and/or heritage tree preserved within the property, the required number of parking spaces may be reduced by one-half (0.5) spaces, provided the total reduction does not exceed five (5) percent of the total required parking spaces, when combined with all parking incentive credits. [Ord. 775 § 1 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

Chapter 18A.90 HOUSING INCENTIVES PROGRAM

Sections:

18A.90.010	Definitions.
18A.90.020	Purpose.
18A.90.030	Applicability.
18A.90.040	General provisions.
18A.90.050	Inclusionary density bonuses.
18A.90.060	Development standard modifications.
18A.90.070	Fee reduction.
18A.90.080	Review process.
18A.90.090	Monitoring.

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18A.90.050 Inclusionary density bonuses.

A. Rate and Calculation. In return for the inclusion of ~~a number of "qualified," as defined herein, on-site units dedicated to serving and reserved for occupancy by very low and/or extremely low income, as defined herein, persons, families, or groups~~ qualified units, one (1) additional, on-site market-rate unit is permitted as a bonus for each qualified ~~very low income~~ unit provided that is affordable at fifty (50) percent of area median income or less, and 1.5 additional, on-site market rate units are permitted as a bonus for each qualified ~~extremely low income~~ unit provided that is affordable at thirty (30) of area median income or less, up to ~~a maximum percentage 25%~~ above the maximum density permitted in the underlying zoning district as shown below.

~~Inclusionary density bonuses~~

Zoning district(s)	Maximum density increase as a percentage of the base zoning district
R1, R2, R3, R4	10%
MR1, MR2, ARC, NC1, NC2	15%
MFI, MF2, MF3	20%
CBD, TOC	25%

B. Duration. Prior to the final approval of any land use application for which density bonuses are being sought, the owner of the affected parcels shall deliver to the City a duly executed covenant running with the land, in a form approved by the City Attorney, requiring that the qualified dwelling units created pursuant to this section shall remain as such for a period of at least twenty (20) years from ~~the commencement date. The covenant shall form an enduring contractual agreement between the owner/applicant and the City. The owner/applicant shall be responsible for the cost of preparing and recording the covenant, and the owner/applicant or subsequent owner(s) or operator(s) shall be responsible for~~

~~administering the covenant. The commencement date shall be the date that the first lease agreement with a qualified renter becomes effective~~ of the certificate of occupancy or final building inspection.

- C. Siting of Units. The qualified units constructed under these provisions shall be integrated and dispersed within the development for which the density bonus is granted. The physical segregation of qualified ~~housing~~ units from unqualified market-rate housing units, or the congregation of qualified ~~housing~~ units into a single physical portion of the development, is prohibited.
- D. Size of Units. The size of the qualified units constructed under the provisions of this ~~chapter~~ section shall be proportionate to the size of the units contained in the entire project; e.g., if fifty (50) percent of the units in the project are one (1) bedroom units and fifty (50) percent are two (2) bedroom units, then the qualified units shall be divided equally between one (1) and two (2) bedroom units.
- E. Appearance of Units. Qualified units shall possess the same style and architectural character and shall utilize the same building materials as market-rate units.
- F. Completion. If a project is to be phased, the proportion of qualified units to be completed with each phase shall be determined as part of the phasing plan approved by the Director. [Ord. 726 § 2 (Exh. B), 2019.]

X. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

18A.90.XXX Density bonuses – religious organizations.

- A. Calculation. In accordance with RCW 35A.63.300 and 36.70A.545, additional housing density is provided for property developed in partnership with religious organizations where all units are reserved for occupancy by qualified households under subsection (B). The density bonus amounts to an increase of twenty-five (25) percent above the density of the underlying zoning district.
- B. Qualified Households. A household may qualify for housing units under this section if:
 - 1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or
 - 2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.
- C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:
 - 1. All housing units in the project are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);
 - 2. The affordable housing development is part of a lease or other binding obligation that requires the development to be used exclusively for affordable housing purposes for at

least fifty (50) years from the date of the certificate of occupancy or final building inspection, even if the religious organization no longer owns the property; and

3. The affordable housing development does not discriminate against any person who qualifies as a member of a low-income household based on race, creed, color, national origin, sex, veteran or military status, sexual orientation, or mental or physical disability; or otherwise act in violation of the Federal Fair Housing Amendments Act of 1988 (42 U.S.C. Sec. 3601 et seq.).

D. Rehabilitated Property. The bonus may be applied to the rehabilitation of an existing property.

E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a unit in a qualified project must also be considered a qualified household under subsection (B).

F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

18A.90.XXX Density bonuses – residential districts.

A. Calculation. In accordance with RCW 36.70A.635, additional housing density is provided for all lots in Residential (R) districts where units are reserved for occupancy by qualified households under subsection (B). This density bonus is defined in LMC 18A.60.030(A).

B. Qualified Households. A household may qualify for housing units under this section if:

1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or
2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.

C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:

1. At least twenty-five (25) percent of housing units in the development are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);
2. The qualified units are part of a lease or other binding obligation that requires them to be used exclusively for affordable housing purposes for at least fifty (50) years from the date of the certificate of occupancy or final building inspection;
3. Qualified units have the same style and architectural character and utilize the same building materials as market-rate units;

4. The proportions of qualified units by size constructed under the provisions of this section shall be consistent with the proportion of units by size that are not qualified; and

5. The lot does not include a critical area or buffer as defined under Title 14 LMC.

D. Rounding. For the calculation of required units reserved as qualified units under subsection (C)(1), all fractions are rounded up.

E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a qualified unit must also be considered a qualified household under subsection (B).

F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

18A.90.060 Development standard modifications.

~~In order to accommodate bonus housing units awarded under this program, the~~ The development standards set forth separately in this code may be modified as follows ~~for properties containing qualified housing units~~ for projects receiving bonus housing units under this chapter:

- A. Lot Coverage. Where it does not conflict with surface water management requirements, the maximum percentage of lot coverage may be increased by up to five (5) percent of the total square footage over the maximum lot coverage permitted by the underlying zoning district.
- B. Parking Requirements. For ~~multifamily developments containing qualified housing~~ qualified projects, the percentage of compact parking stalls may be increased up to fifty (50) percent of the total required parking. In addition, for multifamily developments containing qualified housing dedicated to extremely-low-income, as defined herein, persons, families, or groups, the number of required parking stalls serving such units shall be reduced by fifty (50) percent.
- C. In circumstances where housing serving qualified ~~populations~~ households is located within one quarter (1/4) mile of transit routes and can be shown to generate significantly lower-than-average parking demand, parking requirements may be further reduced at the Director's discretion. The applicant shall be responsible for preparing any additional studies or evaluation required to provide evidence of demand.
- D. Building Height. The maximum building height may be increased by up to twelve (12) feet for those portions of the building(s) at least twenty (20) feet from any property line. [Ord. 726 § 2 (Exh. B), 2019.]

18A.90.070 Fee reduction.

In order to further stimulate the provision of qualified units under this program, review Review fees for land use applications and building permits for properties containing housing-qualifying units dedicated to serving very low income and/or extremely low income, as defined herein, persons, families, and groups shall be reduced by the percentage shown below at the time of application based on the number of qualified units and maximum incomes for qualified households (adjusted for size). Discounts shall be applicable to the entire scope of the application, including both standard and qualified units, and shall correspond to the percentage of dedicated qualified units in the overall project. For properties containing both levels of qualified units, the highest discount shall apply. For projects dedicating in excess of fifty (50) percent of units to qualified housing, a standard seventy-five (75) percent discount shall apply. Any available refunds for applications withdrawn in progress shall also be discounted correspondingly.

Fee Reductions

% of Qualified Units	Discount for <u>Very Low Income Qualified Units Affordable at 50% AMI or Below</u>	Discount for <u>Extremely Low-income Qualified Units Affordable at 30% AMI or Below</u>
0 – 10 percent	10 percent	15 percent
11 – 20 percent	20 percent	25 percent
21 – 30 percent	30 percent	35 percent
31 – 40 percent	40 percent	45 percent
41 – 50 percent	50 percent	55 percent

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Chapter 18A.95 WIRELESS SERVICE FACILITIES

Sections:

- 18A.95.005 Definitions.**
- Article I. General**
 - 18A.95.010 Purpose.**
 - 18A.95.020 Applicability.**
 - 18A.95.040 General provisions.**
 - 18A.95.050 Controlling provisions.**
- Article II. Macro Facilities**
 - 18A.95.060 Application requirements.**
 - 18A.95.070 Procedure for macro facilities permit.**
 - 18A.95.080 Review criteria for macro facilities.**
 - 18A.95.090 Priority of locations for macro facilities.**
 - 18A.95.100 General siting and design requirements for macro facilities.**
 - 18A.95.110 Structure-mounted macro facility siting and design requirements.**
 - 18A.95.120 Tower siting and design requirements.**
 - 18A.95.130 Collocation.**
- Article III. Eligible Facility Requests**
 - 18A.95.140 Purpose.**
 - 18A.95.160 Application and review.**
- Article IV. Small Wireless Facilities**
 - 18A.95.170 Application requirements.**
 - 18A.95.180 Review criteria.**
 - 18A.95.190 Permit requirements.**
 - 18A.95.200 Modifications.**
 - 18A.95.210 Consolidated permit.**
 - 18A.95.220 Design zones for small wireless facilities and deployments on pedestrian poles.**
 - 18A.95.230 Small wireless facility design requirements.**
 - 18A.95.250 Design requirements for new poles for small wireless facilities, deployments in design zones, and deployments on pedestrian poles.**

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Chapter 18A.100 SIGNS

Sections:

- 18A.100.005 Definitions.**
- 18A.100.010 Purpose – Sign regulations.**
- 18A.100.030 Administration – Sign regulations.**
- 18A.100.040 Prohibited signs.**
- 18A.100.050 General provisions.**
- 18A.100.060 Provisions for permanent signs or continuous displays.**
- 18A.100.070 Provisions for temporary signs.**
- 18A.100.080 Nonconforming signs.**

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Title 18B DOWNTOWN DEVELOPMENT CODE

Chapters:

- 18B.100 Downtown District**
- 18B.200 Land Use and Zoning**
- 18B.300 Streets and Blocks**
- 18B.400 Site Design, Buildings, and Frontage**
- 18B.500 Landscaping, Open Space, and Green Infrastructure**
- 18B.600 Parking**
- 18B.700 Administration**

Chapter 18B.100 DOWNTOWN DISTRICT

Sections:

- 18B.100.105 Purpose.**
- 18B.100.110 Vision and Objectives.**
- 18B.100.120 The Regulating Plan Map.**
- 18B.100.130 Definitions.**
- 18B.100.140 Relationship to Other Regulations.**

Chapter 18B.200 LAND USE AND ZONING

Sections:

- 18B.200.210** Application within Downtown District.
- 18B.200.220** Uses.
- 18B.200.230** District-Wide Development Standards.
- 18B.200.240** Colonial District Standards.
- 18B.200.250** Transition Area Standards.

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18B.200.220 Uses.

- A. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Downtown District, except in the Low-Impact Mixed-Use Roads district. Permitted uses are subject to the approval of all required development permits; provided, that the following uses are prohibited:
1. Prohibited Agriculture.
 - a. Raising and keeping of animals for agricultural purposes.
 2. Prohibited Commercial and Industrial Uses.
 - a. Accessory industrial.
 - b. Auto vehicle sales and rental.
 - c. Building contractor, light.
 - d. Building contractor, heavy.
 - e. Commercial recreation – outdoor.
 - f. Construction/heavy equipment sales and rental.
 - g. Fuel dealer.
 - h. Furniture/furnishings, cabinet shop.
 - i. Furniture/furnishings, equipment store.
 - j. Laundry, dry cleaning plant.
 - k. Manufacturing, assembling and packaging, medium.

- l. Manufacturing, assembling and packaging, heavy.
 - m. Metal product fabrication, machine and welding.
 - n. Mobile home, RV, and boat sales.
 - o. Motion picture production studios.
 - p. Outdoor storage.
 - q. Pawn brokers and secondhand dealers.
 - r. Petroleum product storage and distribution.
 - s. Recycling facility – processing facility.
 - t. Repair service – equipment, large appliances.
 - u. Scrap and dismantling yards.
 - v. Sexually oriented businesses.
 - w. Solid waste transfer station.
 - x. Storage, personal storage facility.
 - y. Swap meet.
 - z. Vehicle services, major repair/body work.
 - aa. Vehicle storage.
 - bb. Warehouse.
 - cc. Warehouse retail.
 - dd. Wholesaling and distribution.
 - ee. Wildlife preserve or sanctuary.
 - ff. Wine production facility.
3. Prohibited Eating and Drinking Establishments.
- a. None.
4. Prohibited Government Services.
- a. Maintenance shops and vehicle and equipment parking and storage areas for general government services.
5. Prohibited Health and Social Services.
- a. Medical service hospital.

6. Prohibited Lodging.

- a. None.

7. Prohibited Open Space.

- a. Not applicable.

8. Prohibited Residential Uses.

- a. Boarding house.
- b. Detached single-family.
- c. Two-family residential, attached or detached dwelling units.
- d. Three-family residential, attached or detached dwelling units.
- e. Stand-alone residential uses within the Colonial Overlay (C-O) or Town Center Incentive Overlay (TCI-O) districts. Mixed-use development in the C-O and TCI-O incorporating multifamily residential uses is allowed.
- f. Mobile home park.
- g. Mobile and/or manufactured homes in mobile home parks.

9. Special Needs Housing.

- a. Hospice Care Center.
- ~~b. Type 4 Group Home.~~
- ~~c. Type 5 Group Home.~~

10. AICUZ.

- a. Not applicable.

11. Transportation.

- a. None.

12. Utilities.

- a. None.

B. The following uses are allowed provided the conditions listed herein are met:

1. Drive-through facilities; provided:

- a. Drive-through facilities are limited to one drive-through lane per establishment;
- b. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;

- c. Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;
- d. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:
 - i. Drive-through facilities shall not parallel the Green Street Loop;
 - ii. Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall;
 - iii. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.

C. Conditionally Permitted Uses.

- 1. Pipelines.
- 2. Manufacturing, assembling and packaging, light allowed in the downtown district, except not allowed on retail streets, festival streets, or low-impact mixed-use streets. Where permitted, such uses shall be as part of mixed-use development with commercial, retail, or residential uses.

D. Low-Impact Mixed-Use Roads District. Permitted uses include professional office uses, personal services, private training schools, community and cultural services, single-family residential uses, multiple-family residential uses, and community and cultural services in areas not suitable for general commercial development or adjacent to residential development. The Director may permit other uses consistent with the uses allowed in the NC2 zoning district where the footprint of development and customer visits are compatible with adjacent single-family residential development within or outside the Downtown District. [Ord. 726 § 2(Exh. A), 2019; Ord. 695 § 2 (Exh. B), 2018.]

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Chapter 18B.300 STREETS AND BLOCKS

Sections:

18B.300.310 Streets and Blocks.

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Chapter 18B.400 SITE DESIGN, BUILDINGS, AND FRONTAGE

Sections:

18B.400.410 Site Design, Buildings, and Frontage.

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Chapter 18B.500 LANDSCAPING, OPEN SPACE, AND GREEN INFRASTRUCTURE

Sections:

- 18B.500.510 Basic Standards.**
- 18B.500.520 Special Landscape Treatments.**
- 18B.500.530 Common and Open Space Standards.**
- 18B.500.540 Green Infrastructure.**

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Chapter 18B.600 PARKING

Sections:

18B.600.610 Parking.

18B.600.610 Parking.

A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.

18B-600-1. Off-Street Parking Requirements.

Land Use	Parking Requirement	Required Bicycle Parking Spaces
Residential	1 per dwelling unit	<u>1 per 10 auto stalls. 2 minimum per building</u>
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	<u>1 per 15 auto stalls. Minimum of 2</u>
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	<u>1 per 15 auto stalls. Minimum of 2</u>
Street level retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	<u>1 per 8,000 GSF of total retail. Minimum of 2</u>

B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one or more of the following:

1. Reduction Due to Shared Parking at Mixed-Use Sites and Buildings. A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. Reduction Due to Public Parking Availability. The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to 50 percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.
3. Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand. Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, based on collecting local parking data for similar land uses on a typical day for a minimum of eight hours.

C. Parking Location and Design. Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.

D. Shared Parking. Shared parking is encouraged to support a walkable and pedestrian-oriented CBD where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter 18A.80 LMC.

- E. Public Parking. Public parking is permitted as a principal or accessory use in the Downtown District subject to the frontage and design standards.
- F. Dimensional Standards. Parking stall and circulation design shall meet the standards of Chapter 18A.80 LMC. [Ord. 726 § 2(Exh. A), 2019; Ord. 695 § 2 (Exh. B), 2018.]

Chapter 18B.700 ADMINISTRATION

Sections:

- 18B.700.710 Form-Based Code Review.**
- 18B.700.720 Master Planned Development – Town Center Incentive Overlay.**
- 18B.700.730 Update of Nonconforming Lots.**

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Title 18C STATION DISTRICT DEVELOPMENT CODE

Chapters:

- 18C.100 Station District**
- 18C.200 Land Use and Zoning**
- 18C.300 Streets and Blocks**
- 18C.400 Site Design, Buildings, and Frontage**
- 18C.500 Landscape, Open Space, and Green Infrastructure**
- 18C.600 Parking**
- 18C.700 Administration**

Chapter 18C.100 STATION DISTRICT

Sections:

- 18C.100.100 Background.**
- 18C.100.105 Purpose.**
- 18C.100.110 Vision and objective.**
- 18C.100.120 The regulating plan map.**
- 18C.100.130 Definitions.**
- 18C.100.140 Relationship to other regulations.**

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Chapter 18C.200 LAND USE AND ZONING

Sections:

- 18C.200.210** Application within Station District.
- 18C.200.220** Land use.
- 18C.200.230** District-wide development standards.

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18C.200.220 Land use.

A. Allowed and Prohibited Uses. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Station District except for those prohibited uses listed below. Permitted uses are subject to the approval of all required development permits. Uses identified as prohibited below that legally existed prior to the adoption of this code are considered nonconforming.

1. Prohibited uses in the AC1 zoning district:
 - a. None.
2. Prohibited uses in the MF3 zoning district:
 - a. Building and landscape materials;
 - b. Convenience store;
 - c. General retail.
3. Prohibited uses in the NC2 zoning district:
 - a. Auto and vehicle sales/rental;
 - b. Building and landscape materials;
 - c. Solid waste transfer station;
 - d. Vehicle services, major repair/body work.
4. Prohibited uses in the TOC zoning district:
 - a. Accessory caretaker's unit.
5. Prohibited uses in the C2 zoning district:
 - a. Auto and vehicle sales/rental;

- b. Manufacturing, assembling, and packaging, medium;
 - c. Manufacturing, assembling, and packaging, heavy;
 - d. Metal products fabrication, machine and welding;
 - e. Mobile home, RV, and boat sales;
 - f. Recycling facility – processing facility;
 - g. Repair service – equipment, large appliances.
 - h. Vehicle services, major repair/body work;
6. Prohibited uses in the C1 zoning district:
- a. Auto and vehicle sales/rental;
 - b. Building and landscape materials;
 - c. Construction/heavy equipment sales and rental;
 - d. Enhanced services facility;
 - e. Equipment rental;
 - f. Fuel dealer;
 - g. Furniture/fixtures manufacturing, cabinet shop;
 - h. Laundry, dry cleaning plant;
 - i. Manufacturing, assembling, and packaging, medium;
 - j. Manufacturing, assembling, and packaging, heavy;
 - k. Mobile home, RV, and boat sales;
 - l. Outdoor storage;
 - m. Pawnbrokers and secondhand dealers;
 - n. Recycling facility – processing facility;
 - o. Repair service – equipment, large appliances;
 - p. Secondhand stores;
 - q. Storage, personal storage facility;
 - ~~r. Type 4 group home;~~
 - ~~s. Type 5 group home;~~
 - t. Vehicle services, major repair/body work;

- u. Vehicle storage;
- v. Warehouse;
- w. Warehouse retail;
- x. Wholesaling and distribution.

B. Allowed Use Conditions. The following uses are allowed, provided the conditions listed below are met:

1. Uses in the MF3 zone within the LSDS boundary with an approved master plan per LMC 18C.700.720:
 - a. Multifamily use, four (4) or more units;
 - b. Mixed uses, when consistent with the following:
 - i. The commercial use is only permitted on the ground floor of the development; and
 - ii. A minimum ratio of four (4) square feet of multifamily use to one (1) square foot of commercial use is maintained.
2. Drive-through facilities; provided:
 - a. Drive-through facilities are limited to one (1) drive-through lane per establishment;
 - b. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
 - c. Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;
 - d. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:
 - i. Drive-through lanes shall only be placed parallel to a road if separated by a distance of thirty (30) feet, or if fully screened by a fifteen (15) foot landscape setback with a designed landscape berm six (6) feet high at center of berm in fifteen (15) foot landscape setback) or three-and-one-half (3.50) foot decorative masonry wall;
 - ii. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.

C. Conditionally Permitted Uses.

1. Pipelines.

2. Manufacturing, assembling and packaging, light, is allowed in the Station District, but such uses shall be as part of mixed-use development with commercial, retail, or residential uses.

D. Additional permitted uses in the MF3 zone within the LSDS.

1. Rowhouses.
2. Townhouses.
3. Three (3) family residential, attached. [Ord. 751 § 2 (Exh. B), 2021.]

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Chapter 18C.300 STREETS AND BLOCKS

Sections:

18C.300.310 Streets and blocks.

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Chapter 18C.400 SITE DESIGN, BUILDINGS, AND FRONTAGE

Sections:

18C.400.410 Site design, buildings, and frontage.

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Chapter 18C.500 LANDSCAPE, OPEN SPACE, AND GREEN INFRASTRUCTURE

Sections:

- 18C.500.510 Basic standards.**
- 18C.500.520 Special landscape treatments.**
- 18C.500.530 Common and open space standards.**
- 18C.500.540 Green infrastructure.**

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Chapter 18C.600 PARKING

Sections:

18C.600.610 Parking.

18C.600.610 Parking.

A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.

Table 18C.600-1. Off-Street Parking Requirements

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
Residential	Single-family: 2 per dwelling unit	Meet rates and standards of: Chapter 18A.80 LMC
	Accessory dwelling: 1 per dwelling unit; provided, that no additional parking is required or zero when located within one- quarter <u>half</u> mile of the Sounder Station or a bus rapid transit stop. (RCW 36.70A.698)	
	Senior citizen apartments: 1 per 3 dwelling units*	
	Multifamily housing: *	
	Studio – 1 <u>per unit</u>	
	1+ bedroom – 1.25 <u>per unit</u>	
	(At least 10% of the total parking spaces must be set aside for unreserved guest parking)*	
	<i>*See process in subsection (B) of this section to prepare parking study to reduce further near station.</i>	
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Street-Level Retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	Meet rates and standards of: Chapter 18A.80 LMC

B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one (1) or more of the following:

1. Reduction Due to Shared Parking at Mixed-Use Sites and Buildings. A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. Reduction Due to Public Parking Availability. The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to fifty (50) percent for any parking stalls that will be open and available to the public. On-street parking may be

considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.

3. Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand. Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight (8) hours.
4. Reduction for Housing in Proximity to Sounder Station or Bus Rapid Transit (RCW 36.70A.620). When located within one-quarter (0.25) mile of the Sounder Station, a bus rapid transit stop, or a fixed route transit stop receiving transit service at least four times per hour for twelve or more hours per day, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (0.75) space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee. At the discretion of the Director, this may require evidence that there is sufficient on-street capacity to accommodate parking requirements.

This exemption can apply to the following residential uses:

- a. Housing units that are affordable to very low-income or extremely low-income individuals, which may be exempted from parking requirements if serviced by a fixed route transit stop receiving transit service at least twice per hour for twelve or more hours per day;
 - b. Housing units that are specifically for seniors or people with disabilities, which may be provided with an exemption for all parking requirements;
 - c. Market rate multifamily housing.
5. Credit for Tree Preservation. For every significant tree and/or heritage tree preserved within the property, the required number of parking spaces may be reduced by one-half (0.5) spaces, provided the total reduction does not exceed five (5) percent of the total required parking spaces, when combined with all parking incentive credits.

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

- C. Parking Location and Design. Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.

- D. Shared Parking. Shared parking is encouraged to support a walkable and pedestrian-oriented Station District where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter 18A.80 LMC.
- E. Public Parking. Public parking is permitted as a principal or accessory use in the Station District subject to the frontage and design standards.
- F. Dimensional Standards. Parking stall and circulation design shall meet the standards of Chapter 18A.80 LMC. [Ord. 775 § 1 (Exh. A), 2022; Ord. 772 § 2 (Exh. A), 2022; Ord. 751 § 2 (Exh. B), 2021.]

Chapter 18C.700 ADMINISTRATION

Sections:

- 18C.700.710** Form-based code review.
- 18C.700.720** Optional master planned development.
- 18C.700.730** Update of nonconforming lots.

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ATTACHMENT D

Lakewood Comprehensive Plan: Background Appendix

WORKING DRAFT | May 2024

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Introduction

This supplemental appendix to the 2024 Lakewood Comprehensive Plan includes supporting materials outlining current conditions in the city in greater detail. This is intended to provide a foundation for the vision and goals included within the Plan and present a clear rationale for the policy decisions made within the document.

This backgrounder provides a review of key information for the following sections of the Comprehensive Plan, including:

- Land Use
- Capital Facilities and Essential Public Facilities
- Economic Development
- Energy and Climate Change
- Housing
- Military Compatibility
- Natural Environment
- Parks, Recreation, and Open Space
- Public Services
- Transportation
- Utilities

A Land Use and Maps

A.1 Introduction

Land use policies in Lakewood such as the Comprehensive Plan Land Use Element facilitate a well-distributed mix of land areas designated for housing, commerce, industry, recreation, transportation, open space, cultural resources, and various other purposes. Effective strategies for land use support both residential and commercial expansion, as well as the development of the amenities necessary to support residents, workers, and visitors in the community.

Lakewood incorporated to become a city in 1996, but at that time it was already a well-developed, mature suburban community. Most private properties within the city limits have been developed and improved, with much of the anticipated population and employment growth to be incorporated through urban infill and the redevelopment of existing properties. The city's infrastructure—covering transportation, utilities, and open spaces—is mostly built out, although there are some notable gaps to address.

Given this context, there is a need to refine land use patterns in Lakewood 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 these needs, the city needs an overarching land use strategy to:

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

Note that while accommodating residential and employment growth is essential, other uses are also critical for the future of the city. As Lakewood's population and employment bases expand, recreation and open spaces will become increasingly valued for enhancing quality of life. Public open spaces will be vital for maintaining Lakewood's visual appeal and serving as recreational amenities for families and wildlife. Improved connectivity to these land resources and enhanced access to public lands and waters are necessary for the community. Similarly, other public and institutional uses as well as supporting commercial activities will be essential to maintain the viability of local growth.

A.2 Future Land Use Map

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

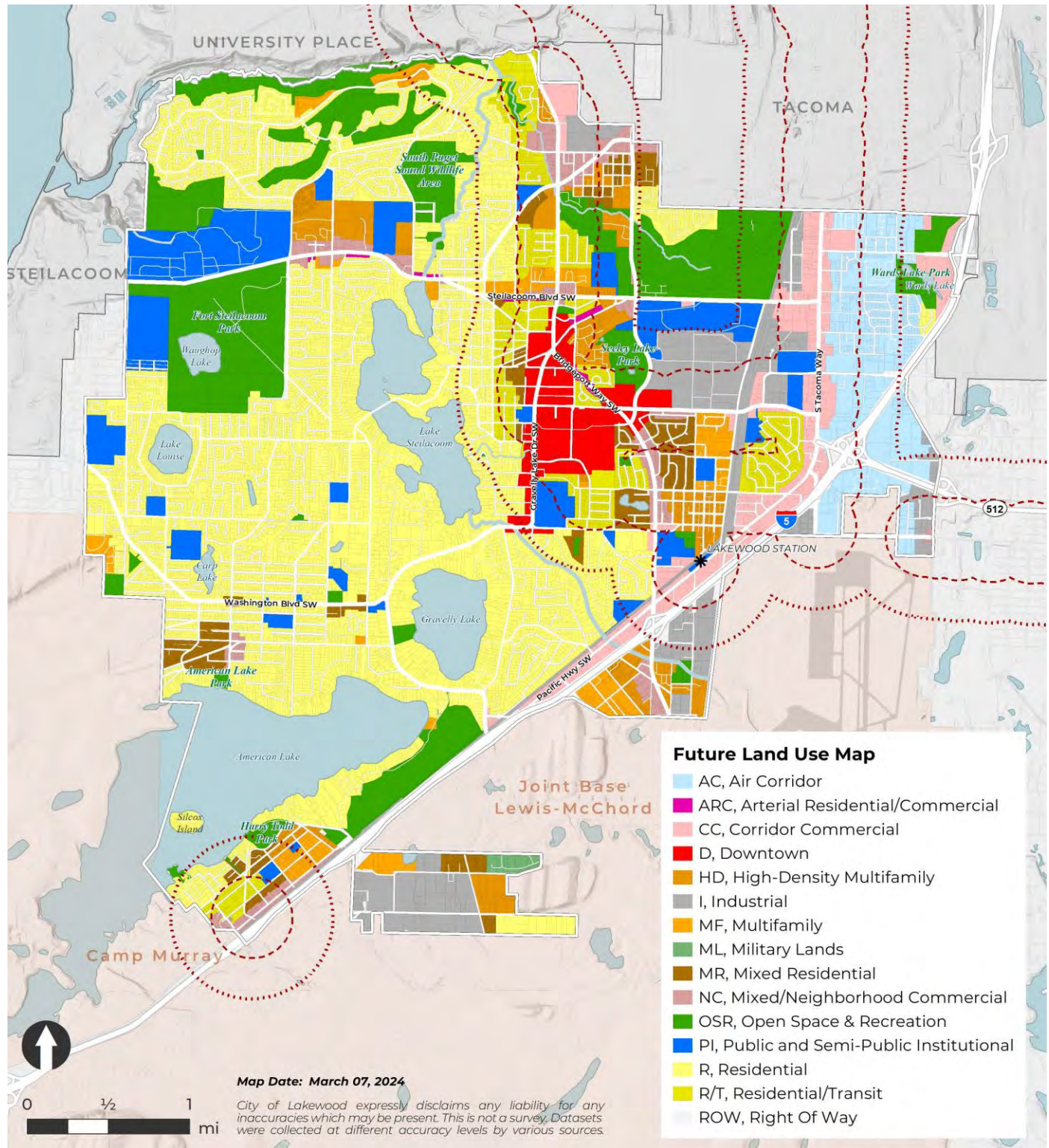
As the 2020 Pierce County Buildable Lands Report indicates that the city can generally meet the targets identified for housing and employment uses to 2044, the need for extensive changes to land uses in the city is minimal. Because of this, the only major changes include the following:

- **The “Residential Estate” designation has been removed.** Under revisions to the Growth Management Act, all residential areas in the city are required to accommodate middle housing on lots in the city that are not impacted by critical areas or their buffers. This includes an increase to allow two to four units on an individual lot and legalization of six of nine types of middle housing defined in the GMA. (See [RCW 36.70A.635](#) for more details.) Because of this potential change in allowable densities, the designations themselves were aggregated with R3 and R4 zones into a single “Residential” category.

Exhibit A-1. Lakewood Future Land Use Map Designations and Zoning.

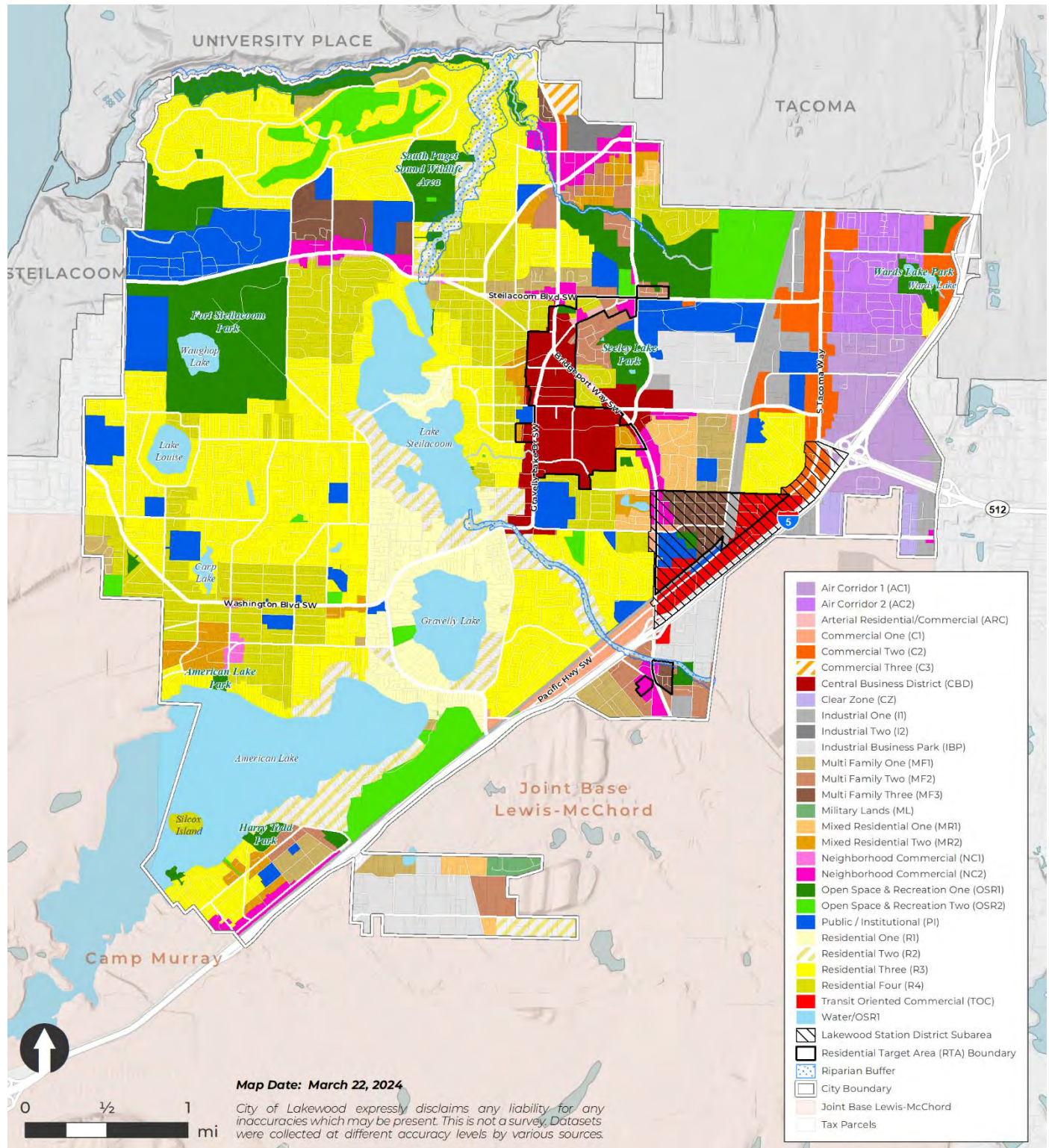
Land Use Designation	Land Use Zoning District
Air Corridor 1 (AC1) Air Corridor 2 (AC2)	<ul style="list-style-type: none"> ▪ Clear Zone (CZ) ▪ Air Corridor 1 (AC1) ▪ Air Corridor 2 (AC2)
Arterial Corridor (ARC)	<ul style="list-style-type: none"> ▪ Arterial Residential/Commercial (ARC)
Corridor Commercial (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 A-2. Lakewood Future Land Use Map.



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

Exhibit A-3. Lakewood Zoning Map.



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

- **A “Transit” overlay designation has been added.** In addition to general increases in density, there are also identified requirements to allow up to four units per lot if a Residential lot is within 1/4 mile of a “major transit stop”, which for this requirement includes Sound Transit stations and future bus rapid transit. The Future Land Use Map identified in Exhibit A-2 highlights where the future Transit overlay would be expected upon buildout of planned Pierce Transit BRT lines. However, the only current locations where this would apply would be around the Lakewood Sound Transit station.
- **Areas within one-half and one-quarter mile of future transit have been identified for possible reduced parking requirements.** In addition to the consideration of allowable densities, there are additional changes in requirements for on-site parking within 1/2 and 1/4 mile of major transit stops. This includes reduced parking for middle housing ([RCW 36.70A.635\(6\)\(d\)](#)), accessory dwelling units (XX), housing for very low-income and extremely low-income households ([RCW 36.70A.620\(1\)](#)), senior housing ([RCW 36.70A.620\(2\)](#)), and general market-rate multifamily units ([RCW 36.70A.620\(3\)](#)).

A.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 A-4.

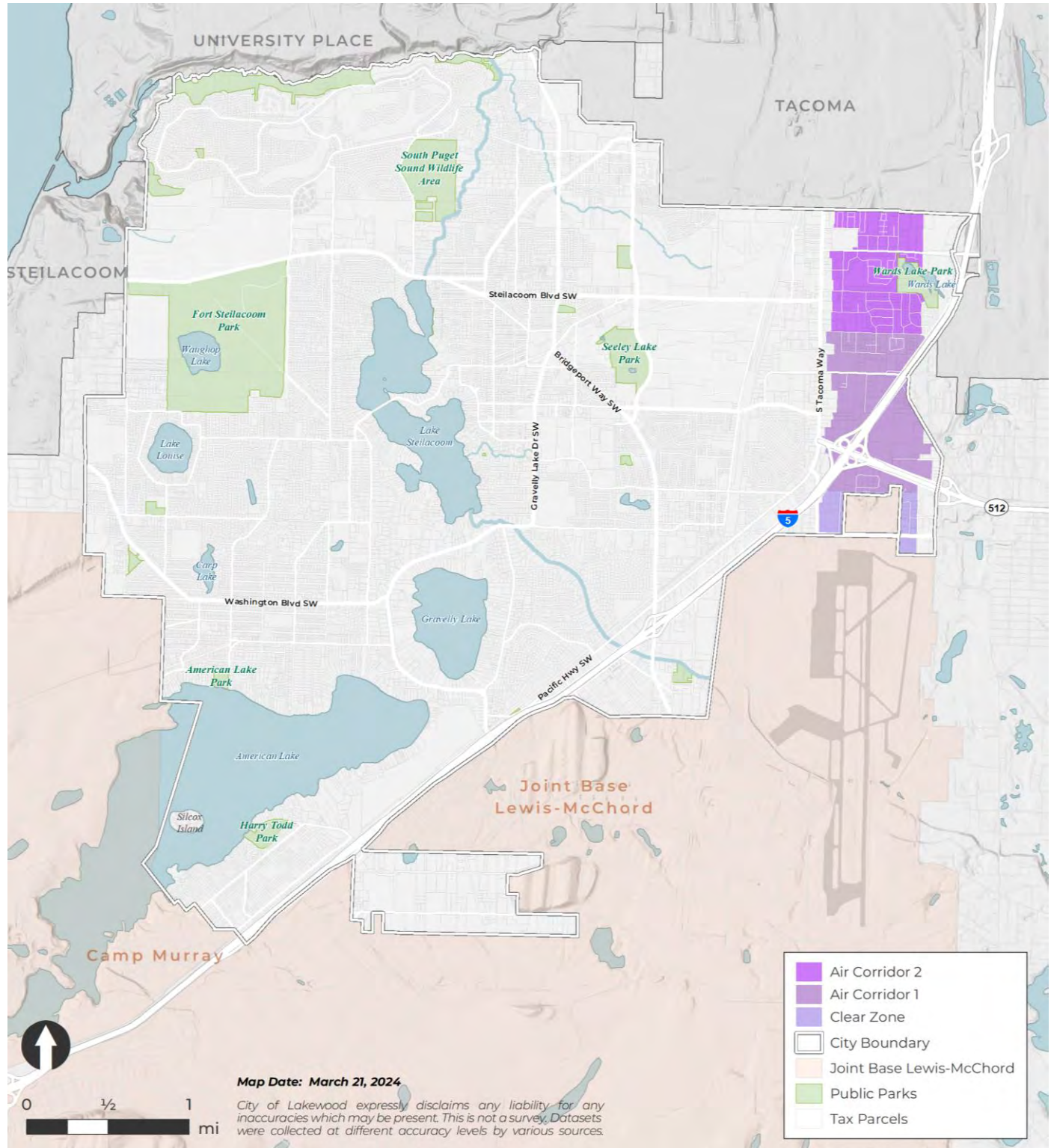
This action will involve consideration of:

- 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.

More information about military compatibility and land uses can be found in Section F (Military Compatibility).

Exhibit A-4. Lakewood Air Corridors.



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

A.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 Section E (Housing) provides more details about the housing requirements.

An evaluation of data from the 2020 Buildable Lands Report has been used to determine the ability for Lakewood to accommodate this future growth. This was updated based on several new requirements for densification of Residential areas:

- **Base requirements:** minimum 2 units/lot on all parcels (R1-R4 zones)
- **Locations ¼-mile from a major transit stop:** minimum 4 units/lot.
- **One or more units are “affordable”:** minimum 4 units/lot.
- **Location in non-sewered areas:** minimum 2 units/lot until either the landowner or local government provides sewer service or demonstrates a sewer system will serve the development at the time of construction.
- **Accessory Dwelling Units (ADUs):** An allowance of 2 ADUs in addition to primary residence on all lots that meet the minimum lot size in each zone that allows for single-family homes (R1-R4 and ARC zones). Cities are only required to allow 1 ADU on a lot that includes a critical area or buffer.

To account for relevant changes, the buildable lands inventory has been revised as follows:

- **Recent development** since the 2020 report was completed is included in the update to determine the actual yields from new projects overall. Note that this included both residential and commercial/industrial projects in the city.
- **Changes to zoning** are also included in the analysis to revise estimates of developable capacity under city regulations.
- An analysis of available site area for **new infill development in Residential areas** was performed to determine likely capacity. This includes evaluations of how much area was available on individual lots for new housing, and if it was likely that this area would be available for new infill capacity.
- Revisions to **estimates of redevelopment potential** are based on increased development yields as well as market factors consistent with the 2020 Pierce County Buildable Lands Report.

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

General inputs for the model are included in Exhibit A-5 below. This table includes descriptions of the land use and expected development types, as well as the range of maximum residential and employment densities and the current size of the individual areas in acres.

Exhibit A-5. Densities Under Future Land Use Designations

Land Use Designation	Major Development Types Envisioned	Residential Density ¹		Employment Density ¹		Acres
		Low	High	Low	High	
Residential Districts:						
Residential	Single-family / middle housing	1	25	--		5,125.8
Mixed Residential	Smaller multi-unit housing	22	35	--		344.1
Multi-Family Residential	Moderate multi-unit housing		22	--		313.6
High Density Multi-Family	Larger apartment complexes	35	54	--		442.8
Mixed Use Districts:						
Downtown	High-density urban housing mixed with retail, office, and social land use activities	80	100	196		318.7
Neighborhood Business District	Multi-family above commercial (retail/office/services)	12	40	25		287.3
Arterial Corridor	Live/work units and lower intensity retail/service.		15	15		18.9
Air Corridor 2	Single-family housing with nominal uses that minimize public risks		2	--		235.8
Non-Residential Districts:						
Corridor Commercial	Employment, services, retail, and business/light industrial	--		25	196	471.5
Industrial	Regional research, manufacturing, warehousing, concentrated business/employment parks, and other major regional employment	--		15		752.5
Public/Semi-Public Institutional	Large- and moderate-scale government and institutional uses	--		20		807.2
Air Corridor 1	Minimal uses compatible with AICUZ requirements	--		--		376.2
Open Space & Recreation	Public open spaces and public/private recreational uses	--		--		1945.3
Military Lands	Federal and state-owned military lands	--		--		25.0
Total designated area						11,464.4
Excluded: Water & ROW						1172.1
TOTAL:						12,636.5

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

Note that residential density changes have been provided here for the Residential land use area, but the Mixed Residential area has also been increased. This is due in large part to the fact that increases in effective densities across the Residential area and individual zoning districts up to R-4 would be greater than the previous allowable densities for these areas.

Based on this analysis, Exhibit A-6 provides a comparison between the growth necessary to achieve targets under the current CPPs and the assessed capacity to meet these growth demands under the developed capacity model. 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 A-6. 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.

More details about the capacity analysis specific to housing area included in Section E (Housing).

A.5 Planning Areas

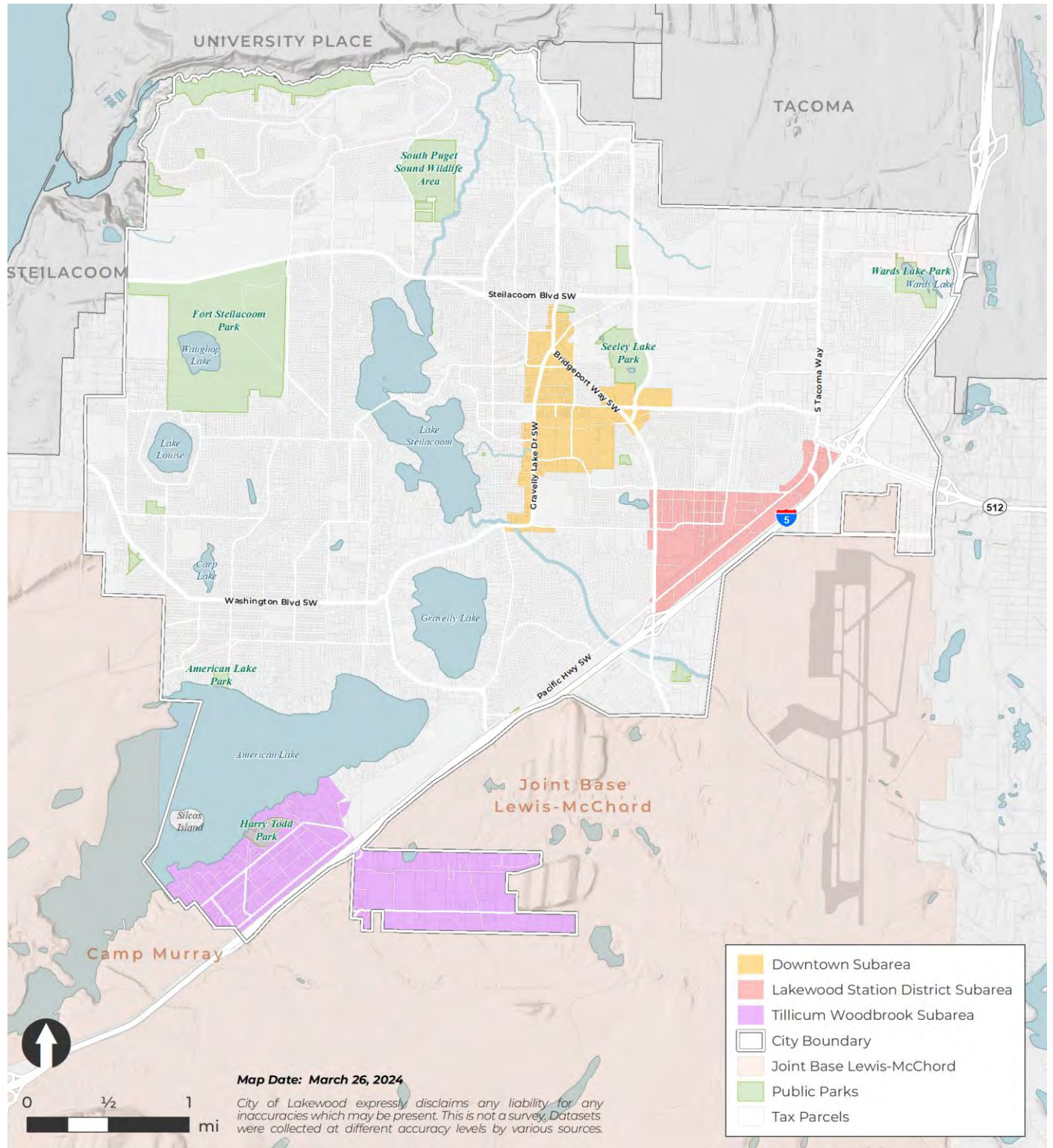
A.5.1 Subarea Planning

As of 2024, Lakewood has adopted three (3) subareas as authorized under [RCW 36.70A.080\(2\)](#):

- **Downtown** (adopted 2018)
- **Station District** (adopted 2021)
- **Tillicum-Woodbrook** (adopted 2011; updated 2024)

Boundaries for these subareas are included in Exhibit A-7. Associated information about these subareas are discussed in more detail in the individual Subarea Plans, which are incorporated into the Comprehensive Plan.

Exhibit A-7. Lakewood Subareas Map.



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

A.5.2 Regional Urban Growth Center

The Puget Sound Regional Council (PSRC) Regional Growth Strategy and Multicounty Planning Policies (MPPs) included in VISION 2050 calls for the creation of central places with a mix of uses and activities connected by efficient transportation. Centers are the hallmark of VISION 2050 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC's federal transportation funding.

As a PSRC “core city”, Lakewood has a designated Regional Urban Growth Center with borders coterminous with the 2018 Downtown Subarea. This area is shown in Exhibit A-8. The center was successfully reviewed by PSRC in 2016 for consistency with VISION 2040 and the MPPs; it will be reviewed again under the updated PSRC Regional Centers Framework in 2025.

The Pierce County Countywide Planning Policies (CPPs) also contain direction regarding Centers; Lakewood's Regional Urban Growth Center will be reviewed over time against these CPPs as well to maintain consistency.

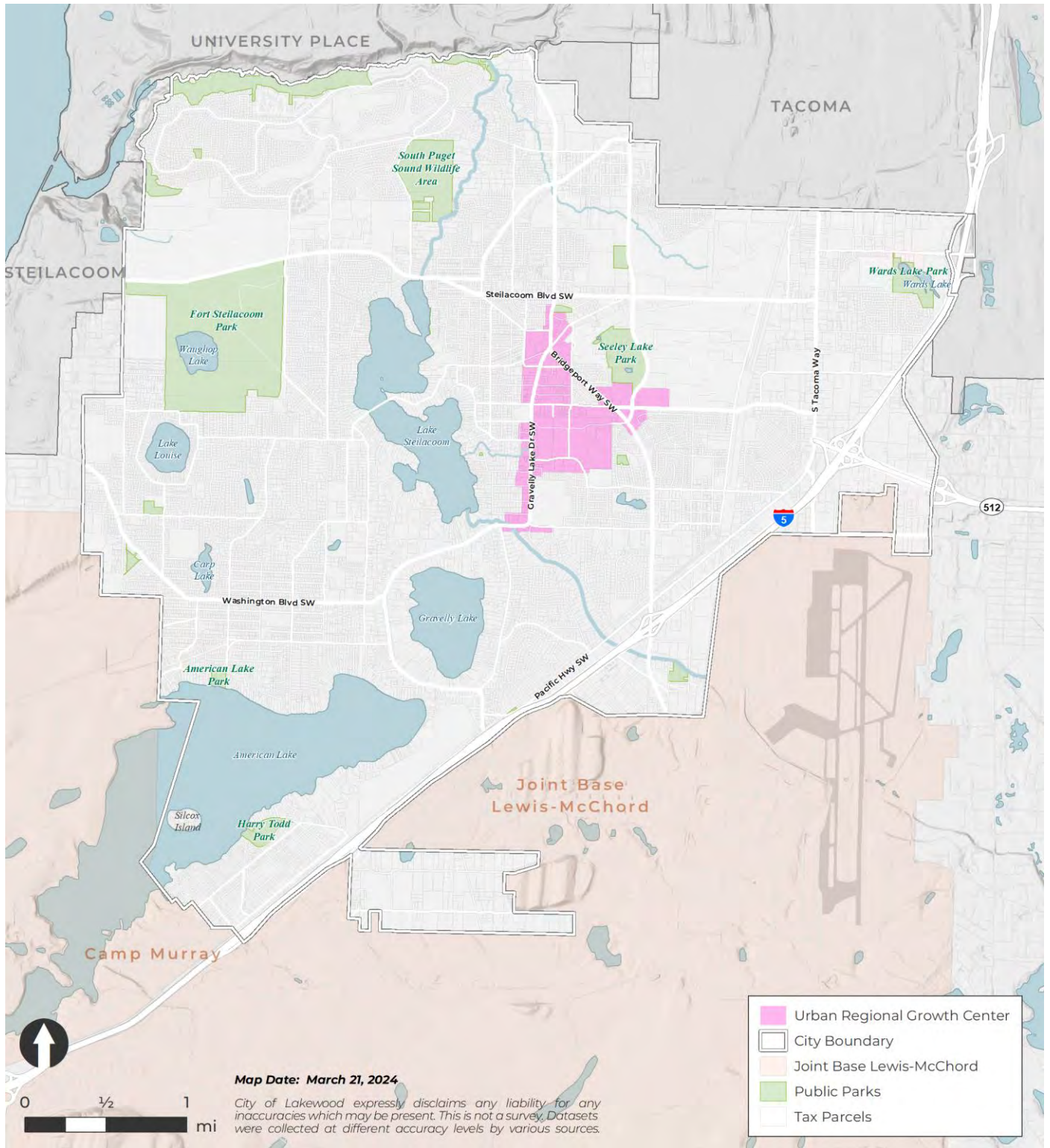
A.5.3 Centers of Municipal Importance (CoMIs)

Centers of Municipal Importance (CoMI) are designated for the purpose of identifying local centers and activity nodes that are consistent with the PSRC MPPs. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or are in an established industrial area. CoMIs are designated by the local government with jurisdiction. Approval by Pierce County, the Pierce County Regional Committee (PCRC), or other state or regional organization is not required.

In 2019, per Pierce County Resolution 2019-070s, the Pierce County Countywide Planning Policies (CPPs) were updated to reflect the Regional Centers Framework that incorporated new policies regarding Centers of Local Importance (CoLIs.) Lakewood ratified these changes per City Resolution 2020-03. County Planning Policy C-29 states in part that “CoLIs may only be located in a town or city without a Countywide or Regional Center located in Pierce County.”

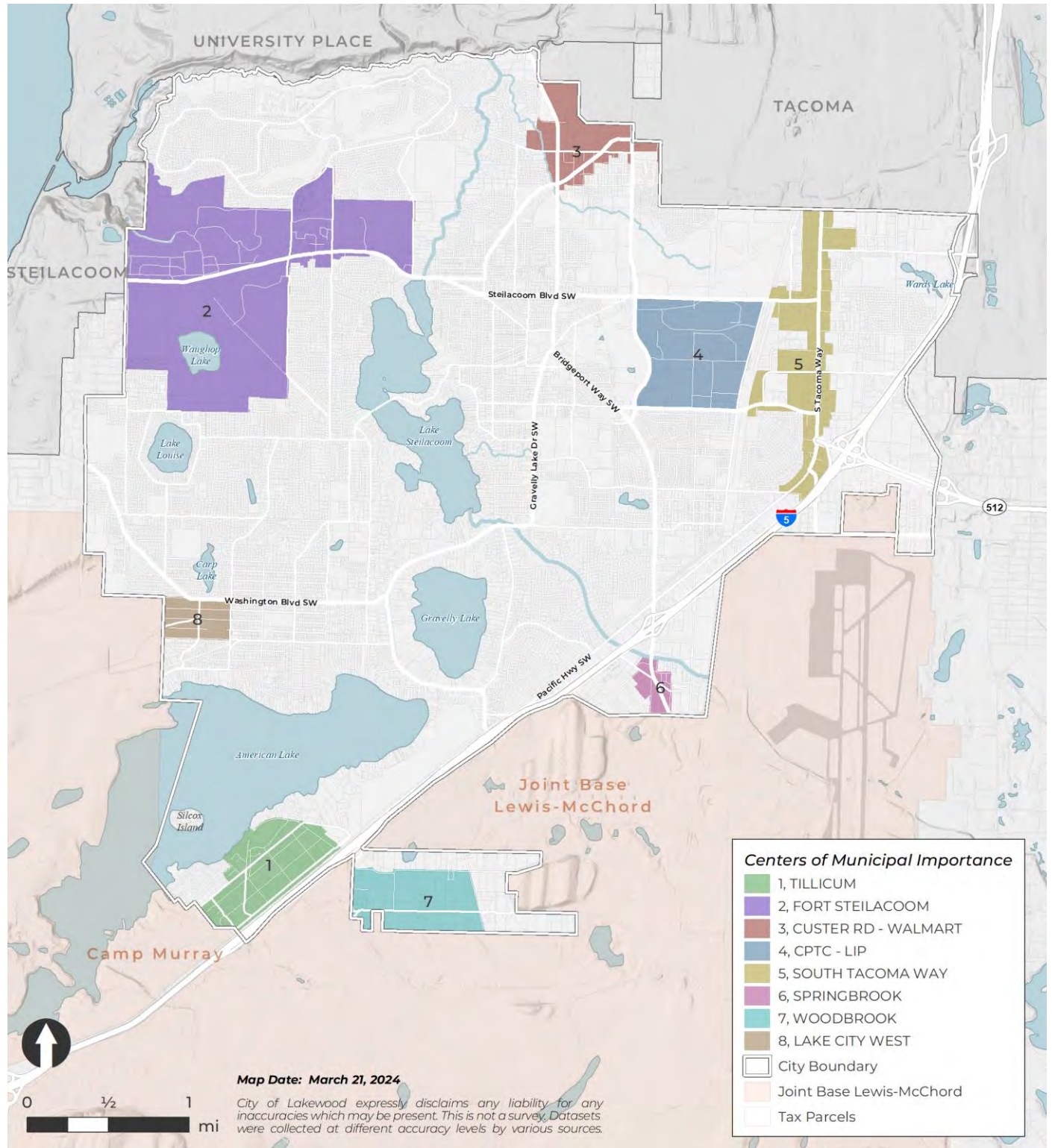
As a result of Policy C-29, the City of Lakewood redesignated its eight (8) local centers from CoLIs to “Centers of Municipal Importance”, or “CoMIs”. These CoMIs, shown in Exhibit A-9, are not intended to be designated in the future as Countywide or Regional Centers, but instead reflect Lakewood's focus areas for preservation, resource investment and/or economic development.

Exhibit A-8. Lakewood Regional Urban Growth Center Map.



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

Exhibit A-9. Lakewood Centers of Municipal Importance (CoMIs).



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

Tillicum CoMI

The Tillicum neighborhood was designated as a CoLI in 2014 based on its characteristics as a compact, walkable community with its own unique identity and character. The area is located just outside the main gates of both Joint Base Lewis-McChord (JBLM) and Camp Murray National Guard Base (“Camp Murray”). The area is geographically isolated from the rest of Lakewood; the only practical access to the area is provided by I-5. This center provides a sense of place and serves as a gathering point for both neighborhood residents and the larger region with regard to the resources it provides for Camp Murray, JBLM, and access to American Lake.

The Tillicum area includes:

- **Civic services** including the Tillicum Community Center, Tillicum Elementary School, a fire station, JBLM and Camp Murray, the Tillicum Youth and Family Center, and several veterans service providers;
- **Commercial properties** along Union Ave. SW that serve highway traffic from I-5, personnel from JBLM and Camp Murray, and local residents;
- **Recreational facilities** including Harry Todd Park, Bills Boathouse Marina, the Commencement Bay Rowing Club, and a WDFW boat launch facility that attracts boaters from around the region.
- **Historic resources**, including Thornewood Castle. Much of the area was developed between 1908 and the 1940s. The street pattern around Harry Todd Park reflects the alignment of a trolley line that served the area in the early 1900’s; and
- Approximately 62 acres partially developed with, and zoned for, **multi-family residential uses**.

Fort Steilacoom/Oakbrook CoMI

The Fort Steilacoom/Oakbrook area is being designated as a CoMI based on its characteristics as a discrete area providing resources of both local and statewide importance. Fort Steilacoom was one of earliest outposts of European settlement in the Northwest. The Fort was later expanded and converted to Western State Hospital (WSH.) The hospital currently serves approximately 800 patients and employs approximately 1,850 staff.

Pierce College was developed on approximately 75 acres of surplus hospital property beginning in 1967. The remaining hospital farmland south of Steilacoom Boulevard became Fort Steilacoom Park in the late 1970s. The designated CoMI area includes Western State Hospital, the Pierce College campus, Fort Steilacoom Park, and commercial and multi-family residential development immediately adjacent to the east.

The designated CoMI includes:

- **Civic services**, including Western State Hospital, the Oakbrook Fire Station, Pierce College, Custer Elementary and Hudtloff Junior High Schools, commercial areas, recreational areas, cultural facilities and activities, historic buildings and sites, and residential areas;
- **Commercial services** in the Oakbrook and Thunderbird Plaza shopping centers;
- **Recreational resources** in Fort Steilacoom Park including Waughop Lake and the Fort Steilacoom Golf Course;

- **Cultural and historic resources** in the Western State Hospital and Fort Steilacoom buildings and the Fort Steilacoom History Museum; and
- **Residential resources** in the multi-family residential areas north of the Oakbrook and Thunderbird Plaza commercial areas.

Further development at WSH and Pierce College is guided by master plan documents developed for each entity and implemented through discretionary land use permits (administrative use permits and conditional use permits) issued by the City. Fort Steilacoom Park is managed through the City's Parks Legacy Plan, which is discussed within and included as an appendix to the Parks, Recreation and Open Space element of the Comprehensive Plan.

Custer Road/Walmart CoMI

The Custer Road/Walmart area is designated as a CoMI based on its emerging status as a significant urban node of the City. The area is bound by Flett Creek on the west, the Flett Wetlands to the south, Leach Creek and Meadowpark Golf Course to the north, and the City boundary/Calvary Cemetery and Mount Tahoma High School to the east. Custer Road is a Principal Arterial street supporting numerous retail facilities and restaurants. The designated center area includes:

- Important **commercial resources** including a Wal-Mart Superstore, H and L Produce and a variety of resident-serving commercial uses along Custer Road through this area;
- **Industrial facilities** (Mutual Materials and Sound Glass);
- **Residential resources** in the underdeveloped areas south of Custer Road which are zoned for multifamily and mixed residential uses.

Lakewood Industrial Park/ CPTC CoMI

The Lakewood Industrial Park/Clover Park Technical College (LIP/CPTC) area is designated as a CoMI based on its status as an intense industrial and educational activity hub for the City. The designated Center area includes:

- **Civic services:** CPTC has an average enrollment of approximately 3,400 students and employs approximately 475 faculty. The CoMI area also includes the Lakewood YMCA, the Lakewood Police Department Headquarters, a fire station, the Clover Park School District Auxiliary Services Center, and the newly constructed Harrison Preparatory Academy serving approximately 1,450 K-12 students.
- **Industrial areas:** The Lakewood Industrial Park is located on 170 acres and supports 64 businesses with 1,250 employees. The delineated area also includes a Lowe's Home Improvement Center on 100th Street SW. The Lakewood Industrial Park has access to the Sound Transit railroad right-of-way along Lakeview Drive SW.

Development in the Lakewood Industrial Park and Clover Park Technical College is guided by master plans adopted for both facilities.

South Tacoma Way CoMI

The South Tacoma Way CoMI is designated based on its commercial significance to the City. Prior to the construction of I-5 in the late 1950's, South Tacoma Way was part of State Route 99, the primary north-south highway through the Puget Sound region. The South Tacoma Way area is now the City's most prolific commercial area and home to a nascent "International District". The area supports the Star-Lite Swap Meet, the B&I marketplace, the Paldo World commercial center, Pierce Transit headquarters, the Grand Central and Macau casinos, and many other commercial centers and businesses.

Springbrook CoMI

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

Woodbrook CoMI

The central Woodbrook area is designated as a CoMI based on its emergence as an important industrial node. Approximately 170 acres have been zoned for industrial uses. Sewers have been extended and roadway improvements have been made to accommodate redevelopment of the area with industrial uses and to facilitate traffic using the JBLM Logistics gate at the end of Murray Road SW. Additional improvements are planned. One 45,000 sq. ft. industrial building has been constructed, and approximately 700,000 square feet of additional industrial space has been approved for development.

The City adopted the Woodbrook Business Park Development Report in July 2009, which analyzes development issues and makes recommendations regarding redevelopment of the area with industrial uses.

Lake City West CoMI

The area just outside the North Gate Road at JBLM has emerged as a major traffic corridor with the expansion of North Gate on JBLM. This Center is delineated in Figure 2.11. A major expansion of North Gate has occurred with hundreds of new low- and medium-density single family residences, two new elementary schools, and military barracks serving military personnel and their families. North Gate has also expanded to include new military industrial warehousing. Consequently, these land use changes have modified the City's street classification system and impacted existing residential neighborhoods. Traffic currently moves from North Gate to Lake City West, and then to Washington Boulevard SW, which operates at a designated Level of Service rating of "F."

A.5.4 Urban Growth Areas (UGAs) and Potential Annexation Areas (PAAs)

The adopted UGA boundaries represent Lakewood's future city limits. These boundaries were established by Pierce County in 1998 and have not changed. Lakewood's current UGAs are described in Exhibit A-10. The UGA boundaries show the extent to which the city can expand over the next 20 years. Under the GMA, jurisdictions may not annex additional area into their corporate limits unless it falls within their UGAs and can be provided with urban levels of service for public services and facilities such as police, water, and sewer. In some cases, urban-type services may already exist in these areas and can be coordinated with existing city services.

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 island, known as Arrowhead-Partridge Glen, which is located between the City of Lakewood and the Town of Steilacoom.

Camp Murray

In 2012, Lakewood examined the advantages and disadvantages of annexing Camp Murray into Lakewood. This action came about as a result of Camp Murray approving a master site development plan which included a proposal to relocate their main gate from Union Avenue SW to Portland Avenue SW.

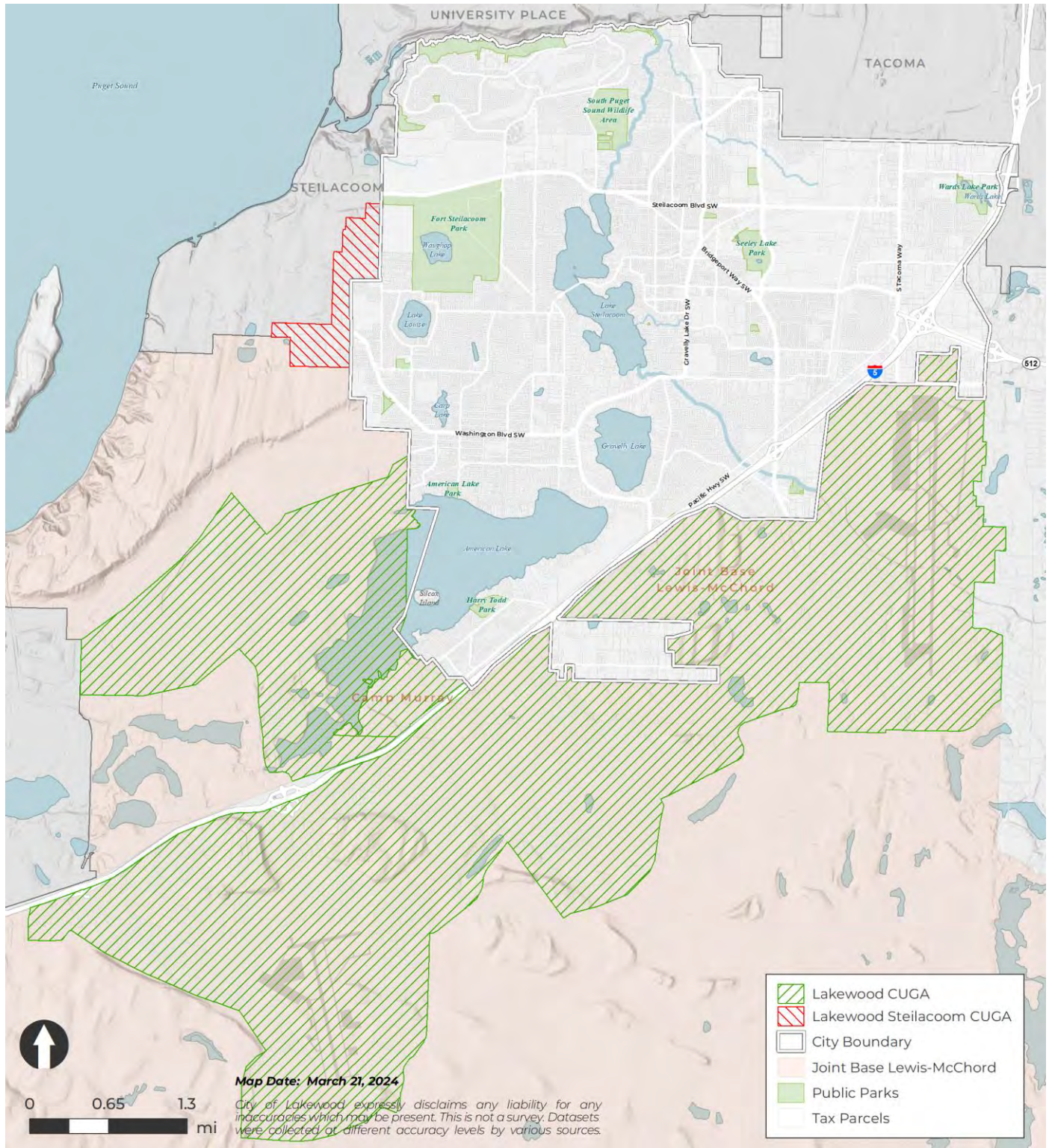
Lakewood's existing corporate limits about the northerly Camp Murray boundary. Lakewood's Tillicum neighborhood is located to the north and northwest of Camp Murray. To the south lies federal land within the secure Joint Base Lewis McChord (JBLM) boundary. To the east and west, respectively, Camp Murray is bounded by the "hard boundaries" of I-5 and American Lake.

Camp Murray is owned by Washington State. There are no residential uses located onsite. Developed areas encompass about 52% of the installation. The built environment provides statewide wheeled vehicle support, storage buildings, administrative offices, classrooms, a heliport, and a drill field. There are 88 buildings on Camp Murray, approximately a third of which are over 50 years old. Water and sewer facilities are provided by Joint Base Lewis McChord (JBLM).

Recreational amenities include a physical training course, campground, and a boat launch. The remaining portions of the installation consist of undeveloped forest, wetlands, shoreline, and riparian areas.

The Washington State Emergency Operations Center is located on Camp Murray, which aids local emergency responders in coordinating search and rescue operations, wildfire mobilization, environmental responses, and other emergencies.

Exhibit A-10. Lakewood Urban Growth Area and Potential Annexation Areas.



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

The annexation of Camp Murray has proven to be infeasible given its unique nature. It was concluded that state enabling legislation would be required to annex Camp Murray. However, that is not to suggest that Camp Murray should not be within Lakewood's UGA. Both Lakewood and Camp Murray have shared interests. Primary ingress/egress into Camp Murray is through the City. Road improvements have been made in Lakewood to improve access into Camp Murray. Both the City and Camp Murray are located on the shores of American Lake. A boat launch and an enclosed boat storage facility housing fire district and police boats straddle current boundaries.

Joint Base Lewis McChord (JBLM)

JBLM's cantonment area is located within Lakewood's UGA and is shown in Figures 2.14 and 2.15. The cantonment area refers to those areas of land that are designated for urban- scale development both existing and proposed. It includes residential, commercial, industrial and military related uses. Over the past 10 years, JBLM has experienced significant development activity; that activity has been entirely confined to the cantonment area in an effort to maximize and preserve existing military training areas and in some cases to preserve wildlife habitat.

In 2003, total base population was 27,982. By 2010, the population had increased to 59,980 and is currently projected at 58,133 by 2016. JBLM has 23,000,000 square feet of facilities. There are 4,901 family housing units on JBLM in 22 different communities. An additional 637 family housing units are planned.

JBLM provides water and sewer utilities. The installation maintains 11,779 permanent party barracks/dorm spaces; 2,488 of those spaces have been constructed since 2010. JBLM has recently constructed 408 Wounded Warriors barracks units. An additional 736 barracks units have been approved. Many of the barracks units are being constructed to replace spaces in aging gang latrine barracks constructed in the 1950's. The new construction will not add to the overall barracks inventory.

Six elementary schools are located on base. There is an existing prison and two airfields. JBLM maintains 278 miles of streets, a 3.3 million gallon water treatment plant, and a 4 million gallon wastewater treatment facility. The Madigan Army Medical Center is a part of JBLM. It is located on 120 acres and is the second largest treatment facility in the US Army.

JBLM has created its own master plan with design principles to preserve rangeland and airfield space, construct mixed-use buildings, create car parks, and establish a Town Square.

Arrowhead-Partridge Glen PAA

In 2013, Lakewood considered annexation of Arrowhead-Partridge Glen. An annexation report was prepared. Physically, this area comprises 256 acres, a largely single family, built-out neighborhood with an estimated population of 2,444. The area is within the identified Pierce County urban growth area boundary and can be annexed by either Lakewood or the Town of Steilacoom. Three past annexations attempts, one to the Town of Steilacoom, and two to the City of Lakewood, all have failed by narrow margins.

The annexation report concluded that like most cities, Lakewood continues to operate in a challenging fiscal environment. The effect of the recent recession has been twofold; not only has it impacted tax

revenues reliant on new development and consumer spending (i.e. sales tax revenue), it has also exposed a structural revenue problem put in place by the passage of I- 747, which limited property tax levy growth to one percent a year. Combined, the reduction in overall tax collections and the limitation on property tax, highlights the City's current fiscal challenge where the cost of municipal services is growing faster than its tax and fee revenues. The challenge for the City is to maintain adequate levels of service without changing tax and fee policies. Regardless of annexation, the City will have to continue to take steps to bring revenues and costs in line in the form of a balanced budget.

The revenue that could be expected to accrue to the City resulting from annexation would be sufficient to cover the City's incremental operating costs associated with adding the annexation population. However, given the City's current fiscal situation, it is not clear whether annexation would be sustainable in the long term.

Anticipated annexation revenue would only partially contribute toward Public Works costs for existing road needs (Military Road) and future chip sealing. It is possible these costs could be offset by the addition of TBD revenue in the future, but at this time it is not possible to evaluate whether that revenue would be sufficient to cover these costs, together with what presumably would be additional capital costs attributable to the area over time.

B Capital Facilities and Essential Public Facilities

B.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.

B.2 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 B-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 B-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 B-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 communications 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 B-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.

B.3 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.

B.4 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.

B.5 Level of Service Standards [NEW]

Under the Capital Facilities Element, it is essential to understand whether adequate facilities are being provided to support new housing and employment within the city. Providing a common set of thresholds for Levels of Service (LOS) can ensure that infrastructure and service provisions meet these needs.

A summary of current LOS standards is provided in Exhibit B-5 below. This table reflects the major infrastructure and services provided in the city to support ongoing growth and development, and includes measures as a level of service standard, a reference for more information about these standards,

and information about the provider for that specific service. This is not an exhaustive list of city infrastructure, and certain utilities and services where level of service standards would not be applicable (e.g., internet speed, telephone land line access, cellular phone coverage) have not been included in this summary.

Exhibit B-5. Lakewood Level of Service Standards.

Capital Facility	LOS Standard	Reference	Provider
Roadways	<ul style="list-style-type: none"> ▪ LOS D with a V/C ratio of 0.9 for all arterials streets/intersections. ▪ LOS F for certain road segments and intersections specified. 	Comprehensive Plan Transportation Element (Chapter 12).	City of Lakewood
Pedestrian/Biking Infrastructure	<ul style="list-style-type: none"> ▪ Assessment of Adequate facilities / High priority / Medium priority rankings related to system completeness. 	Comprehensive Plan Transportation Element (Chapter 12).	City of Lakewood
Transit	<ul style="list-style-type: none"> ▪ Assessment of Adequate / High priority / Medium priority / No facilities rankings related to access/availability. 	Comprehensive Plan Transportation Element (Chapter 12).	Sound Transit, Pierce Transit (City of Lakewood – transportation connections)
Parks	<ul style="list-style-type: none"> ▪ 0.75-mile walking distance to neighborhood parks equipped with playground facilities 	Comprehensive Plan Parks, Recreation, and Open Space Element (Chapter 9). See also the Parks Legacy Plan for parks inventory and LOS discussion.	City of Lakewood
Stormwater Management	<ul style="list-style-type: none"> ▪ On-site infiltration expected. Treatment as required by DOE Stormwater manual. 	Comprehensive Plan Utilities Element (Chapter 14); 2015 Stormwater Management Program; Chapter 12A.11 LMC.	City of Lakewood
Sanitary Sewer	<ul style="list-style-type: none"> ▪ 220 gallons per day equals one residential equivalent. ▪ Flow projections assume 0.83 RE for multifamily units. 	Comprehensive Plan Utilities Element (Chapter 14); Pierce County Consolidated Sewer Plan Section 2.6.3	Pierce County Sewer Utility
Fire Protection	<ul style="list-style-type: none"> ▪ WA Surveying and Rating Bureau rating of Class 3 or better. 	Comprehensive Plan Public Services Element (Chapter 10).	West Pierce Fire and Rescue
EMS	<ul style="list-style-type: none"> ▪ 4-minute initial time standard for EMS calls. 	Comprehensive Plan Public Services Element (Chapter 10).	West Pierce Fire and Rescue

Capital Facility	LOS Standard	Reference	Provider
Water Supply	<ul style="list-style-type: none"> Min. pressure- 40 psi. Fire flow- 1,500 gpm Current usage: 139 gal/person/day 	Comprehensive Plan Utilities Element (Chapter 14); LWD Capital Improvement Program	Lakewood Water District
Electricity		Comprehensive Plan Utilities Element (Chapter 14)	Puget Sound Energy Tacoma Power Lakeview Light and Power
Solid Waste		Comprehensive Plan Utilities Element (Chapter 14); Tacoma- Pierce County Solid Waste Plan	Waste Connections
Schools	School size (# students): <ul style="list-style-type: none"> K-5 450-475 Middle school: 650-700 High school: 1,500- 1,600 	Clover Park Facilities Advisory Committee Reports (2009 and 2016); Clover Park Capital Facilities Master Plan	Clover Park School District
Library Services	<ul style="list-style-type: none"> 0.62 sq. ft. per capita 	Pierce County Library 2030 Facilities Master Plan	Pierce County Library District

C Economic Development

C.1 Introduction

This section provides a comprehensive overview of the current economic landscape of Lakewood. Currently, the city is uniquely positioned to capitalize on various opportunities for local economic expansion and diversification. Anchored by significant local resources such as proximity to Joint Base Lewis-McChord (JBLM), I-5, SR 512, and the port of Tacoma, there are significant opportunities to address demand in retail, commercial, housing, and logistical activities, among others.

However, the city also faces several challenges that need to be addressed to sustain and enhance its economic development. In particular, the ways that the City addresses the limited availability of vacant land for development, construction costs, infrastructure needs, and regional retail competition will shape how the city will grow and change into the future, and how local economic activity will support municipal fiscal sustainability.

This section reviews relevant information about the local Lakewood economy. This is focused on data that can help to support the City's efforts to support local economic development that can benefit local businesses, residents, and the region at large. This includes:

- High-level information about the **economic competitiveness** of Lakewood, including major local resources and possible future challenges to economic development.
- An assessment of **local employment**, including the breakdown of employment between economic sectors, a review of expected future employment growth to 2050, and comparisons with nearby communities.
- An evaluation of **commuting and worker locations**, including an assessment of the jobs-to-population ratio and a review of commuting flows between Lakewood and other communities.
- An analysis of **taxable retail sales** in Lakewood, including an evaluation of whether

Overall, this material underscores the importance of a coordinated policy approach, integrating various elements of the Comprehensive Plan, to effectively respond to these economic development challenges.

C.2 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 (JBLM) and other facilities.** Lakewood is located next to JBLM, 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.

C.3 Employment

The following exhibits provide historical estimates of covered employment for Lakewood:

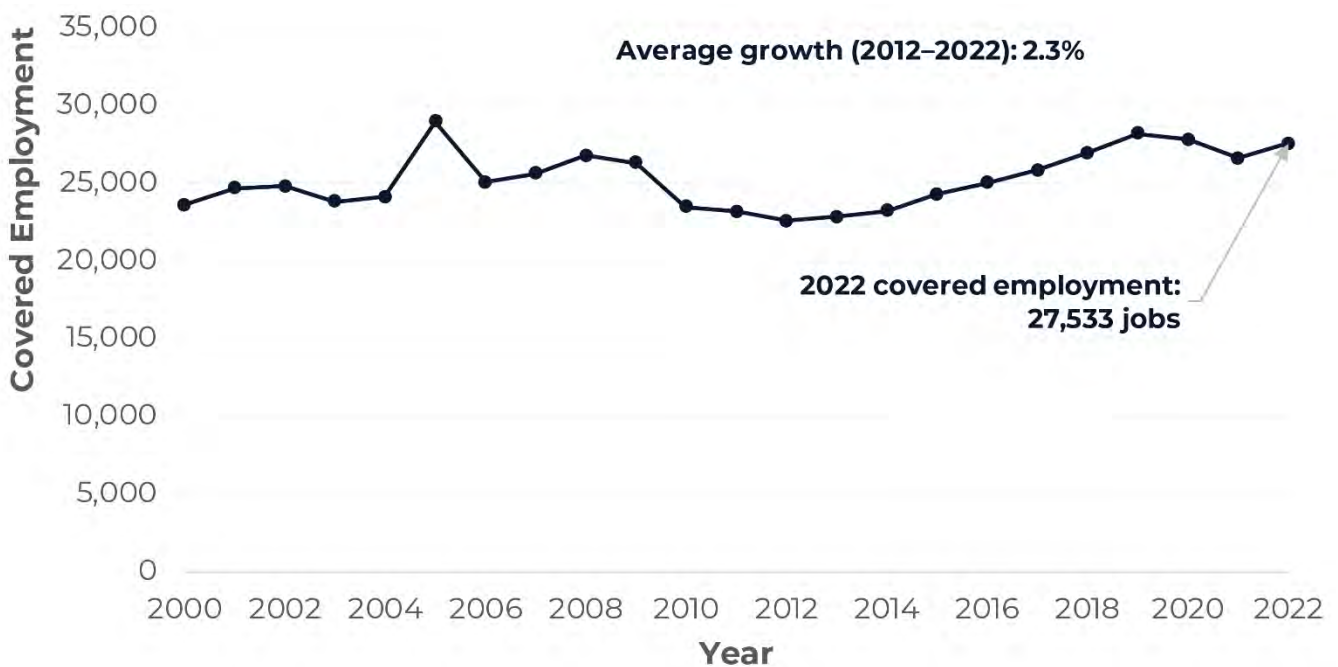
- Exhibit C-1 provides historical covered employment in Lakewood from 2000 to 2022.
- Exhibit C-2 provides covered employment by major economic sector for Lakewood between 2012 and 2022.
- Exhibit C-3 compares the breakdown of city employment by major sector with surrounding communities in 2022.

Note that under these statistics, “covered employment” includes all jobs covered by the *Washington Unemployment Insurance Act*, which does not specifically include self-employed individuals, military workers, or other workers not covered by state unemployment insurance.

This information highlights several key elements with respect to local employment in Lakewood:

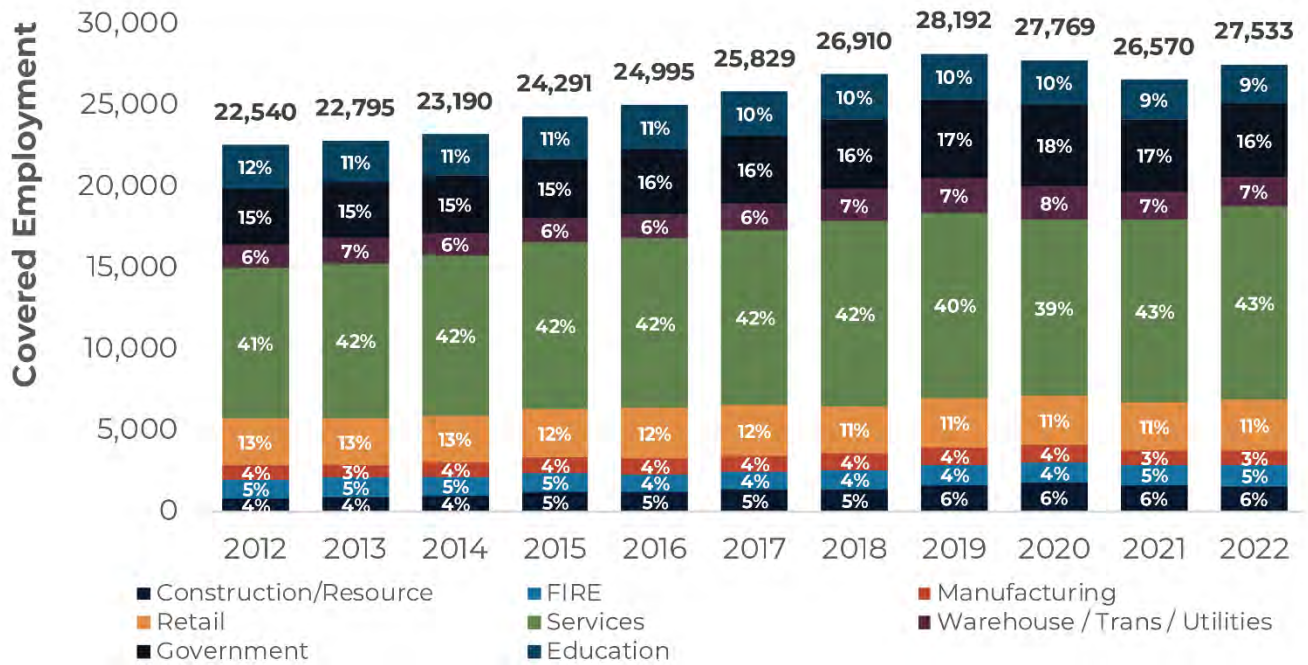
- **With respect to local employment, the city has recovered from recession and lockdown.** Currently, 2022 covered employment amounts to 27,533 jobs in the city. Employment in Lakewood has increased since the decline due to the 2007–2009 recession. Note that while government cutbacks were felt across the region, the effects on Western State Hospital were significant for one of the city’s largest employers, and there was a 15% loss in employment from 2008–2012. More recently, shocks due to the 2020 pandemic can be linked to a decline of 1,622 jobs (about 5.8% of employment) between 2019 and 2021, but a recovery in employment can be seen with an increase of 3.5% between 2021 and 2022.

Exhibit C-1. Covered Employment in Lakewood, 2012–2022.



Source: Puget Sound Regional Council, 2024.

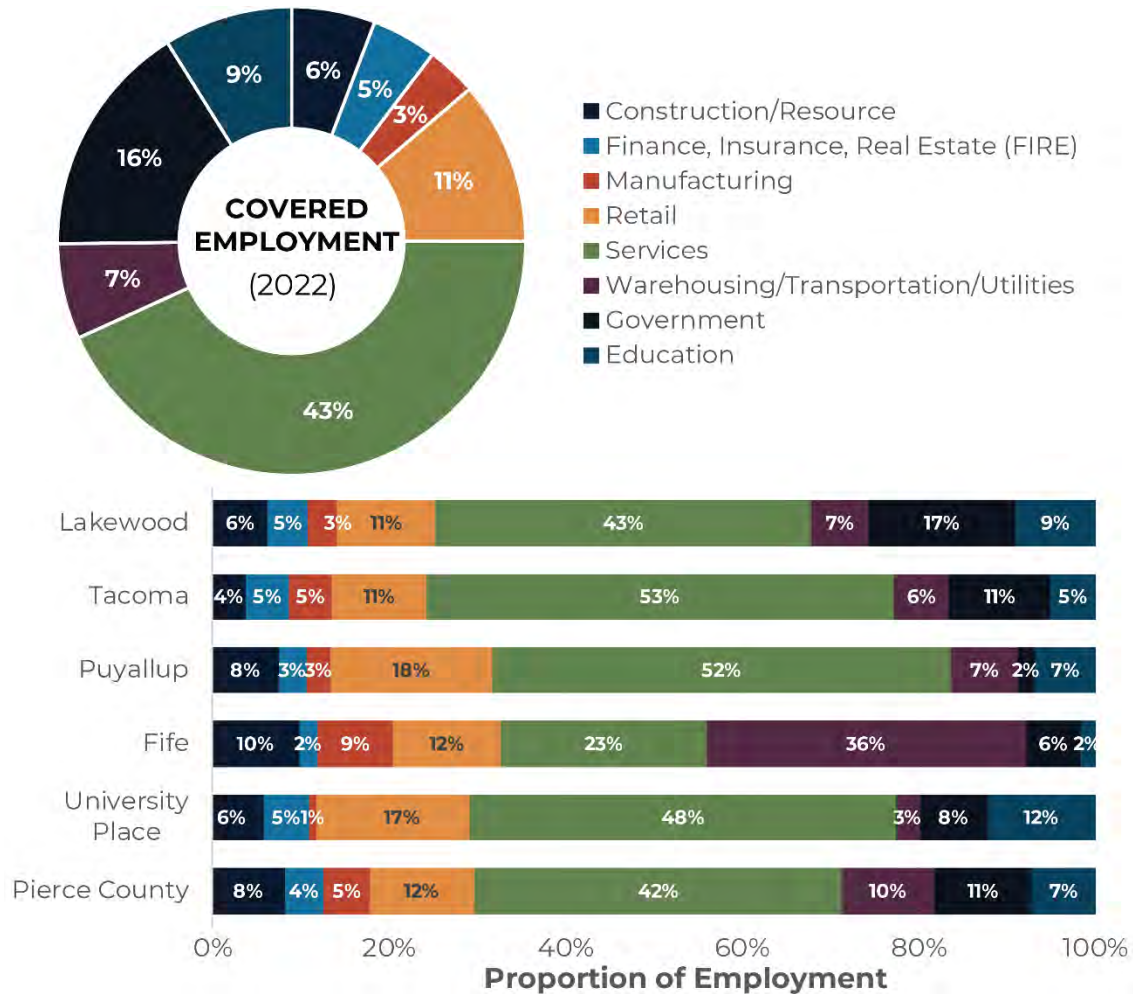
Exhibit C-2. Covered Employment by Major Sector in Lakewood, 2012–2022.



Source: Puget Sound Regional Council, 2024.

- There are different rates of employment growth across the Lakewood economy.** Different sectors of the local economy are not experiencing growth at the same rates. Compared to an average of 2.3% growth in employment since 2012, the highest growth sectors for Lakewood since 2012 have been in Construction/Resource (about 8% per year), Government (3.7%), Warehousing, Transportation, and Utilities (3.6%), and Services (2.3%), with the greatest increase in covered employment found in Services (2,645 total jobs). Conversely, Education has experienced a loss of employment (-0.1% per year), while Retail (0.4%) and Finance, Insurance, and Real Estate (0.5%) have experienced lower rates of growth than other economic sectors.
- Government and government-related employment will continue to be an integral part of the local economy.** At 17% of total covered employment, the Government sector is responsible for a larger proportion of local employment than in other communities in Pierce County. This is due in part to the presence of Western State Hospital, one of the largest local employers. Recent growth in services and manufacturing are also likely related to increases in demands for suppliers to local institutions, including the Hospital, JBLM, and local educational institutions.

Exhibit C-3. Breakdown of Covered Employment, Lakewood and Surrounding Communities, 2022.

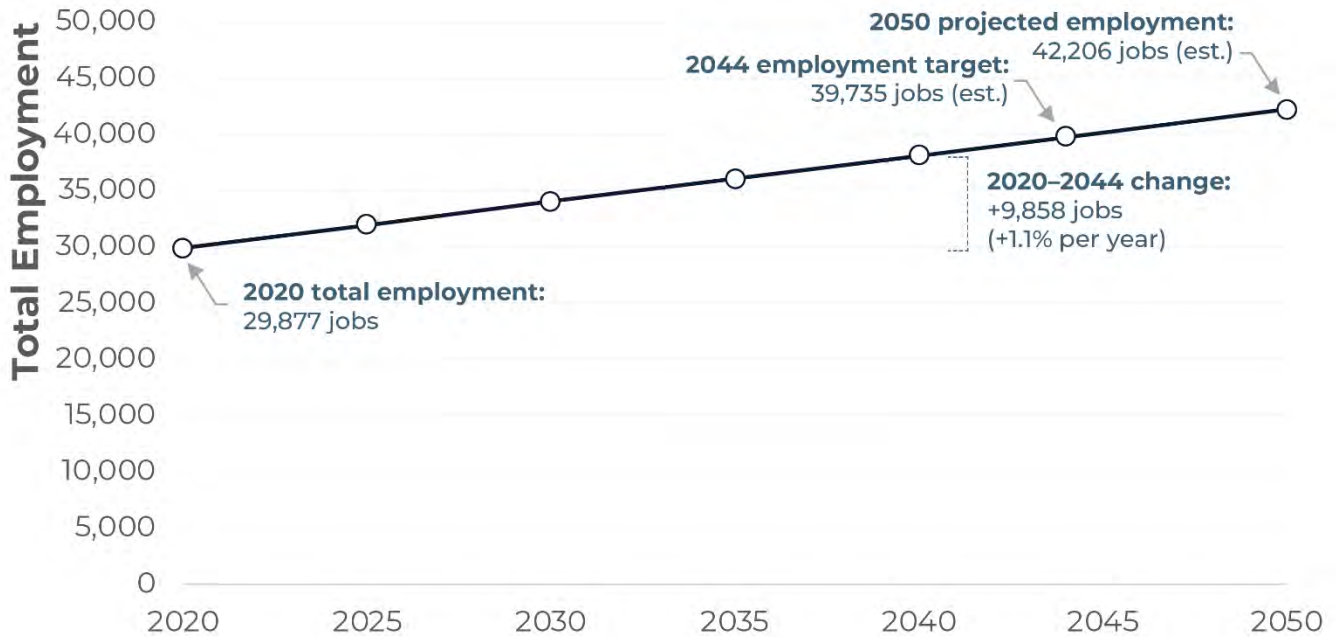


Source: Puget Sound Regional Council, 2024.

Estimates of future total employment for the city are provided in Exhibit C-4 below. The 2044 projection is based on the current Countywide Planning Policies in place for Pierce County. The additional projections are based on the PSRC’s Land Use Vision – Implemented Targets (LUV-it) land use model, which includes estimates of total employment, including both covered and non-covered employment, and are based on regional policies as well as local targets from the Countywide Planning Policies.

Overall, an **additional 9,858 jobs** are predicted to be included in the city between 2020 and 2044, with overall employment at **39,735 jobs by 2044** according to targets. This represents an average increase of about 1.1% per year, which suggests slower expected employment growth compared to current rates post-2012.

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



Source: Puget Sound Regional Council, 2024.

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 between 2020 and 2050 of 12,329 jobs.

Required supplies of developable lands in Lakewood to accommodate this additional employment are discussed in Chapter 2 (Land Use and Maps). The final need for additional land and floor space to accommodate employment will depend on several factors, including the types of jobs included, expected employment intensities (typically measured in average square feet per employee).

C.4 Commuting and Worker Locations

In addition to understanding the composition of local employment, it can also be important to understand where the people that work in the city live. While local workers are free to live where they choose, this should be reviewed for several reasons:

- Understanding the balance between local jobs and residents can help to understand how the city should focus on balancing itself between being a “bedroom community” and an employment center.
- Commuting patterns can highlight cases where local workers may need to commute from surrounding areas where rents may be lower.
- Increasing opportunities for people to live closer to where they work can help reduce commuting times, traffic congestion, and climate change impacts from transportation.

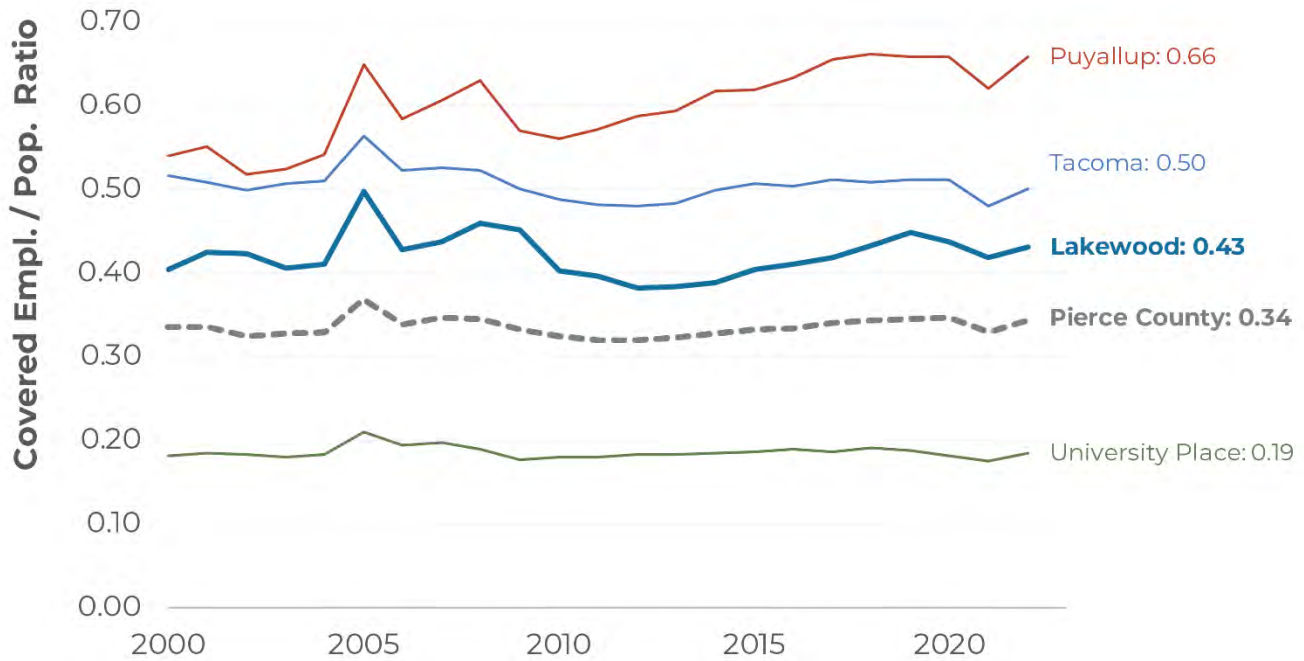
The following exhibits provide relevant information regarding commuting and Lakewood from the Longitudinal Employer-Household Dynamics (LEHD) data provided by the US Census:

- Exhibit C-5 highlights the jobs-to-households ratio based on covered employment, compared with other jurisdictions in the area and with Pierce County as a whole.
- Exhibit C-6 presents the change over time in the proportion of local employees that are also Lakewood residents, compared with the proportion of Lakewood residents that work locally.
- Exhibit C-7 gives the top work locations for residents of Lakewood, and the top home locations for workers in Lakewood.

This information highlights the following:

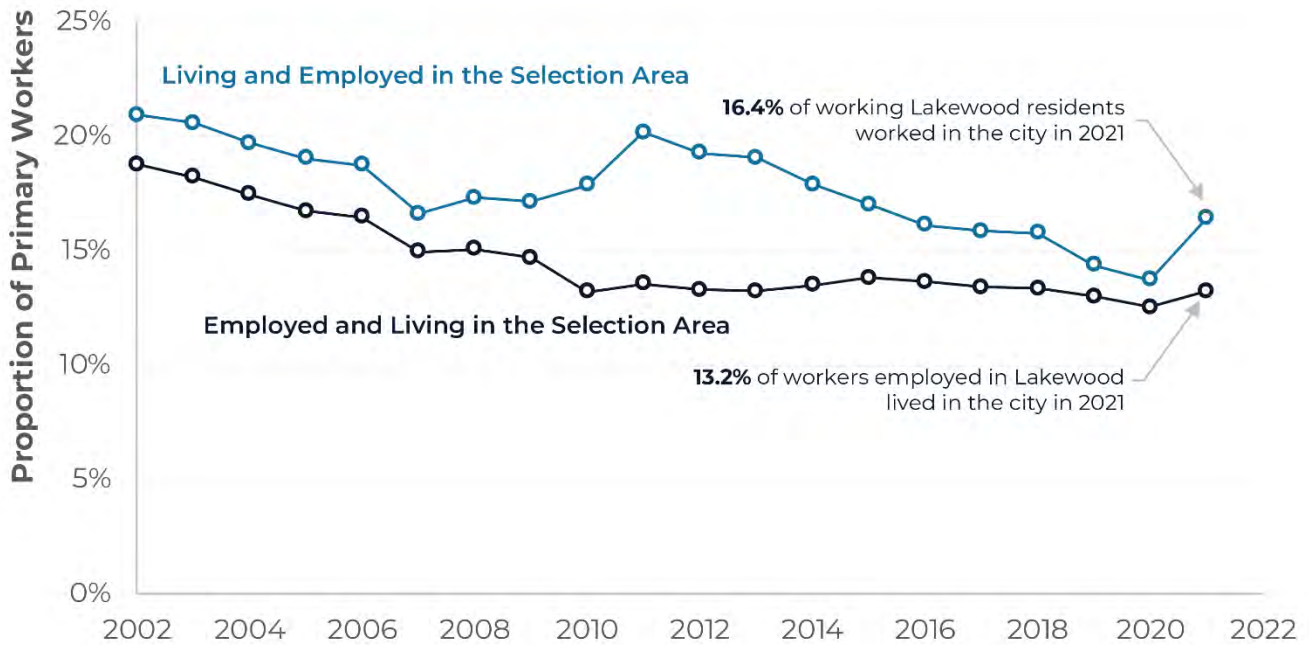
- **Lakewood has a greater concentration of employment than the County average.** When examining the jobs-to-population ratio in Exhibit C-5, Lakewood has a ratio of 0.43 jobs per resident. This is higher than the Pierce County average of 0.34, suggesting that overall, the city does serve as a destination for employment. However, this ratio is lower than Tacoma (0.50) and Puyallup (0.66), suggesting that these communities also represent strong job centers in the area.
- **Lakewood is a net importer of workers, but this is changing.** From the LEHD data, it appears that Lakewood has been a net importer of employment, with slightly more workers coming into the community than residents leaving to work in other communities. In 2021, over 13% of local workers were also residents. However, this is shifting, as a growing number of residents are working outside of Lakewood. In 2021, 16.4% of working Lakewood residents were employed outside of the city. This suggests that a growing proportion of new working residents are being employed outside of the city.
- **Commuting flows suggest connections with surrounding job centers and bedroom communities.** When examining the flows of workers between Lakewood and surrounding communities, a significant number of local workers are being drawn in from surrounding suburban residential communities (e.g., Parkland, University Place, South Hill) as well as residential areas of Tacoma. Conversely, many commuters that reside in Lakewood work in major job centers, both regional (e.g., Tacoma, Seattle, Olympia, Bellevue) and local (e.g., Lakewood, Fife, Puyallup).

Exhibit C-5. Jobs-to-Population Ratio, Lakewood and Surrounding Communities, .



Sources: Puget Sound Regional Council, 2024; WA Office of Financial Management, 2024.

Exhibit C-6. Proportion of Primary Workers Living and Residing in Lakewood.



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

Exhibit C-7. Home and Work Locations for Lakewood Workers, 2021.

Home Locations of Lakewood Workers			Work Locations of Lakewood Residents		
City/CDP	Number	%	City/CDP	Number	%
Tacoma city, WA	4,185	15.8%	Tacoma city, WA	4,203	19.7%
Lakewood city, WA	3,503	13.2%	Lakewood city, WA	3,503	16.4%
Parkland CDP, WA	1,122	4.2%	Seattle city, WA	1,937	9.1%
University Place city, WA	966	3.6%	Fife city, WA	684	3.2%
South Hill CDP, WA	954	3.6%	Puyallup city, WA	656	3.1%
Spanaway CDP, WA	932	3.5%	Olympia city, WA	530	2.5%
Puyallup city, WA	619	2.3%	Kent city, WA	526	2.5%
Federal Way city, WA	523	2.0%	Sumner city, WA	473	2.2%
Frederickson CDP, WA	523	2.0%	Auburn city, WA	467	2.2%
Lacey city, WA	469	1.8%	Bellevue city, WA	449	2.1%
All Other Locations	12,692	47.9%	All Other Locations	7,878	37.0%

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

C.5 Taxable Retail Sales and Market Capture

Consumer purchasing habits can also help to describe Lakewood's economy. State and local sales tax data can be compared to understand how purchasing patterns in Lakewood compare to expected levels. This can be important in several ways:

- Comparisons of local spending patterns can potentially indicate what types of businesses rely on drawing in customers from outside the city, and what types of goods and services that residents will need to go outside the city to find.
- As sales taxes are often an important part of local government revenue, understanding current patterns in receipts can help to highlight competitive advantages and potential gaps in services.
- Additionally, understanding trends in spending over time can highlight local economic trends and potential opportunities and challenges with supporting local business activity.

Note that this type of analysis does not include all possible economic activity. Other transactions outside of retail spending such as business-to-business sales are not covered in this data set. Additionally, certain types of retail spending, notably most groceries (which are exempt) and motor fuel sales (which are taxed separately), are not included.

The following figures provide information based on Washington State Department of Revenue data on taxable retail sales:

- Exhibit C-8 provides a comparison between actual retail and restaurant spending in Lakewood in 2021 with expected average spending by city residents to determine the effective capture of consumers for local businesses.
- Exhibit C-9 compares the market capture for Lakewood in 2022 for retail and restaurant subsectors with those found in other cities in the region.
- Exhibit C-10 shows the changes in taxable retail sales between 2017 and 2021 for the top ten subsectors in the city.

These results are provided in terms of defined subsectors under the North American Industrial Classification System (NAICS), with a focus on three-digit subsectors under “Retail Trade” (NAICS codes 44 and 45), as well as “Food Services and Drinking Places” (NAICS 722). Note that due to a revision of the NAICS codes in 2022, Exhibit C-8 and Exhibit C-10 rely on assessments of spending in 2021.

The assessments of spending rely on a comparison between actual local sales and the estimates of potential spending of city residents based on statewide averages. This comparison is typically summarized as a “pull factor”, which is calculated as the ratio between actual and potential spending. In cases where the pull factor is greater than one, there is greater local spending than what is assumed to be supported by residents, meaning that local businesses can capture more consumers from outside of the city as customers. Conversely, if the pull factor is less than one, it means that local spending is lower than estimated spending by residents, suggesting that they will need to go outside the city to obtain the goods and services they need.

Exhibit C-8. Taxable Retail Sales, 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 C-9. Comparison of Pull Factors, 2022.

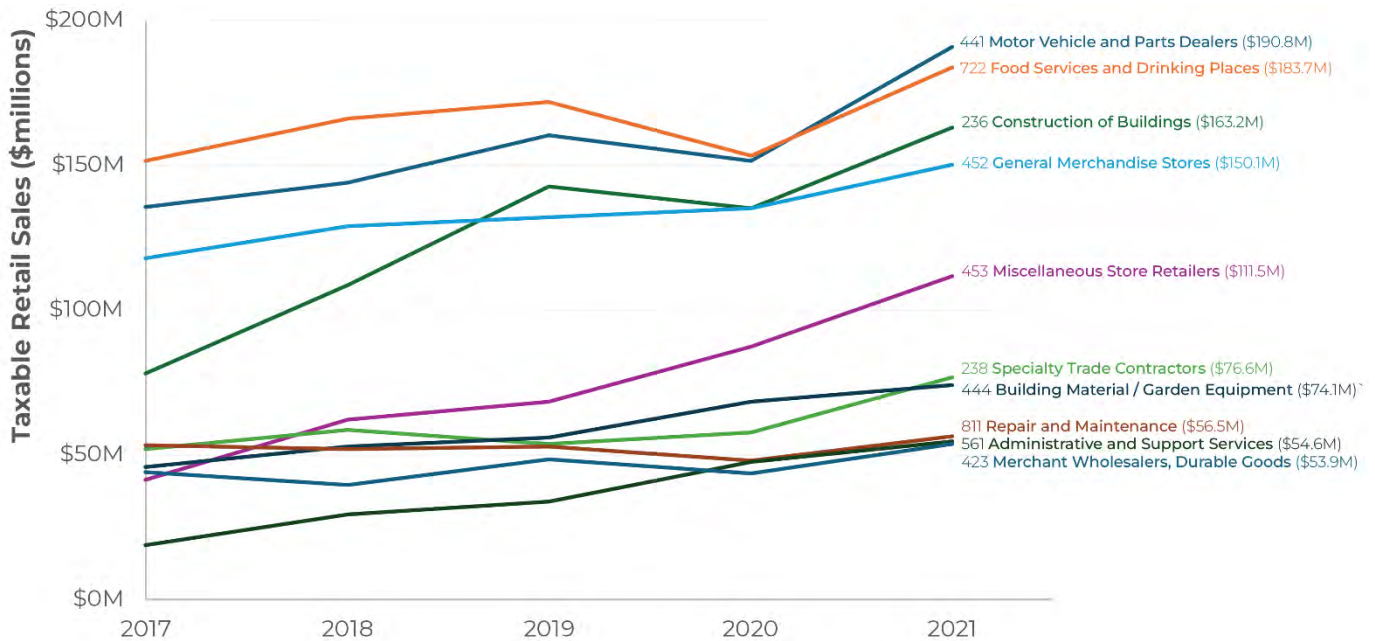
		Pull Factors					
	NAICS Designation	Lakewood	Tacoma	Puyallup	Fife	University Place	Federal Way
44-45	Retail Trade	1.17	1.46	4.28	9.85	0.50	1.12
441	Motor Vehicle and Parts Dealers	1.01	1.89	8.53	34.59	0.05	0.47
444	Building Material and Garden Equipment and Supplies Dealers	1.08	1.14	3.56	1.69	0.16	1.34
445	Food and Beverage Retailers	1.47	1.32	1.72	0.41	1.33	1.31
449	Furniture, Home Furnishings, Electronics, and Appliance Retailers	0.87	1.44	2.35	3.55	0.74	1.02
455	General Merchandise Retailers	1.64	1.13	5.27	2.87	0.59	2.27
456	Health and Personal Care Retailers	1.41	1.59	2.84	0.61	0.70	1.12
457	Gasoline Stations and Fuel Dealers	1.20	1.03	1.53	5.95	0.36	0.92
458	Clothing, Clothing Accessories, Shoe, and Jewelry Retailers	1.05	1.89	3.10	1.18	0.43	0.99
459	Sporting Goods, Hobby, Musical Instrument, Book, and Miscellaneous Retailers	1.13	1.36	2.21	2.74	0.72	1.04
722	Food Services and Drinking Places	1.78	1.43	2.82	2.08	0.55	1.52

Source: WA Department of Revenue, 2024.

This information highlights several important components of the Lakewood economy:

- The retail economy is important to Lakewood.** Lakewood does serve as a center for retail, and under some categories of retail business there is a net capture of customers that indicates a broader customer draw beyond the city. In 2021, this amounted to over \$203 million in retail spending above what would be expected from city residents.
- There is less specialization in Lakewood than in some surrounding communities, however.** Lakewood retail businesses, especially in the downtown and close to I-5, are likely to provide a broader capture area for customers. With respect to surrounding communities, this is more comparable to Tacoma and Federal Way. However, communities such as Fife and Puyallup have more specialized service offerings (and in the case of Fife, a higher ratio of jobs to businesses), meaning that their customer draws are larger.

Exhibit C-10. Taxable Retail Sales by Subsector in Lakewood, 2017–2021 (Top Ten Subsectors).



Source: WA Department of Revenue, 2024.

- Restaurant sales are one of the most important elements of the local economy.** Food service businesses form one of the most important components of the local retail economy in Lakewood. “Food Services and Drinking Places” (722) is the largest subsector in Lakewood, resulting in \$183 million in receipts in 2021 and growing at an average of 4.6% per year since 2017. This is focused on limited- and full-service restaurants, with less focus on catering and drinking establishments.
- Construction activities provide a significant contribution to local sales taxes.** While the focus of taxes on real estate are often on local real estate excise taxes (REETs), a significant portion of local sales taxes result from sales taxes charged to construction contractors. This amounted to over \$280 million in taxable sales in 2021, with \$163 million consisting of building construction and the remainder resulting from other types of construction or specialized trade work. This is important to note as this may be sensitive to overall real estate market conditions; in 2022, these receipts dropped by 15% due to changes in building activity.
- Explicit gaps in local retail are limited, but there are opportunities to expand.** In examining the data related to taxable retail sales, Lakewood is positioned as a service center for the area. However, compared to expected expenditures, there are some individual types of businesses that are not as strongly represented in the city, including new car dealers, RV/boat dealers, electronics stores, and lawn and garden equipment. While this does not mean that the City should necessarily work to recruit these businesses, there may be local opportunities to meet these needs with new local activity.

D Energy and Climate Change

D.1 Introduction

It is increasingly evident that there are strong relationships between greenhouse gas emissions and transportation and land use patterns. When considering local strategies to manage these effects, it should be recognized that Lakewood possesses the potential for building high-density, diversified, mixed-use projects near current transit systems, schools, parks, and neighborhoods. By integrating energy-efficient and sustainable practices into buildings and streetscapes, the community can be made more resilient to future climate change impacts and can reduce the emissions of the greenhouse gases that contribute to the issue. The Comprehensive Plan Chapter integrates these concepts to encourage sustainable development through the preservation of natural resources, the promotion of transit-oriented development, access to various transportation modes, and advocacy for green building.

This section provides the following to support the Energy and Climate Change Element of the Comprehensive Plan:

- Describes potential climate change impacts, energy use and greenhouse gas emissions;
- Highlights key findings and recommendations;
- Defines goals for energy and climate change; and
- Highlights the engagement coordinated for this effort.

D.2 Defining the Issue

D.2.1 What is Climate Change?

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

D.2.2 Energy and Climate Change

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

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

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

Declining costs and rising capacity factors of renewable energy sources, along with increased competitiveness of battery storage, drove growth in 2019. In the first half of the year, the cost of onshore wind and utility-scale solar declined by 10 percent and 18 percent, respectively, while offshore wind took a 24 percent dip. The greatest decline was in lithium-ion battery storage, which fell 35 percent during the same period. This steady decline of prices for battery storage has begun to add value to renewables, making intermittent wind and solar increasingly competitive with traditional, "dispatchable" energy sources.

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

D.2.3 Potential Impacts of Climate Change

Overview

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

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

Impacts in the Pacific Northwest

By the 2020s, the average temperatures could be higher than most of those experienced during the 20th Century. The Pacific Northwest is expected to undergo seasonal temperature changes, with warming in both summer and winter. While alterations in precipitation patterns are anticipated during these seasons, they remain unpredictable. The changes in winter precipitation are relatively more certain than those in the summer. Future climate projections suggest continued oscillations between wet and dry conditions, which might make the impact of climate change difficult to discern.

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

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

Impacts to Washington State

The United States Environmental Protection Agency (EPA) published a synopsis of the impacts that climate change could have on Washington. Over the past century, most of Washington State has warmed one to two degrees (F). Glaciers are retreating, the snowpack is melting earlier in the year, and the flow of meltwater into streams during summer is declining. In the coming decades, coastal waters will become more acidic, streams will be warmer, populations of several fish species will decline, and wildfires may be more common.

- **Coastal impacts.** Sea level rise will threaten coastal development and ecosystems. Erosion will threaten homes and public property along the shore. Increased flooding could threaten wastewater treatment plants, ferry terminals, highways, and railroads along Puget Sound.
- **Tidal wetlands.** Mudflats, marshes, and other tidal wetlands provide habitat for birds and fish. As water levels rise, wetlands may be submerged or squeezed between the rising sea and structures built to protect coastal development.

- **Snowpack and river systems.** Three thousand glaciers cover about 170 square miles of mountains in Washington, but that area is decreasing in response to warmer temperatures. The flows of water in rivers and streams are increasing during late winter and early spring but decreasing during summer. Warmer winters have reduced average snowpack in Washington by 20 percent since 1950. The snowpack is now melting a few weeks earlier than during the 20th century, and, by 2050, it is likely to melt three to four weeks earlier. Decreasing snowpack means there will be less water flowing through streams during summer. Moreover, rising temperatures increase the rate at which water evaporates (or transpires) into the air from soils and plants. More evaporation means that less water will drain from the ground into rivers and streams.
- **Fishing and recreation.** Declining snow and streamflow would harm some economic sectors and aquatic ecosystems. Less snow means a shorter season for skiing and other winter recreation. Water temperatures will rise, which would hurt Chinook and sockeye salmon in the interior Columbia River Basin. The combination of warmer water and lower flows would threaten salmon, steelhead, and trout. Lower flows would also mean less hydroelectric power.
- **Forest fire risks.** Climate change is likely to more than double the area in the Northwest burned by forest fires during an average year by the end of the 21st century. Higher temperatures and a lack of water can also make trees more susceptible to pests and disease, and trees damaged or killed burn more readily than living trees. Changing climate is likely to increase the area of pine forests in the Northwest infested with mountain pine beetles over the next few decades. Pine beetles and wildfires are each likely to decrease timber harvests. Increasing wildfires also threaten homes and pollute the air.
- **Agriculture.** The changing climate will affect Washington's agricultural sector, particularly fruits and vegetables, which often require irrigation. Because streams rather than ground water provide most of Washington's irrigation water, the expected decline in streamflow would reduce the water available for irrigation. About two-thirds of the nation's apples come from Washington, and most are grown east of the Cascade Mountains where the dry climate requires irrigation. The Washington Department of Ecology is concerned that yields of apples and cherries may decline in the Yakima River Basin as water becomes less available. Alfalfa, potato, and wheat farmers also require substantial irrigation.

Impacts to Pierce County

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

- **Sea level rise.** Sea levels, depending on future global trends in greenhouse gas emissions and glacial melt rates, are anticipated to rise by up to 6 inches by 2030; up to 15 inches by 2050; and up to 57 inches by 2100.
- **Ocean acidity.** Ocean acidity is projected to increase 38–109 percent by 2100 relative to 2005 levels. Corrosive conditions are particularly of concern to the shellfish industry in Puget Sound, which depends on good water quality to grow oysters, clams and mussels.
- **Water temperature increases.** Stream temperatures in the Pacific Northwest are projected to increase by 3°F by 2080. Warmer water temperatures will also result in more lake closures and could be lethal to salmonids and other aquatic species.

- **Disappearing glaciers on Mount Rainier.** Current trends indicate that Mount Rainier's glaciers - and other sources contributing to summertime stream flows and sedimentation in Puget Sound watersheds - will continue to melt as temperatures warm. In all years between 2003 and 2009, there has been a net melting of the Emmons and Nisqually Glaciers between 0.5- and 2.0-meters water equivalent.
- **Heat events and wildfire risk.** Extreme heat events will become more frequent while extreme cold events will become less frequent. Wildfires are expected to become more common as temperatures rise and less rain falls during summer months.
- **Landslides.** Landslides are expected to become more common in winter and spring due to projected increases in extreme precipitation events and increasing winter precipitation, particularly in areas most prone to present-day landslides.
- **Flood risks.** Flood risk is projected to increase during the fall and winter seasons as warmer temperatures cause more precipitation to fall as rain over a larger portion of the basin. Eight of the top ten peak floods have been recorded since 2006. Less snowmelt will cause the lowest flows to become lower in the summer months.
- **Sediment loads in rivers.** For rivers originating on Mount Rainier, including the Puyallup, White, Nisqually, and Carbon Rivers, sediment loads are expected to increase, further contributing to flood risk, as declining snowpack and glacial recession expose more unconsolidated soils to rain, flood flows, and disturbance events.
- **Changes in local precipitation.** Total annual precipitation in the Pacific Northwest is not projected to change substantially, but heavy rainfall may be more frequent and intense, and summer precipitation may decrease. More rain and less snow will fall in the winter.

Impacts to Lakewood

Summary of Impacts

Local impacts are not definitive, but Lakewood could experience:

- Changes to local weather patterns leading to **more frequent peak storm events**;
- **Rising Puget Sound water levels** which could influence Chambers Creek Dam at high tides and eventually lead to overtopping;
- Intermittent lakes such as Carp Lake are likely to become **more intermittent**, or may disappear;
- Areas with steep slopes, such as Chambers Creek Canyon, with heavy rainfall events, could experience **increased frequencies of landslides**.
- There will be an **increased flood risk** in the Clover Creek watershed; rising flood waters could impact I-5 between Highway 512 and Bridgeport Way;
- Additional pollutant loading from peak storm events and higher summer temperatures are likely to make existing **water quality issues** in the city's numerous lakes and streams worse (including depleted oxygen levels and more algae bloom events); and

- **Potential for wildfires** in Fort Steilacoom Park, the open space areas behind Western State Hospital, JBLM lands adjacent to the city limits, and vacant lands within the I-5 and Highway 512 Corridors. Loss of vegetation and impacts to air quality would result from these wildfires if they were to occur.

Of particular interest for local management are the effects of local heat islands and their interaction with the local tree canopy, as well as the effects on floodplains in the city.

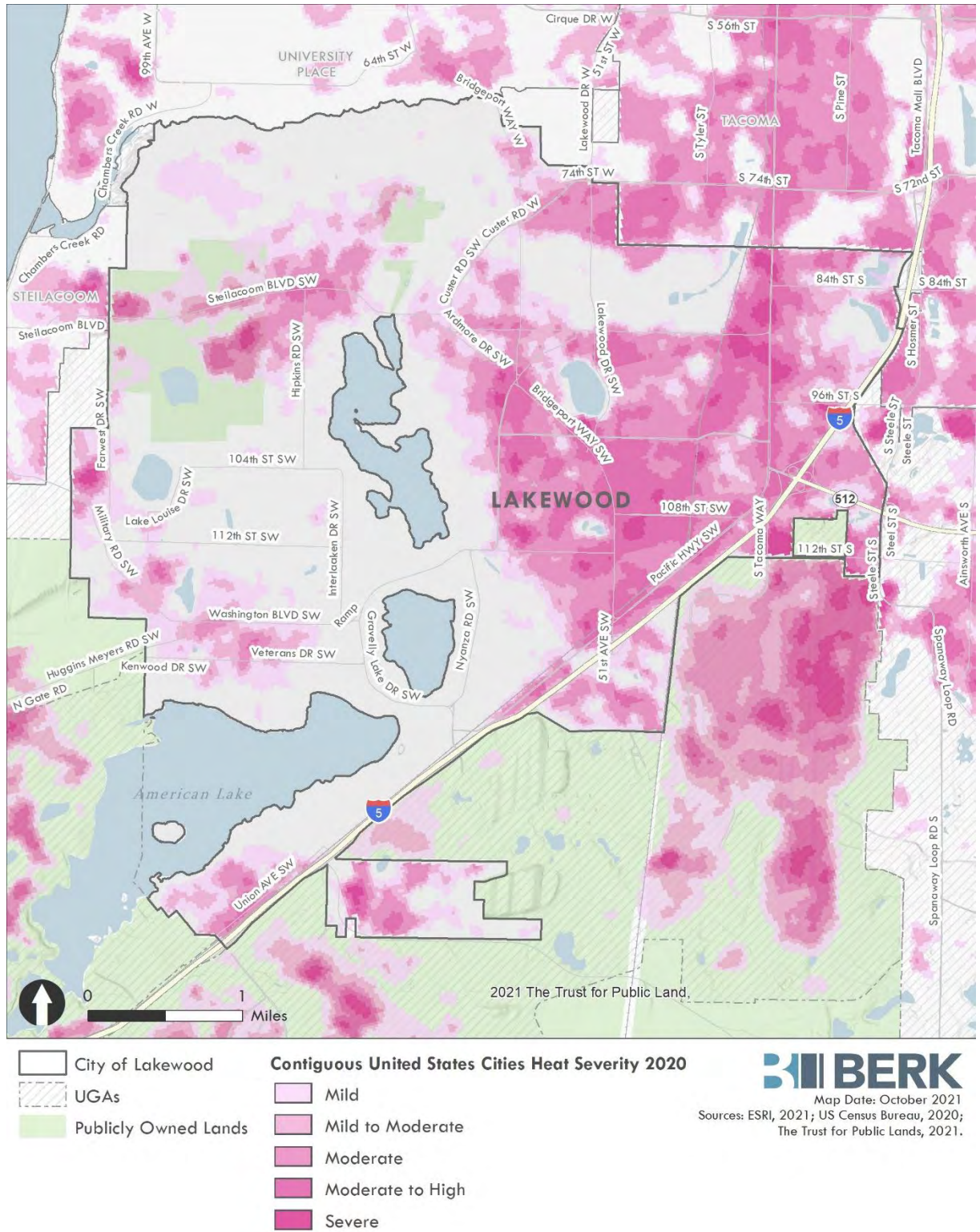
Urban Heat Islands & Tree Canopy

Heat islands are defined as urbanized areas that experience higher temperatures than surrounding rural areas. (US EPA, 2024) Structures in urban environments, such as buildings, roads, and infrastructure, absorb and re-emit heat from the sun at a greater level than the natural environment. With decreased greenery and high concentration of structures, it produces urban heat islands, particularly in summer months. The impacts of urban heat islands can result in increased energy and electricity consumption to cool buildings, and increased GHG emissions due to increased electricity demand.

Urban heat islands and excessive heat events pose increased risk to vulnerable populations that include older adults, young children, low-income populations, people in poor health, and people who spend their working hours outdoors. Urban heat islands can also negatively affect water quality due to warmed stormwater runoff increasing the water temperature in streams, rivers, ponds, and lakes. This water temperature warming can stress aquatic life. Urban heat islands can be mitigated by expanding the tree canopy within a city.

Exhibit D-1 depicts the level of heat severity in the City, highlighting areas with urban heat islands. Urban heat islands with high to severe heat severity are located in the eastern part of the City, near the City Center and the developed commercial, industrial, and multifamily areas.

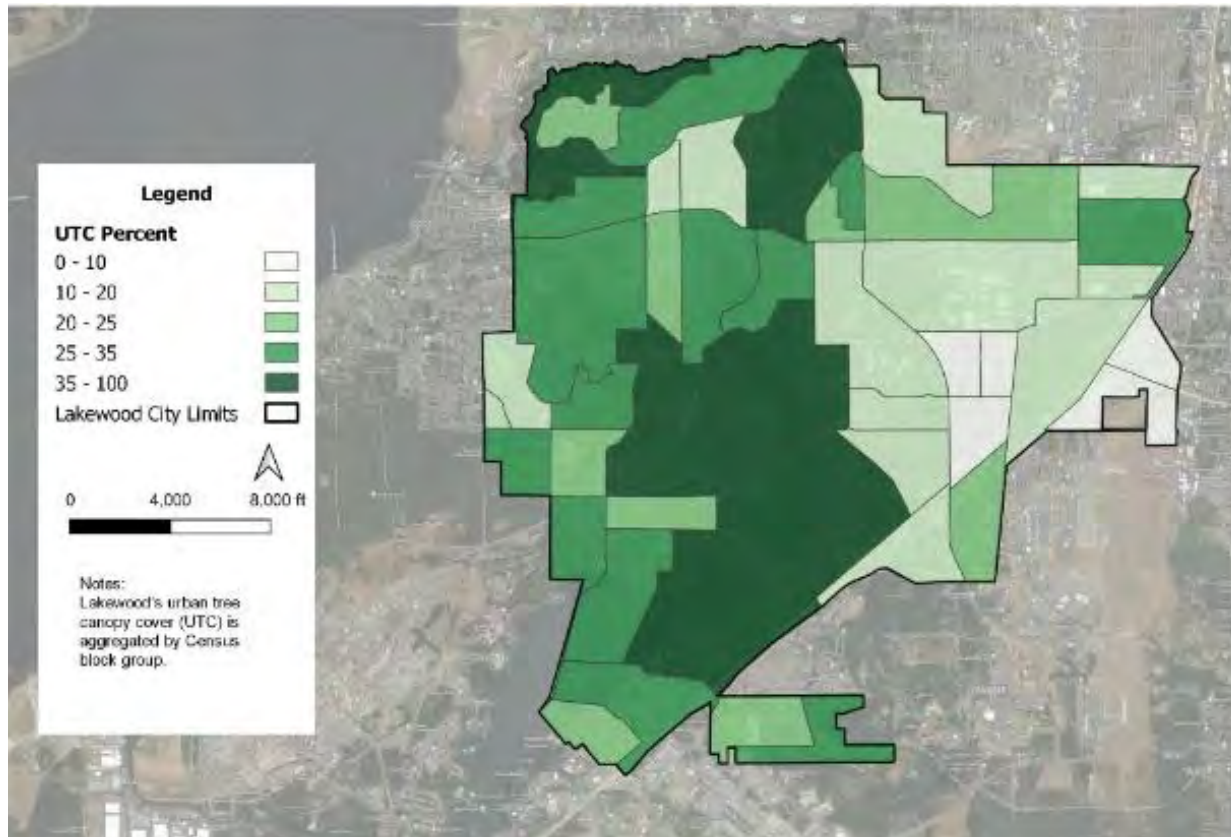
Exhibit D-1. Lakewood Heat Severity (2020)



Sources: ESRI, 2021; US Census Bureau, 2020; Trust for Public Lands, 2021

Exhibit D-2 shows the current tree canopy coverage in the City. The tree canopy is 29%, with 13 square kilometers of tree canopy coverage. Tree canopy is highest in neighborhoods in the northwestern and central areas of the City. Areas with low amounts of tree canopy coverage include the northeastern and mid-western parts of the City.

Exhibit D-2. Tree Canopy Coverage in the City of Lakewood

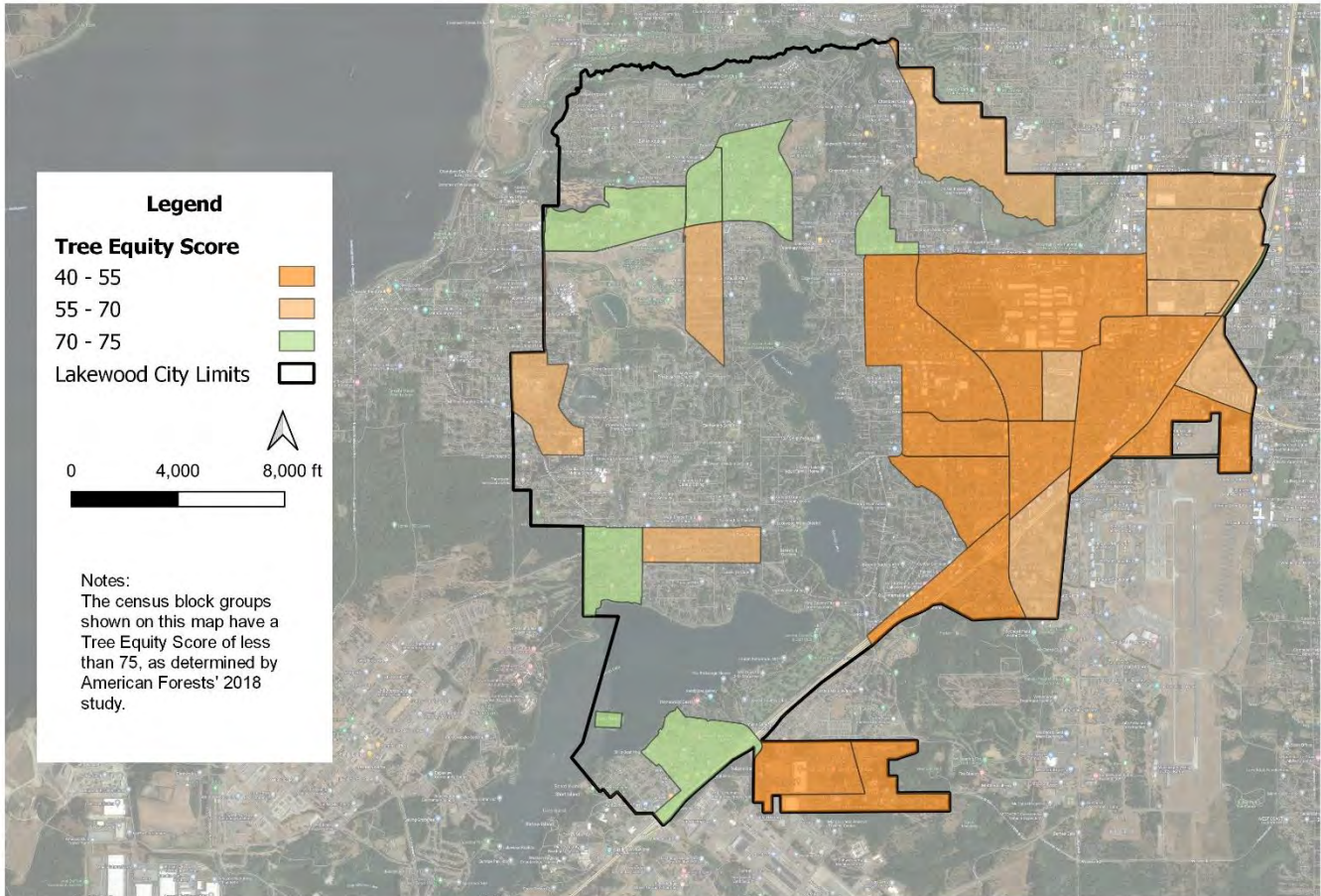


Source: Plan-it GEO, prepared for City of Lakewood 2022

A lack of adequate tree canopy coverage contributes to an increased urban heat island effect, particularly for vulnerable populations. An increase in tree canopy coverage can contribute to carbon sequestration and improve air quality, improve community health and well-being, cool the air, and manage stormwater. (MRSC, 2023)

Exhibit D-3 identifies areas with less tree canopy and a greater share of overburdened communities (lower incomes, unemployment, persons of color) indicates areas with less equity in tree canopy. These areas are largely in the greater developed commercial, industrial, and multifamily areas.

Exhibit D-3. Tree Equity Score Less than 75, American Forest 2018



Lakewood, WA Tree Preservation Code Update 2022

Source: American Forest, Tree Equity.org, Plan-it Geo, 2022

Floodplain (lakes, wetlands, streams)

Lakewood has several lakes, wetlands, creeks, and streams. Approximately 9% of Lakewood’s 12,127 acres, or 1,098 acres, are covered by lakes. In addition, the City has a significant number of creeks and wetlands. Potential related climate change impacts include rising flood waters, which could impact I-5 between Highway 512 and Bridgeport Way. In addition, additional pollutant loading may worsen existing water quality issues in the City’s numerous lakes and streams. Furthermore, the City may be impacted by more frequent peak storm events, which potentially increases the likelihood of flooding and the impact of flooding events. (ESA and BERK, 2023)

Climate change impacts that require relocation or rebuilding (floods, fires) will be more impactful for those with limited resources (Green et al. 2007; Zoraster 2010). Parkland and Midland, Lakewood, Spanaway, and JBLM are home to the highest concentrations of low-income households in Pierce County and areas of high disparity. (Pierce County, 2023)

The Clover Creek watershed is the main watershed in the City limits. In 2019, FEMA updated the Clover Creek 100-year floodplain map, revealing a significant increase in the area impacted by floodwater compared to the previous floodplain map. Rising flood waters from a Clover Creek 100-year flood showed expanded impact to the floodwaters to the City, affecting the Springbrook neighborhood, I-5, and areas within the Hillside and Downtown neighborhoods.

D.2.4 Climate Change, Environmental Justice, and Equity

The HEAL Act

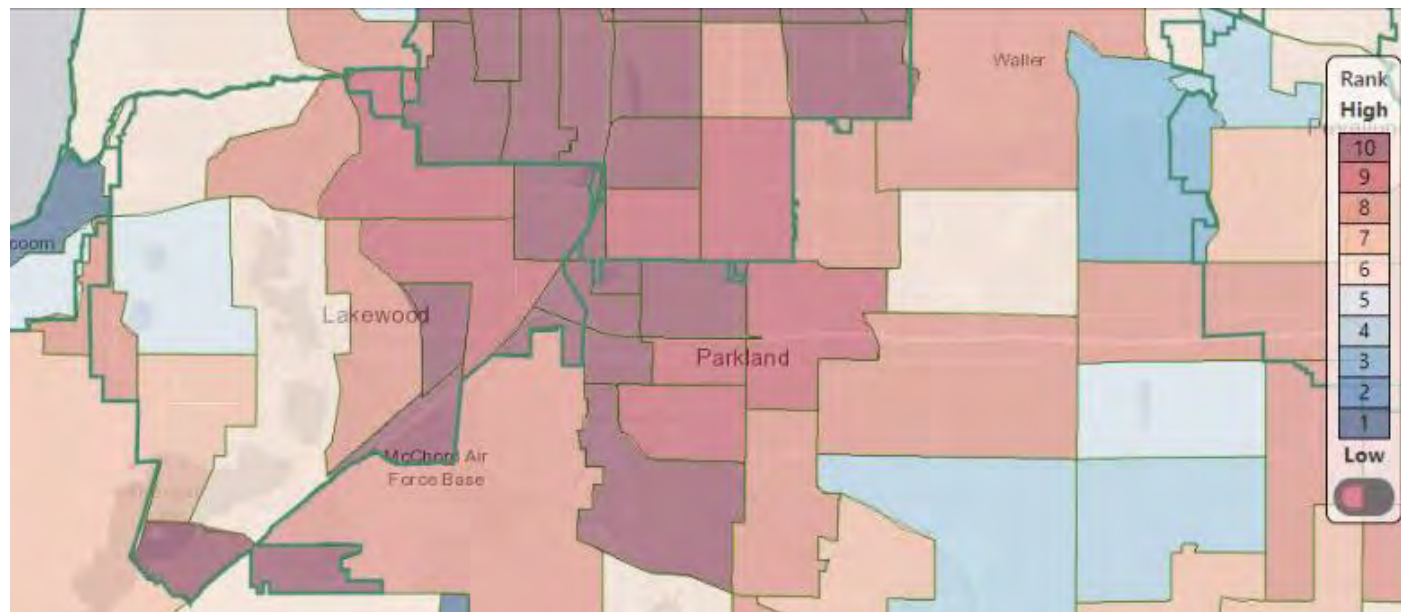
Recently enacted with an effective date of July 25, 2021, the HEAL Act defines environmental justice in state law, creates an Environmental Justice (EJ) Council and an interagency workgroup, and requires the Departments of Health, Ecology, Agriculture, Natural Resources, Commerce, and Transportation, and the Puget Sound Partnership to:

- Incorporate EJ in their strategic plans or other planning documents;
- Plan for meaningful community engagement and public participation;
- Conduct environmental justice assessments;
- Implement equitable budget and funding practices; and
- Report progress, as evaluated by the EJ Council, in implementing the requirements of the HEAL act on public dashboards.

HEAL requires that the Department of Health (DOH), in consultation with the EJ Council, continue to develop and maintain an environmental health disparities map with the most current information necessary to identify cumulative environmental health impacts and overburdened communities. State agencies would be directed to consider environmental justice throughout their actions and decision-making processes, ultimately helping the state meet its environment and equity goals more efficiently and effectively. The HEAL Act is meant to improve the enforcement and implementation of statewide programs and policies to work towards ensuring the highest attainable environmental quality and health outcomes for the state and its residents.

The DOH environmental health disparities map is shown as Exhibit XX below. A review of the map shows Lakewood's level of disparities is fairly high for large sections of the city. Neighborhoods with the high levels of disparity and exposure include northeast Lakewood (the Air Corridor zones), central Lakewood, Springbrook, Tillicum, and Woodbrook. Lakewood also has two sites on the Superfund National Priority List, one in Woodbrook and the other in Springbrook near Pacific Highway SW. Nearby, there are six Superfund National Priority sites found on McChord Field.

Exhibit D-4. Environmental Health Disparities Map, Lakewood and Area.



Source: Washington State Department of Health, 2022.

The HEAL Act, still under development, may present grants and contracting chances that uphold environmental justice values, with a specific aim of allocating 40% of environmental benefit expenditures to vulnerable groups and overwhelmed communities. Monitoring the HEAL Act's budget and funding methodologies will be crucial for the city going forward.

Lakewood City Council Statement on Equity

Related to environmental justice principles, the Lakewood City Council adopted Resolution 2021-05 acknowledging that equity is essential to a healthy community. The Council committed to the following practices:

- Instilling equity as a priority of policy and the delivery of services;
- Enacting initiatives that support and celebrate the diversity of the community;
- Ensuring equity in municipal planning;
- Identifying and dismantling preconceived prejudices;
- Increasing sensitivity to social norms and cultural expectations; and
- Pursuing justice and equity for all residents.

While no direct mention is made to environmental justice, the city's practices aligns closely with the HEAL Act definition of environmental justice, "...the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This includes addressing disproportionate environmental and health impacts by prioritizing vulnerable populations and overburdened communities, equitably distributing resources and benefits, and eliminating harm."

D.3 Lakewood and Climate Change Response

As it prepares for climate change, Lakewood has a number of advantages as well as some challenges in developing a clear response. Additionally, there have already been policy actions taken to date both to address emissions of GHGs and mitigate the ongoing effects of climate change.

D.3.1 Advantages

- **Climate:** Lakewood's moderate climate means lower heating and cooling demands than other areas in the nation and globally.
- **Access to hydroelectric power:** Two of the three power companies that serve Lakewood receive power from hydroelectric plants.
- **Rental Housing Safety Program (RHSP):** Requiring minimum building code inspections in the city's large and older rental housing stock potentially reduces energy costs for renters, many of whom fall into low-income categories. According to the U.S. Energy Information Administration, 43 percent of renters report examples of energy insecurity compared to 24 percent of homeowners. Building energy efficiency is widely recognized as one of the best strategies for combating climate change and other energy problems.
- **Infill potential:** Several underutilized parcels provide opportunities to develop walkable, mixed-use environments to meet residents' needs. However, care must be taken to ensure that these parcels connect to community attributes and open space, whether public or private.
- **Transportation:** Some residents have convenient access to transportation alternatives. Pierce Transit provides several bus routes connecting Lakewood to other parts of Pierce County. Sound Transit provides regular bus transportation to Sea-Tac International Airport, in addition to a commuter rail station. Two transit stations and two park-and-rides are in the city.
- **Recently revised land use regulations:** Lakewood has adopted a Downtown Subarea Plan and a Lakewood Station District Subarea Plan, as well as a new subarea plan for the Tillicum-Woodbrook neighborhood.
- **Adopted non-motorized transportation plan:** The plan provides a comprehensive plan to enhance the Lakewood urban area pedestrian and bicycle systems. This effort was initiated by the city to address long range transportation goals and policies. Originally adopted in 2009, the plan should be updated to better reflect many land policies changes that have occurred in the past 10-years. In 2013, the city amended the non-motorized plan figures for bike and pedestrian routes. This action was taken as part of the adoption of the Transportation Benefit District. The city did not formally update the non-motorized plan, but a new Non-Motorized Transportation Plan has been developed as of 2023.
- **Adopted complete streets policy:** The city adopted an ordinance in 2016 recognizing transit, bicycling, and walking as fundamental modes of transportation are of equal importance to that of passenger vehicles. This led to the city reconstructing Motor Avenue SW into a complete street.
- **Promoting energy conservation:** The city has already installed LED lighting for all streetlights (2,372) and all traffic signals (69).

- **Open space protections:** City has taken action to protect and preserve open spaces both on private and public properties. A review of the National Land Coverage Database, between 2001 and 2016, shows no net loss in open space. The city has also been active in expanding its parks.
- **Tree preservation:** Since 2001, the city has had in place a tree preservation ordinance. The city is also proactive in regard to removal of trees without permits; over the years, the city has substantially fined property owners. Fines that are collected go into a tree preservation fund which was informally established through the city's master fee walkability when many of the basic services are non-existent. □ **Transportation:** Several challenges persist with providing adequate transportation for all Lakewood residents. The community lacks a bus rapid transit system. Sound Transit commuter service is limited. Low-income neighborhoods and areas with high unemployment may not be adequately served by public transit. **Underlying land use patterns:** Current land use patterns were established by Pierce County. The county's zoning followed very basic principles. It did not offer much protection from incompatible uses. The county zoning promoted strip commercial development and auto-dependent uses.
- **State Environmental Policy Act (SEPA):** As circumstance warrant, the city uses SEPA and LMC Title 14 to mitigate for the loss of trees associated with urban development. In many situations, not all, city requires open space areas to be set aside from development.
- **City's regulating controls:** City has enacted several regulations designed to protect or preserve and enhance the preservation of trees. Examples include the planned development district, cottage housing, and the city's tree preservation code, in addition to LMC Title 14.
- **Floodplain protections:** The city updated its floodplain regulations creating an overlay zone and new development standards.
- **Shoreline Master Program (SMP):** SMP regulations restrict development in areas buffering water bodies, streams, or wetlands.

D.3.2 Challenges

- **Lakewood is a relatively new city:** Upon incorporation in 1996, Lakewood faced many challenges in providing basic municipal services. Climate change policy was not a priority. However, as the city has matured, it is now beginning to examine climate change and its impacts upon the city and region.
- **Older housing stock:** Even though Lakewood was incorporated in 1996, as a community, it has been around for over 100 years. Lakewood is primarily a suburb of Tacoma. Much of the housing stock is older and likely needs substantial upgrades to improve energy conservation.
- **Location:** Employment centers are primarily found in Tacoma and the Seattle-Metro area, requiring reliance upon transportation to get to work. Twenty-one percent of residents commute to Tacoma, and 19 percent to the Seattle-Metro area. About 79 percent use single occupant vehicles, 10 percent use carpool, and five percent use public transit. Average commute distance is 26.4 miles. Commuting trips are significant factors that increase CO2 production.
- **Lack of a street network:** A very limited grid street network is found in the city's older neighborhoods, namely Tillicum, and Lakeview. This creates access issues and requires additional vehicle miles traveled to reach destinations and can discourage walking or biking alternatives.

- **Lack of street infrastructure:** Much of Lakewood lacks curbs gutters, and sidewalks, the basic elements that promote connectivity. While the city has taken steps to improve the situation, current conditions make it difficult to promote walkability when many of the basic services are non-existent.
- **Transportation:** Several challenges persist with providing adequate transportation for all Lakewood residents. The community lacks a bus rapid transit system. Sound Transit commuter service is limited. Low-income neighborhoods and areas with high unemployment may not be adequately served by public transit.
- **Underlying land use patterns:** Current land use patterns were established by Pierce County. The county's zoning followed very basic principles. It did not offer much protection from incompatible uses. The county zoning promoted strip commercial development and auto-dependent uses.
- **Lakewood is not a full-service city:** Water is provided by the Lakewood Water District. Sewer service is provided by Pierce County Utilities. Waste collection is provided under contract with Waste Management Services. Power is provided by three different power purveyors, Puget Sound Energy, Tacoma Power, and Lakeview Light and Power, a mutual non-profit company. As the city does not control these agencies, policies related to managing climate change impacts from these activities can be more limited.

D.3.3 Policy Interventions

Policies at the local, regional, state, and federal level contribute to aiming to reduce GHG emissions in the City and surrounding area. The state's Clean Energy Transformation Act (CETA) produces the greatest reduction in emissions, along with the state's Internal Combustion Engine Ban.

Federal

Federal Vehicle Regulations (CAFE): The Corporate Average Fuel economy (CAFE) standards, regulated by the DOT and supported by the EPA, require an average of approximately 49 mpg for passenger cars and light trucks by 2026. This results in a fuel efficiency increase of 8-10% annually.

State

WA Clean Buildings Act (HB1257): This state bill requires all new commercial buildings over 50,000 square feet to reduce their energy use intensity by 15%, compared to the 2009-2018 average. The compliance date is staggered based on building size, with buildings greater than 220,000 square feet required to comply by June 1, 2026, and buildings greater than 50,000 square feet required to comply by June 1, 2028.

WA Clean Fuel Standard (HB 1091): This state bill sets a Clean Fuel Standard that requires a 20% reduction in the carbon intensity of transportation fuels by 2038, compared to a 2017 baseline. This reduction can be achieved through cleaner fuels or through the purchasing of clean fuel credits from cleaner producers.

WA Internal Combustion Engine Ban (SB 5974): This state bill establishes a target that all passenger and light duty vehicles of model year 2030 and later must be electric vehicles. Washington would ban the sale of gasoline/diesel passenger vehicles by 2030.

WA Clean Energy Transformation Act (CETA): CETA applies to electric utilities serving Washington customers. By 2025, utilities must eliminate coal-fired electricity from their portfolios. By 2030, these utilities must be greenhouse gas neutral, with flexibility to use some natural gas for electricity if offset by other actions. By 2045, utilities must supply Washington customers with 100% renewable or non-emitting electricity.

WA Climate Commitment Act (E2SSB 5126): The Climate Commitment Act places an economy-wide cap on carbon to meet the state GHG reduction targets. This applies to polluting facilities in the built environment. 35-40% of investments must be made in overburdened communities to reduce health disparities and create environmental benefits.

WA Growth Management Act Climate Element (HB 1181): HB 1181 requires local governments to incorporate climate change into comprehensive plans. It makes changes to the mandatory land use and transportation elements and adds a new climate change element.

Regional

PSRC Vision 2050: The Puget Sound Regional Council (PSRC) Vision 2050 includes 12 goals related to climate change, including reducing greenhouse gas emissions to 80% below 1990 levels. PSRC also incorporates a four-part Greenhouse Gas strategy that aims to reduce GHG emissions to 80% below 1990 levels. Methods to accomplish this reduction include compact growth patterns within land use, low-carbon travel choices, and forest and open space protection.

PSRC Regional Transportation Plan VMT Reductions: PSRC Regional Transportation Plan (RTP) is a long-term transportation plan for the region and outlines investments being made in multi-modal transportation options, including transit, rail, ferry, roads, freight, and bicycle and pedestrian facilities.

Local

Energy and Climate Change Chapter: In 2021, the City of Lakewood adopted a new Comprehensive Plan Energy and Climate Change Chapter (ECCC), based on low- or no-cost International Council for Local Environmental Initiatives (ICLEI) and Google Environmental Impact Explorer (EIE) data collection tools. By adopting this chapter, the City intends to proactively develop policies, incentives, and voluntary actions, and potentially regulations prior to the development of state mandates.

City Tree Code and Urban Forestry: In 2022, the City adopted a new tree regulation that went into effect on March 1, 2023. The regulations promote tree preservation and protects some of the City's most significant trees, including the White Oak. Tree removal permits and new tree protection and mitigation standards were proposed. On May 22, 2023, the City Council accepted a report from the UW Evans School of Public Policy & Governance regarding establishing an urban forestry program over a 5-year period. On May 31, the Council obligated \$340,000 of ARPA funds to help fund the report's recommendations for a certified arborist, tree assessment, and public outreach efforts through 2026.

Ordinance No. 776: In 2022, the City adopted Ordinance No.776 to establish a three-year climate change work plan. It included fourteen items to make progress towards responding to the impacts of climate change and relevant future goals and policies. These goals include a five-year plan in partnership with PSE, Tacoma Power, Lakeview Light & Power, and the Pierce County Sustainability Collaborative to support GHG emission reduction; this five-year action plan is anticipated to be adopted in 2024. Another relevant goal is the update to the City's non-motorized transportation plan, which was completed in June 2023.

D.4 GHG Emissions Management and Climate Change Adaptation

Greenhouse gases include carbon dioxide, methane, nitrous oxide, and certain synthetic chemicals that trap some of the Earth's outgoing energy, thus retaining heat in the atmosphere. Larger emissions of greenhouse gases lead to higher concentrations in the atmosphere. Reducing GHG emissions involves reducing fossil fuel consumption, using other sources of renewable energy, and conserving energy associated with homes, businesses, industry, and transportation.

D.4.1 Sources

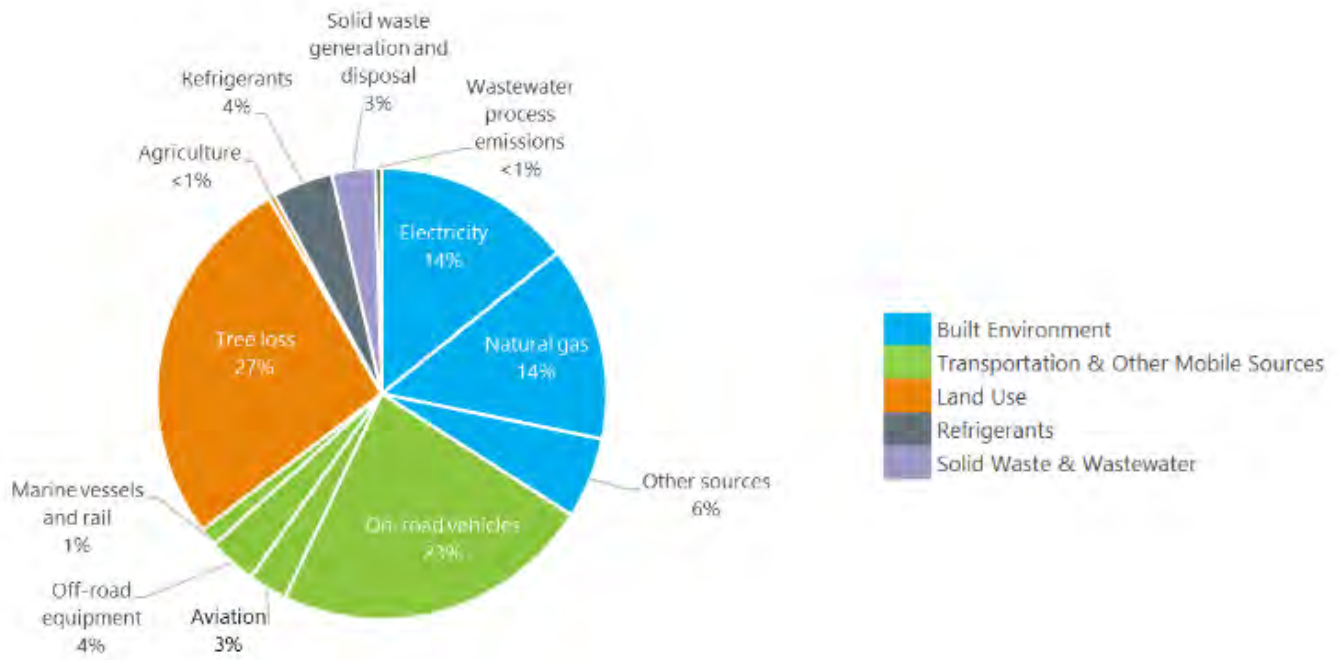
Building and Transportation Emissions

The primary sources of GHG emissions in cities are from building emissions and transportation emissions. Building emissions are estimated from heating, cooling, and powering residential and non-residential buildings. Transportation emissions are from fuel-powered vehicles and can be measured by VMT (vehicle miles traveled). Other drivers of GHG emission increases include tree canopy loss, changes in the electricity fuel mix, and overall population growth.

In 2022, the County produced a GHG emission inventory that summarizes the status of emissions in 2019 across five sectors: the built environment, land use, refrigerants, solid waste and wastewater, and transportation and other mobile sources (Cascadia Consulting Group, 2022). In 2019, Pierce County's residents, businesses, employees, and visitors produced 10.8 million metric tons of GHG emissions. Exhibit D-5 displays the primary sources of GHG emissions in Pierce County in 2019. The largest GHG emissions sources in Pierce County are:

- Tree loss (~27%),
- On-road transportation (~23%),
- Building electricity (~14%), and
- Building natural gas (~14%).

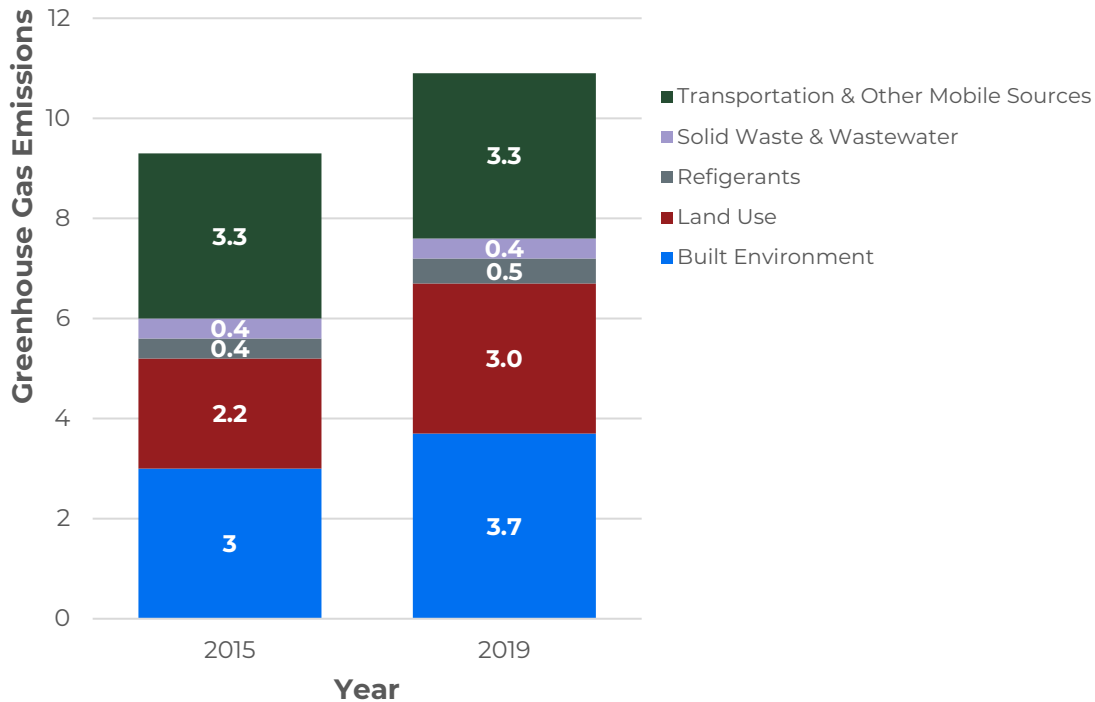
Exhibit D-5. Sources of GHG Emissions in Pierce County in 2019



Source: Cascadia Consulting Group, 2022

Exhibit D-6 depicts how GHG emissions in Pierce County have changed over time. From 2015 to 2019, there was an increase in overall GHG emissions (16%), along with a 7% population increase and a 9% increase in per capita emissions.

Exhibit D-6. GHG Comparison by Year and Sector for Pierce County

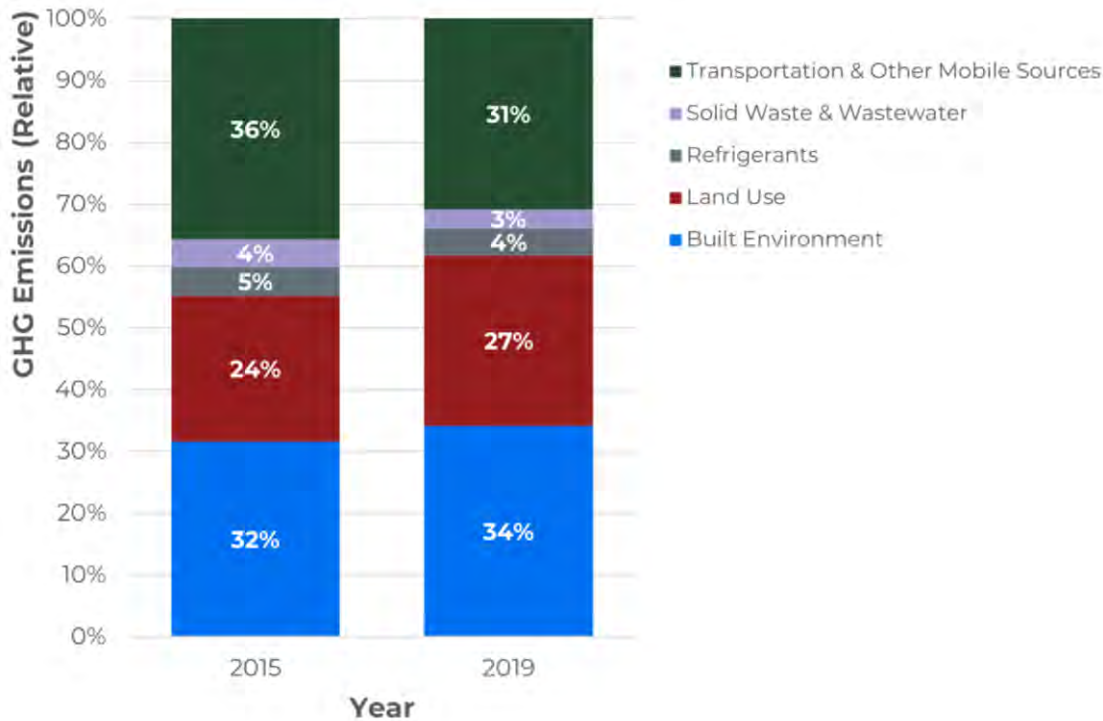


Source: Cascadia Consulting Group, 2022.

Exhibit D-7 depicts the relative contribution of GHG emissions by sector over time in Pierce County. The relative contribution of GHG emissions from the built environment increased by 2% from 2015 to 2019; GHG emissions from land use increased by 3% in that same period. However, the relative contribution of GHG emissions from transportation and other mobile sources decreased by 5% in that same time period.

The increased efficiency and decreased emissions per mile of passenger vehicles are the greatest contributor to decreasing transportation emissions. Other ways that emissions have decreased include efficient electricity use in the commercial and residential sectors in the built environment, and a reduction in per-capita solid waste generation.

Exhibit D-7. Relative Contribution of GHG Emissions by Sector



Source: Cascadia Consulting Group, 2022.

In the City of Lakewood, GHG emissions are primarily generated by motor vehicles and buildings. . Lakewood is bisected by Interstate 5, which is a significant source of GHG emissions caused by transportation emissions. Other sources of emissions are generated by buildings through the direct combustion of fossil fuels for heating or indirectly through electricity consumption needed to support residents and businesses. The heating and cooling technologies deployed, the carbon intensity of utility’s fuel mix used to support Lakewood’s electricity grid, the sources of electricity, the quantity of electricity used by residents and businesses, and the energy efficiency of buildings can all contribute to increased GHG emissions produced in the built environment.

Exhibit D-8 compares how emission types have changed from 2019 to 2022 in the city. Overall, GHG emissions have decreased from 2019 to 2022. While transportation emissions represent the greatest contributor to GHG emissions in the city, its overall percentage decreased by 4% from 2019 to 2022, possibly due to increased fuel efficiency among motor vehicles and buses and potentially due to reduced commuting during the pandemic. Overall residential emissions decreased from 2019 to 2022; however, there was a marked increase due to the measurement of residential diesel emissions in the total residential emissions.

Exhibit D-8. Comparison of Lakewood GHG Emissions in 2019 and 2022

Emission-Type	2019 Emissions (MgCO2e)	Percent of Total	2022 Emissions (MgCO2e)	Percent of Total	Difference
Residential					
Residential Electricity	72,121	11%	68,800	11%	(3,321)
Residential Natural Gas	59,071	9%	46,400	7%	(12,671)
Residential Diesel	N/A	N/A	44,800	7%	44,800
Sub-Total	131,192	21%	160,000	26%	28,802
Commercial/Industrial					
Non-Residential Electricity	110,746	17%	95,040	15%	(15,706)
Non-Residential Natural Gas	35,629	6%	18,480	3%	(17,149)
Non-Residential Diesel	N/A	N/A	18,480	3%	18,480
Sub-Total	146,375	23%	132,000	21%	(14,375)
Transportation					
On-road vehicles – cross boundary inbound	156,997	25%	148,607	24%	(8,390)
On-road vehicles – cross boundary outbound	158,353	25%	150,197	24%	(8,156)
On-road vehicles – in boundary	34,216	5%	28,187	5%	(6,029)
Bus VMT – Cross boundary inbound	5,274	<1%	2,586	<1%	(2,687)
Bus VMT – Cross boundary outbound	5,955	<1%	2,929	<1%	(3,025)
Bus VMT – In boundary	1,048	<1%	606	<1%	(442)
Sub-Total	361,843	57%	333,114	53%	(28,729)
Total Emissions	639,410		625,112		(14,296)

Notes:

- Transportation emissions are overstated since it includes I-5 and Highway 512 emissions, but it is difficult to determine emissions using the Google EIE model.
- Residential & non-residential emissions are also overstated since Google uses a 50/50 mix of electricity to carbon fuels. In actuality, the mix is closer to 80/20. If the 80/20 split is used, MgCO2e emissions are calculated at 194,297 for both residential and non-residential.

Source: City of Lakewood Energy and Climate Change Chapter, 2021; Google Environmental Insights Explorer 2024; BERK 2024

D.4.2 Potential Strategies

Overview

The metrics assessed to understand climate change impacts include the following:

- Actions would prevent or deter statewide, regional, or local efforts to reduce GHG emissions.
- Increase in per capita vehicle miles traveled (VMT).

- Growth concentrated in areas with high exposure to air pollution, noise pollution, or environmental hazards. Increases exposure of vulnerable populations to climate stressors or reduces adaptive capacity to respond.

GHG emissions associated with each alternative would likely decline at a per capita level even with planned growth due to the federal, state, and regional regulations. This includes but is not limited to:

- Fuel economy standards.
- Energy codes and standards.
- GHG and VMT reduction goals and new climate elements.
- Land use patterns promoting transit-oriented development and infill development.
- Tree canopy protection and enhancement.

Growth consistent with regional growth strategies such as growth targets, land use patterns, multimodal transportation investments, retention of environmental and natural resource lands and other strategies are anticipated to help achieve reductions in regional air pollutant emissions. (PSRC, 2020)

With transportation and on-road vehicles representing a significant contributor to GHG emissions, a measure of VMT helps measure the alternatives' impact on GHG emission reduction. Exhibit D-9 shows how VMT compares across two alternatives:

- A “No Action” alternative, defined as the current set of land use policies in place in the city; and
- A “Proposed Alternative”, which includes the proposed land use changes incorporated into this Comprehensive Plan update, as well as changes in state planning requirements.

Based on future estimated VMT, the current plan (“No Action”) results in a higher amount of VMT in the City overall. However, the revisions under the “Proposed Alternative” result in a higher amount of VMT in the CBD and Station area due to the concentration of growth in these areas, and the remaining area in the City is significantly lower as a result.

Exhibit D-9. VMT Comparison by Alternatives

Alternative	Estimated Vehicle Miles Traveled (VMT)			
No Action Alternative	75,412	11,630	8,539	55,243
Proposed Alternative	74,496	12,339	9,489	52,668
Difference	(916)	709	950	(2,575)
Percentage Difference	-1.2%	6.1%	11.1%	-4.7%

Source: The Transpo Group, 2024

Both alternatives concentrate growth in centers like Downtown and the Station District. Both alternatives include a tree canopy goal of 40% and implementation of an Urban Forestry Program and recent tree code amendments.

Some centers and higher density employment and multifamily areas have high or moderately high exposure to adverse air quality or noise. These areas also show a lower tree equity score and more exposure to urban heat islands. Both alternatives would apply the City's tree code and urban forest program and development in these locations, such as housing and mixed uses. Development represent opportunities to integrate green infrastructure and to place transit oriented development with amenities at all income levels. These activities would help the community adapt to climate change and realize greater climate resilience.

Note that the Tillicum-Woodbrook Subarea is part of the cumulative consideration of GHG reduction and VMT reduction above. It is a subarea where the population is exposed to air and noise pollution, and in part has a lower tree equity score. The alternatives address the subarea differently and climate adaptation is addressed under each below.

Potential Actions

The transition to a new Comprehensive Plan with revised policies and future actions have the potential to address greenhouse gas emissions in several ways:

Reduced VMT

The revised Comprehensive Plan is expected to encourage growth near the city center, with middle housing densification throughout residential areas, resulting in a potential for a greater reduction of VMT than the current Plan despite modeling greater growth that is consistent with the 2044 growth targets. Changes in multimodal transportation are expected due to densification, leading to a decrease in car usage and a decrease in expected transportation-generated GHGs, one of the main contributors to overall GHGs.

Compact Form and Energy Efficiency

The revised policies are expected to result in higher density and more compact urban form, which results in less energy use for heating and cooling buildings, and therefore a reduction in GHG emissions created by the built environment. This approach includes updated middle housing regulations and critical areas regulations that provide additional habitat and stream protective measures (Washington Department of Commerce, 2023)

Expanding Tree Canopy

Increasing tree canopy cover can boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.

Expanding Housing Availability

Increasing housing diversity and supply within urban growth areas can help to reduce greenhouse gas emissions and support environmental justice by preventing displacement and discouraging people and families from living long distances away from jobs. This can be done through policies that will allow middle housing types, such as duplexes, triplexes, and ADUs, on all residential lots.

Solar Energy Production

The City has the rooftop solar potential to reduce GHG emissions by 223,000 MgCO₂e on an annual basis. Assuming solar panels receive 75% of the maximum annual sun in the City, this represents an approximate 35% reduction in total annual GHG emissions produced within the City using 2022 GHG emission totals. See Exhibit D-10. In the City, the existing solar arrays are 57, which represent less than 1% of the total solar potential. Specific locations for potential solar panel placement are shown in Exhibit D-11.

Exhibit D-10. City's Total Solar Potential

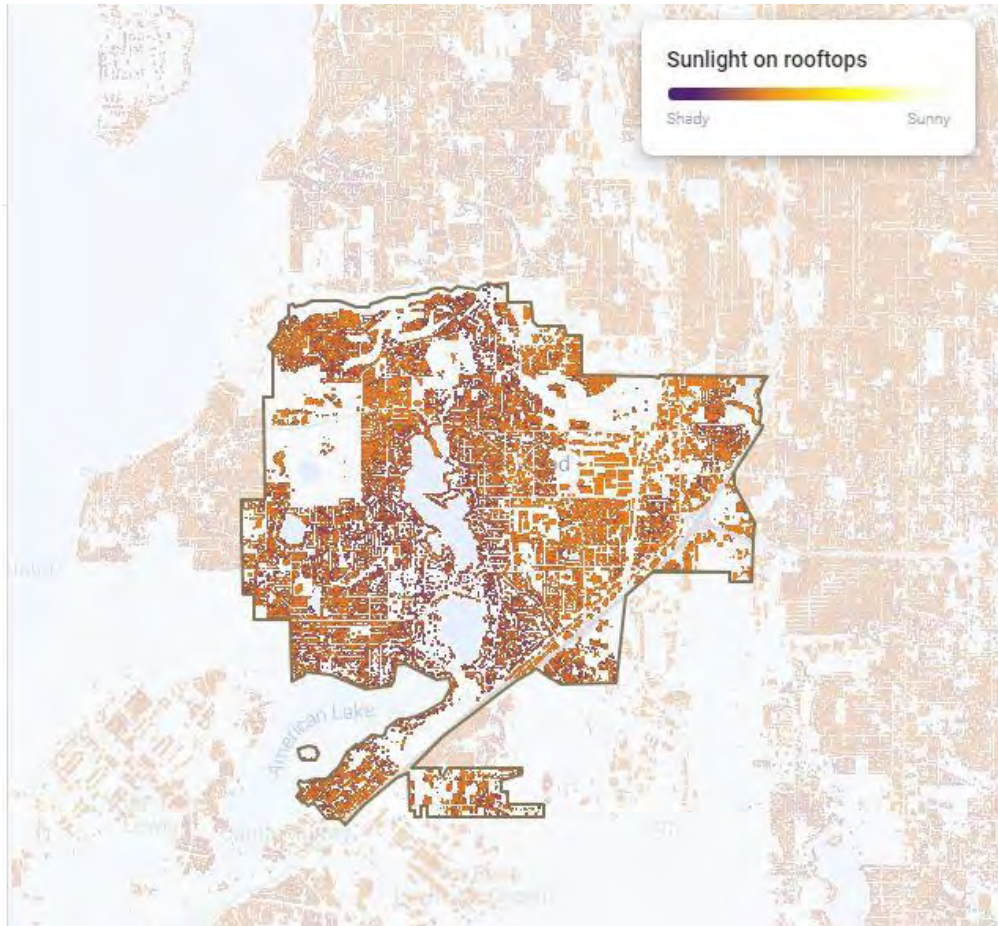
Carbon Offset Metric Tons	(Property) Count Qualified	KW Median	KW Total	Percent Covered	Percent Qualified
223,314	14,589	11.75	331,290	97.5%	80.3%

Notes: Google’s definition of “technical potential” requires solar installation to meet the following criteria:

- Sunlight: every included panel receives at least 75% of the maximum annual sun in the area
- Installation size: Every included roof has a total potential installation size of at least 2kW.
- Space and Obstacles: Includes only areas with roofs that have space to install four adjacent solar panels.

Source: City of Lakewood Energy and Climate Change Chapter, 2021; Google EIE, 2024.

Exhibit D-11. Concentration of Sunlight on Rooftops in Lakewood



Source: Google EIE, 2024

Carbon Sequestration

To remove carbon emissions, the City analyzed how to improve carbon sequestration, which is the process of utilizing forested areas and tree canopy in designated open space areas, lawns/fields, and wetlands to remove carbon emissions from the atmosphere and store them back into the earth. Wetlands, such as the Fleet Creek Complex, can store a significant amount of carbon.

The City's forested areas and freshwater inland wetlands are protected or preserved through the City's open space policies, its shoreline master program, and its development regulations, including the tree preservation ordinance. However, the City does not yet consider the benefit of carbon sequestration within these resources and does not have an estimate of the amount of carbon removed from the atmosphere through these resources.

D.4.3 Options for Mitigation

A variety of GHG mitigation measures could be implemented to reduce the exposure to residents and work towards goals. The following measures could be applied to reduce GHG emissions:

GHG Emissions Reduction

- Reduce exposure to traffic through the implementation of mitigation strategies, such as reducing VMT, land use buffers, improved urban design, building design strategies, and decking / lids over highways and high-capacity roadways
- Develop and implement strategies to reduce vehicle trips, improve vehicle fuel efficiency, and facilitate rapid adoption of zero-emissions alternative fuel vehicles.
- Apply transit oriented development to include more walkable communities.
- Promote the integration of neighborhood commercial uses in residential areas.
- Coordinate with and support local and regional transit efforts with Pierce County, Sound Transit and WSDOT (Washington Department of Transportation) towards expanding public transit service to improve mobility and reduce reliance on the private automobile.
- Promote walking and bicycling as safe and convenient modes of transportation, improving bicycling, pedestrian, and transit access through support for safe routes and infrastructure investment.
- Work with energy providers (Puget Sound Energy, Lakeview Light & Power, and Tacoma Power) to develop strategies that reduce energy demand and promote energy conservation.
- Increase the amount of locally forested areas and tree canopy in the City's designated open space areas, lawns/fields, and wetlands to increase the removal of carbon emissions from the atmosphere, otherwise known as carbon sequestration.
- Provide incentives to add solar panel capacity on commercial and industrial buildings.
- Promote mixed-use and infill development in the Downtown and other major activity centers, along key commercial corridors and on vacant and underutilized parcels.
- Prioritize the use of green and sustainable development standards and practices in planning, design, construction, and renovation of buildings and infrastructure.
- Ensure that buildings use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.
- Use urban design to enhance open space and urban tree canopy, and incorporate strategic building placement.
- The City could develop pre-prepared housing plans for ADUs and other small, attached dwellings that minimize footprints and retain tree canopy to the extent feasible.

Adaptation Measures

- Develop a Hazards Management Plan that works toward developing a climate-resilient community.
- Increase green infrastructure to cool stormwater runoff and work to mitigate urban heat island effects. Examples include rain gardens, planter boxes, bioswales, permeable pavements, green streets and alleys, green parking, and green roofs. (U.S. Environmental Protection Agency (EPA), 2024)
- Develop and implement an urban heat resilience strategy that includes land use, urban design, urban greening and tree canopy expansion, and waste heat reduction actions.

- Consider project-specific mitigation measures to limit exposures to emissions sources, such as high-capacity roadways. Land use buffers or building design (e.g. air filtration, thicker sound transmission classes, other) could be included near high-impact areas such as industrial and other nonresidential zones.

D.5 Community Engagement Report

This section summarizes engagement activities and high-level themes of community input to inform an update to the City of Lakewood's Energy & Climate Change Chapter (ECCC) and conversations regarding middle housing in Lakewood. This is drawn from the summary memo about the implementation of the ECCC, which includes further details about individual engagement events.

Recommendations from community members regarding the ECCC are incorporated directly into the Implementation Plan. The following report summarizes additional takeaways. The engagement process included:

- **Stakeholder and community leader interviews** to gain an understanding of the landscape in Lakewood. The interviews were the primary strategy to recruit members to the Steering Committee.
- A **Steering Committee**, comprised of 10 individuals, to give recommendations on the ECCC Implementation Plan as well as input on the community engagement approaches. This group met four times and included participation by city staff.
- **Focus groups and pop-up events** to engage additional community members.

D.5.1 Recommendations for City-Led Community Engagement

The recommendations below summarize lessons learned from the engagement process for the ECCC implementation plan. They are informed by community input on best practices for engagement, lessons learned during the process, and from the steering committee.

- **Develop trusted relationships with organizations and community leaders:** The City should invest in infrastructure, including staffing and programming, to foster relationships with community groups. Equitable community engagement means supporting common goals, rather than informational transactions to collect information. Community members noted that past engagement with the City has been inconsistent. Intentional relationship building at a department level will enable the City to reach community members more easily for input on initiatives and future comprehensive plan updates, especially for community members who may not participate in conventional public participation processes, such as public hearings. It will also create a clearer communication channel for community members to request resources from the City, especially in historically underserved neighborhoods like Springbrook and Tillicum.
- **Conduct outreach to Korean businesses:** In addition to more intentional engagement with community leaders and organizations, outreach to small businesses is crucial for information and resource sharing. A stakeholder noted that some small Korean-owned businesses have struggled and not felt supported by the City, especially since the COVID-19 pandemic. While the International District has many businesses of different backgrounds, Korean businesses play a vibrant part of

the City’s diverse community fabric. Strong first steps include providing materials and outreach in Korean and building relationships with the Korean Women’s Association, Multicultural Self-Sufficiency Movement, and other cultural organizations.

- **Track neighborhood investments:** Ensuring equitable distribution of investments is crucial for a sustainable future. For example, Springbrook is one specific neighborhood where community members feel forgotten and wish to see more investment from the City. To ensure equitable distribution, the City should develop publicly accessible tools that track community investment and engagement while inviting the public into funding decisions to ensure city decisions are transparent and coordinated. [The City of Tacoma’s Equity Index](#) is an example of a publicly accessible data tracking system that helps decision makers prioritize investments. Developing consistent demographic questions for City surveys, including formalizing neighborhood areas, could be a helpful tool to track community member participation over time and provide consistent language for community members and staff to rely on when discussing City investments.
- **Continue to support innovative ideas from organizations:** Interviewees mentioned financial support and partnership as a positive role that the City has played for local organizations. Continuing to partner with organizations to meet community needs and invest in creative solutions are foundational steps to meeting the human services needs of a growing population.

D.5.2 Interview Summary

BERK contacted community stakeholders identified by city staff and the BERK team to conduct pre-engagement interviews. These interviews asked local stakeholders about previous engagement with the City and effective engagement strategies. Refer to the Appendix of the Implementation Plan memo for the full list of questions.

Interviews Conducted

Person	Organization	Organization Type
Rachel Lehr	Rebuilding Together South Sound	Community Organization
David Anderson	Tillicum Woodbrook Neighborhood Association	Neighborhood Association
Terry Love	NE Neighborhood Association	Neighborhood Association
Janne Hutchins	Living Access Support Alliance	Community Organization: Housing
Linda Smith	Lakewood Chamber of Commerce	Chamber of Commerce
Mary Moss	Lakewood Multicultural Coalition	Community Organization
Maureen Fife	Habitat for Humanity	Community Organization: Housing
Mandy Ma	Multi-Cultural Self-Sufficiency Movement	Community Organization
John DeVore	Lakeview Light & Power	Utility Company
LaTasha Wortham	Tacoma Public Utilities	Utility Company
Matthew Perry	Puget Sound Energy	Utility Company
Kristine Rompa		
Jeanine Adams	Pierce County Library	Library

Interview Themes

Themes from the interviews were summarized below but are in no order. We present notable quotes alongside themes to provide further illustration of the ideas shared.

Community Engagement: Successes

Interviewees generally had positive engagement experiences with the City.

The City hosts fun events that organizations are invited to.

- “I find Lakewood to be very adaptive and responsive to trying some new ideas... They’re great at inviting community partners at events like ‘Summerfest.’ They have a lot of fun events that they host as well. Their farmer’s markets are popular.”

The City’s financial support and partnership has been appreciated.

- “The City was one of the first organizations to put money aside to support nonprofits like ours.”
- “[The City] has always been a good partner.”
- “City staff at Lakewood are great!”

Lakewood is seen as a place where public participation is valued.

- “Public outreach is huge with the City.”
- “If you are a recognized organization and contact the City, they always respond and have representatives at meetings.”

Community Engagement: Challenges and Opportunities

However, some identified inconsistent engagement and support.

The City could improve its intentional outreach to communities of color.

- “There is a reputation that the City is not communicating with minority communities... They closed a lot of Korean small businesses, but the City says it’s their issue and doesn’t do much to provide small business support.”
- “Lakewood has provided resource officers - people to connect folks to services. However, they often show up in uniform, and there is a definite fear and anxiety when they show up in uniform.”

The City could improve on engaging the community members with the most needs.

- “The City does a good job reaching out to homeowners who engage with City staff, councilmembers and go to planning meetings, but I don’t see the same level of effort for the neediest population.”
- “We’ve been struggling to find some of the deeper residential bases and community groups [to connect to]. There’s a lot more city level support in Tacoma to establish engagement with residents than in Lakewood. That makes it easier for service providers to do community-based work.”

The City could improve on providing consistent support and uplifting community participation.

- “They have a heart for new agencies that are super Lakewood-focused. Once we get large enough, we are competing with other large agencies for the same funds. We really need Lakewood to continue to be supportive. We are the ones that will serve Lakewood.”
- “It is important to make sure that community participation and decision making is clear. We don't want the [steering] committee to just make the City look good.”

The City has unique engagement opportunities that they should utilize.

- JBLM and Camp Murry are huge, diverse communities.
- Working with employers on housing issues is essential. Homeownership provides stability, which is important to employers.

Housing and Climate Change

Housing is a major issue in the community.

- “I wish I saw more of an attempt by the City to support people who have lost housing... Did they have a plan to provide housing for people that were displaced [referencing the 2011 Tillicum Neighborhood Plan]?”

Some organizations and individuals discuss/consider climate change more than others.

- “We would like to be at the table when talking about residential and commercial planning. There are opportunities around resiliency and sustainability as areas are being redeveloped.”

Tillicum Neighborhood

The Tillicum Neighborhood has a division between rich and poor.

- “People live on waterfront and others are united by poverty.”

The Library is an important part of Tillicum.

- “The library location in the community center is essential... the City has strong interest in maintaining the library in Tillicum.”
- Some people feel unsafe walking around the library in the dark on the stretch of Union. It's by a bus stop and lacks sidewalks.

D.5.3 Steering Committee

The Steering Committee led identifying engagement strategies and planning policy design around climate and housing. Steering Committee members were intentionally selected from the pre-engagement interviews. They also provided feedback on best practices for equitable engagement.

The Committee met four times over four months. These meetings were organized by the following topics:

- Kick Off: February 24, 2023
- Priorities Exercise and Engagement Workshop: March 28, 2023

- Recommendations Draft Report Out: May 9, 2023
- Engagement Findings Report Out and Next Steps: May 30, 2023

City staff participated in the meetings as equal members and listened to community feedback.

Committee Members

Person	Organization
Alex Harrington	Master Builders Association of Pierce County
Amy Tousley	Puget Sound Energy
Janne Hutchins	Living Support Access Alliance (LASA)
Jason Gano	Master Builders Association of Pierce County
Jesse Black	Springbrook Connections
LaTasha Wortham	Tacoma Public Utilities
Mandy Ma	Self-Sufficiency Multicultural Movement
Rachel Lehr	Rebuilding Together South Sound
Sarah LaBrasca	Lakeview Light and Power
Tod Wolf	Business owner of Rodi's Cameras

D.5.4 Survey

From May 11th to June 11th, 2023, BERK conducted a community survey in Lakewood to identify climate resiliency and housing priorities. The survey was translated into Spanish and Korean and offered a raffle prize to encourage participation. This section presents the survey findings from 163 valid responses.²

The survey had four quantitative questions and two qualitative questions, as well as demographic questions.

² The survey attracted many computer-automated responses, likely as a means for non-residents to win the raffle prize. Analysts reviewed all responses and flagged invalid responses based on a set of criteria, such as having duplicate or non-sensical answers in open survey questions.

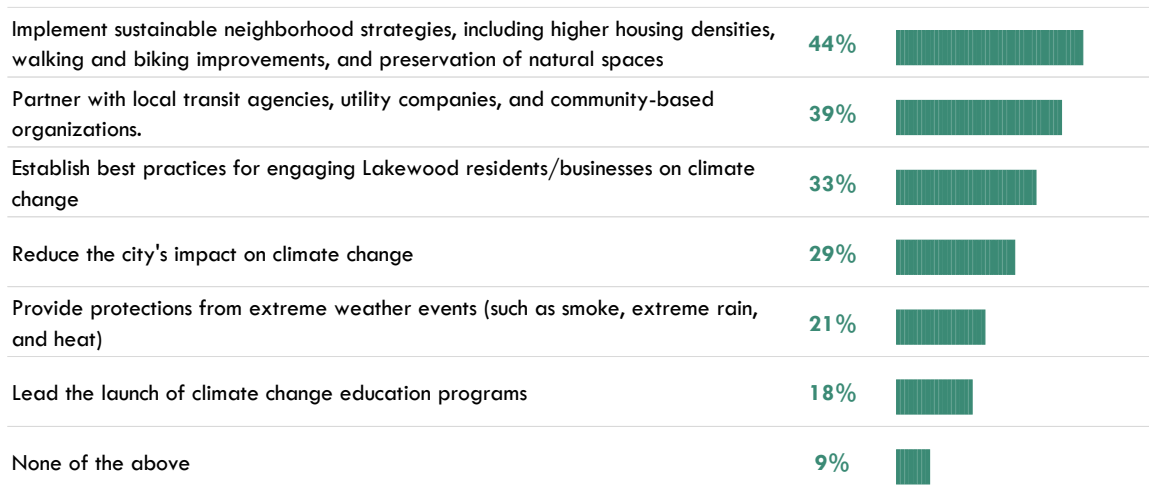
Survey Question Responses

Exhibit D-12. Respondents' Priorities for the City of Lakewood to Address Climate Change (n=163) Exhibit D-12 shows survey respondents' priorities for the City of Lakewood to address climate change. The top three priorities that respondents would like to see are implementing sustainable neighborhood strategies (44%), partnering with local transit agencies, utility companies, and community-based organizations (39%), and establishing best practices for engaging the Lakewood community on climate change (33%). Additional priorities listed in open responses include:

- Make funding available for homeowners to update their homes.
- Planting more trees.
- Using solar panels for schools.

Exhibit D-12. Respondents' Priorities for the City of Lakewood to Address Climate Change (n=163)

What do you think the City of Lakewood should prioritize when addressing climate change?

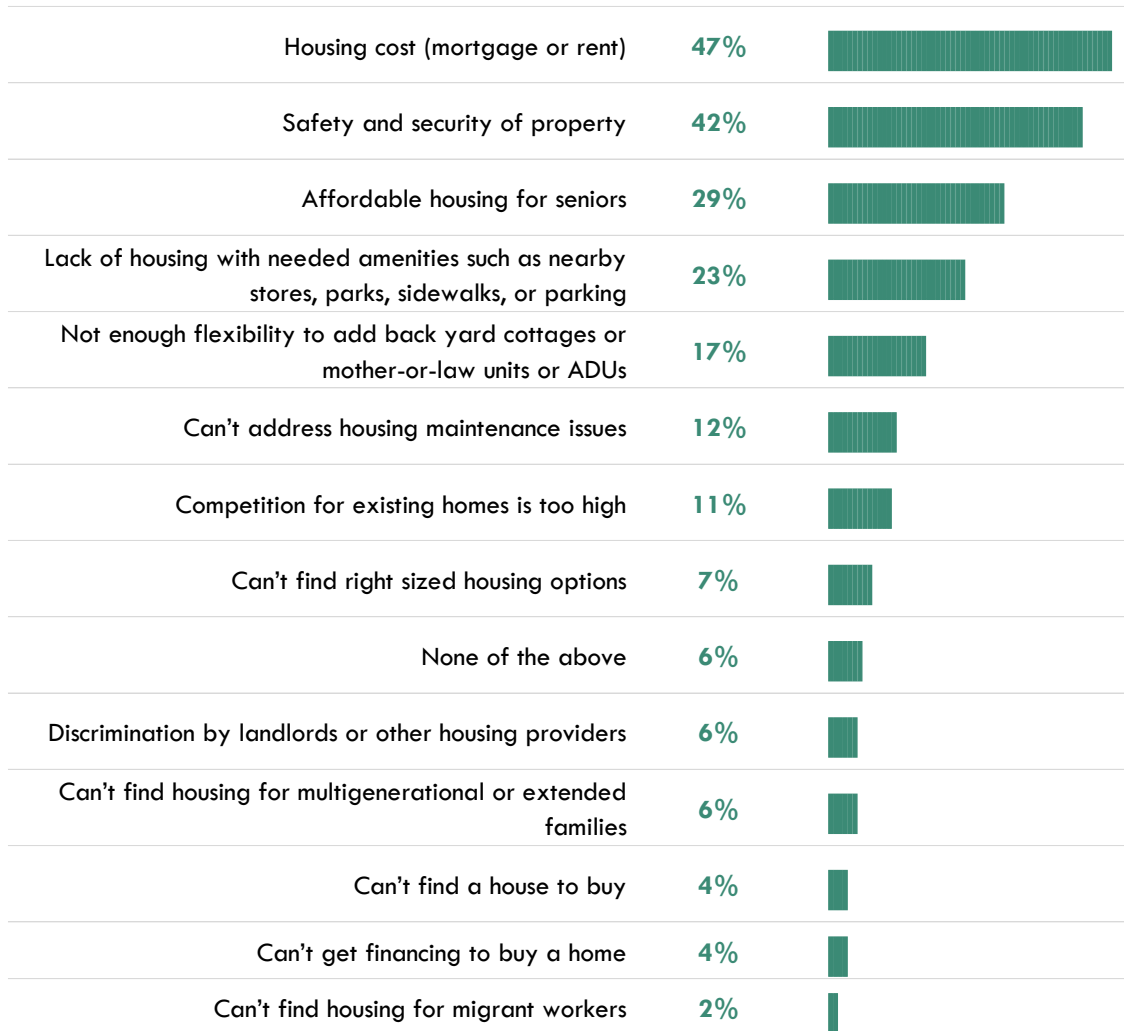


Source: BERK, 2023

Exhibit D-13 shows respondents' opinions on Lakewood's greatest housing challenges. Almost half (47%) say the cost of housing, followed by the safety and security of property (42%). More than a quarter of respondents (29%) said that affordable housing for seniors is one of Lakewood's greatest housing challenges.

Exhibit D-13: Respondents' Opinions on Lakewood's Greatest Housing Challenges (n=163)

What are Lakewood's greatest housing challenges?

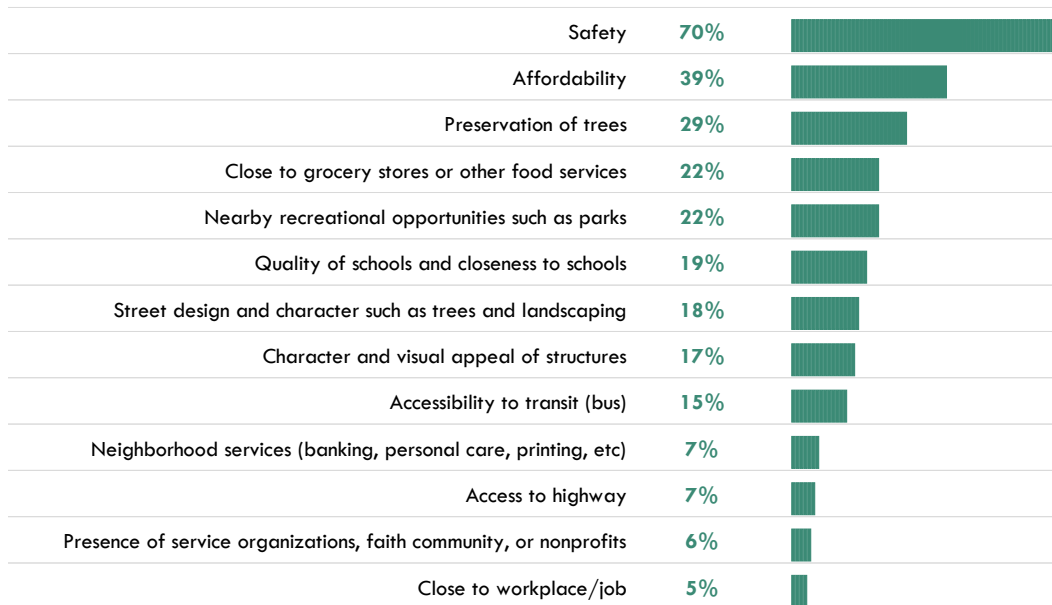


Source: BERK, 2023

Exhibit D-14 shows survey respondents' most important neighborhood characteristics. Most respondents (70%) said safety was most important. Affordability was also important to survey respondents (39%). At least one-fifth of respondents said that the preservation of trees, being close to grocery stores or other food services, and being nearby to recreational opportunities like parks were important to them (29%, 22%, and 22% respectively).

Exhibit D-14: Respondents' Most Important Neighborhood Characteristics (n= 163)

What neighborhood characteristics are most important to you?



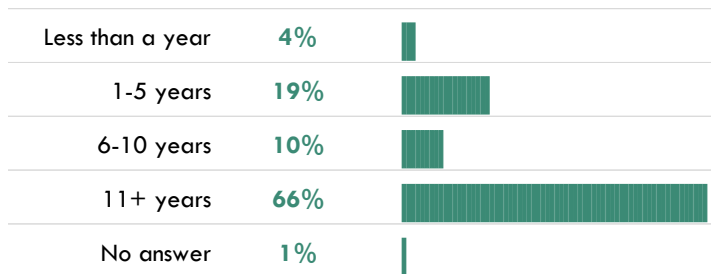
Source: BERK, 2023

Demographics of Survey Respondents

Exhibit D-15 shows the length of time that survey respondents' have lived in the City of Lakewood. Most respondents (66%) have lived in Lakewood for 11 years or more. Almost one in five respondents (19%) have lived in Lakewood for 1-5 years. Only 4% of survey respondents have lived in Lakewood for less than a year.

Exhibit D-15: Length of Time of Respondents Living in Lakewood (n=163)

How long have you lived in Lakewood?

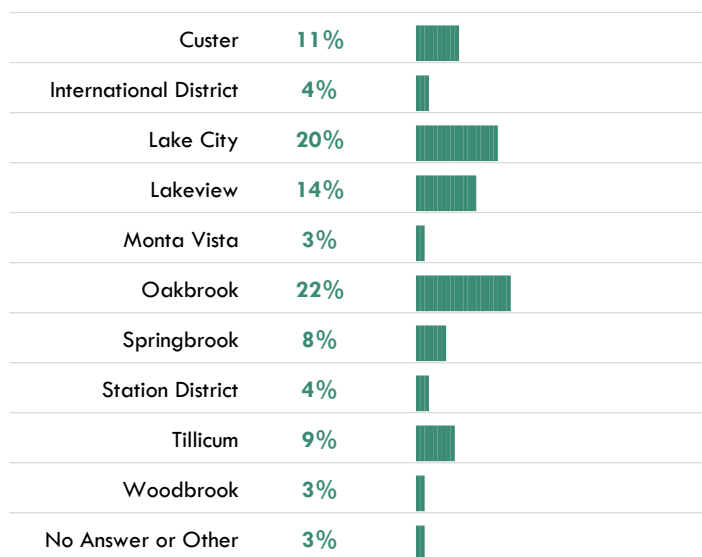


Source: BERK, 2023

Exhibit D-16 shows the neighborhoods that survey respondents live in. One-fifth of survey respondents live in either Lake City or Oakbrook, with a spread through other neighborhoods in the City of Lakewood.

Exhibit D-16: Neighborhood of Respondents (n=76)

Which neighborhood do you live in?

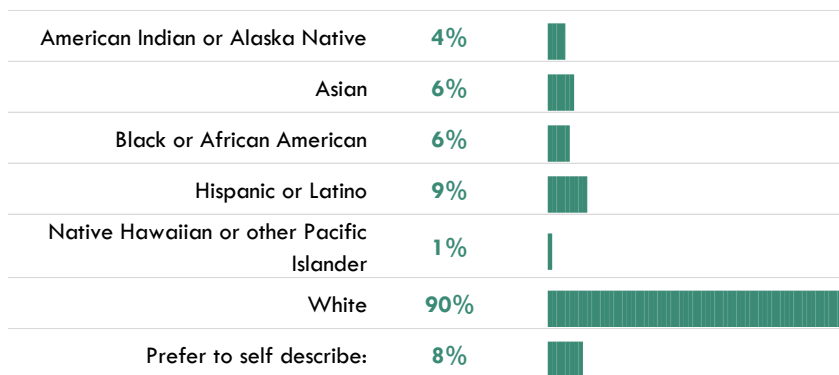


Source: BERK, 2023

Exhibit D-17 shows the race and/or ethnicity of survey respondents using Census categories. Most of the survey respondents identify as White (90%), 9% identify as Hispanic or Latino, while 6% identify as Asian or Black/African American.

Exhibit D-17: Respondents' Race and/or Ethnicity (n=146)

What is your race and/or ethnicity? (choose all that apply)

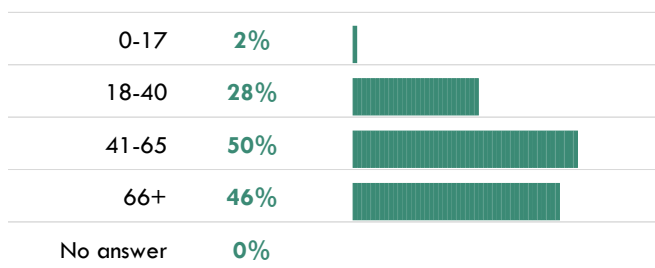


Source: BERK, 2023

Exhibit D-18 shows the survey respondents' age. Half of respondents (50%) are 41-65. A little less than half (46%) of survey respondents are ages 66 or older.

Exhibit D-18: Respondents' Age (n=161)

What is your age?








Source: BERK, 2023

Exhibit D-19 shows survey respondents' gender identity. Most survey respondents (61%) identify as a woman, 34% identify as a man.

Exhibit D-19: Respondents' Gender Identity (n=161)

How do you describe your gender identity?

Man	34%	
Non-binary	1%	
Woman	61%	
Prefer to self describe:	2%	
Rather not say	2%	

Source: BERK, 2023

Open-Ended Comments

The survey asked all respondents to share how they have been impacted by recent climate change events like heat, smoke, extreme precipitation, and reduced snowpack. The survey also asked if there was anything else respondents would like to share with the City of Lakewood regarding climate change or housing.

The following includes common themes that were reflected in a notable number of respondents' comments. The quotes are illustrative of the ideas shared.

Impacts from Recent Climate Change Events

A total of 136 survey respondents provided input, with several categories of responses:

Common themes

- **Smoke:** Respondents commonly mentioned the adverse effects of wildfire smoke, especially for people with asthma or other respiratory issues. Other effects include itchy or watery eyes and having to stay inside.
- **Heat:** Respondents noted the increasing frequency of hotter temperatures in the city. Many mentioned the need for air conditioning or a heat pump, as well as increasing electric bills and water usage.
- **Have not been affected:** Some respondents noted that they have not been impacted by climate change.

Other responses

- **Floods and droughts:** Some respondents noted the occurrence of increased rainstorms and droughts have impacted their lives. One respondent noted the “spread of invasive species” while another noticed “mold and moss” flourishing after heavy rain.

Other Comments for the City of Lakewood

119 survey respondents provided input.

Common themes

- **Lack of affordable housing.** The most common response was the unaffordability of housing, including rising rents and unable to find affordable housing. A few respondents noted that they think landlords to have too much power or that rents should have a cap.
- **Importance of preserving tree canopy:** Some respondents noted the importance of protecting trees. A few specifically called out being disappointed in seeing warehouses replace trees.

Other responses

- A few respondents said that climate change is not real, or there are other issues Lakewood should focus on.
- Other individual responses included a desire to see more transit options and for Lakewood to work with non-profit organizations and affordable housing initiatives.

D.5.5 Pop Up Events and Focus Groups

BERK Consulting reached out to Lakewood community partners to participate in local neighborhood, or pop-up, events and hold focus groups through the month of June. The goal of these events was to have a wider conversation around housing and climate resiliency challenges and opportunities in Lakewood while gathering input for the ECCC Implementation Plan.

Event	Date of Event	Type of Event
Springbrook Connections residents	May 18	Focus Group
Clover Park Technical College	May 25	Pop Up
Affordable Housing Consortium	June 6	Focus Group
Lakewood Youth Summit	June 10	Pop Up
Lakewood Community Collaboration	June 14	Focus Group

Structure

At the pop-up events, BERK had two poster boards each with a question for individuals who stopped by. These questions were:

- Strengths and challenges of Lakewood’s housing options
- How have you been impacted by climate change? What recommendations do you have to the City?

At the focus groups, BERK focused on similar questions.

- How have you or people that you know been impacted by recent climate events?
- What can the City do to help address those concerns raised?

Pop Up and Focus Group Themes

The major themes about climate change and housing from these events are summarized below.

Climate Change

- Higher temperatures and effects from wildfire smoke were the two main issues that community members discussed at all pop-up events and focus groups.
- Older residents and people with respiratory issues are especially impacted by increasing wildfire smoke.
- There is a growing need for air conditioners, but many residents cannot afford to purchase and run A/C. Some even mentioned not being allowed to run air conditioning in their apartments.
 - Puget Sound Clean Air used to hand out box fans for free but are no longer able to do so.

Housing

- Lakewood is a great place to live because of its proximity to neighborhood amenities, work, and good parks.
- Lakewood is getting more expensive. Finding affordable housing in Lakewood is difficult.
- There is a need for programs to help residents with homeownership and renting costs.

D.6 Policy Review

The Energy and Climate Change Chapter (ECCC) has over 96 action items to address climate change. A core goal of this plan is to work with community-based organizations and local agencies in establishing a priority framework for the plan. The implementation framework and strategies are a culmination of input from the Steering Committee, community outreach, and internal review.

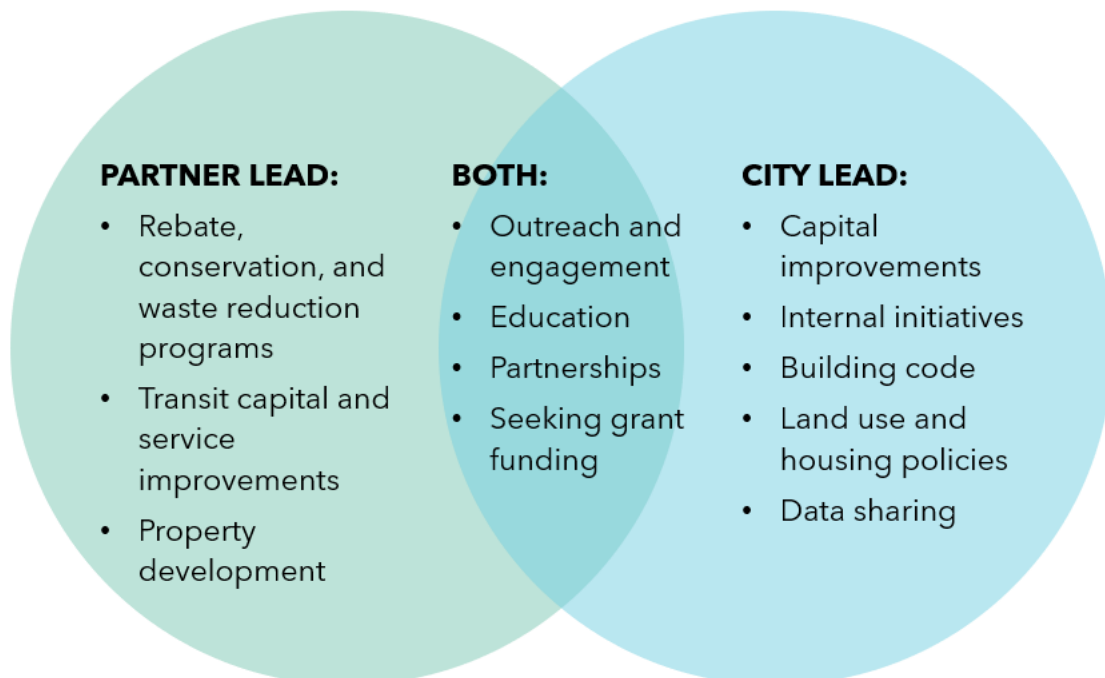
D.6.1 Process

First, the Steering Committee held a 2-hour workshop where each committee member reviewed each chapter of the ECCC in small groups. BERK reviewed the comments and created an implementation framework for the policy strategies (see next section). After the Steering Committee reviewed the framework, BERK conducted a deeper strategy analysis of each action item to group strategies into categories and prioritize strategies.

D.6.2 Recommendations Rationale

The recommendations for the implementation plan were made in combination with feedback from the Steering Committee and a policy review of the plan. The implementation framework was created with the lens of understanding where decision making lies. Priority action items were identified by understanding where the City can take a lead, where community partners could lead, or where both could lead. Exhibit D-20 shows a Venn diagram outlining the roles of the City of Lakewood and the service providers, and where both can partner to address climate change.

Exhibit D-20. Recommendations Rationale



D.6.3 Implementation Framework and Strategies

The Implementation Framework consists of four themes and eight strategies. Each action item was sorted into a theme and strategy, and then given a priority ranking. A “high” priority indicates an action item the Steering Committee supported. A “low” priority indicates an action item that the City should not prioritize. A “medium” was in between a high and a low. Potential partners on action items were also identified.

Framework Themes

The Steering Committee established four key themes in framing implementation policy recommendations for Lakewood. The purpose of the framework is to provide a rationale of how Lakewood can increase climate resiliency and mitigate greenhouse gas emissions.

- **Collaborate and Partner:** Addressing climate change involves everybody. The ECCC identifies the roles of various public agencies within Lakewood in mitigating climate risk and adapting to extreme weather events. The City should work with transit agencies, utility agencies, and private developers to establish best practices for a greener Lakewood. Furthermore, the Steering Committee recognized that addressing climate change cannot happen without community participation. Future advocacy, education, and engagement require local partnerships to establish a vision for a more equitable, sustainable Lakewood.
- **Design Sustainable Neighborhoods:** The City can play a leadership role in establishing land use patterns that increase social and economic opportunity, access to open/green spaces, and placemaking opportunities. There are numerous planning efforts to promote smart growth strategies, including the Non-Motorized Plan Update, the Critical Areas Ordinance review, and various elements of the Comprehensive Plan.
- **Prioritize Climate Resiliency:** The Steering Committee identified the need to prioritize climate resiliency. This includes actions to reduce emissions that cause climate change and actions to manage climate change impacts. Additional data related to measuring factors contributing to climate change should be made available for the public to support additional planning efforts.
- **Educate and Engage:** Public education was a core theme from the review of the implementation plan by the steering committee. The City can take a lead in providing educational materials on conserving resources, marketing campaigns, and data sharing. The City can also continue to partner with housing and service providers to support equitable outreach and engagement efforts.

Implementation Strategies

The strategies for this framework outline clear actionable steps for the City to take in addressing climate change. Under each strategy are a series of policy items associated with each action item. This section outlines core takeaways, associated action items, and next steps. Based off feedback from the Steering Committee and the policy review, the following steps are recommended for strategy implementation of the City’s ECCC.

Community Engagement and Collaboration (High priority): City staff shall work with community-based organizations on programmatic recommendations. Community engagement should continue to be a top priority for Lakewood with future planning efforts, particularly around non-motorized transportation improvements across I-5. A core key theme from initial interviews was that the City has been a great partner for local organizations in the past. This should continue over into local programming events (urban agriculture, park events, education, and resources) and work with business organizations. Partnerships with developers will also be critical to support public amenities for green infrastructure.

Education, Data, and Information (High Priority): Education and data was another top priority identified by the Steering Committee. It involves equal partnership from the City, community-based organizations, and utility companies to build resident and business capacity to understand the impacts of climate change. The City can also establish dashboards and data sets to inform climate vulnerability and resiliency wins within the City.

Agreements and Partnerships (Medium priority): The City shall work with partners identified in the ECCC. The City can partner with the following agencies and organizations to develop a more climate-resilient community:

Transit agencies (Pierce Transit, Sound Transit, WSDOT, Amtrak): Transit agencies lead the design of the City's local and regional transit connections. Transit improvements should be aligned with land use policy designs to foster more walkable neighborhoods.

Utility companies (Lakeview Power, Tacoma Public Utilities, PSE): The City can work with utility companies to support waste reduction programs, water conservation efforts, and energy efficiency improvements. Utility companies can also develop strategies to manage energy demand.

Clover Park School District: Lakewood can partner with the Clover Park School District in anti-idling programs for buses.

Community-based Organizations: Climate resiliency is tied to the social and economic success of the City's residents and communities. The City can work with workforce development programs to promote green jobs, and collaborate with service providers in providing resources and information.

Comprehensive Plan Update (Medium priority): A majority of the action items identified a need to adopt new development standards for walkable neighborhoods, green building regulations, and energy efficiency. The City can adopt these standards through its Comprehensive Plan update. These policy recommendations should be incorporated into other Comprehensive Plan elements.

Grant Funding (Medium priority): The City shall take the lead to identify grant funding opportunities and should work with local organizations and partners in applications. Grant funding opportunities should focus on non-motorized improvements across I-5, street network improvements for transit, renewable energy sources, and the development of community education tools.

Internal City Initiatives (Low priority): 11 of the action items in the ECCC called for internal city initiatives on how the municipality can reduce its own greenhouse gas emissions and carbon footprint. These action items do not provide a direct impact on the overall Lakewood community. However, the City can

be a green business leader as one of the largest employers in the city on sustainable practices. The City should remove these action items from the ECCC and use them as a framework for its own internal green initiative.

Remove: (Low priority): There are eight ECCC action items that referenced others as redundant strategies. These should be removed from the ECCC.

Exhibit D-21, below, shows a total count of how each of the 96 Action items in the ECCC are sorted into implementation strategies, themes, and priorities. The top priority strategies for the implementation plan are rooted in community engagement, collaboration, and providing education, data, and resources. The City should lead as a convener of local and regional partners in building a collective movement for a thriving sustainable city rooted in social and economic success. The City should also be a local and regional advocate for policies that develop multimodal transportation networks with supportive land use decisions. Finally, the City should uplift community voices through supportive neighborhood programming efforts to establish a collective understanding on how to address climate change and build resiliency.

Exhibit D-21. Implementation Plan Framework

STRATEGY	COUNT	THEME				PRIORITY		
		Collaborate and Partner	Design Sustainable Neighborhoods	Prioritize Climate Resiliency	Educate and Engage	High	Medium	Low
Agreements and partnerships	16	12	0	4	0	6	7	3
City Initiative	11	2	0	9	0	0	10	1
Community Engagement and Collaboration	15	9	2	1	4	13	3	0
Comprehensive Plan Update	32	1	10	19	1	22	9	0
Education, Data and Information	6	4	1	0	1	6	0	0
Grant Funding	8	1	3	3	1	1	7	0
Remove	8	1	1	6	0	0	0	8
TOTAL	96	30	17	42	7	48	36	12

Source: BERK 2023

E Housing

E.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.

E.2 Housing Needs Assessment

E.2.1 Overview

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 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.

E.2.2 Population

Overview

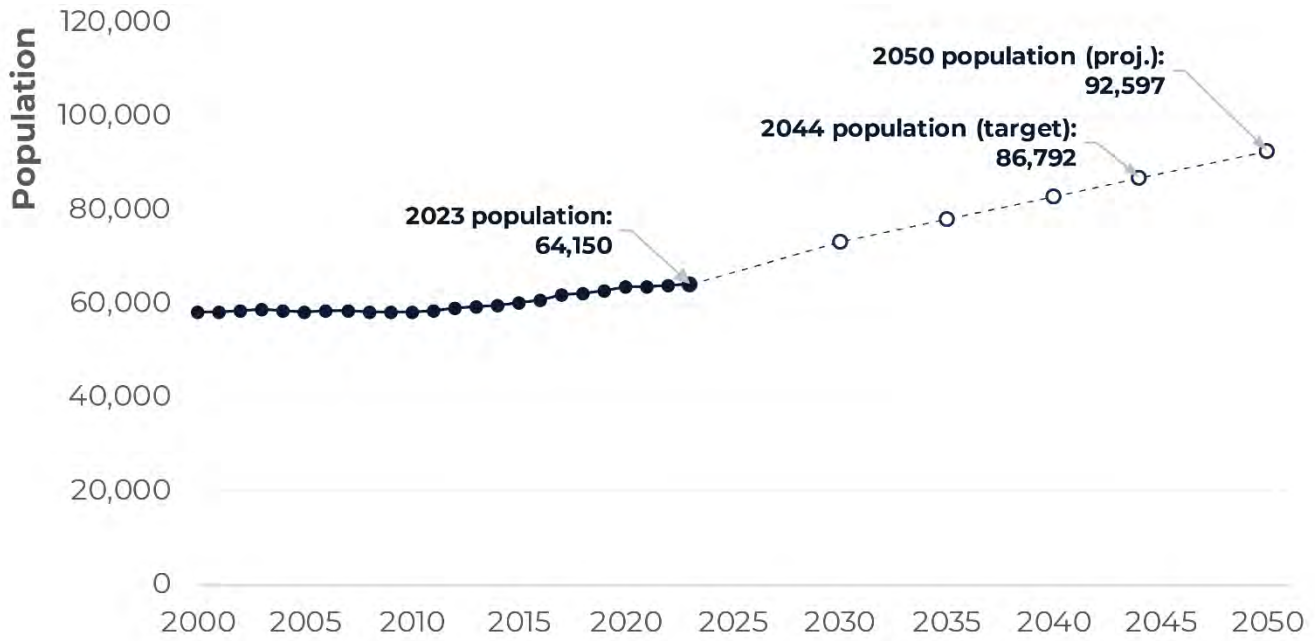
The following exhibits highlight details about the population of Lakewood, including population counts, projected targets, and age and race/ethnicity characteristics. From this information, there are several findings that are relevant looking at future housing needs:

- Exhibit E-1 provides the current population of Lakewood and expected population in 2044 under the current CPPs, as well as a projected population to 2050 according to the Puget Sound Regional Council.
- Exhibit E-2 shows the population of Lakewood divided according to age cohorts in 2022, with a comparison to the proportions found in Pierce County as a whole.
- Exhibit E-3 highlights the proportion of city residents by immigration status in 2022, including the proportion of naturalized citizens and non-citizens in the city.
- Exhibits E-4 to 6 provide the breakdown of the population of the city by race and ethnicity in 2022, and provide a comparison to the breakdown by race in 2017 and in the County as a whole in 2022. (Note that the figures for “Hispanic/Latino” include people across all racial groups.)
- Exhibit E-7 provides statistics on the current veteran population in the city by age group in 2022, with a comparison to the Pierce County average.

These statistics highlight the following:

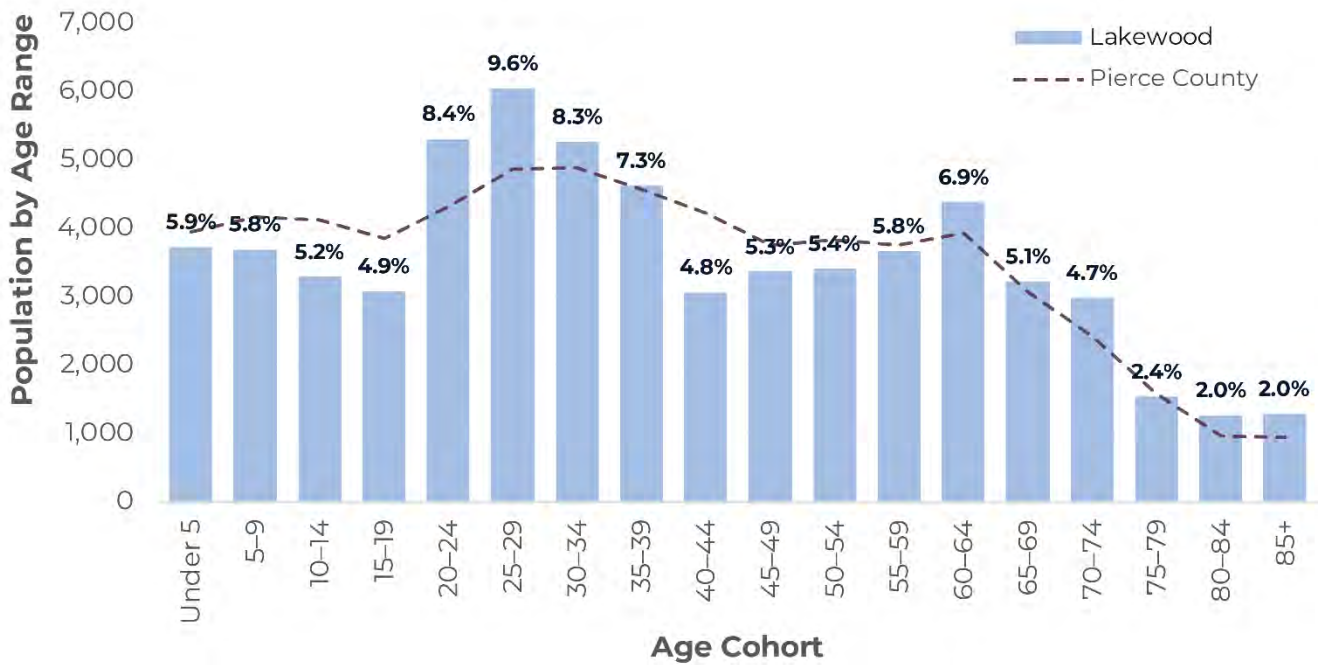
- **Lakewood has had notably low population growth.** Exhibit E-1 highlights population trends for Lakewood. Overall, this highlights that Lakewood has had low population growth, amounting to about 0.7% per year since 2016 and 0.4% since 2000.
- **Expected population targets are significantly higher than historical population trends.** Exhibit E-1 also highlights that under the recently approved Countywide Planning Policies for Pierce County, it is expected that Lakewood’s population will grow to 86,792 total residents by 2044. This represents a growth rate of about 1.4% per year, which is a significant increase over recent historical trends.
- **The local population has a disproportionate number of younger adults.** Exhibit E-2 highlights the age profile of Lakewood residents, with a comparison to the average for Pierce County as a whole. In comparison to other communities, Lakewood has a greater proportion of residents that are 20–29 years old. There is also a higher proportion of residents 60 years of age and older. This is possibly tied to the proximity to Joint Base Lewis-McChord (JBLM), both with younger service members living off-base and older veterans living closer to available veterans’ facilities, but can also relate to the availability of both affordable housing and high-amenity lakefront housing.

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



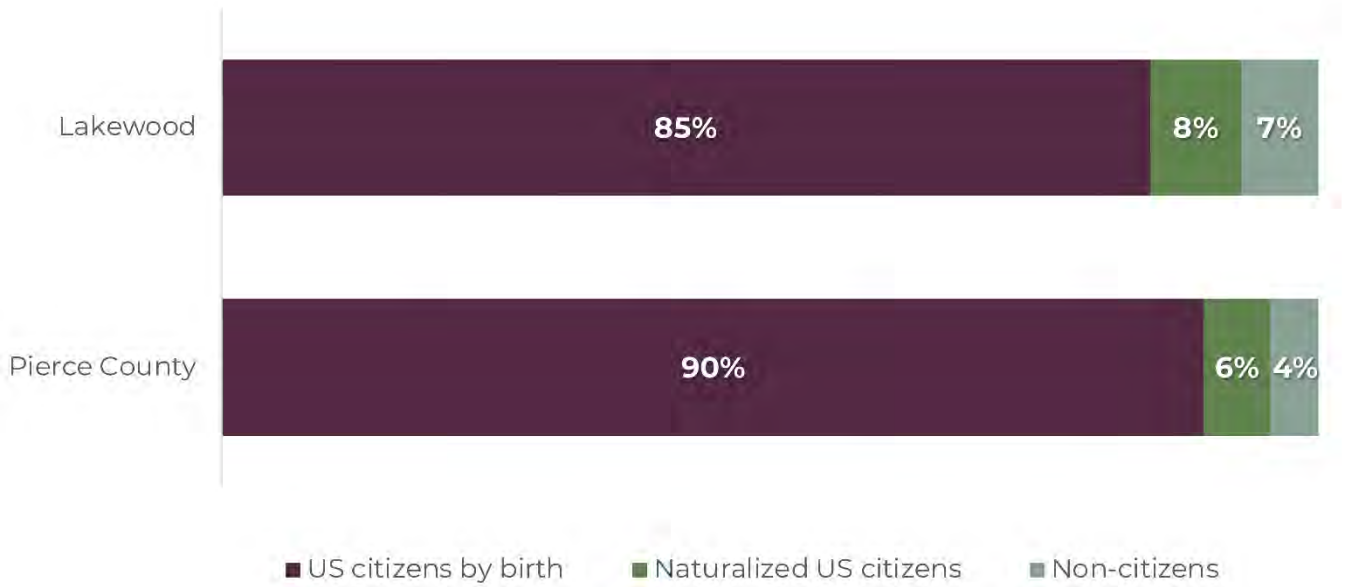
Source: WA Office of Financial Management, 2024

Exhibit E-2. Age Cohorts in Lakewood and Pierce County, 2022.



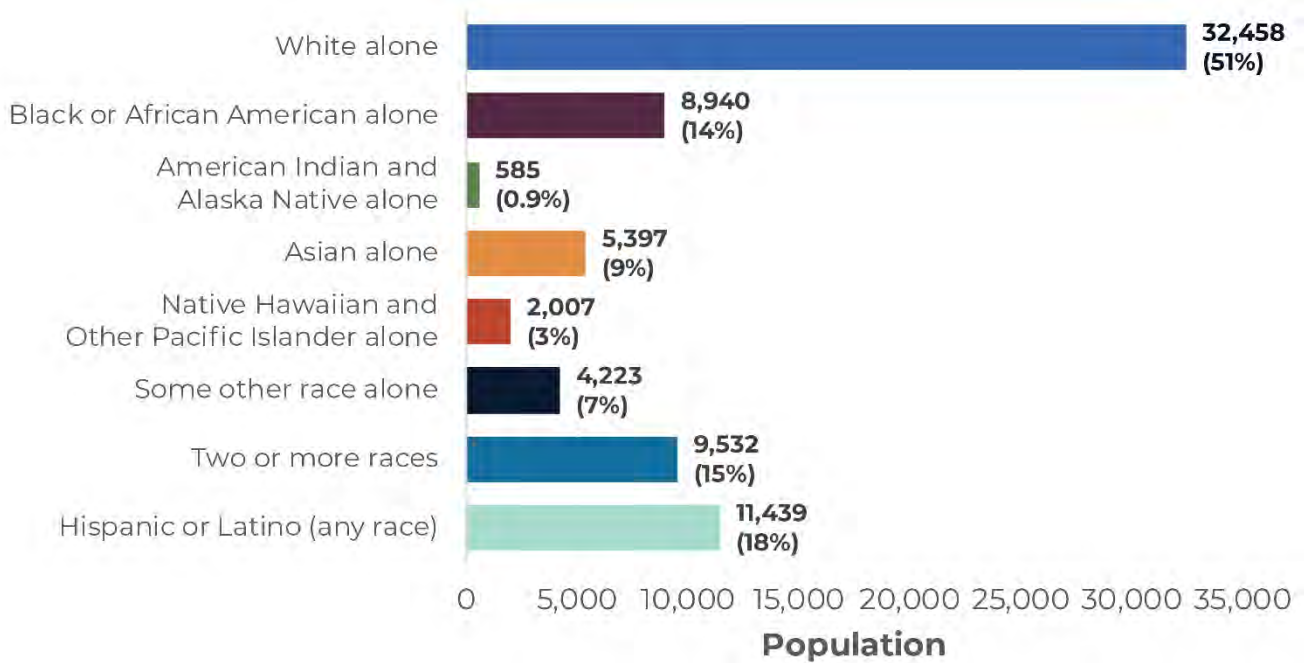
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit E-3. Lakewood and Pierce County Population by Citizenship Status, 2022.



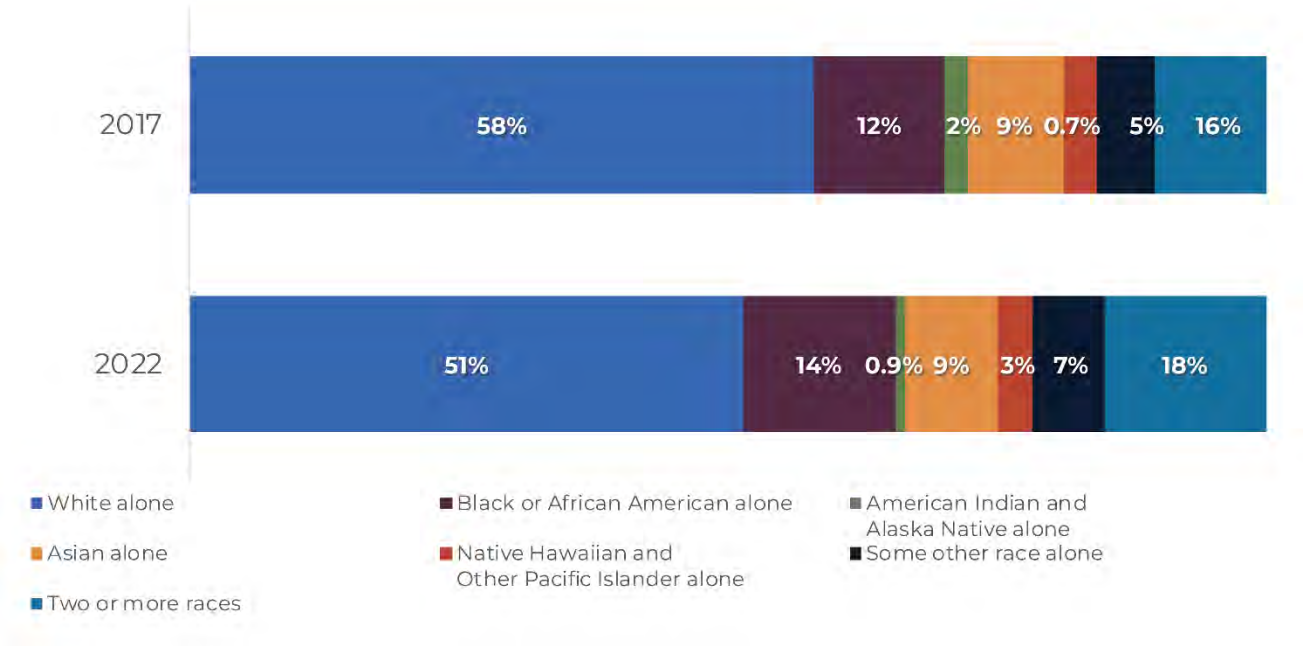
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit E-4. Lakewood Population by Race, 2022.



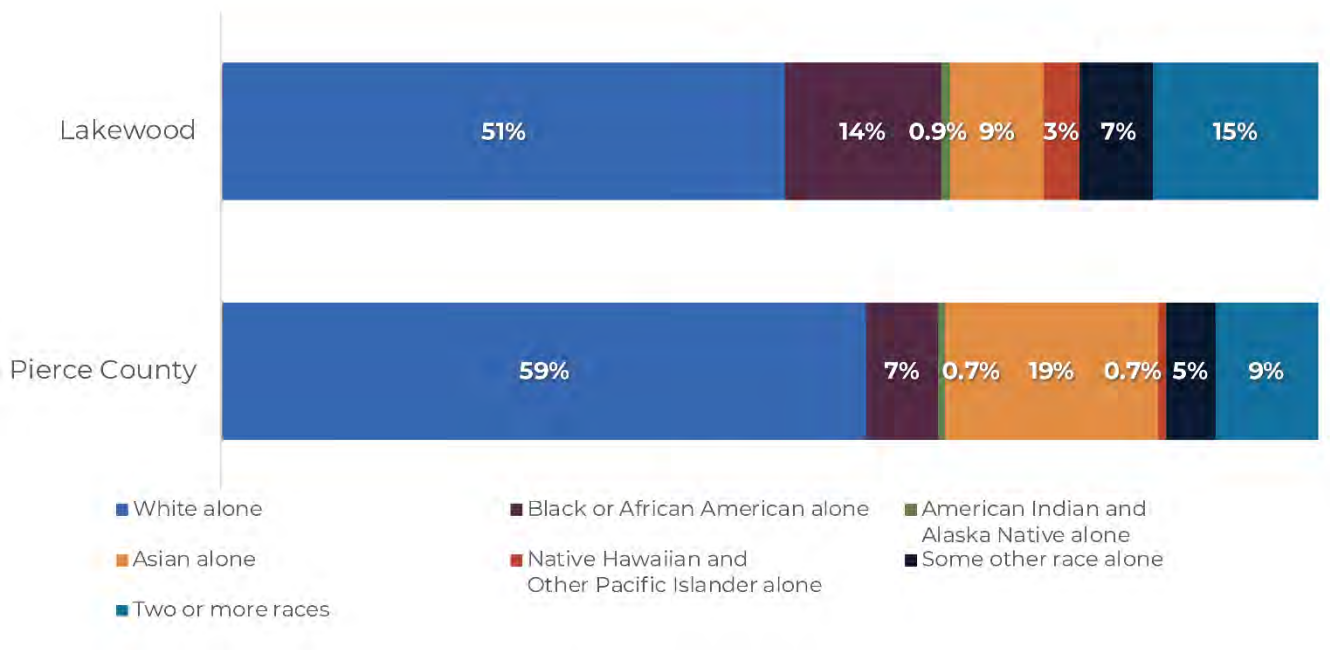
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit E-5. Lakewood Population by Race, 2017 and 2022.



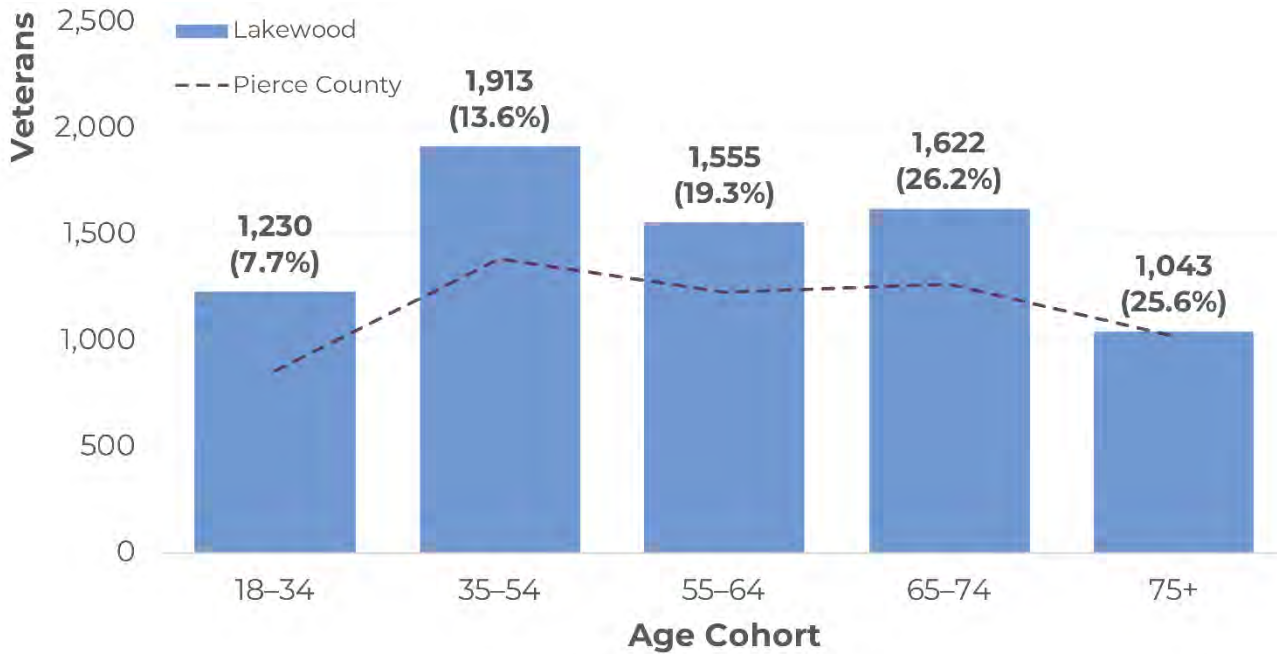
Source: US Census Bureau, 2018-2022 and 2013–2017 American Community Survey 5-Year Estimates

Exhibit E-6. Lakewood and Pierce County Population by Race, 2022.



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

Exhibit E-7. Lakewood and Pierce County Veteran Population by Age, 2022.



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

- **The community is becoming more diverse in Lakewood.** Over the past decade, Lakewood has become notably more diverse. There has been a decline in both the proportional and total number of white residents by racial category (from 58% in 2017 to 51% in 2020), while other populations of people of color have increased over time. Lakewood is also home to a higher percentage of Black, Indigenous and people of color compared to Pierce County in 2022, as shown in Exhibit E-6, and a higher proportion of foreign-born residents (Exhibit E-3).
- **Veterans form a key part of the population of the city.** Exhibit 8 provides a comparison between the proportion of veterans by age in Lakewood versus Pierce County as a whole. While the oldest veterans are represented at rates comparable to the county overall, Lakewood has a greater proportion of veterans in its population between the ages of 18 and 74. This is due in part to the presence of JBLM, including the availability of services to veterans in the community.

E.2.3 Households

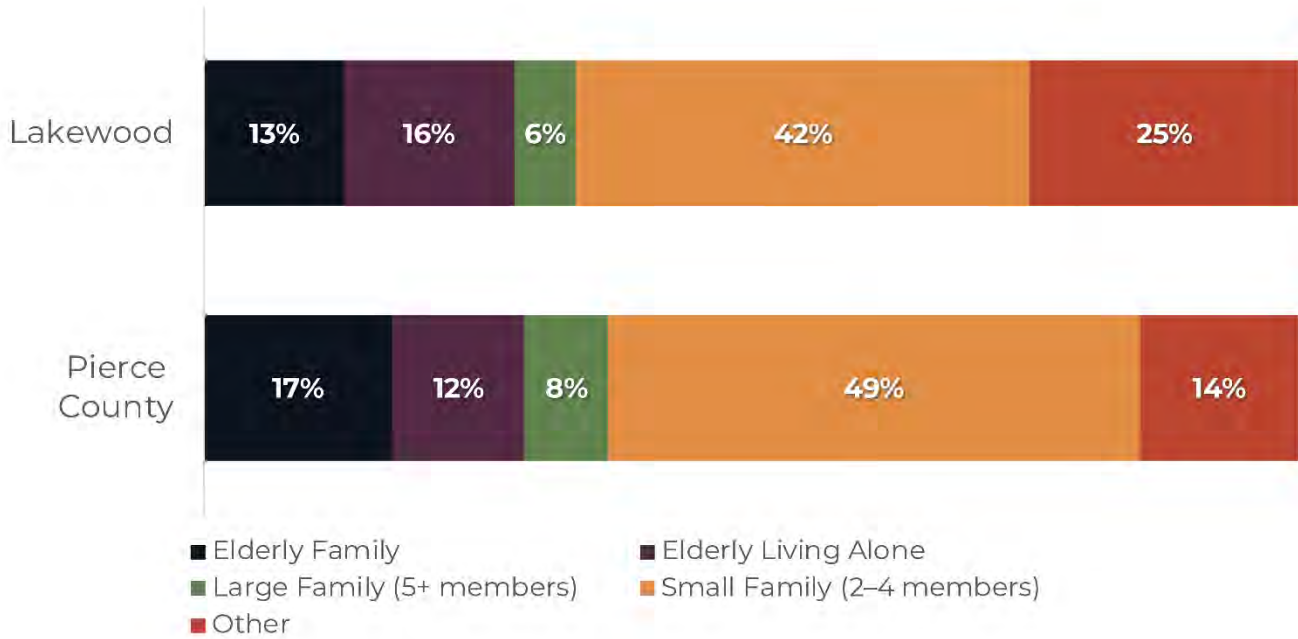
The following exhibits highlight major characteristics of households in Lakewood, with a focus on household income and tenure.

- Exhibit E-8 provides the proportion of households in the city and Pierce County in 2022 by general category, including types of families, elderly residents living alone or in a family, and other types (including people living alone and with roommates).
- Exhibit E-9 relates the total number of households in each category and provides a breakdown of these households by tenure (e.g., whether they rent or own).
- Exhibit E-10 provides median household incomes for Lakewood and Pierce County in 2022, divided between families and non-family households. (As above, “nonfamily” households include people living alone or with roommates).
- Exhibit E-11 gives the distribution of household incomes for Lakewood in 2022, with a reference for the Pierce County average also included.
- Exhibit E-12 provides the proportion of renter and owner households in 2020 by general income category (from “extremely low-income” to “above median income”) for Lakewood and Pierce County.
- Exhibit E-13 highlights the divide between renter and owner households in Lakewood in 2020 by race and ethnicity. (Note in this chart, “Hispanic or Latino” is not combined with other categories.)
- Exhibit E-14 presents a breakdown of renter households in Lakewood by race/ethnicity and income category in 2020.

Conclusions based on this information are important to consider when developing new housing goals and policies:

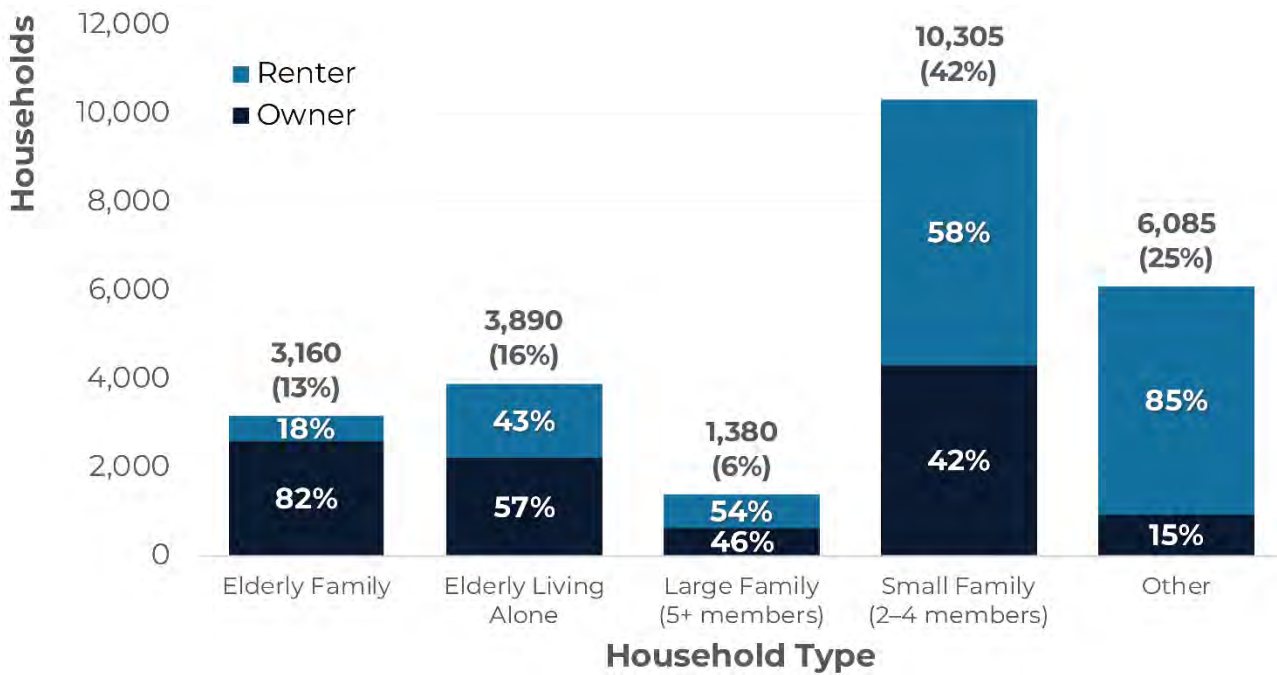
- **Small families are the most common type of household in Lakewood.** Exhibit E-9 highlights that about 42% of households in the City are small families with two to four members. Although this is the most dominant type of household, a majority of these households (58%) are renters similar to larger families (54%), but not like seniors living alone (43%) or senior families (18%). A significant number of non-family, non-senior households (including individuals and unrelated people living together) are renters, with 85% of these households renting, and this represents a much larger proportion of households in Lakewood (25%) than the Pierce County average (14%).
- **Household incomes are lower than the county average.** As shown in Exhibit E-10, the median household income for Lakewood in 2022 was \$65,531, about 28% lower than the median household income of Pierce County. This percentage difference is true for both family and non-family households.
- **The lower median income is due to a higher representation of lower-income households.** As shown in Exhibit E-11, there are a greater proportion of households earning less than \$75,000 in Lakewood than in the county. Although higher-income households are found in the City, the availability of affordable housing options needs to consider this skew in the distribution.

Exhibit E-8. Proportion of Households by Type, Lakewood and Pierce County, 2022.



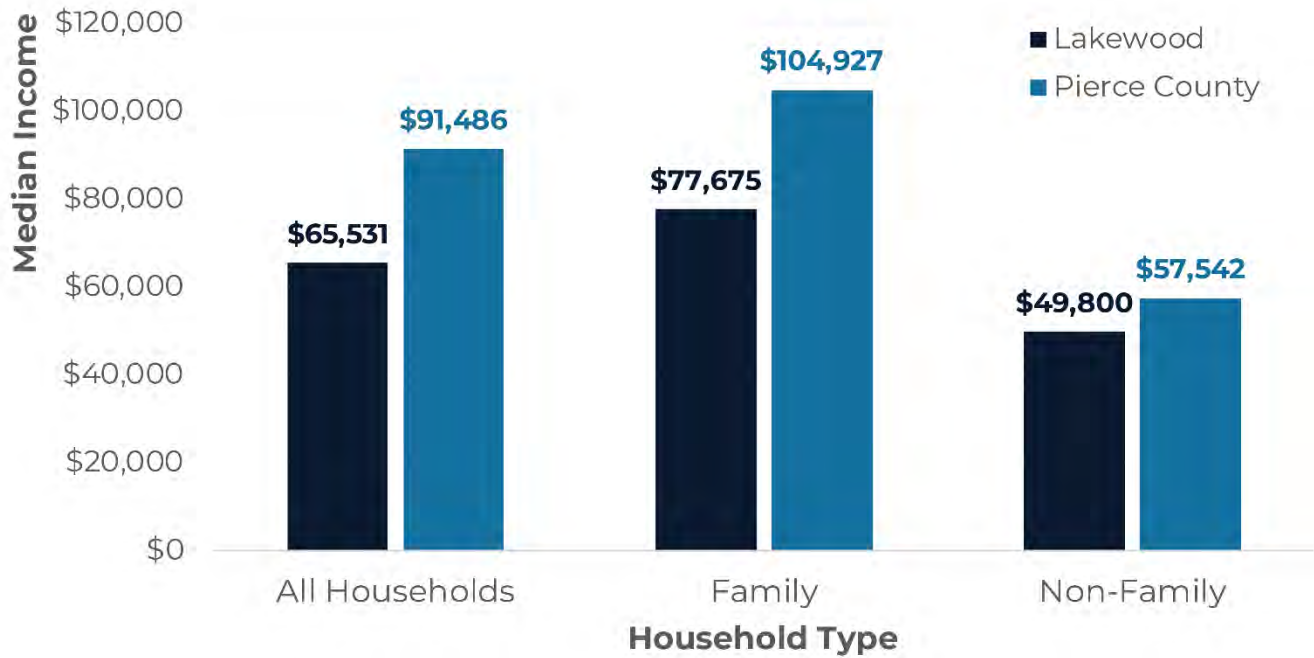
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit E-9. Households by Type and Tenure, Lakewood, 2022.



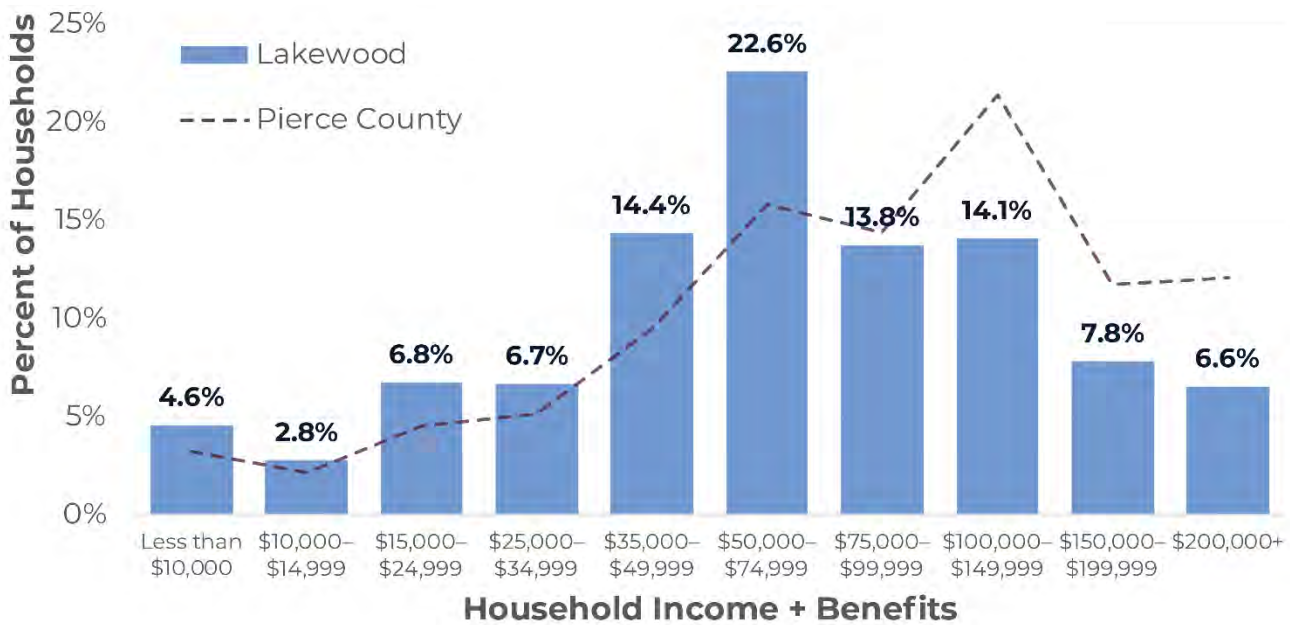
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit E-10. Lakewood and Pierce County Median Household Income, 2022.



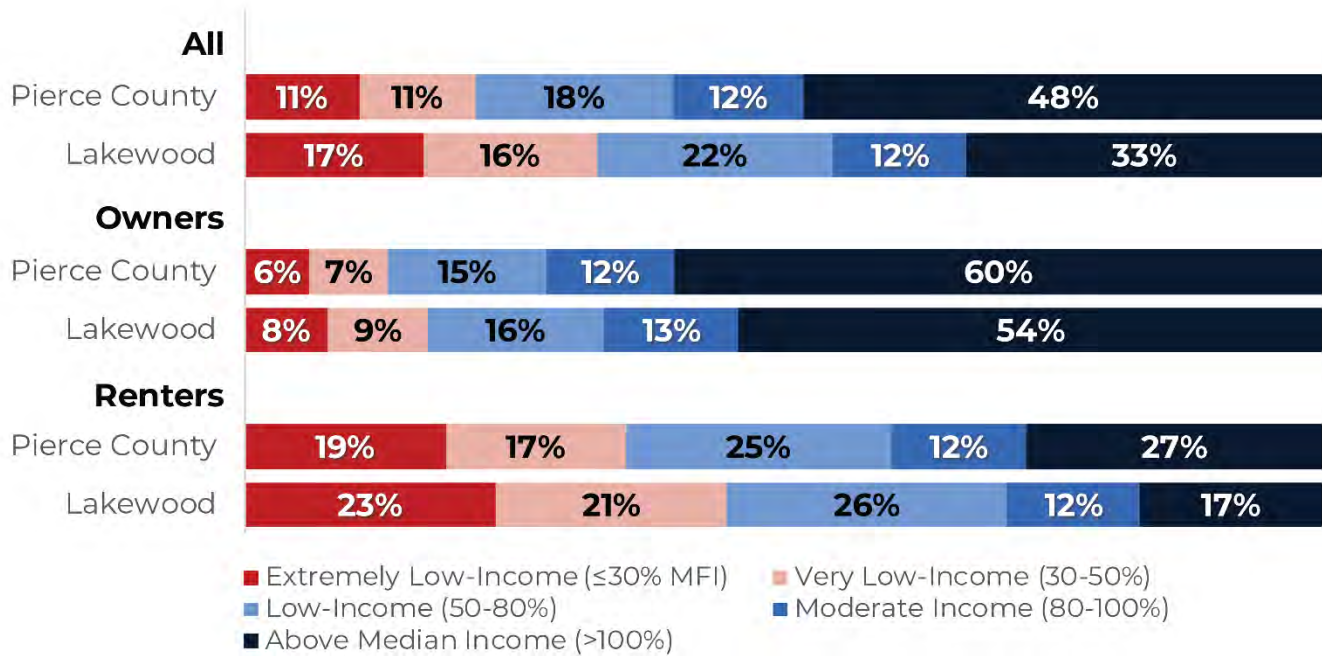
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit E-11. Distribution of Household Income, Lakewood and Pierce County, 2022.



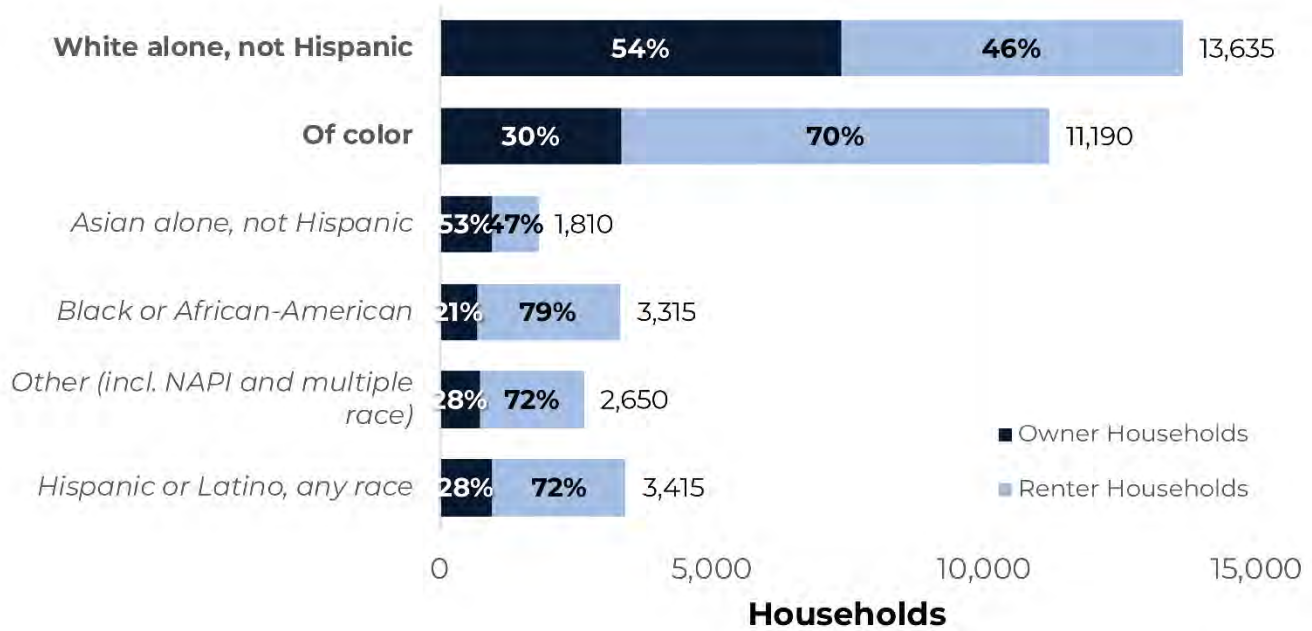
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit E-12. Lakewood and Pierce County Household Income Categories by Tenure, 2020.



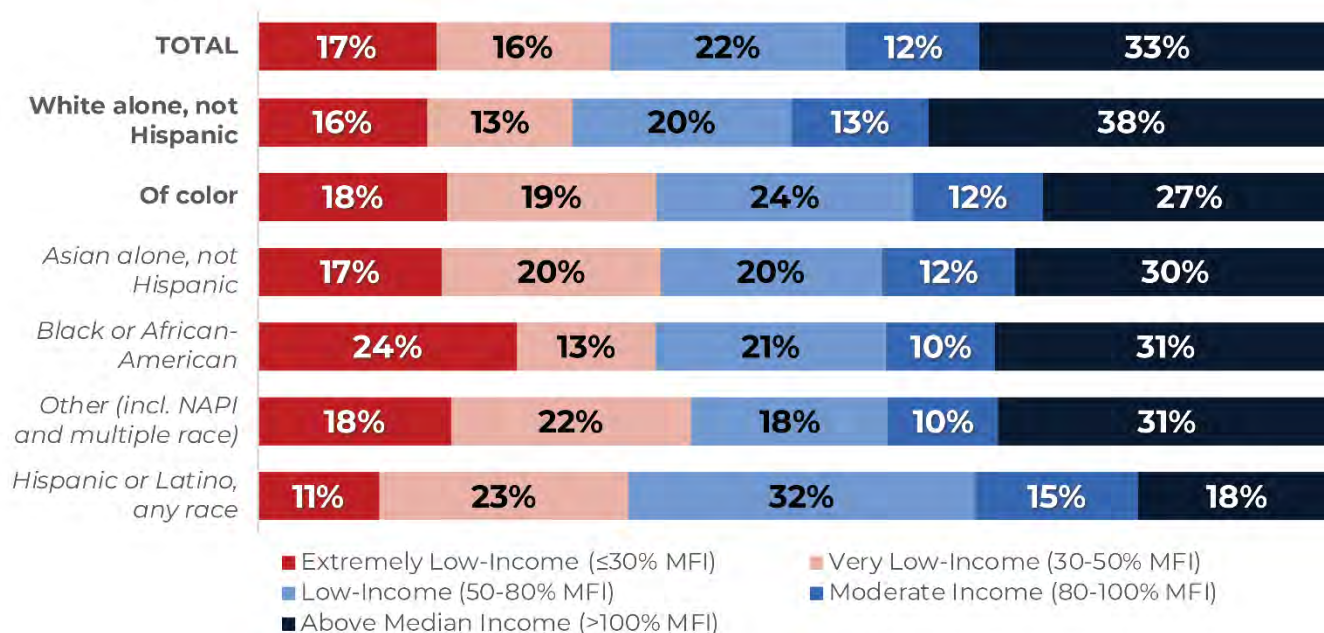
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020

Exhibit E-13. Households by Race/Ethnicity and Tenure in Lakewood, 2020.



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

Exhibit E-14. Renter Households by Race/Ethnicity and Income Category in Lakewood, 2020.



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

- **Household income differs distinctly between renters and owners.** Exhibit E-12 highlights that there are clear differences in incomes between renters and owners. For owners in Lakewood, about 60% have household incomes that are at least at the county area median income (AMI) or higher. Conversely, about 61% of all renters are below 80% of the county AMI, and 21% are considered extremely low-income.
- **Black and Indigenous households and other households of color are more likely to rent than to own.** Examining the distribution of renters versus owners from available CHAS data as shown in Exhibit E-13, households of color are more likely to rent, with about 70% renting in comparison to 46% of white, non-Hispanic, households. This is even more true for African American (79% renter) and non-white Hispanic (72%) households.
- **Generally, a greater percentage of renting African-Americans households are lower income.** In Exhibit E-14, the proportion of households renting in Lakewood are divided by race/ethnicity and income category. This distribution shows that overall, the income distribution of white renting households skews slightly higher, while Black households skew lower. According to this dataset, 28% of Black or African American households are extremely low-income, compared to 18% of households overall.

E.2.4 Housing Stock and Production

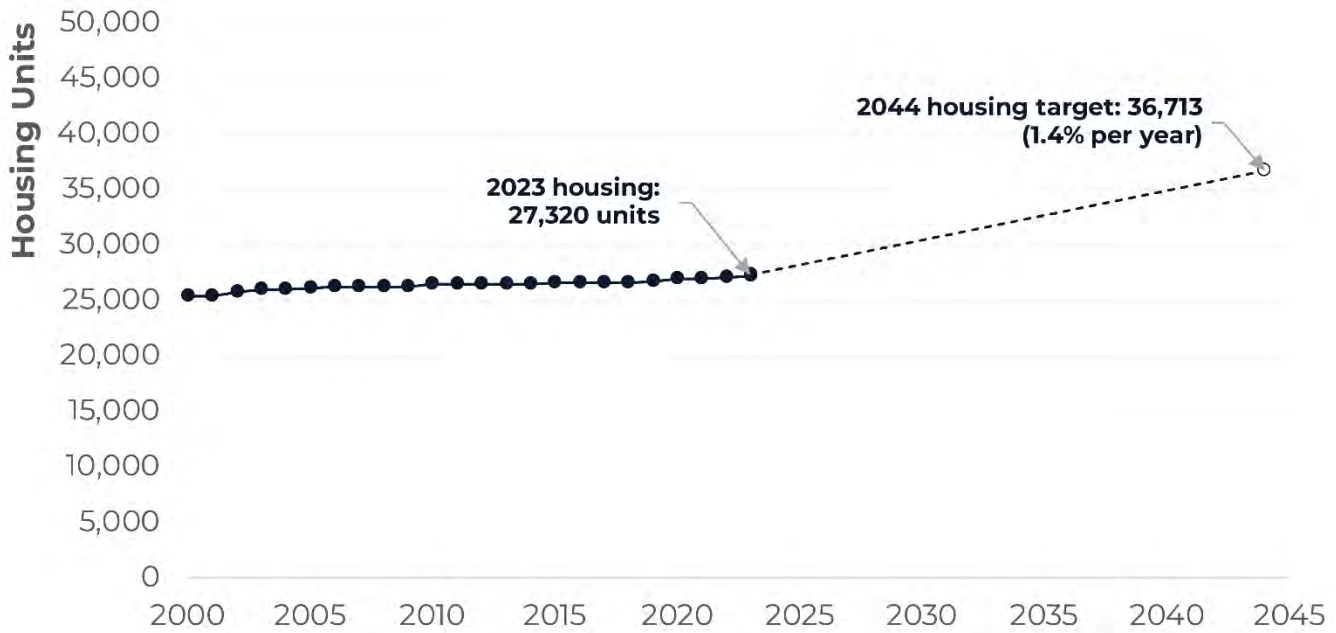
As of April 2023, the state Office of Financial Management estimated that Lakewood had a total of 27,320 housing units. The following exhibits provide perspectives on the current stock and production of housing in Lakewood. This includes:

- The historical count of housing units in Lakewood, and the 2044 housing target under the Pierce County CPPs (Exhibit E-15).
- The current housing inventory in Lakewood by housing type, including comparisons with surrounding communities (Exhibit E-16).
- Total housing completions in Lakewood between 2010 and 2023 by housing type, including breakdowns by year (Exhibit E-17), with comparisons to other communities in Exhibit E-18.
- Effective rents by the size of rental units, provided both in dollars (Exhibit E-19) and as a proportion of the city's median income (Exhibit E-20). (Note that the median income values were projected here for 2022 and 2023.)
- The “Zillow Home Value Index”, providing a general assessment of local home values in the market, including median and low/high estimates for Lakewood and a reference to Pierce County. This is provided in full in dollars in Exhibit E-21, and the median value was provided as a proportion of the city's median income in Exhibit E-22.

This information highlights the following:

- **Net housing production in Lakewood since incorporation has been nominal.** Between 2014 and 2023, there has been only a very small net increase in the total amount of housing, with a net 0.28% increase per year, as shown in Exhibit E-15. Note that this is substantively lower than the population growth rate provided previously, implying that population increases have been accommodated through household size increases.
- **Future housing production can be accommodated to meet the City's growth targets, but the rate of development will have to increase significantly.** To meet the 2044 housing target for Lakewood of 36,713 housing units as shown in Exhibit E-15, there needs to be a substantive and sustainable increase in housing production over the next 20 years. An average of 447 units per year or an average growth rate of 1.4% will be required. This average rate is 79% higher than the peak housing completions recorded in 2020.
- **Lakewood has predominantly been building multifamily housing in the last ten years.** Lakewood has seen a net increase of housing production from 2010 to 2023 (see Exhibit E-17). Overall Lakewood has built 1,231 units, predominantly multifamily, from 2010–2023.
- **Lakewood has had a greater amount of attached and multifamily development than many comparable communities.** Exhibit E-18 highlights the differences between housing production from 2011 to 2020 by type between Lakewood and area communities (Federal Way, Puyallup, University Place, Tacoma, and Fife). Of all of these communities, only Tacoma has had a lower percentage of their total housing production as single-family detached homes. A significantly larger percentage of local development in Lakewood has also been developed as duplexes, triplexes, and fourplexes, consisting nearly 12% of the total development in the community.

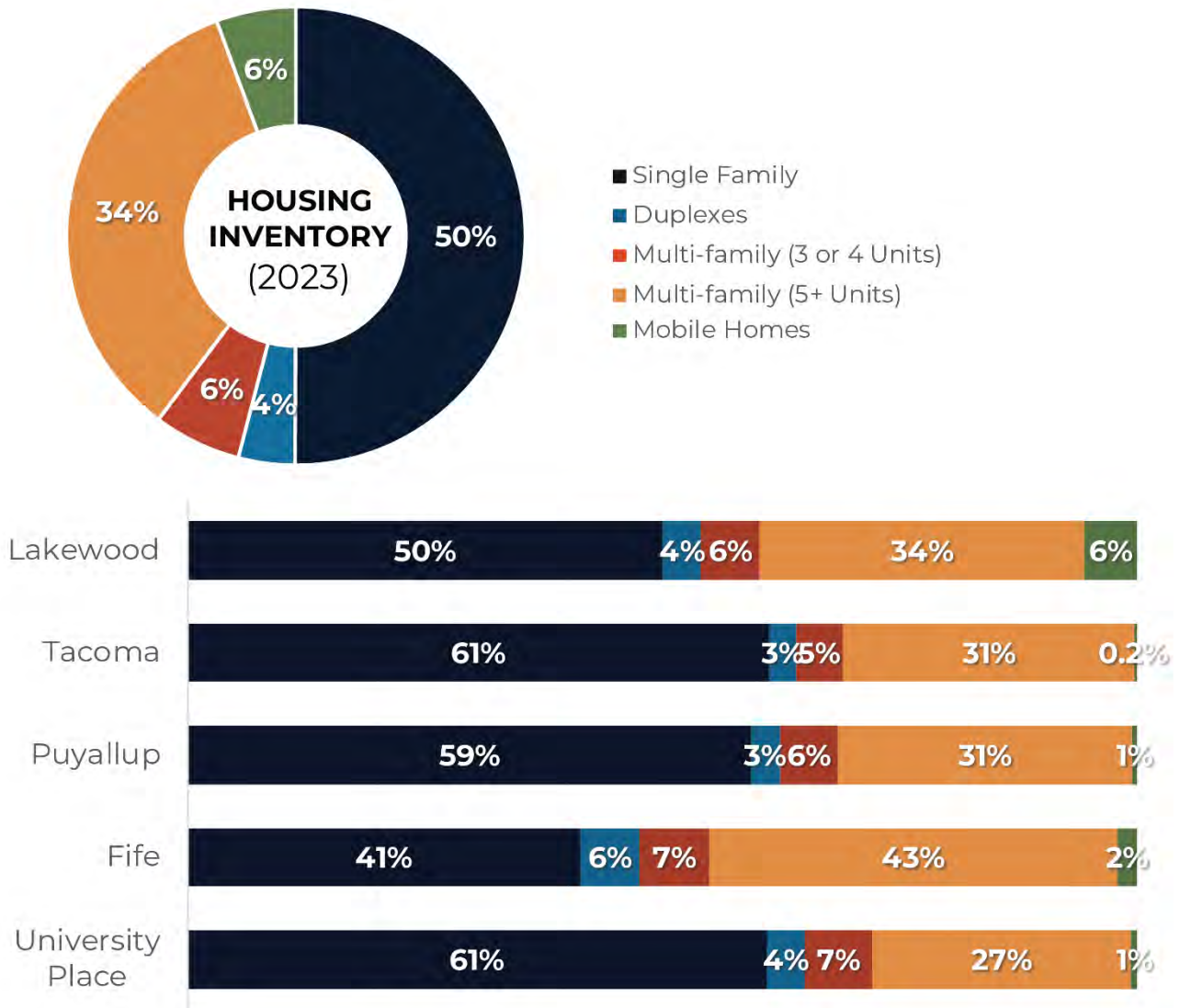
Exhibit E-15. Historical and Projected Housing Counts for Lakewood, 2000–2044.



Source: WA Office of Financial Management, 2024.

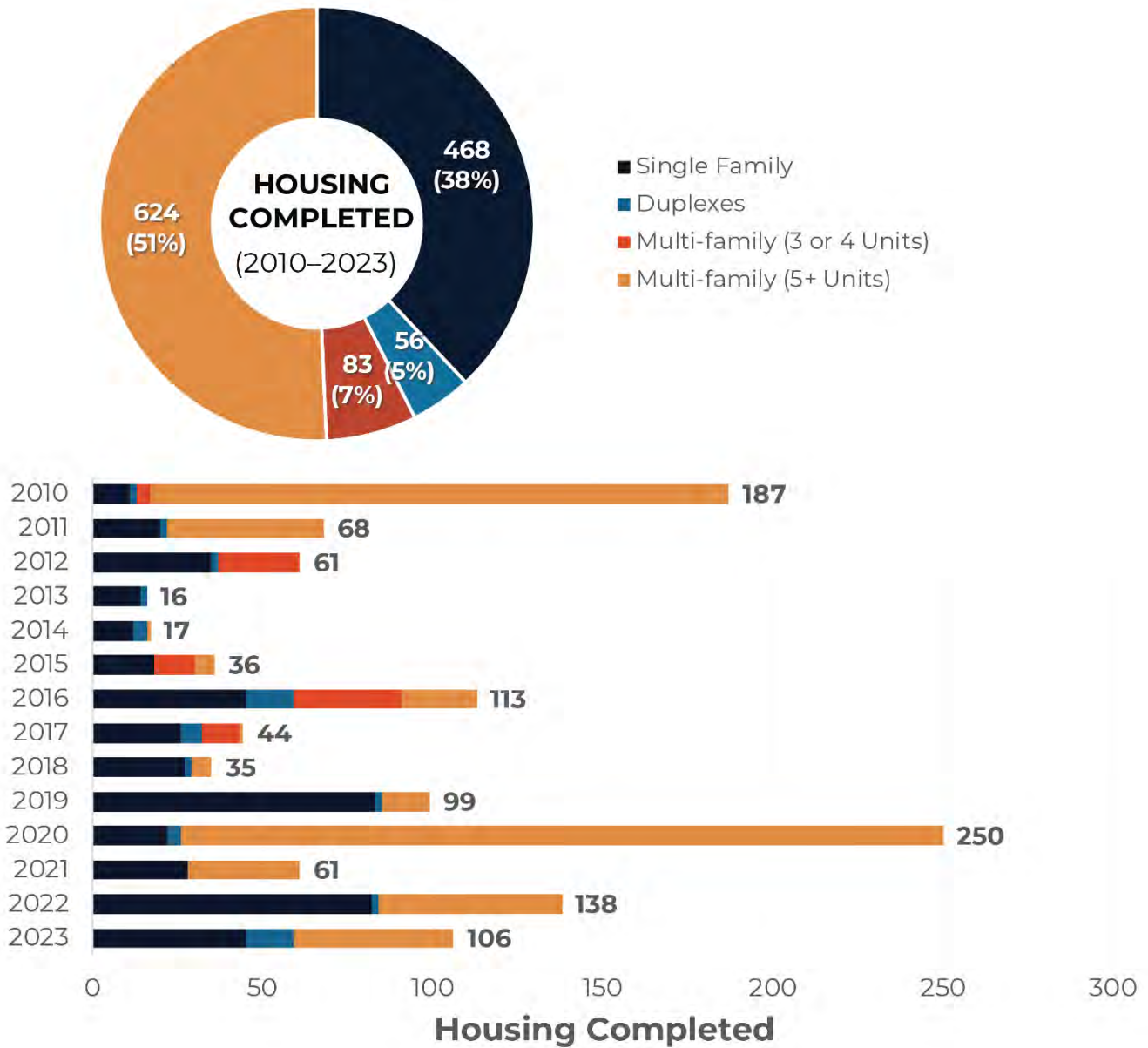
- Rents in Lakewood have been increasing since 2014, with larger units increasing by the greatest amount.** The changes in rents identified in Exhibit E-19 highlight that across all rental units, there was relatively little changes in median rents between 2000 and 2014, but more significant changes since that point. For studio apartments, this increase has been at the rate of about 4.4% per year on average, but rents for larger units with three bedrooms have increased by over 7% per year. This is highlighted in comparison to household incomes in the chart in Exhibit E-20, with the greatest rise between 2014 and 2016. This is most notable for units with three bedrooms, which have increased to almost 118% of what would be affordable at median income.
- Substantial increases in housing value began in 2013, with overall decreases in affordability.** The figures in Exhibits E-21 and 22 also indicate an increase in home values starting in 2012 and 2013, and while there have been slight declines from the 2022 peak, median prices in early 2024 are at over \$474,000. While these slight declines can be seen when compared to median incomes, the median home value index increased from about 4.3 times the city’s median income to almost 6.9 times median income.

Exhibit E-16. Proportion of Current Housing Types, Lakewood and Surrounding Communities, 2023.



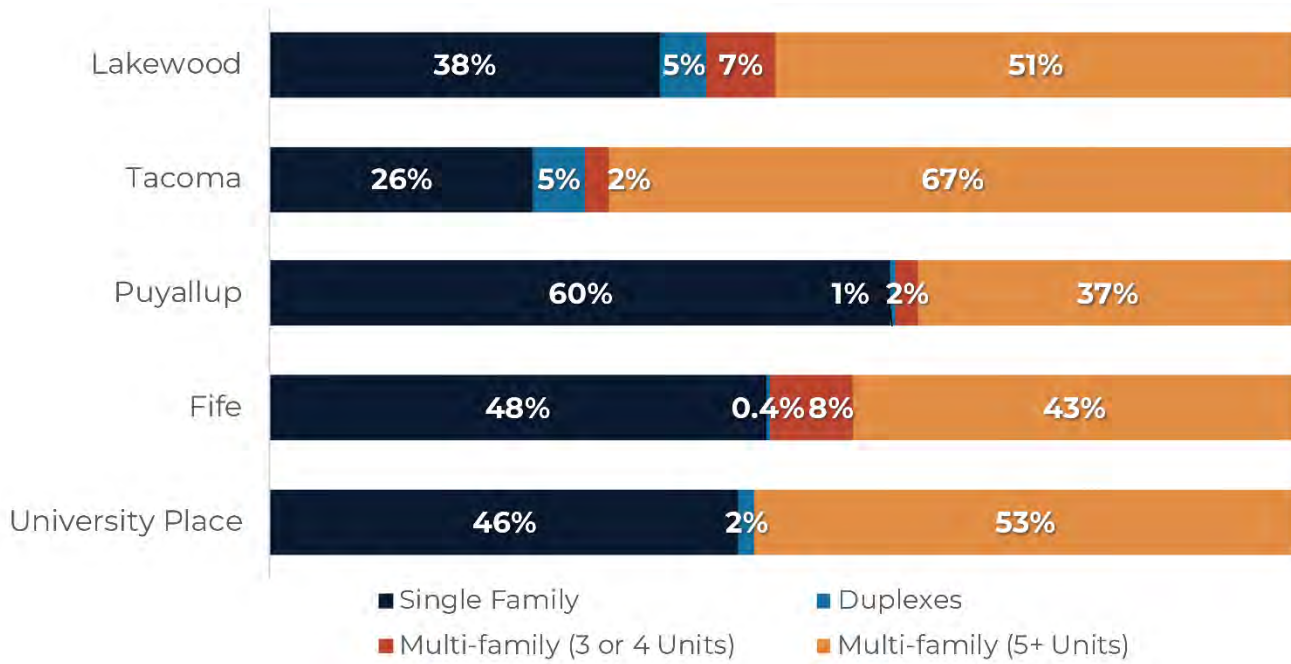
Source: WA Office of Financial Management, 2024.

Exhibit E-17. Housing Units Completed in Lakewood by Type, 2010–2023.



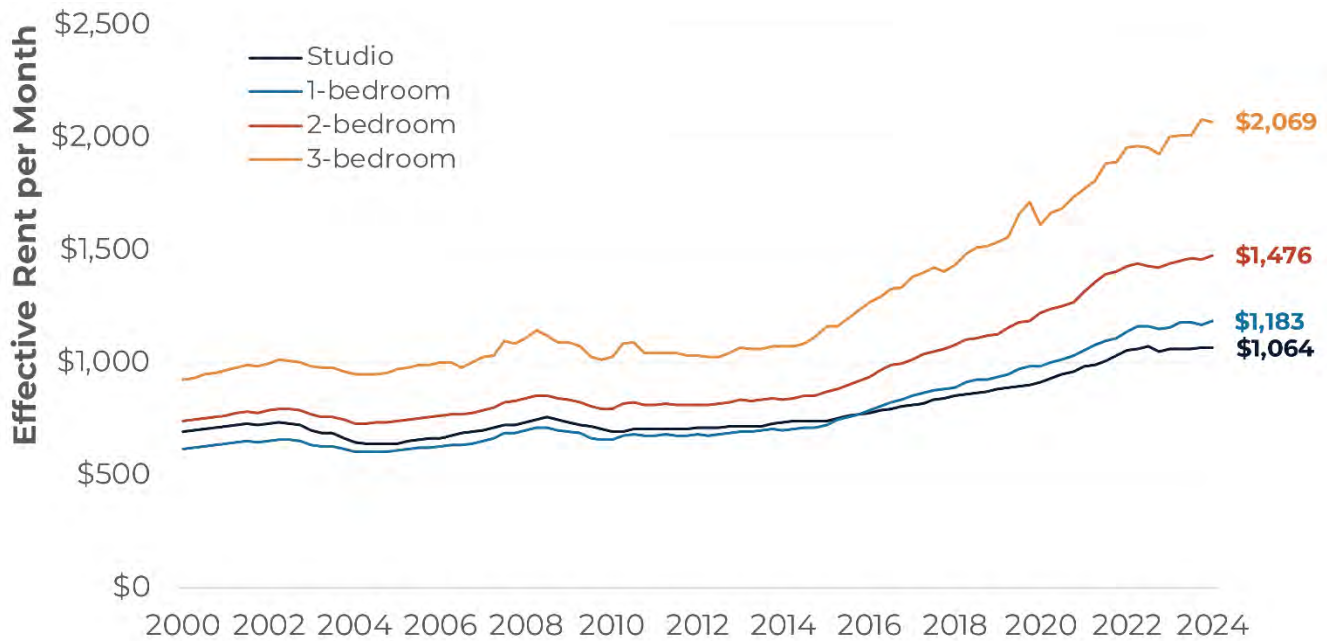
Source: WA Office of Financial Management, 2024.

Exhibit E-18. Housing Units Completed in Lakewood and Surrounding Communities by Type, 2010–2023.



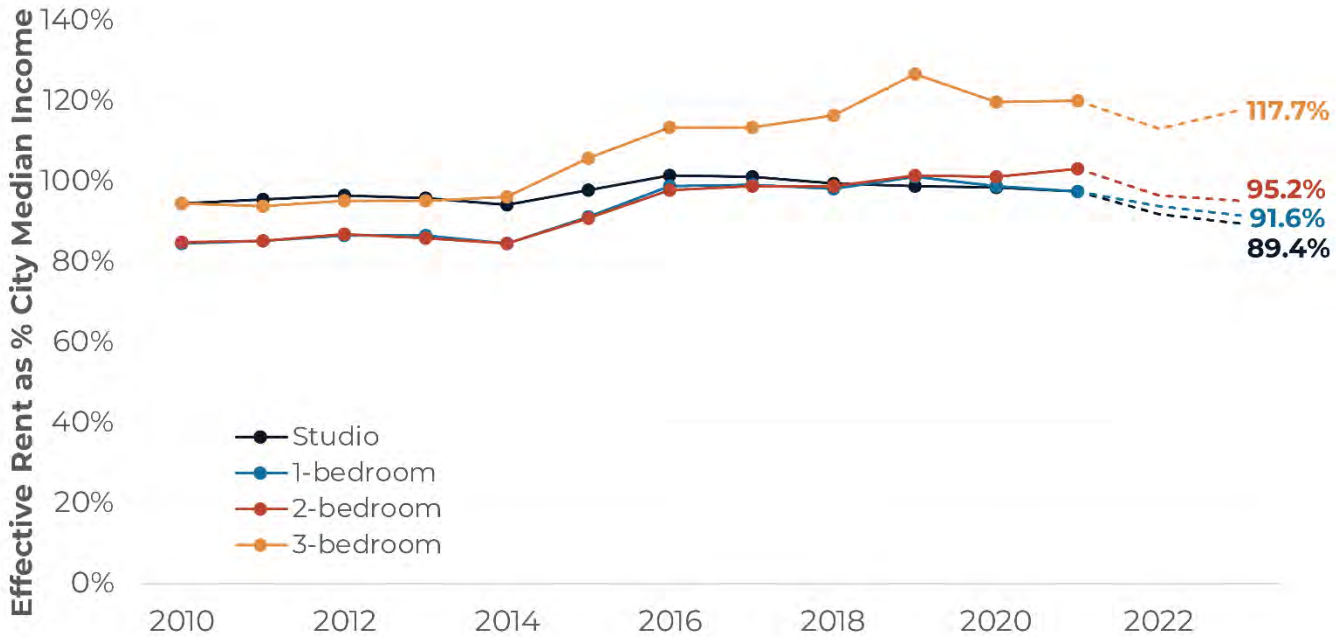
Source: WA Office of Financial Management, 2024.

Exhibit E-19. Effective Rents by Unit Size in Lakewood, 2001–2024 (YTD).



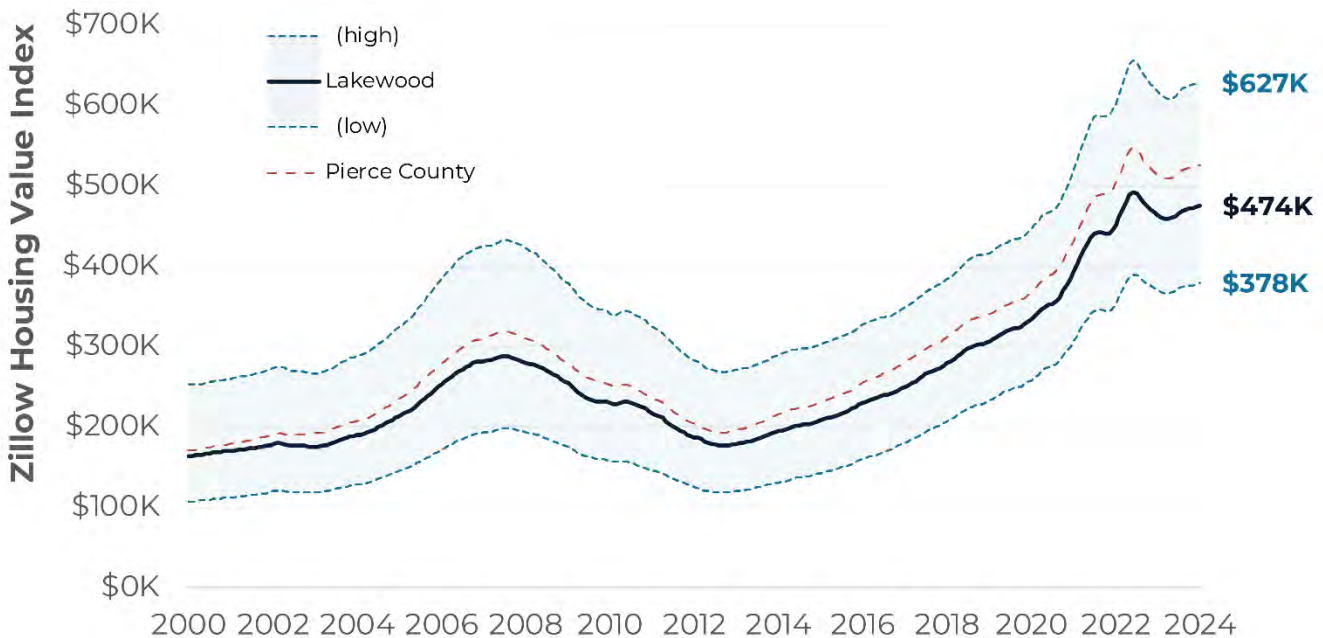
Source: CoStar, 2024; US HUD CHAS data (multiple years)

Exhibit E-20. Effective Rent as Percent Lakewood Median Income by Size, 2010–2023 (YTD).



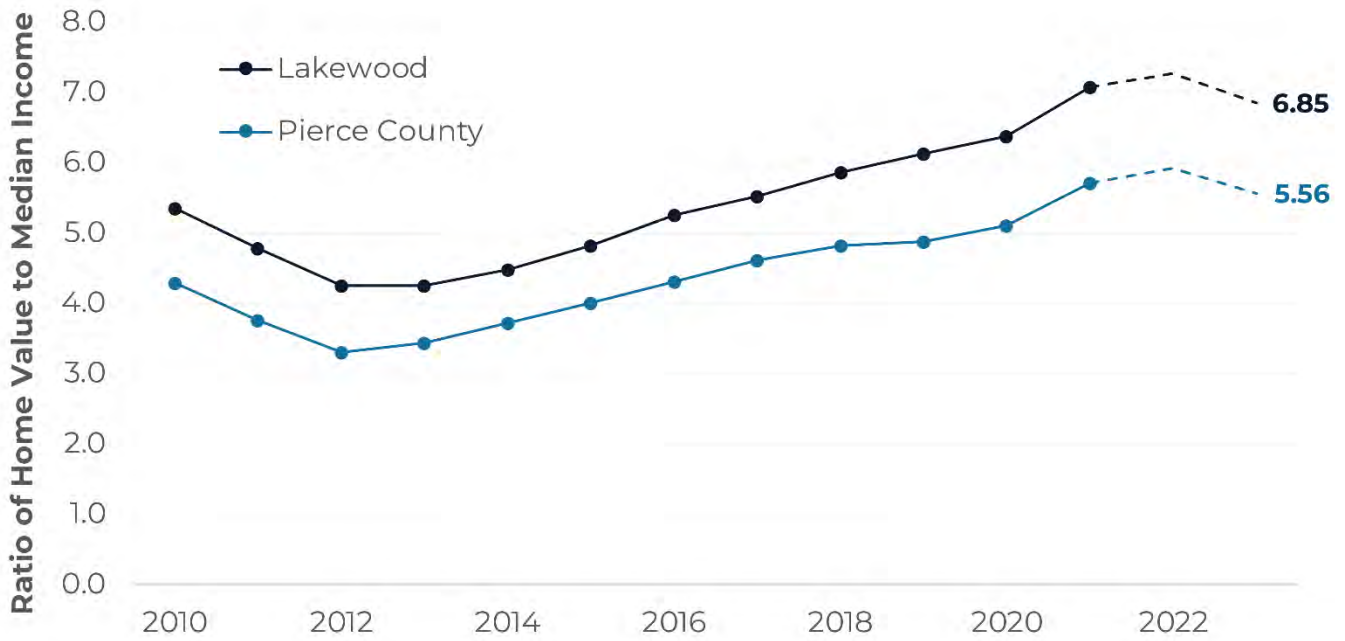
Source: CoStar, 2024; US HUD CHAS data (multiple years)

Exhibit E-21. ZHVI Home Value, Lakewood and Pierce County, 2000–2024 (YTD).



Source: Zillow, 2024; US HUD CHAS data (multiple years)

Exhibit E-22. Ratio of ZHVI Median Home Value to Median Income, Lakewood and Pierce County, 2010–2023 (YTD).



Source: Zillow, 2024; US HUD CHAS data (multiple years)

E.2.5 Housing Targets

As noted above, the City of Lakewood is planning to a total of **36,713 housing units**. This is a target based on the Pierce County Countywide Planning Policies, the PSRC VISION 2050 Regional Growth Strategy, and new state requirements regarding county-based housing production targets.

For the purposes of the CPPs, this growth target has been divided between different housing types, with a start date in 2020. Exhibit E-23 highlights this as a **net increase of 9,378 housing units** required between 2020 and 2044. These targets are divided by area median income in the following categories:

- Extremely low income (0–30% AMI)
- Very low income (30–50% AMI)
- Low income (50–80% AMI)
- Moderate income (80–100% AMI)
- Moderate income above median (100–120% AMI)
- Above median (120% AMI or higher)

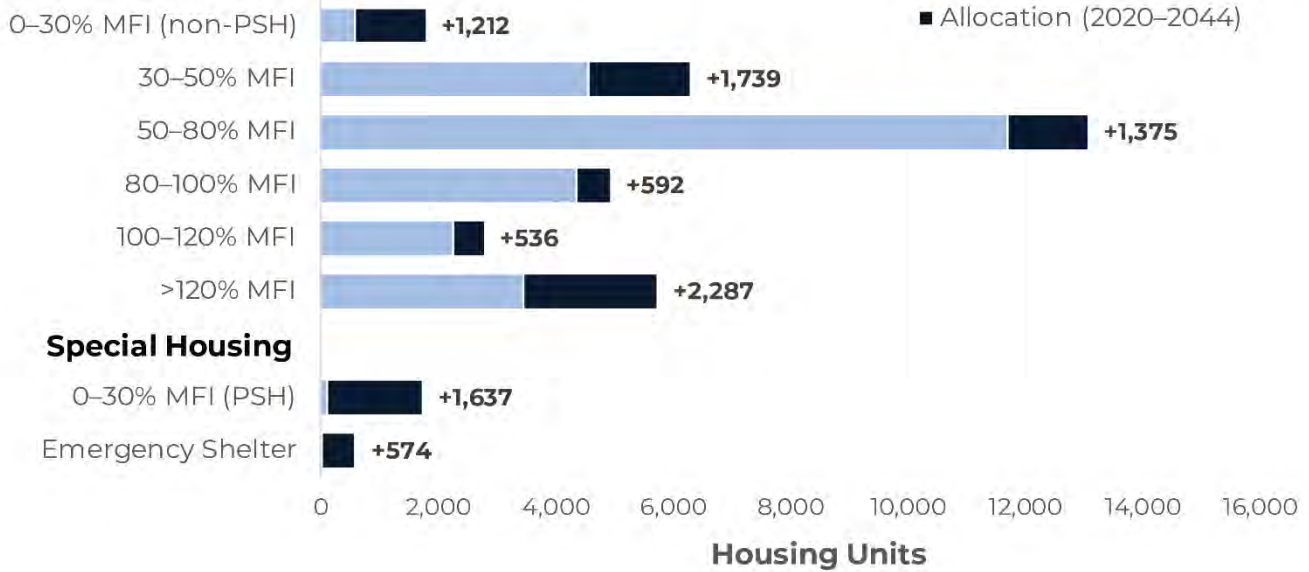
Additionally, there are specific targets which will impact the types of housing that will need to be built to meet local needs. These targets translate to housing types as follows:

- **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 E-23. 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

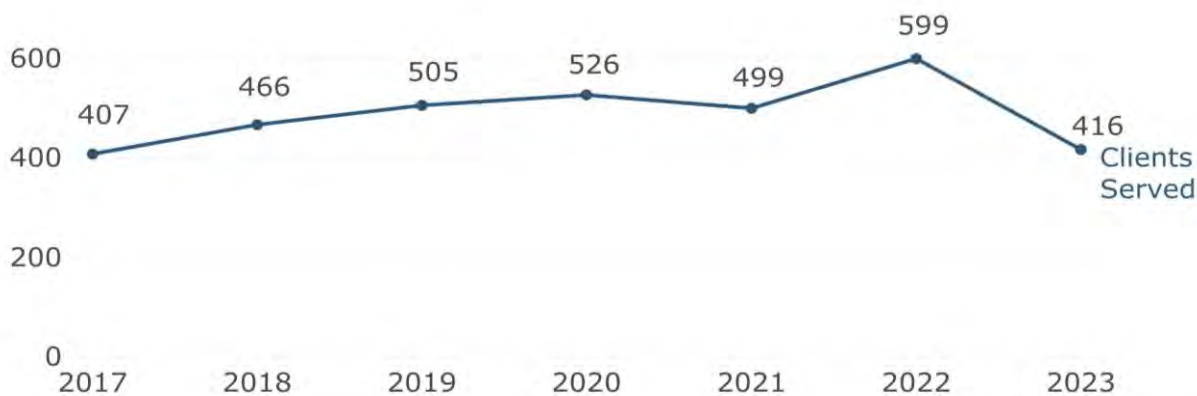


Source: Pierce County, 2023.

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.

As of 2023, the city had eight units of emergency housing. However, historical data underlines the growing need for additional emergency shelter units in our city. Exhibit E-24 provides unique client numbers, consisting of those who reportedly last resided or slept in Lakewood, which escalated by 47% from 2017 to 2022. Additionally, a total of 416 unique referrals were made to the Pierce County HMIS system within the period of January 1 to September 20, 2023.

Exhibit E-24. HMIS Data on Lakewood Clients Requiring Emergency Shelter, 2017–2023.



Note: This includes clients who reported the city they last slept in was Lakewood or who reported their last permanent zip code was in Lakewood.

Source: HMIS, 10/27/2023

E.2.6 Housing Capacity

In calculating the amount of developable land available for accommodating future growth, there are several considerations involved.

Updates to Previous Assessments

The 2022 Pierce County Buildable Lands Report concluded that Lakewood had land capacity for 10,242 new housing units, more than enough for its draft 2044 housing target of 9,714 new units. The BLR calculation demonstrated that 7,756 units, or 76% of the City’s housing capacity, was on underutilized subarea, mixed use, multifamily, and single family parcels. The BLR’s housing capacity analysis results are shown per zone in **Error! Reference source not found.** below.

The 2023 adoption of new state housing laws (i.e., “HB 1110” and “HB 1337”) requiring that Lakewood plan for and accommodate middle housing and accessory dwelling units (ADUs) in historically single family areas forced significant changes to all single family zones’ allowed uses and densities. The BLR capacity analysis conclusion summarized above will no longer be accurate, as additional capacity must be located in historically single family areas.

Exhibit E-25. Lakewood 2020–2044 Housing Capacity (Buildable Lands Report).

Zone	Vacant	Underutilized	Vacant Single Unit	Pipeline	Total
AC1	0	0	0	0	0
ARC	4	123	0	0	127
C1	0	-12	0	0	-12
C2	0	-2	0	0	-2
C3	0	0	0	0	0
CBD	181	2,342	0	67	2,590
I1	0	-5	0	0	-5
I2	0	0	0	0	0
IBP	0	-18	0	0	-18
MF1	132	1,028	16	5	1,181
MF2	304	1,130	0	80	1,514
MF3	152	978	0	1	1,131
MR1	0	116	0	1	117
MR2	42	480	5	5	532
NC1	2	10	0	42	54
NC2	49	370	0	2	421
PI	0	-1	0	0	-1
R1	7	20	17	1	45
R2	15	74	39	20	148
R3	172	553	91	34	850
R4	23	182	58	24	287
TOC	124	388	0	771	1,283
Total	1,207	7,756	226	1,053	10,242

Source: Pierce County 2020 Buildable Lands Report, November 2022

Subarea Planning

Lakewood adopted two subareas between 2018 and 2022. Each had significant housing unit allocations; together, the count totaled 38% of the City's 2044 target of 9,378 new units:

- 2035 housing growth target in 2018 Downtown Subarea Plan: 2,257 units
- 2035 housing growth target in 2021 Station District Subarea: 1,179 units
- Total 2035 subarea planned growth as of 2021: 3,436 units

However, both subarea plans were adopted prior to the 2021 requirements to plan for a specific number of housing units at various levels of affordability as well as the 2023 middle housing and ADU unit laws. As a result, in the 2024 Periodic Update, the subarea housing targets were analyzed and updated to reconcile them as much as possible with these recent state law changes.

Limited Buildable Land in Lakewood

As shown in the table in **Error! Reference source not found.** and map in **Error! Reference source not found.**, only about 52% of Lakewood's overall acreage is buildable for residential, commercial, industrial, or any other type of private use. 20% of the non-buildable area is in public institutional ownership; 27% consists of lakes and open space lands. The remaining 5% is located under the Joint Base Lewis McChord (JBLM) military flight paths and as a result has no or significantly limited land use types and development capacity allowed per FAA and DoD safety guidelines.

Exhibit E-26. Total Area of Limited or No Development by Type.

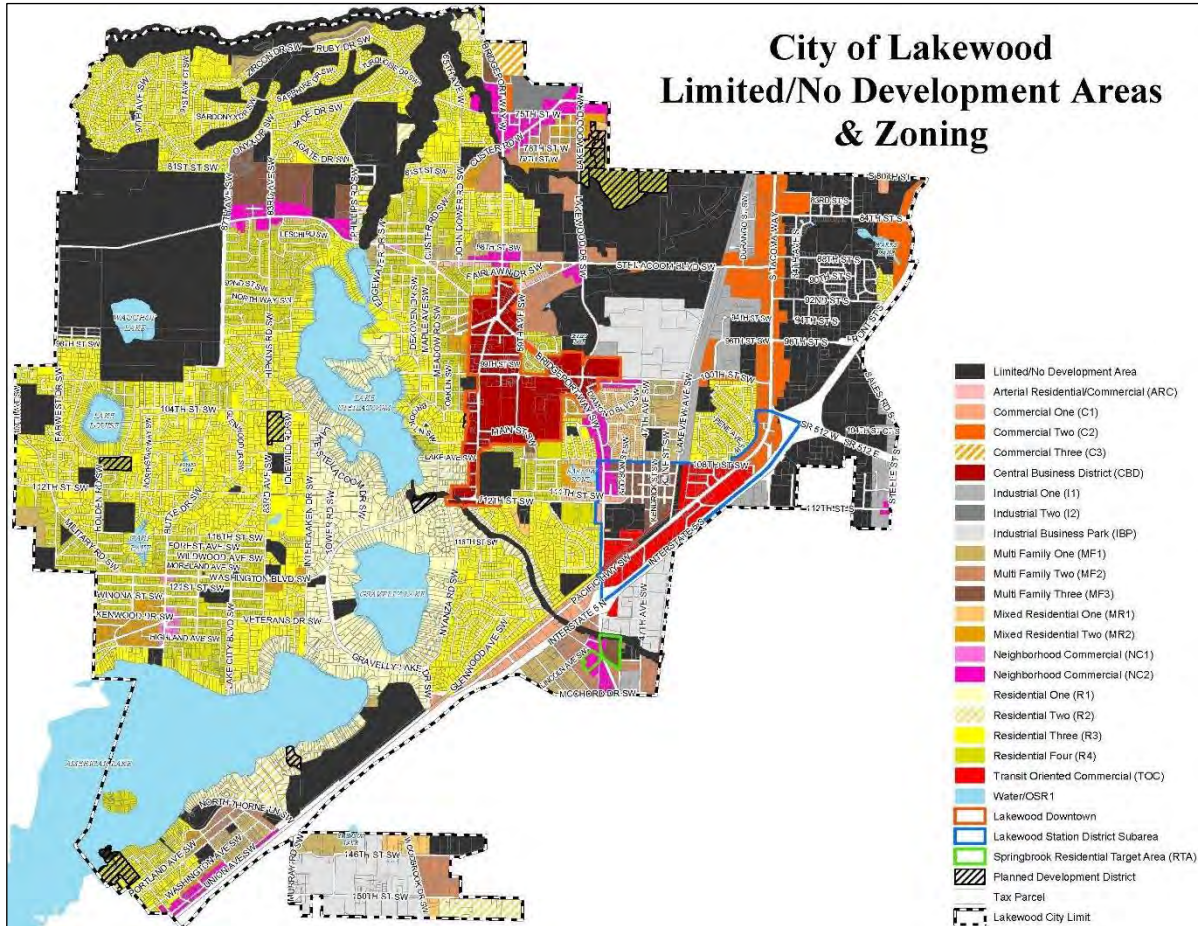
Use Types Limiting Capacity	Area (acres)	% of City Area
Public Institutional ¹ *	2,442	20%
Lakes*	1,700	14%
Open Space Lands	1,520	13%
JBLM Air Corridor Zones and Clear Zone*	637	5%
Military Lands*	25	0.2%
Total of Lakewood land acreage with no or limited availability for development	6,324	52%

¹ This includes Western State Hospital; Pierce College; Clover Park Technical College; St. Clare Hospital; Clover Park School District properties; Sound Transit and Pierce Transit properties; and City-owned properties.

Source: City of Lakewood, 2024.

As Lakewood reviewed how to update its land use zones and regulations to accommodate more middle housing and ADU units during the 2024 Periodic Update, the results were influenced by the limited acreage available for development citywide.

Exhibit E-27. Map of Limited/No Development Areas.



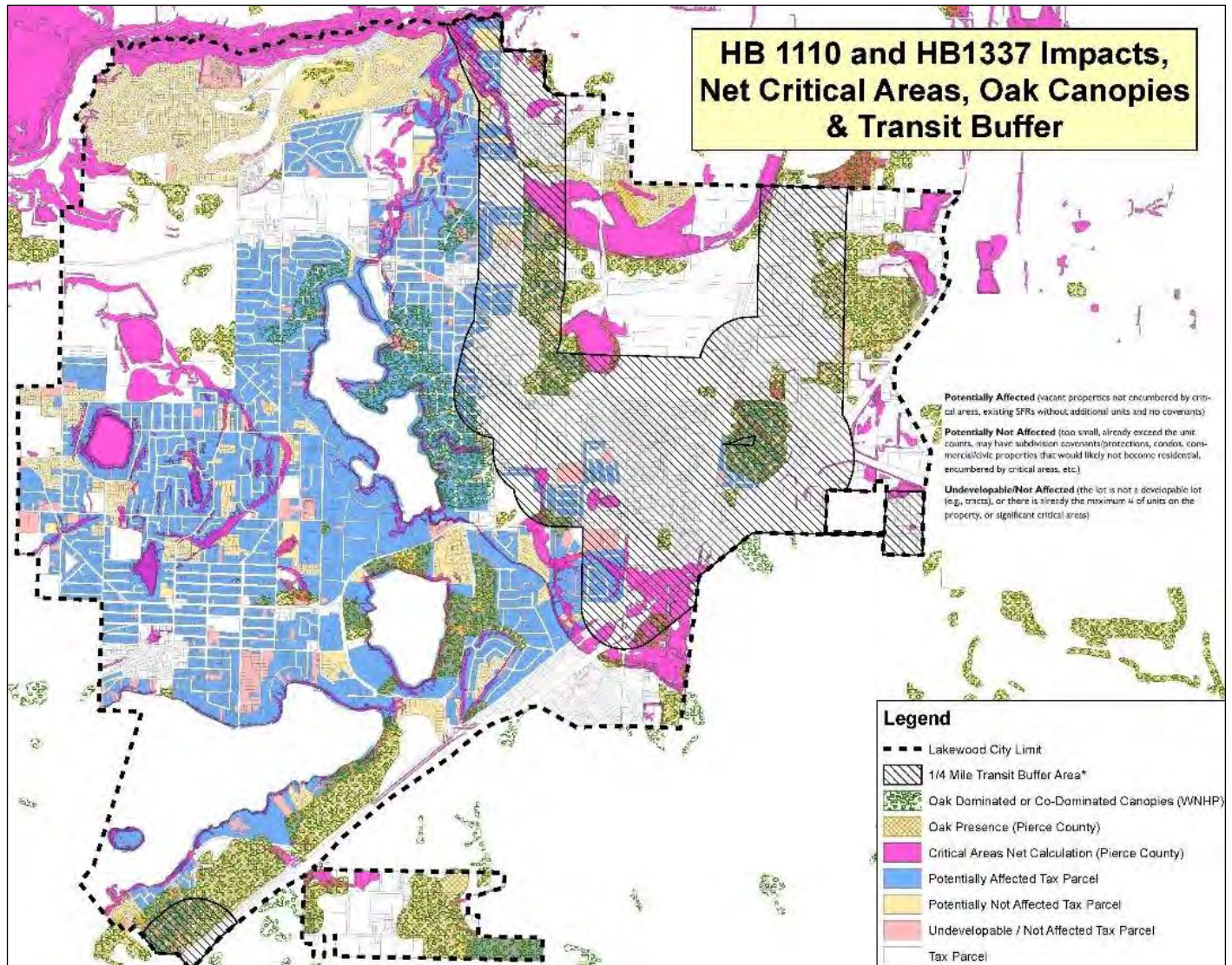
Source: City of Lakewood, 2024.

Environmental Issues and Housing Densification

As part of the 2024 Periodic Update, Lakewood updated its Comprehensive Plan, land use zoning, and development regulations to reflect housing law changes adopted by the state legislature. However, planning for housing affordability and accessibility must be balanced with achieving the other GMA goals of equal weight under the law, including: protecting and enhancing the natural environment; protecting private property rights; encouraging economic development; retaining and enhancing open space and recreation areas; and planning for climate change and resiliency (see [RCW 36.70A.020](#).)

The map in **Error! Reference source not found.** depicts the results of the City's 2023 inventory of its critical areas, Oregon White (Garry) Oak canopies, and residential areas with preexisting development covenants and restrictions limiting the number of housing units per acre or per lot. The applicability of middle housing and ADU unit requirements in historically single family areas will be limited by these factors. Residential densification in certain areas of the City may also be limited by insufficient infrastructure (i.e., sewer, water, and/or road) capacity.

Exhibit E-28. Environmentally Sensitive Areas and Housing Intensification.



Source: City of Lakewood, 2024.

The hatch-marked area on the following map is where 4 middle housing units per lot must be allowed due to ¼ mile proximity to “major transit stops.”

Note: Lakewood’s identified “major transit stops” include the existing Sounder Station on Pacific Avenue, the planned Pierce Transit Bus Rapid Transit (BRT) in central Lakewood, and the new Sounder Station in Tillicum. As of late 2023, the BRT route has not yet been scheduled for construction and will required at least 7 years to complete once construction begins. As of late 2023, the Tillicum Sounder Stop is not scheduled for completion until 2045 – after the end of the 2044 planning horizon for the 2024 Comprehensive Plan Periodic Update. The completion of both of these transit projects is ultimately subject to economic trends, transit agency budgets, and ridership numbers, all of which are out of the City’s control.

Parking Issues and Housing Densification

Due in part to pre-incorporation residential street designs and widths in its historically single family areas, through 2023, Lakewood did not allow on-street/off-site parking in residential areas; it only allowed off-street/on-site parking.

Under the 2023 state laws mandating multiple middle housing and ADU units per lot in historically single family areas, Lakewood is prohibited from:

- requiring more than 1 off-street/on-site parking space per unit for middle housing or ADUs on lots smaller than 6,000 sq. ft.;
- requiring more than 2 off-street/on-site parking spaces per unit for middle housing or ADUs on lots greater than 6,000 sq. ft.;
- requiring public street improvements as a permitting condition for ADUs in any of the historically single family areas of the City; and
- requiring off-street/on-site parking as a permitting condition for middle housing or ADUs ½ mile or less from a Major Transit Stop.

The following maps show:

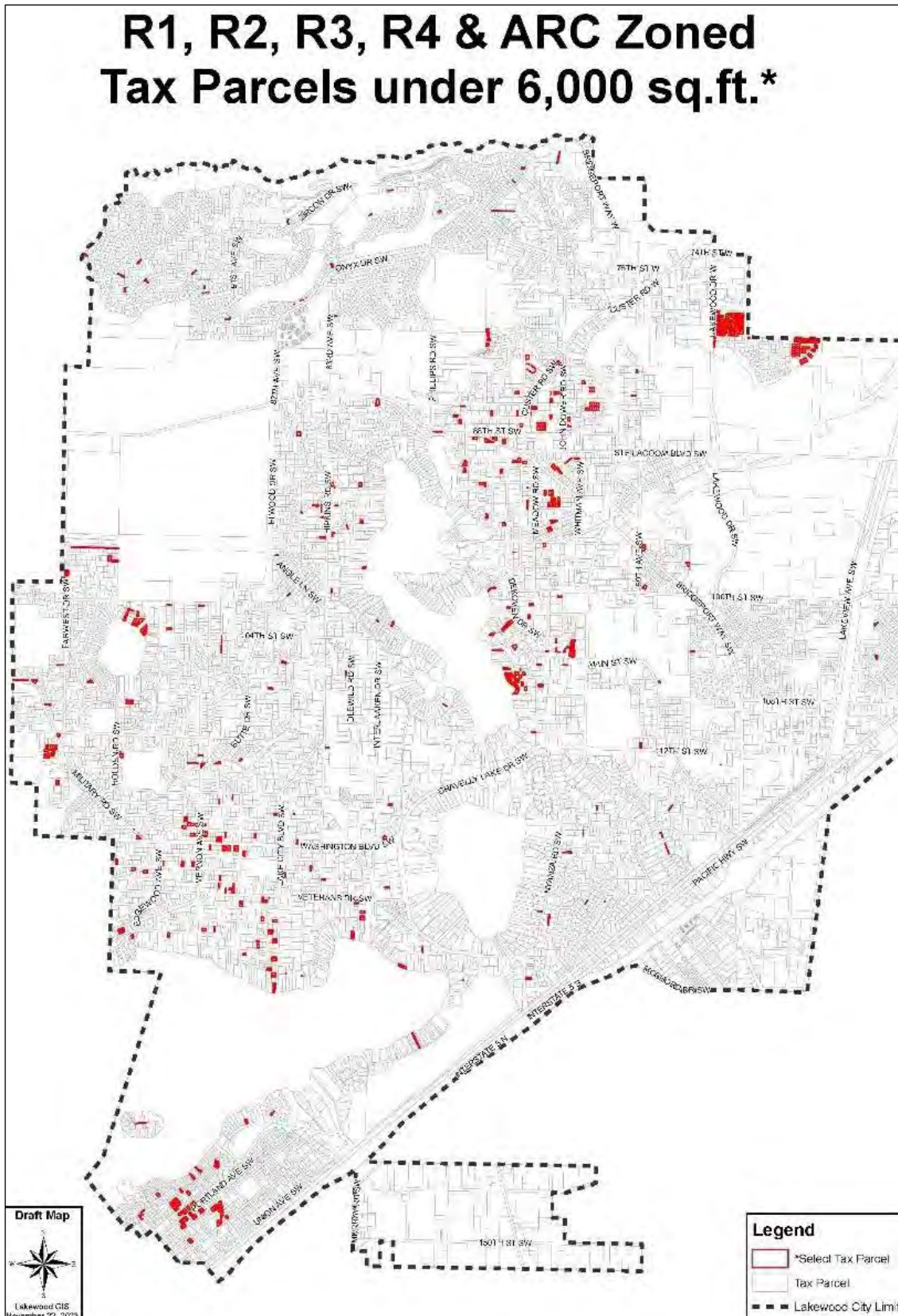
- The 611 parcels in the R1 through R4 and the ARC zones smaller than 6,000 sq. ft. (**Error! Reference source not found.**)
- Parcels within ¼ mile from “major transit stops” as defined in HB 1110 and HB 1337 in 2023. (**Error! Reference source not found.**)
- Parcels within ½ mile from major transit stops. (**Error! Reference source not found.**)

The City’s research regarding effects of middle housing and ADU laws highlighted not only environmental impact concerns, but also potential safety concerns related to the impacts that parking needs from middle housing and ADU units in the R1-R4 zones will have in established neighborhoods as new units are occupied.

As of 2023, due in part to pre-incorporation residential street designs and widths in its historically single family areas, Lakewood did not allow on-street/off-site parking in residential areas; it only allowed off-street/on-site parking. Research revealed a number of existing public residential streets with ROW widths below 60 feet, meaning there was inadequate space to allow on-street parking under the City’s standard street designs. These streets are shown on the map in Exhibit E-32 in red, and most of them are located within the same parts of the City where middle housing units and ADUs must now be allowed per the GMA:

There are also a number of private residential streets with ROWs less than 60 feet in the historically single family areas of Lakewood, as shown in red on the map in Exhibit E-33:

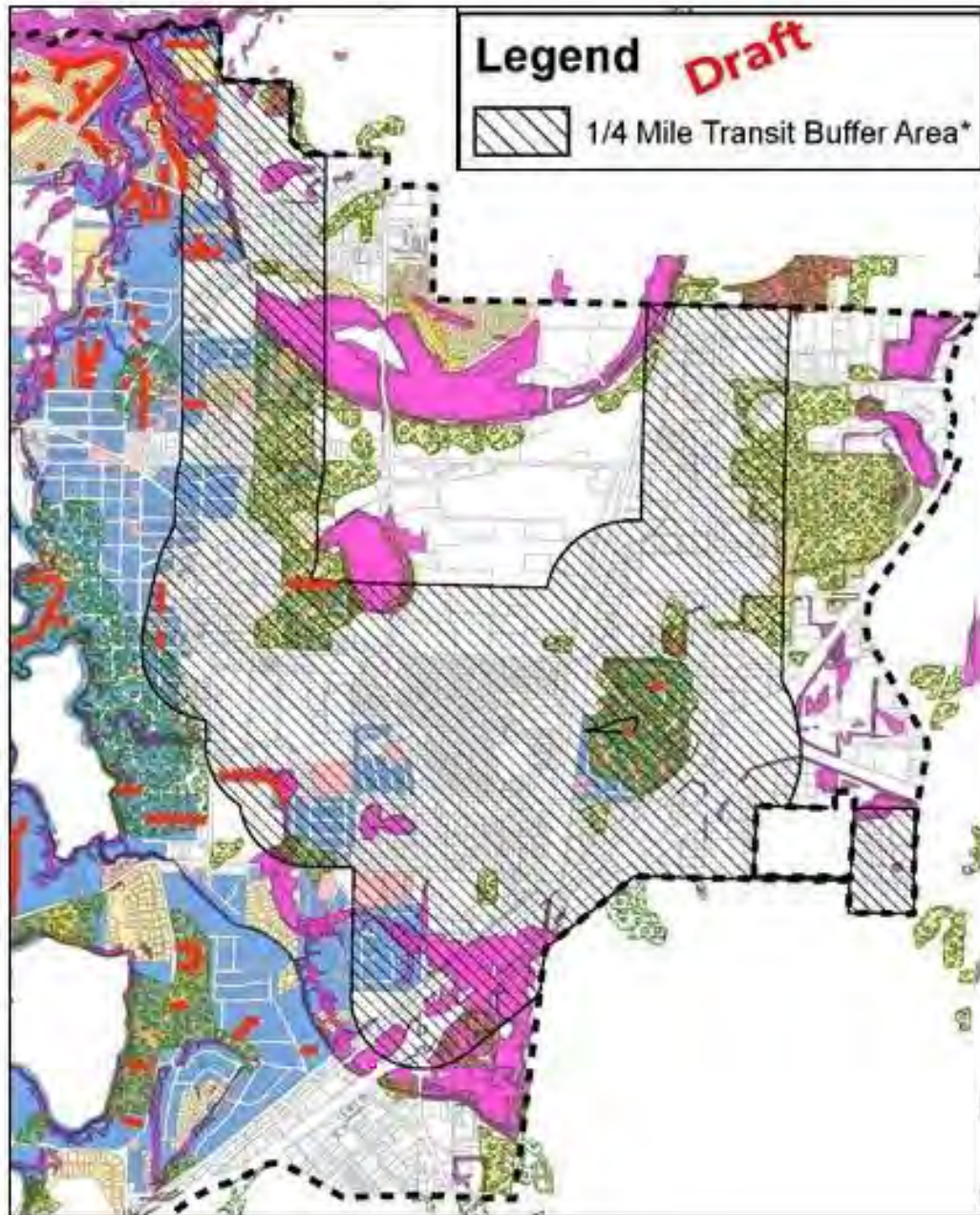
Exhibit E-29. Applicable Residential Parcels Smaller than 6,000 SF.



Source: City of Lakewood, 2024.

Exhibit E-30. Quarter-Mile Buffer from Transit and Residential Properties.

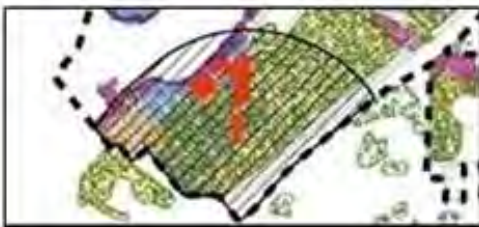
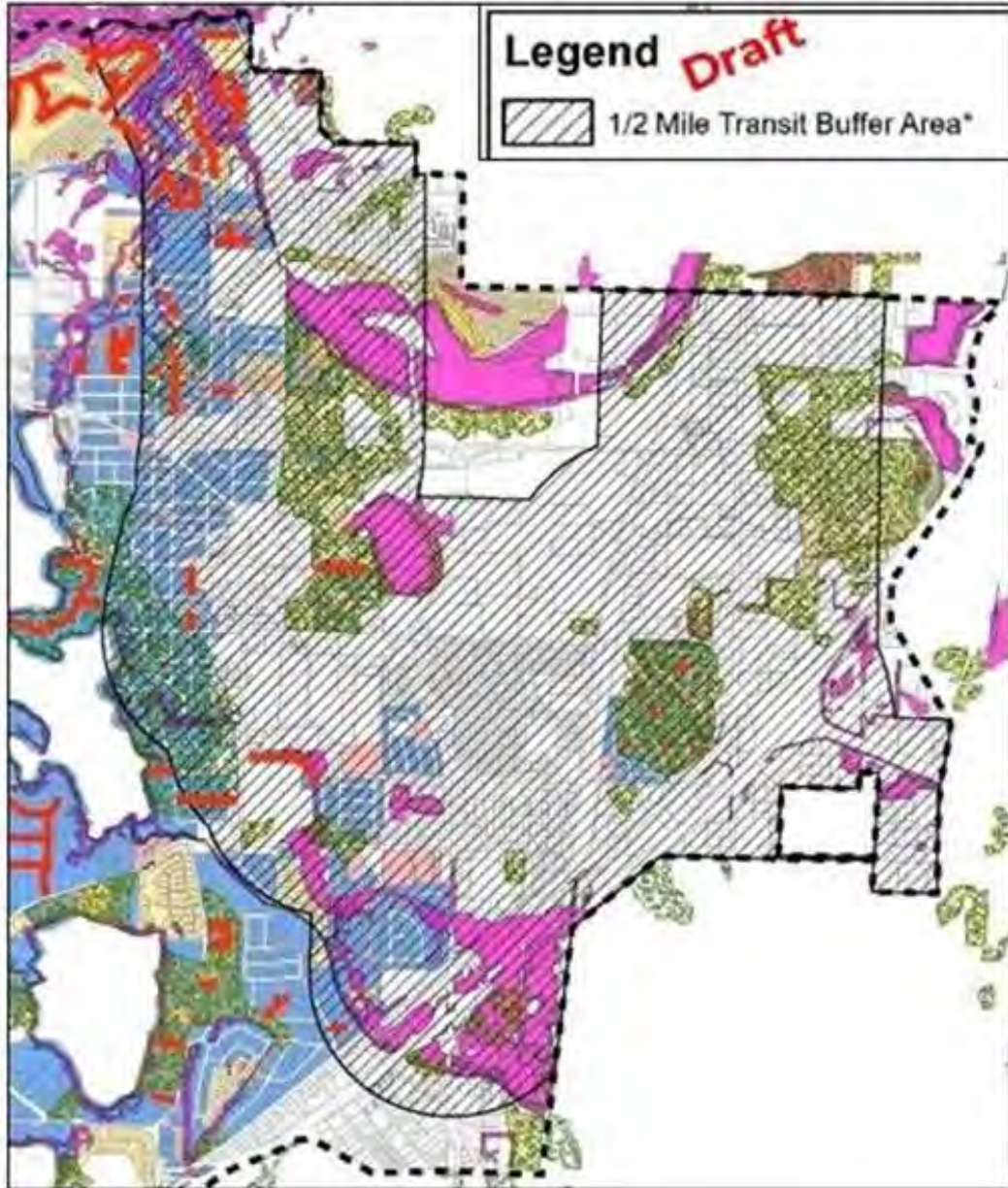
1/4 mile buffer = 4 units/lot middle housing.



Source: City of Lakewood, 2024.

Exhibit E-31. Half-Mile Buffer from Transit and Residential Properties.

1/2 mile buffer = no off-street/on-site parking as a permitting condition for middle housing or ADUs.



Source: City of Lakewood, 2024.

Exhibit E-33. Existing Private Streets with Widths of Less than 60 Feet.



Source: City of Lakewood, 2024.

The City of Lakewood’s housing policies and development regulations are consistent with the GMA, VISION 2050, and Countywide Planning Policies. However, the City also recognizes and is concerned about the insufficient street grid within some of the single family areas preventing safe on-street parking. In order to protect the safety of those residents living on residential streets less than 60 feet wide, once the Department of Commerce develops the guidance to local government required by RCW 36.70A.636(7)(a), Lakewood will consider preparing an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and Commerce certifies, that parking limits for middle housing will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses.

Assessment of Capacity

A detailed analysis of available buildable capacity in Lakewood is described in Section A.4, which outlines the updates provided to the earlier 2020 Buildable Lands Report. In addition to this broad assessment of the capacity to accommodate enough housing to meet identified targets, this evaluation also references the units by housing type according to the zoning districts to determine whether the city is compliant with requirements under [RCW 36.70A.070\(2\)\(a\)](#).

Exhibit E-34 provides a summary of this capacity calculation, and includes:

- The projected housing need included from the Pierce County Countywide Planning Policies;
- The general types of housing that would be needed to meet these targets;
- Aggregate targets based on the types of housing available;
- The total estimated capacity for these types of housing in Lakewood; and
- An estimation of the surplus or deficit of housing available to meet targets.

Exhibit E-34. 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				
>120%	2,287	Low Density	2,287	5,455	3,168
Total	9,378		9,378	17,488	8,110

Under this assessment, three different targets by housing type are included:

- Low-rise multifamily and accessory dwelling units for households at **80% AMI or below**, likely identified for rentals;
- Moderate density housing, specifically middle housing options such as plexes and townhomes, identified for **80–120% AMI**, with a mix of rental and ownership options; and
- Lower density housing, including infill middle housing and single-unit housing, allocated for **120% AMI or above** and likely including mostly owner-occupied housing.

These targets are broad and need to be considered in the context of several conditions:

- **Housing of different types are not exclusive to one income category.** While low-rise multifamily may be a target for meeting the needs of lower-income households, luxury units may cater to higher-income households. Conversely, moderate density developments could be the subject of affordable housing programs that could meet the needs of households below 80% AMI. The general changes in housing uptake and housing affordability should be examined in the long term, both in Lakewood and at the state level.
- **Filtering will shift needs as market-rate housing becomes available.** Although building housing can help to meet direct needs in the market, there are also indirect impacts for affordability as households move out of their original housing and into new housing units. Freeing up older housing units that may not meet the needs of one household can help to accommodate another household that may be better suited for the unit. Additionally, adding new housing capacity can also adjust the rents and local sale prices of homes by making a more competitive market.
- **Affordability for lower-income households may also depend on subsidies and supporting programs.** Although these targets are a start to increasing affordability and access to housing, new units may be challenged to meet needs across the range of households in the community. Market-rate housing cannot be built to accommodate the needs of lower-income households. While some of these needs are envisioned to be accommodated through preservation of “naturally occurring” affordable housing in the market or filtering of households when new housing becomes available, subsidies will be necessary to meet these needs as well.
- **There are challenges to making use of this capacity.** As noted in previous sections, while there is capacity available, there are distinct challenges in the ability to build and the historical rate of housing construction in Lakewood has been well below what will be required to meet these targets. While available capacity is one issue, the ability to make use of this capacity will be an ongoing concern for policy.

Overall, however, the identified capacity described in Exhibit E-34 highlights that the city has the base land capacity sufficient to meet state requirements, both in terms of the overall housing target and targets necessary to meet household needs by income. Additional policy efforts will be necessary to ensure that future development can utilize this capacity to meet these identified needs.

E.2.7 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:

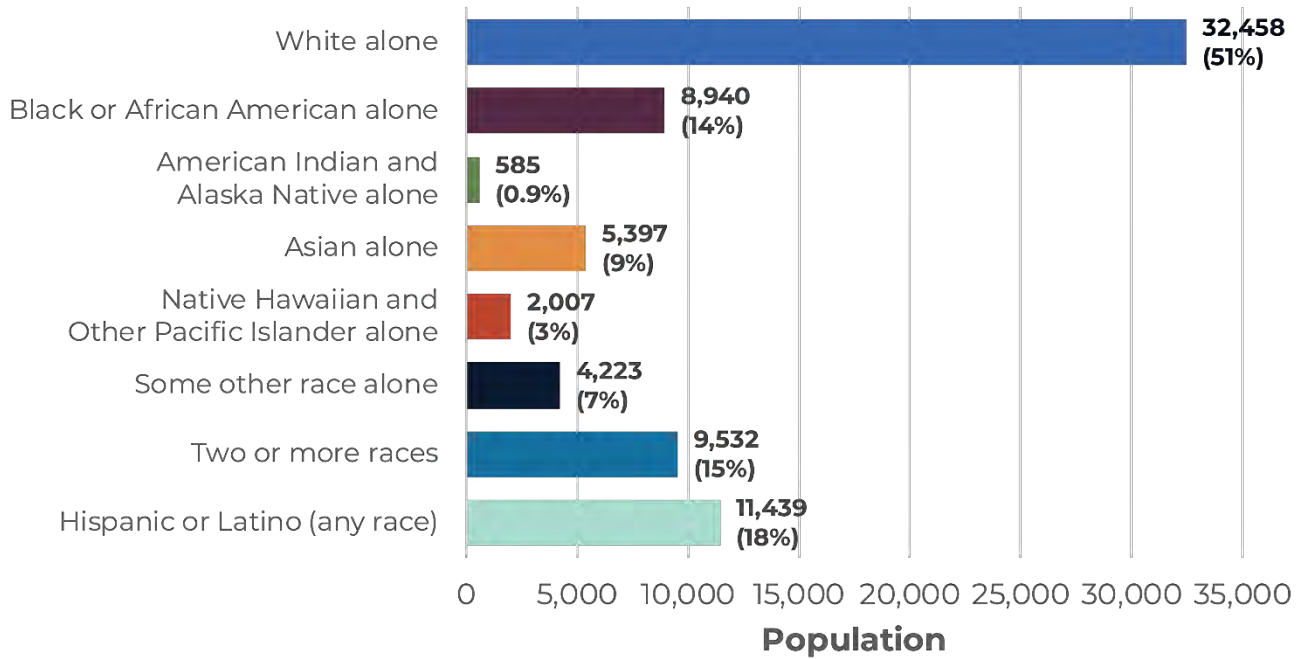
- Exhibit E-35 provides a breakdown of the Lakewood population by race and ethnicity, based on 5-year American Community Survey data from 2022. (Note that these statistics do not separate Hispanic/Latino residents by race.)
- Exhibit E-36 highlights the difference of tenure by race and ethnicity, indicating how many renters versus owners are found in each category.
- Exhibit E-37 breaks down proportions of households by income categories, determined by percent of area median income (AMI).
- Exhibit E-38 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 E-39 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 E-40 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:

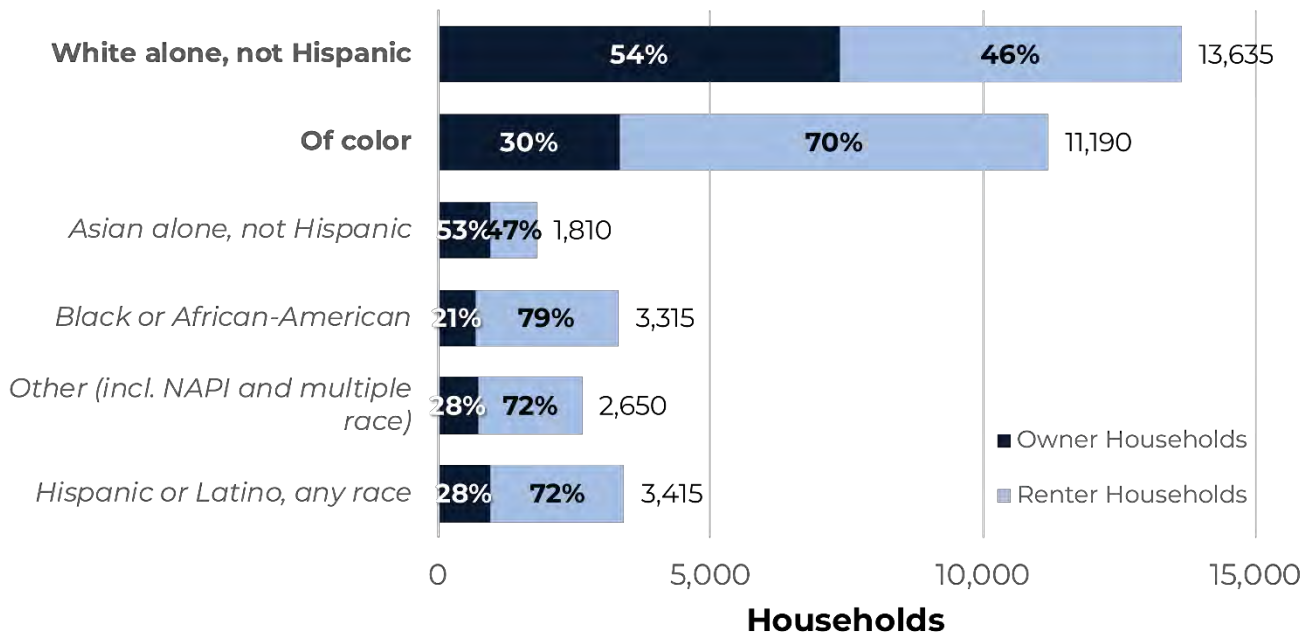
- **There are some income disparities by race/ethnicity in Lakewood that could lead to housing challenges.** The distribution of white households in the city generally includes greater representation at higher income levels, with only 16% households at extremely low-income and 38% above median income. 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 E-35. Lakewood Population by Race and Ethnicity, 2022.



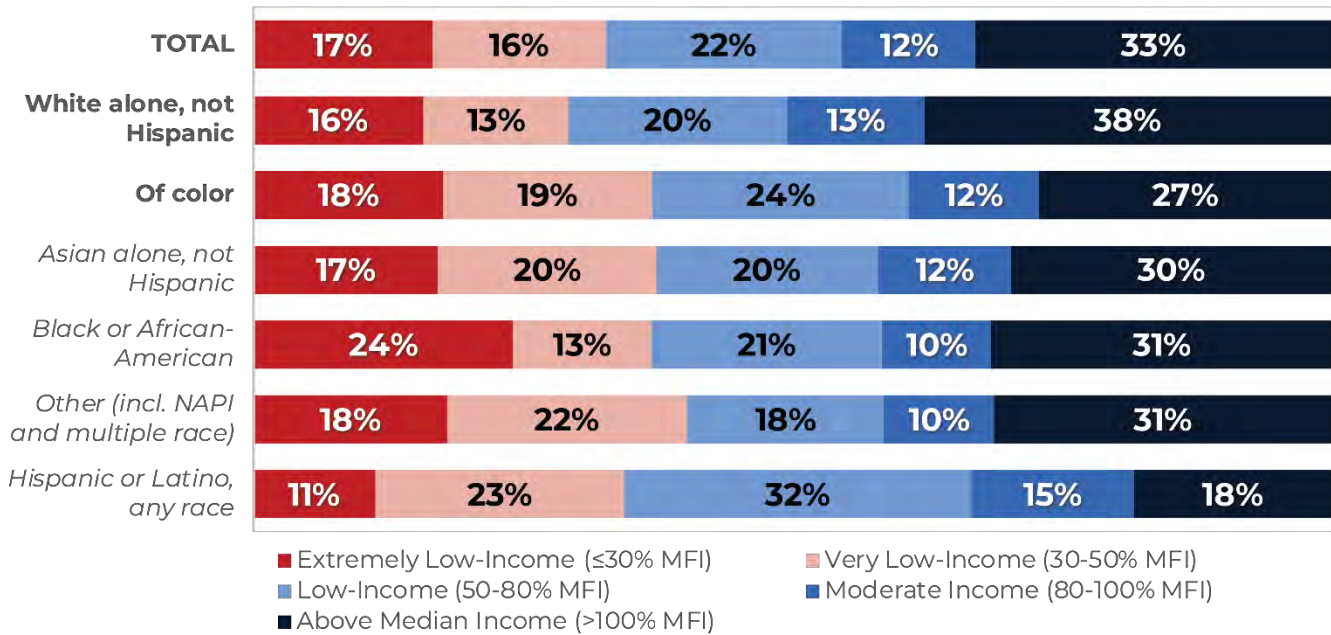
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, 2023.

Exhibit E-36. Lakewood Households by Race/Ethnicity and Tenure, 2020.



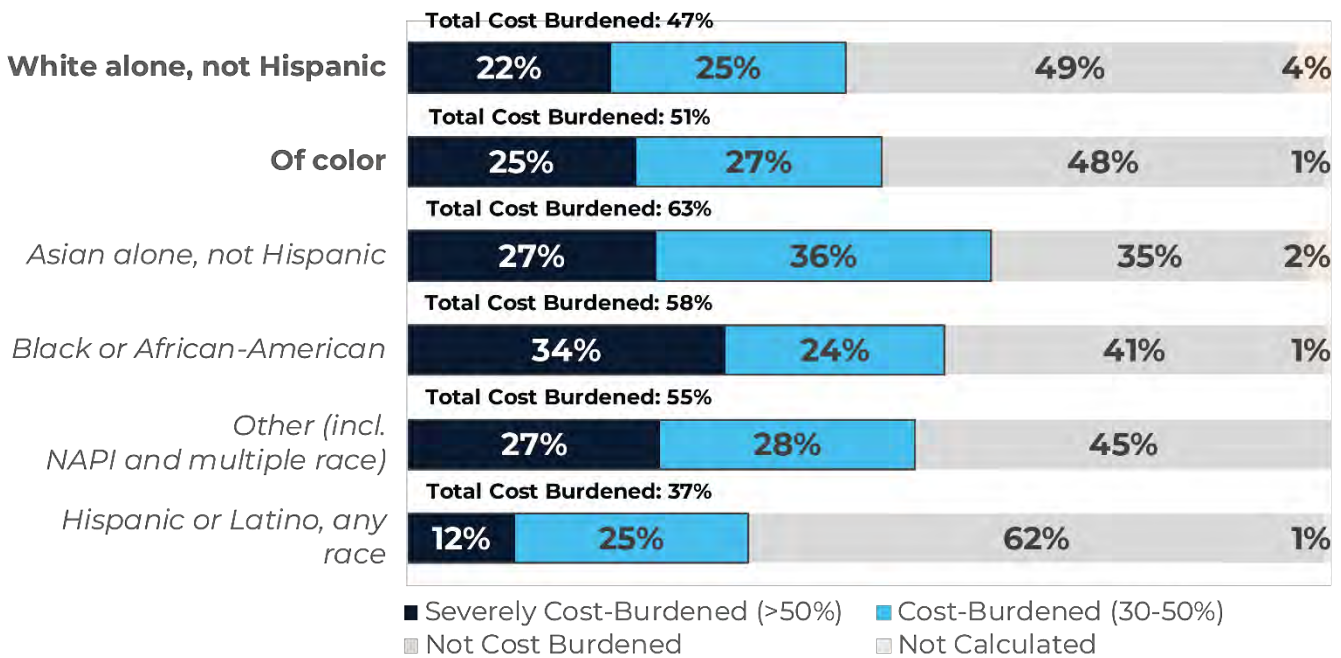
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit E-37. Lakewood Households by Race/Ethnicity and Income Category, 2022.



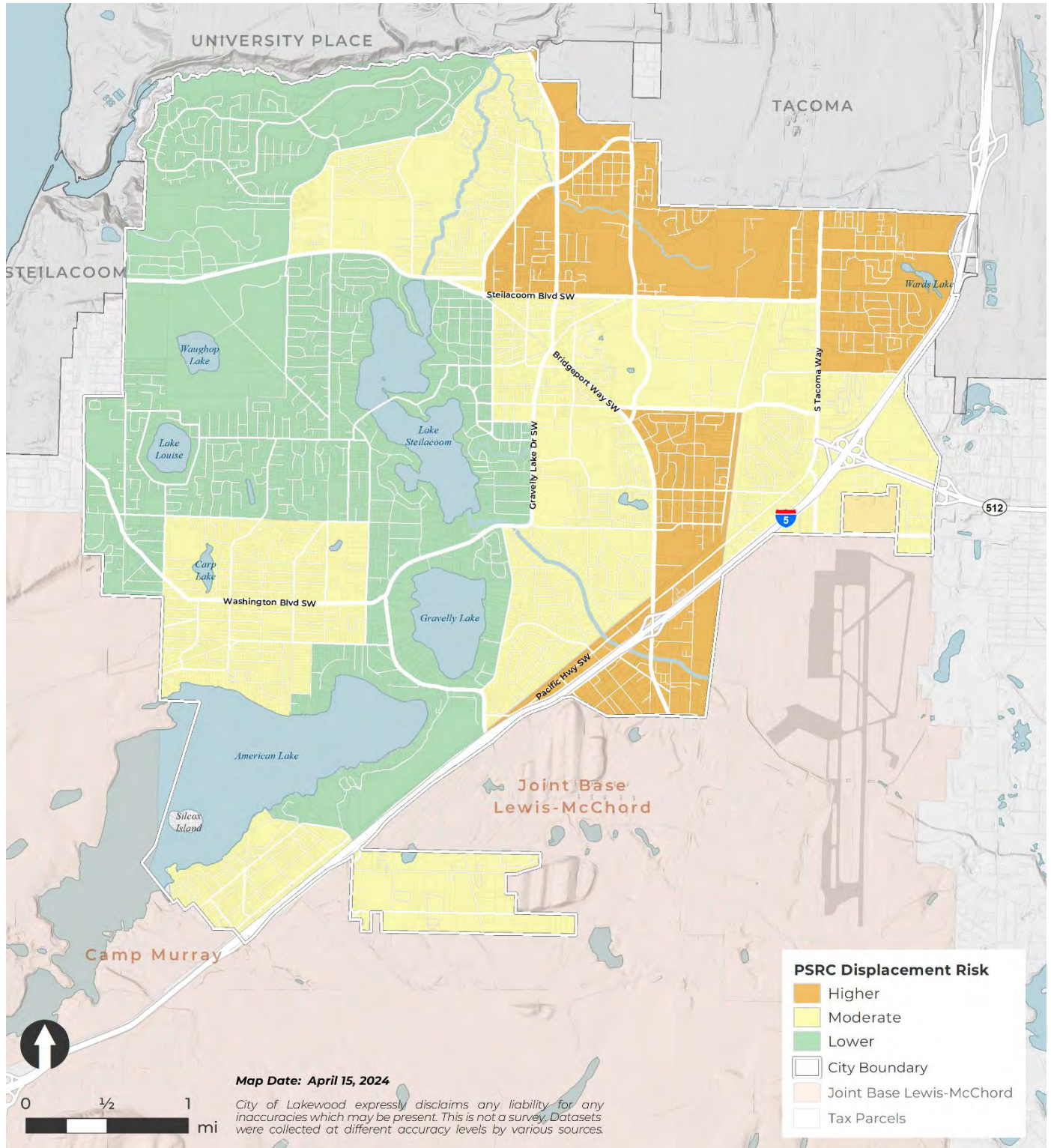
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit E-38. Lakewood Households by Race/Ethnicity and Cost Burden, 2020.



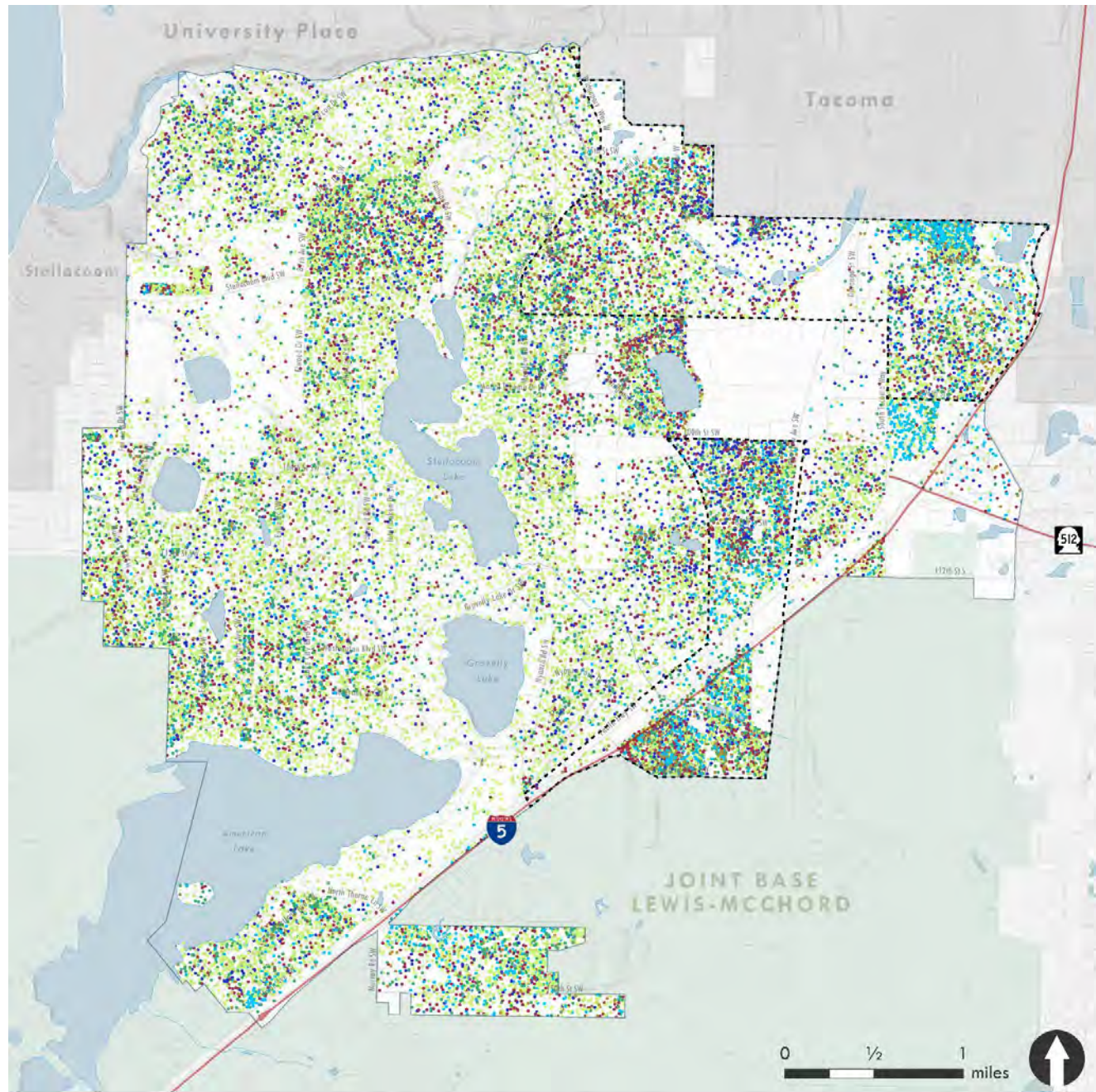
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit E-39. PSRC Displacement Risk Index for Lakewood.



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

Exhibit E-40. 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.

E.3 Affordable Housing and Housing Preservation Programs

Lakewood elected and staff representatives actively participate, and serve in leadership positions, on countywide and regional work groups, advisory boards, etc. that address the need for emergency, transitional, permanent supportive, and subsidized and market rate affordable housing, such as the:

- Tacoma-Lakewood-Pierce County Continuum of Care;
- Comprehensive Plan to End Homelessness (CPEH) Implementation Advisory Board;
- Pierce County Behavioral Health Advisory Board;
- South Sound Affordability Partners (SSHA3P); and
- South Sound Military & Communities Partnership (SSMCP.)

Given the importance of housing, the City has invested a significant portion of its federal block grant monies it receives from the U.S. Department of Housing and Urban Development, specifically Community Development Block Grant (CDBG) and Home Investment Partnership Program (HOME) funds, to:

- support Habitat for Humanity to construct about 50 new low-income housing units in the Tillicum neighborhood,
- fund needed remodels of older homes citywide,
- assist with down payment assistance for first-time homeowners, and to
- provide low-interest sewer loans so property owners can connect to the sewer system.

The City also funds and supports a number of municipal programs addressing homelessness and mental health. For instance, the 2023-2024 Biennial Budget set aside \$2.44 million in support of a number of housing and homeless prevention programs.

E.3.1 CDBG & HOME Programs

The City of Lakewood has been a federal entitlement city under the Community Development Block Grant (CDBG) program since 2000 and receives an annual allocation directly from the federal government. Additionally, through the City's consortium with the City of Tacoma, the City qualifies to receive additional funding through the HOME Investment Partnerships Program (HOME) program. HOME provides funds in support of affordable housing, particularly housing for low- and very low-income individuals. HOME funds have been used for Habitat for Humanity to construct roughly 50 low-income housing units in the Tillicum neighborhood.

Between 2000 and 2021, the City invested \$4.6 million in CDBG investments to construct road safety improvements such as adding sidewalks and installing street lights in a large number of low-income neighborhoods. The City also invested almost \$6.6 million to support existing affordable and low-income housing such as home repair loans and grants, emergency assistance to help displaced individuals find housing, down payment assistance, and repair to affordable housing units owned and operated by the Pierce County Housing Authority.

E.3.2 Affordable Housing Sales Tax Credit Program

In March 2020, the Lakewood City Council adopted an ordinance authorizing a sales and use tax credit for affordable and supportive housing in accordance with SHB 1406 (codified as RCW 82.14.540) that was approved by the State Legislature in 2019. The City receives an estimated \$98,000 per year for twenty years totaling an estimated \$1,960,000. The funds have been used to bolster the City's CDBG Major Home Repair Program, CDBG Major Home Repair and Sewer Loan Program, and HOME Housing Rehabilitation Loan Program. In 2024 and beyond, these funds may also be used for emergency rental assistance and eviction prevention.

E.3.3 Rental Housing Safety Program (RHSP)

Out of the 26,999 total housing units within the City, Lakewood has approximately 15,335 rental properties. In addition, much of the rental housing stock is at an age that requires life cycle investments. Lakewood's Rental Housing Safety Program (RHSP) has identified many rental units in need of maintenance, and aims to reduce, and eventually eliminate, all substandard rental housing in Lakewood.

Lakewood implemented the RHSP in late 2017. By addressing housing conditions proactively through the mandatory periodic life/safety/habitability property inspections and quickly identifying and addressing substandard conditions and code violations, this program is preserving Lakewood's existing affordable housing stock.

The results show that the quality of the rental housing stock in Lakewood is quickly improving and the City is beginning to see a substantial decline in inspection-failed properties and rental units. The percentage of failed properties in 2017/18 was 20%; in 2022, it had dropped to 3%.

E.3.4 2021 American Rescue Plan Act Investments in Housing

Lakewood was allocated \$13.76 million in ARPA funds in 2021. The City Council allocated over \$4M to the following affordable and emergency housing programs:

- \$1M to partner with Tacoma and Pierce County in purchase of a hotel to be run as an emergency shelter by LIHI from 2022-2023;
- \$1M to help fund 25 affordable housing units in LASA's Gravelly Lake Commons Affordable Housing Phase 3;
- \$1M to help fund Community First Village, a project to house Pierce County chronically homeless, including veterans.
- \$254,100 to fund sewer extension to 12 new affordable housing units built by Habitat for Humanity in Tillicum;
- \$341,250 to fund Rebuilding Together South Sound (RTSS) outreach in underserved communities to connect people with essential services like food banks and home repairs. RTSS repaired homes in Woodbrook, Springbrook, and Monte Vista through this program;
- \$472,500 to fund the Tacomaprobono's Lakewood Housing Justice Project to provide free legal aid and direct representation, including to prevent eviction, of hundreds of low-income tenants disproportionately impacted by COVID-19.

E.3.5 Multifamily Housing Tax Exemption (MFTE)

The Multifamily Property Tax Exemption (MFTE) program enables cities and counties to promote multifamily housing development in specific areas. Initially aimed at spurring economic growth and new multifamily constructions, the MFTE program has evolved to be a crucial mechanism for fostering affordable housing and advancing the objectives of the Growth Management Act.

Lakewood has implemented an MFTE program through [Chapter 3.64 LMC](#). This program includes the ability to exempt the residential improvement value of new projects and rehabilitated housing that provides 15 or more new housing units. This exemption is provided for eight years but can be extended to 12 years in exchange for the housing being restricted to low- and moderate-income households of up to 115% AMI. This exemption can cover both rental and owner-occupied housing.

This exemption is applicable in three specific targeted areas located in:

- Downtown (CBD)
- Lakewood Station District
- Springbrook

F Military Compatibility

F.1 Background

F.1.1 Introduction

RCW 36.70A.530(3) requires that local governments adopt comprehensive plans and development regulations that 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.

VISION 2050 includes the following multicounty planning policies (MPPs):

- Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries, (MPP-RC-6);
- Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities (MPP-RC-7);
- Protect military lands from encroachment by incompatible uses and development on adjacent land (MPP-DP-49); and
- Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations (MPP-Ec-2);

VISION 2050 also includes a transportation project selection action item that allows for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions.

The Lakewood Urban Growth Area (UGA) currently includes Camp Murray, which is part of the Washington Military Department, and the urban areas of Joint Base Lewis McChord (JBLM.)

F.1.2 Camp Murray

Camp Murray is owned by Washington State. There are no residential uses located onsite. Developed areas encompass about 52% of the installation. The built environment provides statewide wheeled vehicle support, storage buildings, administrative offices, classrooms, a heliport, and a drill field. There are 88 buildings on Camp Murray, approximately a third of which are over 50 years old. Water and sewer facilities are provided by JBLM.

The Washington State Emergency Operations Center is located on Camp Murray, which aids local emergency responders in coordinating search and rescue operations, wildfire mobilization, environmental responses, and other emergencies. Recreational amenities include a physical training

course, campground, and a boat launch. The remaining portions of the installation consist of undeveloped forest, wetlands, shoreline, and riparian areas.

In 2012, following the WA Military Department's approving a Camp Murray master plan including a proposal to relocate its main gate from Union Avenue SW to Portland Avenue SW, Lakewood examined whether to pursue annexing Camp Murray into the City.

Annexation of Camp Murray proved to be infeasible given its unique nature. State enabling legislation would be required to annex it. However, the City and WSA Military Department agree that Camp Murray should remain in the City's UGA due to their shared interests. Primary ingress/egress into Camp Murray is through the Lakewood, and road improvements have been made in Lakewood to improve access into Camp Murray. Both the City and Camp Murray are located on the shores of American Lake. A boat launch and an enclosed boat storage facility housing fire district and police boats straddle current boundaries.

In 2023, Lakewood committed to providing \$100,000 in American Rescue Plan Act (ARPA) funds to partner with Camp Murray in drafting a master plan for improvements of the American Lake boat launch that would allow public access to the facility.

F.1.3 Joint Base Lewis McChord (JBLM)

JBLM was formally established in 2010, combining Fort Lewis and McChord Air Force Base into a single administrative unit. JBLM is home to the U.S. Army I Corps and 7th Infantry Division, the U.S. Air Force 62nd and (Total Force Partner) 446th Airlift Wings, Madigan Army Medical Center, 1st Special Forces Group, U.S. Navy and U.S. Marine Corps elements, and other commands and tenant organizations.

There are two airfields on the installation: McChord Field, which is home to both active duty and Air Force Reserve C-17A airlift wings; and Gray Army Airfield (GAAF), which supports mainly helicopter operations. JBLM has a rail loading complex that connects to the Burlington Northern-Santa Fe (BNSF) line. The training lands on JBLM include 115 live-fire training ranges. Convoys to Yakima Training Center (YTC) use I-5 to State Route (SR 18) to I-90 to I-82. The ports of Olympia, Tacoma, and Seattle provide deep water seaport capabilities.

JBLM is a power projection platform with many strategic advantages, including: its location on the Pacific Rim; its hosting of the I Corps; its historical Asia/Pacific focus; its deep water port access, global airlift capabilities; and its extensive training ranges.

JBLM is also a major economic engine in Lakewood, Pierce County, the South Sound, and in Washington State. In 2018, JBLM provided direct employment for 52,000 active duty and civilian South Sound citizens, as well as engendering demand for local services through its tens of thousands of personnel. As of 2021, there were approximately 54,355 active duty service members, civilians, and contractors supporting JBLM. JBLM forecasts its military personnel and civilian population to increase by 2,537 persons by 2026.

"Economic impact multipliers" are a mechanism to summarize the importance of different areas of activity within an economy. The employment multiplier represents the change in the number of additional jobs gained or lost from an initial change in employment on JBLM. JBLM enjoys a multiplier of

1.42, meaning that for every 100 soldiers stationed at JBLM, an additional 42 jobs in the local economy are generated.

Aside from quantifiable economic impacts, military-related activity provides numerous benefits to the local, regional, and state economies, including: generating employment opportunities for a wide range of individuals and skilled workers such as retiring military personnel; creating supplementary markets for firms, whose principal focus is not defense; offering relative insulation from the volatility of market demand; and spurring technological innovation.

JBLM's cantonment area (installation areas designated for existing and proposed urban-scale development) is located within Lakewood's UGA and is shown in Figures ____ and _____. The cantonment area includes residential, commercial, industrial and military related uses. Over the past 15-20 years, JBLM has experienced significant development activity; that activity has been entirely confined to the cantonment area in an effort to both maximize and preserve JBLM's existing military training areas and to preserve wildlife habitat.

JBLM has approximately 23 million square feet of facilities. There are about 5,000 family housing units on JBLM with additional units are planned per DoD 2020 and 2023 housing accessibility studies. JBLM provides its own water and sewer utilities. The installation maintains 11,779 permanent party barracks/dorm spaces; 2,488 of those spaces have been constructed since 2010. JBLM has recently constructed 408 Wounded Warriors barracks units. Many of the new barracks units are replacing spaces in 1950's gang latrine barracks and will not add to the overall barracks inventory.

Six elementary schools are located on base. There is an existing prison and two airfields. JBLM maintains 278 miles of streets, a 3.3 million gallon water treatment plant, and a 4 million gallon wastewater treatment facility. The Madigan Army Medical Center is a part of JBLM. It is located on 120 acres and is the second largest treatment facility in the US Army.

JBLM has created its own master plan with design principles to preserve rangeland and airfield space, construct mixed-use buildings, create car parks, and establish a Town Square.

F.1.4 JBLM Joint Land Use Studies

Land use compatibility challenges can occur when military operations produce impacts, such as noise that affects surrounding communities, or when civilian growth and development interfere with the ability to conduct military operations safely and effectively. A military installation "joint land use study" (JLUS) is a collaborative, four-part military-civilian planning process that starts with: identifying current study area conditions and issues; identifying both current and foreseeable compatibility challenges based on land use, growth and development trends; and identifying both civilian and military interests and mission needs.

In 1992, a JLUS was completed for Fort Lewis and McChord Air Force Base. It resulted in several successful implementation actions, including both Pierce County and eventually the City of Lakewood addressing JBLM-related land use impacts within their comprehensive plans and development regulations, particularly with regard to land uses in the North McChord Field Clear Zone (CZ) and

Accident Potential Zones (APZs.) Funding was identified the US Air Force and Pierce County to start acquiring private property within the NCZ mitigate and eliminate the presence of incompatible land uses over time.

A new JLUS was completed in 2015 for JBLM. The 2015 JLUS was a collaborative process among federal and state governmental representatives; regional, and local governments and agencies within two miles of the JBLM boundary within Pierce and Thurston Counties; tribes; the public; JBLM; and Camp Murray. The study area generally encompassed those communities.

The 2015 JBLM JLUS consists of three documents: an Existing Conditions Report; a Compatibility Report, which identifies points of conflict or encroachment; and an Implementation Plan that lists strategies to solve current conflicts and to avoid future ones. Lakewood and other jurisdictions are implementing recommendations from the 2015 JLUS over time.

F.2 JBLM Growth Coordination Plans

The 2010 and 2022 Joint Base Lewis-McChord (JBLM) Growth Coordination Plans (GCPs) are the product of partnerships formed to prepare for growth and change in the South Puget Sound region associated with JBLM. The GCP study boundaries encompassed areas in Pierce and Thurston Counties.

Representatives from JBLM, Washington State, and community leaders from Pierce and Thurston counties, Lakewood, Tacoma, DuPont, Steilacoom, Lacey, Yelm, Roy, area School Districts, health and social service agencies, and non-profit service providers in Pierce and Thurston counties participated in the development of the Plan.

The intent of the 2010 GCP was to assist the communities in planning and preparing effectively to maintain and enhance the quality of life of the region as the installation grew in response to then-recent Base Realignment and Closure (BRAC), Army Modular Force, and other Department of Defense initiatives.

The 2010 GCP was drafted to:

- Convey more information to regional service providers about JBLM population and employment they can use to better support military families in the region;
- Provide JBLM and community providers with recommendations for leveraging the economic opportunities of base expansion and for providing adequate off-base support services; and
- Provide public agencies with a consolidated document that provides supporting data for the opportunities and needs identified that can support future grant applications, and inform decision-makers of the urgency for implementation and benefits to both JBLM and the larger region.

The 2010 GCP also recommended establishing a new JBLM regional partnership. In response, in 2011, the South Sound Military & Communities Partnership (SSMCP) was created to provide a framework for collaboration between local governments, military installations, state agencies, and federal agencies to better coordinate efforts in areas such as: military relations; transportation and land use planning; environmental protection; emergency preparedness; grant applications; health care; population

forecasting; workforce development; education; housing; and economic development. The City of Lakewood has been a key leader in the SSMCP since its inception, serves as SSMCP's fiscal agent, and also hosts SSMCP's staff at Lakewood City Hall.

The 2022 Growth Coordination Plan (22GCP) built on and updated the 2010 GCP, reflecting changes in the region since 2010, including the 2010 creation of Joint Base Lewis-McChord and the 2011 formation of the South Sound Military & Communities Partnership (SSMCP.)

The 22GCP assessed the continued relevance of the strategies and priorities described in the 2010 GCP and, based on the assessment, modified SSMCP Work Plan priorities.

Eleven core resource areas were identified and discussed:

- Economics
- Transportation
- Land Use
- Housing
- Education and Child Care
- Social Services
- Health Care
- Public Utilities and Infrastructure
- Public Safety
- Quality of Life
- Climate Change

While the 22GCP efforts began by examining issues focused on the 11 core resource areas listed above, the greatest identified needs largely aligned with the pressing needs for the region as a whole.

The 22GCP included a ten-year work plan to drive SSMCP's efforts through 2032. It also recommended a 2023-2024 Work Plan that included the highest priority and the short-term implementation strategies:

- Support development of and access to on- and off-base housing;
- Advocate for occupational licensure portability;
- Pursue funding for I-5 corridor improvements;
- Measure and communicate the economic benefits of JBLM to the region;
- Support improvements to family and childcare provider communications and connections;
- Support behavioral health care initiatives that expand services;
- Implement land use compatibility in policies and at the North Clear Zone;
- Evaluate and update working group work plans;
- Support regional initiatives to address military family food insecurity; and
- Support DoD efforts to address climate change and mitigate impacts to mission readiness.

F.3 Clear Zones and Accident Potential Zones

A “Clear Zone” (CZ) is a federally designated, 3,000-by-3,000-foot safety area adjacent to the end of a runway. This area has the highest statistical possibility of aircraft accidents. Any existing or future development in the CZ is of concern as it often results in flight obstructions such as trees, physical structures, smoke, and glare, and challenges the military’s ability to safely carry out missions.

USAF analysis indicates that 28% of all air accidents occur within CZs, and Federal Aviation Administration (FAA) and Department of Defense (DoD) guidelines call for CZs to be undeveloped and free of people and flight obstructions in order to protect the public’s safety and the military’s ability to carry out its missions. Any use other than airfield infrastructure (e.g., approach lighting) is incompatible in the CZ, and development should be prohibited in this zone.

Accident Potential Zones (APZs) vary in size from the CZ: the APZ I is 3,000 feet wide by 5,000 feet long; APZ II is 3,000 feet wide by 7,000 feet long. APZ I and II areas have proportionately lower accident potential than the CZ, but the potential is still high enough that most types of development in these zone are discouraged, including residential uses.

The Clear Zone located at the North McChord Field runway is located partly within JBLM’s boundaries and partly within the City of Lakewood. Many privately-held buildings and business are located in Lakewood’s CZ area that are incompatible with runway operations and pose public and flight safety risks per FAA and DoD guidance. At the same time, existing businesses operating in the North Clear Zone are an important part of the local, regional and State economy. One of the highest priority recommendations that came out of 2015 JLUS was to develop solutions for the North Clear Zone based on Air Force Instruction 32-7063:

The potential for accidents is so high [in the Clear Zone] that the land use restrictions necessary to ensure compatibility would prohibit reasonable economic use of the land. Therefore, it is DOD and USAF policy to own the land within the Clear Zone, or control the land through restrictive use easements. (Air Force Instruction 32-7063, 18 DEC 2015)

The SSMCP and partners from Washington State, Pierce County, City of Lakewood, JBLM and the Department of Defense have since completed work on the North Clear Zone Action and Implementation Plan (NCZAIP). The NCZAIP set forth a four-phased strategy consisting of six actions and corresponding implementation steps to be carried out over the next 10-20 years to accomplish project objectives, while balancing benefits and costs among stakeholders.

The NCZAIP Project Objectives include the following:

- Ensure public and air safety;
- Bring use of the North Clear Zone into Federal Aviation Administration and Department of Defense regulatory compliance;
- Preserve JBLM “Mission Assurance”;
- Implement the 2015 JBLM Joint Land Use Study; and
- Maintain full airfield operational capacity and capability.

In April 2017, the City of Lakewood adopted Resolution No. 2017-09, authorizing the City to sign and execute a Memorandum of Agreement (MOA) for implementation of the NCZAIP. In May 2017, the MOA was signed by all NCZAIP partners. All of the actions (listed below) are anticipated to begin if not be completed in the short term (0-5 years):

- Adopt changes to City of Lakewood Code and Administrative Processes;
- Prepare an amortization study;
- Seek voluntary property acquisitions and business relocation;
- Continue efforts on habitat restoration and preservation;
- Explore the “Woodbrook Land Exchange”; and
- Establish and maintain an AIP Implementation Team.

Most implementation actions will be led by project partners such as the City of Lakewood, Pierce County and JBLM. SSMCP will continue to be actively engaged, for instance by supporting formation and regular meetings of the AIP Implementation Task Force.

F.4 Supporting Military-Civilian Compatibility

F.4.1 Overview

In 2018 and 2019, Lakewood worked with the SSMCP and JBLM to develop a lighting ordinance and regional lighting code templates for jurisdictions around the JBLM boundaries. Lakewood adopted the ordinance and development code in 2019.

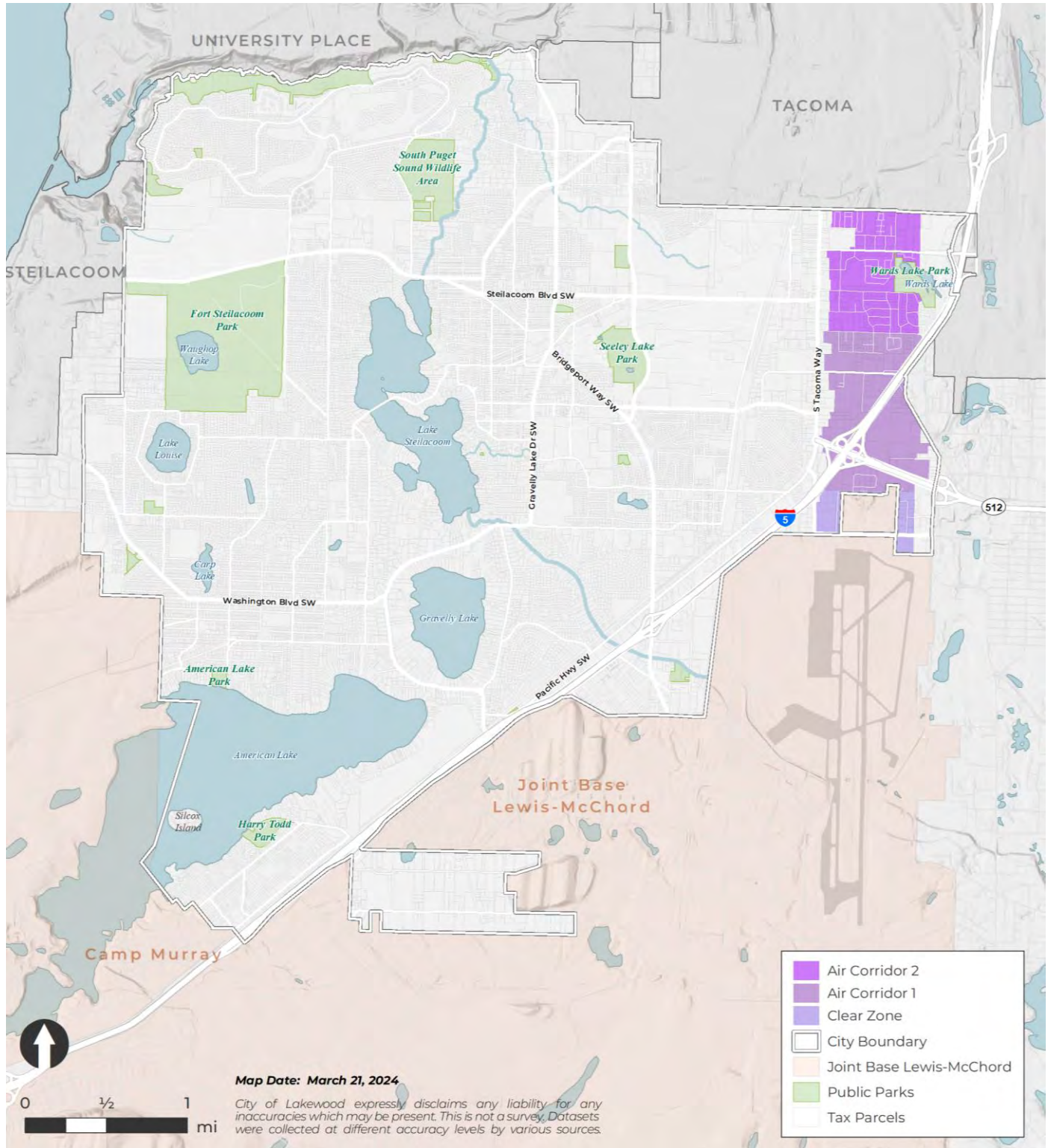
Lakewood and SSMCP also lead the successful advocacy efforts for the creation of the WA Defense Community Compatibility Account (DCCA.) The DCCA funds necessary infrastructure and supports establishing compatible land use and infrastructure near military installations in Washington. The program provides a framework for evaluating and prioritizing projects that enhance the economy, environment and quality of life opportunities for local communities affected by the presence of military installations.

Two Lakewood land use zones (Air Corridors (AC) 1 and 2) extend northward from the McChord Field runway and are subject to noise and safety impacts of military flight operations. These are based on the JBLM Air Installation Compatible Use Zone (AICUZ) Accident Potential Zones (APZ) I & II, but do have slightly different boundaries.

Special Note on Air Corridor 1 and 2 boundaries: There are minor discrepancies in the boundaries the City’s Air Corridor 1 and 2 zones and the JBLM CZ, APZ I and APZ II boundaries. The Air Corridor boundaries follow property lines, whereas the CZ, APZ I and APZ II are based on imaginary surface areas.

Exhibit F-1 shows the AC1 and AC2 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.

Exhibit F-1. Lakewood Air Corridors.



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

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

F.4.2 Action Items

The following action items have been identified through military compatibility planning coordinated with JBLM, and should be considered as part of the Comprehensive Plan:

1. If military lands revert to Pierce County, coordinate with JBLM and the County to identify the desired character of the reverted property.
2. Recognize safety issues associated with training, artillery, and small-arms activities on JBLM.
3. Promote cooperation between JBLM and Lakewood to address the reduction or mitigation of noise-generating uses.
4. In accordance with RCW 36.70A.530 and VISION 2050 MPP-RC-6, MPP-RC-7, MPP-DP-49, and MPP-Ec-2, provide to JBLM official(s) for review and comment:
 - a. all applications for commercial development, subdivision review, variances, conditional uses, special exceptions; and
 - b. proposed amendments to Comprehensive Plans and development regulations proposed within the AC1 and AC2 zones, including applications concerning telecommunications, broadcast towers, and hobby communication towers.
5. Invite JBLM representatives to advise the City Planning Commission on community and economic development issues which have the potential to impact base military operations.
6. Provide City environmental policies to JBLM to encourage consistency with any environmental policies adopted by the military.
7. Cooperate with JBLM and Camp Murray in developing plans for circulation improvements in and around the installations.
 - a. Plan public services, transportation, land use, and other decisions on the ability of the public transportation network to meet access needs without depending on military roads;
 - b. Cooperate in the development of mitigation plans for military road closures that affect public use; and
 - c. Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis-McChord.
8. Review proposed Comprehensive Plan and zoning amendments for compatibility with the JBLM Air Installation Compatible Use Zone (AICUZ) program and most recent Joint Land Use Study (JLUS.) Identify priority areas in which to resolve inconsistencies with AICUZ regulations.
9. Consider regional and national needs as well as local concerns in City land use decisions regarding proposals located in the AC1 and AC2 zones.
10. Prohibit Comprehensive Plan amendments and land use zone reclassifications within AC1 and AC2 that would increase residential densities, geographically expand residential zones, establish a new

residential designation, change an existing commercial or industrial designation to a residential designation, or allow residential uses in commercial or industrial zones.

11. Prohibit the following land uses within appropriate areas and zones:
 - a. New residential uses, unless the design of the structure and general site plan incorporate noise-reduction measures to meet the Department of Housing and Urban Development (HUD) standards;
 - b. Public services and quasi-public services such as hospitals, public meeting rooms, and libraries, and cultural, recreational, and entertainment land uses, unless the design of the structure and general site plan incorporate noise reduction measures to meet HUD standards;
 - c. Uses which attract birds, create visual hazards, discharge particulate matter into the air which could adversely alter atmospheric conditions, emit transmissions which would interfere with military aviation communications and instrument landing systems, otherwise obstruct or conflict with airport operations or aircraft traffic patterns, or result in potential hazard for off-base land uses;
 - d. Schools, daycare facilities, and other facilities which incorporate outside activities; and
 - e. Sensitive uses that have a high concentration of people such as, but not limited to, schools, religious institutions, theaters, public assembly facilities and day care facilities are prohibited from locating near McChord Field and/or within the AC1 and AC2 zones.
12. Promote the conversion of existing higher density housing in eth AC1 and 2 land use zones, including mobile home parks and apartments and other high occupancies, to less intensive land uses.
13. Direct the following land uses away from property abutting the JBLM boundary:
 - a. High density residential;
 - b. Public buildings (such as schools, medical facilities, public meeting facilities, and churches); and
 - c. Cultural facilities.
14. Preserve and encourage existing and new industrial uses that complement aviation facilities in the AC1 and AC2 zones, including warehousing, storage, open space, and other appropriate land uses.
15. Require future construction adjacent to the installation to provide for fire protection at installation boundaries.
16. Control light and glare in the AC1 and AC2 zones to protect the operational environments near McChord Field.
17. Protect military airspace by preventing structural penetration of Imaginary Surfaces as described in UFC 3-260-01 and in the most recently published JBLM AICUZ Report. Development within the AC1 and AC2 zones which may affect UFC 3-260--01 imaginary surfaces shall obtain necessary approvals from the Federal Aviation Administration (FAA). Operators of construction cranes within the AICUZ Accidental Potential Zones shall coordinate with JBLM and the Federal Aviation Administration prior to commencing operations.
18. Require the application of noise abatement through acoustical analysis, structure design and construction techniques and materials in residential developments within the AC1 and AC2 zones per FAA regulations (FAR Part 150).

19. Require Title Notice for new development or substantial redevelopment of lots, buildings, and structures in the AC1 and AC2 zones that may experience low overhead flights, odor, vibrations, noise and other similar aviation impacts.
20. Support workforce development programs for military personnel transitioning out of military service.
21. Conduct industry justification and economic diversification studies in response to drawdown and potential loss of Department of Defense contracts.
22. Regarding South Sound Military & Communities Partnership (SSMCP):
 - a. Continue role as the fiduciary agent of the SSMCP and remain responsible for all its staffing and budgetary activities;
 - b. Retain membership on the SSMCP Executive Leadership Team (ELT);
 - c. Conduct periodic meetings of elected local, state, and federal officials and military commanders on growth management issues of mutual concern;
 - d. Engage JBLM and Pierce County in determining land valuations and business relocation costs in the McChord Field North Clear Zone;
 - e. Using funds from the U.S. Department of Defense Office of Local Defense Community Cooperation (OLDCC), Washington State, and other available sources, lead efforts to implement the JBLM JLUS, including the North Clear Zone Action Implementation Plan; and
 - f. In consultation with the SSMCP's members and partners:
 - i. develop, and maintain a business plan for the SSMCP;
 - ii. work to establish a permanent funding source for the SSMCP;
 - iii. encourage the dissemination of information to the public regarding JBLM mission activity and associated impacts through such means as website postings, distribution of brochures, distribution of information to the regional print and broadcast media; and
 - iv. develop a JBLM Regional Policy Considerations Guide. The guide would include background text on JBLM operations and policies associated with economic development and housing.

G Natural Environment

G.1 Introduction

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.

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.

G.2 The Natural Environment and Critical Areas

G.2.1 Overview

Under the GMA, Lakewood is required to review its critical area regulations when adopting its comprehensive plan. The primary purpose of this subsection is to evaluate consistency between existing goals and objectives governing critical areas and each of the three alternatives under consideration. An additional function is to compare the impact of each alternative on resource lands.

Critical areas in the City of Lakewood include wetlands, aquifer recharge areas, fish and wildlife habitat, flood hazard areas, geologically hazardous areas. Creeks, streams, and lakes are part of fish and wildlife habitat. Chambers Creek and the many lakes in Lakewood are shorelines of the state.

- **Wetlands** are 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. They include swamps, marshes, bogs, and similar areas.

- **Aquifer recharge areas** are areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of groundwater resources or contribute significantly to the replenishment of groundwater with potential to be used for potable water.
- **Fish and wildlife habitat areas** are habitats considered to be critically important to the 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 lakes, ponds, stream, rivers, state natural area preserves and natural resource conservation areas. Priority Oregon White Oak Woodland are a habitat and species of local importance (LMC 14A.154.020(B)(1)).
- **Flood hazard areas** are lands located in floodplains which are subject to a one percent or greater chance of flooding in any given year.
- **Geologically hazardous areas** are areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, may pose a risk to the siting commercial, residential, or industrial development consistent with public health or safety concerns.

Each of these is described in the comprehensive plan background report (EDAW 1997) and in the Environment and Critical Areas sections of the interim comprehensive plan (City of Lakewood 1996).

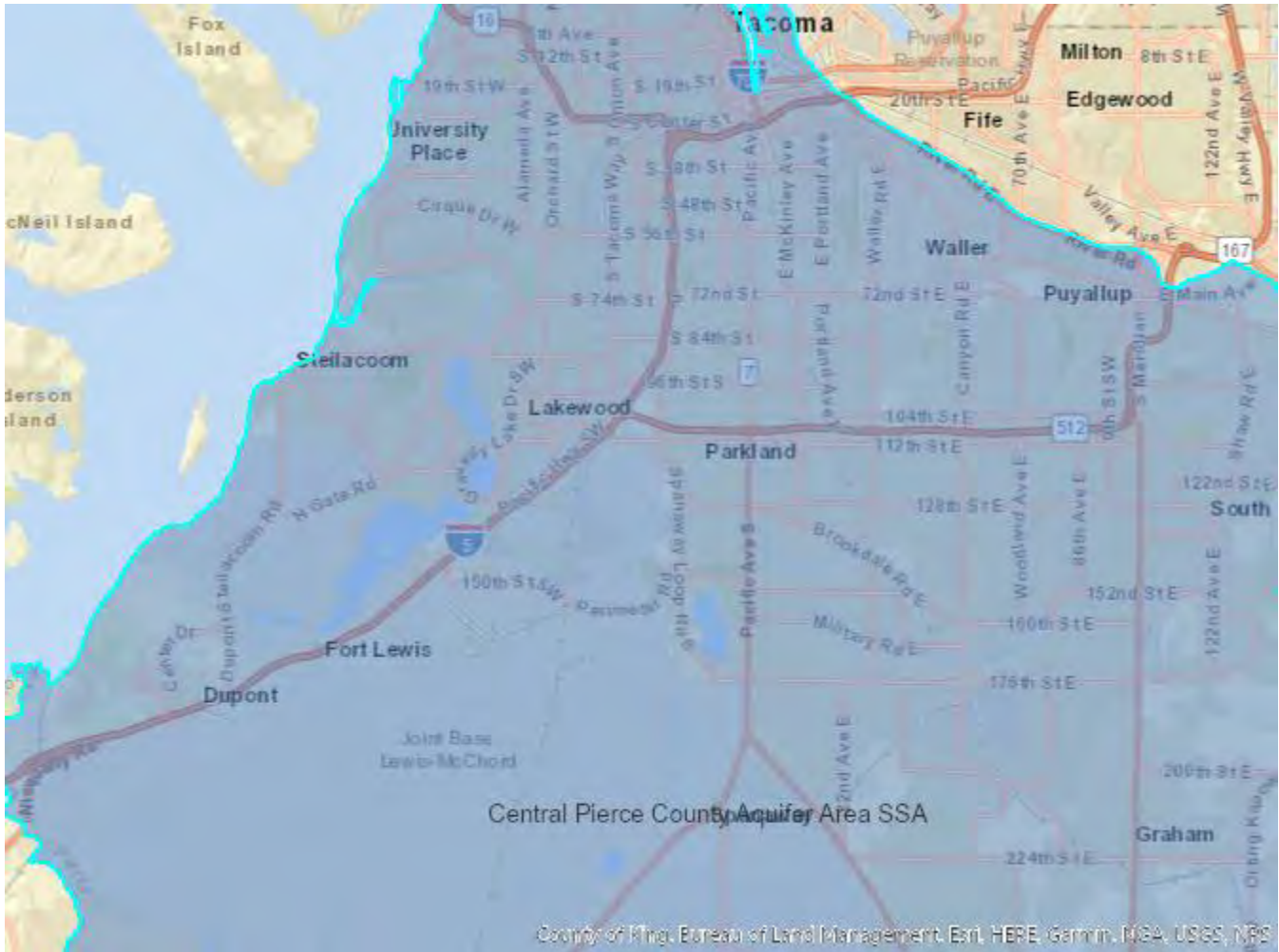
G.2.2 Wetlands

Lakewood has an estimated 155.3 acres of wetlands in addition to 1,098 acres of lakes (City of Lakewood 1996). The largest non-lacustrine wetland is the 106-acre Flett Creek floodplain in northeast Lakewood. The second largest wetland is the 37-acre Crawford Marsh comprising much of Seeley Lake Park. Both contain peatbogs and waterfowl and animal habitat. Other wetlands are scattered throughout Lakewood on both public and private property along stream corridors and in isolated depressions.

G.2.3 Aquifer Recharge Areas

Lakewood and much of the county is in the Central Pierce County Sole Source Aquifer. See Exhibit G-1.

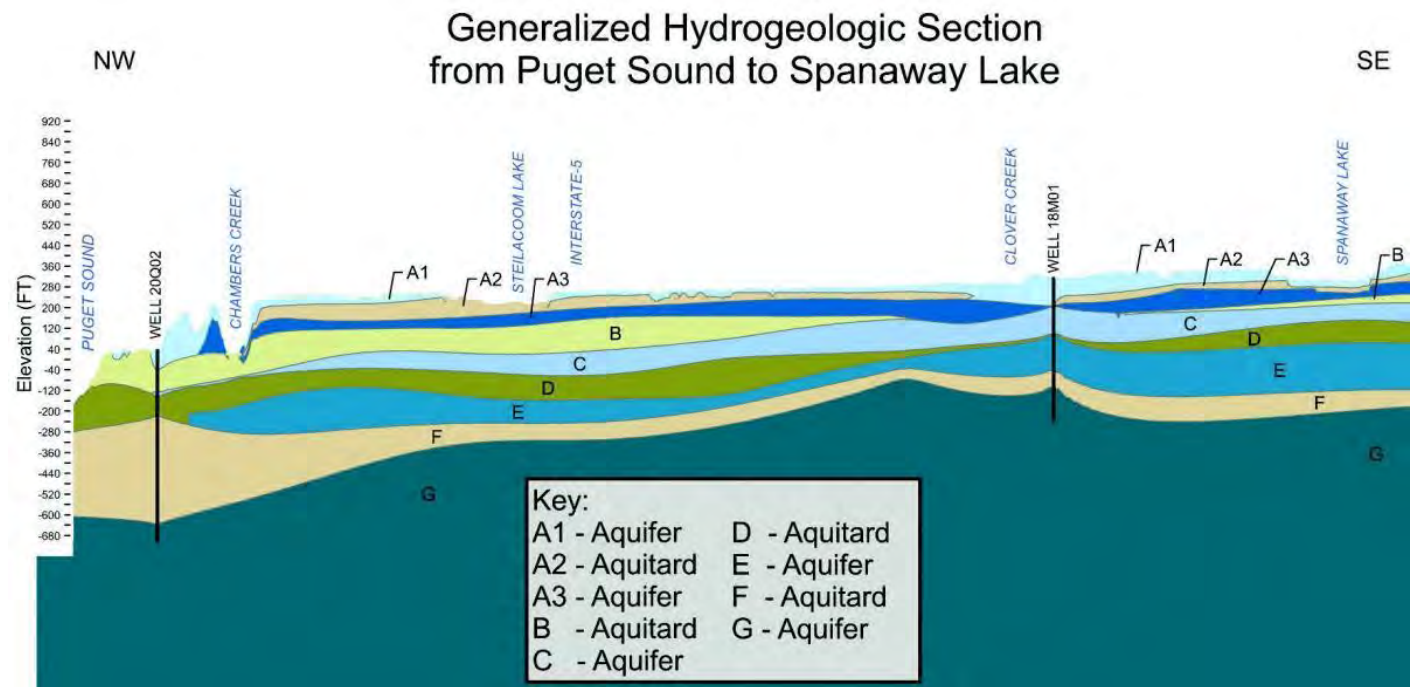
Exhibit G-1. Central Pierce County Sole Source Aquifer Area Lakewood Vicinity



Source: US EPA, 2024.

The Lakewood Water District's sole source of water is from underground aquifers, water-bearing strata of permeable rock, sand, or gravel. Most of Lakewood is built above a series of four underground aquifer systems that supply the Lakewood Water District with well water, serving Lakewood with water for domestic and industrial uses. See Exhibit G-2.

Exhibit G-2. Aquifers from Puget Sound to Spanaway Lake



Source: (Lakewood Water District, 2024)

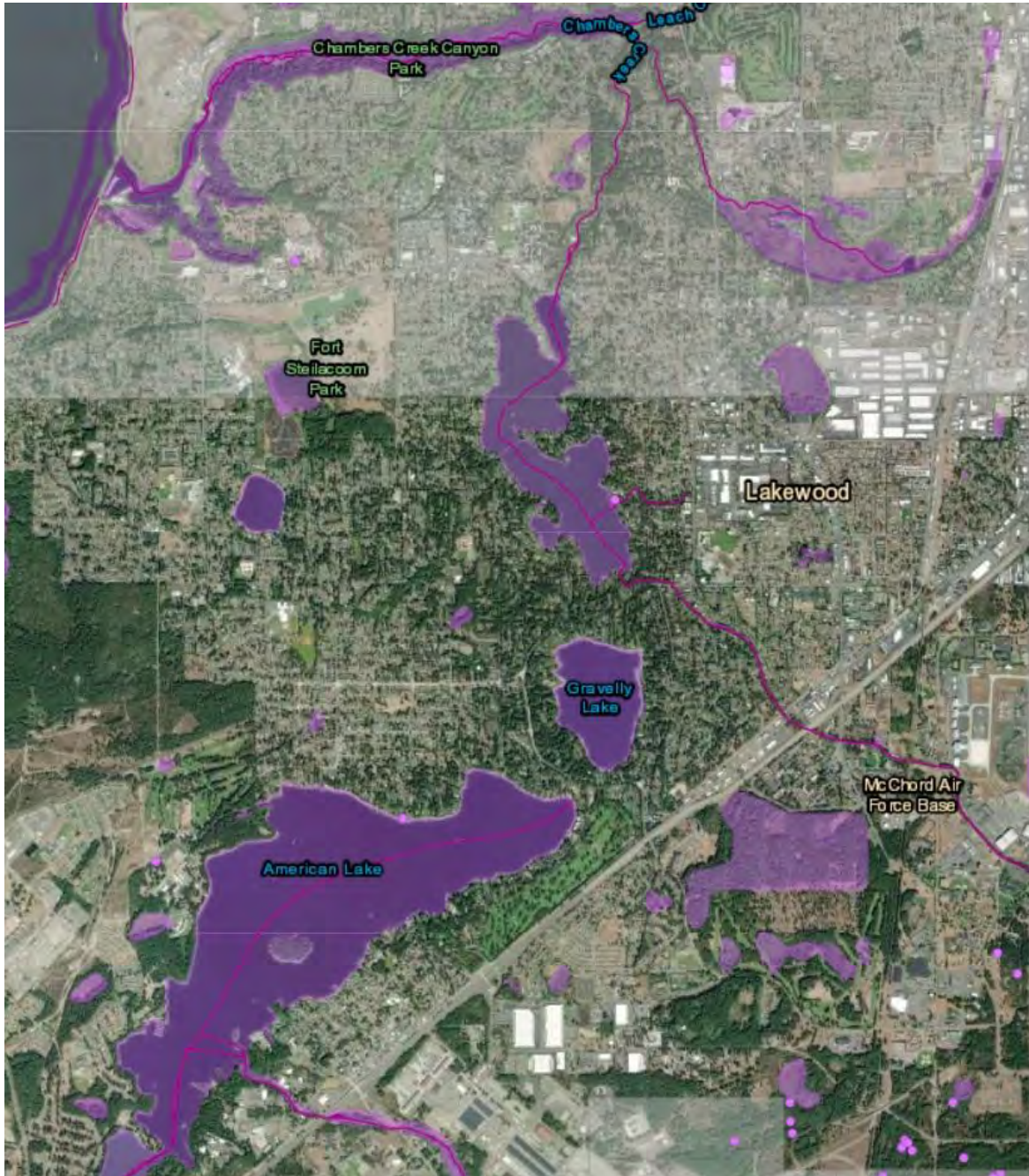
The District’s 30 active wells provide a maximum production capacity of approximately 30 million gallons per day (mgd), with a total water-right capacity to pump up to over 60+ mgd. Recharge (replenishing) of the aquifers comes from local rainfall in the Clover/Chambers drainage basin.

The District adheres to a wellhead protection program. The Wellhead Protection Plan identifies Aquifer A as the shallowest aquifer with the most direct hydrologic relation to the surface. In addition, it is composed of highly permeable glacial deposits resulting in hydrologic conductivity values averaging approximately 1,650 feet per day (Economic and Engineering Services, Inc. and Robinson & Noble, Inc. 1997). Because of these factors, Aquifer A is the shallowest and most vulnerable of Lakewood’s aquifer systems. This aquifer is generally located along the I-5 corridor in eastern Lakewood with water contribution flowing west from McChord AFB and Spanaway. American Lake is believed to have a direct hydrologic connection to the aquifer. This shallow aquifer also includes a smaller area in western Lakewood that includes Waughop Lake and Lake Louise, both of which are believed to contribute directly to three wells south of Fort Steilacoom Park.

G.2.4 Fish and Wildlife Habitat

In the present era, most of Lakewood is composed of suburban and urban development, with remnant areas of native vegetation found in a patchy mosaic throughout the city. Significant remaining intact stands of native vegetation include the Flett wetlands, the Chambers Creek canyon, and Seeley Lake Park. The mapped priority habitats and species reflect these major areas of habitat. See Exhibit G-3.

Exhibit G-3. Priority Habitats and Species in Lakewood Vicinity



Source: WDFW, 2024

Wildlife habitat has been greatly reduced as a consequence of development, with little suitable habitat for large mammals remaining. Information provided by the Washington Department of Fish and Wildlife (WDFW) regarding lands meeting the criteria as priority wildlife habitats indicates a number of those habitats are present in the city, including wetlands, riparian zones, and other biodiversity areas. The remaining habitat can support a variety of smaller mammals, reptiles, amphibians, and birds. Standing

water in the form of lakes accounts for 1,098 acres, or 9% of Lakewood's surface area. These lakes support a variety of water and shorebirds, as well as aquatic fauna.

The Clover Creek watershed is the principal watershed in the city. Clover Creek empties into Lake Steilacoom. The lake then flows into Chambers Creek, which empties into Puget Sound immediately west of the city limits. Chambers Creek forms the boundary between the cities of Lakewood and University Place. Major tributaries of Chambers Creek include Leach Creek and Flett Creek. Chambers Creek has been dammed to form Steilacoom Lake. Two streams flow into Steilacoom Lake, Clover Creek and Ponce de Leon Creek. Chambers Creek, Leach Creek, Flett Creek, and Clover Creek are all identified by the WDFW as having anadromous fish runs. In addition, there is a critical spawning habitat identified near the mouth of Chambers Creek.

Because of the presence of endangered salmonids in the watershed, land use activity must conform to ESA regulations for Lakewood to receive protection under Section 4(d) of the ESA. These are identified in the National Marine Fisheries Service 4(d) rules, which identify the elements that must be present in an approved stormwater management plan. The Chambers/Clover Creek watershed forms Water Resource Inventory Area (WRIA) 12, as defined by the Washington Department of Ecology. The Chambers/Clover Creek Watershed Action Plan is the watershed-wide document under development to manage non-point source pollution within WRIA 12. This Action Plan contains a number of recommendations with regards to habitat, water quality, and related issues of importance to salmon recovery efforts, and has been approved by Lakewood as well as most other jurisdictions within WRIA 12.

Although Lakewood is generally a disturbed landscape, some federal or state plant and animal species of concern are known to occur. Lakewood's critical areas regulations (LMC 14.154.020) identify Critical Fish and Wildlife Habitat Areas as including federal and state listed species and their associated habitats. The Lakewood Shoreline Restoration Plan (AHBL, Otak, Herrera, 2019) has identified the following listed species:

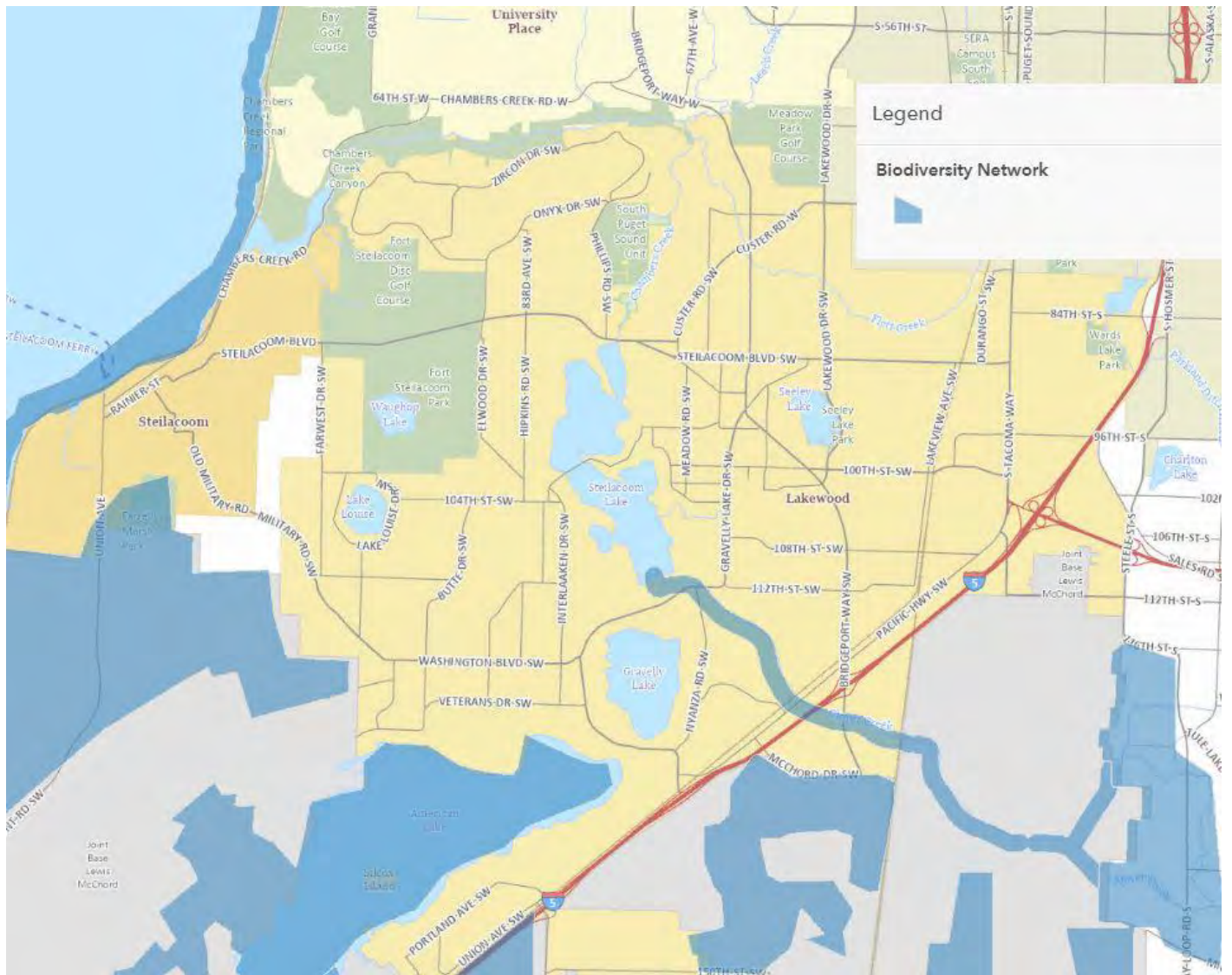
Steelhead of the Puget Sound Distinct Population Segment (DPS) (U.S. Federal Register, 11 May 2007) is the only federally listed salmonid species that occurs in the City of Lakewood. Steelhead presence is documented in Chambers Creek and their presence is assumed in Lake Steilacoom and Clover Creek Page 6 (StreamNet 2010). Additionally, Puget Sound-Strait of Georgia coho salmon (a PHS Species) also occur in the basin and are listed as a Species of Concern (U.S. Federal Register, 15 April 2004), indicating that they are under less active consideration for formal listing. Coho spawn in Chambers and Clover Creeks and their presence is documented in Lake Steilacoom (StreamNet 2010). Critical habitat for Puget Sound steelhead within the City of Lakewood was finalized in 2016 (Federal Register 2016). The Chambers Bay estuary fish ladder traps are used at certain times to capture upstream adult migrants, mainly Chinook, as part of a segregated hatchery and estuary fishery program. The fish ladders are left open during the remainder of the year to allow passage of other diadromous species (e.g., chum, coho, steelhead and cutthroat trout). Chinook salmon are usually not released upstream, but spawn are taken to Garrison Springs Hatchery for rearing. The Garrison Springs Hatchery is located in the City of Lakewood near Chambers Creek. (AHBL, Otak, Herrera, 2019)

The Lakewood Municipal Code (LMC 14.154.020) also lists the following as habitats and species of local importance as part of critical fish and wildlife habitat areas:

- Priority Oregon white oak woodlands.
- Prairies.
- Old growth forests.
- Caves.
- Cliffs.
- Snag-rich areas.
- Rivers and streams with critical fisheries.
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat.
- 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.
- Lakes, ponds, streams, and rivers planted with game fish by a governmental entity or tribal entity.
- State natural area preserves and natural resource conservation areas.

Some lakes and streams noted as habitats of local importance have been mapped as biodiversity corridors by the state WDFW and Pierce County. See Exhibit G-4.

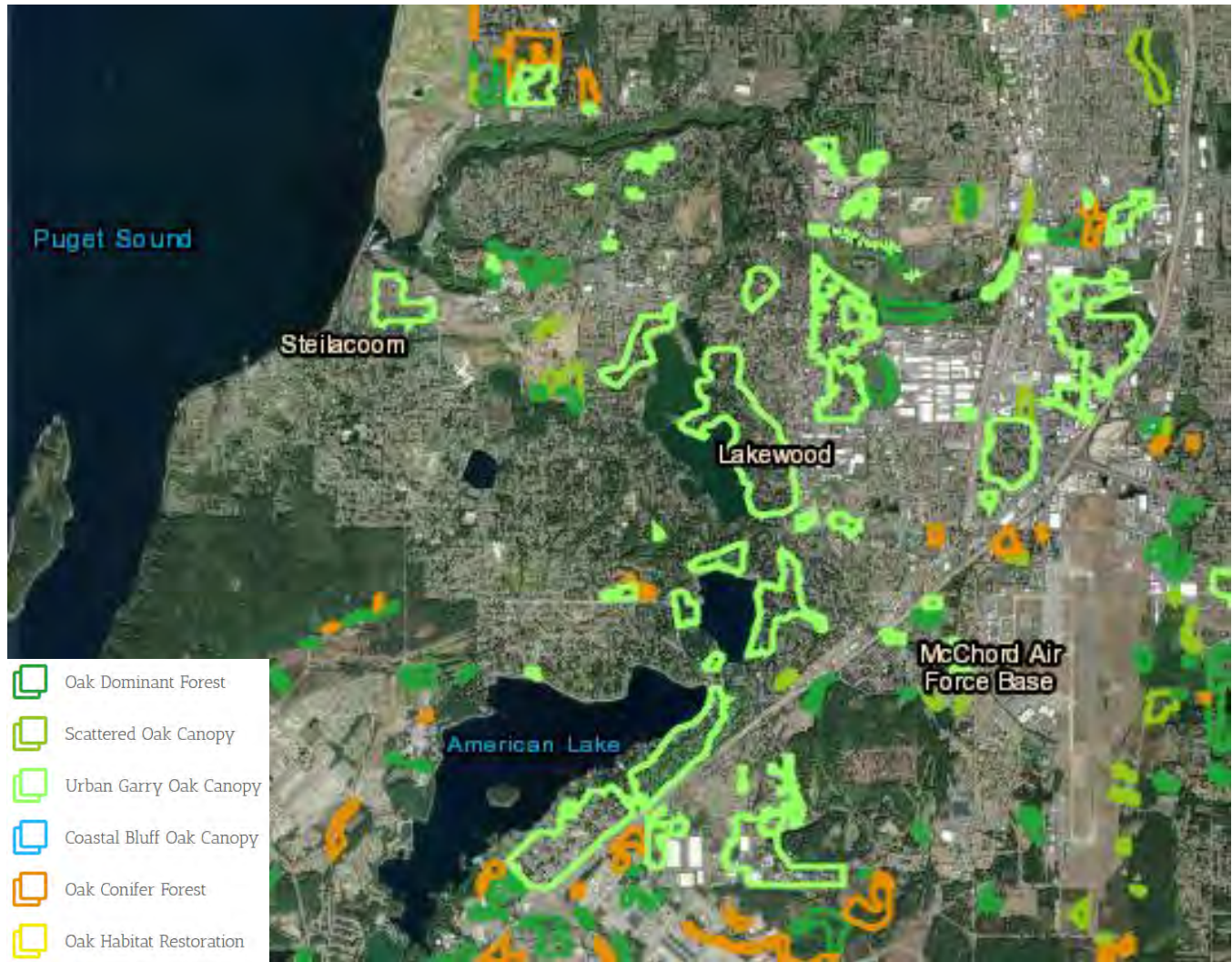
Exhibit G-4. Biodiversity Areas Lakewood Vicinity



Source: Pierce County GIS, 2017

Regulated by the City's critical area regulations and tree preservation regulations (LMC 18A.70 Article III), Oregon white oak woodlands, are found in portions of the city in parks and private lands. See Exhibit G-5.

Exhibit G-5. Oregon White Oak Woodlands

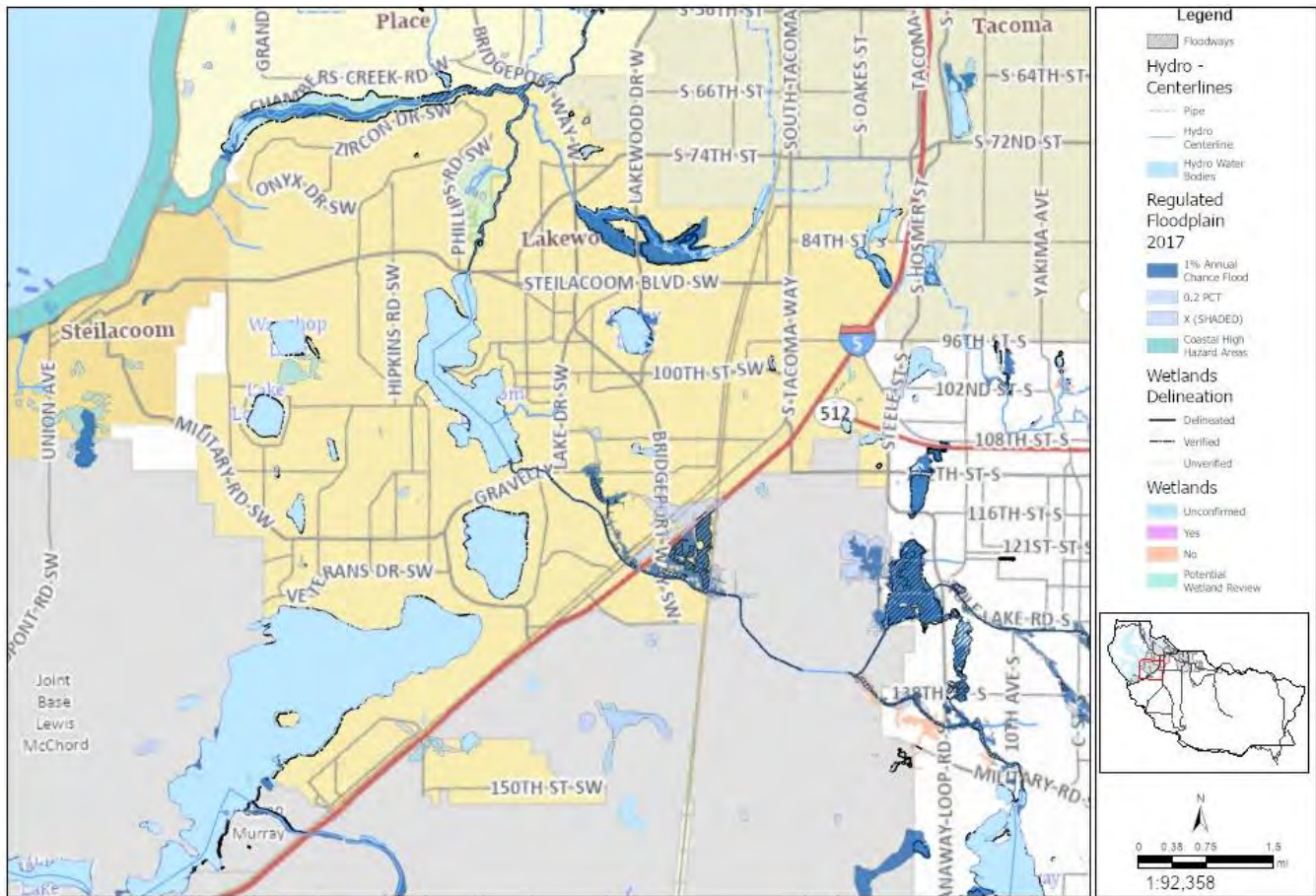


Source: Department of Natural Resources, 2017-2022; Sound Oaks Initiative, 2024

G.2.5 Flood-Prone Areas

Flooding is the most common natural hazard in Lakewood due to the area's hydrologic conditions, topography, and development patterns. Portions of northeast and east Lakewood, especially in the Clover and Flett Creek drainage area, are susceptible to flooding. Other areas prone to flooding include wetlands and adjacent low-lying upland areas. See Exhibit G-6 for a citywide view of floodplains and wetlands.

Exhibit G-6. Lakewood Floodplains and Wetlands



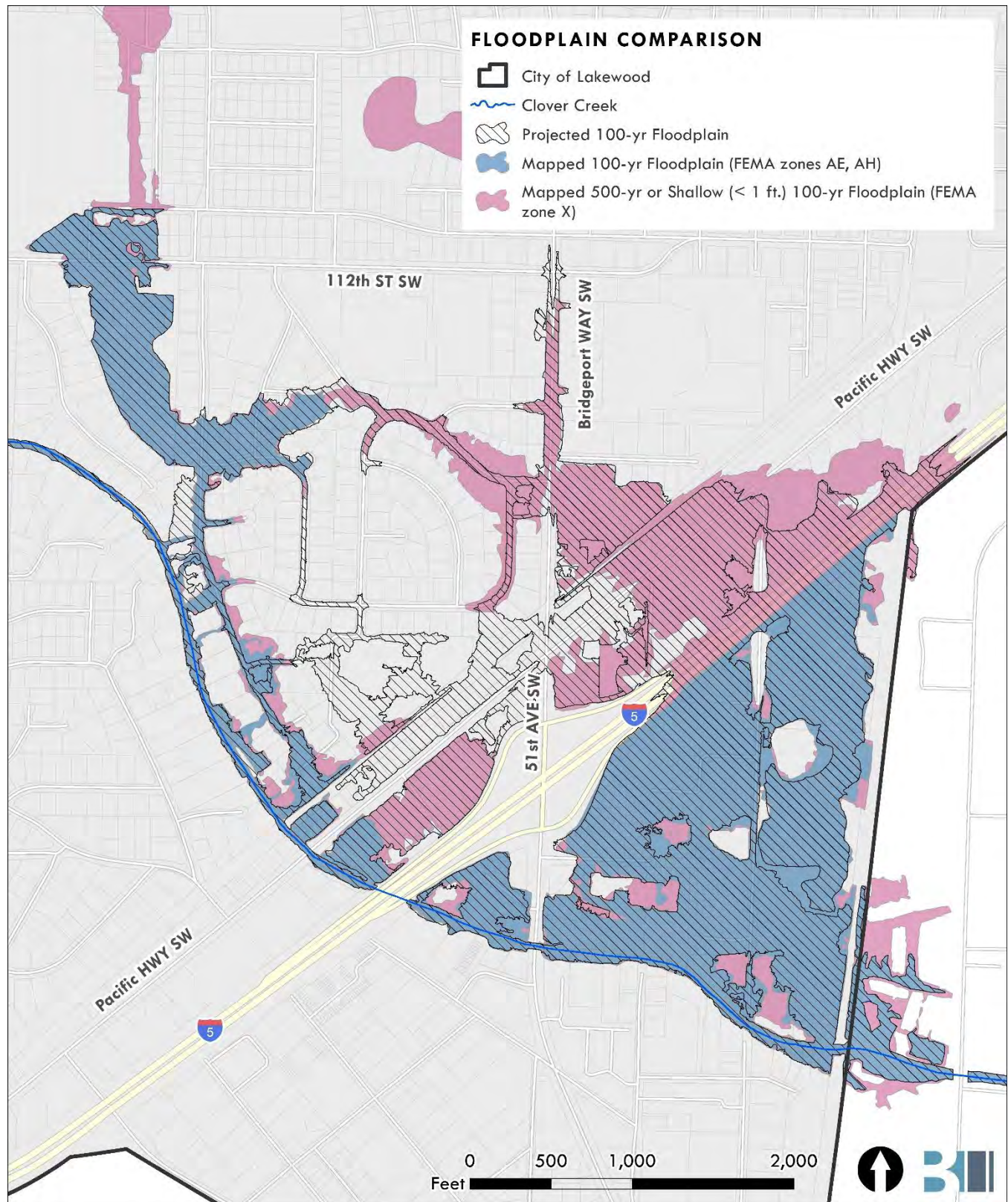
Sources: Pierce County GIS, 2024; FEMA, 2017

The City of Lakewood evaluated a portion of Clover Creek through the Clover Creek Flood Mitigation Study in 2022-2023. Points along the Clover Creek alignment have experienced flooding during large storm events, particularly in the area between Joint Base Lewis-McCord and I-5, as well as northwest of I-5 along Pacific Highway. The City proactively developed a study (Brown and Caldwell, 2023), which:

- Developed conceptual alternatives and flood mitigation strategies,
- Evaluated flood mitigation concepts,
- Engaged stakeholders throughout the study, and
- Provided funding alternatives.

The floodplain areas reviewed are shown on Exhibit G-7.

Exhibit G-7. Clover Creek FEMA Floodplain Comparison



Sources: FEMA, 2017

Flooding threatens lives and damages property. Its frequency and severity tend to increase as a result of development, specifically as permeable forest cover is replaced by impervious surfaces such as rooftops or concrete or even by semi-permeable ground covers such as lawns. The most effective way to limit increasing urbanization-related flood risk is to limit changes to natural hydrologic functions. Accordingly, natural drainage channels need to be preserved whenever possible, and permeable surfaces should be protected. Changes to these system functions should be compensated by engineered systems such as retention/detention basins, swales, and other approaches designed to simulate natural flood control mechanisms by allowing stormwater to slowly seep into the ground or gradually drain downstream.

G.2.6 Geologically Hazardous Areas

Geologically hazardous areas typically include areas subject to structural failure, usually as a result of mass wasting or seismic incident. Most of Lakewood is located on relatively flat lands sloping 8% or less. The steepest significant land area in Lakewood, and consequently the area most vulnerable to landslide, is the southern rim of the Chambers Creek canyon, which is the northwestern boundary of the city. (Washington Department of Natural Resources, 2024) Other sloping areas include hillsides with moderate slopes scattered in primarily residential areas and some former gravel quarries with slopes over 30% grade.

Each shoreline water body's shoreline contains a small amount of steep slope areas, with the exception of Clover Creek, which contains no documented geologic hazards. (AHBL, Otak, Herrera, 2019)

Most of the city is mapped as having very low risk of seismic liquefaction except in the Chambers Creek Canyon area, or around the rim of lakes and wetlands. (Washington Department of Natural Resources, 2024)

G.2.7 Creeks, Streams, and Lakes and their Shorelines

Much of Lakewood lies within the Chambers Creek drainage basin. Chambers Creek flows into Puget Sound between Steilacoom and University Place and forms Lakewood's northern boundary. Chambers Creek is joined by Leach and Flett Creeks near Lakewood's boundary with University Place and Tacoma. Flett Creek originates in southern Tacoma and drains the largest palustrine wetland system in the city, Flett wetlands.

As previously mentioned, there are numerous lakes in Lakewood. Most of these lakes, including American, Gravelly, Waughop, and Seeley lakes and Lake Louise, are of glacial origin. Steilacoom Lake was formed as the result of damming Clover Creek to create a millpond. Chambers Creek flows from the south and drains Lake Steilacoom, which is impounded by the dam at Steilacoom Boulevard. The largest stream feeding Lake Steilacoom is Clover Creek, which flows from the southeast through Ponders Corner and Springbrook. A smaller stream, Ponce de Leon Creek, drains the Lakewood Mall site flowing past the current City Hall, emptying into Lake Steilacoom.

Many of Lakewood's lakes are fed by groundwater flow. The water table underlying the city is very shallow and moves rather freely through the permeable glacially deposited sandy and gravelly soils.

Where the depressions in local topography go deep enough, they intercept the water table and form lakes. Lake levels fluctuate seasonally with local water tables.

Waterbodies with water quality impairments include:

- American Lake - Phosphorus
- Spanaway Lake - Bacteria
- Clover Creek - Bacteria, Temperature
- Steilacoom Lake - Phosphorus
- Chambers Creek - Bacteria, Copper
- Leach Creek - Mercury

Stormwater runoff is one of the major causes of pollution. State and county watershed assessments have identified mitigation approaches. (Chambers-Clover Creek Watershed Council, ND)

G.3 Review of the Critical Areas Ordinance

Note that this section is based on a review memo developed by Facet (formerly DCG/Watershed).

G.3.1 Introduction

With passage of the Growth Management Act (GMA), local jurisdictions throughout Washington State, including the City of Lakewood, were required to develop policies and regulations to designate and protect critical areas. Critical areas, as defined by the GMA (RCW 36.70A.030(5)), include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

An ongoing requirement of the GMA is for local jurisdictions to periodically review and evaluate their adopted critical areas policies and regulations. In accordance with the GMA, the City adopted a Critical Areas Ordinance (Ordinance No. 362) in 2004 and sections of this ordinance were updated and adopted in Ordinance No. 630 in 2015. The City is now considering further updates to its critical area policies and regulations to be consistent with recent updates to the best available science (BAS). Any deviations from science-based recommendations should be identified, assessed, and explained (WAC 365-195-915). In addition, jurisdictions are to give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

The City's critical areas regulations are currently codified in Chapters 14.02 through 14.165 of the Lakewood Municipal Code.

This gap analysis provides a review of the current critical areas regulations, noting gaps where existing policies or regulations may not be consistent with BAS or the GMA. It also documents where revisions could be made to aid in clarity and general usability of the code based on a review and use of the code by DCG/Watershed and City staff. The primary intention of this gap analysis is to help guide the update of the City's critical areas regulations.

G.3.2 GMA Regulatory Process

The City of Lakewood is conducting a substantive review and revision of its Critical Areas Ordinance (Chapter 14.02 LMC). The Growth Management Act (GMA) requires all cities and counties in Washington to adopt regulations protecting critical areas to preserve the natural environment, wildlife habitats, and sources of fresh drinking water. Critical areas regulation also encourages public safety by limiting development in areas prone to natural hazards like floods and landslides. All jurisdictions are required to review, evaluate, and, if necessary, revise their critical areas ordinances according to an update schedule. Furthermore, the GMA, under RCW 36.70A.172 requires all counties and cities to “include the best available science in developing policies and development regulation to protect the functions and values of critical areas.”

G.3.3 Document Organization

Recommendations for updating the City’s existing critical areas regulations are provided below, including general provisions that are applicable to all critical areas and individual sections that address the different types of critical areas covered by the GMA. To highlight findings of the gap analysis, a Code review summary table is provided at the beginning of each section. Where a potential gap is identified, subsections provide further discussion.

G.3.4 Ordinance Review

General Provisions – LMC 14.142

Sections LMC 14.142.010 through 14.142.200 contain general provisions that are applicable to all types of critical areas. While overall the general provisions contained in these sections are strong, some refinements could be made to further align these sections with the GMA and BAS. Exhibit G-8 below provides a summary of recommendations that are described in detail in this section.

Exhibit G-8. General provisions review summary

Code Section	Title	Review Comment / Recommendations*
14.142.010– 14.142.200	General Provisions	Add a section for best available science Add allowed activities section
14.142.010	Authority and title	None
14.142.020	Intent	None
14.142.030	Interpretation	None
14.142.040	Applicability and Mapping	Create City-owned critical area maps or add reference to BAS map resources in individual sections
14.142.050	Permitted Uses	None
14.142.060	Regulated uses/activities	None
14.142.070	Exemptions	Specify requirements for demonstrating project exemption Add reference to Pierce County Noxious Weed Control Board species list

Code Section	Title	Review Comment / Recommendations*
14.142.080	Reasonable use exception	<ul style="list-style-type: none"> Update reasonable use exceptions
14.142.090	Reasonable use exception and modification of critical requirements for individual single-family residences	None
14.142.100	Process	<ul style="list-style-type: none"> Add requirement in subsection (B), requiring staff to confirm no net loss of ecological function for each project application, pursuant to WAC 365-196-830(4). Add general language on impact avoidance and mitigation sequencing.
14.142.110	Variances	None
14.142.120	Current use assessment	None
14.142.130	Compliance provisions	None
14.142.140	Appeal procedures	None
14.142.160	Fees	None
14.142.170	Title and plat notification	<ul style="list-style-type: none"> Correct spelling of “plat”
14.142.180	Nonconforming uses	<ul style="list-style-type: none"> Recommend breaking section into subsections for Nonconforming use, nonconforming structure, and nonconforming lots Recommend adding definitions for new items to Section 14.165
14.142.190	Administrative procedures and technical criteria	None
14.142.200	Severability	None
14.165	Definitions	<ul style="list-style-type: none"> Review and consider revisions

* See discussion of comments/recommendations in the subparts below this table.

General Provisions (LMC 14.142.010–200, LMC 14.165)

- Add a section for best available science.** RCW 36.70A.172(1) requires the inclusion of best available science (BAS) in critical area regulations. The application of BAS is not discussed in the current CAO. Such a section could identify criteria for what qualifies as BAS, identify the process to be followed in absence of valid scientific information, and how BAS will be used to preserve or enhance anadromous fisheries (a special consideration required by Chapter 365-195 WAC).
- Add allowed activities section.** Some jurisdictions have expressed an interest in adding an allowed uses section which lists activities allowed in critical areas. Creation of such a section should involve review of the existing exemptions section of the code and reconcile and clarify which activities are considered exempt and which are allowed and what the difference is. As the code is currently written, it appears exempt uses do not require submittal of a critical areas report, or mitigation. Allowed uses should still be required to provide mitigation if activities would result in a loss of the function and values of the critical area.

Applicability and Mapping (LMC 14.142.040)

- **Add City maps or map resources.** The current CAO defines/designates regulated critical areas according to guidelines, however there are no reference maps or resources which applicants can use to identify potential critical areas in their project area. The City should either add a reference to publicly available resources for critical areas identification or create City maps containing those designations that are updated regularly.

Exemptions (LMC 14.142.070)

- **Specify requirements for proving project exemptions.** This section lists actions which are exempt from the critical areas code. However, it does not specify what the responsibilities of a project proponent are in proposing such an action. The City should consider adding language clarifying what, if any, approval is needed prior to engaging in an exempt activity. To promote protection of critical areas even from exempt activities, language similar to the following is recommended for insertion at the beginning of this section:

All exempted activities shall use reasonable methods to avoid potential impacts to critical areas. To be exempt from this Chapter 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 activity shall be restored, rehabilitated, or replaced at the responsible party's expense (CTED 2007).

- **Add reference to Pierce County Noxious Weed Control Board species list.** Regulation R of this section references the state noxious weed list allowed to be removed under the stated exemption. To include the coverage of more weeds, the City should consider adding a reference to include all weeds listed on the Noxious Weeds Designated for Control or Eradication in Pierce County by the Pierce County Noxious Weed Control Board annual list.

Reasonable Use Exceptions (LMC 14.142.080)

The LMC currently allows for “reasonable use” if the CAO would otherwise deny all reasonable use of a property, however it only outlines a process for consideration of a development proposal. The code does not provide a list of qualifying exceptions or developments.

Process (LMC 14.142.100)

- **Add requirement in subsection (B), requiring staff to confirm no net loss of ecological function for each project application, pursuant to WAC 365-196-830(4).** Pursuant to WAC 365-196-830(4), Counties and Cities are required to ensure no-net-loss of critical area functions for any proposed development. Although counties and cities may protect critical areas in different ways or may allow some localized impacts to critical areas, or even the potential loss of some critical areas, development regulations must preserve the existing functions and values of critical areas. Avoidance is the most effective way to protect critical areas. If development regulations allow harm to critical areas, they must require compensatory mitigation of the harm. Development regulations

may not allow a net loss of the functions and values of the ecosystem that includes the impacted or lost critical areas.

- **Add general language on impact avoidance and mitigation sequencing.** Pursuant to WAC 197-11-768, mitigation consists of a specific sequence which includes: avoidance, minimization, rectification, reduction, and compensatory mitigation. We recommend adding general language on impact avoidance and each step of the mitigation sequence.

Title and Plat Notification (14.142.170)

- Correct spelling of “plat”.

Nonconforming Uses (LMC 14.142.180)

- **Recommend breaking section into subsections for nonconforming use, nonconforming structure, and nonconforming lots.** The Lakewood Shoreline Master Program (SMP) adopted in 2019 incorporates the Department of Ecology recommended changes listed in WAC 173-27-080, which separates “nonconforming uses and development” into “nonconforming uses”, “nonconforming structures”, and “nonconforming lots”. These updates are only required for SMPs, however we recommend updating the CAO sections with similar verbiage to be consistent with the SMP as well as provide clarity on “nonconforming” regulations. We also recommend adding the new definitions to Section 14.165.

Definitions (LMC 14.165)

- **Review and consider revisions.** The City should conduct a thorough review of the definitions section and remove or modify redundant definitions, those which are not used in the code, and those which may require revisions as a result of other code amendments.

Geologically Hazardous Areas – LMC 14.146

The goal of geologic hazard regulations is to classify and designate areas on which development should be prohibited, restricted, or otherwise controlled because of danger from geological hazards. Geologically hazardous areas addressed in the Code include erosion and landslide hazard areas and seismic hazard areas. The Code does not designate mine, volcanic or tsunami hazard areas as geologically hazardous areas.

Exhibit G-9. Geologically hazardous areas review summary

Code Section	Title	Review Comment / Recommendations*
14.146.010-14.146.050	Geologically Hazardous Areas	<ul style="list-style-type: none"> ▪ Consider updating definition to match RCW definition
14.146.010	Purpose	<ul style="list-style-type: none"> ▪ Update types of hazards included
14.146.020	Designation of erosion and landslide hazard areas	<ul style="list-style-type: none"> ▪ Update classification criteria consistent with WAC 365-190-120 ▪ Update list of mapping resources

Code Section	Title	Review Comment / Recommendations*
14.146.030	Protection standards for erosion and landslide hazard areas	None
14.146.040	Designation of seismic hazard areas	<ul style="list-style-type: none"> Update definition of seismic hazard areas
14.146.050	Protection standards in seismic hazard areas	None

* See discussion of comments/recommendations in the subparts below this table.

Geologically Hazardous Areas (LMC 14.146.010-14.146.050).

- **Consider adding RCW definition.** The LMC contains a definition of geologically hazardous areas, however the language differs slightly from the RCW definition. The City should consider adding the definition of geologically hazardous areas consistent with RCW 36.70A.030(9) to the definitions section in 14.165.
- **Consider adding a section for designation of Mine Hazard Areas.** The LMC does not address volcanic or mine hazard areas. Based on the DNR Geologic Information Portal there are no volcanic vents in the area around Lakewood however there are surface mines within the City limits such as the Miles Sand and Gravel Company. Areas such as this should be addressed in the CAO to address future development of these areas.

Purpose (LMC 14.146.010).

- **Consider adding further explanation for areas that are considered geologically hazardous.** This section specifies geologically hazardous areas to include erosion and landslide hazard areas and seismic hazard areas. The City should consider adding the following language “For purposes of this title, geologically hazardous areas include the following: erosion, landslide and seismic hazard areas, and other hazard areas subject to other geological events such as coal mine hazards and volcanic hazards including mass wasting, debris flow, rock falls, and differential settlement” to align with WAC-190-120.

Designation of erosion and landslide hazard areas (LMC 14.146.020).

- **Consider adding further explanation for areas that are considered geologically hazardous.** The classification criteria included in this section are not complete and lack criteria for landslide hazard areas. This list should be updated consistent with WAC 365-190-120(6)(a-i).
- **Consider updating map resources.** The LMC contains a list of sources that may be used to delineate geologically hazardous areas. These sources may be out of date and/or other sources that are considered BAS may be available. For example, the Soil Survey of Pierce County Area listed in this section is from 1979.

Designation of seismic hazard areas (LMC 14.146.040).

- **General.** The LMC contains a list of areas considered seismic hazard areas, however the language differs slightly from the RCW designation. The City should consider adding the complete list of seismic hazard areas consistent with WAC 365-190-120(7).

- **Mapping.** The Lakewood code references two sources for mapping of seismic hazard areas, both of which were published in 2003. The Washington Department of Commerce recommends the following source: [Geologic Hazards and the Environment | WA - DNR](#).

Critical Aquifer Recharge Areas – LMC 14.150

Critical Aquifer Recharge Areas (CARA) are defined in Chapter 14.150 LMC and designated in LMC 14.150.020. LMC 14.150.040 lists the requirements for hydrogeological assessments when required through the permitting process. The current regulations appear generally consistent with the CARA guidance provided by the Department of Ecology. The following subsections are suggestions for improving the level of aquifer protection and general clarification of regulations to implement the plan.

- **Consider adding maps of CARAs.** The LMC designates CARAs based on DRASTIC zones seen in the Pierce County Map of Groundwater Pollution Potential and the Clover/Chambers Creek Aquifer Basin boundary, as identified in the Draft Clover/Cambers Creek Basin Ground Water Management Program. However, there are no listed resources for applicants to see if their project site is within a regulated CARA. We recommend either listing resource map links (such as those mentioned in LMC 14.150.020(B)(1)) or for the City to consider creating its own CARA map for applicants to utilize as a reference during project development.
- **Create an inventory of potential contaminant sources.** Aquifer vulnerability analyses based on susceptibility assessments benefit from updated inventories of potential contaminant sources and their pathways. A monitoring well program (resource protection wells) with piezometers above and below the aquitards can provide early detection of changes in groundwater levels or water quality in specific aquifers, as well as long-term monitoring of water level trends and aquifer recharge. An inventory of existing wells in the CARA, particularly smaller domestic water supply wells, can be used to assess hazards from spills and contamination affecting municipal water supplies. An inventory of existing wells in the CARA can provide information for implementing a well abandonment program to prevent abandoned wells or open casings from causing contamination of groundwater supplies in the future.

Fish and Wildlife Habitat Areas – LMC 14.154

Code sections 14.154.010 through 14.154.090 contain provisions that are applicable to all Fish and Wildlife Habitat Areas. The City’s habitat conservation areas regulations require some modifications to align with BAS and to clarify applicability and facilitate ease of use. The following subsections are suggestions for improving the level of Fish and Wildlife Habitat protection and general clarification of regulations to implement the plan.

Exhibit G-10. Fish and wildlife habitat areas review summary

Code Section	Title	Review Comment / Recommendations*
14.154.010-14.154.090	Fish and Wildlife Habitat Areas	<ul style="list-style-type: none"> ▪ Update title of chapter ▪ Update definition in 14.165 ▪ Include designation and protection of waters of the State

Code Section	Title	Review Comment / Recommendations*
14.154.010	Purpose and intent	None
14.154.020	Designation of critical fish and wildlife habitat areas	<ul style="list-style-type: none"> Provisions of this title apply to both public and private lands Add identification information consistent with WAC 365-190-030 Update map resources Update identification consistency with WAC-365-190-130 Include anadromous fisheries
14.154.030	Habitat protection standards	<ul style="list-style-type: none"> Add BAS to section B Expand on the sources and methods of identifying critical fish and wildlife habitat areas
14.154.040	Title and plat notification	None
14.154.050	Habitat protection for rivers and streams	<ul style="list-style-type: none"> Update stream protection buffers to ensure consistency with BAS Add language for “no-net-loss” of ecological function
14.154.060	Habitat protection for lakes	<ul style="list-style-type: none"> Update the buffer requirements for lakes that are urban in character
14.154.070	Habitat protection ponds	<ul style="list-style-type: none"> Add buffer requirements for naturally occurring ponds under 20-acres in size
14.154.080	Provisions for priority Oregon white oak trees and woodlands	None
14.154.090	Provisions for fish and wildlife, habitat buffers, where required	None

* See discussion of comments/recommendations in the subparts below this table.

Fish and Wildlife Habitat Areas (LMC 14.154.010-14.154.090).

- **Update title of chapter.** Chapter 14.154 of the LMC is currently titled Fish and Wildlife Habitat Areas, the RCW 36.70A.030(6) references these areas as Fish and Wildlife Habitat Conservation Areas. For clarity, the City could consider revising the chapter title and applicable language throughout the chapter to be consistent with the title “Fish and Wildlife Habitat Conservation Areas”.
- **Update definition in 14.165.** Concurrently with the update suggested in 5.1.1, we recommend updating the definition for “Fish and Wildlife Habitat Areas” in Section 14.165 to be consistent.
- **Include designation and protection of waters of the State.** RCW 90.48.020 defines waters of the State, which include all surface waters, salt waters, groundwater, and all other water courses in Washington. Per WAC 365-190-1300(2) all waters of the state should be designated as fish and wildlife habitat conservation areas. The City should add a definition for “waters of the state” as well as designating them under this chapter.

Designation of critical fish and wildlife habitat areas (LMC 14.154.020).

- **Provisions of this title apply to both public and private lands.** Chapter 14.154 currently states that this chapter applies to proposed regulated activities within critical fish and wildlife habitat areas. For the purpose of adding clarity to the document it is recommended that the City add language

stating that this chapter applies to proposed regulated activities within critical fish and wildlife habitat areas on all public and private lands.

- **Add identification information consistent with WAC 365-190-030.** Section A of this chapter includes areas currently identified as critical fish and wildlife species and habitats are referenced by CFR and WAC sections. For consistency with WAC 365-190-030 these areas should include: rare or vulnerable ecological systems, communities, and habitat or habitat elements including seasonal ranges, breeding habitat, winter range, and movement corridors; and areas with high relative population density or species richness, in addition to locally important habitats and species. Language stating “and which, if altered, may reduce the likelihood that the species will maintain and reproduce persist over the long term” should be retained.
- **Update map resources.** The LMC references four resources for information on critical fish and wildlife habitat areas. This section lists both the Washington Department of Wildlife and the Washington Department of Fisheries. This section should be updated with the BAS as well as updating these two departments to the single entity of the Washington Department of Fish and Wildlife.
- **Update identification consistency with WAC-365-190-130.** Section B of this chapter should expand on the sources and methods of identifying critical fish and wildlife habitat areas as outlined in WAC-365-190-130(4)(a-i). WAC 365-190-130(4)(i) recommends sources and methods for protecting fish and wildlife habitat conservation areas, including salmonid habitat. BAS is available from the US Department of Fish and Wildlife Service, the State Recreation and Conservation Office, and the Puget Sound Partnership and the City should consider recommendations found in the regional and watershed specific salmon recovery plan (Governor's Salmon Recovery Office - Recreation and Conservation Office (wa.gov)).
- **Include anadromous fisheries.** RCW 36.70A.172(1) requires policies and regulations for protecting critical areas and gives special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. WAC 365-195-925 lists the criteria for this requirement and includes all five types of critical areas.

Habitat Protection Standards (LMC 14.154.030).

- **Add BAS to Section B.** Section B of this chapter references existing codes and policies, both state and local, that are used to implement Habitat Protection Standards. This list should include BAS as set forth in RCW 36.70A.172. in addition to the WDFW's Priority Habitat and Species webpage ([Priority Habitats and Species \(PHS\) | Washington Department of Fish & Wildlife](#)) as required by WAC 365-190-130 (4).
- **Expand on the sources and methods of identifying critical fish and wildlife habitat areas.** The City should consider listing publicly available resources to help applicants identify critical fish and wildlife habitat areas. At minimum the City should list the WDFW's Priority Habitat and Species webpage ([Priority Habitats and Species \(PHS\) | Washington Department of Fish & Wildlife](#)) as required by WAC 365-190-130(4).

Habitat protection for rivers and streams (LMC 14.154.050).

- **Update stream protection buffers to ensure consistency with BAS.** The current standards set forth in 14.154.050 for river and stream buffers have not been updated since 2015 (Ordinance No. 630). In 2020, the Washington Department of Fish and Wildlife (WDFW) came out with new guidance (Rentz et al. 2020) for protection of riparian areas that heavily emphasizes a shift in terminology from the concept of “stream buffers” to “riparian management zones” (RMZs). An RMZ is defined as “...a scientifically based description of the area adjacent to rivers and streams that has the potential to provide full function based on the SPTH [site potential tree height] conceptual framework.” This differs from the use of “buffer(s),” as an RMZ is by definition wide enough to potentially provide full riparian function. Stream buffers are established through policy decisions and are clearly intended to protect streams but may or may not be intended to provide full riparian function or a close approximation of it. The guidance recommends that a RMZ be delineated on a site-specific basis and be measured from the outer channel migration zone.

The City could consider requiring site specific RMZs, rather than set buffer widths. However, this approach is difficult to implement, and many jurisdictions are choosing to continue with set buffer widths, while taking into consideration the range of widths that the custom RMZ mapping would produce. The 200-foot set buffer width currently recommended for Type F streams is on the larger end of what is seen in many jurisdictions and should be adequate to protect most stream and stream buffer function.

- **Add language for “no-net-loss” of ecological function.** Section D of this chapter currently states that “new development shall not reduce the effective flood storage volume of the regulatory floodplain”. The current recommended language states that there shall be “no-net-loss of ecologic function”. This language should be added to this section per WAC 365-196-830(4).

Habitat protection for lakes (LMC 14.154.060).

- **Regulated activities.** Regulated activities proposed on lakes that are urban in nature are currently exempt from buffering requirements of this chapter. However, the lakes in the City of Lakewood fall under the jurisdiction of the Shoreline Master Program. We recommend adding a clarifying statement to this section such as:

All activities within 200 ft. of regulated shorelines are subject to the regulations in the Shoreline Master Program (SMP). Applicants should consult the Lakewood SMP for setback/buffer requirements.

Habitat protection for ponds (LMC 14.154.070).

- **Regulated activities.** Naturally occurring ponds under 20-acres and their submerged aquatic beds that provide fish or wildlife habitat are considered Fish and Wildlife Habitat Conservation Areas per WAC 365-190-130. The state code also states that “naturally occurring ponds do not include 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. However, naturally occurring ponds may include those artificial ponds intentionally created from dry areas in order to mitigate conversion of ponds, if permitted by a

regulatory authority.” It is recommended that the City update this section to provide clear buffer requirements for ponds under 20-acres in size.

Flood Hazard Areas – LMC 14.158

The existing Code includes restrictions on development within floodplains, which are outlined in LMC 18A.50 – Article 1. Flood Hazard Overlay (FHO). Existing regulations could be enhanced by providing specific critical area special study and/or habitat assessment requirements as detailed below.

Exhibit G-11. Flood hazard areas review summary

Code Section	Title	Review Comment / Recommendations*
14.158.010-14.158.030	Flood Hazard Areas	<ul style="list-style-type: none"> Consider revising chapter title to “frequently flooded areas”, consistent with GMA language Specific critical area report requirements for floodplains not included—consider including Require a habitat assessment (FEMA Biological Opinion process) for development in the floodway or floodplain
14.158.010	Purpose	<ul style="list-style-type: none"> Consider updating this section to be consistent with referenced LMC 18A.50 (Article 1)
14.158.020	Designation	<ul style="list-style-type: none"> Consider adding links to FEMA resource maps
14.158.030	Protection	None

Flood Hazard Areas (LMC 14.158.010-14.158.030)

- Consider revising chapter title to “frequently flooded areas”.** RCW 36.70A.030 defines the five types of critical areas which are required to be protected, including “frequently flooded areas”. “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 (WAC 365-190-030). Section 14.158.020 of the Flood Hazard Areas chapter specifies that the chapter applies to all “areas of special flood hazard”. A “Flood Hazard areas” definition is included in 14.165, which we recommend be updated to be consistent with the GMA definition in WAC 365-190-030. For clarity, the City could consider revising the chapter title and applicable language throughout the chapter to be consistent with the “frequently flooded area” term.
- Consider including critical area report requirements for frequently flooded areas.** The Flood Hazard Area chapter does not have a critical area report section specifying requirements for a critical area report specific to frequently flooded areas, nor does the linked Overlay District chapter (LMC 18A.50 – Article 1). The City should consider adding specific requirements for a floodplain critical area report or study to ensure no-net-loss of floodplain function.
- Require a habitat assessment (FEMA BiOp process) for development in the floodway or floodplain.** As a result of the 2008 National Marine Fisheries Service (NMFS) Biological Opinion (BiOp) on the implementation of the National Flood Insurance Program (NFIP) in the Puget Sound

region, the City is required to adopt one of the three following approaches (or “doors”) to managing development within the floodplain:

- Adopt the model ordinance;
- Develop floodplain regulations that protect floodplain functions on a programmatic basis; or
- Require the completion of a floodplain habitat assessment for any development within the floodplain. Habitat assessments must evaluate impacts to stormwater, floodplain capacity, and vegetative habitat.

It is our understanding that the City has not adopted the model ordinance (Door 1) nor has customized floodplain regulations that have been reviewed and approved by FEMA (Door 2), therefore Door 3 is the default requirement. Door 1, the model ordinance, would likely represent the most conservative approach to protecting floodplain functions, but it also would also be expected to be the most restrictive option in terms of future development and provide the least flexibility in implementation. Door 2 allows local jurisdictions to establish regulations that recognize local conditions and may incorporate programs that enhance floodplain functions into the evaluation of how floodplain functions are maintained. However, FEMA must approve any Door 2 approach before it is implemented. The timing to get approval for Door 2 depends on the approach and detail in the application submittal. If Door 3 is the desired approach, a regulation should be added to this section specifying when a habitat assessment is required and the minimum content requirements.

Purpose

- **Consider updating section to be consistent with referenced LMC 18A.50 (Article 1).** The protection standards for “flood hazard areas” are listed via the City’s Cite Development Regulations and Chapter 18A.50 of the LMC (Article 1). These standards list the purpose of that section, which mirrors the purpose listed in this section. For consistency as well as highlighting the importance of maintaining no-net-loss standards (pursuant to WAC 365-196-830), recommend updating this section to match LMC 18A.50.010(A)-(L).

Designation

- **Consider adding links to FEMA resource maps.** The designation of flood hazard areas is identified by the Federal Insurance Administration in a report entitled “The Flood Insurance Study for Pierce County and Incorporated Areas” dated March 7, 2017. We understand that the City will update the designated flood hazard areas upon receiving revisions to this report, however we recommend referencing the FEMA floodplain map as an additional resource. The FEMA online floodplain map is updated regularly and is considered a resource for incorporating best available science into local regulations.

Wetlands Areas – LMC 14.162

The wetland sections are extensive, but they could be updated to be consistent with BAS related to habitat score ranges, buffer functionality and mitigation sequencing.

Exhibit G-12. Wetlands areas review summary

Code Section	Title	Review Comment / Recommendations*
14.162.070	Delineation, and wetland analysis requirements	<ul style="list-style-type: none"> ▪ Update Critical Areas Atlas to include BAS resources ▪ Consider establishing a requirement for a qualified wetland professional to complete any needed wetland report ▪ Consider listing requirements of a wetland analysis report
14.152-080	Protection standards – Establishing buffers	<ul style="list-style-type: none"> ▪ Update habitat score ranges to reflect Ecology recommendations ▪ Consider adding provision to end buffer where there is a functional disconnection ▪ Protection of wetland buffer widths
14.162.100	Mitigation	<ul style="list-style-type: none"> ▪ Update mitigation ratio table to reflect Ecology recommendations ▪ Add additional information for required mitigation steps

Delineation, and Wetland Analysis Requirements

- **Update Critical Areas Atlas to include BAS resources.** LMC 14.162.070(A) refers to a Critical Area Atlas which is a City Wetland Inventory map which provides an indication of where potential wetlands are located within the county. This resource does not include the source of its information; therefore it is unknown if it is incorporating BAS as a part of its designation. We recommend either 1) listing resources utilized to create the Critical Areas Atlas and how often it is updated with assurances that BAS is used during the review process; or 2) switching to listed public resources which use BAS and are updating frequently (for example the National Wetland Inventory, Web Soil Survey, WDFW PHS, etc).
- **Consider establishing a requirement for a qualified wetland professional to complete any needed wetland report.** When a wetland analysis report is required by the Department, we recommend listing a requirement which states that such reports must be completed by a qualified professional. Wetlands are complex ecosystems, and to be delineated/classified accurately requires extensive training and experience. The City can refer to the Pierce County approved consultant list or outline specific requirements for certifications and experience.
- **Consider listing requirements for a wetland analysis report.** The City currently has two wetland reports listed in LMC 14.165 – Wetland Verification Report and Wetland Analysis Report. However, neither section lists the requirements for said reports. The City should consider outlining requirements for each report, including (but not limited to) wetland delineation and rating documentation required by the methods referenced in 14.162.020 and 14.162.030, specifically wetland data sheets, and Ecology 2014 rating form(s) and figures.

Protection Standards – Establishing Buffers

- **Update habitat score ranges to reflect Ecology recommendations.** Effective wetland buffer widths vary depending on the targeted wetland functions, intensity of surrounding land use, and buffer characteristics. The Code’s existing buffer widths are based on wetland category and habitat score. In July of 2018 Ecology released updated guidance modifying the habitat ranges in their

wetland buffer tables (Granger, 2018). In previous Ecology wetland buffer tables, low habitat function was represented by a habitat score of 3 or 4 points and moderate habitat function by a score of 5 to 7 points. The new guidance re-categorizes a habitat score of 5 as part of the low category. Using the Code’s existing buffer system, this change would result in a reduction in the buffer width for wetlands with a habitat score of 5. Therefore, the habitat score ranges and buffer widths used in the current buffer system must be updated to match the revised Ecology guidance. The buffer width table in the current Code, updated to reflect the July 2018 Ecology guidance, is shown below.

Exhibit G-13. Current wetland buffer table, updated with July 2018 Ecology changes

Wetland Category ¹	Buffer Width according to Habitat Score ¹		
Category I: Based on total score	75 ft	110 ft	225 ft
Category I: Bogs and wetlands with a High Conservation Value	190 ft		225
Category I: Coastal lagoons	150 ft (buffer with not based on habitat scores)		
Category I: Interdunal	225 ft (buffer width not based on habitat scores)		
Category I: Forested	75 ft	110 ft	225 ft
Category I: Estuarine	150 ft (buffer with not based on habitat scores)		
Category II: Based on score	75 ft	165 ft	225 ft
Category II: Interdunal wetlands	110 ft (buffer width not based on habitat scores)		
Category II: Estuarine	110 ft (buffer width not based on habitat scores)		
Category III (all)	60 ft	165 ft	225 ft
Category IV		40 ft	

The current buffer system, when updated to reflect the change in habitat score ranges, will be aligned with BAS. The current code also mandates that for any project that does not employ the mitigation measures listed in table 14.2, a 33% buffer width increase will be required. This multi-tiered approach helps to ensure no-net-loss of wetland functions.

- Consider adding provision to end buffer where there is a functional disconnection.** Areas that are disconnected from the wetland by a permanent road or other substantially developed surface often do not provide significant buffer function. The City could consider adding a provision that the edge of an improved right-of-way or similar infrastructure of a linear nature shall be considered the extent of the buffer, if the part of the critical area buffer on the other side of the infrastructure provides insignificant function in relation to the part of the buffer adjacent to the wetland, unless the infrastructure can be feasibly removed, relocated or restored to provide buffer functions. Such functional analysis should be included in the critical areas report.

Mitigation

- Update mitigation ratios to reflect Ecology recommendations.** Ecology’s recent publication Wetland Guidance for Critical Areas Ordinance (CAO) Updates dated October 2022 (Shorelands and Environmental Assistance Program, 2022) outlines additional research for mitigation practices.

These updates include new recommended mitigation ratios. We recommend that you update the mitigation ratios located in LMC 14.162.100 (B)(3) to reflect Ecology's recommended ratios. The mitigation ratio table in the current Code, updated with Ecology's 2022 guidance is shown below.

Exhibit G-14. Current wetland mitigation ratio, updated with 2022 Ecology guidance

Category and Type of Wetland	Creation or Reestablishment	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

H Parks, Recreation, and Open Space

H.1 Introduction

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 separate attachments to the Comprehensive Plan

H.2 Parks, Recreation, and Open Space in Lakewood

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 watershed 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.

H.3 Analysis of Park Land and Facilities Needs

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

H.4 Intergovernmental Coordination Opportunities

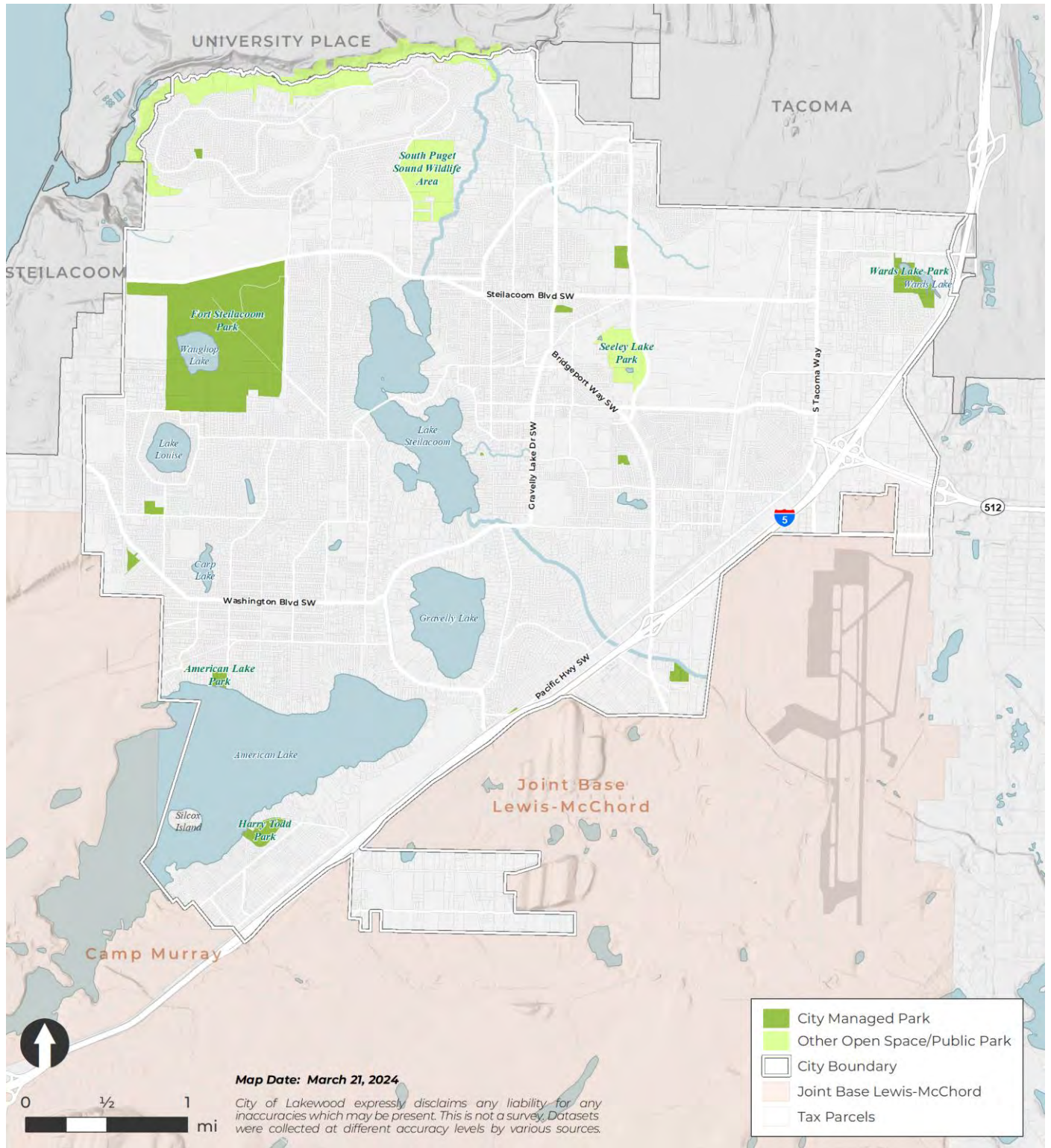
Currently, PRCS collaborates with close to 100 partners, including public, private and non-profit agencies. These collaborations help manage or develop park resources, plan programs and events, deliver activities, market programs, or share the use of facilities or program space.

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.

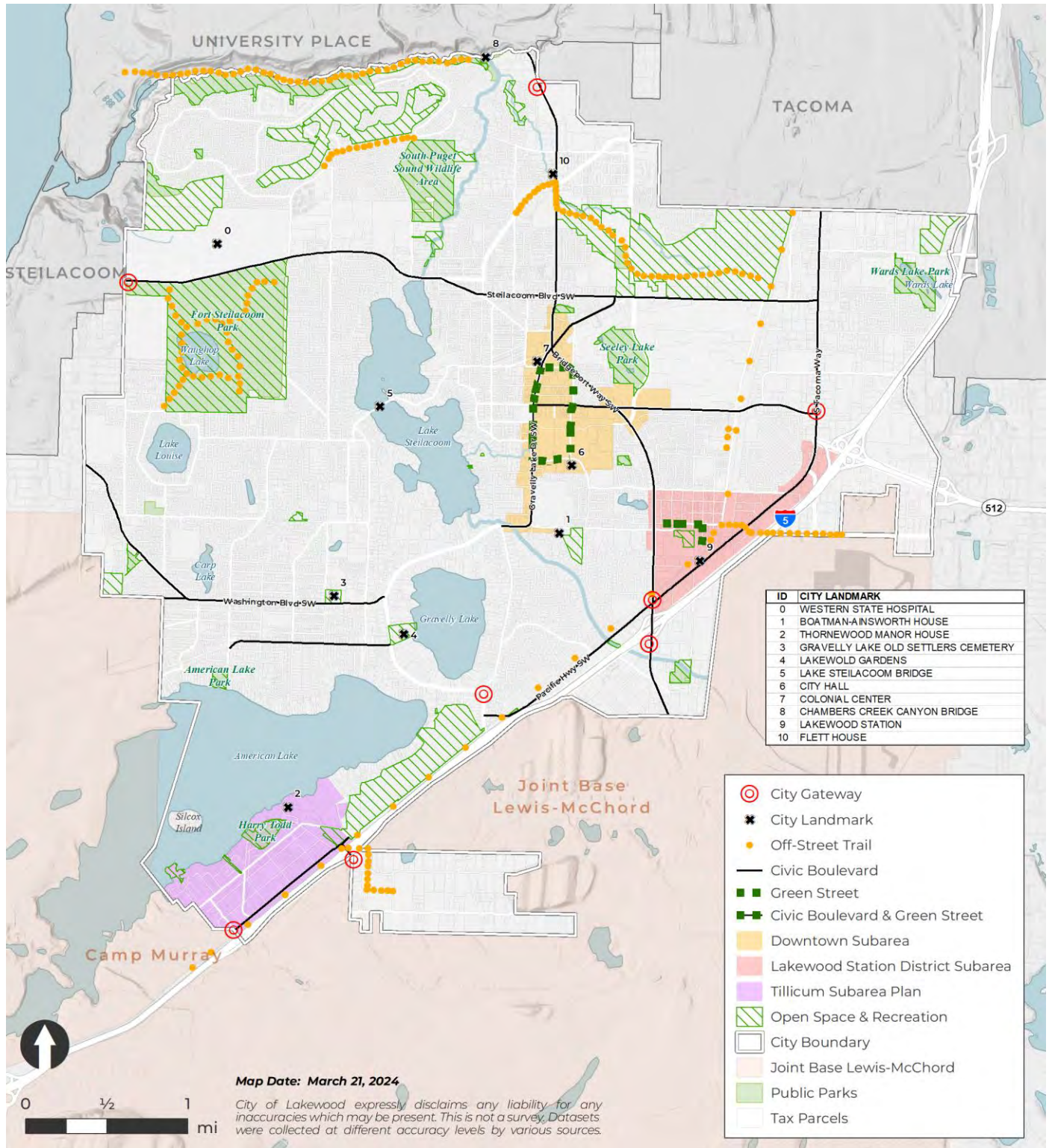
Volunteers are also important. Their contribution to overall PROS operations is significant. Volunteers assist with dog park monitoring, are used as senior ambassadors, and perform invasive plant removal and general park maintenance.

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



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

Exhibit H-2. Lakewood Community Facilities and Recreation.



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

I Public Services

I.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.

I.2 Public Services Summary

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 I-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.

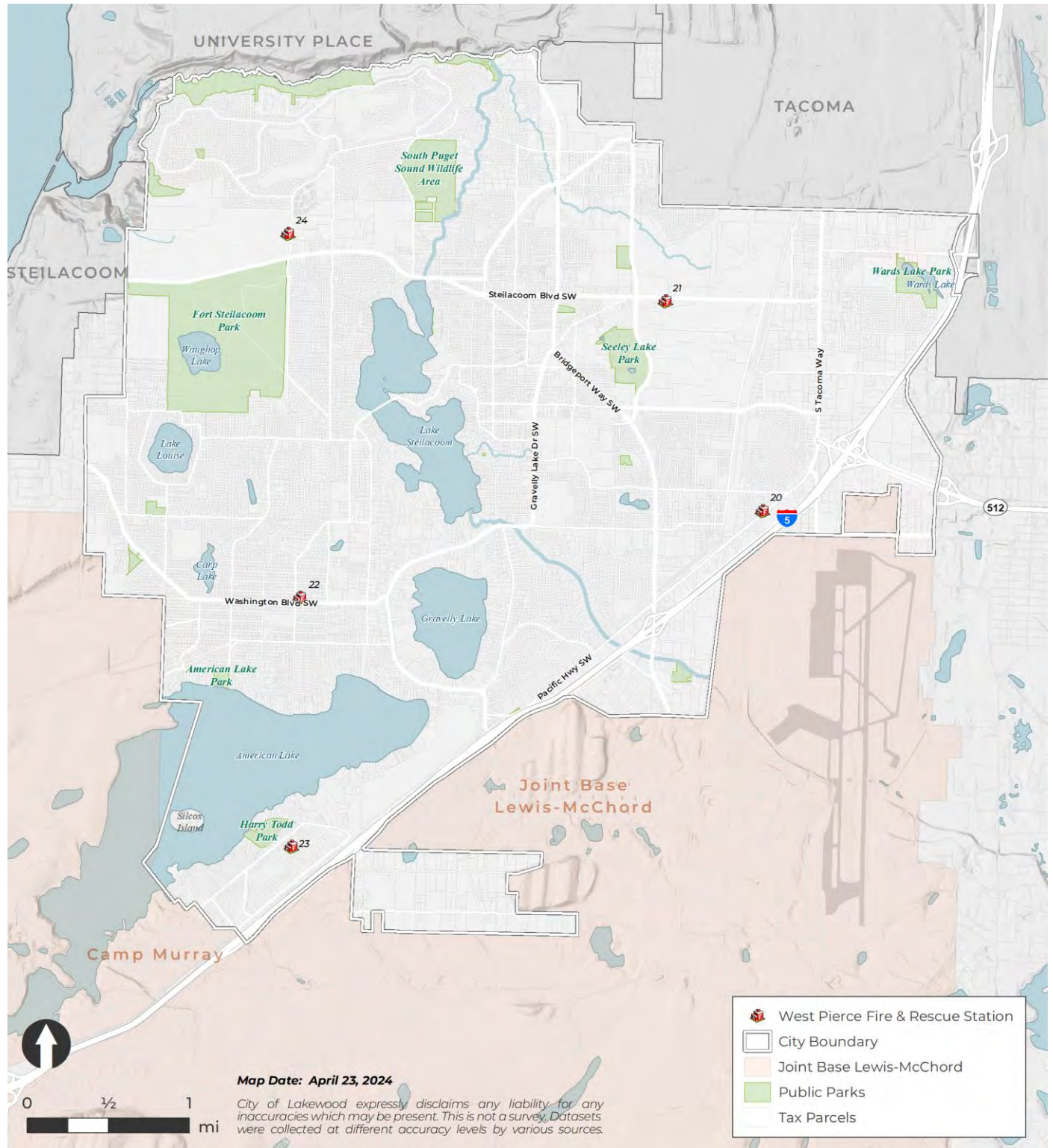
This planning coordination is particularly important for both K-12 and post-secondary education entities, whose enrollment numbers, student populations, and sometimes even course emphases are strongly tied to local growth, but where "disconnects" can easily occur without intentional coordination. This 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:

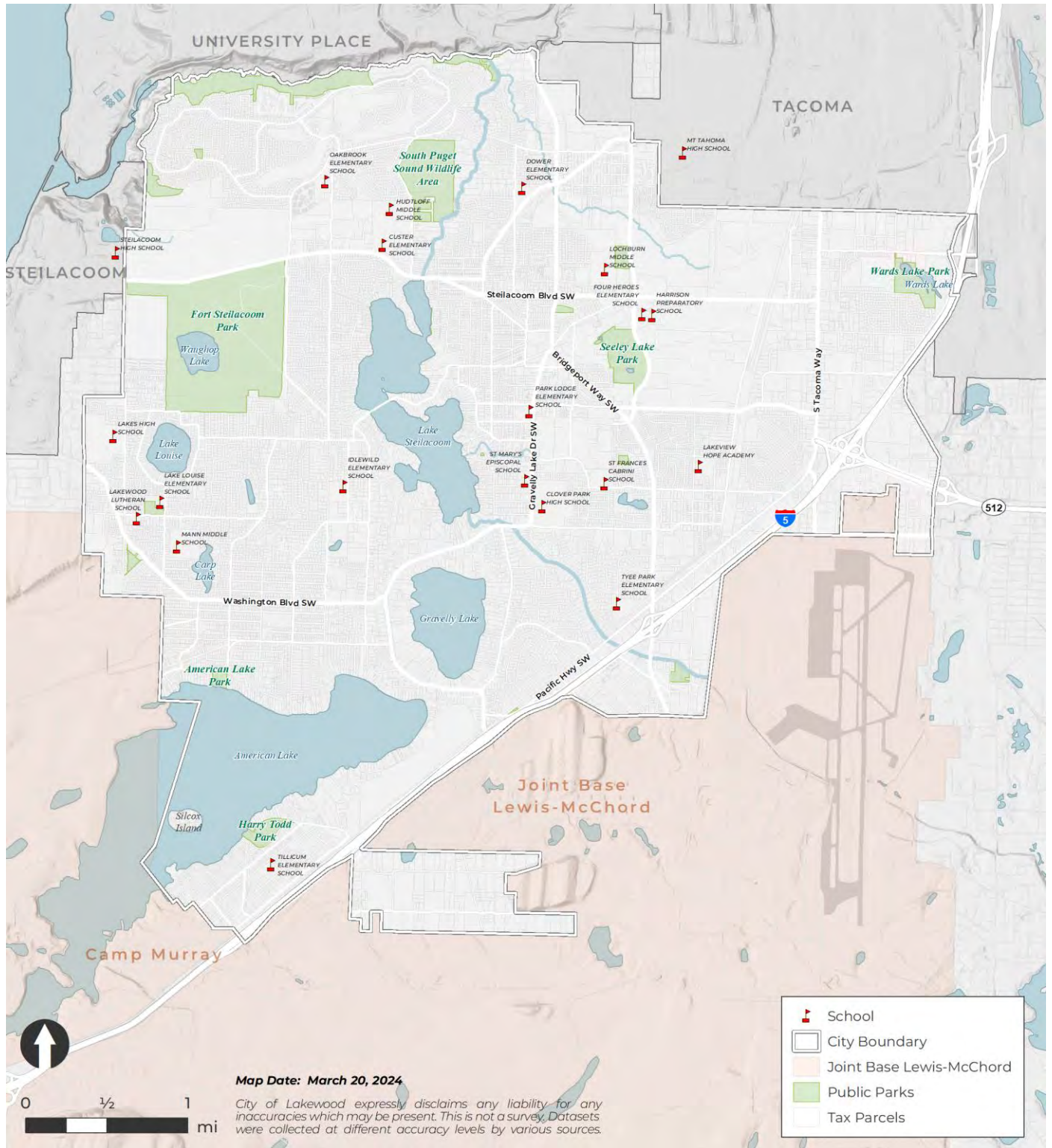
- Exhibit I-2 highlights the WPFRR stations in Lakewood, which are the primary provider of fire and emergency medical services.
- Exhibit I-3 shows the locations of schools in Lakewood, including both public and private institutions.

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



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

Exhibit I-3. Lakewood Schools.



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

J Transportation

J.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. 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.

J.2 Overview of the System

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.

The Transportation 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.

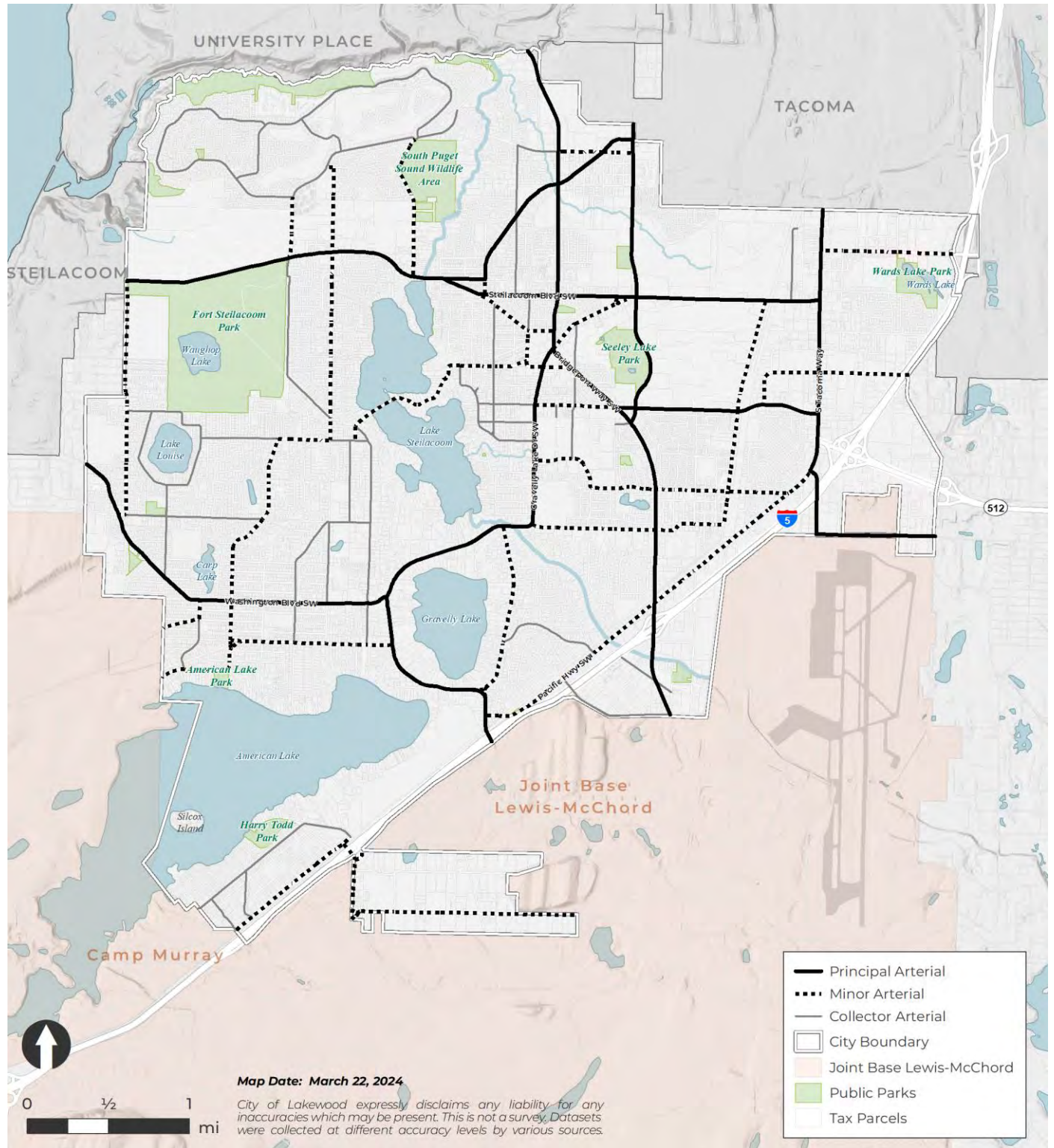
J.3 Street Classifications

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 J-1.

Exhibit J-1. Lakewood Street Classifications.



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

J.4 Road Network Levels of Service

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

Exhibit J-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
<ul style="list-style-type: none"> ▪ Steilacoom Boulevard corridor between 88th Street SW and 83rd Avenue SW 	LOS F	1.10
<ul style="list-style-type: none"> ▪ Gravelly Lake Drive, between 1-5 and Washington Boulevard SW ▪ Washington Boulevard SW, west of Gravelly Lake Drive 	LOS F	1.30

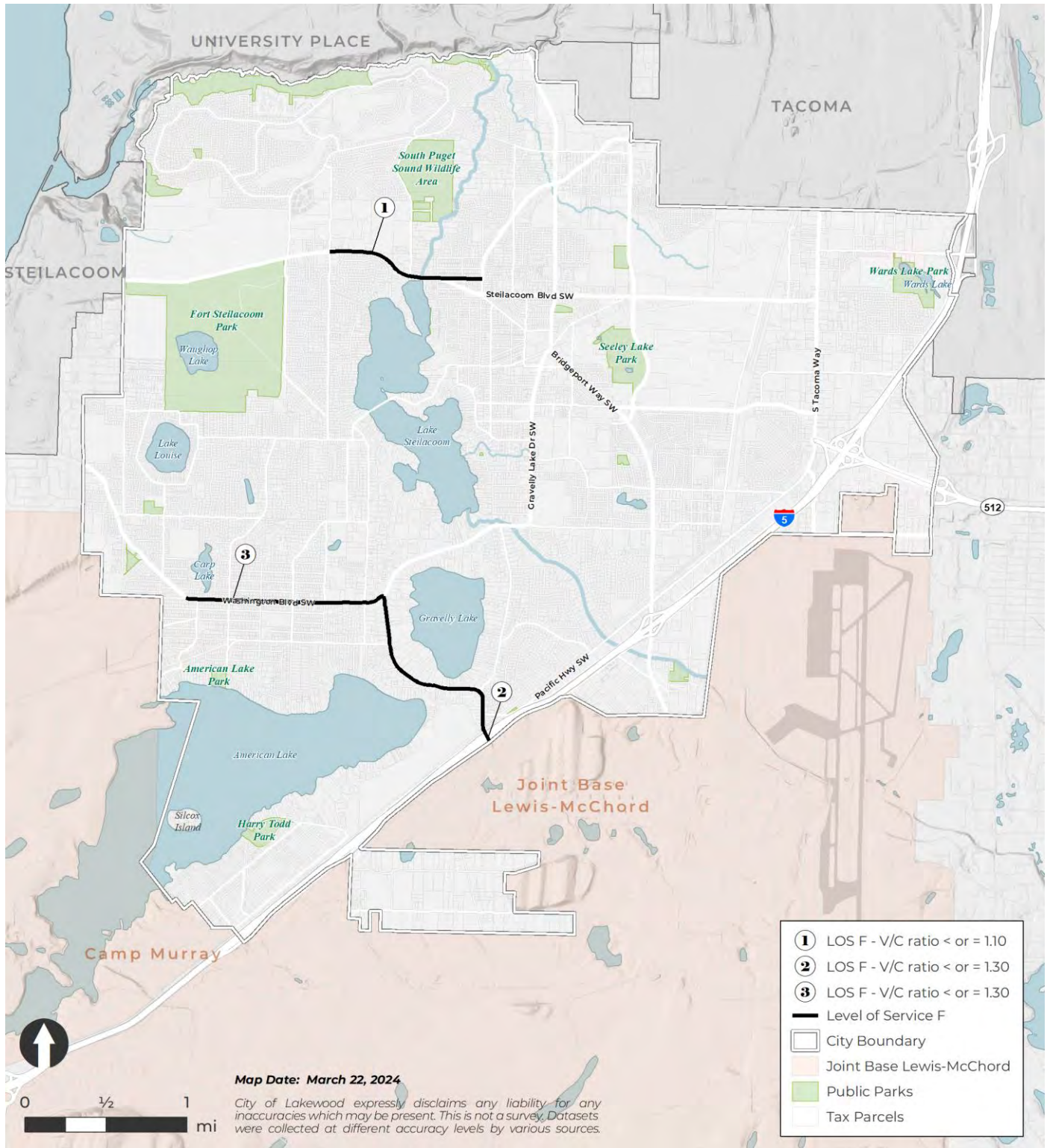
The specific corridors with thresholds of LOS F are also denoted in Exhibit J-3. Note that the City may allow additional two-way and one-way stop-controlled intersections to operate worse than the LOS standards, but these instances should be thoroughly analyzed from an operational and safety perspective.

J.5 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 J-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.

J.6 Multimodal Transportation [NEW]

In addition to the road network, other transportation systems should also be defined in terms of the levels of service they provide to the community.

J.6.1 Non-Motorized Transportation

Overview

The 2023 Non-Motorized Transportation Plan (NMTP) revisited and expanded upon the city's original 2009 plan by assessing the advancements made in Lakewood's non-motorized infrastructure and outlining future projects to address remaining gaps in the pedestrian and bicycle systems. The update process involved gathering community input, revising existing infrastructure records, and utilizing GIS data for spatial analysis to prioritize improvements.

The NMTP includes several key components to support this planning effort:

- **Project outreach.** The city coordinated a ten-question online survey to confirm that the projects and priorities identified within the plan reflect the desires of those who live, work, or visit Lakewood. The 205 responses received by the city provided a clearer understanding of the priorities of potential users of these systems, with the greatest focus on expanding available connections, with the greatest focus on new and better sidewalks in the system.
- **Inventory of existing facilities.** An inventory of existing sidewalk/pedestrian and bicycling facilities is included in the NMTP, which is based on the earlier inventory conducted as part of the 2009 NMTP and updated to account for projects coordinated since the earlier version was completed. Note that with respect to the pedestrian/sidewalk planning, this will be supplemented by an upcoming Transition Plan to comply with the city's obligations under the Americans with Disabilities Act (ADA).
- **Prioritization of pedestrian projects.** The NMTP includes a Pedestrian Priority Index (PPI), a scoring system intended to prioritize future pedestrian improvement projects based on accessibility and need. The PPI evaluates various factors, including proximity to important trip generators like schools, parks, and transit stops; socioeconomic factors such as areas with lower-income or mobility-impaired residents; and the condition of existing pedestrian infrastructure. Each factor is assigned a point value, and the final point values are used to compare different projects to ensure that improvements are made where they are most needed. (Note that bicycle infrastructure is only provided as a complete list with no prioritization system included.)

Based on this work, there are several recommended measures identified in the NMTP. In addition to comprehensive updates of the six-year Transportation Improvement Program (TIP) to reflect these priorities, the Plan included the following recommendations:

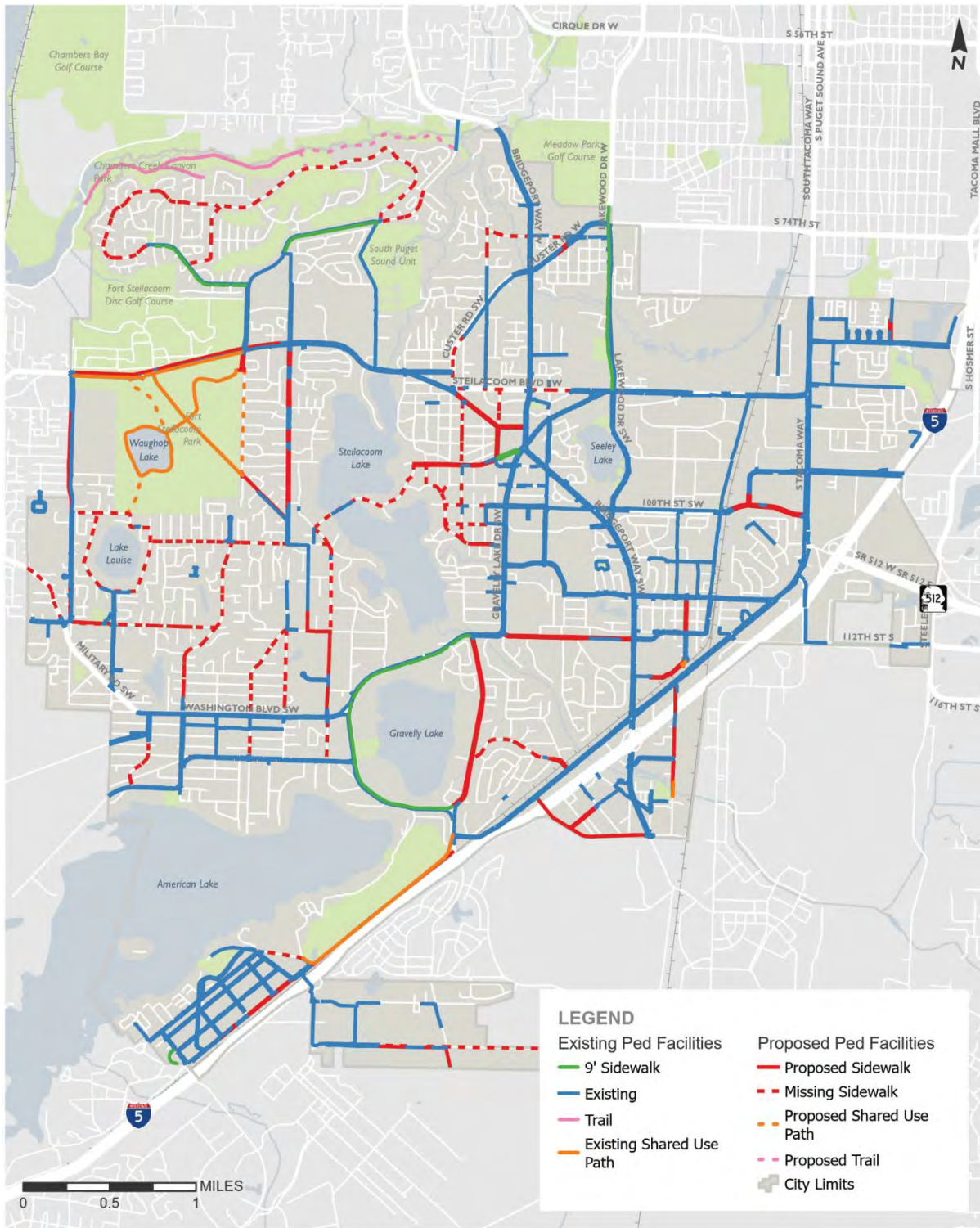
- **Project programming, coordination, and development.** The city should work with neighboring cities, regional transportation agencies, school districts, and neighborhood associations to prioritize and coordinate non-motorized transportation projects. This includes defining comprehensive corridor projects, complementing long-range street projects with non-motorized improvements, and coordinating identified actions with state highway and transit improvements.

- **Database maintenance.** The city should periodically update asset management information in its GIS database to reflect changes to pedestrian and bicycle infrastructure. These updates may be made individually, or as a comprehensive regular update.
- **WSDOT coordination on I-5 facilities.** The city should encourage the Washington State Department of Transportation (WSDOT) to assess pedestrian and bicycle facilities at I-5 interchanges and overcrossings within the city. This effort should be focused on ensuring ADA compliance as well as integrating current and future pedestrian and bicycle facilities into planned upgrades or replacements.
- **Neighborhood traffic management.** The city should continue implementing its Neighborhood Traffic Management Program to address local traffic and safety concerns and integrate considerations from the NMTP into this ongoing effort. This can involve both Phase I operational traffic control measures such as speed radar devices and targeted enforcement, as well as Phase II physical devices like speed humps and traffic circles. Ongoing coordination will be essential to ensure that non-motorized transportation is safe and attractive to local users.
- **Walk-to-school route planning and bicycle education.** The city should revise and coordinate walk-to-school route plans on an ongoing basis in partnership with the Clover Park School District. This can ensure that neighborhood-specific priority projects and comprehensive safety education for pedestrians and bicyclists can support safe facilities for all users and meet the needs of the growing urban population of Lakewood.

Additionally, the NMTP includes an evaluation of the projects necessary to build out the pedestrian and bicycling elements of the city's non-motorized transportation infrastructure:

- The **Pedestrian System Plan** is highlighted in Exhibit J-4, which includes all sidewalks, trails, and mixed-use paths available to pedestrians, as well as future priority connections for building out the city's pedestrian network.
- **Pedestrian project locations** from the NTMP are shown in Exhibit J-5, which include the sidewalks and multiuse trails that would be involved with building the identified pedestrian network.
- The **Bicycle System Plan** is summarized in Exhibit J-6. As with the Pedestrian System Plan, this includes a summary of existing facilities, including bicycle lanes, shared use paths available for bikes, sharrows, and road shoulders available for cyclists, as well as identified connections to build a complete network.

Exhibit J-4. Lakewood Pedestrian System Plan.

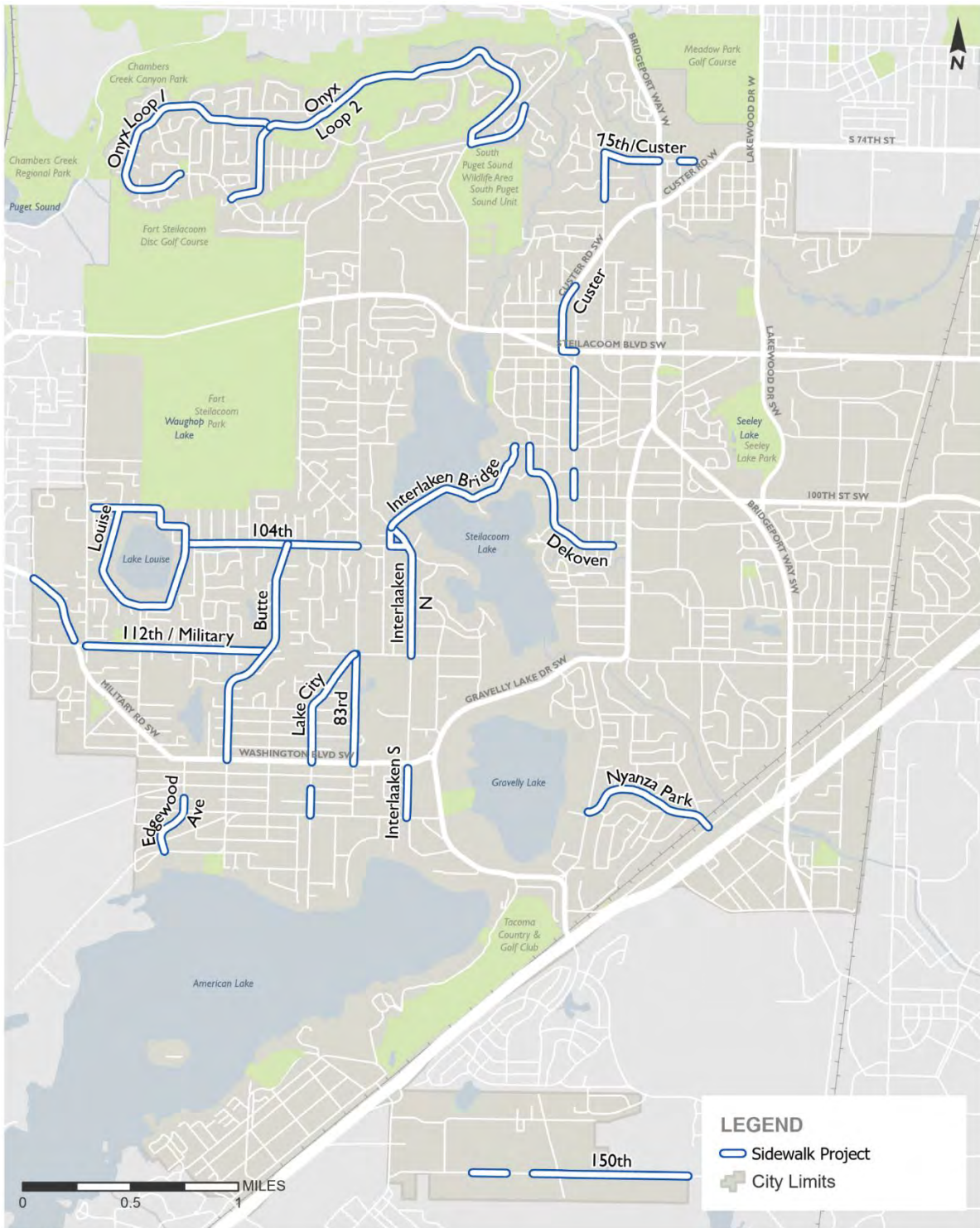


Pedestrian System Plan
Lakewood Non-Motorized Transportation Plan Update



Sources: City of Lakewood, 2023.

Exhibit J-5. Lakewood Pedestrian Project Locations.



Missing Sidewalks - Projects
Lakewood Non-Motorized Transportation Plan Update



Sources: City of Lakewood, 2023.

As noted in the NMTP, funding options to achieve these include the following:

- **State-funded projects** coordinated through the PSRC and programmed under the Statewide Transportation Improvement Program (STIP).
- **State Pedestrian and Bicycle Safety** and **Safe Routes to School** programs, which provide state funding for local projects that improve pedestrian and bicycle safety, with a focus on connections with schools under the latter program.
- **City Transportation Improvement Program** funding, which includes regular capital investment under the city's Capital Improvement Plan.
- **Local improvement districts** (LIDs), which can be used to finance local sidewalk development and critical system enhancements through special assessments on properties that benefit from the improvements.
- **Federal funding**, such as the Federal Safe Streets For All (SS4A) and Safe-Routes-to-School Program, may also provide resources for local improvements.

Given the extent of improvements and the need for greater resources to build out the identified networks, funding strategies to support investment in non-motorized transportation in Lakewood will need to focus on long-term efforts that layer multiple sources of funding in a coordinated way to achieve the identified goals over time.

Levels of Service

With respect to both pedestrian and biking in the city, providing LOS measures similar to those provided for the road network does not make sense. LOS measures for streets and intersections look specifically at the ratio of volume to capacity at peak hours. For the non-motorized transportation network in Lakewood, however, traffic volumes will not likely exceed capacity for available infrastructure in a way comparable to the road network.

Although the Pedestrian Priority Index (PPI) provided in the NMTP provides a detailed metric to prioritizing projects according to a consistent rubric, assessing Levels of Service for existing and potential multimodal corridors may be classified according to their contribution to building a complete network. Considering the outlined existing and proposed networks in Exhibits J-4 and 6, the following three classifications can be used:

- **Adequate facilities.** Under the current system, this category would represent portions of the system that are currently a functional part of the city's multimodal transportation network (walking and/or biking). While improvements and regular maintenance may be necessary, these facilities are designed to a sufficient level to support current and expected users.
- **High priority.** From the NMTP, multiple priority projects have been identified as crucial to expanding the city's network and improving available connections. This includes the sidewalk projects listed in Exhibit J-5, and the proposed projects listed in Exhibit J-6. These projects should be given high priority for future funding and resources, as they are expected to significantly promote walking and biking in the city moving forward.
- **Moderate priority.** While no less of a priority, other projects may represent changes to facilities that currently exist but may not be as functional as an effective transportation connection or as high of a

priority as identified in the NMTP. Additionally, there may be other potential projects that can contribute to the network but are not currently identified in the NMTP. These would be highlighted as important to the city, but not the highest priority projects in building out the desired network.

These classifications would be applied to the proposed networks in Exhibits J-4 and J-6, and updated as required. Ongoing efforts to ensure that MMLOS would be improved for non-motorized systems would focus on how Lakewood is striving towards greater connectivity, safety, and effective use through the complete network identified in the NMTP. Future policy actions should be evaluated on the basis of how moderate and high priority facilities are recategorized as “adequate”.

Note that over time, these measures may be expanded further to account for a more detailed perspective on multimodal transportation needs in the city. Regular updates to the NMTP and the Element should revisit these measures and explore how best to reflect these needs in the future.

J.6.2 Public Transit

Overview

Transit service in Lakewood is provided by two agencies:

- **Pierce Transit**, managed by Pierce County, provides local bus service and is coordinating the development of a future bus rapid transit (BRT) system that may include alignments in Lakewood. Routes 2, 3, and 4, providing connections to Tacoma and Puyallup, are frequent lines that converge at the Lakewood Transit Center. Other bus lines include the 206 and 214, which also service JBLM, and the 212, which provides a connection to the Anderson Ketron Ferry in Steilacoom.
- **Sound Transit** (the Central Puget Sound Regional Transit Authority), managed as an independent authority and governed by a Board of Directors drawn from elected officials in the region, provides regional bus, light rail, and commuter rail service across the central Puget Sound. At present, three ST Express buses serve routes that connect Lakewood with Tacoma, Seattle, and Sea-Tac Airport, and the Sounder S Line has its final stop at Lakewood Station. The future Dupont Sounder Extension, expected by 2045, will provide an additional station in the Tillicum neighborhood.

The Lakewood Transit Center and Lakewood Station, located at 11424 Pacific Hwy SW provides the city with a significant transit hub for the area, and includes 600 parking spaces for Sound Transit passengers, as well as bike parking and storage.

Although the transit serving the city is not under local control, these services are important for the city to consider for several reasons:

- As the city grows and traffic volumes increase, providing transit as an alternative to single-occupancy vehicles will be essential to mitigate congestion and ensure that the city’s transportation network can operate sustainably.
- New requirements under the GMA link planning requirements to distances from transit stops with different levels of service. For example, under [RCW 36.70A.635](#) cities like Lakewood must allow four housing units per acre for parcels within 1/4 mile of a transit stop for commuter rail or bus rapid transit.

- Access to transit often requires “first mile, last mile” connections between destinations (e.g., residences, workplaces) that would be managed or supported by the city. This may include facilities such as Sound Transit park-and-ride facilities and other parking options, pedestrian and biking connections, and other amenities that can support the use of transit.
- Transit options can provide the ability for people that cannot or choose not to use personal vehicles to have an option to access destinations within and outside the city.

Level of Service

A challenging aspect of providing city Level of Service measures for transit is similar to several other infrastructure systems. While levels of transit service can affect the feasibility of growth and the ability for the city to keep pace with transportation demands, other agencies, specifically Pierce Transit and Sound Transit, oversee the management of services. Even given the input that Lakewood can provide, the final responsibility for service levels is not vested with the city.

However, while the city is not in direct control of managing transit, there is a significant role for the city to play in supporting transit through transportation connections, especially pedestrian and bicycling connections that can influence the use of transit. Similarly, there can be the need to highlight areas where the city should coordinate with Pierce Transit on the expansion of transit options.

A high-level transit Level of Service standard for transit access in Lakewood would include the following:

- **Adequate facilities.** Under the current system, this would represent functional transit stops in the network that can meet local and city-wide needs with current and planned service and include sufficient pedestrian and bicycling connections to link the stops with the surrounding area.
- **High priority.** This would include transit stops that are currently operating and require significant improvements to provide pedestrian and bicycling connections for access, as well as planned transit stops that would be required to support expected increases in density over the short term.
- **Moderate priority.** Other transit stops may be operating and serving the surrounding community, but identified improvements may be necessary by the city to improve transit use. In other cases, longer-term density increases may be planned in certain areas that would require an increase in transit services. While still a priority, these facilities would not be the most essential in addressing immediate concerns with the system.
- **No facilities.** Some parts of the city might not have convenient access to current or planned transit stops, which needs to be considered in this standard. In these instances, potential or existing developments might not generate necessary ridership, or the available rights-of-way could pose difficulties for transit facility accommodation. While these services might not be immediately accessible, the city should support initiatives by agencies like Pierce Transit to offer micro-transit solutions and other alternative transit modes where feasible.

Future efforts to refine this Level of Service measure should work to include the expected number of residents and jobs accessible to frequent transit service in the city and should be coordinated with other measures of MMLOS as noted previously.

J.7 Traffic and Parking Impacts of Land Use Policy

This section is based on a memo provided by Transpo Group in April 2024 on traffic and parking effects of the proposed Comprehensive Plan.

J.7.1 Introduction

The City of Lakewood is currently updating its Comprehensive Plan to comply with the latest State of Washington GMA requirements, PSRC certification standards, and prepare for housing and job growth targets through the year 2044. A previous technical memorandum provided a high-level description of the extent of the effort required to update the Transportation Element portion of the Comprehensive Plan. This memorandum provides a more detailed analysis of components of the Transportation Element which need to be updated as part of the overall Comprehensive Plan update.

Specifically, the analysis described in this memorandum includes the development of travel forecasts for two future scenarios – 2044 Baseline and 2044 Plan. The adopted Roadway Level of Service (LOS) has been updated to show the results for selected corridors for both future scenarios. For any deficiencies identified beyond those described in the adopted Transportation Element, this memorandum provides a potential list of mitigation strategies. Additionally, this memorandum describes a parking analysis conducted to prepare for recent State legislation regarding zoning for middle housing. The results of these analyses will help inform the necessary updates to the Transportation Element.

J.7.2 Travel Forecasts

Introduction

This section provides an overview of the potential roadway deficiencies of the 2044 Plan scenario and any mitigation necessary to accommodate the City's housing and job growth targets. To do this, we conducted a travel demand model comparison between the 2044 Baseline and 2044 Plan land use scenarios.

The travel demand model used for this analysis was derived from the previous Lakewood Model that was prepared as part of the last Comprehensive Plan update and more recent Subarea Plans. This model can be utilized to forecast travel demand based on the City's housing and job growth targets. The land use assumptions included in this analysis are consistent with work being performed in updating the Land Use Plan and are intended for planning purposes only and in no way are meant to restrict or require specific land use actions.

2044 Baseline Scenario

The 2044 Baseline scenario model builds upon the 2030 Plan scenario model used in the previous Transportation Element update and incorporates more recent land use planning efforts, such as the Downtown Plan and Station Area Plan. Additionally, the 2044 Baseline scenario model includes one minor roadway improvement – the widening of Murray Road north of 146th SW to two lanes in each

direction. This scenario is used as a future baseline to consider only approved land use capacity and roadway improvements.

2044 Plan Scenario Model

The 2044 Plan scenario model builds upon the 2044 Baseline scenario model by adding the City’s housing and job growth targets through the year 2044. The two models are otherwise identical, allowing for a measurement of the traffic volume effects of the additional housing and job growth.

Land Use Changes

The housing and job growth targets incorporated into the 2044 Plan scenario model were informed by other components of the Comprehensive Plan update. Land use data for this scenario model were provided by the prime consultant (BERK) who is working with the City in updating the Comprehensive Plan.

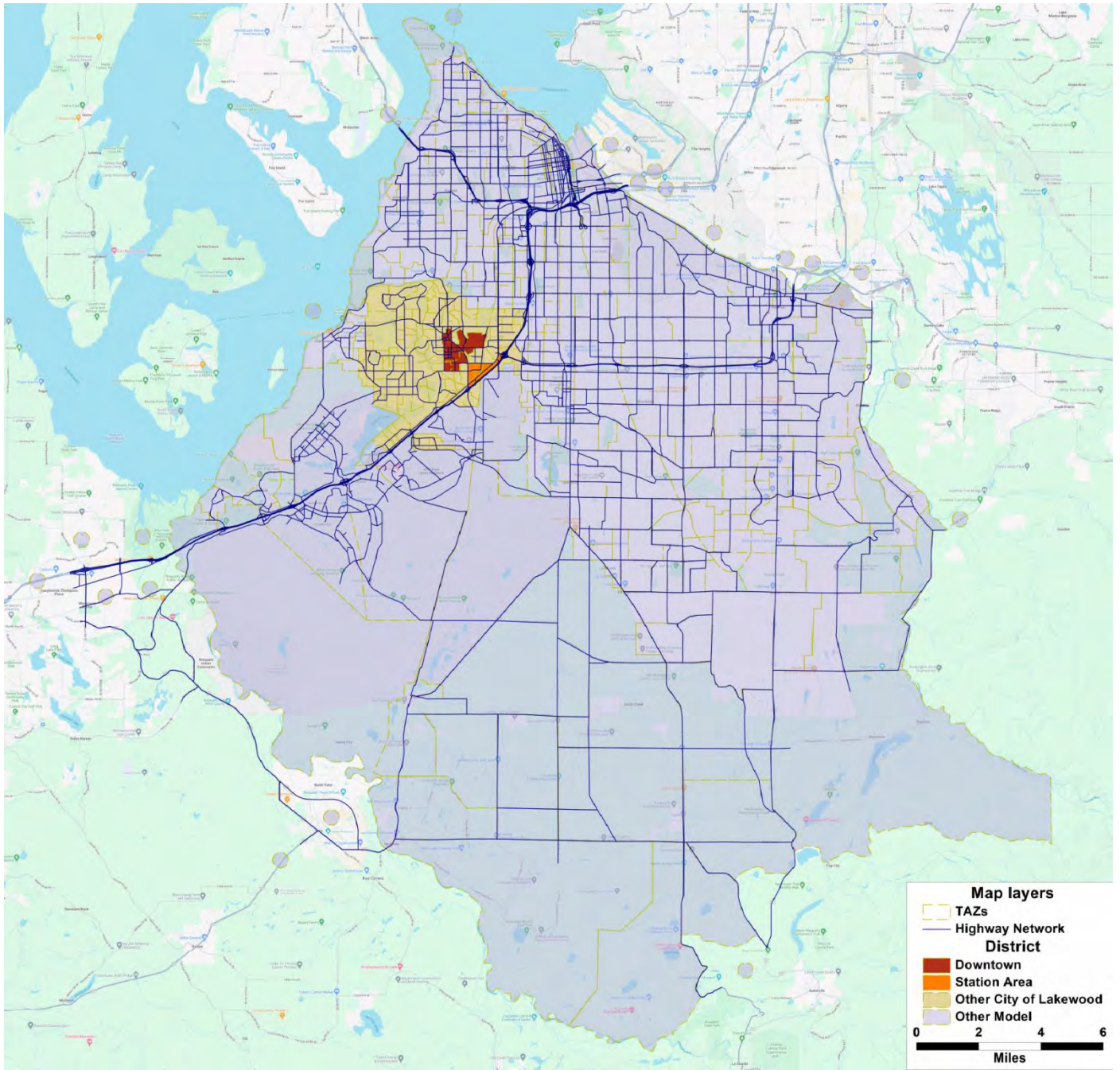
Exhibit J-7 shows a comparison of total occupied households and employees for the 2044 Baseline and 2044 Plan scenarios for the City overall and within specific districts. For reference, Exhibit J-8 shows the analysis districts included in this analysis. Land uses outside of the City of Lakewood were assumed to be unchanged in both future scenarios to compare and contrast the transportation impacts of the land use changes internal to the City.

Exhibit J-7. Transportation Model Land Use Assumptions

	Downtown District	Station Area District	Other Lakewood District ¹	City of Lakewood Total
Occupied Households				
2044 Baseline	2,688	2,553	31,727	36,968
2044 Plan	2,915	2,564	30,151	35,630
Difference	227	11	(1,576)	(1,338)
% Difference	8.4%	0.4%	(5.0%)	(3.6%)
Employees				
2044 Baseline	13,498	3,145	24,407	41,050
2044 Plan	14,739	4,998	20,007	39,744
Difference	1,241	1,853	(4,400)	(1,306)
% Difference	9.2%	58.9%	(18.0%)	(3.2%)

1. All other areas in the City outside the Downtown and Station Area Districts.

Exhibit J-8. Traffic Analysis Districts, City of Lakewood



Key Findings

- Under the 2044 Plan scenario, there is a slight decrease in households and employees citywide compared to the 2044 Baseline scenario.
- The 2044 Plan scenario shifts household growth to concentrate more within the Downtown (+227) and Station Area (+11) districts and less outside of these areas (-1,576).
- The 2044 Plan scenario also shifts employee growth to concentrate more within the Downtown (+1,241) and Station Area (+1,853) districts and less outside of these areas (-4,400).

Vehicle Miles Travelled

Vehicle Miles Travelled (VMT) measures the total number of miles travelled by all vehicles leaving, arriving, and/or passing through a geographic region. shows the VMT results for the two future scenarios overall and by analysis district.

Exhibit J-9. Vehicle Miles Travelled Analysis Results

	Downtown District	Station Area District	Other Lakewood Districts	City of Lakewood Total	External to Lakewood Total
2044 Baseline	11,630	8,539	55,243	75,412	1,207,587
2044 Plan	12,339	9,489	52,668	74,496	1,218,125
Difference	709	950	(2,575)	(916)	10,538
% Difference	6.1%	11.1%	(4.7%)	(1.2%)	0.9%

Key Findings

- Both the Downtown and Station Area districts show VMT increases of 6.1% and 11.1% respectively in the 2044 Plan scenario. These increases are consistent with the changes in land use for this scenario.
- Other areas of the City of Lakewood are projected to produce less VMT (-4.7%) in the 2044 Plan scenario, also consistent with the changes in land use for this scenario.
- VMT within the City of Lakewood overall is projected to decrease slightly (-1.2%) under the 2044 Plan scenario.
- VMT outside of the City of Lakewood is projected to increase slightly (0.9%) under the 2044 Plan scenario.

Level of Service Analysis

The travel demand model was utilized to model both land use scenarios outlined previously. Traffic volumes, roadway volume-to-capacity (v/c) ratios, and level of service (LOS) were then calculated for mid-block arterial roadway segments throughout the City of Lakewood. The v/c and LOS calculations are based on the Highway Capacity Manual (HCM) methodology and the PM peak hour traffic volumes from the two model scenarios. The LOS is consistent with the methodologies adopted in the existing Comprehensive Plan. XX shows the results from this analysis.

Exhibit J-10. Comparison of 2044 Levels of Service, Baseline versus Plan.

	2044 Baseline			2044 Plan		
Ardmore Dr SW						
Southeast of Steilacoom Blvd SW	D	0.74	0.83	C	0.68	0.71
Northwest of Whitman Ave SW	B	0.40	0.63	A	0.36	0.55
Bridgeport Way W						
North of 75th St W	C	0.79	0.69	C	0.80	0.66
North of Custer Rd W	B	0.66	0.62	B	0.69	0.60
South of Custer Rd W	C	0.71	0.63	C	0.76	0.62
North of Gravelly Lake Dr SW	A	0.56	0.54	A	0.59	0.51
South of Gravelly Lake Dr SW	A	0.39	0.43	A	0.42	0.40
North of 100th St SW	A	0.50	0.52	A	0.53	0.53
South of 100th St SW	A	0.26	0.23	A	0.30	0.25
South of Lakewood Dr SW	A	0.51	0.56	A	0.58	0.60
North of 112th St SW	A	0.52	0.58	A	0.59	0.58
North of Pacific Highway SW	C	0.67	0.78	C	0.78	0.78
South of Pacific Highway SW	D	0.79	0.85	D	0.78	0.84
I-5 Overcrossing	B	0.58	0.62	B	0.54	0.65
At Clover Creek Bridge South of I-5	A	0.44	0.31	A	0.44	0.33
Custer Rd SW/W						
Northeast of Bridgeport Way SW	C	0.62	0.75	C	0.64	0.75
Southwest of Bridgeport Way SW	C	0.52	0.72	B	0.52	0.70
North of 88th St SW	B	0.47	0.66	B	0.47	0.64
South of 88th St SW	A	0.55	0.04	A	0.51	0.03
Far West Dr SW						
South of Steilacoom Blvd SW	A	0.12	0.16	A	0.25	0.18
Gravelly Lake Dr SW						
Southwest of Steilacoom Blvd SW	A	0.30	0.56	A	0.34	0.59
Northeast of Bridgeport Way SW	A	0.15	0.37	A	0.19	0.39
Southwest of Bridgeport Way SW	A	0.25	0.29	A	0.26	0.29
South of Mount Tacoma Dr SW	A	0.26	0.19	A	0.29	0.22
South of 100th St SW	A	0.39	0.41	A	0.43	0.45
South of Alfaretta St SW	A	0.26	0.30	A	0.29	0.33
North of Wildaire Rd SW	A	0.48	0.50	A	0.45	0.49
North of 112th St SW	A	0.45	0.45	A	0.45	0.50
West of 112th St SW	B	0.50	0.65	B	0.48	0.62
West of Nyanza Rd SW/S	E	0.89	0.97	D	0.75	0.87
North of Pacific Highway SW	B	0.70	0.54	B	0.67	0.47
South of Pacific Highway SW	B	0.68	0.55	B	0.65	0.51
I-5 Overcrossing	A	0.47	0.33	A	0.45	0.32
Hipkins Rd SW						

	2044 Baseline			2044 Plan		
South of Steilacoom Blvd SW	A	0.33	0.43	A	0.26	0.36
Lakeview Ave SW						
South of 100th St SW	A	0.24	0.39	A	0.27	
South of Steilacoom Blvd SW	A	0.34	0.26	A	0.44	
Lakewood Dr SW						
North of 74th St W	D	0.66	0.86	D	0.72	0.88
South of 74th St W	D	0.66	0.81	D	0.72	0.82
North of Steilacoom Blvd SW	C	0.67	0.79	C	0.74	0.80
South of Steilacoom Blvd SW	A	0.54	0.51	A	0.60	0.51
North of 100th St SW	A	0.40	0.48	A	0.48	0.54
Military Rd SW						
South of 112th St SW	A	0.39	0.34	A	0.37	0.39
Northwest of 112th St SW	A	0.19	0.16	A	0.17	0.14
Mount Tacoma Dr SW						
West of Bridgeport Way	A	0.15	0.19	A	0.25	0.22
West of Gravelly Lake Dr	A	0.18	0.28	A	0.16	0.26
Murray Rd SW						
North of 146th St SW	A	0.58	0.50	A	0.55	0.45
North Thorne Ln SW						
Southeast of Union Ave SW	B	0.66	0.67	B	0.56	0.65
Nyanza Rd SW						
North of Gravelly Lake Dr SW	A	0.55	0.28	A	0.57	0.26
South of Gravelly Lake Dr SW	A	0.55	0.30	A	0.57	0.30
Pacific Highway SW						
North of 108th St SW	C	0.76	0.69	E	0.94	0.72
Southwest of 108th St SW	A	0.47	0.39	B	0.69	0.48
Northeast of Bridgeport Way SW	A	0.48	0.45	B	0.59	0.68
Southwest of Bridgeport Way SW	B	0.58	0.63	C	0.66	0.71
East of Gravelly Lake Dr SW	B	0.54	0.64	B	0.47	0.63
Phillips Rd SW						
North of Steilacoom Blvd SW	C	0.71	0.35	A	0.58	0.31
South Tacoma Way						
North of 84th St SW	D	0.64	0.89	D	0.65	0.90
North of Steilacoom Blvd SW	D	0.75	0.87	D	0.78	0.87
South of Steilacoom Blvd SW	C	0.72	0.77	D	0.72	0.83
North of 96th St S	C	0.65	0.75	C	0.68	0.80
North of 100th St SW	D	0.89	0.62	E	0.93	0.62
South of SR 512	C	0.79	0.67	E	0.92	0.67
Southeast of Pacific Highway SW	A	0.30	0.29	A	0.30	0.31
Steilacoom Blvd SW						
East of Farwest Dr SW	A	0.39	0.49	A	0.48	0.47
West of 87th Ave SW	A	0.56	0.52	A	0.48	0.47
West of 83rd Ave SW/Hipkins Rd SW	A	0.52	0.51	A	0.46	0.50

	2044 Baseline			2044 Plan		
West of Phillips Rd SW	F	0.84	1.02	E	0.72	0.94
East of Phillips Rd SW	F	0.84	1.12	F	0.73	1.01
Southeast of 88th St SW	C	0.78	0.68	B	0.66	0.60
West of Bridgeport Way SW	B	0.38	0.65	A	0.31	0.57
East of Bridgeport Way SW	A	0.33	0.53	A	0.28	0.49
West of Gravelly Lake Dr SW	A	0.32	0.47	A	0.28	0.43
East of Lakewood Dr SW	A	0.35	0.47	A	0.34	0.44
West of Lakeview Ave SW	A	0.35	0.49	A	0.34	0.46
West of South Tacoma Way	A	0.48	0.54	A	0.55	0.53
Union Ave SW						
Northeast of Berkeley St SW	A	0.16	0.21	A	0.13	0.16
Southwest of North Thorne Ln SW	A	0.37	0.31	A	0.28	0.29
Washington Blvd SW						
West of Gravelly Lake Dr SW	E	0.66	0.99	E	0.65	0.96
Whitman Ave SW						
South of Ardmore Dr SW	A	0.13	0.14	A	0.13	0.13
40th Ave SW						
North of 100th St SW	B	0.32	0.62	B	0.37	0.66
74th St S						
West of Lakewood Dr SW	C	0.56	0.71	A	0.57	0.71
83rd Ave SW						
North of Steilacoom Blvd SW	A	0.56	0.33	A	0.39	0.26
84th St S						
East of South Tacoma Way	A	0.39	0.25	A	0.41	0.26
87th Ave SW						
South of Steilacoom Blvd SW	A	0.09	0.09	A	0.03	0.03
North of Steilacoom Blvd SW	A	0.36	0.28	A	0.30	0.14
88th St SW						
East of Steilacoom Blvd SW	A	0.17	0.58	A	0.15	0.53
93rd St SW						
East of Whitman Ave SW	A	0.46	0.34	A	0.39	0.32
96th St S						
West of South Tacoma Way	C	0.61	0.77	C	0.52	0.73
East of South Tacoma Way	D	0.81	0.45	D	0.81	0.44
100th St SW						
West of South Tacoma Way	C	0.72	0.53	C	0.78	0.53
East of Lakeview Dr SW	D	0.83	0.82	D	0.90	0.83
West of Lakeview Dr SW	C	0.74	0.63	C	0.80	0.63
East of Lakewood Dr SW	C	0.73	0.68	C	0.75	0.67
East of Bridgeport Way SW	B	0.64	0.63	B	0.69	0.65
East of Gravelly Lake Dr SW	A	0.13	0.19	A	0.16	0.21
108th St SW						
West of Pacific Highway SW	C	0.71	0.74	D	0.82	0.80

	2044 Baseline			2044 Plan		
East of Bridgeport Way SW	A	0.57	0.42	A	0.60	0.45
West of Bridgeport Way SW	A	0.45	0.31	A	0.46	0.28
East of Davisson Rd SW	A	0.48	0.34	A	0.47	0.30
112th St SW/S						
Between Military Rd SW & Farwest Dr S	A	0.25	0.35	A	0.26	0.48
East of Gravelly Lake Dr SW	B	0.31	0.61	A	0.32	0.49
East of Bridgeport Way SW	B	0.54	0.66	A	0.56	0.56
West of Bridgeport Way SW	B	0.49	0.68	B	0.57	0.61
150th St SW						
East of Woodbrook Rd SW	F	1.05	0.75	C	0.80	0.57

1. Level of service, based on Highway Capacity Manual, 7th Edition methodology.
2. Level of service reported for worst performing direction of travel

Key Findings

Our analysis of the two model scenarios focuses on roadway segments which operate at LOS E or worse ($v/c > 0.90$) since the general concurrency threshold for the City of Lakewood is to maintain LOS D or better along all arterial roadways. However, as discussed in greater detail below, the City has previously identified some roadway segments that are unable to maintain LOS D or better through feasible mitigation or improvements in the future. For these roadway segments, the City has established either a LOS E or LOS F threshold, depending on the roadway segment.

The following two lists summarize the roadway segments projected to operate at LOS E or worse in either the 2044 Baseline or the 2044 Plan model scenarios. The first list shows roadway segments projected to operate better in the 2044 Plan than the 2044 Baseline model scenario.

The second list shows roadway segments projected to operate worse in the 2044 Plan than the 2044 Baseline model scenario.

- Roadway operating conditions are projected to improve under the 2044 Plan model scenario for the following segments:
 - Gravelly Lake Dr SW west of the end of Nyanza Rd SW from LOS E (v/c 0.97) to LOS D (V/C 0.87)
 - Steilacoom Blvd SW west of Phillips Rd SW from LOS F (v/c 1.02) to LOS E (v/c 0.94)
 - Steilacoom Blvd SW east of Phillips Rd SW from LOS F (v/c 1.12) to LOS F (v/c 1.01)
 - Washington Blvd SW west of Gravelly Lake Dr SW from LOS E (v/c 0.99) to LOS E (v/c 0.96)
 - 150th St SW east of Woodbrook Rd SW from LOS F (v/c 1.05) to LOS C (v/c 0.80)
- 2. Roadway operating conditions are projected to worsen under the 2044 Plan model scenario for the following segments:
 - Pacific Highway SW north of 108th St SW from LOS D (v/c 0.76) to LOS E (v/c 0.94)

- South Tacoma Way north of 100th St SW from LOS D (v/c 0.89) to LOS E (v/c 0.93)
- South Tacoma Way south of SR 512 from LOS D (v/c 0.79) to LOS E (v/c 0.92)

Potential Mitigations

The roadway segments along Steilacoom Blvd SW and Washington Blvd SW which continue to operate at LOS E or worse in the 2044 Plan model scenario have previously been identified by the City as segments which are unable to maintain LOS D or better through feasible mitigation or improvements. Therefore, our analysis does not consider potential mitigations for these roadway segments since the results are similar to what had been shown in the adopted Transportation Element.

The remaining roadway segments along Pacific Highway SW and South Tacoma Way which continue to operate at LOS E or worse in the 2044 Plan model scenario are considered for potential mitigations in our analysis. These two roadways directly serve the Station Area District and the increased land use intensity in the 2044 Plan model scenario contributed to the worsening roadway segment LOS.

Given the City's focus on improving transit accessibility, especially for active transportation modes such as walking and biking, within the Station Area District, it is not likely feasible to mitigate the roadway segment deficiencies along Pacific Highway SW and South Tacoma Way through roadway widening improvements. However, the Sound Transit Board of Directors approved a series of improvements within the Station Area District which may encourage greater transit, walking, and biking use and decrease the demand for driving on the surrounding roadway network. These improvements include:

- **115th St Ct SW trail to station** – adds a multi-use trail in Sound Transit right-of-way from the end of 115th St. Court SW to the pedestrian bridge over the railroad tracks connecting to Lakewood Station.
- **Station area curb and sidewalk improvements** – improve curbs and sidewalks within a half mile radius of the station area.
- **Pierce Transit Route 206 bus stop at Lakewood Station** – modify the intersection of Pacific Hwy. SW and Bridgeport Way to improve the bus turning radius, which makes a Pierce Transit stop at the station more feasible.

Additionally, the City of Lakewood could consider adjusting the LOS threshold for these deficient roadway segments as they've done previously for other deficient roadway segments in the City. These adjustments would further emphasize the City's focus on improving transit access, walking, and biking within the Station Area District and surrounding area.

J.7.3 Parking Analysis

This section describes the analysis conducted by both BERK and Transpo Group to evaluate and identify areas within the City of Lakewood where a potential increase in on-street parking demand due to middle housing developments allowed under the State of Washington HB 1110 might cause significant safety issues. The State plans to provide guidance to local jurisdictions on how to evaluate significant safety issues related to HB 1110. However, prior to the issuance of this guidance, our analysis provides a methodology for evaluating significant safety issues that can be applied consistently to all roadway segments in the City related to parking impacts.

Our analysis assumes that significant safety issues stemming from increased on-street parking could arise on roadways that were not originally designed for on-street parking. In the context of residential areas within the City of Lakewood, this would typically include narrow local roads without curbs. On-street parked vehicles on these roadways may contribute to significant safety issues, such as reduced sight distances, increased risk of dooring collisions for people biking, or preventing adequate space for two-way travel.

Data and Assumptions

The City of Lakewood provided the data used in this study. GIS data layers used included:

- **Travelways:** a line layer showing the edge of pavement for the entire City. This layer also shows driveway access to/from all parcels.
- **ROW under 60:** a line layer showing areas of the City where the public right of way is less than 60 feet wide.
- **Arterials:** a line layer showing all roads in the City.
- **Parcels:** a polygon layer showing parcels in the City.

These GIS data layers were utilized to identify narrow roadway segments throughout the City of Lakewood. However, it's important to note that since our analysis relies on the "ROWunder60" layer to identify narrow roadway segments, it's possible that this excludes other roadway segments that might have significant safety issues related to on-street parking. For example, a roadway segment with adequate public ROW but the pavement width is still narrow or missing curbs. The City should consider if further study is necessary to evaluate safety in these areas.

Once parcels along narrow roadway segments were identified, our analysis excluded parcels that were within 300 feet walking distance from a roadway segment with adequate public ROW. The assumption here is that a person living at one of these parcels could park their vehicle along the roadway segment with adequate public ROW and conveniently walk to their residence.

Methodology to Identify Inadequate On-Street Parking

The following steps were conducted to identify roadway segments with potentially significant safety issues related to on-street parking.

- **Step 1:** Identify where HB 1110 land uses would initially be allowed absent other data. Utilize the existing low-density residential zoning GIS layer for R1-R4 designated areas. Remove areas with lot sizes below a minimum threshold or lot size.

This step was completed by BERK and the filtered dataset was then provided to Transpo Group for further analysis. This filtered dataset included 8,983 parcels.

- **Step 2:** Remove properties within ½ mile walking distance of a major transit stop. A major transit stop provides daily service frequency of 30 minutes or greater.

This step was also completed by BERK. Major transit stops within the City included stops with either future bus rapid transit or commuter rail service. Excluding parcels within a ½ mile walking distance of major transit stops reduced the number of parcels relevant to the parking analysis to 2,300.

- **Step 3:** Utilize estimates of potential development capacity, such as number of additional units that could be added, to highlight areas with higher likelihood of off-site parking needs.

BERK identified parcels where middle housing would not be allowed or would not be possible to build. The exclusion of these parcels reduced the number of parcels relevant to the parking analysis to 1,615.

- **Step 4:** Highlight properties that have direct access to public streets that have substandard public ROW widths of under 60 feet. Assume on-street parking within 300 feet of a property is within acceptable walking distance.

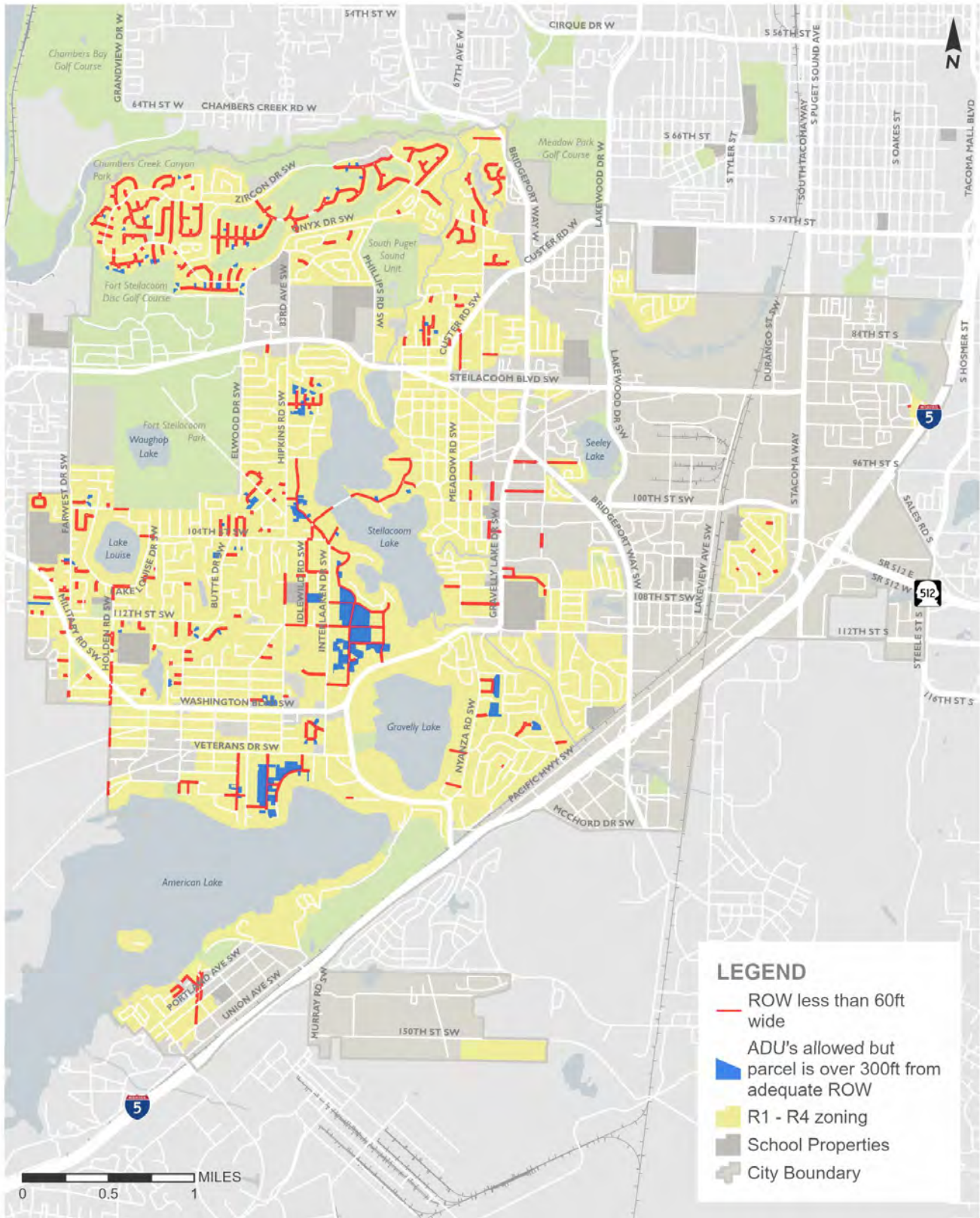
This step was completed by Transpo Group and reduced the number of parcels relevant to the parking analysis to 191. Figure 2 shows the location of the 191 parcels within the City.

Key Findings

Our analysis highlights two neighborhoods within the City with a high concentration of parcels with potentially significant on-street parking safety issues – the Interlaken and Harts Idyllwild/Lake Holme developments. These neighborhoods include mostly low-density single-family homes.

Roadways within these neighborhoods are primarily narrow and without curbs or sidewalks. The neighborhoods were designed to be accessed primarily by automobile. The low density and roadway connectivity also allows for walking without the need for sidewalks since the traffic volumes are likely low and people walking have the option to walk off pavement within the public right of way. Since these roadways were not designed to accommodate higher residential densities and on-street parking, they may be appropriate areas to exempt from the HB 1110 middle housing zoning requirements. However additional evaluation may be necessary to consider other data points and information, such as equity, demographics, and practicality or risk of exempting these areas from middle housing zoning.

Exhibit J-11. Parcels of Concern for Significant On-Street Parking Safety Issues



K Utilities

K.1 Introduction

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.

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, as shown in Exhibit K-1

Exhibit K-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

K.2 Sewer

Sewer service in the City of Lakewood is almost entirely provided by Pierce County Public Works and Utilities. Sewer service was recently expanded to serve the Tillicum and Woodbrook communities. The Town of Steilacoom provides sewer service to Western State Hospital. The connection to the Steilacoom sewer system is at the southwest corner of the WSH campus. This connection is being upgraded in 2023, including the addition of a meter. Future development will require additional sewer capacity charges and will be based on the calculated sewer demand from Pierce County Public Works and Utilities “Documented Water Use Data.” The City of Tacoma provides sewer service to the Flett subdivision, and

to commercial and residential users located in northeast Lakewood (80th Street and 84th Streets). Exhibit K-2 describes the locations of all major sewer trunk lines within Lakewood.

The area immediately north of Pierce College and north of 101st Street SW, as well as the area along Clover Creek near Cochise Lane, remain unsewered. Since the adoption of the City's Comprehensive Plan in 2000, sewer trunk lines have been installed in Tillicum and Woodbrook.

K.3 Water

K.3.1 Lakewood Water District

Water service in the City of Lakewood is almost entirely provided by the Lakewood Water District. Small portions of the north and northeast sections of the city are served by the City of Tacoma, the Parkland Light and Water Company, and Southeast Tacoma Mutual Water Company.

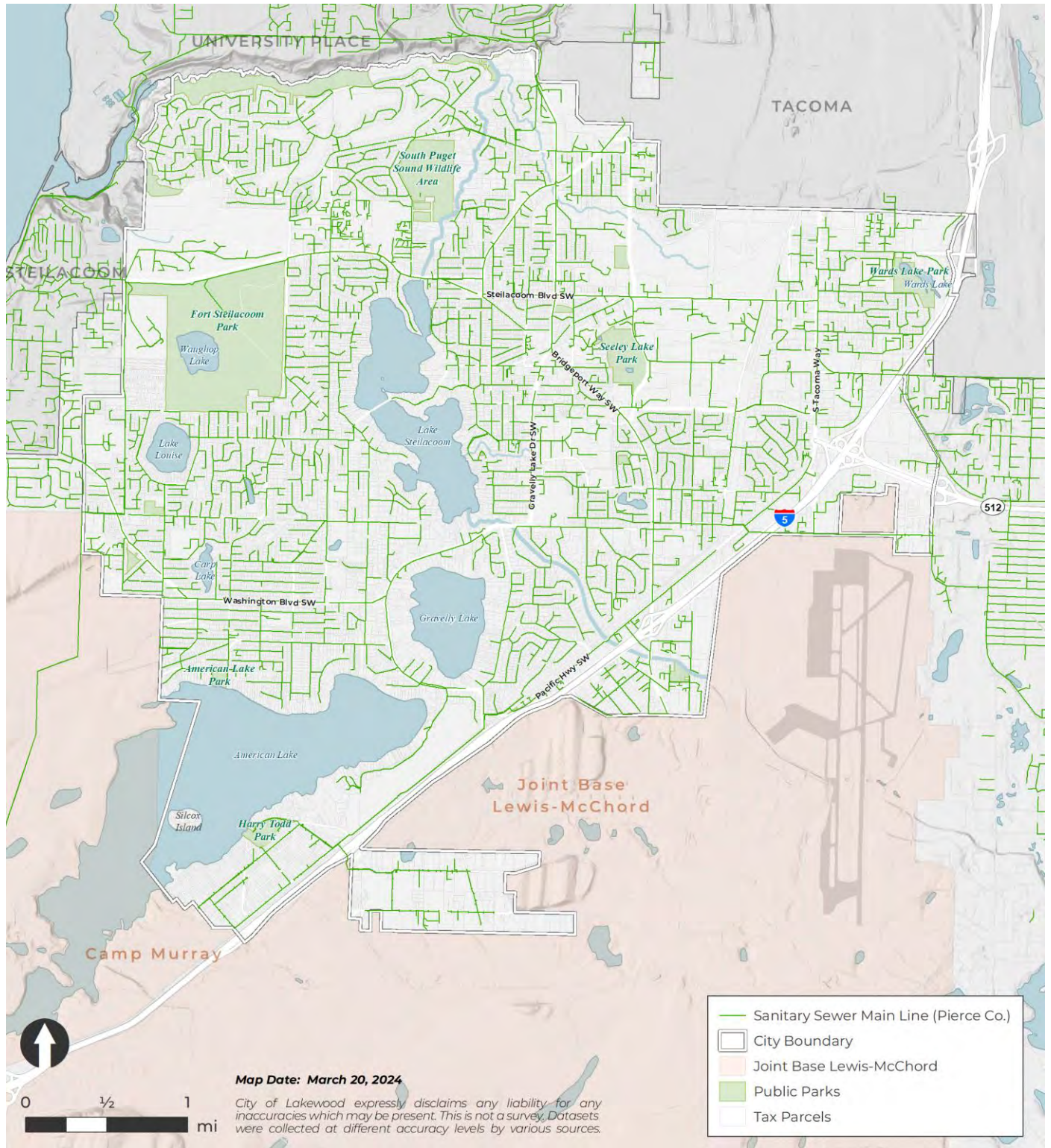
Figure 7.3 shows the water systems service areas, in addition to the location of groundwater pump stations. No surface water, desalinated water, or recycled water is used. The aquifers are at different depths, generally of glacial origin and tend to be coarse-grained and highly permeable. Recharge (replenishing) of the aquifers comes from local rainfall or snowmelt in the Clover/Chambers drainage basin. Some of the aquifers will most likely receive some additional deep underflow ranging from the south Puyallup/Graham area westward to the Puget Sound.

The Lakewood Water District was formed in 1943. The District originally leased its water supply and distribution facilities from the Federal Works Agency, from whom it later purchased the facilities. At that time, the facilities consisted of four wells, three storage tanks, and approximately 41 miles of water main serving approximately 270 connections. The District began its first groundwater drilling efforts in 1943. The District has grown steadily ever since residential and commercial development occurred within its service area. Facilities now include 13 storage tanks and 34 groundwater wells, of which 30 are active. In 2010, the District served approximately 16,425 service connections and had approximately 250 miles of water main.

The District's existing retail and wholesale water service areas, which are the same as the District's future service area. The District's retail water service area includes most of the City of Lakewood's city limits, portions of the Town of Steilacoom and portions of unincorporated Pierce County. The District's wholesale water service area includes the retail water service areas of Pierce County Water Cooperative member systems. The District supplies wholesale water to the City of Steilacoom and Summit Water and Supply Company and has contracts to provide wholesale water to the Rainier View Water Company and Spanaway Water Company.

The average demand per capita in the District's retail water service area between 2004 and 2010 was 139 gallons per person per day, which is a nearly 6% reduction compared to the average per capita demand of 147 gallons per day in the 2006 plan.

Exhibit K-2. Lakewood Major Sanitary Sewer Lines.



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

Lakewood's sole source of water is from underground aquifers supplied by 30 active groundwater wells. These wells have sufficient capacity and water rights to meet current and future demands. However, many of the District's supply facilities have aging mechanical equipment and aging site piping that needs replacing.

In recent years, the District has experienced an increase in distribution system leakage, which it is taking steps to reduce. The steps include conducting leak detection audits, calibrating and replacing water source and service meters and replacing aging water mains which are suspected to have leaks. Figure 7.4 shows the Water Districts water line replacement program as of 2013.

Redevelopment within the District's retail water service area will increase the service area population and demands. Within the 20-year planning period of this plan, the District's retail water service area is anticipated to grow by approximately 13,186 people, or 22%. The increase in total water system demands is anticipated to increase by this same percentage.

All of the water from the Districts wells is chlorinated before it enters the distribution system. Re-chlorination is also used at the District's Western State and American Lake Gardens storage tanks to maintain adequate chlorine residual in the stored water. The District does not fluoridate its water supply.

The District's water system has 12 pump stations. Each pump station serves one of three purposes: Pumping water from a reservoir to the system where the elevation of the reservoir is too low to gravity feed into the system; Continuously pumping water into a pressure zone for maintaining adequate pressures where the pressure zone doesn't have a tank for maintaining pressures; and Pumping water from a lower pressure zone to a higher pressure zone where the higher pressure zone has one or more tanks to maintain pressures.

The Districts water system has 13 active storage facilities. Two tanks have been abandoned. The Washington Boulevard was abandoned by the District several years ago. The Tillicum Elevated Tank has also been abandoned for several years, but remains standing for the sole purpose of supporting cell phone antennas. The storage system meets current and future system needs, but many facilities are aging.

The District's Retail Water Service Area (Lakewood) contains approximately 250 miles of water main ranging in size from less than 2-inches to 16-inches in diameter. Much of the water main (approximately 39 percent) within the service area is 8-inch diameter and an additional 18 percent of District's water main is larger than 8-inch diameter.

Approximately 73% of the water main in the system is asbestos cement (AC). The District has an ongoing program to replace this older AC water main. All new water main installations are ductile iron water main in accordance with the District's current development and construction standards.

The average life expectancy of water mains in the District's system is generally estimated at 50 years. This is partly due to the AC pipe material of much of the water system and to the numerous water mains that were cut and repaired with couplings and fittings as part of a large sanitary sewer system utility local improvement district (ULID) in the early 1980s. Approximately 47 percent of water mains within the system were constructed before the 1960s and are reaching the end of their design life expectancy.

In 2014, the District officially instituted a 50-year water main rehabilitation and replacement program. The program would replace approximately 180-miles of the 256-mile system, in addition to replacing over 16,000 water meters. Total project cost in 2014 dollars is \$180 million. The District has also implemented a capital facilities plan to upgrade and expand services to meet the City's economic development priorities.

The District has advanced a capital improvement program (CIP). The CIP has recommended major maintenance and replacement needs of the existing system at an annual rate of \$3.65 million minus water main replacement which is funded separately. Capital improvements have been proposed in six categories:

- **Water Main Improvements:** Improvements to existing water mains as well as adding new water mains to improve capacity and reliability.
- **Pressure Control Station Improvements:** Improvements to the system's pressure control stations to improve and sustain pressure.
- **Pump Station Improvements:** Improvements focused on updating the District's pump stations to improve reliability, aesthetics, usefulness, safety and serviceability.
- **Tank/Reservoir Improvements:** Improvements include renovating older tanks as well as replacing entire tanks due to age.
- **Well Capacity & Reliability Improvements:** Improvements focused on updating existing well facilities to improve overall performance.
- **Miscellaneous Improvements:** Program-level planned work required to comply with various state and federal water regulations.

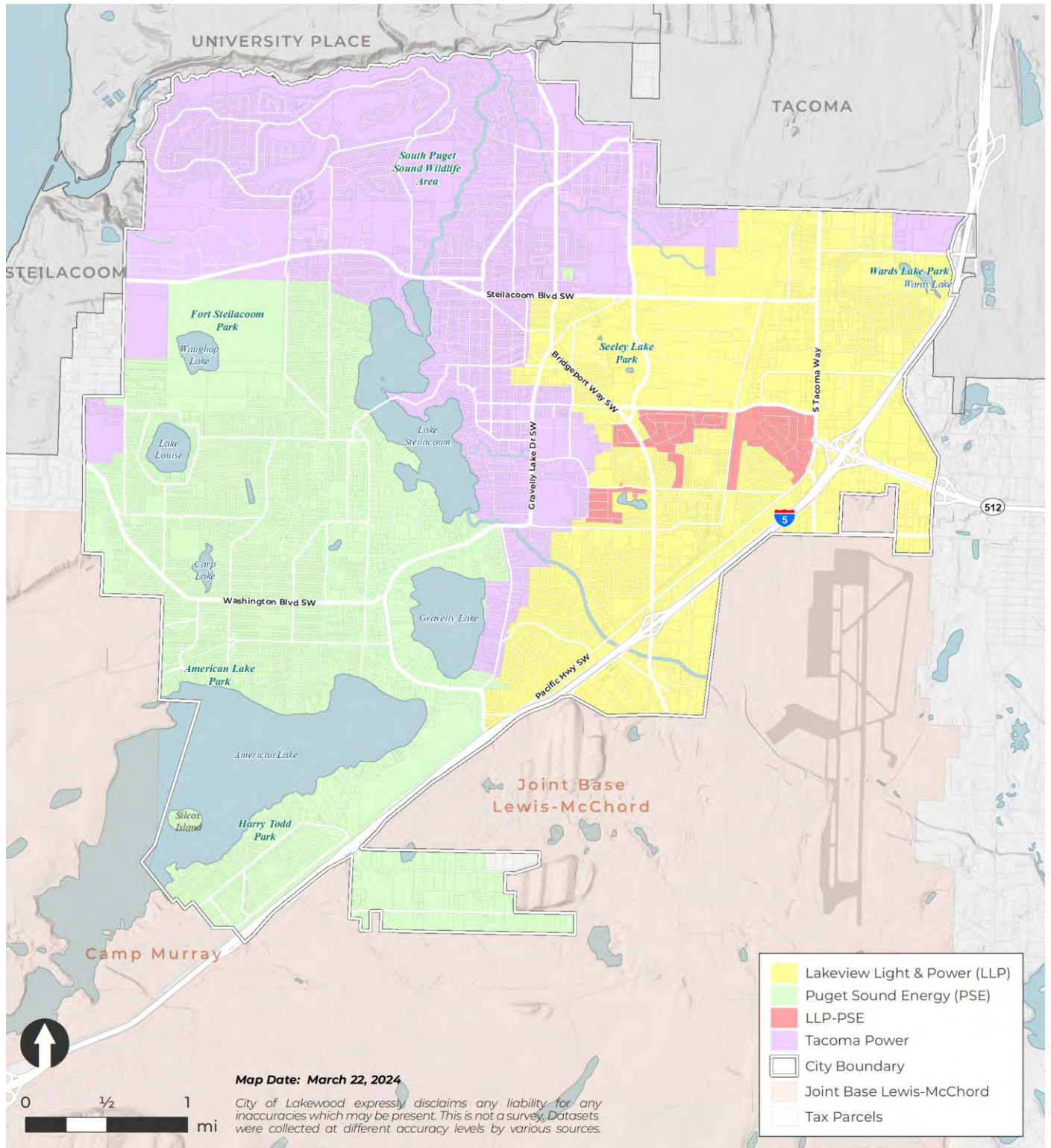
K.3.2 Other Water Purveyors

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

K.4 Electricity

Lakewood is served by three electric utilities. In general, 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 sections. Approximate electric service areas are illustrated in Exhibit K-3.

Exhibit K-3. Lakewood Electricity Providers.



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

K.4.1 Lakeview Light and Power

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

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

K.4.2 Tacoma Power

Tacoma Power serves most areas north of Steilacoom Boulevard. South of Steilacoom Boulevard, Tacoma Power provides service to Pierce College, Lakes High School, Lakewood Towne Center, and other areas east of Lake Steilacoom and west of the Lakeview Light and Power service area. Tacoma Power has indicated that additional substation and feeder facilities will be needed to meet projected 20-year growth, and that it continues to monitor municipal growth projections and update its utility planning accordingly.

K.4.3 Puget Sound Energy

Puget Sound Energy (PSE) serves most areas south of Steilacoom Boulevard that area west of Lake Steilacoom and Gravelly Lake. Additionally, PSE serves the Tillicum and Woodbrook neighborhoods. Its Operations Planning Department is responsible for identifying future facility needs and uses information provided by Lakewood and other jurisdictions, monitoring of residential development permits, and commercial/industrial land-use applications as tools to maintain a system-wide long range plan for electric facilities. The purveyor has indicated that facilities exist to accommodate proposed residential development, as well as proposed industrial development in the Woodbrook area, provided that industrial development would not create certain above average industrial load demands on the existing system, on either an average or peak demand basis.

New Construction: In 2010 through 2012, PSE rebuilt and relocated 4.5 miles of 55 kV transmission line to the current 115 kV standard from South Tacoma Way to the Gravelly Lake substation in Lakewood. Beginning in 2015 PSE will install a new 115 kV circuit breaker at the Gravelly Lake substation (8304 Washington SW, Lakewood). The work will be performed within the existing substation footprint. The upgrades increase reliability and serve to meet the growing demand for power within the region.

There are no other major projects being planned; however, new projects may come about due to: New or replacement of existing facilities to increase capacity requirements resulting from new construction and conversion from alternate fuels; main replacement to facilitate improved maintenance; or replacement or relocation of gas facilities caused by municipal and state projects.

K.5 Natural Gas

Puget Sound Energy (PSE) is the sole natural gas provider for the city of Lakewood. It is estimated that PSE currently serves over 13,100 customers within the City of Lakewood.

This system includes the following:

- Natural gas comes from wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to PSE's gas station.
- Supply mains then transport the gas from the gate stations to district regulators where pressure is reduced to less than 60 psi. The supply mains are made of welded steel pipe that has been coated and is cathodically protected to prevent corrosion. These mains range in size from 4 " to 20".
- Distribution mains are fed from district regulators. They range in size from 1-1/4" to 8" and the pipe material is either polyethylene (PE) or wrapped steel (STW).
- Individual residential service lines are fed by the distribution mains and 5/8" or 1-1/8" in diameter. Individual commercial and industrial service lines are typically 1-1/4", 2" or 4" in diameter.

The company's Operations Planning Department is responsible for identifying future facility needs (based on information provided by municipalities), monitoring residential development permits, and implementing commercial/industrial land-use applications using these tools to maintain a system-wide long range plan for natural gas facilities. The purveyor has indicated that facilities exist to accommodate proposed residential development, as well as proposed industrial development in the American Lake Gardens area, provided that industrial development would not create certain above average industrial load demand on the existing system, either on an average or peak demand basis. As regulated by the WUTC, natural gas is not considered a necessity like electricity; rather, it is a utility of convenience. Customer hook-ups to the distribution system are determined by the WUTC. PSE natural gas service is a demand driven utility and as such is prohibited from passing the cost of new construction on to the existing rate base. As driven by demand, PSE installs service for new construction and conversion from electricity or oil to natural gas.

K.6 Telecommunications

In general, the telecommunications (cable/phone/internet) industry has changed considerably in recent decades, due to both federal deregulation and technological advancements. A student project at the University of Texas at Austin adeptly describes the state of the telecommunications industry:

"The [late 1990s/early 2000s] have witnessed historic changes in the realm of communications technology. Government policy makers have struggled to keep up with rapidly evolving Internet, telephone, and cable television technology, trying to generate an effective regulatory balance that ensures consumer protection and facilitates the efficient deployment of new technology by eager companies. One of the most important responses to the changes in the telecommunications sector, the Federal Telecommunications Act of 1996, offered a decrease in government regulation as a response to the uncertainties of technological innovation. Since the passage of the Act, the degree of monopoly power and market concentration the telecommunications sector has been on the rise."

In part, the project examines the proliferation of telecommunications providers since the AT&T breakup and emergence of "Baby Bells" in the 1980s and industry competition that has evolved since then. This offers a framework for not only the telecommunications utilities available in Lakewood, but throughout communities nationwide. Where a past study such as this might have listed individual providers in a prospective annexation area, consumers now have a myriad of choices.

Many telecommunications providers now focus on "bundling" in their marketing, to entice customers to obtain their phone, internet (including wi-fi), and television (many including digital video recording and on-demand/pay-per-view) access through a single purveyor. Comcast Xfinity, DirecTV, and DISH Network are common examples in this region. At least one provider is incorporating home security monitoring into its program as well. Some customers opt for cellular service instead of the "land-line" phones available in bundled services. Still others might use smart phones for both phone and internet via data plans. As a result of deregulation, the wealth of providers and service options available, and the diversity of consumer preferences, telecommunications services available within the City have not been assumed to be limited to a single or most prominent provider.

K.7 Solid Waste

State law requires counties, in coordination with their cities, to adopt comprehensive solid waste plans for the management, handling, and disposal of solid waste for twenty years, and to update them every five years. Cities may choose to be joint participants in the plan, delegate planning to the county, or do their own plan. In Pierce County, waste management and recycling activities for all jurisdictions, including Lakewood, are coordinated under the umbrella of the Tacoma-Pierce County Solid Waste Plan.

There are three separate collection and disposal systems in the County:

- The County's system includes the unincorporated areas of the county and 19 cities and towns using the County's disposal system;
- Tacoma, as a joint participant in the plan, has its own collection utility and disposal system and the Town of Ruston operates its own collection utility, but has an inter-local agreement with Tacoma for disposal and an inter-local agreement with the County adopting the Solid Waste Plan; and
- Joint Base Lewis McChord uses the Fort Lewis disposal system but coordinates with the County on public outreach and education programs about waste reduction and recycling.

Currently in Lakewood, waste is collected by Waste Connections, a private company under contract with the City. Waste Connections offers residents solid waste and recycling collection programs.

Waste Connections also operates a transfer station located at 3902 Steilacoom Boulevard. The facility operates two 114-cubic yard (25-ton) transfer trailers which service both drop box (primarily construction material) and route collection vehicle waste. About 60% of the waste collected by Waste Connections is handled at this transfer station. The remainder is hauled by collection vehicle to Hidden Valley. The Hidden Valley facility is not open for public disposal but does have a public drop-off site for recyclables (no buyback).

An update of the Solid Waste Plan was adopted in 2000, and a supplemental document was adopted in 2008. Lakewood signed an inter-local agreement with Pierce County pursuant to the Plan. Under this agreement, the County has responsibility for overall planning, disposal and waste reduction and recycling education. Cities are responsible for collections and the development of any recycling program specific to their jurisdiction.

K.8 Hazardous Waste

The Tacoma-Pierce County Local Hazardous Waste Management Plan was adopted by all jurisdictions in 1991. The Plan is administered by the Tacoma-Pierce County Health Department. County health staff indicate that the Plan is anticipated to be updated in 2015. The Hazardous Waste Plan was developed in accordance with RCW 70.105 to "address hazardous waste currently exempt from the State's Dangerous Waste Regulations". This type of waste is mostly household hazardous waste or small quantities from commercial generators. The Tacoma-Pierce County Health Department, Pierce County, and the City of Tacoma provide coordinated management of services, collection, and public outreach for all residents of the county for household hazardous waste.

L 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.

ATTACHMENT E

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.

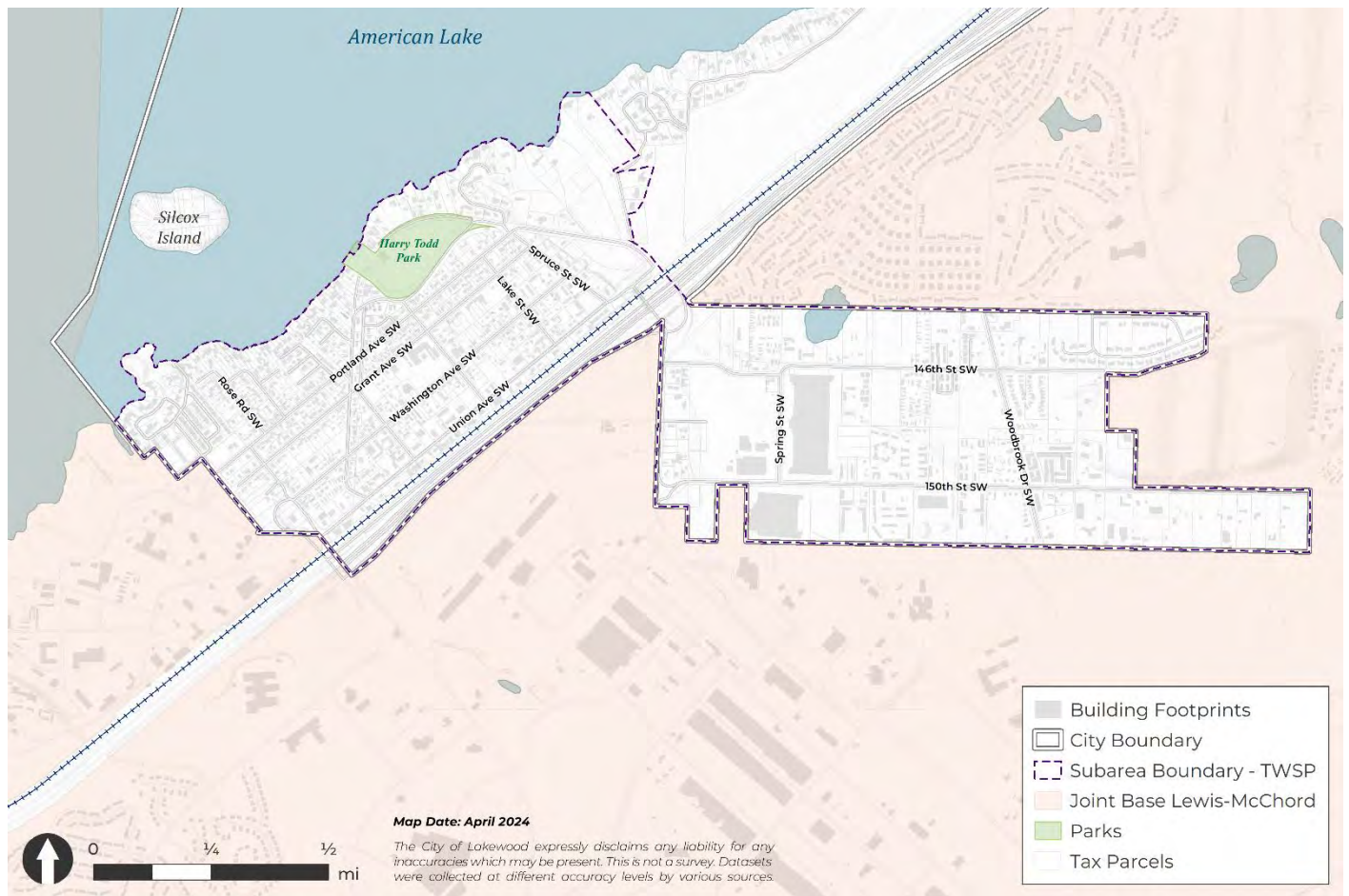
Exhibit 2 shows current land use in Tillicum and Woodbrook. The western portion of Tillicum includes single-family residential development with a few multi-unit residential buildings. Commercial development is concentrated between Washington Avenue SW and Union Avenue SW, though there are small pockets 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

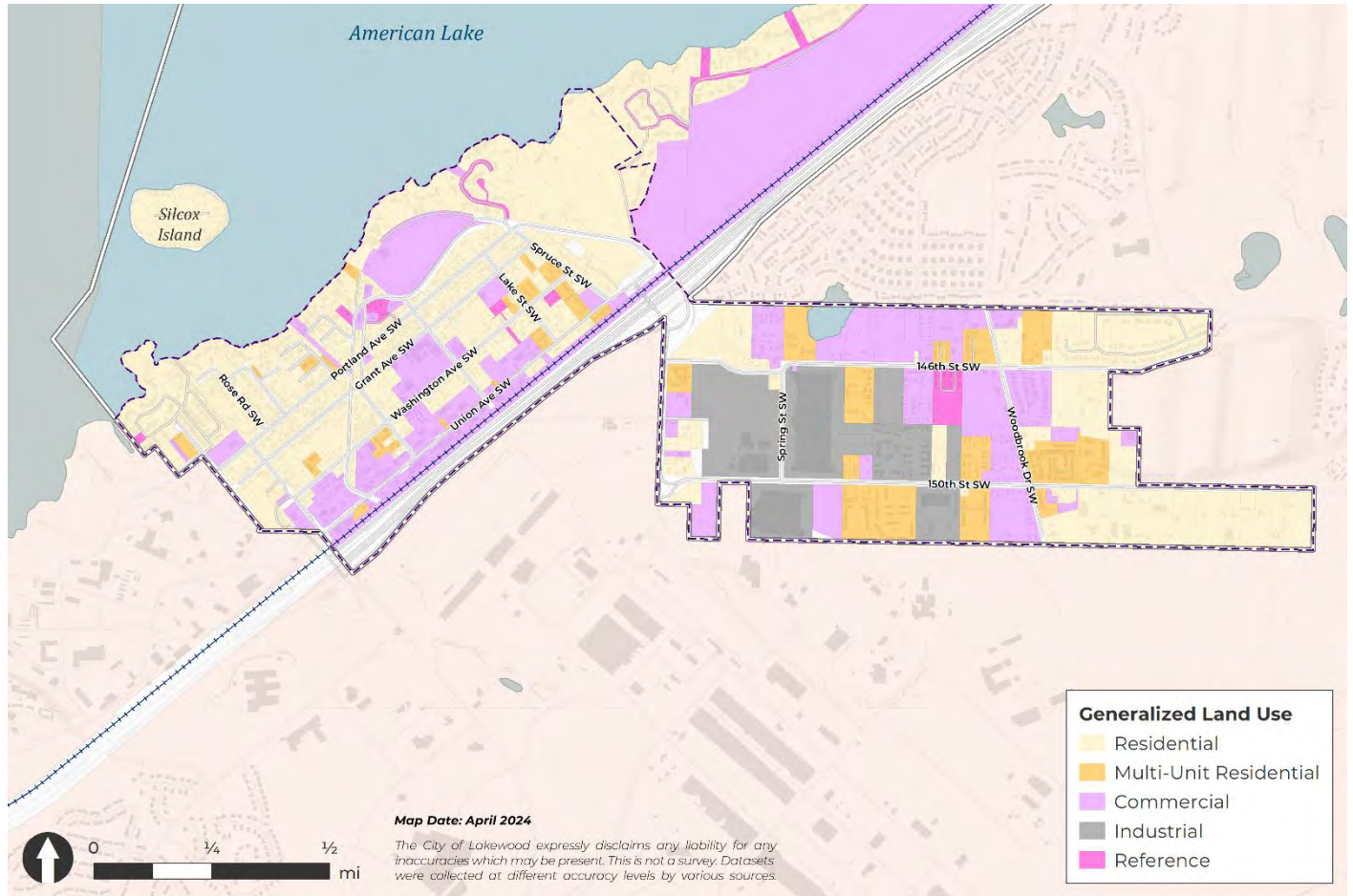
- Tillicum Elementary School
- Tillicum Pierce County Library
- West Pierce Fire and Rescue Station 23
- YFC Tillicum Youth and Family Center
- Veteran’s Foreign Wars (VFW)
- New Testament Christian Church of Woodbrook
- Woodbrook Community Church Media Ministry
- Woodbrook Stables and Events Center

Exhibit 1. Tillicum-Woodbrook Planning Area.



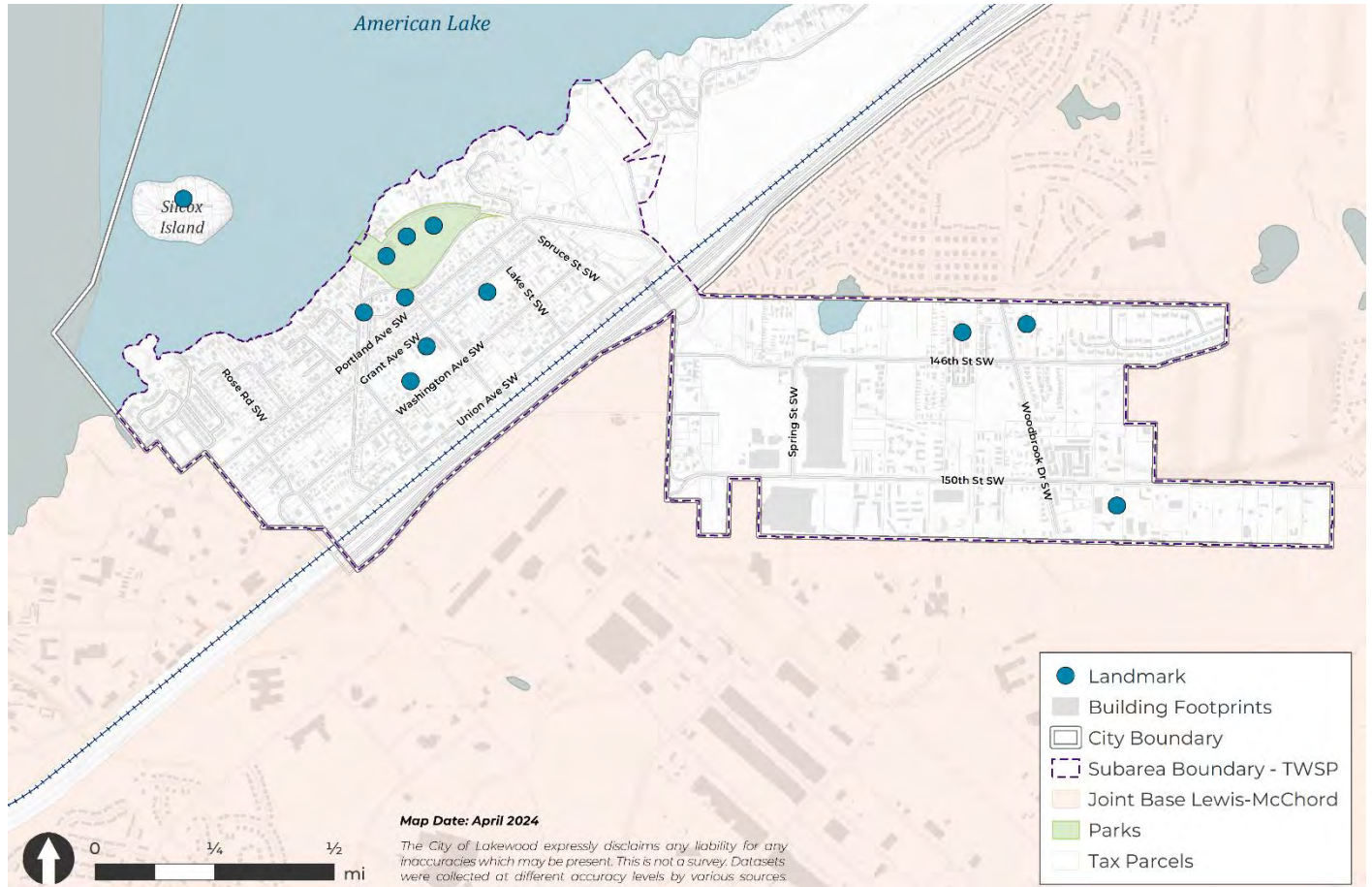
Sources: City of Lakewood, 2024; Pierce County GIS, 2024.

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 exiting 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.

ATTACHMENT G

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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 Paul Bocchi
 Michael Brandstetter
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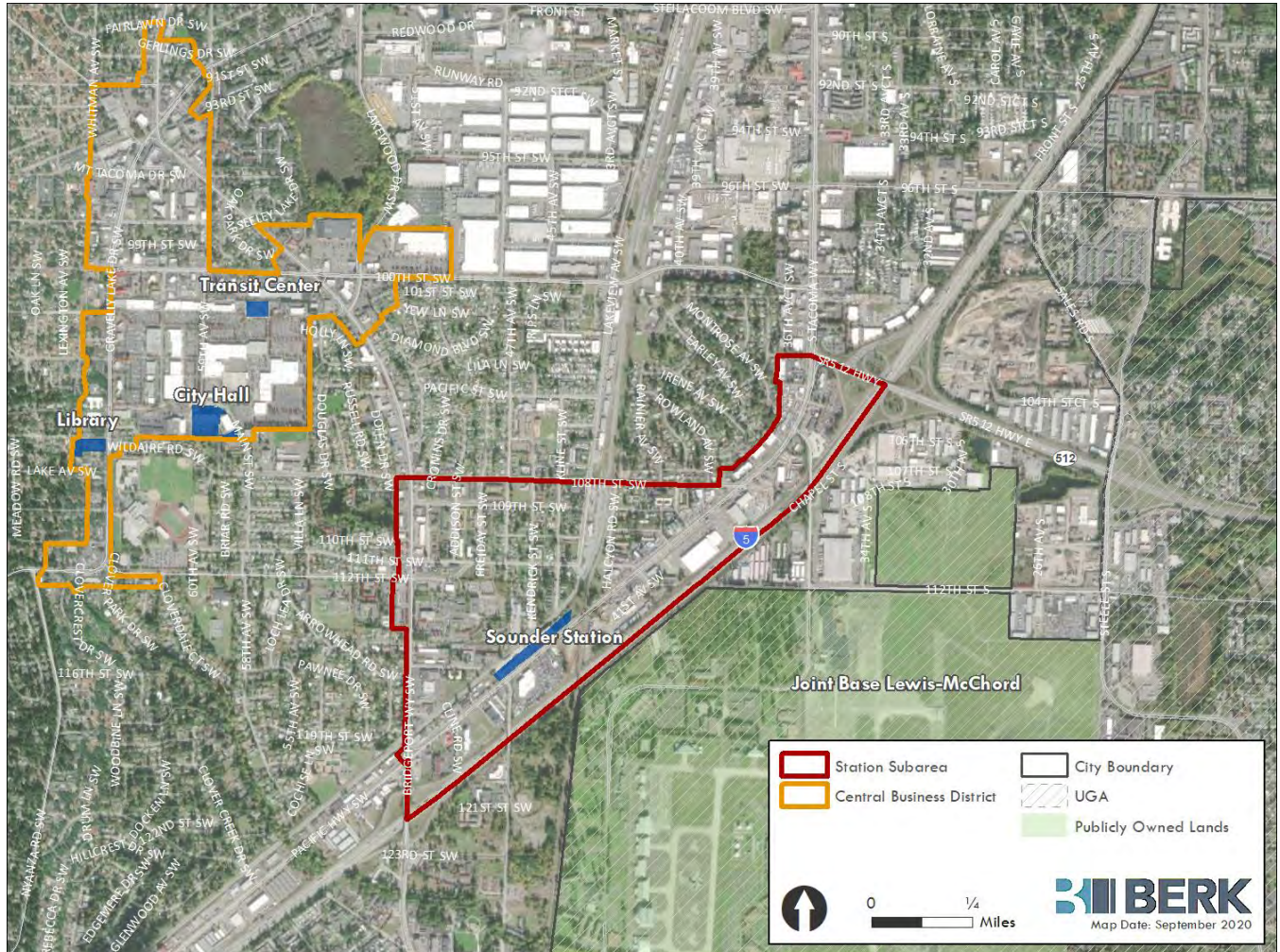


The Lakewood Station District

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.

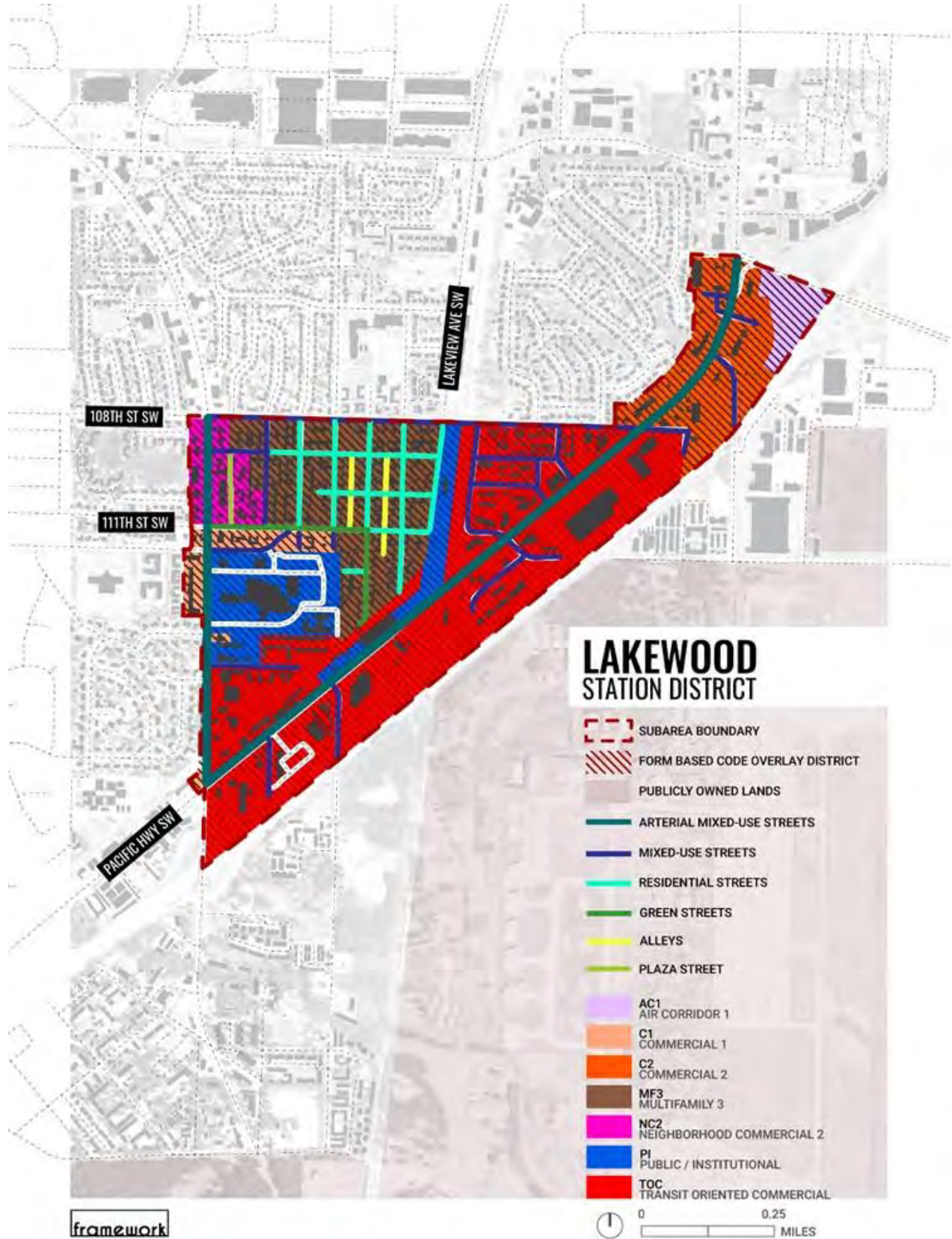
Vision and Concept

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

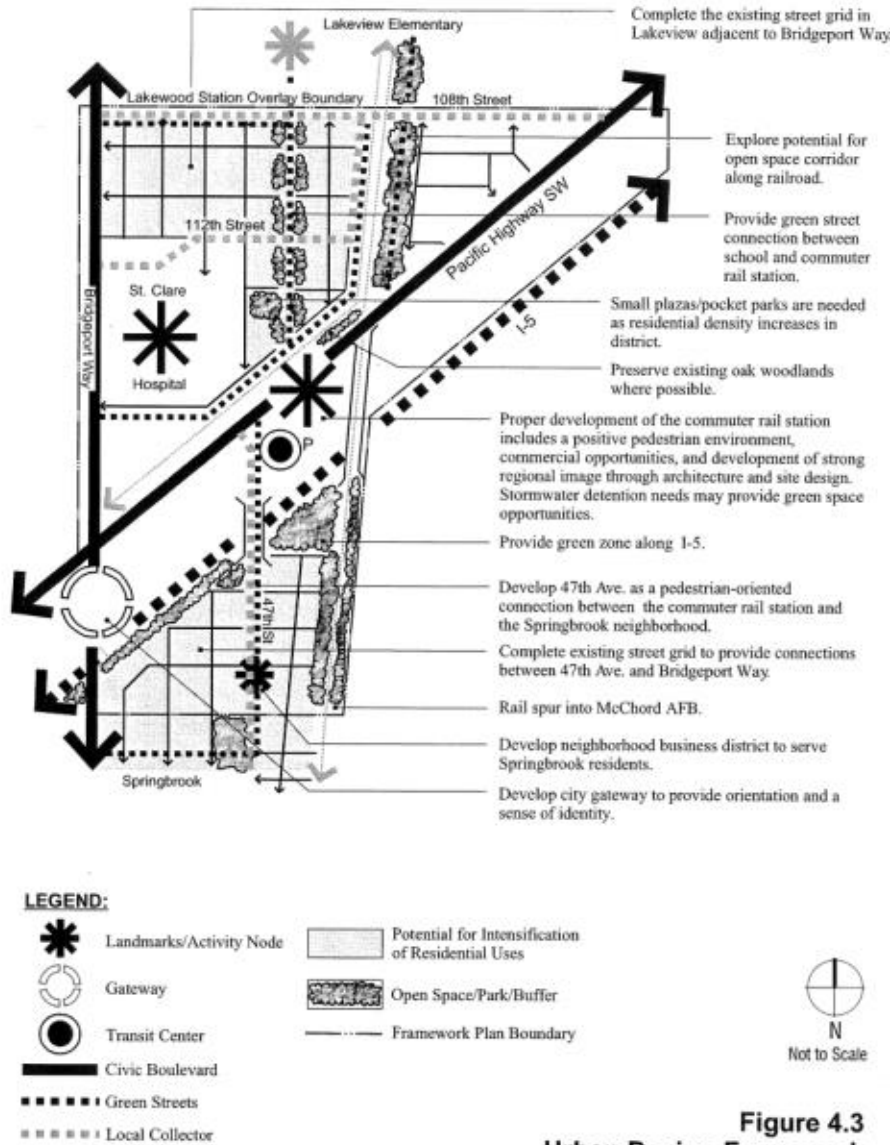


Figure 4.3
Urban Design Framework
for Lakewood Station District

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. Tthe 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.

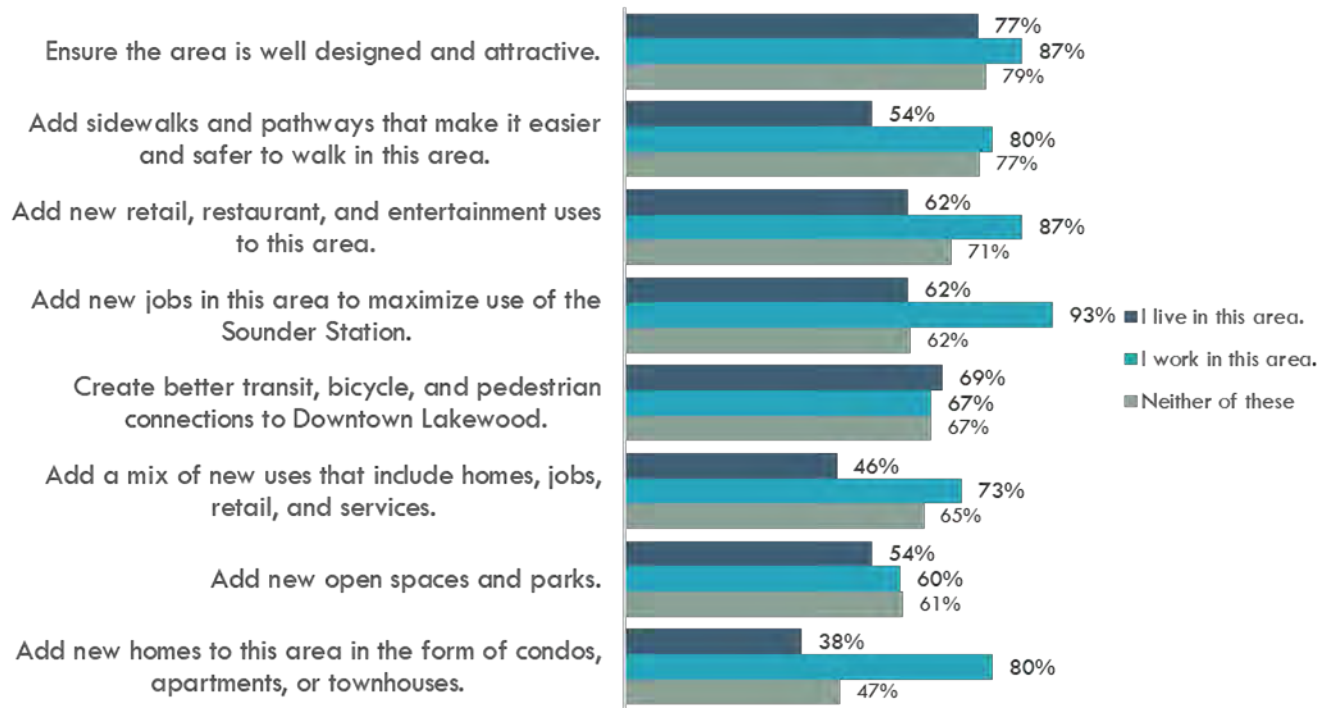
⁵ Based on socio-economic data collected in the *Situation Assessment*

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.

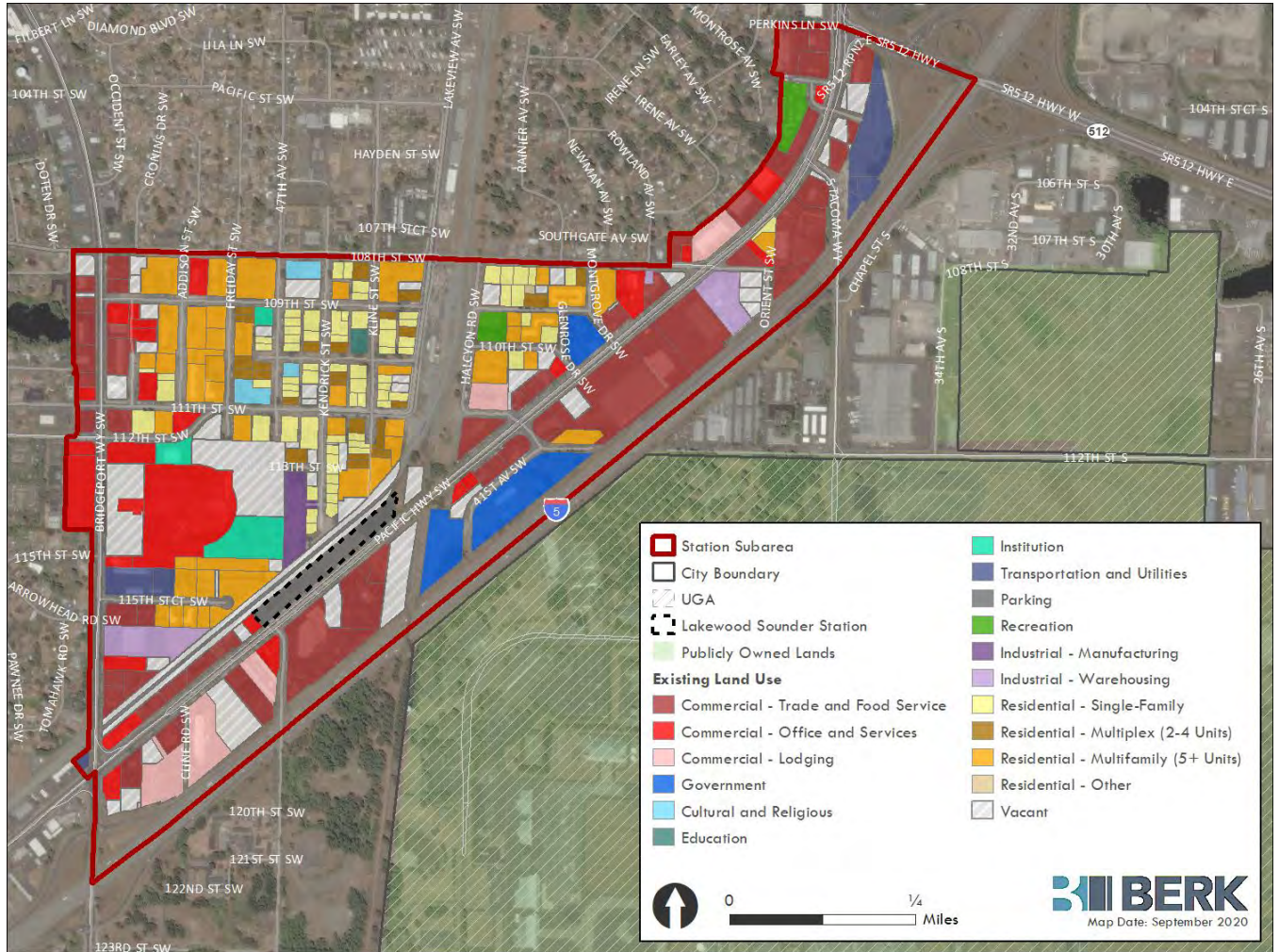


Current Urban Form in the LSDS

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 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

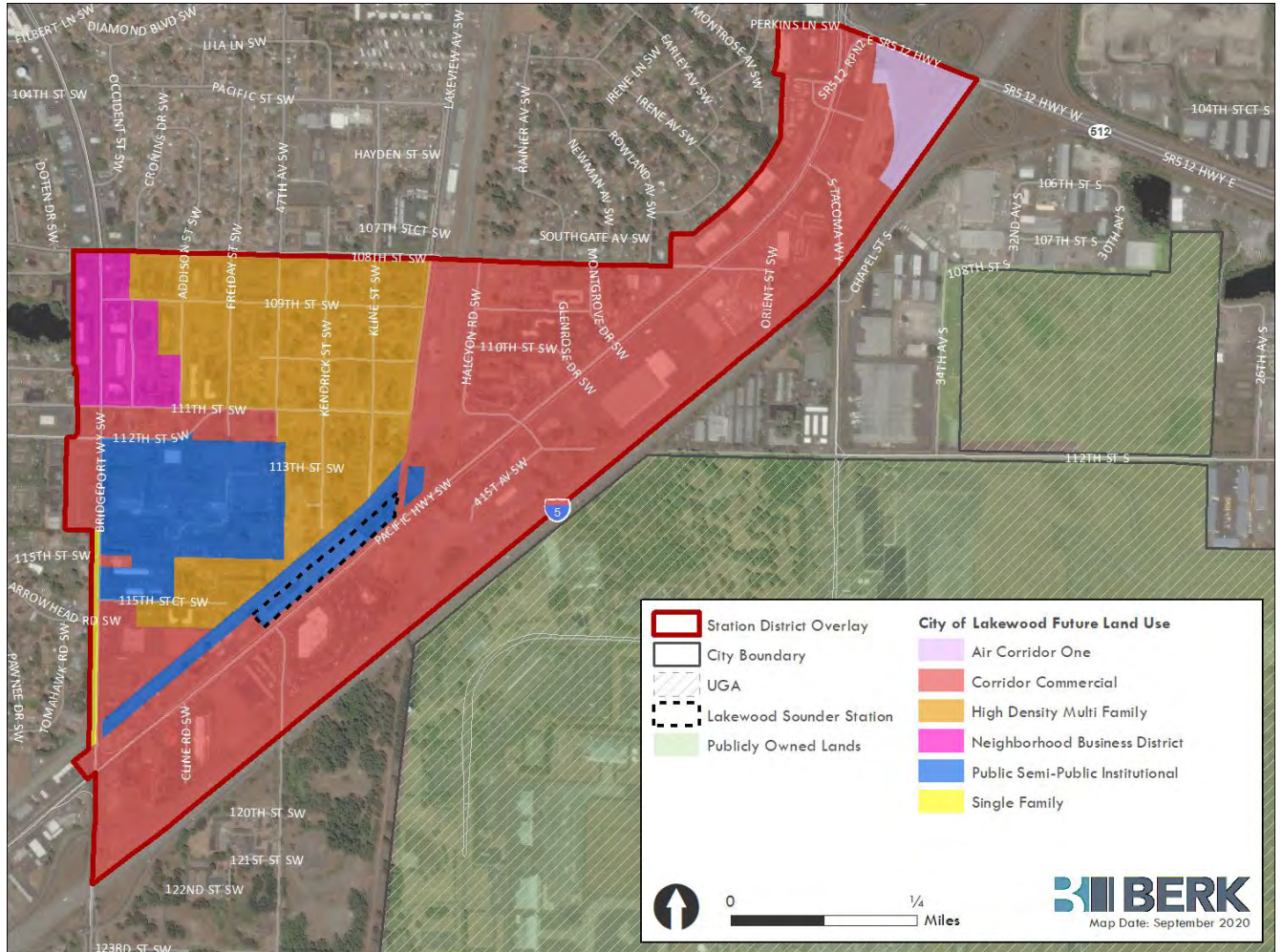
The Comprehensive Plan identifies the following land use designations in the subarea, as shown in [Exhibit 10](#) ~~Exhibit 12~~:

- 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

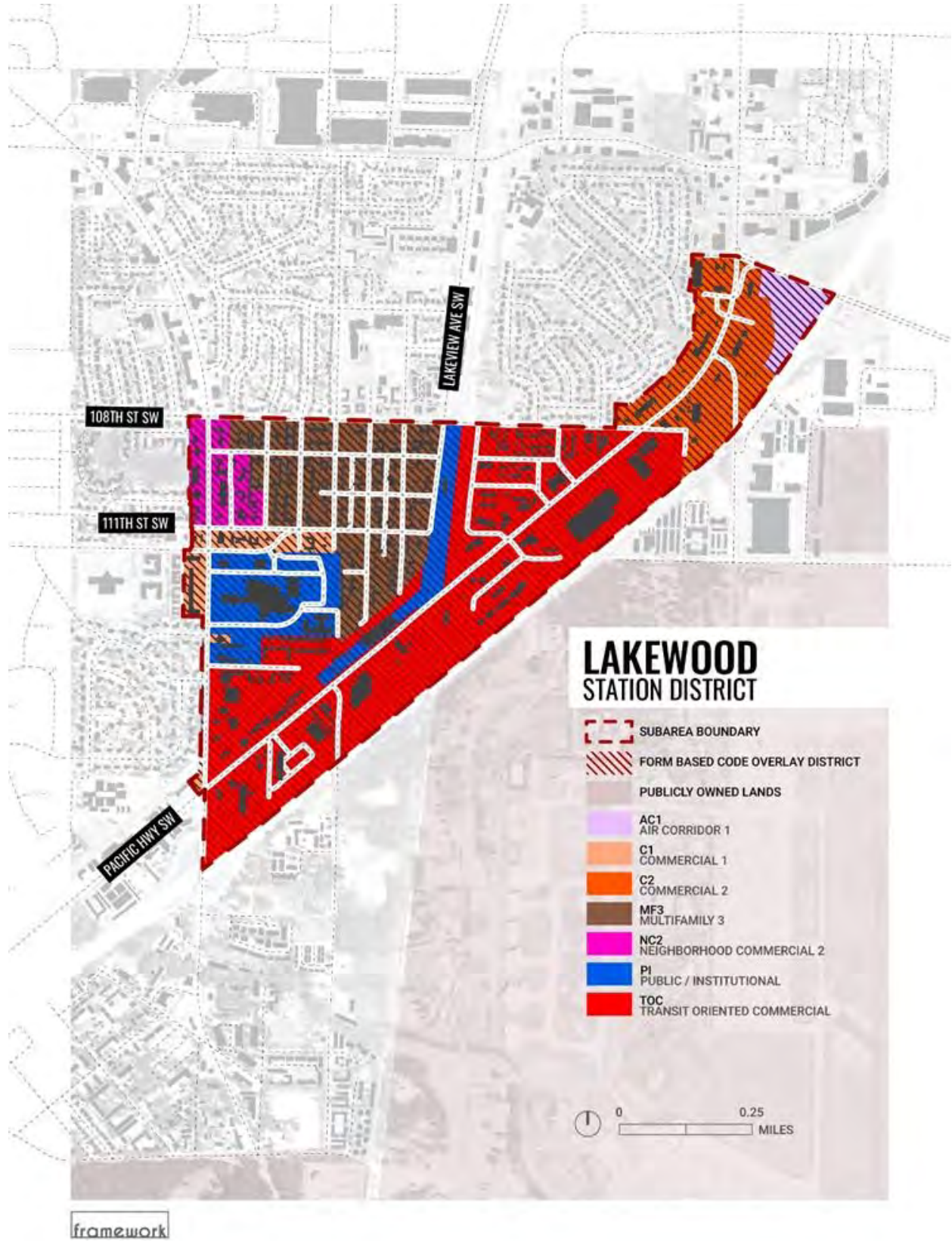
Source: CHIFranciscan.org

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.

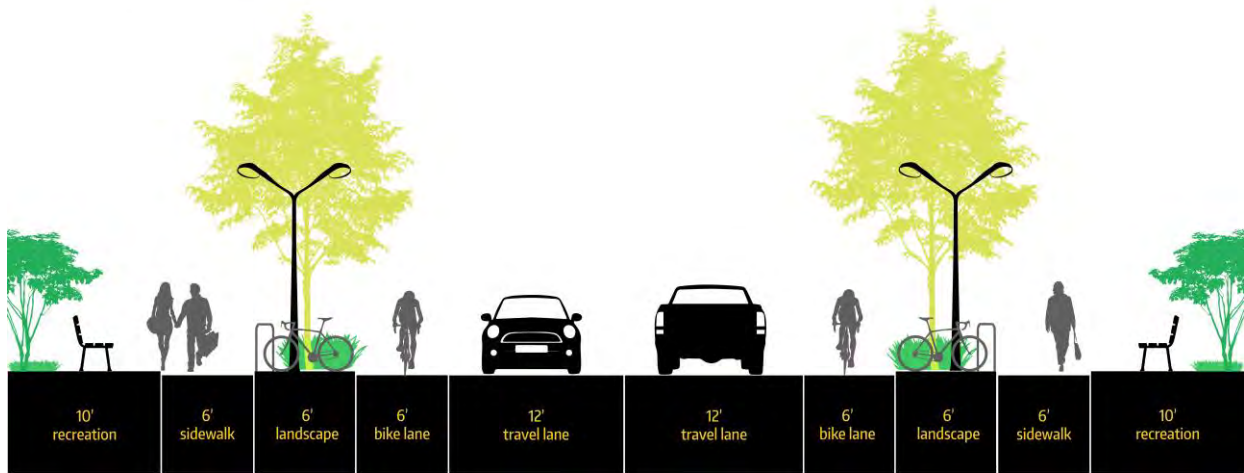
Green Streets

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

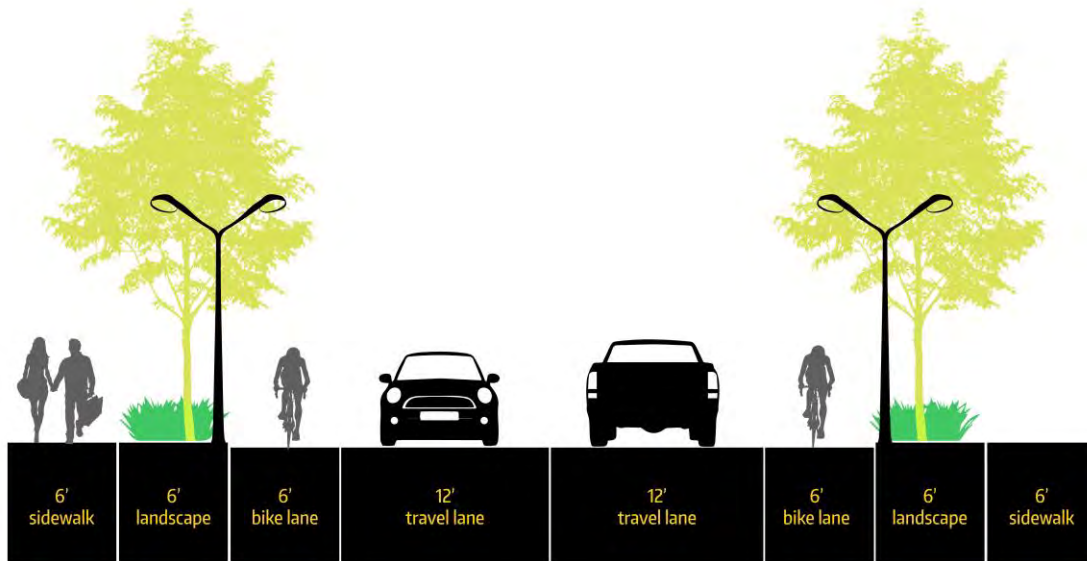
GREEN STREET CONCEPT
80’ Right-of-Way



Source: Framework, 2020.

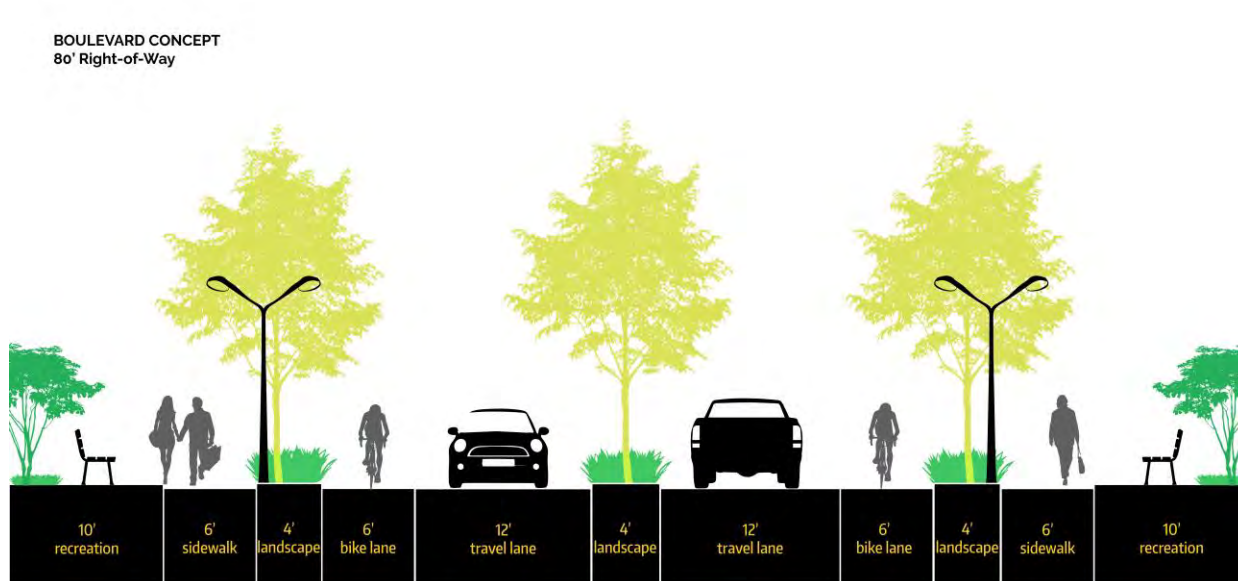
Exhibit 1416. Green Street Concept #2 – 60’ Right-of-Way

GREEN STREET CONCEPT
60’ Right-of-Way



Source: Framework, 2020.

Exhibit 1517. Boulevard Street Concept – 80’ Right-of-Way



Source: Framework, 2020.

Residential Streets

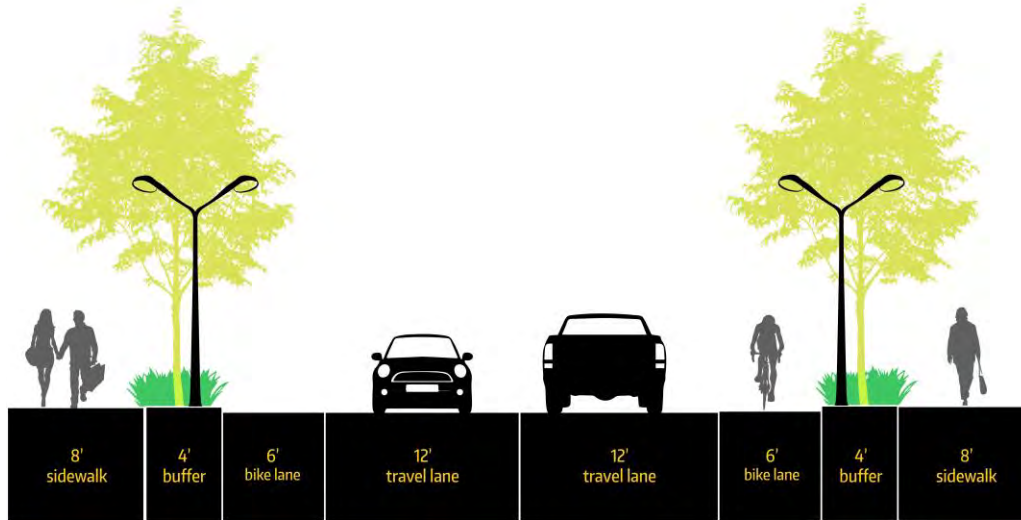
Residential Streets serve residential neighborhoods and include vehicle travel with sidewalks and bike lanes. Many of the current streets identified as Residential Streets do not have curbs, gutter, or sidewalks, and there is no definition between the public right-of-way and private property. Parking 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-or-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

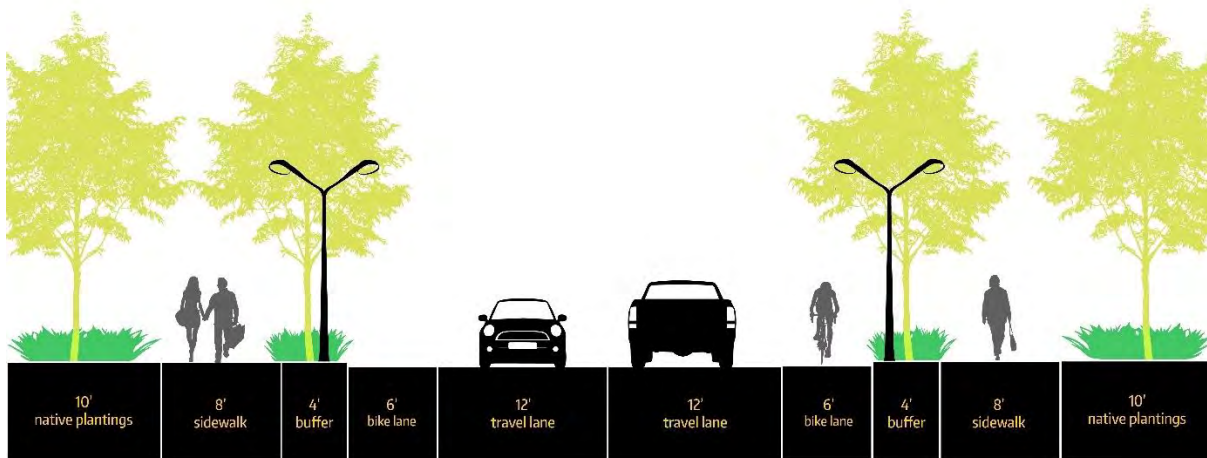
RESIDENTIAL STREET CONCEPT
60' Right-of-Way



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

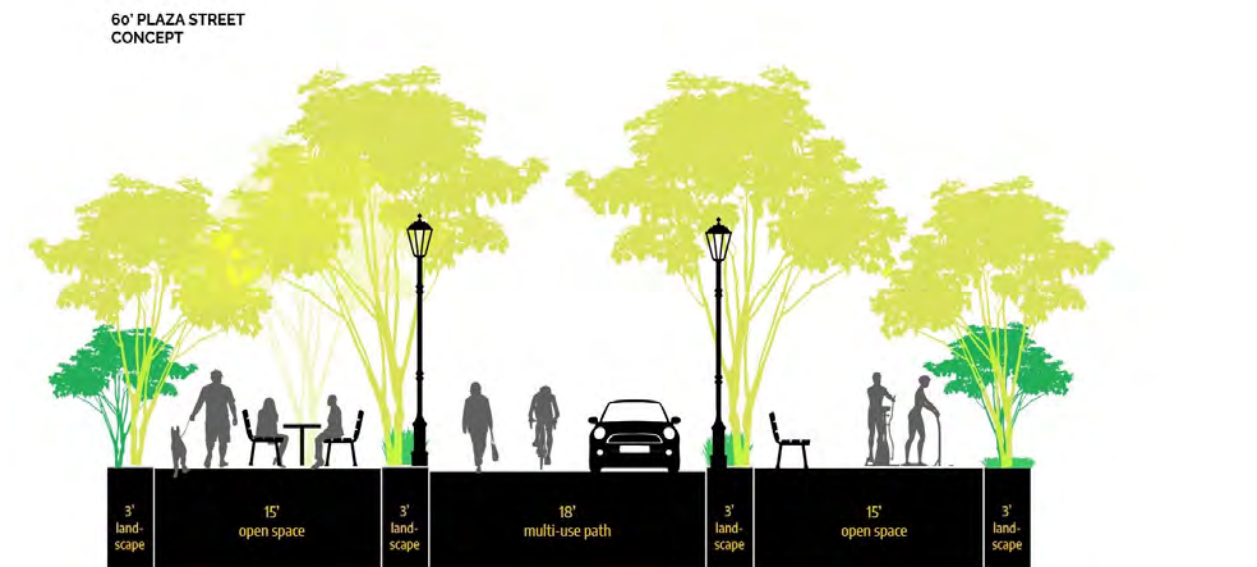
Alleys are encouraged to provide secondary access to properties, de-emphasize parking lots, and to promote continuous building frontages. Alleys would meet Public Works engineering standards. Along Occidental, a special Plaza designation identifies acceptable development frontages similar to Mixed Use 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.

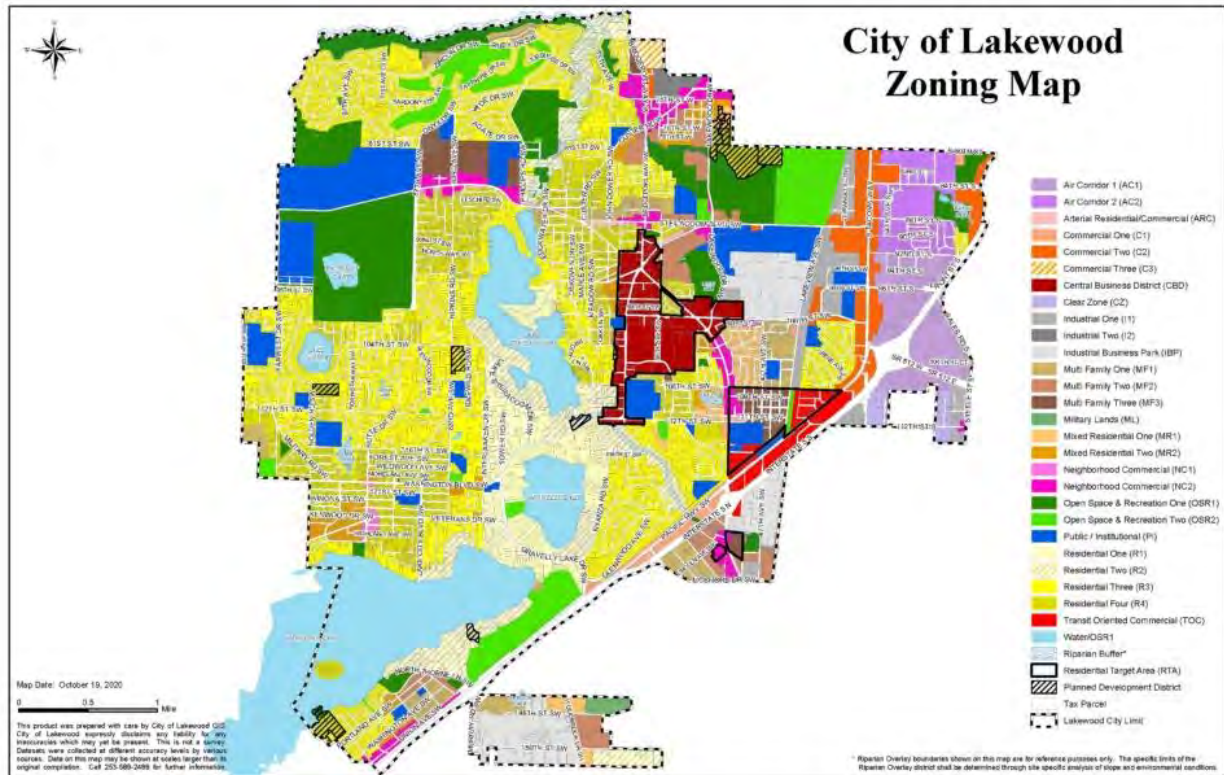
The City's Housing Incentives Program encourages the development of housing for people regardless of economic means.²⁶ Inclusionary density bonuses, development standard flexibility and fee reductions for affordable housing are described in LMC Chapter 18A.90. Incentives are available to support the 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

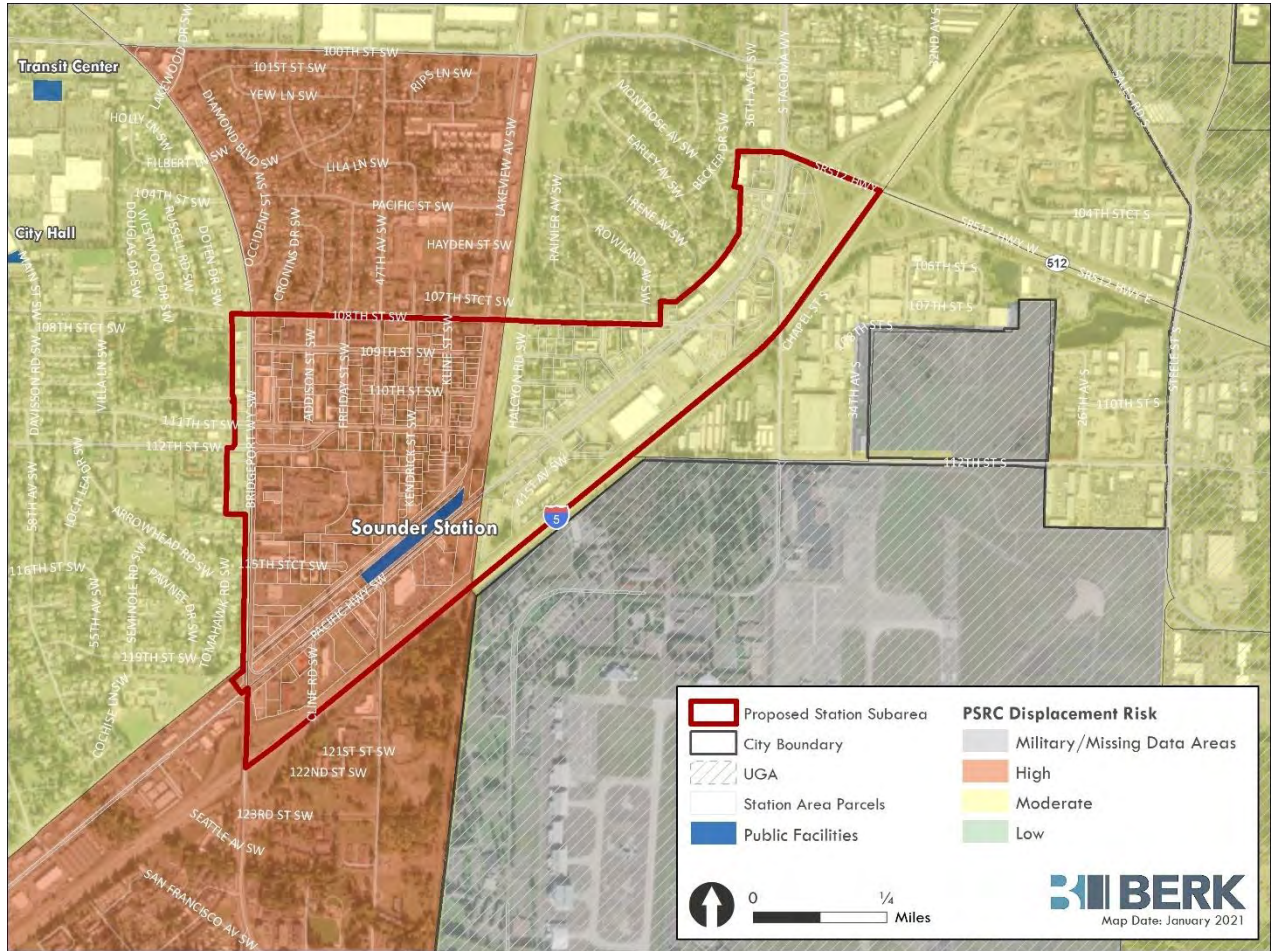
Source: City of Lakewood, 2020.

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

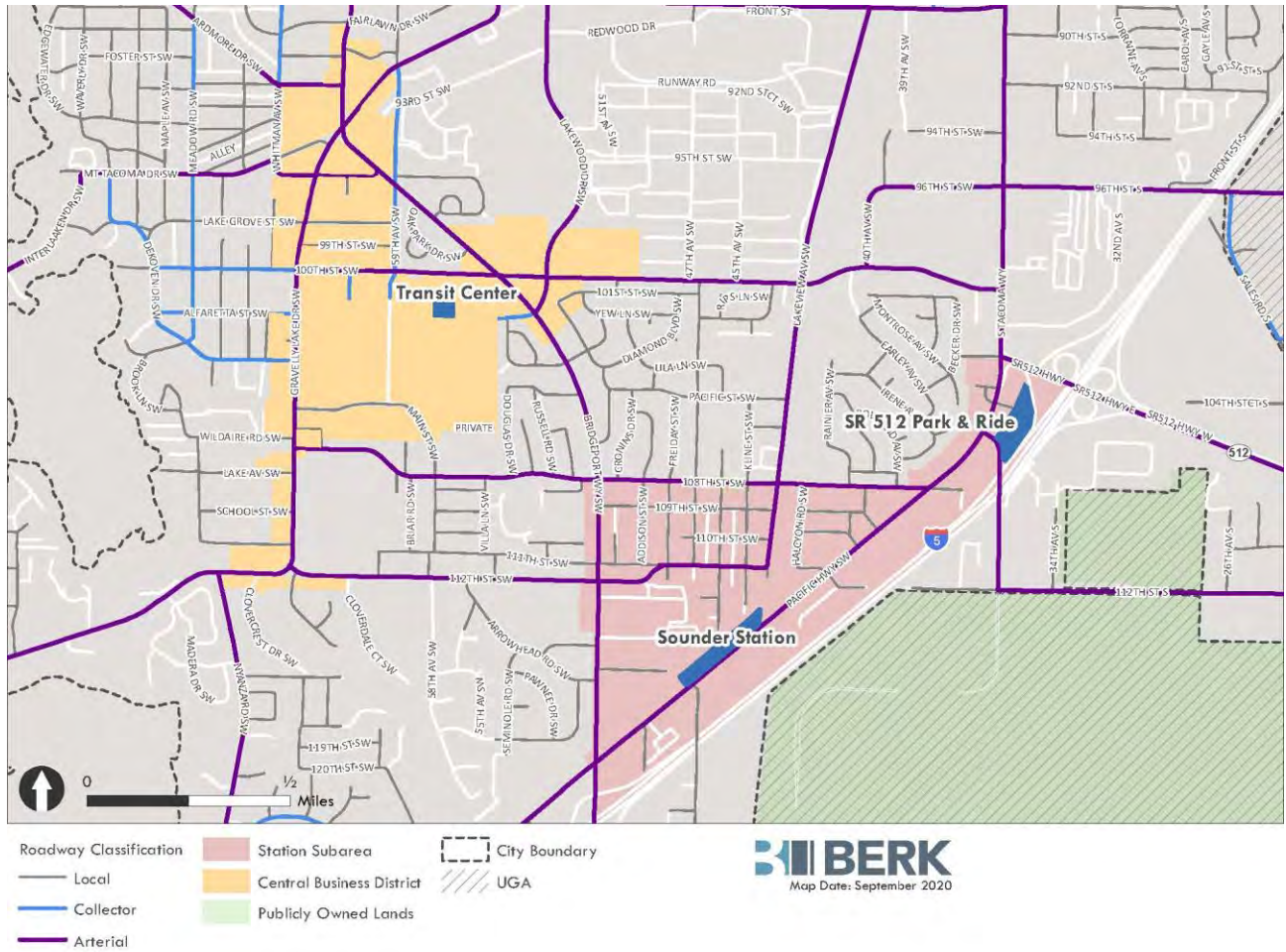
The LSDS is a predominantly auto-oriented environment framed by access to I-5 to the north at the SR 512 interchange and at the Bridgeport Way interchange to the south. It is also served by major arterials such as Pacific Highway SW, Bridgeport Way, and 108th Avenue SW and a network of local access streets (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

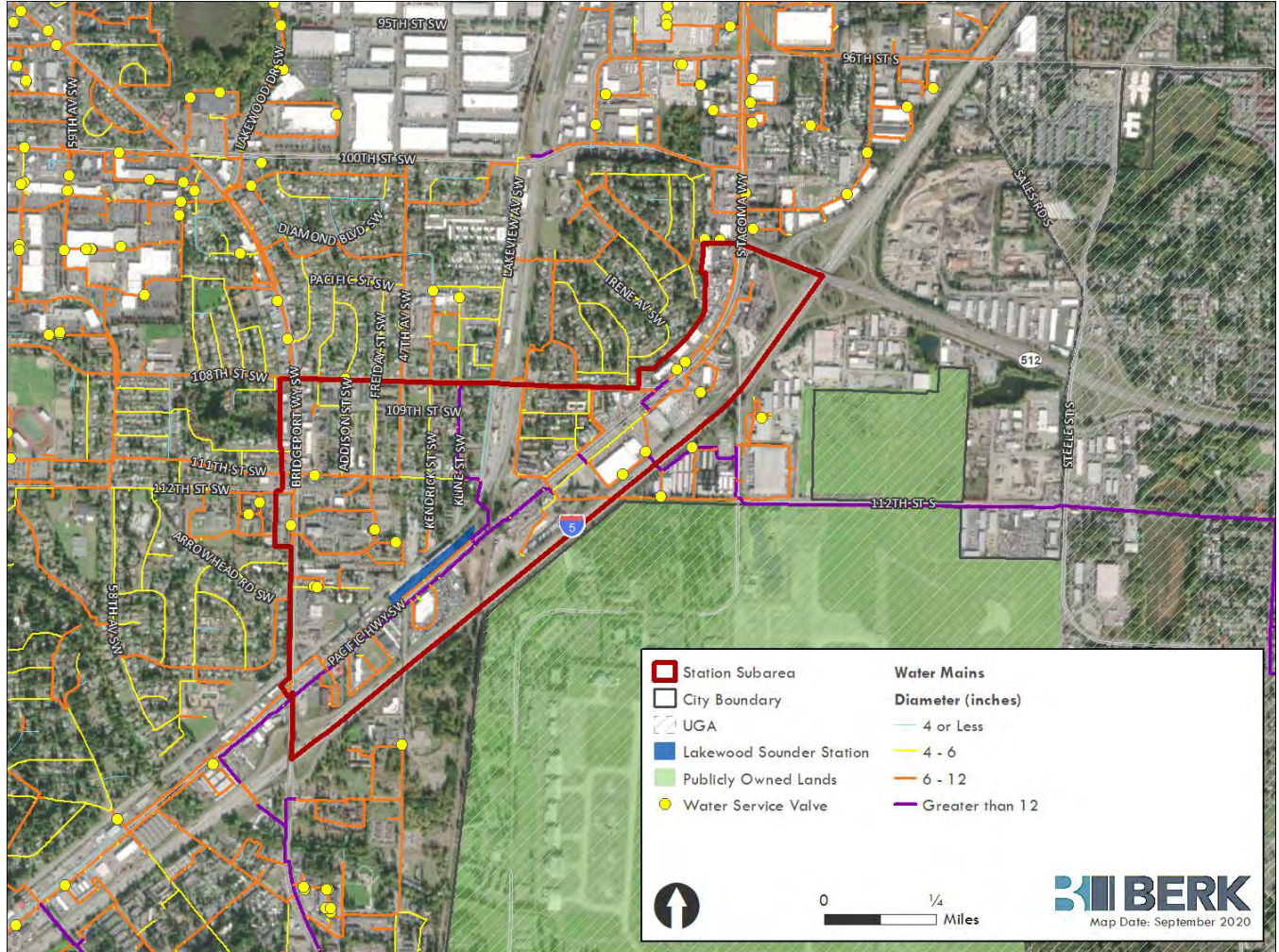
A variety of providers serve the LDS with utility infrastructure and public services. Infrastructure updates and capacity changes related to the subarea plan will need to be coordinated with these providers. This should be done through participation in the updates of long-range system plans as well as 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



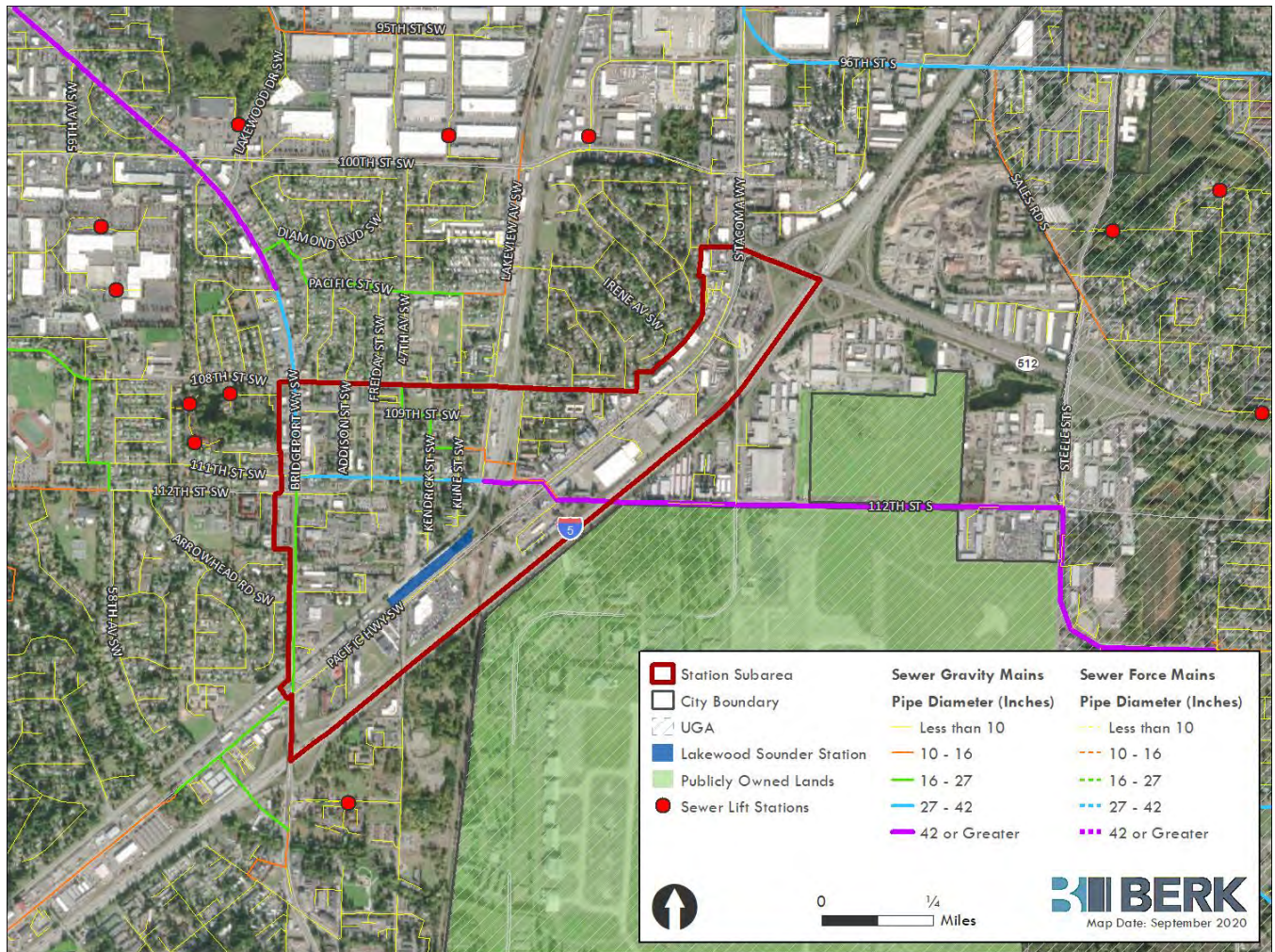
Sources: BERK, 2020; Pierce County Assessor, 2020.

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 H

TRANSPORTATION MITIGATION FEE (TMF) ANALYSIS

The Transportation Mitigation Fee (TMF) was established as a Downtown Subarea development incentive. It is a way to fund transportation improvements needed because of new growth while eliminating the need for private development to conduct traffic analyses, saving applicants both time and money.

The TMF was never meant to address the full cost of identified Downtown transportation infrastructure improvements; as adopted by the City Council in Resolution 2019-11, 50% of costs are to be funded through the TMF and the other 50% through public funds.

The private transportation mitigation fee (\$2,174 per trip) was calculated by using the gross number of “PM peak hour vehicle trips” (a total of 6,658 from all planned Downtown growth through 2035) in relation to 50% of the \$28,945,000 in 2018-estimated costs of the subarea’s required mitigation transportation projects.

$$(\$28,945,000 \times .5) \div 6,658 = \mathbf{\$2,174 \text{ per peak PM hour trip}}$$



TRANSPORTATION MITIGATION FEE (TMF) ANALYSIS

TMF Program Rules per Administrative Policy

- Applicants submit a Downtown Plan Trip Mitigation Fee Request Form. CEDD and Public Works review the form to analyze and estimate the TMF.
- Non-profit, temporary uses are exempt from TMFs.
- Transportation mitigation fees run with the land (i.e., if a business locates within the DSAP area in an existing building or on a redeveloped site, a TMF will be calculated for the location even if a prior use paid a TMF.)
- An applicant shall be entitled to a credit against the TMF for the value of any dedication, improvement, and offsite construction completed by the applicant and linked to the project.



TRANSPORTATION MITIGATION FEE (TMF) ANALYSIS

TMF Program Rules per Administrative Policy

- The City must **return any unspent TMF fees after 10 years** to the current owner of a property “unless the City has made a written finding that extraordinary or compelling reasons exist to extend the time for expending or encumbering the mitigation fees.”
- **In existing spaces, applicants are only charged for the net new trips generated by the new business.** This is calculated by comparing the PM Peak Hour trip rate of the prior use to the proposed use. **Should a proposed use generate equal or fewer new trips than the previous use, there will be no private TMF assessed.**
- **No time limit has been placed on how far back the previous use in an existing space could have happened to be credited against the TMF calculation.**



TRANSPORTATION MITIGATION FEE (TMF) CALCULATION

To date, most subarea development projects have not been assessed a TMF, and no public funds have been set aside for the public share under the TMF program.

Collected under Administrative Policy: **\$121,731**

Collectible without Administrative Policy: **\$1,094,382***

***This number is updated from the information provided to the City Council on May 13, 2024.**

In other words:

- **~11% of the 50% private share** has been collected.
- **0% of the 50% public share** has been collected.

Approximately 0.4% of the \$28,945,000 in total 2018-estimated costs for Downtown transportation projects has been collected to date.



Alternatives to the Current Downtown Subarea TMF

If desired, the City Council has full authority to:

- direct changes to the current TMF administrative policy, including
 - o adding a time limit for how long a space may remain vacant and still have past trip generation used as a credit against a new business (e.g., 12 months) or
 - o considering reducing TMF or exempting certain uses from TMF collection (this would require additional legal analysis before staff could provide a recommendation); or
- amend the current TMF program to change the share of project costs that are currently split 50%/50% between private and public sources to any amount the Council might wish (e.g., 25% private/75% public, 75% private/25% public, 0% private/100% public, or some other split).



Alternatives to the Current Downtown Subarea TMF

If desired, the City Council has full authority to:

- repeal the SEPA-based TMF program and use other local, state, or federal dollars to fund the subarea's planned transportation improvements, such as:
 - o a Citywide traffic impact fee (assessed across the City versus just in the Downtown and able to be used for transportation projects anywhere in Lakewood in proportion to how much impact a development would have on the project in question);
 - o federal, state, and regional transportation grants (unlikely to fund the types of projects in the Downtown since they are not the types of projects currently prioritized by grant agencies); or
 - o general funds to cover 100% (or some other percentage in combination with other fees and grants) of transportation costs.



Alternatives to the Current Downtown Subarea TMF

If desired, the City Council has full authority to:

- restrict Downtown subarea development unless and until transportation improvements are constructed to preserve the City's current levels of service (LOS) per GMA concurrency requirements; or
- adjust the transportation levels of service (LOS) on the Downtown transportation system based on GMA concurrency requirements, thereby eliminating the need for transportation mitigation in the Downtown.



Note: The City of Lakewood has applied for a 2024 federal RAISE Planning and Preconstruction Activities Grant of \$1,100,000 to examine the existing and currently planned motorized and non-motorized transportation network within the Downtown Subarea.

If awarded, the grant will fund a report with updated recommendations on motorized and non-motorized transportation safety and capacity-building capital projects to pursue in the Downtown.

The grant announcement is expected in late June.



ATTACHMENT I

Lakewood Comprehensive Plan

**Preliminary Draft Supplemental
Environmental Impact Statement | May 2024**

[FRONT COVER – FRONT]

[FRONT COVER – BACK]

Cover Letter

May XX, 2024

Subject: City of Lakewood 2024 Comprehensive Plan Draft Supplemental Environmental Impact Statement (Draft SEIS)

Dear Reader:

The City of Lakewood Community Development Department (CED) has prepared the attached Draft SEIS to analyze the potential environmental impacts associated with adopting and implementing the City's 2024 Comprehensive Plan. The City prepared the 2024 Comprehensive Plan to satisfy requirements of Washington State's Growth Management Act (GMA). The Draft SEIS is intended to satisfy requirements of the State Environmental Policy Act (SEPA).

The GMA calls for communities to review and, if necessary, revise their comprehensive plans and regulations every ten (10) years to ensure they remain up-to-date. (RCW 36.70A.130) The proposed adoption of the Lakewood Comprehensive Plan by the Lakewood City Council constitutes the non-project action requiring SEPA compliance.

Two alternatives are examined in this Draft SEIS:

- **No Action:** The No Action Alternative is required under the State Environmental Policy Act (SEPA). This alternative retains the current Comprehensive Plan and associated subarea plans and development regulations. The No Action Alternative has the capacity to meet total job and housing targets but does not provide sufficient capacity to meet housing targets by affordability bands. It is modeled at growth levels based on existing plans to the year 2035 and does not fully meet new GMA requirements for a periodic update.
- **Action Alternative:** The Action Alternative consists of the Periodic Update of the Comprehensive Plan, including all Elements, Tillicum Woodbrook Subarea Plan Update, and implementing development regulations including development regulation amendments, particularly middle housing and critical areas regulations amendments. The Action Alternative as proposed meets citywide growth targets for jobs and housing by 2044, including housing targets by income band. It provides a full update of the Comprehensive Plan elements to meet periodic update requirements, it establishes policy and code amendments to achieve middle housing choices – townhouses, multiplexes, and other housing – in low density areas of the city. It updates critical area regulations to address best available science including buffer standards and mitigation for streams, and protection of aquifer recharge areas, wetlands, and floodplains. It advances climate mitigation and adaptation begun with the 2021 Energy & Climate Change Element.

For each alternative, this Draft SEIS considers the potential environmental impacts and mitigation measures addressing: natural environment, land use patterns and policies, housing, transportation and parking, public services, and utilities.

The key issues facing decision makers include creation of a plan that:

- Offers more affordable housing opportunities and places to retain and grow businesses.
- Promotes a healthy environment and avoids displacement of overburdened households and businesses.
- Fulfills Lakewood's vision and meets state and regional requirements.
- Identifies investments that improve mobility and resilience.
- Guides development regulations that implement the Comprehensive Plan goals and land use plan, resulting in quality housing choices, and integrating the best available science to protect critical areas.

This SEIS supplements the following previously issued SEPA documents:

- City of Lakewood, Comprehensive Plan, Final EIS, June 2000
- City of Lakewood, 2015 Comprehensive Plan Amendments and Update, Determination of Non-Significance and associated SEPA Checklist, July 30, 2015
- City of Lakewood, Downtown Lakewood Plan and Planned Action Final EIS, July 20, 2018, and associated Addenda, September 10, 2018 and September 26, 2018
- City of Lakewood, Lakewood Station District Subarea Plan, Form-Based Code, and Planned Action, Revised Determination of Non-Significance, November 12, 2020, March 30, 2021, and April 29, 2021
- Puget Sound Regional Council, VISION 2050 Final SEIS, March 2020

The City has identified and adopted these documents as being appropriate for this proposal after independent review, and they will accompany the proposal to the decision makers. This SEIS builds on these documents and meets the City's environmental review needs for the current proposal.

The City of Lakewood is requesting comments from citizens, agencies, tribes, and all interested parties on the Draft SEIS May 22, 2024 to June 21, 2024. Comments are due by **5:00 PM, June 21, 2024**. Please see the Fact Sheet for the methods to submit comments.

Should you have questions, please contact Tiffany Speir, Long Range & Strategic Planning Manager at 253.983.7702 tspeir@cityoflakewood.us. Thank you for your interest in the Lakewood 2024 Comprehensive Plan Periodic Update.

Sincerely,

Jeff Rimak, CED Director and SEPA Responsible Official
City of Lakewood

Fact Sheet

Project Title

City of Lakewood 2024 Comprehensive Plan Supplemental Environmental Impact Statement (SEIS)

Proposed Action and Alternatives

The City of Lakewood Community Development Department (CED) has prepared this Supplemental Environmental Impact Statement (SEIS) to analyze the potential environmental impacts associated with adopting and implementing the City's 2024 Comprehensive Plan. The City prepared the 2024 Comprehensive Plan to satisfy requirements of Washington State's Growth Management Act (GMA). The SEIS is intended to satisfy requirements of the State Environmental Policy Act (SEPA).

Two alternatives are examined in a Draft Supplemental Environmental Impact Statement (Draft SEIS):

- **No Action:** The No Action Alternative is required under the State Environmental Policy Act (SEPA). This alternative retains the current Comprehensive Plan and associated subarea plans and development regulations. The No Action Alternative has the capacity to meet total job and housing targets but does not provide sufficient capacity to meet housing targets by affordability bands. It is modeled at growth levels based on existing plans to the year 2035 and does not fully meet new GMA requirements for a periodic update.
- **Action Alternative:** The Action Alternative consists of the Periodic Update of the Comprehensive Plan, including all Elements, Tillicum Woodbrook Subarea Plan Update, and implementing development regulations including development regulation amendments, particularly middle housing and critical areas regulations amendments. The Action Alternative as proposed meets citywide growth targets for jobs and housing by 2044, including housing targets by income band. It provides a full update of the Comprehensive Plan elements to meet periodic update requirements, it establishes policy and code amendments to achieve middle housing choices – townhouses, multiplexes, and other housing – in low density areas of the city. It updates critical area regulations to address best available science including buffer standards and mitigation for streams, and protection of aquifer recharge areas, wetlands, and floodplains. It advances climate mitigation and adaptation begun with the 2021 Energy & Climate Change Element.

Proponent and Lead Agency

City of Lakewood

Location

The Proposed Action affects the land contained within the existing Lakewood, WA city limits and proposed annexation areas. Lakewood is located between the cities of University Place and Tacoma on the north, Joint Base Lewis-McChord on the east and south, and the Town of Steilacoom on the west.

Tentative Date of Implementation

2024-2034

Responsible SEPA Official

Jeff Rimak, CED Director and SEPA Responsible Official

City of Lakewood

City Hall, 6000 Main St. SW

Lakewood, WA 98499

JRimack@cityoflakewood.us

Contact Person

Tiffany Speir, Esq., CPM®

Long Range & Strategic Planning Manager

City Hall, 6000 Main St. SW

Lakewood, WA 98499

253.983.7702

tspeir@cityoflakewood.us

Required Approvals

All Comprehensive Plan amendments and implementing regulations, including those completed as part of the Comprehensive Plan require a 60-day review by the State of Washington Department of Commerce and other state agencies.

The Puget Sound Regional Council (PSRC) will also conduct a comprehensive plan consistency review and transportation certification review with VISION 2050.

Locally, the Lakewood Comprehensive Plan and all related regulatory updates will be considered by the Planning Commission and its recommendations forwarded to the City Council who will deliberate and determine approval.

Principal EIS Authors and Contributors

Under the direction of the City of Lakewood, the consultant team prepared the EIS as follows:

- [BERK Consulting](#): prime consultant, land use patterns and policies, housing, climate change
- [Transpo Group](#): Transportation and parking.
- [Facet](#): Critical areas ordinance gap analysis and code proposal. (Facet was formerly known as DCG/Watershed)

Draft EIS

Date of Issuance: May XX, 2024

Comment Period: June XX, 2024

Draft SEIS 2024 Comment Period

Comment Period

The City of Lakewood is requesting comments from citizens, agencies, tribes, and all interested parties on the Draft SEIS May 22, 2024 to June 21, 2024. Comments are due by 5:00 PM, June 21, 2024.

All written comments should be directed to:

Tiffany Speir, Esq., CPM@
Long Range & Strategic Planning Manager
City Hall, 6000 Main St. SW
Lakewood, WA 98499
253.983.7702
tspeir@cityoflakewood.us

Submittal of comments by email is preferred. Please include in the subject line “Lakewood Draft SEIS Comments.”

Public Comment Opportunities

Public Comment will be accepted through online opportunities that will include:

- Online Site placeholder

Date of Final Action

December 2024

Prior Environmental Review and Adoption

This SEIS supplements the following previously issued SEPA documents:

- City of Lakewood, Comprehensive Plan, Final EIS, June 2000

- City of Lakewood, 2015 Comprehensive Plan Amendments and Update, Determination of Non-Significance and associated SEPA Checklist, July 30, 2015
- City of Lakewood, Downtown Lakewood Plan and Planned Action Final EIS, July 20, 2018, and associated Addenda, September 10, 2018 and September 26, 2018
- City of Lakewood, Lakewood Station District Subarea Plan, Form-Based Code, and Planned Action, Revised Determination of Non-Significance, November 12, 2020, March 30, 2021, and April 29, 2021
- Puget Sound Regional Council, VISION 2050 Final SEIS, March 2020

The City has identified and adopted these documents as being appropriate for this proposal after independent review, and they will accompany the proposal to the decision makers. This SEIS builds on these documents and meets the City's environmental review needs for the current proposal.

Location of Background Data

You may review the City of Lakewood project website [Link Placeholder](#) for more information. If you desire clarification or have questions, please see the contact person above.

Availability of Draft SEIS

The Draft SEIS is posted on the City's website at [Link Placeholder](#).

This Draft SEIS is available for review in person at:

City Hall, 6000 Main St. SW
Lakewood, WA 98499

Copies for purchase made be made upon request at cost of material.

Distribution List

Federal and Tribal Agencies

- Commander, Joint Base Lewis-McChord HQ
- US Fish & Wildlife Office/ US Service
- Nisqually Indian Tribe
- The Puyallup Tribe

State and Regional Agencies

- Puget Sound Clean Air Agency
- Puget Sound Partnership
- Puget Sound Regional Council
- Washington Department of Agriculture
- Washington Department of Commerce
- Washington Department of Archaeology & Historic Preservation
- Washington Department of Corrections
- Washington Department of Ecology
- Washington Department of Fish and Wildlife
- Washington Department of Health
- Washington Department of Natural Resources
- Washington Department of Social and Health Services
- Washington Department of Transportation
- Washington Recreation and Conservation Office

Adjacent Jurisdictions, Partnerships, Ports

- **City of** Bonney Lake
- **City of** DuPont
- **City of** Gig Harbor
- City of Lacey
- City of Olympia
- City of Puyallup
- City of Sumner
- City of Tacoma

- City of University Place
- Pierce County
- Pierce County Assessor-Treasurer
- Port of Olympia
- Port of Tacoma
- South Sound Military Communities Partnership (SSMCP)
- Tacoma-Pierce County Health Department
- Thurston County
- Town of Steilacoom

Services, Utilities, and Transit

- Clover Park School District
- Clover Park Technical College
- Lakeview Light & Power
- Lakewood Library
- Lakewood Refuse Service
- Lakewood Water District
- Pierce College
- Pierce County Library
- Pierce County Utilities
- Pierce Transit
- Puget Sound Energy
- Tacoma Power
- West Pierce Fire & Rescue

Community Organizations and Individuals

- Active Homeowner Ownership Associations
- American Lake Improvement Club
- Chambers-Clover Creek Watershed Council
- Clover Park Kiwanis
- Clover Park Rotary
- Emergency Food Network
- Habitat for Humanity
- Korean Women's Association
- Lake City Neighborhood Association

- Lake Steilacoom Improvement Club
- Lakeview Light & Power
- Lakewood Chamber of Commerce
- Lakewood Community Foundation
- Lakewood First Lions
- Lakewood Garry Oaks Conservancy
- Lakewood Historical Society
- Lakewood Industrial Park
- Lakewood Knights Lions Club
- Lakewood Multicultural Coalition
- Lakewood Rotary
- Lakewood Towne Center
- Lakewood United
- Living Access Support Alliance (LASA)
- Master Builders Association Pierce County
- Multicultural Self-Sufficiency Movement
- North East Neighborhood Association
- North Lakewood Neighborhood Association
- Nourish Food Bank
- Partners for Parks
- Pierce County Business Accelerator Program for Lakewood businesses
- Rainbow Center
- Rebuilding Together South Sound
- Springbrook Connections
- Springbrook Neighborhood Association
- Tacoma Pierce County Association of Realtors
- Tacoma Public Utilities
- Tacoma-Pierce County Chamber of Commerce
- Tahoma Audubon Society
- Tillicum/Woodbrook Neighborhood Association

Media

- Tacoma News Tribune

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1 Summary

1.1 Overview

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1.2 Guide to the Document

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1.3 Purpose

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To evaluate Lakewood proposals, two Alternatives were examined in the Draft Supplemental Environmental Impact Statement issued in YEAR (Draft SEIS Year):

- **No Action Alternative:** Lorem ipsum dolor sit amet, consectetur adipiscing elit. Maecenas porttitor congue massa. Fusce posuere, magna sed pulvinar ultricies, purus lectus malesuada libero, sit amet commodo magna eros quis urna.
- **Action Alternative:** Lorem ipsum dolor sit amet, consectetur adipiscing elit. Maecenas porttitor congue massa. Fusce posuere, magna sed pulvinar ultricies, purus lectus malesuada libero, sit amet commodo magna eros quis urna.
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1.4 Study Area

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1.5 Public Comment Opportunities

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1.6 Objectives, Proposal, and Alternatives

1.6.1 Objectives

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1.6.2 No Action Alternative

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1.6.3 Action Alternative

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1.6.4 Comparison of Alternatives

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1.7 SEPA Process

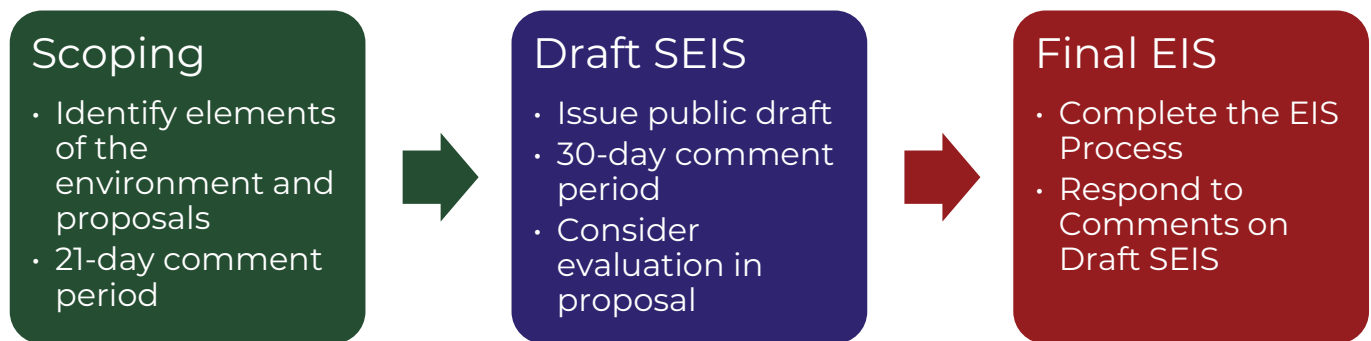
1.7.1 Overview

Under SEPA, an EIS is an informational document that provides the City, public, and other agencies with environmental information to be considered in the decision-making process. It also allows the public and government agencies to comment on proposals and alternatives. The EIS process has been integrated with the planning process to inform the development of the City of Lakewood plan growth concept, goals, and policies.

The EIS points of public comment included:

- Scoping took place in 2023 to identify the proposals and potential environmental topics; scoping is optional for a SEIS
- Placeholder about 30-day comment period and various engagement events
- This Draft SEIS offers analysis of the alternatives under review with the periodic update
- A Final SEIS will complete the process and respond to comments on the Draft SEIS.

Exhibit 1-1. City of Lakewood EIS Process



1.8 Key Issues and Options

The key issues facing decision makers include:

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1.9 Summary of Impacts and Mitigation Measures

This section summarizes the results of the Alternatives evaluation in Chapter 3. For details of the evaluation, please see Chapter 3.

1.9.1 Natural Environment

How did we analyze the Natural Environment?

Critical Areas

Climate Change

What impacts did we identify?

What is different between the alternatives?

What are some solutions or mitigation for impacts?

With mitigation, what is the ultimate outcome?

1.9.2 Land Use Patterns and Policies

How did we analyze Land Use Patterns and Policies?

What impacts did we identify?

What is different between the alternatives?

What are some solutions or mitigation for impacts?

With mitigation, what is the ultimate outcome?

1.9.3 Housing

How did we analyze Housing?

What impacts did we identify?

What is different between the alternatives?

What are some solutions or mitigation for impacts?

With mitigation, what is the ultimate outcome?

1.9.4 Transportation and Parking

How did we analyze Transportation and Parking?

What impacts did we identify?

What is different between the alternatives?

What are some solutions or mitigation for impacts?

With mitigation, what is the ultimate outcome?

1.9.5 Public Services

How did we analyze Public Services?

What impacts did we identify?

What is different between the alternatives?

What are some solutions or mitigation for impacts?

With mitigation, what is the ultimate outcome?

1.9.6 Utilities

How did we analyze Public Services?

What impacts did we identify?

What is different between the alternatives?

What are some solutions or mitigation for impacts?

With mitigation, what is the ultimate outcome?

1.10 Summary Alternative Comparison

2 Alternatives

2.1 Introduction

This chapter describes the proposal to update Lakewood's Comprehensive Plan and studied alternatives.

The Washington Growth Management Act (GMA) and the Washington State Environmental Policy Act (SEPA) direct how Lakewood must develop its Comprehensive Plan and conduct its environmental review.

Under the GMA, jurisdictions are required to protect critical environmental areas and conserve natural resource lands, such as farms and forests, as well as plan for land use and population and job growth.

2024 required Plan elements include:

- Land Use;
- Housing;
- Capital Facilities;
- Utilities;
- Transportation;
- Economic Development;
- Park and Recreation (once state funding is available); and
- Climate Change & Resiliency

The GMA also allows optional Plan elements; Lakewood has adopted four such elements over time, including the:

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

The 2011 Tillicum Neighborhood Plan and the 2021 Energy & Climate Change Element are renamed and updated in the proposed Comprehensive Plan.

The GMA calls for communities to review and, if necessary, revise their comprehensive plans and regulations every ten (10) years to ensure they remain up-to-date. The GMA is located at Chapter RCW 36.70A.

SEPA is intended to ensure that environmental values are considered during decision-making by state and local agencies. The environmental review process in SEPA is designed to work with other

regulations to provide a comprehensive review of a proposal. Most regulations focus on particular aspects of a proposal, while SEPA requires the identification and evaluation of probable impacts for all elements of the environment.

Combining the review processes of SEPA and the GMA reduces duplication and delay by combining study needs, combining comment periods and public notices, and allowing agencies, applicants, and the public to consider all aspects of a proposal at the same time. This SEIS is required by the State Environmental Policy Act (SEPA) (RCW 43.21C.030 (2)(c)). The adoption of the Lakewood Comprehensive Plan by the Lakewood City Council constitutes the action requiring SEPA compliance. SEPA is located at Chapter RCW 43.21C. SEPA rules can be found at WAC Chapter 197-11; SEPA procedures are located at WAC Chapter 173-802.

Within this planning framework, this Supplemental Environmental Impact Statement (SEIS) studies two alternatives – the current plan and the action alternative that responds to GMA legislation:

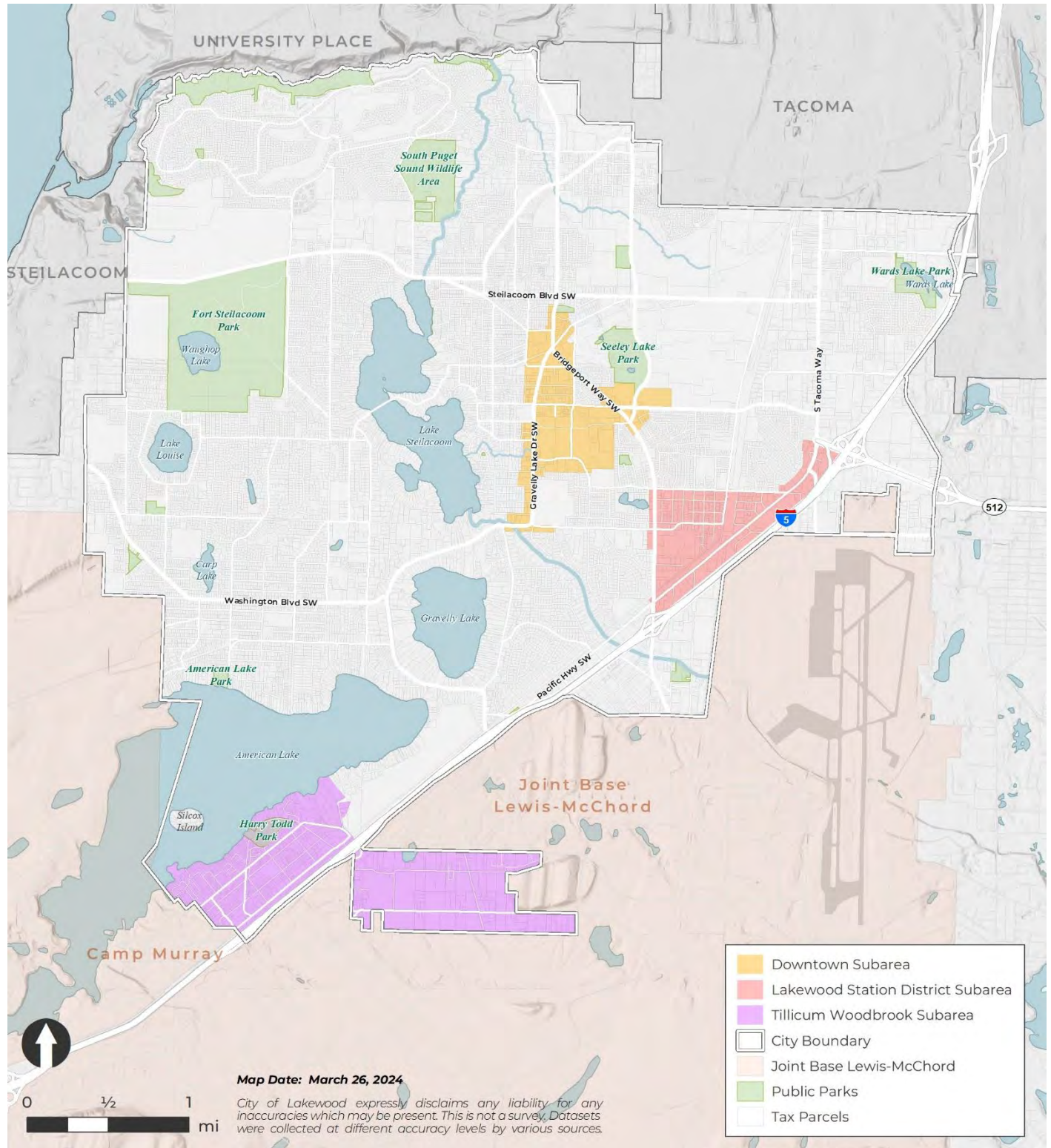
- **No Action:** The No Action Alternative is required under the State Environmental Policy Act (SEPA). This alternative retains the current Comprehensive Plan and associated subarea plans and development regulations. It provides capacity for about 10,242 dwelling units. The No Action Alternative meets the housing target of 9,378 dwellings, but it does not provide capacity for moderate density housing for households earning 80%-120% of the area median income. The No Action Alternative has capacity for 12,212 jobs above the 2020-2044 target of 9,378.
- **Action Alternative:** The Action Alternative consists of the Periodic Update of the Comprehensive Plan, including all Elements, Tillicum Woodbrook Subarea Plan Update, and implementing development regulations including development regulation amendments, particularly middle housing and critical areas regulations amendments. The Action Alternative has capacity for 16,174 dwelling units, and can provide housing at all income levels for the 2020-2044 planning period. It has capacity for 13,025 jobs above the 2020-2044 target.

2.1.1 Study Area

The Lakewood city limits, equaling approximately 17.06 square miles (about 10,920 acres), comprise the full study area. See Exhibit 2-1. Particular subareas identified in the Draft EIS include:

- **Tillicum-Woodbrook Subarea:** The Tillicum-Woodbrook Subarea Plan (TWSP) boundary is approximately 550 acres. 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.
- **Downtown:** The Downtown Plan was approved in 2018 to celebrate and invest in Downtown as the heart of Lakewood with places for shopping, gathering and celebrating, recreating, and living. The Downtown Subarea Plan includes the Towne Center, Colonial, and East Commercial Districts. The study area is over 300 acres.
- **Lakewood Station District:** The district is over 340 acres, and is the subject of a 2021 subarea plan that promotes a multi-modal commuter hub and amenity-rich, transit-oriented development node surrounding the Lakewood Station.

Exhibit 2-1. Lakewood Planning Area



Source: City of Lakewood, BERK 2024.

2.1.2 Objectives of the Proposal

SEPA requires a statement of project objectives highlighting the purpose and need of the proposal. The primary objective and need for the proposal is to complete a periodic update of the Lakewood Comprehensive Plan to meet Growth Management Act requirements, multicounty planning policies and the regional growth strategy in VISION 2050, and countywide planning policies and growth targets in the Pierce County Countywide Planning Policies. The periodic update is also designed to meet a vision statement developed by the City Council in 2021. (See text box below.)

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

2.2 Public Outreach

[Fill in]

2.3 Legal Framework

The **Growth Management Act (GMA)** was enacted in 1990 and amended substantially in 1991 and most years thereafter. The act is meant to guide faster growing counties and their cities to prepare Comprehensive Plans centered around a land use plan designed to meet growth targets for a 20-year period. The 20-year plan also addresses goals and policies regarding land use, housing, economic

development, capital facilities, utilities, parks and recreation, and transportation. A new required element addresses climate change fully due by 2029 for central Puget Sound counties.

The GMA goals include the following 15 goals which guide the preparation of the comprehensive plan and implementing development regulations such as zoning and critical areas protection:

- (1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
- (3) Transportation. Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.*
- (4) Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*
- (5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*
- (6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*
- (7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*
- (8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.*
- (9) Open space and recreation. Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*
- (10) Environment. Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*
- (11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.*

(12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

(14) Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(15) Shorelines of the state. For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

The most significant recent legislation addresses housing and climate change.

HB 1220 requires counties and cities to plan for projected housing needs by income band and removal of regulatory barriers. Each county and city must address policies, programs and zoning that may have a racially disparate or exclusionary effect and address patterns of disinvestment. Local governments must also identify displacement risk and establish policies to prevent displacement or reduce the hardships caused by displacement. HB 1220 requires accommodation of emergency shelters and permanent supportive targets and removal of regulatory barriers.

- This SEIS summarizes the City of Lakewood's evaluation of Racially Disparate Impacts and Affordable Housing Targets. It compares the No Action and Action Alternatives for their ability to remove barriers to housing affordable to all incomes.

HB 1110 increases middle housing in areas traditionally dedicated to single-family detached housing. Requires cities to: allow at least six of nine middle housing types in predominantly single-family zones; allow only administrative design review of objective standards; require between two and six middle housing units on each lot depending on city and county population thresholds; provide process and criteria for extensions of implementation; and the bill directs Commerce to provide technical assistance including rulemaking and certification authority. It also amends RCW 43.21C to exempt certain actions from environmental review. Permit review procures are to be similar to single-family detached residences. Parking standards vary based on unit numbers, proximity to transit, and lot sizes.

- This SEIS considers how Lakewood can accommodate middle housing with more units in proximity to transit, and less units per lot elsewhere. Middle housing would not be allowed on lots designated with critical areas or buffers per HB 1110. This SEIS provides an empirical evaluation of access and parking developed by Transpo and BERK. It considers existing street conditions in different parts of the city and where off-street parking requirements may be retained to address multimodal safety concerns.

HB 1337 requires the adoption or amendment of municipal zoning regulations to allow for at least two accessory dwelling units (ADUs) on all lots located in all zoning districts within an urban growth area that allows for single family homes. It also limits parking requirements based on distance from transit and lot size and removes barriers to separate sale and ownership of ADUs.

- Lakewood currently allows one ADU on each property accessory to any type of housing unit in all single family and multifamily residential districts and the Transit Oriented Commercial district. This SEIS identifies the proposed amendments to address HB 1337 with the Action Alternative.

HB 1181. This law requires counties and cities update their transportation, land use, parks, utilities, and capital facilities elements, as well as add a climate element that is comprised of a greenhouse gas emissions reduction sub-element (if within 11 more populous counties) and a resilience sub-element (all jurisdictions). The greenhouse gas emissions sub-element must include goals and policies to reduce emissions and vehicle miles traveled. The resilience sub-element must include goals and policies to improve climate preparedness, response and recovery efforts. Climate elements must maximize economic, environmental, and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities.

- The City has used two Commerce grants to conduct public engagement and develop goals and policies in an Energy and Climate Change Element adopted in 2023. The City has until 2029 to fully implement HB 1181.

2.4 EIS Alternatives

2.4.1 No Action Alternative

If the City Council takes no action adopting the 2024 Lakewood Comprehensive Plan, the City's 2023 Comprehensive Plan as adopted would remain in effect until a new plan is adopted. The No Action Alternative as addressed in the SEIS is therefore the 2023 Comprehensive Plan. Features and land capacity are described below.

Current Comprehensive Plan

The No Action Alternative continues the current Comprehensive Plan last amended August 2023 which had a horizon year of 2030/2035. Plan chapters include:

- **Introduction:** Describes the purpose and contents of the Comprehensive Plan, visioning, and plan themes including controlling sprawl, creating place, and protecting the environment.
- **Official Land Use Maps:** Describes Lakewood's land use designations, population densities and housing types, subarea planning boundaries, and the urban growth area abutting city limits.
- **Land Use:** Describes growth targets, and goals and policies for housing, commerce, neighborhood business and commercial corridors, industrial uses, JBLM and military planning, public and institutional lands, critical areas and shorelines, noise, and nonconforming uses. The element also addresses Downtown, Station District, and Tillicum subareas.

- **Urban Design and Community Character:** 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.
- **Economic Development:** Describes strategies, goals, and policies to transform Lakewood from a largely bedroom-community of the City of Tacoma and Joint Base Lewis-McChord (JBLM) into a diversified, full-service, and self-contained city.
- **Transportation:** Addresses goals and policies regarding streets and all modes of transportation, and provides a technical appendix.
- **Utilities:** Provides goals and policies addressing stormwater, sanitary sewer, water, electricity, communications, solid waste, and natural gas.
- **Public Services:** Address goals and policies for police, fire and emergency services, schools, and libraries.
- **Capital Facilities and Improvements:** The Capital Facilities Element contains the 20 year goals and policies for capital facilities and essential public facilities. A 6- year Plan/Program supports the Element in a separate document, and provides inventories of existing and proposed capital facilities, identifies both regular and special maintenance requirements, forecasts future needs for facilities for six years, identifies deficiencies in capital facilities and the actions necessary to address such deficiencies, and contains a six-year financing plan and budget.
- **Energy and Climate Change:** This recently adopted element describes potential climate change impacts, energy use and greenhouse gas emissions; describes potential climate change impacts, energy use and greenhouse gas emissions; defines goals for energy and climate change; identifies policies and implementing tasks to address energy and climate change needs; and provides a summary table identifying lead responsibilities for each implementing task.
- **Implementation:** Describes implementation strategies for each element.

Future Land Use Map and Zoning

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. See Exhibit 2-2.

Descriptions of the City's land use zones and the allowed uses within each zone are included in Lakewood Municipal Code (LMC) Section 18A.10.120, LMC Title 18B (for the Downtown Subarea), and LMC Title 18C (for the Station District Subarea), all of which are available online at <https://lakewood.municipal.codes/>.

Exhibit 2-2. Land Use Designations and Zoning

Land Use Designation	Land Use Zoning District
Air Corridor 1 (AC1)	Clear Zone (CZ)
Air Corridor 2 (AC2)	Air Corridor 1 (AC1)
	Air Corridor 2 (AC2)
Arterial Corridor (ARC)	Arterial Residential/Commercial (ARC)

Land Use Designation	Land Use Zoning District
Corridor Commercial (CC)	Transit-Oriented Commercial (TOC) (within Lakewood Station District) Commercial 1 (C1) Commercial 2 (C2) Commercial 3 (C3)
Downtown	Central Business District (CBD)
High-Density Multifamily (HD)	Multifamily 2 (MF2) Multifamily 3 (MF3)
Industrial (I)	Industrial Business Park (IBP) Industrial 1 (I1) Industrial 2 (I2) Industrial 2 (I2)
Public and Semi-Public Institutional (PI)	Public Institutional (PI)
Multifamily (MF)	Multifamily 1 (MF1)
Military Lands (ML)	Military Lands (ML)
Mixed Residential (MR)	Mixed Residential 1 (MR1) Mixed Residential 2 (MR2)
Neighborhood Business District (NBD)	Neighborhood Commercial 1 (NC1) Neighborhood Commercial 2 (NC2)
Open Space and Recreation (OSR)	Open Space and Recreation 1 (OSR1) Open Space and Recreation 2 (OSR2)
Residential Estate (RE)	Residential 1 (R1) Residential 2 (R2)
Single-Family (SF)	Residential 3 (R3) Residential 4 (R4)

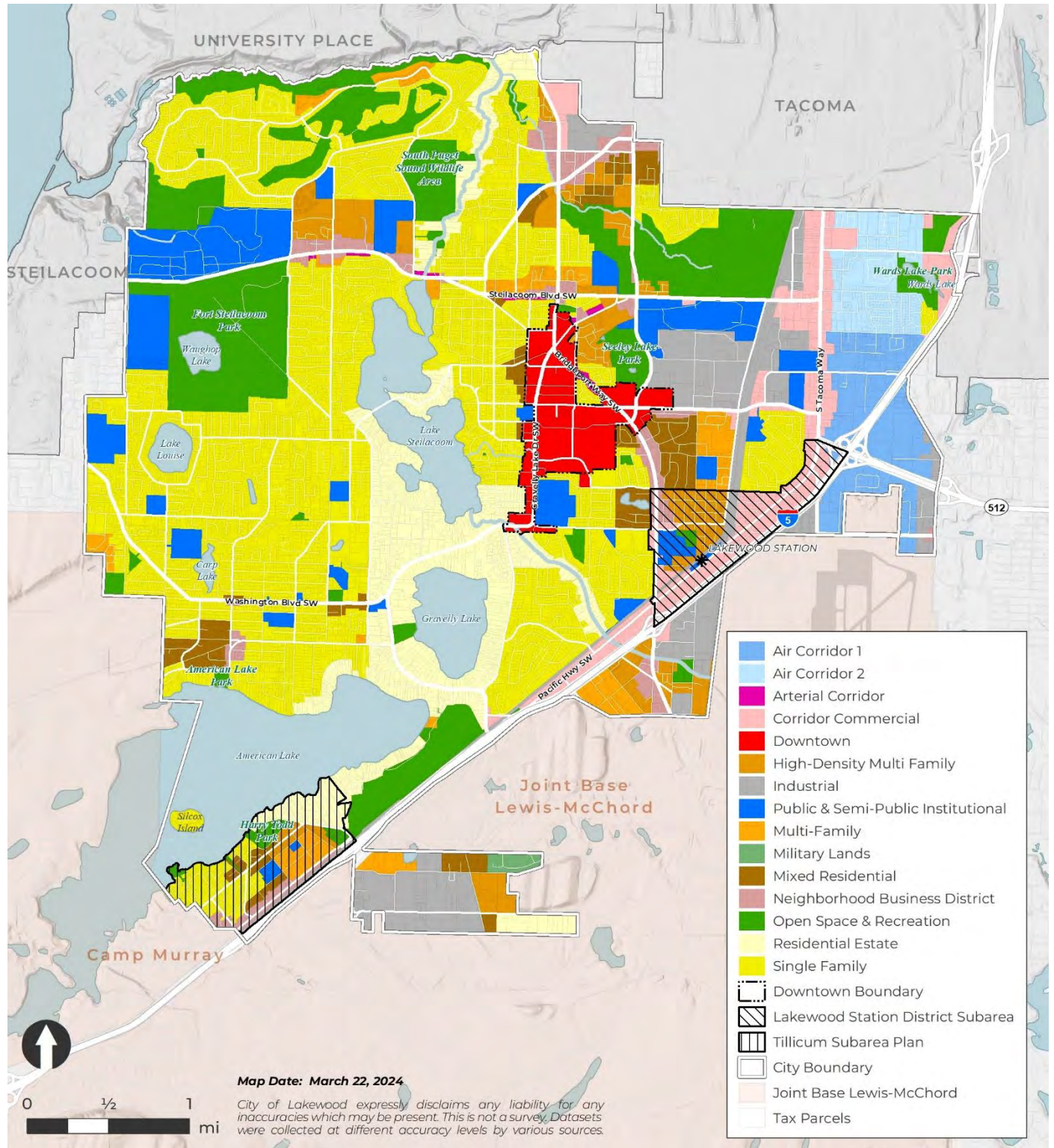
Source: City of Lakewood, BERK 2024.

The City has maintained a Future Land Use Map that identifies commercial and industrial uses to the east, multifamily uses to the north, east, and south, and single family uses largely to the west and north of the city. See Exhibit 2-3. A Zoning Map implements the Future Land Use Map. See Exhibit 2-4.

Other Development Regulations

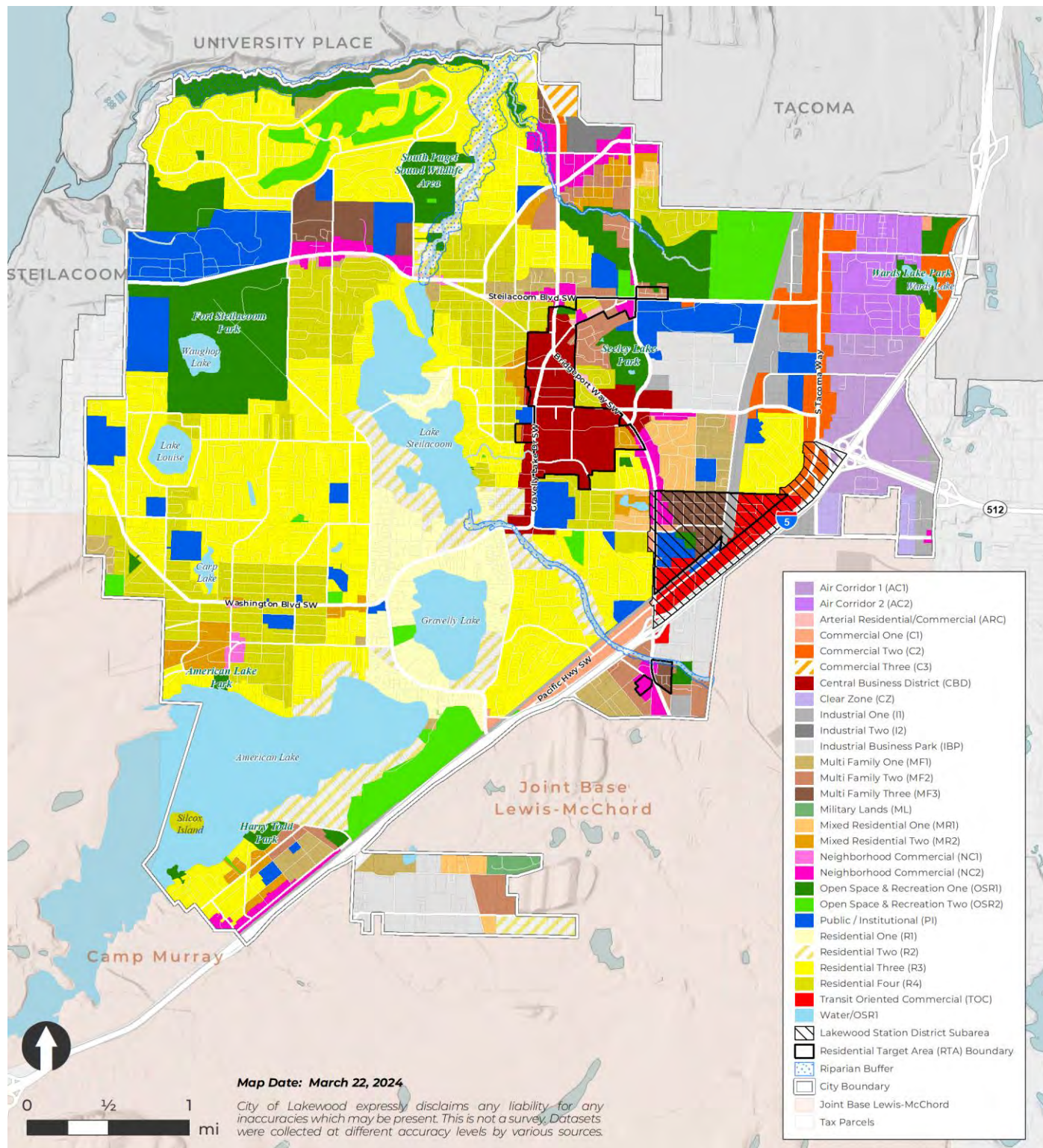
GMA requires that a city or county review its critical areas regulations and other development standards and update them. Additionally, HB 1220 requires identification and removal of barriers to affordable housing. No other development regulations would be amended under the No Action Alternative.

Exhibit 2-3. Future Land Use Map, 2023.



Source: City of Lakewood, 2023.

Exhibit 2-4. Zoning Map, 2023



Source: City of Lakewood, 2023.

Growth Targets and Capacity

The current Comprehensive Plan and implementing zoning provides capacity that meets its jobs target and its overall housing target but not the affordable housing targets. See Exhibit 2-5 and Exhibit 2-6. See also Appendix XX.

Exhibit 2-5. Growth Targets and Capacity – No Action Alternative

	2020	2044	Growth 2020-2044	No Action Growth Capacity
Population	63,612	86,792	23,180	23,966*
Jobs	29,872	39,735	9,863	12,212
Housing	26,999	36,377	9,378	10,242
Emergency Housing	8	582	574	TBD

Note: *Housing capacity x 2.34 persons per household (US Census 2018-2022)

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

Exhibit 2-6. Affordable Housing Targets and Capacity by No Action Alternative

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	8,136	2,173
0-30% PSH	1,637				
>30-50%	1,739				
>50-80%	1,375				
>80-100%	592	Moderate Density	1,128	776	(352)
>100-120%	536				
>120%	2,287	Low Density	2,287	1,330	(957)
Total	9,378		9,378	10,242	864

Sources: Pierce County, 2022, BERK 2024.

Based on the results of the No Action Alternative affordable housing targets, and the need to respond to HB 1110 and HB 1337, the Action Alternative provides more capacity and housing types in the moderate density and low density zoning categories.

While the No Action Alternative capacity meets targets, the studied growth is reflective of the current assumptions in the Comprehensive Plan and transportation model as amended by the Downtown Plan and Station District Subarea Plan:

- Comprehensive Plan as of 2017
 - Households 2030: 31,884

- Jobs: 33,441
- Comprehensive Plan plus Downtown (2018) and Station Area (2021) Plans:
 - Households by 2035: 34,440
 - Jobs: 39,159

2.4.2 Action Alternative

Comprehensive Plan Periodic Update

Summary: The Action Alternative would fulfill new GMA requirements for the periodic update and recent state legislation. In addition, the Comprehensive Plan would meet the Puget Sound Regional Council's VISION 2050 multicounty planning policies and growth strategy, and Pierce County Countywide Planning Policies. That includes new Housing Element requirements, and middle housing and ADU legislation, as well as regional policies regarding housing, equity, climate, employment, and transportation as well as environmental justice and airport land use compatible land uses. All elements would be updated. Given the focus on housing legislation the Land Use and Housing Elements would receive the most intensive updates. Additionally, the Tillicum-Woodbrook Subarea Plan would be updated and expanded and added to a specific Subarea Plan Element, along with the Downtown Subarea Plan and Lakewood Station District Subarea Plan.

Key Concepts: The Preferred Alternative is the adoption of a significantly reorganized Lakewood Comprehensive Plan that reflects:

- Land development capacity consistent with Lakewood's 2044 growth targets:
 - 9,378 new housing units;
 - 23,180 in new population; and
 - 9,863 new jobs.
- Planning for sufficient housing land capacity for all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing);
- 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;
- Providing for moderate density housing options, including but not limited to duplexes, triplexes and townhomes;
- updated planning and zoning to allow the densification of housing in historically single family areas;
- 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;
- updated energy and climate change related policies;

- coordinated planning with utility providers;
- planned civilian-military compatibility;
- expanded geographic boundaries for the 2024 Tillicum-Woodbrook Subarea Plan to include Woodbrook;
- consistency with the PSRC Centers Framework Policy as it applies to the Lakewood Regional Urban Growth Center; and
- optional elements (e.g., the Downtown, Station District, and Tillicum-Woodbrook Subarea Plans) and Background Reports in Appendices

Element Reorganization – Periodic Review

1	Introduction
2	Land Use and Maps*
3	Capital Facilities & Essential Public Facilities
4	Economic Development
5	Energy and Climate Change
6	Housing*
7	Military Compatibility*
8	Natural Environment
9	Parks, Recreation, and Open Space
10	Public Services
11	Subarea Plans*
12	Transportation
13	Urban Design and Community Character
14	Utilities
15	Implementation

Land Use Plan and Zoning

The Preferred Alternative proposes specific land uses and planning policies consistent with the GMA as well as related recent state legislation and regional policies focused on planning for housing affordable to all. The Preferred Alternative is consistent with the Central Puget Sound multicounty planning policies (MPPs) and Regional Growth Strategy, as adopted in the Puget Sound Regional Council's (PSRC's) VISION 2050, and the PSRC-adopted Regional Transportation Plan. The Plan is also consistent with the Pierce County Countywide Planning Policies (CPPs.)

A major consideration in the update is the densification of housing in historically single-family areas per state legislation (HB 1110 and 1337) and the needs to address housing ownership and rental housing opportunities for all incomes (HB 1220). See **Exhibit 2-7**..

Exhibit 2-7. Housing Types Allowed in Historically Single-Family Areas

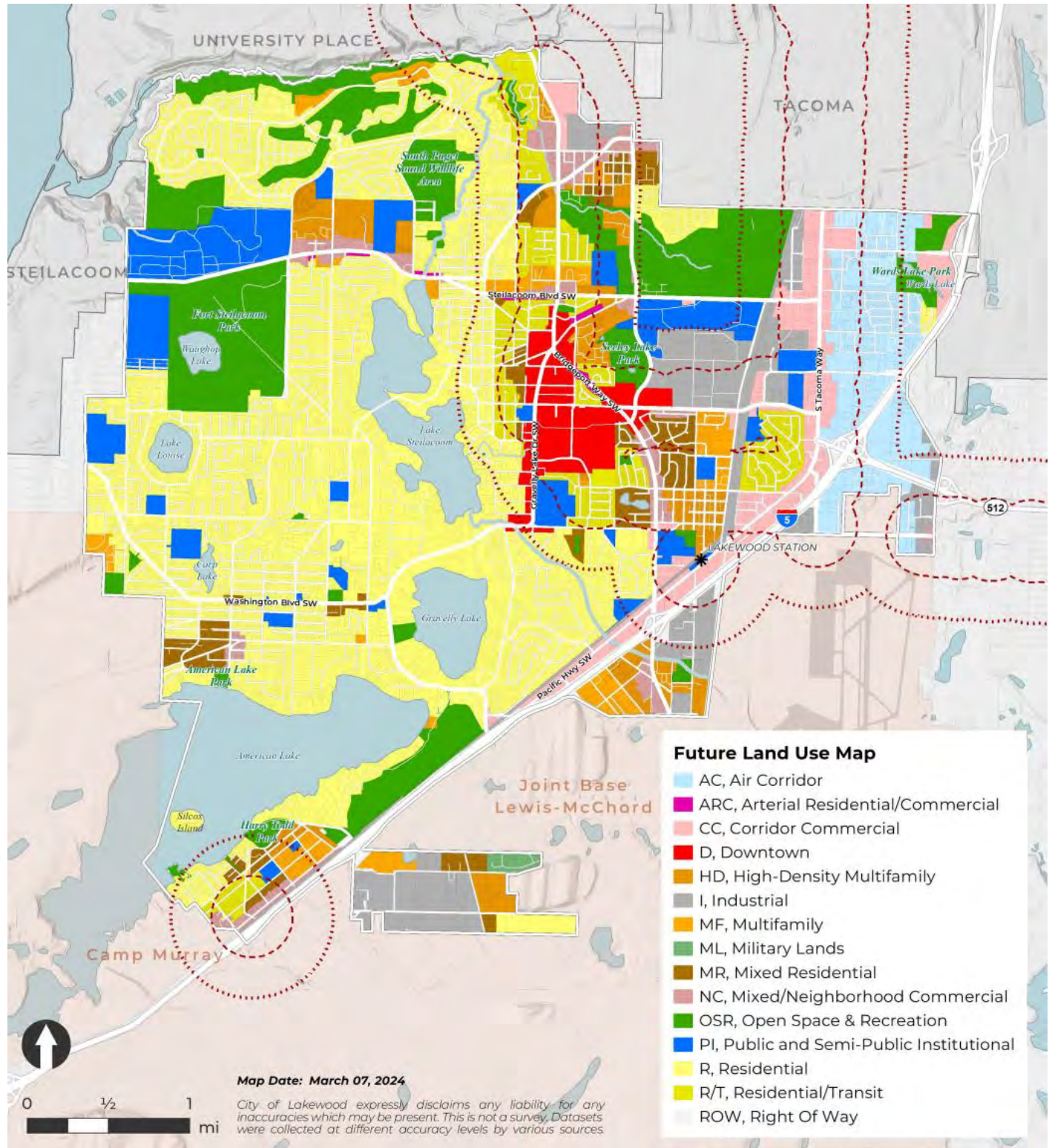
Housing Unit Types	Variations of Unit Types	Minimum units per lot?
<p>Middle Housing</p> <p>“Buildings that contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing” in single family areas.</p>	<p>Middle Housing Basic Rule</p>	<p>2 units/lot in <u>SF areas</u> (R1-R4 zones unless density already higher than 2 units per lot.)</p>
	<p>Middle Housing w/in ¼ Mile from Major Transit Stop</p>	<p>4 units/lot in <u>SF areas</u></p>
	<p>Middle Housing if 1+ unit affordable</p>	<p>4 units/lot wherever base rule applies in <u>SF areas</u></p>
	<p>Middle Housing in non-sewered areas</p>	<p>2 units/lot in <u>SF areas</u> until demonstrated that a sewer system will serve the development at the time of construction.</p>
<p>Accessory Dwelling Units (ADUs)</p> <p>2 attached accessory dwelling units (ADUs) such as unit in a basement, attic, or garage.</p> <p>1 attached ADU and 1 detached ADU, <u>or</u> 2 detached ADUs that may be comprised of either 1 or 2 detached structures.</p> <p>A conversion of an existing structure, such as a detached garage.</p>	<p>At least 2 ADUs on all lots that meet the minimum lot size in <u>each zone that allows for single-family homes</u>. (R1-R4, MR1, MR2, and ARC zones)</p>	
	<p>City may limit to 2 ADUs, <u>in addition to</u> the principal unit, on a residential lot of 2,000 square feet or less.</p>	
	<p>ADUs located in non-sewered areas, not connected to public sewer, or in areas of 1 duu or less that are wetlands, fish and wildlife habitats, flood plains, or geologically hazardous areas may be prohibited.</p>	

Source: Summary of HB 1110 and 1337.

The City of Lakewood will be adopting new zoning regulations regarding how many units can be built on a single residential lot in 2024 in its R1, R2, R3, R4, and ARC zones. The new rules will go into effect early 2025. Lakewood must allow at least 2 middle housing units per lot in single family areas, and 4 middle housing units per lot in single family areas within 1/4 mile of major transit stops. Lakewood must also allow up to 2 ADUs in single family areas.

The City is anticipating a new land use designation Residential/Transit and underlying zones also would be R2/Transit, R3/Transit, and R4/Transit. See Exhibit 2-8.

Exhibit 2-8. Future Land Use Plan and Transit Proximity

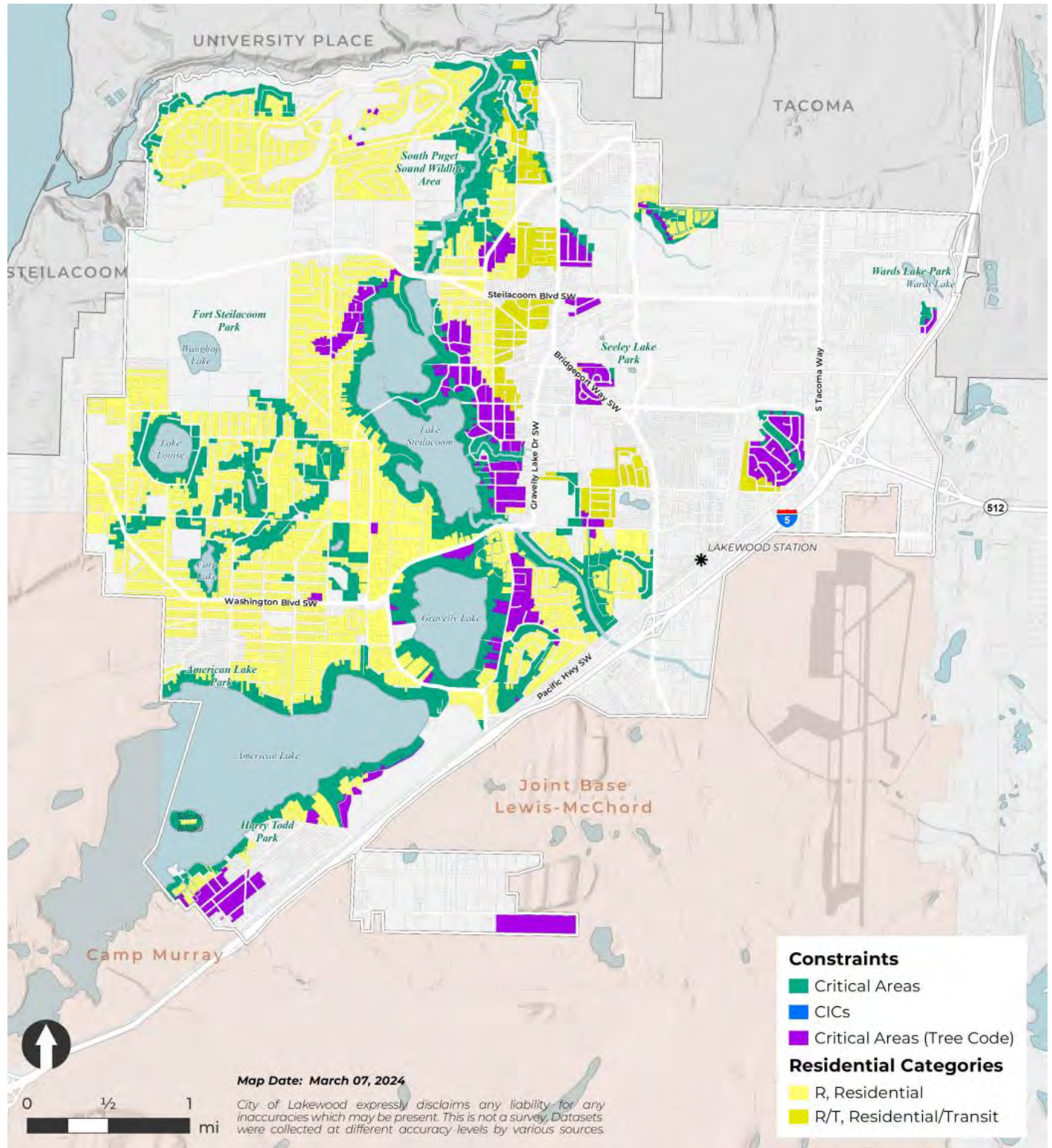


Source: City of Lakewood, 2024.

In the areas eligible for middle housing, the City must allow six of the nine types of middle housing: duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.

The City may allow 25% of eligible single-family lots to be excused from middle housing allowances such as lots designated with critical areas or buffers, and any areas subject to sea level rise/flooding, wildfires, or geological hazards. The lots that may be excluded from middle housing may not be those with covenants that excluded racial minorities from owning properties.

Exhibit 2-9. Lots with Critical Areas



CIC = Common Interest Communities, RCW 64.90.010(10)
 Source: City of Lakewood, 2024.

Subarea Plan Updates and Evaluation

Consistency amendments would be needed regarding some of the zones inside the Downtown and Station Area Districts to address middle housing, ADUs and emergency and permanent supportive housing:

Downtown

- Emergency and permanent supportive housing is allowed in Downtown in LMC 18A.40.120, Special Needs Housing. While Group Homes 4 and 5 are prohibited in the Downtown regulations but LMC 18A.40.120 indicates Group Home 5 (for secure community transition facilities) is allowed by Conditional Use Permit in the CBD zone. This difference should be addressed in housekeeping code amendments.
- The CBD zone does not allow single-family dwellings, and middle housing or ADUs are not required in HB 1110. However, per the Downtown Plan and implementing regulations, the Low-Impact Mixed-Use Roads District allows duplex and triplex homes. The City could review and amend regulations regarding the as needed in the Low-Impact Mixed-Use Roads District to address middle housing and ADUs.
- The Downtown subarea boundary and CBD zone abuts a row of single family lots and the Clover Park High School. A rezone was completed in 2023 to extend the CBD zone to abut the high school. This would allow for a variety of housing types in that area. The City will amend the Downtown Planned Action Ordinance to add the parcels as they are in the City's multifamily tax exemption area, and property owners intend to develop housing similar to that identified for the Downtown Plan. The inclusion of the properties make for a logical boundary and cohesive land use pattern.

Lakewood Station District

- LMC 18A.40.120, Special Needs Housing: Group homes types 4 and 5 are prohibited in LMC 18C.200.220 in the C1 zone but are allowed by Conditional Use Permit in LMC 18A.40.120. Amendments to reconcile the conflict should be addressed.
- The City could consider adding allowances for ADUs in zones in the Station District that allow duplex, triplex, or townhome units.

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 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 2011, the Tillicum Neighborhood was identified as an activity node and focal point for businesses, Maple Street as a safe connector street, installation of pedestrian infrastructure, mixed uses, gateway to the American Lake waterfront, and market rate and affordable housing.

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. Goals, policies, and actions are being developed based on the engagement efforts with the communities and evaluation of existing conditions.

Six goals of the proposed subarea plans and actions are shared below.

- 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.

Housing and Job Capacity

Based on the proposed changes to the Future Land Use Plan and Zoning to allow more middle housing and ADUs, there would be an increased capacity for housing. Also, the proposed changes would allow the City to meet its affordable housing targets. See Exhibit 2-10 and Exhibit 2-11.

Exhibit 2-10. Growth Targets and Capacity – Action Alternative

	2020	2044	Growth 2020-2044	Action Alternative 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	TBD

Note: *Housing capacity x 2.34 persons per household (US Census 2018-2022)

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

Exhibit 2-11. Affordable Housing Targets and Capacity by Action Alternative

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

Sources: BERK 2024.

While the Action Alternative has capacity above the targets, for the purposes of this SEIS, the targets are used for evaluations of transportation and other needs since the targets represent a 20-year period and capacity represents a reasonable build out under proposed regulations that may take a longer time than 20-years.

The regulations are permissive towards more housing types, but property owners would determine their interest in providing such units on their properties:

- Homeowners who wish to build ADUs or middle housing units on their own property will have more opportunities to do so.
- Homeowners who do not want to build more units on their property are not required to build units.

Other Development Regulations

Critical Areas Regulations

An ongoing requirement of the GMA is for local jurisdictions to periodically review and evaluate their adopted critical areas policies and regulations. The City commissioned a gap analysis of critical area regulations that are contained in Title 14, . The City proposes targeted amendments to address the gaps as part of the Periodic Update. See Exhibit 2-12.

Exhibit 2-12. Critical Areas Ordinance Gap Analysis

Provisions	Summary of Changes
General Provisions	Code sections 14.142.010 through 14.142.200 contain general provisions that are applicable to all types of critical areas. While overall the general provisions contained in these sections are strong, some refinements could be made to further align these sections with the GMA and BAS.

Provisions	Summary of Changes
Geologically Hazardous Areas	Geologically hazardous areas addressed in the Code include erosion and landslide hazard areas and seismic hazard areas. The Code does not designate mine, volcanic or tsunami hazard areas as geologically hazardous areas. Definitions and classification criteria and mapping are recommended for update.
Critical Aquifer Recharge Areas	The current regulations appear generally consistent with the CARA guidance provided by the Department of Ecology. The following subsections are suggestions for improving the level of aquifer protection and general clarification of regulations to implement the plan including adding maps and creating an inventory of potential contaminant sources.
Fish and Wildlife Habitat Areas	The City’s habitat conservation areas regulations require some modifications to align with BAS and to clarify applicability and facilitate ease of use. Update identification and mapping of fish and wildlife habitat conservation areas. Updating buffer requirements for streams, lakes, and ponds is proposed.
Flood Hazard Areas	Existing regulations could be enhanced by providing specific critical area special study and/or habitat assessment requirements

Source: DCG/Watershed, 2023.

Parking Regulations

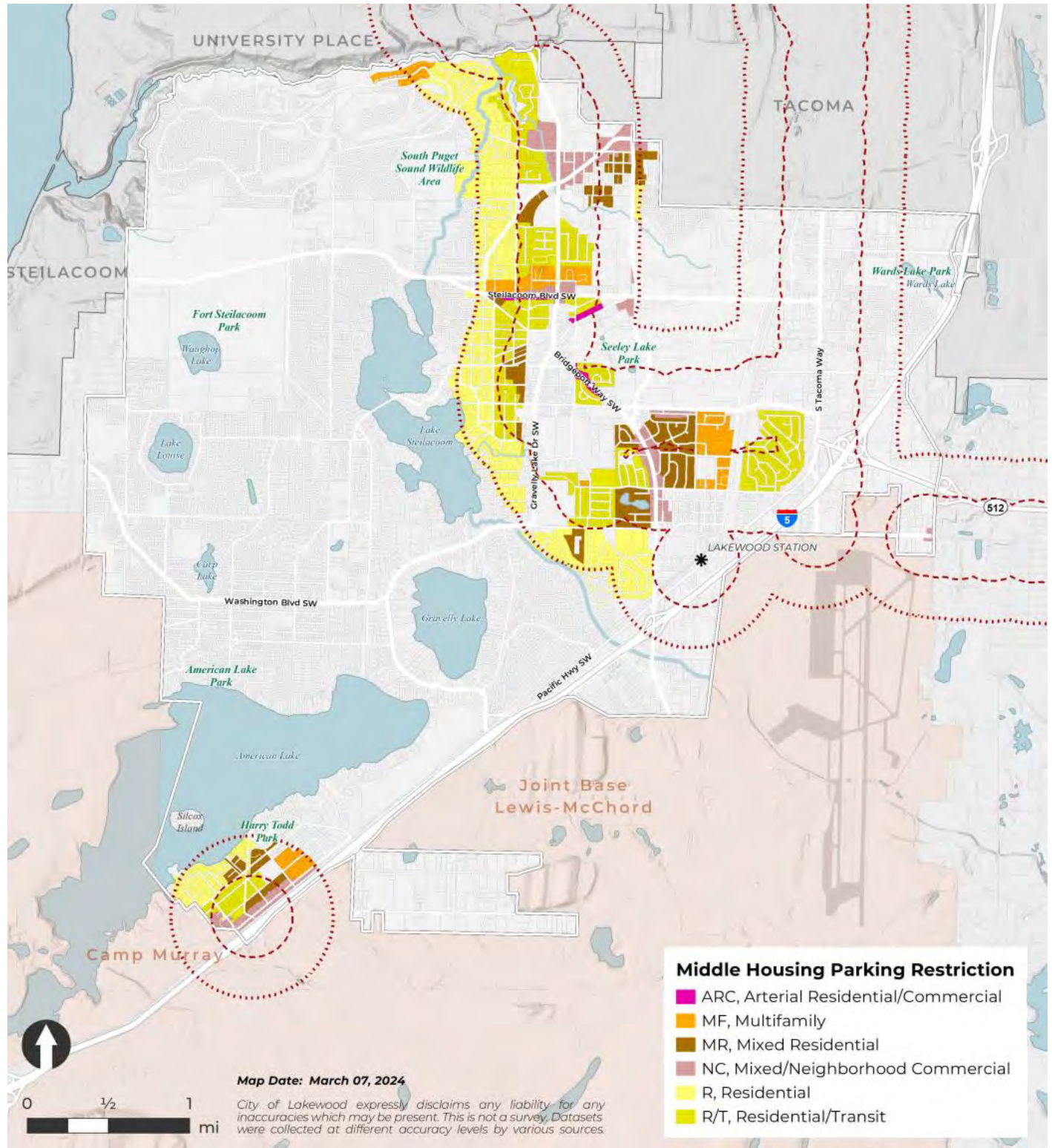
Except on streets where multimodal safety is a concern, the Action Alternative would amend parking as follows:

- No off-street parking is required for middle housing within ½ mile walking distance of a major transit stop. See Exhibit 2-13.
- No more than one off-street parking space is required for middle housing on lots smaller than 6,000 square feet before zero lot line subdivisions or lot splits.
- No more than two off-street parking space is required for middle housing on lots greater than 6,000 square feet before zero lot line subdivisions or lot splits.

This SEIS provides an empirical evaluation of access and parking developed by Transpo and BERK. It considers existing street conditions in different parts of the city and where off-street parking requirements may be retained to address multimodal safety concerns.

The parking reductions would not apply XXX.

Exhibit 2-13. Applicable Parking Reductions in Half Mile of Transit



Source: City of Lakewood, 2024.

2.4.3 Comparison of Alternatives

This SEIS evaluates the No Action and Action Alternatives, compared in Exhibit 2-14 below.

Exhibit 2-14. Comparison of Alternatives

Component	No Action Alternative	Action Alternative
Comprehensive Plan Elements	Current Plan is retained (2023).	Plan is updated to meet recent legislation (HB 1220, HB 1110, HB 1337).
General Concept	<p>Incorporates VISION 2050 Policies</p> <ul style="list-style-type: none"> - Includes zoning requirements for special needs housing (PSH, RRH, TH, Emergency Shelters) - Housing Element fully reflects “HB 1220” (2021 law) zoning and policy requirements: - 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 within Urban Growth Areas (UGAs), 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; and - 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. - Reflects HB 1110 and HB 1337, 2023 laws requiring allowance of middle housing and ADU housing in single family areas - Incorporates information from analysis of impacts to residential areas parking due to HB 1110 and HB 1337 densification requirements 	<ul style="list-style-type: none"> - Incorporates VISION 2040 Policies - Includes zoning requirements for special needs housing (PSH, RRH, TH, Emergency Shelters) - Housing Element does not fully reflect HB 1220 zoning and policy requirements as summarized for Preferred Alternative - Does not reflect HB 1110 or HB 1337 requirements to allow middle housing and ADU housing in single family areas - Does not incorporate information from analysis of impacts to residential areas parking due to HB 1110 and HB 1337 densification requirements - Does not incorporate analysis of Regional Urban Growth Center per PSRC Centers Framework - Does not incorporate initial compliance policies with HB 1181 (2023 Climate Change & Resiliency Law)

Component	No Action Alternative	Action Alternative
	<ul style="list-style-type: none"> - Incorporates analysis of Regional Urban Growth Center per PSRC Centers Framework - Incorporates initial compliance policies with HB 1181 (2023 Climate Change & Resiliency Law) 	
Key Features	<ul style="list-style-type: none"> - Updated residential zoning scheme and policies in response to HB 1220, HB 1110, and HB 1337 - Updated Energy & Climate Change Chapter including initial compliance with HB 1181 - 2024 Tillicum-Woodbrook Subarea Plan - Verified data regarding Lakewood Regional Urban Growth Center in relation to pending PSRC Center Review - Reorganized Plan content to better reflect GMA organization and requirements. Streamlined Plan language (i.e., goals and policies), Optional Elements (e.g., subarea plans), expanded technical and detailed Appendices, and collection of Background Reports. 	<ul style="list-style-type: none"> - Maintains current residential zoning scheme and policies that pre-date HB 1220, HB 1110, and HB 1337 - Includes 2021 Energy & Climate Change Chapter that pre-dates HB 1181 - Includes 2011 Tillicum Neighborhood Plan and 2022 Addendum - Retains past data and analyses about the Regional Urban Growth Center that was drafted prior to the adoption of the PSRC 2018 Centers Framework - Maintains content organization used since first adopted Comprehensive Plan. Contains outdated and obsolete narrative and policy language. No clear references to original or more recent Background Reports.
Future Land Use Map and Zoning	Current Future Land Use Plan and Zoning Map is retained.	<p>Future Land Use Plan and Zoning Map and text are amended to allow for middle housing and ADUs.</p> <p>The CBD zone would be extended between the current boundary and the Clover Park High School.</p> <p>Consistency amendments are proposed to reconcile inconsistencies between use allowances for group homes in the Downtown/CBD and other Station District zones.</p>
Other Development Regulations	<p>No changes to critical areas regulations.</p> <p>No changes to parking regulations.</p>	<p>Update critical areas regulations to address gap analysis.</p> <p>[Parking regulations]</p>
Growth Targets and Capacity	<p>Meets population, housing, and job targets on the whole. Does not meet housing targets by affordability band.</p> <p>[Emergency / PSH Housing]</p>	<p>Meets all growth targets including targets by affordability band.</p> <p>[Emergency / PSH Housing]</p>

Source: City of Lakewood, 2024; BERK Consulting, 2024.

2.4.4 Future Alternatives

As a result of this Draft SEIS and public engagement, the City may adjust the Action Alternative. A revised action alternative may be considered that is similar to or in the range of the studied alternatives. The Final SEIS will respond to public comments and identify and evaluate changes to the Action Alternative.

2.5 SEPA Process

2.5.1 Non-project EIS

The purpose of this SEIS is to assist the public and local government decision makers in considering future growth and land use patterns as well as goals, policies, and development regulations as part of the Lakewood Comprehensive Plan Periodic Update. These broad decisions will provide direction and support for more specific actions by the City, such as capital improvements.

This Draft SEIS provides a qualitative and quantitative analysis of environmental impacts as appropriate to the general nature of a comprehensive plan update. The adoption of comprehensive plans or other long-range planning approvals is classified by SEPA as a non-project (i.e., programmatic) action. A non-project action is defined as an action that is broader than a single site-specific project and involves decisions on policies, plans, and programs. The SEIS discusses impacts and alternatives appropriate to the scope of the non-project proposal and to the level of planning for the proposal ([Washington Administrative Code \[WAC\] 197-11-442](#)).

2.5.2 Integrated SEPA/GMA Process

Preparation of this SEIS took place concurrently with development of the 2024 Comprehensive Plan, as is consistent with the purpose of SEPA/GMA integration (see Washington Administrative Code (WAC) 197-11-210 through 197-11-235.) The concurrent development was intended to ensure that environmental analyses under SEPA would be an integral part of the planning and decision-making process under GMA. As a result, many goals, policies, and other provisions serve as SEPA mitigation measures in this SEIS, and where the SEIS has found potential mitigation measures they are likewise opportunities to address policy and code updates.

One of the purposes of SEPA is to incorporate public input into environmental review. This objective was accomplished through a public scoping period that took place during February and March, 2023. The scoping allowed agencies, affected tribes, and members of the public to comment on the scope of analysis. This Draft SEIS was released in May 2024 for review and comment by agencies, affected tribes, and members of the public. Comments on the Draft SEIS will be published along with the response to each in the Final SEIS.

2.5.3 Prior SEPA Documents

SEPA allows use of prior environmental documents ([WAC 197-11-600](#)). The City may rely on part or all prior documents and update past information through an addendum (if minor differences from prior EIS) or through a SEIS (address new alternatives and new information). The City determined that a SEIS was appropriate. Scoping is not required for a SEIS. However, this Draft SEIS is subject to a 30-day comment period.

This SEIS supplements the following previously issued SEPA documents:

- City of Lakewood, Comprehensive Plan, Final EIS, June 2000
- City of Lakewood, 2015 Comprehensive Plan Amendments and Update, Determination of Non-Significance and associated SEPA Checklist, July 30, 2015
- City of Lakewood, Downtown Lakewood Plan and Planned Action Final EIS, July 20, 2018, and associated Addenda, September 10, 2018 and September 26, 2018
- City of Lakewood, Lakewood Station District Subarea Plan, Form-Based Code, and Planned Action, Revised Determination of Non-Significance, November 12, 2020, March 30, 2021, and April 29, 2021
- Puget Sound Regional Council, VISION 2050 Final SEIS, March 2020

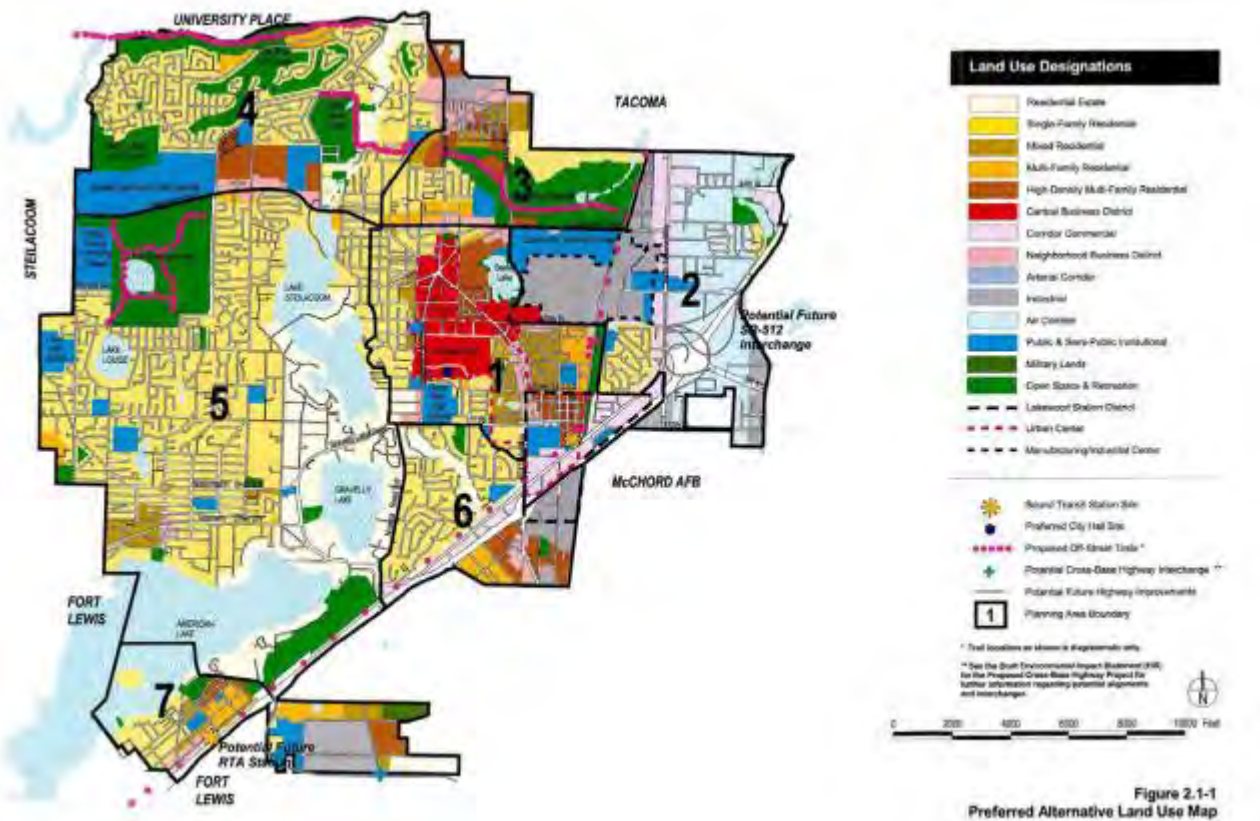
The City has identified and adopted these documents as being appropriate for this proposal after independent review, and they will accompany the proposal to the decision makers. This SEIS builds on these documents and meets the City's environmental review needs for the current proposal.

The 2000 EIS set forth much of the current Future Land Use Plan in Lakewood. See Exhibit 2-15.

The Year 2000 EIS planned for growth greater than that achieved as of 2020, though less than that planned for Year 2044. This SEIS for the 2024 Comprehensive Plan Periodic Update will extend the environmental analysis to 2044.

- 1997: 55,466
- 2000: 58,293
- Projected 20-Year population in Year 2000 EIS: net 17,500 from 1997 = 72,966
- Year 2020 Population US Census: 63,612.
- Year 2044 Population: 86,792

Exhibit 2-15. Year 2000 Lakewood Comprehensive Plan EIS, Preferred Land Use Plan



Note: Year 2000 Preferred Alternative provides development capacity for an estimated 17,500 new residents and 12,275 new jobs by the year 2017.

2.6 Benefits and Disadvantages of Delaying the Proposed Action

Delay of the proposal would retain current policies, zoning, and parking standards. Retention of the No Action Alternative would result in **slightly lower transportation congestion**.

Delaying the Proposed Action would also delay the improved housing variety and affordable housing under the Action Alternative. It would delay the slightly higher transportation congestion compared to the 2015 Comprehensive Plan and No Action transportation evaluation conducted in 2018 with the Downtown Planned Action. Delay of the Action Alternative would also delay the improved critical areas regulations and associated improved conservation of critical areas.

3 Environment, Impacts, and Mitigation Measures

3.1 Natural Environment

3.1.1 Critical Areas (City Affected Env; BERK Impacts)

Affected Environment

Under the GMA, Lakewood is required to review its critical area regulations when adopting its comprehensive plan. The primary purpose of this subsection is to evaluate consistency between existing goals and objectives governing critical areas and each of the three alternatives under consideration. An additional function is to compare the impact of each alternative on resource lands.

Critical areas in the City of Lakewood include wetlands, aquifer recharge areas, fish and wildlife habitat, flood hazard areas, geologically hazardous areas. Creeks, streams, and lakes are part of fish and wildlife habitat. Chambers Creek and the many lakes in Lakewood are shorelines of the state.

- Wetlands are 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. They include swamps, marshes, bogs, and similar areas.
- Aquifer recharge areas are areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of groundwater resources or contribute significantly to the replenishment of groundwater with potential to be used for potable water.
- Fish and wildlife habitat areas are habitats considered to be critically important to the 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 lakes, ponds, stream, rivers, state natural area preserves and natural resource conservation areas. Priority Oregon White Oak Woodland are a habitat and species of local importance (LMC 14A.154.020.B.1).
- Flood hazard areas are lands located in floodplains which are subject to a one percent or greater chance of flooding in any given year.
- Geologically hazardous areas are areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, may pose a risk to the siting commercial, residential, or industrial development consistent with public health or safety concerns.

Each of these is described in the comprehensive plan background report (EDAW 1997) and in the Environment and Critical Areas sections of the interim comprehensive plan (City of Lakewood 1996). Wetlands, flood-prone areas, lakes, shorelines, and streams are shown graphically on Figure 3.1-1.

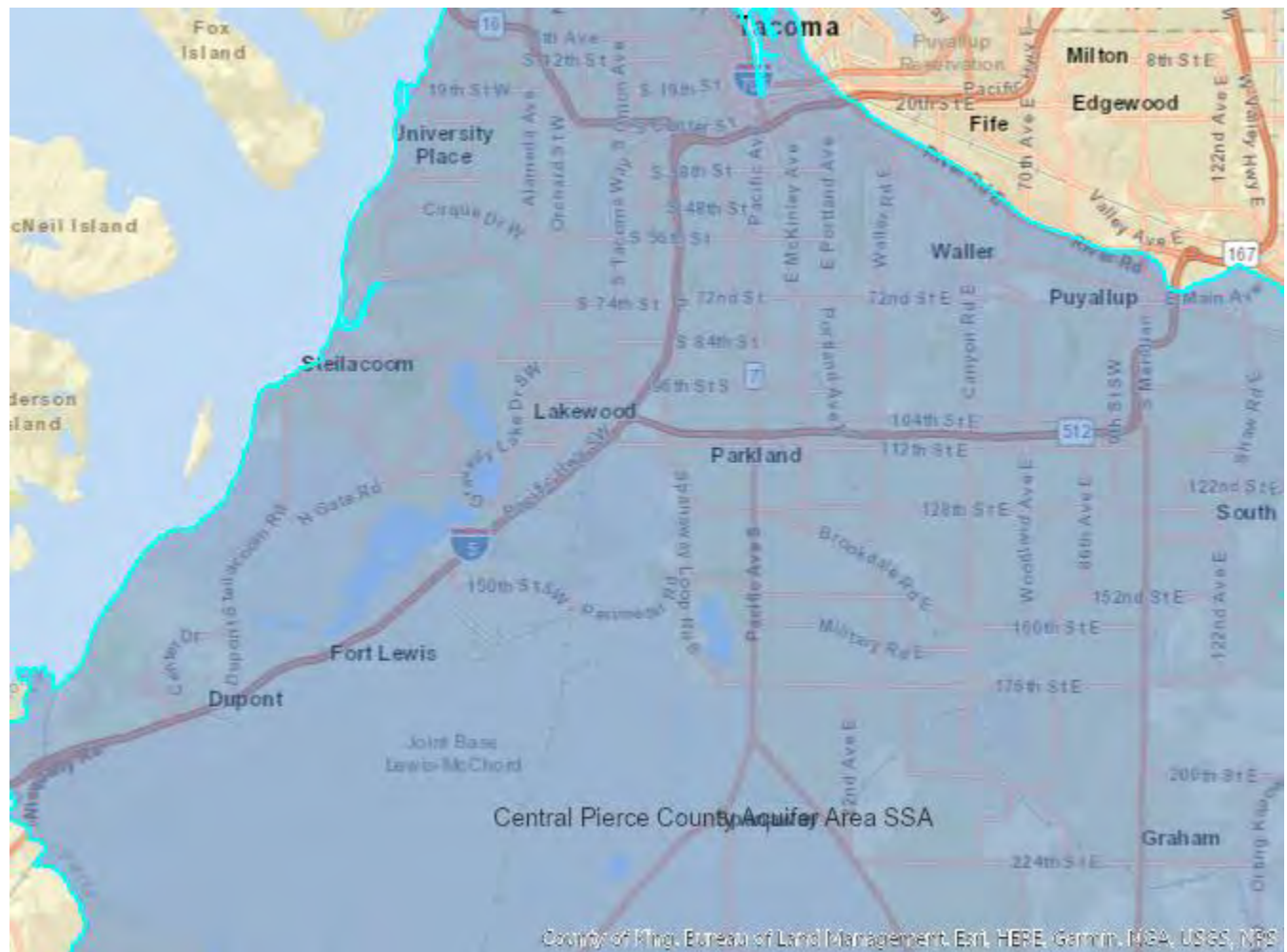
Wetlands

Lakewood has an estimated 155.3 acres of wetlands in addition to 1,098 acres of lakes (City of Lakewood 1996). The largest non-lacustrine wetland is the 106-acre Flett Creek floodplain in northeast Lakewood. The second largest wetland is the 37-acre Crawford Marsh comprising much of Seeley Lake Park. Both contain peatbogs and waterfowl and animal habitat. Other wetlands are scattered throughout Lakewood on both public and private property along stream corridors and in isolated depressions.

Aquifer Recharge Areas

Lakewood and much of the county is in the Central Pierce County Sole Source Aquifer. See Exhibit 3-1.

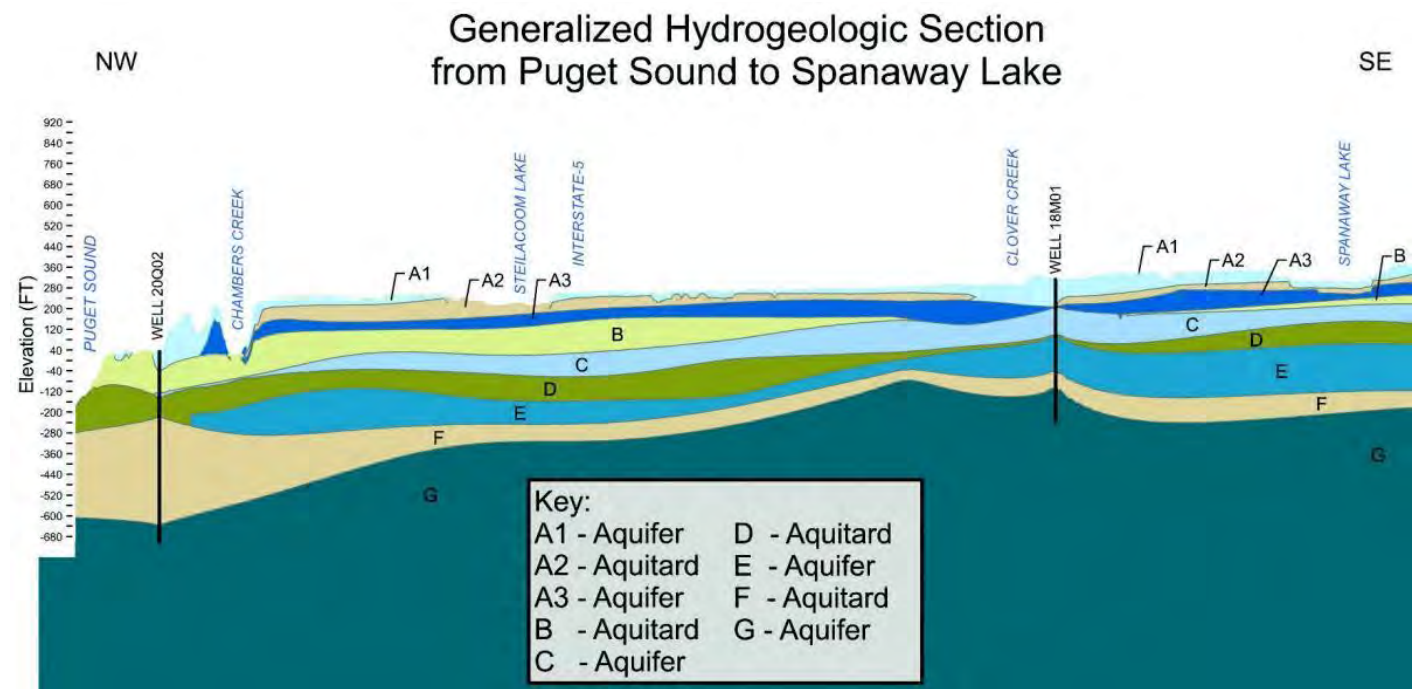
Exhibit 3-1. Central Pierce County Sole Source Aquifer Area Lakewood Vicinity



Source: US EPA, 2024.

The Lakewood Water District's sole source of water is from underground aquifers, water-bearing strata of permeable rock, sand, or gravel. Most of Lakewood is built above a series of four underground aquifer systems that supply the Lakewood Water District with well water, serving Lakewood with water for domestic and industrial uses. See Exhibit 3-2.

Exhibit 3-2. Aquifers from Puget Sound to Spanaway Lake



Source: (Lakewood Water District, 2024)

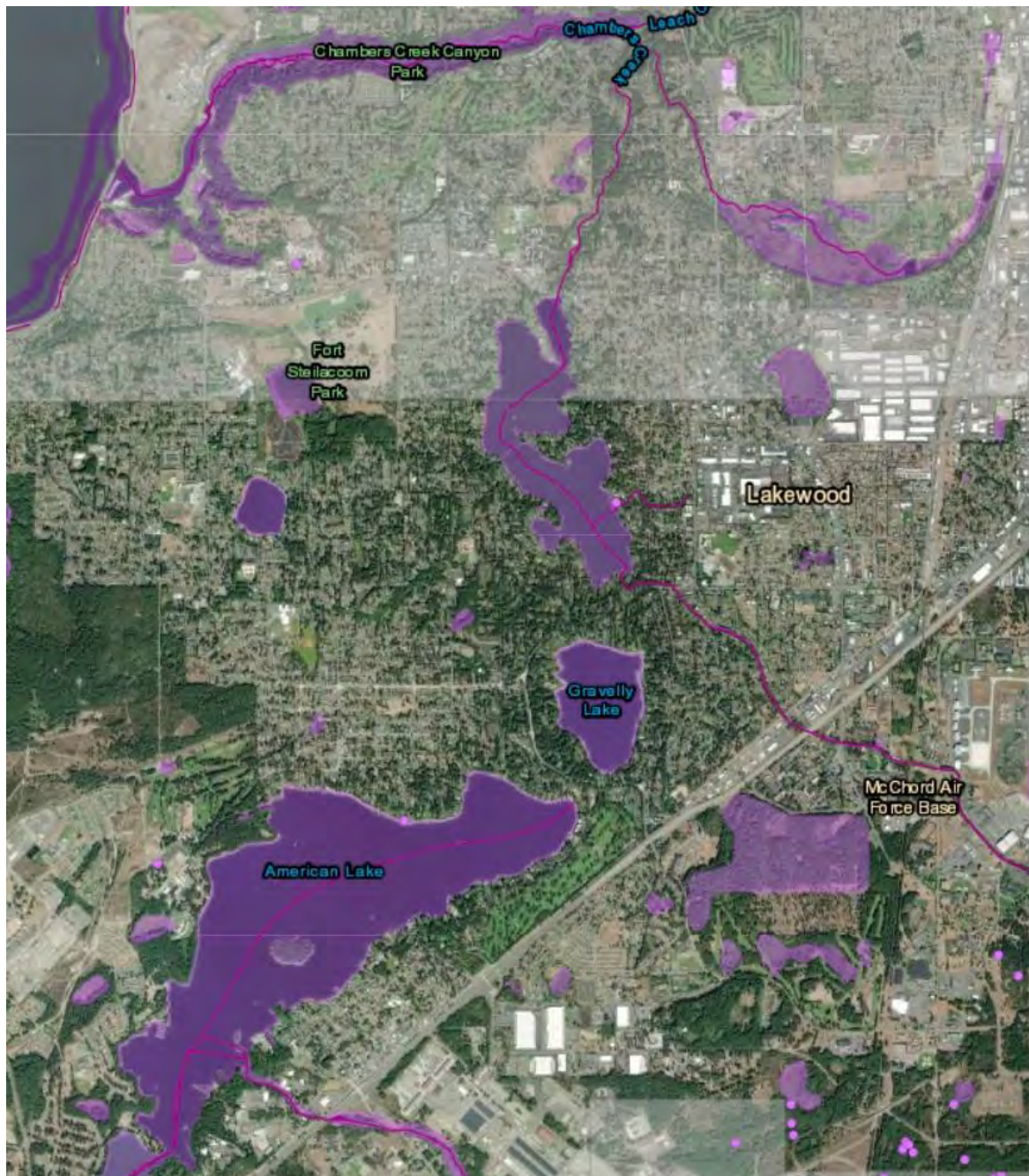
The District's 30 active wells provide a maximum production capacity of approximately 30 million gallons per day (mgd), with a total water-right capacity to pump up to over 60+ mgd. Recharge (replenishing) of the aquifers comes from local rainfall in the Clover/Chambers drainage basin.

The District adheres to a wellhead protection program. The Wellhead Protection Plan identifies Aquifer A as the shallowest aquifer with the most direct hydrologic relation to the surface. In addition, it is composed of highly permeable glacial deposits resulting in hydrologic conductivity values averaging approximately 1,650 feet per day (Economic and Engineering Services, Inc. and Robinson & Noble, Inc. 1997). Because of these factors, Aquifer A is the shallowest and most vulnerable of Lakewood's aquifer systems. This aquifer is generally located along the I-5 corridor in eastern Lakewood with water contribution flowing west from McChord AFB and Spanaway. American Lake is believed to have a direct hydrologic connection to the aquifer. This shallow aquifer also includes a smaller area in western Lakewood that includes Waughop Lake and Lake Louise, both of which are believed to contribute directly to three wells south of Fort Steilacoom Park.

Fish and Wildlife Habitat

In the present era, most of Lakewood is composed of suburban and urban development, with remnant areas of native vegetation found in a patchy mosaic throughout the city. Significant remaining intact stands of native vegetation include the Flett wetlands, the Chambers Creek canyon, and Seeley Lake Park. The mapped priority habitats and species reflect these major areas of habitat. See Exhibit 3-3.

Exhibit 3-3. Priority Habitats and Species in Lakewood Vicinity



Source: WDFW, 2024

Wildlife habitat has been greatly reduced as a consequence of development, with little suitable habitat for large mammals remaining. Information provided by the Washington Department of Fish and Wildlife (WDFW) regarding lands meeting the criteria as priority wildlife habitats indicates a number of those habitats are present in the city, including wetlands, riparian zones, and other biodiversity areas. The remaining habitat can support a variety of smaller mammals, reptiles, amphibians, and birds. Standing water in the form of lakes accounts for 1,098 acres, or 9% of Lakewood's surface area. These lakes support a variety of water and shorebirds, as well as aquatic fauna.

The Clover Creek watershed is the principal watershed in the city. Clover Creek empties into Lake Steilacoom. The lake then flows into Chambers Creek, which empties into Puget Sound immediately west of the city limits. Chambers Creek forms the boundary between the cities of Lakewood and University Place. Major tributaries of Chambers Creek include Leach Creek and Flett Creek. Chambers Creek has been dammed to form Steilacoom Lake. Two streams flow into Steilacoom Lake, Clover Creek and Ponce de Leon Creek. Chambers Creek, Leach Creek, Flett Creek, and Clover Creek are all identified by the WDFW as having anadromous fish runs. In addition, there is a critical spawning habitat identified near the mouth of Chambers Creek.

Because of the presence of endangered salmonids in the watershed, land use activity must conform to ESA regulations for Lakewood to receive protection under Section 4(d) of the ESA. These are identified in the National Marine Fisheries Service 4(d) rules, which identify the elements that must be present in an approved stormwater management plan. The Chambers/Clover Creek watershed forms Water Resource Inventory Area (WRIA) 12, as defined by the Washington Department of Ecology. The Chambers/Clover Creek Watershed Action Plan is the watershed-wide document under development to manage non-point source pollution within WRIA 12. This Action Plan contains a number of recommendations with regards to habitat, water quality, and related issues of importance to salmon recovery efforts, and has been approved by Lakewood as well as most other jurisdictions within WRIA 12.

Although Lakewood is generally a disturbed landscape, some federal or state plant and animal species of concern are known to occur. Lakewood's critical areas regulations (LMC 14.154.020) identify Critical Fish and Wildlife Habitat Areas as including federal and state listed species and their associated habitats. The Lakewood Shoreline Restoration Plan (AHBL, Otak, Herrera, 2019) has identified the following listed species:

Steelhead of the Puget Sound Distinct Population Segment (DPS) (U.S. Federal Register, 11 May 2007) is the only federally listed salmonid species that occurs in the City of Lakewood. Steelhead presence is documented in Chambers Creek and their presence is assumed in Lake Steilacoom and Clover Creek Page 6 (StreamNet 2010). Additionally, Puget Sound-Strait of Georgia coho salmon (a PHS Species) also occur in the basin and are listed as a Species of Concern (U.S. Federal Register, 15 April 2004), indicating that they are under less active consideration for formal listing. Coho spawn in Chambers and Clover Creeks and their presence is documented in Lake Steilacoom (StreamNet 2010). Critical habitat for Puget Sound steelhead within the City of Lakewood was finalized in 2016 (Federal Register 2016). The Chambers Bay estuary fish ladder traps are used at certain times to capture upstream adult migrants, mainly Chinook, as part of a segregated hatchery and estuary fishery program. The fish ladders are left open during the remainder of the year to allow passage of

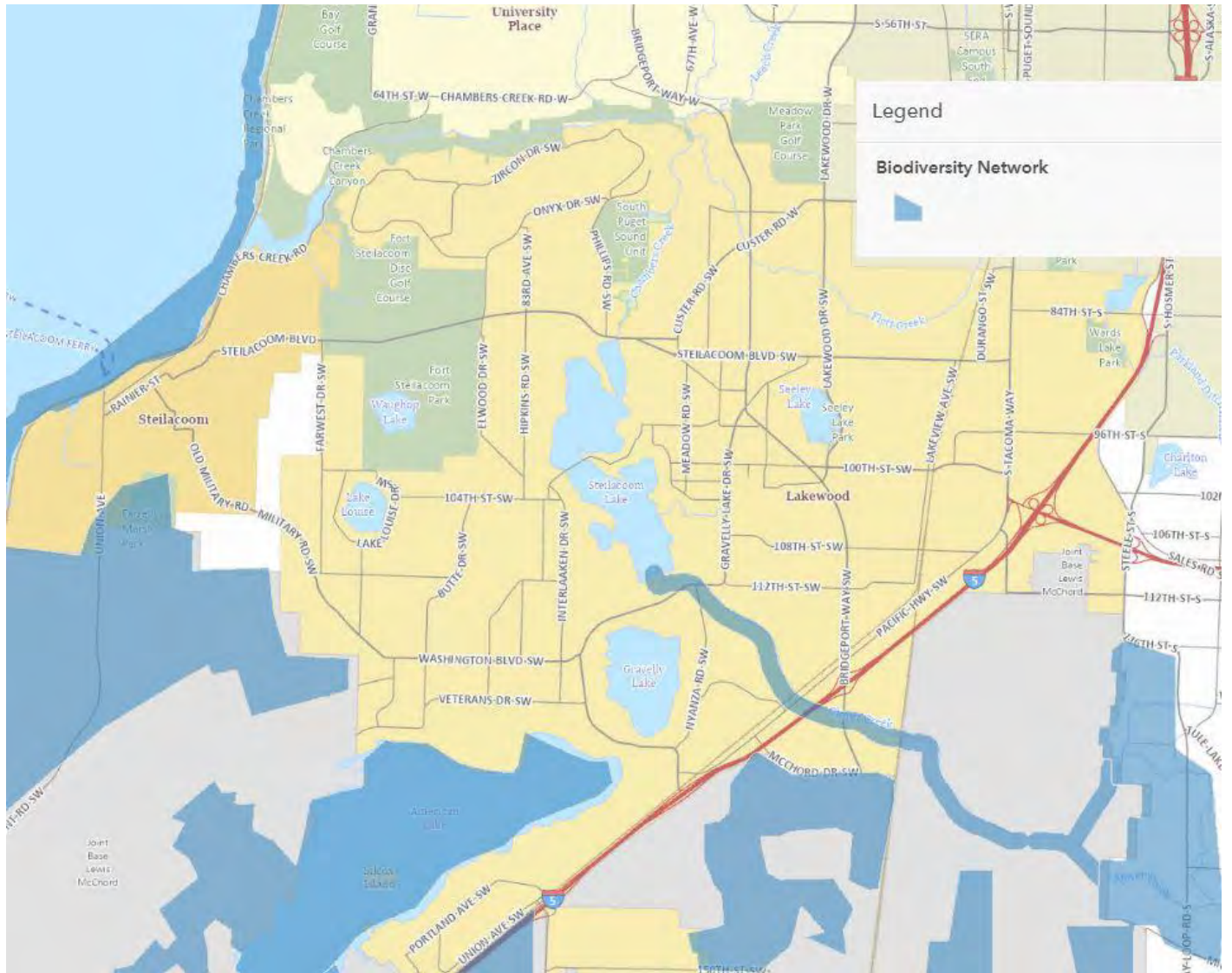
other diadromous species (e.g., chum, coho, steelhead and cutthroat trout). Chinook salmon are usually not released upstream, but spawn are taken to Garrison Springs Hatchery for rearing. The Garrison Springs Hatchery is located in the City of Lakewood near Chambers Creek. (AHBL, Otak, Herrera, 2019)

The Lakewood Municipal Code (LMC 14.154.020) also lists the following as habitats and species of local importance as part of critical fish and wildlife habitat areas:

- Priority Oregon white oak woodlands.
- Prairies.
- Old growth forests.
- Caves.
- Cliffs.
- Snag-rich areas.
- Rivers and streams with critical fisheries.
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat.
- 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.
- Lakes, ponds, streams, and rivers planted with game fish by a governmental entity or tribal entity.
- State natural area preserves and natural resource conservation areas.

Some lakes and streams noted as habitats of local importance have been mapped as biodiversity corridors by the state WDFW and Pierce County. See Exhibit 3-4.

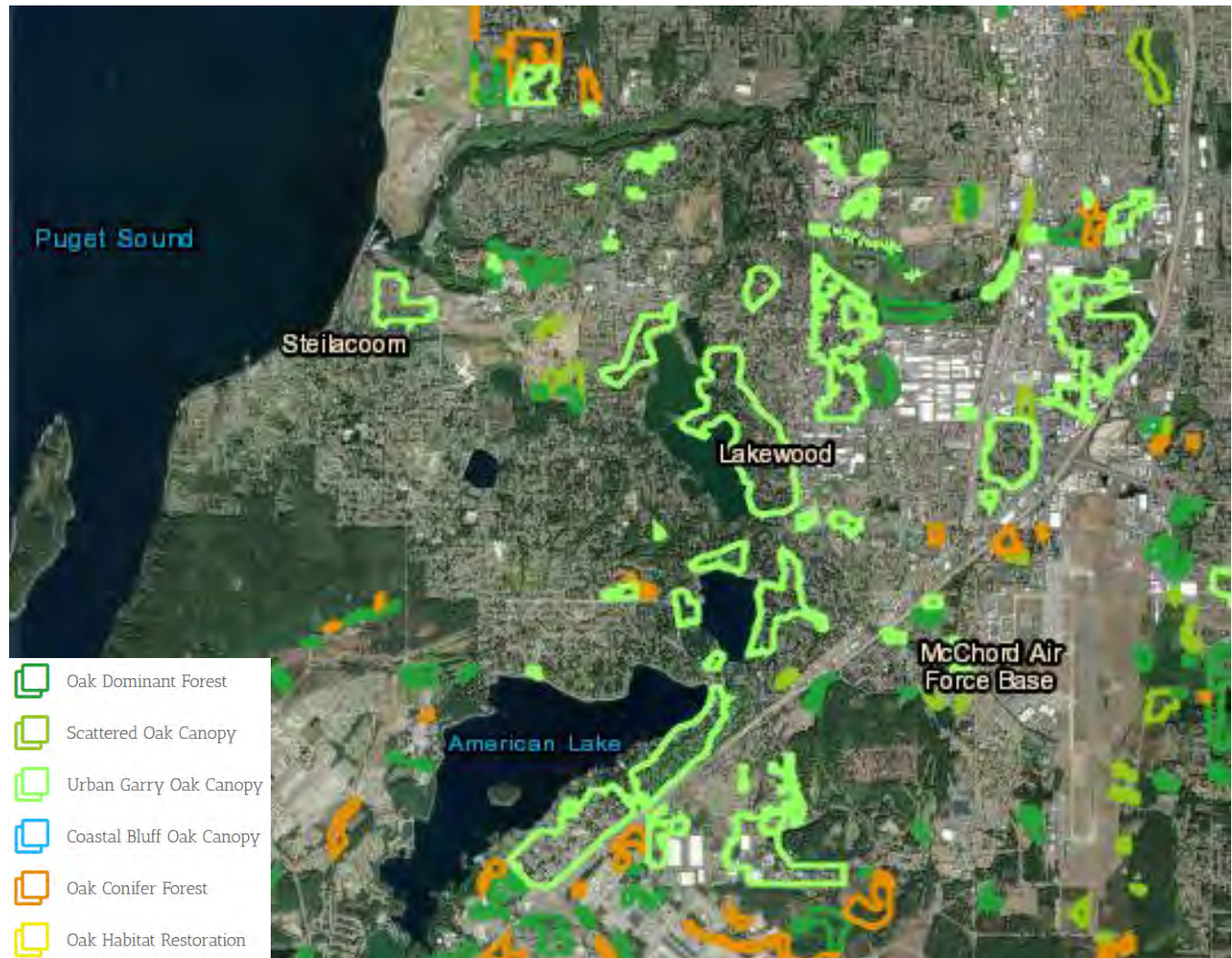
Exhibit 3-4. Biodiversity Areas Lakewood Vicinity



Source: Pierce County GIS, 2017

Regulated by the City's critical area regulations and tree preservation regulations (LMC 18A.70 Article III), Oregon white oak woodlands, are found in portions of the city in parks and private lands. See Exhibit 3-5.

Exhibit 3-5. Oregon White Oak Woodlands

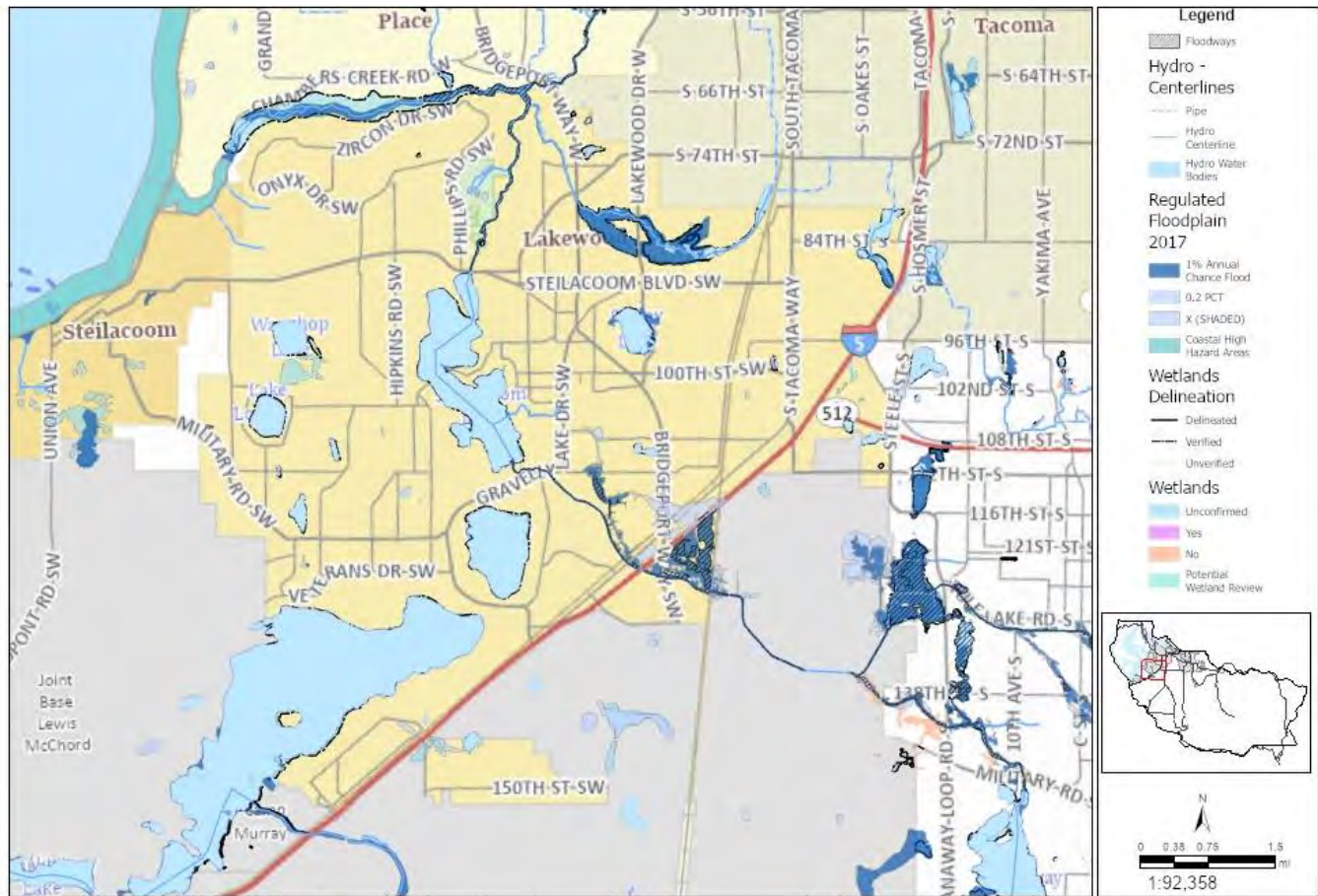


Source: Department of Natural Resources, 2017-2022; Sound Oaks Initiative, 2024

Flood-Prone Areas

Flooding is the most common natural hazard in Lakewood due the area's hydrologic conditions, topography, and development patterns. Portions of northeast and east Lakewood, especially in the Clover and Flett Creek drainage area, are susceptible to flooding. Other areas prone to flooding include wetlands and adjacent low-lying upland areas. See Exhibit 3-6 for a citywide view of floodplains and wetlands.

Exhibit 3-6. Lakewood Floodplains and Wetlands



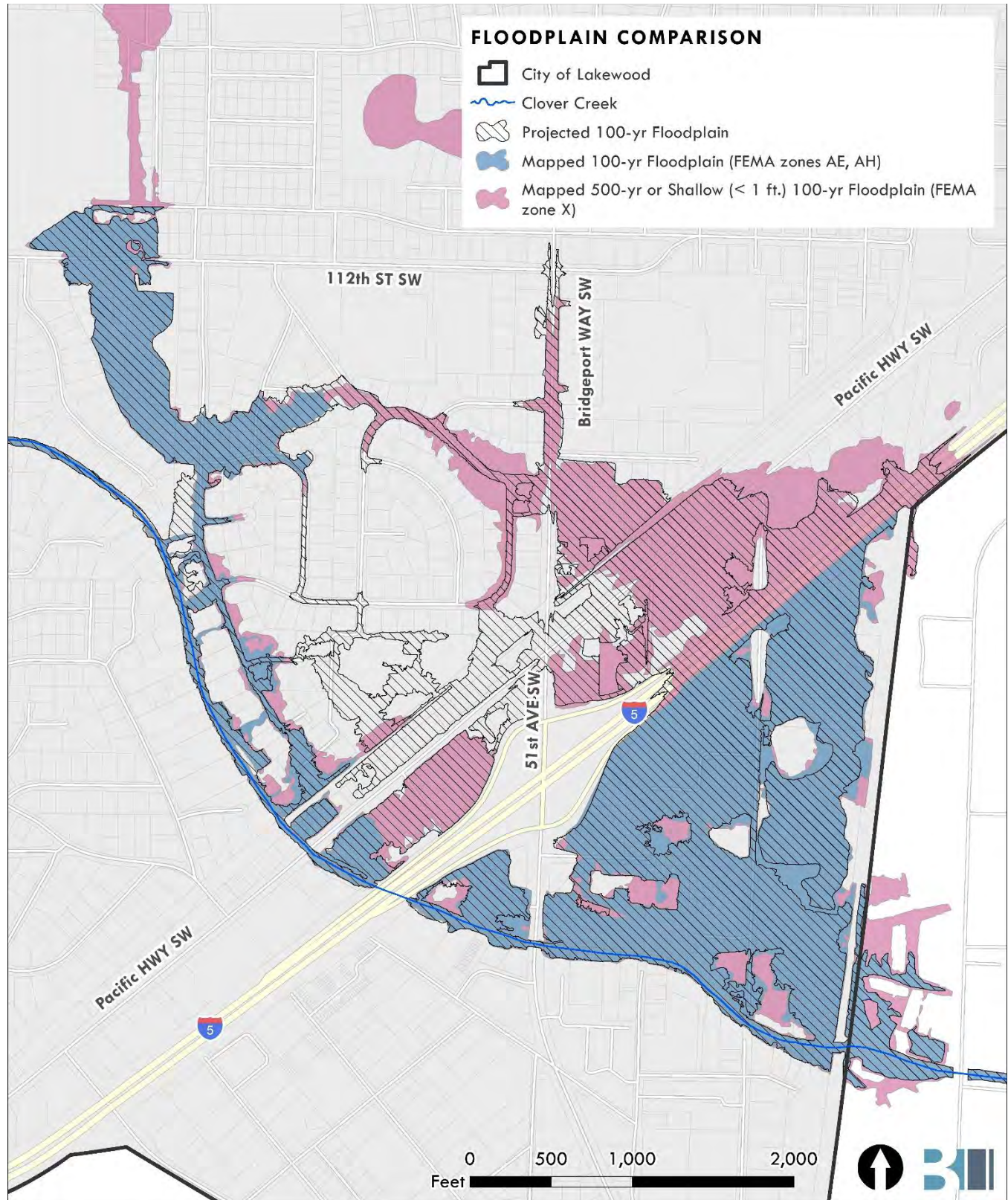
Sources: Pierce County GIS, 2024; FEMA, 2017

The City of Lakewood evaluated a portion of Clover Creek through the Clover Creek Flood Mitigation Study in 2022-2023. Points along the Clover Creek alignment have experienced flooding during large storm events, particularly in the area between Joint Base Lewis-McCord and I-5, as well as northwest of I-5 along Pacific Highway. The City proactively developed a study (Brown and Caldwell, 2023), which:

- Developed conceptual alternatives and flood mitigation strategies,
- Evaluated flood mitigation concepts,
- Engaged stakeholders throughout the study, and
- Provided funding alternatives.

The floodplain areas reviewed are shown on Exhibit 3-7.

Exhibit 3-7. Clover Creek FEMA Floodplain Comparison



Sources: FEMA, 2017

Flooding threatens lives and damages property. Its frequency and severity tend to increase as a result of development, specifically as permeable forest cover is replaced by impervious surfaces such as rooftops or concrete or even by semi-permeable ground covers such as lawns. The most effective way to limit increasing urbanization-related flood risk is to limit changes to natural hydrologic functions. Accordingly, natural drainage channels need to be preserved whenever possible, and permeable surfaces should be protected. Changes to these system functions should be compensated by engineered systems such as retention/detention basins, swales, and other approaches designed to simulate natural flood control mechanisms by allowing stormwater to slowly seep into the ground or gradually drain downstream.

Geologically Hazardous Areas

Geologically hazardous areas typically include areas subject to structural failure, usually as a result of mass wasting or seismic incident. Most of Lakewood is located on relatively flat lands sloping 8% or less. The steepest significant land area in Lakewood, and consequently the area most vulnerable to landslide, is the southern rim of the Chambers Creek canyon, which is the northwestern boundary of the city. (Washington Department of Natural Resources, 2024) Other sloping areas include hillsides with moderate slopes scattered in primarily residential areas and some former gravel quarries with slopes over 30% grade.

Each shoreline water body's shoreline contains a small amount of steep slope areas, with the exception of Clover Creek, which contains no documented geologic hazards. (AHBL, Otak, Herrera, 2019)

Most of the city is mapped as having very low risk of seismic liquefaction except in the Chambers Creek Canyon area, or around the rim of lakes and wetlands. (Washington Department of Natural Resources, 2024)

Creeks, Streams, and Lakes and their Shorelines

Much of Lakewood lies within the Chambers Creek drainage basin. Chambers Creek flows into Puget Sound between Steilacoom and University Place and forms Lakewood's northern boundary. Chambers Creek is joined by Leach and Flett Creeks near Lakewood's boundary with University Place and Tacoma. Flett Creek originates in southern Tacoma and drains the largest palustrine wetland system in the city, Flett wetlands.

As previously mentioned, there are numerous lakes in Lakewood. Most of these lakes, including American, Gravelly, Waughop, and Seeley lakes and Lake Louise, are of glacial origin. Steilacoom Lake was formed as the result of damming Clover Creek to create a millpond. Chambers Creek flows from the south and drains Lake Steilacoom, which is impounded by the dam at Steilacoom Boulevard. The largest stream feeding Lake Steilacoom is Clover Creek, which flows from the southeast through Ponders Corner and Springbrook. A smaller stream, Ponce de Leon Creek, drains the Lakewood Mall site flowing past the current City Hall, emptying into Lake Steilacoom.

Many of Lakewood's lakes are fed by groundwater flow. The water table underlying the city is very shallow and moves rather freely through the permeable glacially deposited sandy and gravelly soils. Where the depressions in local topography go deep enough, they intercept the water table and form lakes. Lake levels fluctuate seasonally with local water tables.

Waterbodies with water quality impairments include:

- American Lake - Phosphorus
- Spanaway Lake - Bacteria
- Clover Creek - Bacteria, Temperature
- Steilacoom Lake - Phosphorus
- Chambers Creek - Bacteria, Copper
- Leach Creek - Mercury

Stormwater runoff is one of the major causes of pollution. State and county watershed assessments have identified mitigation approaches. (Chambers-Clover Creek Watershed Council, ND)

Tillicum-Woodbrook Subarea

The Tillicum-Woodbrook Subarea lies along American Lake, considered part of Pierce County biodiversity corridors, and mapped as a priority habitat and containing cutthroat trout and waterfowl concentrations. Wetlands are mapped in the Woodbrook portion of the subarea. Urban Oak Canopy is mapped in the Tillicum and Woodbrook portions of the subarea.

Impacts

For the purposes of this EIS, a significant impact is defined as:

- Increase the exposure of people to risk of injury or substantial damage to structures and infrastructure due to a geologic or flood hazard;
- Direct impacts to critical areas from groundwater contamination, wetland fill, stream or wetland buffer loss, or net loss to critical fish and wildlife habitat; or
- Indirect impacts include changes to water quality and quantity of downstream water bodies.

Impacts Common to All Alternatives

Exposure to Hazards

New development will occur under all alternatives. New development would be exposed to flood hazards in some locations of the city such as the Clover Creek floodplain. Development in floodplains would need to meet flood hazard regulations and provide building designs that minimize risk. The City has planned mitigation in the form of levees to protect I-5 a critical route as well as channel and floodplain enhancements to benefit water quality and flood reduction. (Brown and Caldwell, 2023)

There are limited locations of mapped geologic hazards, primarily in the Chambers Creek vicinity and limited development is anticipated there. Construction and development activities can increase the risk of erosion with the exposure of soils and removal of trees and shrubs. Future developments would need to comply with building, land use and critical areas regulations.

Direct Impacts to Critical Areas

The study area is urban in character and there is a potential for direct impacts to critical areas from groundwater contamination, wetland fill, or stream or wetland buffer loss. In areas where development is older and has not undergone redevelopment, and thus does not have stormwater treatment, there is a greater potential to affect groundwater quality. Newer (existing development) and future redevelopment will comply with adopted stormwater manuals at the time development occurs; “Storm drainage provisions are covered in LMC Chapter 12A.11 – Stormwater Management. The City adopted the Ecology stormwater manual as the primary manual but also allows the use of the Pierce County 8-2 Stormwater Management and Site Development Manual and the WSDOT Highway Runoff Manual (current editions). LMC Chapter 12A.11 was revised in 2016 to incorporate Low Impact Development principles and standards.” (City of Lakewood, 2022)

These manuals outline stormwater requirements for construction and operation of development projects, including permanent stormwater control plans, construction stormwater pollution prevention plans, and groundwater (wellhead) protection plans. As a result, infiltration, stormwater, and surface water runoff would include appropriate treatment measures to decrease the potential for groundwater contamination.

If development were proposed in the vicinity of wetlands and streams such as Ponce De Leon Creek, Clover Creek, or other streams, wildlife habitat conservation area (stream) and wetland regulations would apply and require avoidance and/or minimization of impacts as appropriate.

With greater development in centers and in residential neighborhoods, there could be potential impacts to critical fish and wildlife habitat, such as oak woodlands. However, the City requires protection and mitigation (LMC 14.154.080 and 18A.70.330)

Indirect Impacts to Water Quality and Quantity

As a result of redevelopment and installation of stormwater treatment, potential indirect impacts include changes to water quality and quantity of downstream water bodies in the Chambers-Clover Creek Watershed.

Tillicum-Woodbrook Subarea

Impacts are similar to those identified for the citywide evaluation above.

No Action Alternative

The No Action Alternative would allow for growth capacity that meets total 2044 job and housing targets but its modeled growth retains current models to the year 2035. It would focus most growth in centers like Downtown and the Station District. Less infill housing may occur compared to the Proposed Action. The lesser growth may avoid potential impacts; however, the current critical area regulations would be retained.

Tillicum-Woodbrook Subarea

Similar to the citywide analysis.

Action Alternative

The Proposed Action Alternative would allow for more growth in single family zones where there tends to be more tree canopy. Infill and middle housing development have the potential to impact existing vegetation including trees. However, at the same time the critical areas regulations are being updated and would strengthen regulations such as aquifer protection, stream buffers and other habitat protection. These regulations should further avoid direct impacts to critical areas.

Tillicum-Woodbrook Subarea

The Subarea Plan would be updated and more housing growth and civic and transportation access improvements would be encouraged. Similar to the citywide alternative, enhanced critical areas regulations would be implemented.

Mitigation Measures

Incorporated Plan Features

Lakewood is adopting an updated Natural Environment Element with goals and policies meant to promote protection, conservation, and enhancement of fish and wildlife habitat, streams, and wetlands, and protection of groundwater quality and quantity. Policies also address protection from floodplain and geological hazards.

Critical area regulation amendments address use of best available science, avoidance of impacts with exempt or allowed activities, and general mitigation requirements. Improvements to critical area specific regulations include:

- Seismic hazard standards,
- Mine hazard protections,
- Requirement for a hydrogeological assessment in aquifer areas, and updated mapping references, and updated protection standards,
- Additions of the following habitats as habitats of species of local importance:
 - Aspen stands
 - Biodiversity areas and corridors
 - Herbaceous balds
 - Riparian habitats.
 - Freshwater wetlands

- Riparian buffers considering urban nature of the city and guidance regarding site potential tree height.
- Special provisions for streams including standards for stream crossing, utilities, stormwater facilities and others.
- Adjustment of wetland buffers in relation to habitat score. Measures to minimize wetland impacts, and methods of compensatory mitigation.

Regulations and Commitments

The following would apply to all alternatives:

- City of Lakewood Title 14 Environmental Protection contains critical area regulations, which includes protection of:
 - Aquifer recharge areas;
 - Fish and wildlife habitat areas (including streams) and their buffers;
 - Flood hazard areas;
 - Wetlands and their buffers;

LMC Chapter 12A.11 – Stormwater Management. The City adopted the Ecology stormwater manual as the primary manual but also allows the use of the Pierce County 8-2 Stormwater Management and Site Development Manual and the WSDOT Highway Runoff Manual (current editions). LMC Chapter 12A.11 was revised in 2016 to incorporate Low Impact Development principles and standards.” (City of Lakewood, 2022)

Other Potential Mitigation Measures

The following measures can be applied to all alternatives, including No Action:

- The City could require a conservation easement or other regulatory structure for piped streams to ensure that the possibility of creek daylighting is not precluded by future redevelopment. For example in the Downtown Subarea, the ecological benefits of daylighting a portion of Ponce de Leon Creek could be evaluated by the City. An evaluation could include leaving the stream piped but identifying its historic location, as well as considering water quality treatments that benefit the nearby open channel stream, and serve as landscape amenities.
- Landscaping could consist of native species or species with low water requirements.
- The City could develop pre-prepared housing plans for ADUs and other small, attached dwellings that minimize footprints and retain tree canopy to the extent feasible.
- The City could require educational signage for aboveground stormwater facilities and/or added natural features.
- The City can continue to evaluate and update its stormwater regulations as the State Department of Ecology addresses emerging issues. For example, chemicals released from automotive tires (6PPD pollution) creates road dust that can affect salmon and other species. (Washington Department of Ecology, 2023) A second example includes per- and polyfluoroalkyl substances (known as PFAS)

which are “forever chemicals” in waterproof clothes, nonstick cookware, and many other products. (Washington Department of Ecology, 2023)

Significant Unavoidable Adverse Impacts

Some unregulated wildlife and native vegetation not regulated could be lost as a result of population growth and development associated with all alternatives. Regarding critical areas, the City’s critical areas ordinance regulations would apply.

There would be no significant unavoidable adverse impacts with any of the alternatives. Redevelopment would require stormwater best management practices, which would result in an improvement to stormwater runoff and a benefit to the natural environment. The City’s critical areas ordinance regulations would apply, and no direct impacts to critical areas are assumed. The Proposed Action Alternative in particular would improve the application of critical area regulations on the basis of best available science with improved evaluations and standards for mitigation.

3.1.2 Climate Change Mitigation and Adaptation (City provide reports; BERK to adapt for City Review)

Under the Growth Management Act (GMA), local governments must prepare climate mitigation and resilience goals and policies, and develop reduction goals for greenhouse gas and vehicle miles traveled.

The section describes existing greenhouse gas (GHG) emissions, regional and City goals, and related regulations. It assesses the sources and potential changes in greenhouse gas (GHG) emissions based on the growth under the alternatives. Existing conditions were developed through regional and local GHG emission inventories; existing guidance documents, regulations, goals, and associated forecast data. In addition to addressing GHG emissions, this section addresses the potential for climate hazard exposure to the community including overburdened populations and potential for adaptation.

Exhibit 3-8 lists guiding document analyzed to help guide this analysis.

Exhibit 3-8. Climate Change Documents Included in this Supplemental Environmental Impact Statement

Topic Area	Provider	Guiding Document
Climate Change and Vulnerability	City of Lakewood	Comprehensive Plan Energy & Climate Change Chapter (ECCC) (2021)
GHG Emissions	Pierce County	Pierce County Communitywide Geographic Greenhouse Gas Emissions (August 2022) Pierce County Comprehensive Plan Periodic Review and Draft EIS (2024)
GHG Emissions	Google	Environmental Insights Explorer (EIE); Lakewood city limits
Vehicle Miles Traveled	The Transpo Group	Regional Travel Demand Model and proposed Land Use. See Section 3.4.

Topic Area	Provider	Guiding Document
Urban Forestry Program	City of Lakewood	2022 City Tree Code and Urban Forestry Program
Climate Change and Vulnerability	Pierce County	Pierce County Climate Vulnerability Assessment (2023)

Affected Environment

This section describes GHG emissions and trends in the City of Lakewood. It also describes areas with climate vulnerability. These metrics provide a basis for comparing the alternatives and describing how the alternatives may affect the current trends.

GHG Emissions

Greenhouse gases include carbon dioxide, methane, nitrous oxide, and certain synthetic chemicals that trap some of the Earth's outgoing energy, thus retaining heat in the atmosphere. Larger emissions of greenhouse gases lead to higher concentrations in the atmosphere (US Environmental Protection Agency, 2024).

Climate change is an urgent environmental, economic, and equity threat being addressed at the local, regional, state, and federal level. Reducing GHG emissions involves reducing fossil fuel consumption, using other sources of renewable energy, and conserving energy associated with homes, businesses, industry, and transportation.

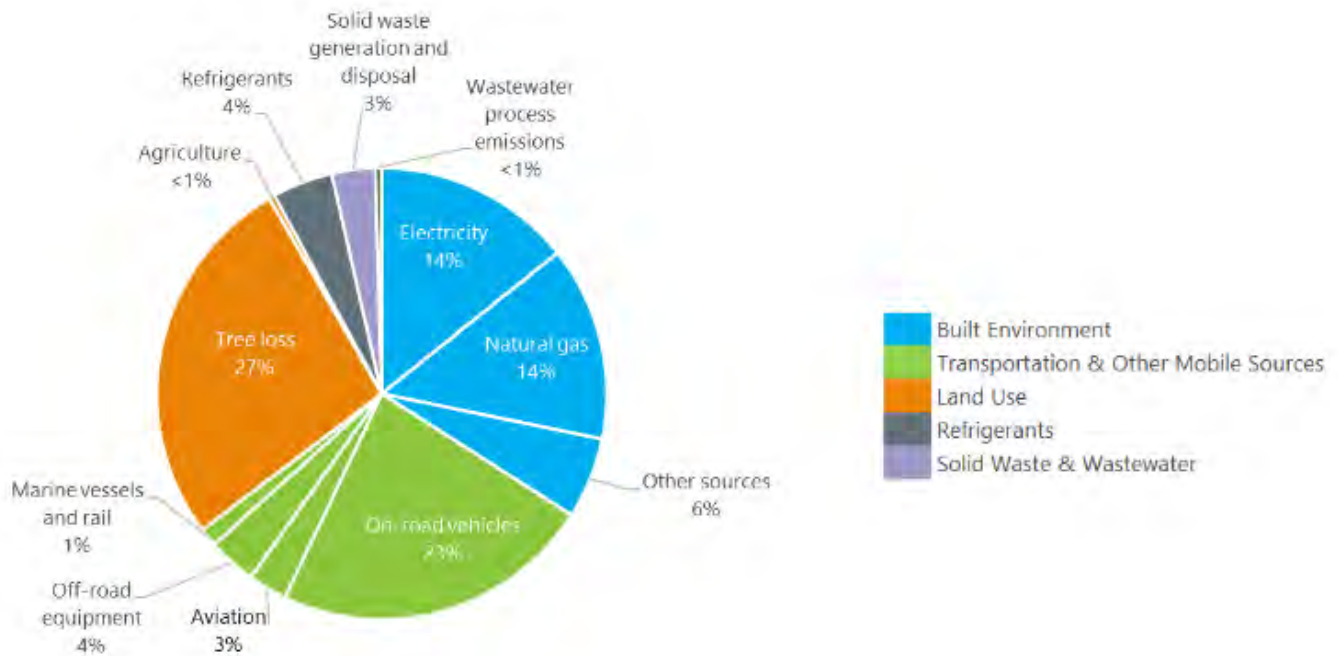
Sources

Building and Transportation Emissions

The primary sources of GHG emissions in cities are from building emissions and transportation emissions. Building emissions are estimated from heating, cooling, and powering residential and non-residential buildings. Transportation emissions are from fuel-powered vehicles and can be measured by VMT (vehicle miles traveled). Other drivers of GHG emission increases include tree canopy loss, changes in the electricity fuel mix, and overall population growth.

In 2022, the County produced a GHG emission inventory that summarizes the status of emissions in 2019 across five sectors: the built environment, land use, refrigerants, solid waste and wastewater, and transportation and other mobile sources (Cascadia Consulting Group, 2022). In 2019, Pierce County's residents, businesses, employees, and visitors produced 10.8 million metric tons of GHG emissions. Exhibit 3-9 displays the primary sources of GHG emissions in Pierce County in 2019. The largest GHG emissions sources in Pierce County are tree loss (~27%), on-road transportation (~23%), building electricity (~14%), and building natural gas (~14%).

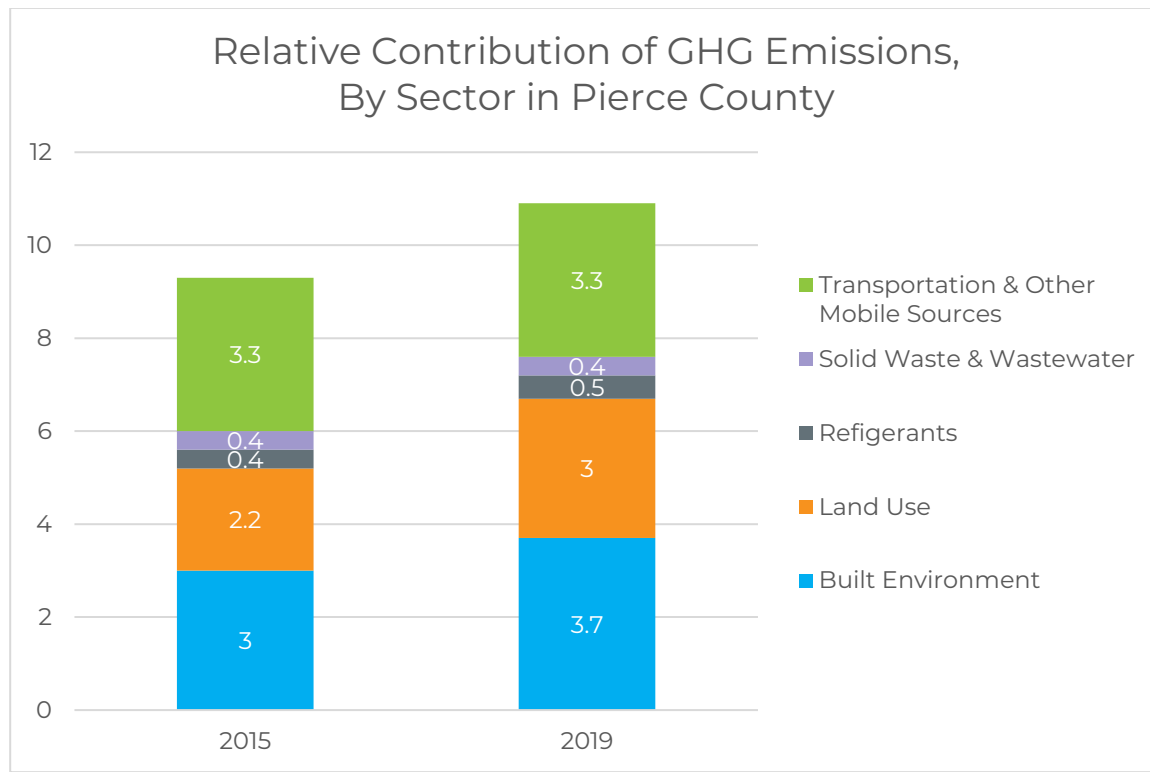
Exhibit 3-9. Sources of GHG Emissions in Pierce County in 2019



Source: Cascadia Consulting Group, 2022

Exhibit 3-10 depicts how GHG emissions in Pierce County have changed over time. From 2015 to 2019, there was an increase in overall GHG emissions (16%), along with a 7% population increase and a 9% increase in per capita emissions.

Exhibit 3-10. GHG Comparison between Inventories for Pierce County

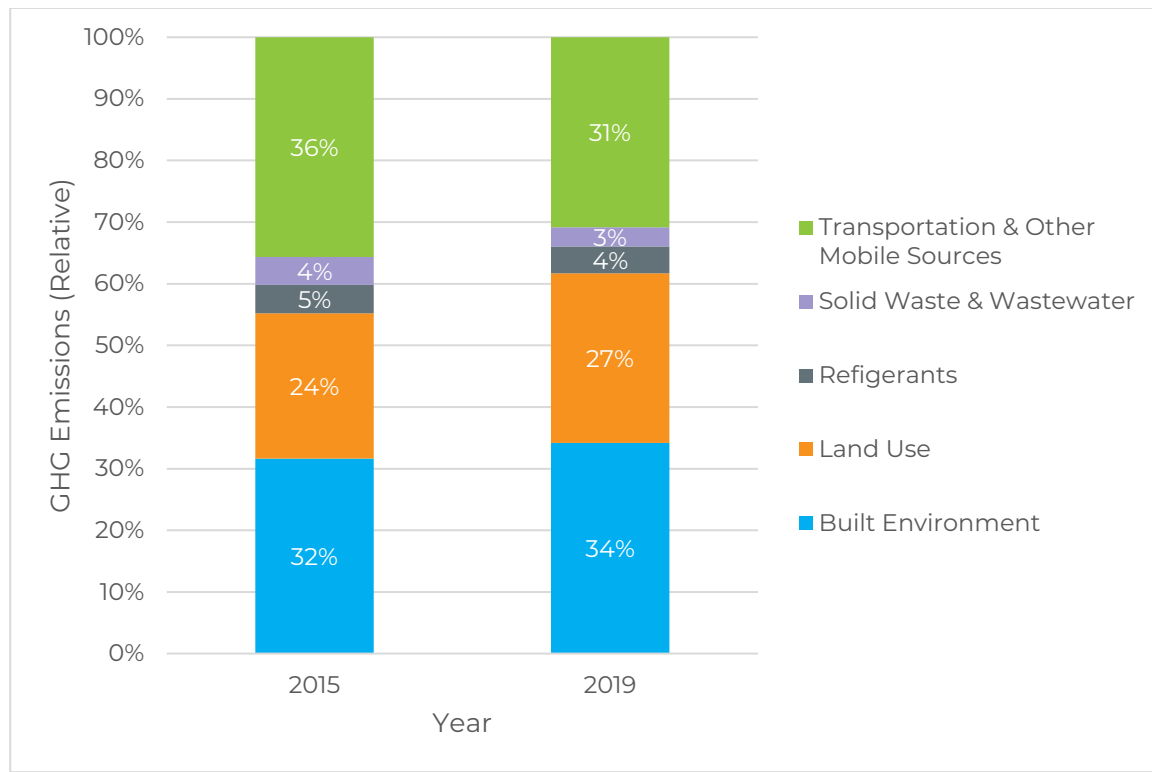


Source: Cascadia Consulting Group, 2022.

Exhibit 3-11 depicts the relative contribution of GHG emissions by sector over time in Pierce County. The relative contribution of GHG emissions from the built environment increased by 2% from 2015 to 2019; GHG emissions from land use increased by 3% in that same time period. However, the relative contribution of GHG emissions from transportation and other mobile sources decreased by 5% in that same time period.

The increased efficiency and decreased emissions per mile of passenger vehicles are the greatest contributor to decreasing transportation emissions. Other ways that emissions have decreased include efficient electricity use in the commercial and residential sectors in the built environment, and a reduction in per-capita solid waste generation.

Exhibit 3-11. Relative Contribution of GHG Emissions by Sector



Source: Cascadia Consulting Group, 2022.

In the City of Lakewood, GHG emissions are primarily generated by motor vehicles and buildings. . Lakewood is bisected by Interstate-5, which is a significant source of GHG emissions caused by transportation emissions. Other sources of emissions are generated by buildings through the direct combustion of fossil fuels for heating or indirectly through electricity consumption needed to support residents and businesses. The heating and cooling technologies deployed, the carbon intensity of utility's fuel mix used to support Lakewood's electricity grid, the sources of electricity, the quantity of electricity used by residents and businesses, and the energy efficiency of buildings can all contribute to increased GHG emissions produced in the built environment.

Exhibit 3-12 compares how emission types have changed from 2019 to 2022 in the City. Overall, GHG emissions have decreased from 2019 to 2022. While transportation emissions represent the greatest contributor to GHG emissions in the City, its overall percentage decreased by 4% from 2019 to 2022, possibly due to increased fuel efficiency among motor vehicles and buses and potentially due to reduced commuting during the pandemic. Overall residential emissions decreased from 2019 to 2022; however, there was a marked increase due to the measurement of residential diesel emissions in the total residential emissions.

Exhibit 3-12. Comparison of Lakewood GHG Emissions in 2019 and 2022

Emission-Type	2019 Emissions (MgCO2e)	Percent of Total	2022 Emissions (MgCO2e)	Percent of Total	Difference
Residential					
Residential Electricity	72,121	11%	68,800	11%	(3,321)
Residential Natural Gas	59,071	9%	46,400	7%	(12,671)
Residential Diesel	N/A	N/A	44,800	7%	44,800
Sub-Total	131,192	21%	160,000	26%	28,802
Commercial/Industrial					
Non-Residential Electricity	110,746	17%	95,040	15%	(15,706)
Non-Residential Natural Gas	35,629	6%	18,480	3%	(17,149)
Non-Residential Diesel	N/A	N/A	18,480	3%	18,480
Sub-Total	146,375	23%	132,000	21%	-14,375
Transportation					
On-road vehicles – cross boundary inbound	156,997	25%	148,607	24%	(8,390)
On-road vehicles – cross boundary outbound	158,353	25%	150,197	24%	(8,156)
On-road vehicles – in boundary	34,216	5%	28,187	5%	(6,029)
Bus VMT – Cross boundary inbound	5,274	<1%	2,586	<1%	(2,687)
Bus VMT – Cross boundary outbound	5,955	<1%	2,929	<1%	(3,025)
Bus VMT – In boundary	1,048	<1%	606	<1%	(442)
Sub-Total	361,843	57%	333,114	53%	-28,729
Total Emissions	639,410		625,112		-14,296

Notes:

- Transportation emissions are overstated since it includes I-5 and Highway 512 emissions, but it is difficult to determine emissions using the Google EIE model.
- Residential & non-residential emissions are also overstated since Google uses a 50/50 mix of electricity to carbon fuels. In actuality, the mix is closer to 80/20. If the 80/20 split is used, MgCO2e emissions are calculated at 194,297 for both residential and non-residential.

Source: City of Lakewood Energy and Climate Change Chapter, 2021; Google Environmental Insights Explorer 2024; BERK 2024

Tree Canopy Changes

Deforestation and tree cover loss are a significant contributor to GHG emissions. In Pierce County, it accounted for 27% of the total communitywide GHG emissions in 2019 (Cascadia Consulting Group, 2022). See Exhibit 3-9. In 2019, the amount of tree-cover loss is estimated to have resulted in a 36% increase in GHG emissions compared to 2015. The City of Lakewood conducted a tree canopy assessment in 2022, and the tree cover citywide was 26.3%. The assessment found that between 2011 and 2019, the urban tree canopy change was a gain of 53.5 acres or 0.5%. The City developed tree preservation code amendments in 2022 to reduce tree removal in residential areas and established an Urban Forest Program in 2023.

Policies

Policies at the local, regional, state, and federal level contribute to aiming to reduce GHG emissions in the City and surrounding area. The state's Clean Energy Transformation Act (CETA) produces the greatest reduction in emissions, along with the state's Internal Combustion Engine Ban.

Federal

Federal Vehicle Regulations (CAFE): The Corporate Average Fuel economy (CAFE) standards, regulated by the DOT and supported by the EPA, require an average of approximately 49 mpg for passenger cars and light trucks by 2026. This results in a fuel efficiency increase of 8-10% annually.

State

WA Clean Buildings Act (HB1257): This state bill requires all new commercial buildings over 50,000 square feet to reduce their energy use intensity by 15%, compared to the 2009-2018 average. The compliance date is staggered based on building size, with buildings greater than 220,000 square feet required to comply by June 1, 2026, and buildings greater than 50,000 square feet required to comply by June 1, 2028.

WA Clean Fuel Standard (HB 1091): This state bill sets a Clean Fuel Standard that requires a 20% reduction in the carbon intensity of transportation fuels by 2038, compared to a 2017 baseline. This reduction can be achieved through cleaner fuels or through the purchasing of clean fuel credits from cleaner producers.

WA Internal Combustion Engine Ban (SB 5974) This state bill establishes a target that all passenger and light duty vehicles of model year 2030 and later must be electric vehicles. Washington would ban the sale of gasoline/diesel passenger vehicles by 2030.

WA Clean Energy Transformation Act (CETA): CETA applies to electric utilities serving Washington customers. By 2025, utilities must eliminate coal-fired electricity from their portfolios. By 2030, these utilities must be greenhouse gas neutral, with flexibility to use some natural gas for electricity if offset by other actions. By 2045, utilities must supply Washington customers with 100% renewable or non-emitting electricity.

WA Climate Commitment Act (E2SSB 5126): The Climate Commitment Act places an economy-wide cap on carbon to meet the state GHG reduction targets. This applies to polluting facilities in the built environment. 35-40% of investments must be made in overburdened communities to reduce health disparities and create environmental benefits.

WA Growth Management Act Climate Element (HB 1181): HB 1181 requires local governments to incorporate climate change into comprehensive plans. It makes changes to the mandatory land use and transportation elements and adds a new climate change element.

Regional

PSRC Vision 2050: The Puget Sound Regional Council (PSRC) Vision 2050 includes 12 goals related to climate change, including reducing greenhouse gas emissions to 80% below 1990 levels. PSRC also incorporates a four-part Greenhouse Gas strategy that aims to reduce GHG emissions to 80% below 1990 levels. Methods to accomplish this reduction include compact growth patterns within land use, low-carbon travel choices, and forest and open space protection.

PSRC Regional Transportation Plan VMT Reductions: PSRC Regional Transportation Plan (RTP) is a long-term transportation plan for the region and outlines investments being made in multi-modal transportation options, including transit, rail, ferry, roads, freight, and bicycle and pedestrian facilities.

Local

Energy and Climate Change Chapter: In 2021, the City of Lakewood adopted a new Comprehensive Plan Energy and Climate Change Chapter (ECCC), based on low- or no-cost International Council for Local Environmental Initiatives (ICLEI) and Google Environmental Impact Explorer (EIE) data collection tools. By adopting this chapter, the City intends to proactively develop policies, incentives, and voluntary actions, and potentially regulations prior to the development of state mandates.

City Tree Code and Urban Forestry: In 2022, the City adopted a new tree regulation that went into effect on March 1, 2023. The regulations promote tree preservation and protects some of the City's most significant trees, including the White Oak. Tree removal permits and new tree protection and mitigation standards were proposed. On May 22, 2023, the City Council accepted a report from the UW Evans School of Public Policy & Governance regarding establishing an urban forestry program over a 5-year period. On May 31, the Council obligated \$340,000 of ARPA funds to help fund the report's recommendations for a certified arborist, tree assessment, and public outreach efforts through 2026. (City of Lakewood, 2022)

Ordinance No. 776: In 2022, the City adopted Ordinance No.776 to establish a three-year climate change work plan. It included fourteen items to make progress towards responding to the impacts of climate change and relevant future goals and policies. These goals include a five-year plan in partnership with PSE, Tacoma Power, Lakeview Light & Power, and the Pierce County Sustainability Collaborative to support GHG emission reduction; this five-year action plan is anticipated to be adopted in 2024. Another relevant goal is the update to the City's non-motorized transportation plan, which was completed in June 2023.

Vulnerability and Climate Change Adaptation

Climate change is expected to have wide-ranging impacts to the region's environment, infrastructure, and communities. In the near future, these impacts and changes are expected to become more significant to a jurisdiction's resources, critical assets, and its residents and community. Some of the impacts of climate change to the City include more frequent peak storm events, rising Puget Sound water levels, changes in intermittent lakes, increased landslides due to heavy rainfall along areas with steep slopes, increased flood risk in the Clover Creek watershed, additional pollutant loading from peak

storm events, and increased potential for wildfires in Steilacoom Park and other areas with significant open space and vacant land near the City.

The extent to which resources (e.g., assets, sectors, communities) are susceptible to and at risk from the impacts of climate change is described as vulnerability (Pierce County, 2023). Elements of vulnerability include exposure, sensitivity, and adaptive capacity. When combined, exposure and sensitivity summarize the potential impact posed by climate change to a resource, while adaptive capacity can either moderate or exacerbate potential impacts. A resource or community is more likely to be vulnerable to climate change if it is exposed to changes (e.g., sea level rise, extreme heat), if it is sensitive to those changes (e.g., plants that cannot survive prolonged periods of heat, individuals with existing respiratory or cardiovascular diseases), and if it has low adaptive capacity (e.g., unable to cope with or recover from changes such as flooding and heat). By identifying how and why a particular resource is vulnerable to climate change, decision makers can more effectively identify and implement strategies to reduce vulnerability—an effort known as adaptation. Adaptation strategies reflect efforts to prepare for, respond to, and recover from the impacts of climate change by reducing potential impacts and increasing adaptive capacity.

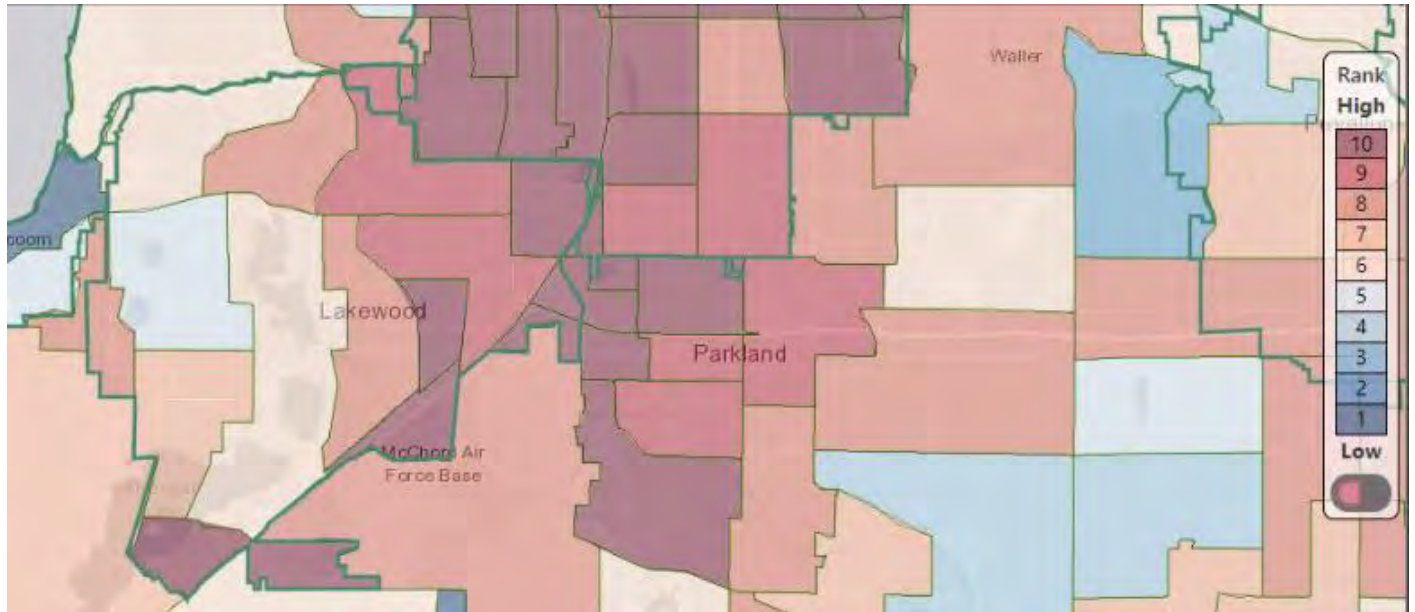
In the City of Lakewood, there are specific elements of vulnerability including vulnerable populations within the community, urban heat islands and its tree canopy, and the City's floodplain.

Vulnerable Populations and Environmental Justice

An individual's race and ethnicity may impact the level of climate change impact they are likely to experience at home and in employment. Racially discriminatory practices have created disproportionate environmental health and climate change exposure for people of color and tribal members. Historical practices and events such as redlining (Nelson et al. 2023) and dispossession of land or non-fulfillment of treaty rights (Norton-Smith 2016; Whyte 2013) have contributed to the built environments of today including where people live and what resources they have available to them (UW CIG et al. 2018). Currently, more people of color reside in South Pierce County near Lakewood, Parkland, and JBLM than in other regions of the county (Pierce County, 2023).

Exhibit 3-13 shows the environmental health disparities map for the City. The level of disparities is fairly high (rank of 7-10) for large sections of the City. These high levels of disparities and exposures include northeast Lakewood (the Air Corridor zones), central Lakewood, Springbrook, Tillicum, and Woodbrook. In addition, the City has two sites on the Superfund National Priority List, one in Woodbrook and the other in Springbrook near Pacific Highway SW

Exhibit 3-13. City of Lakewood Environmental Health Disparities



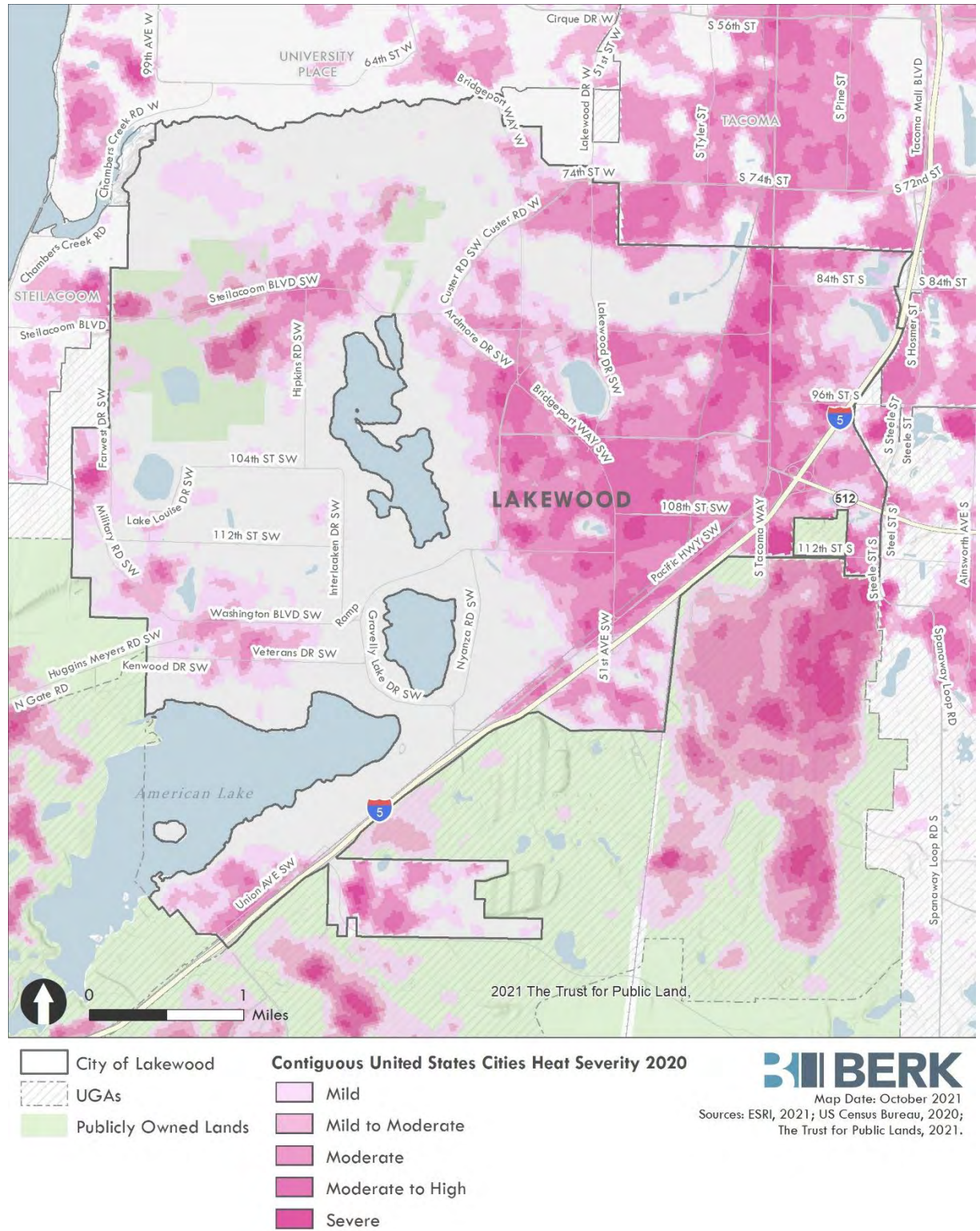
Source: City of Lakewood Energy and Climate Change Chapter, 2021; Washington State DOH

Urban Heat Islands & Tree Canopy

Heat islands are defined as urbanized areas that experience higher temperatures than surrounding rural areas (U.S. Environmental Protection Agency (EPA), 2024). Structures in urban environments, such as buildings, roads, and infrastructure, absorb and re-emit heat from the sun at a greater level than the natural environment. With decreased greenery and high concentration of structures, it produces urban heat islands, particularly in summer months. The impacts of urban heat islands include increased energy and electricity consumption to cool buildings, and increased GHG emissions due to increased electricity demand. Urban heat islands and excessive heat events pose increased risk to vulnerable populations that include older adults, young children, low-income populations, people in poor health, and people who spend their working hours outdoors. Urban heat islands can also negatively affect water quality due to warmed stormwater runoff increasing the water temperature in streams, rivers, ponds, and lakes. This water temperature warming can stress aquatic life. Urban heat islands can be mitigated by expanding the tree canopy within a city.

Exhibit 3-14 depicts the level of heat severity in the City, highlighting areas with urban heat islands. Urban heat islands with high to severe heat severity are located in the eastern part of the City, near the City Center and the developed commercial, industrial, and multifamily areas.

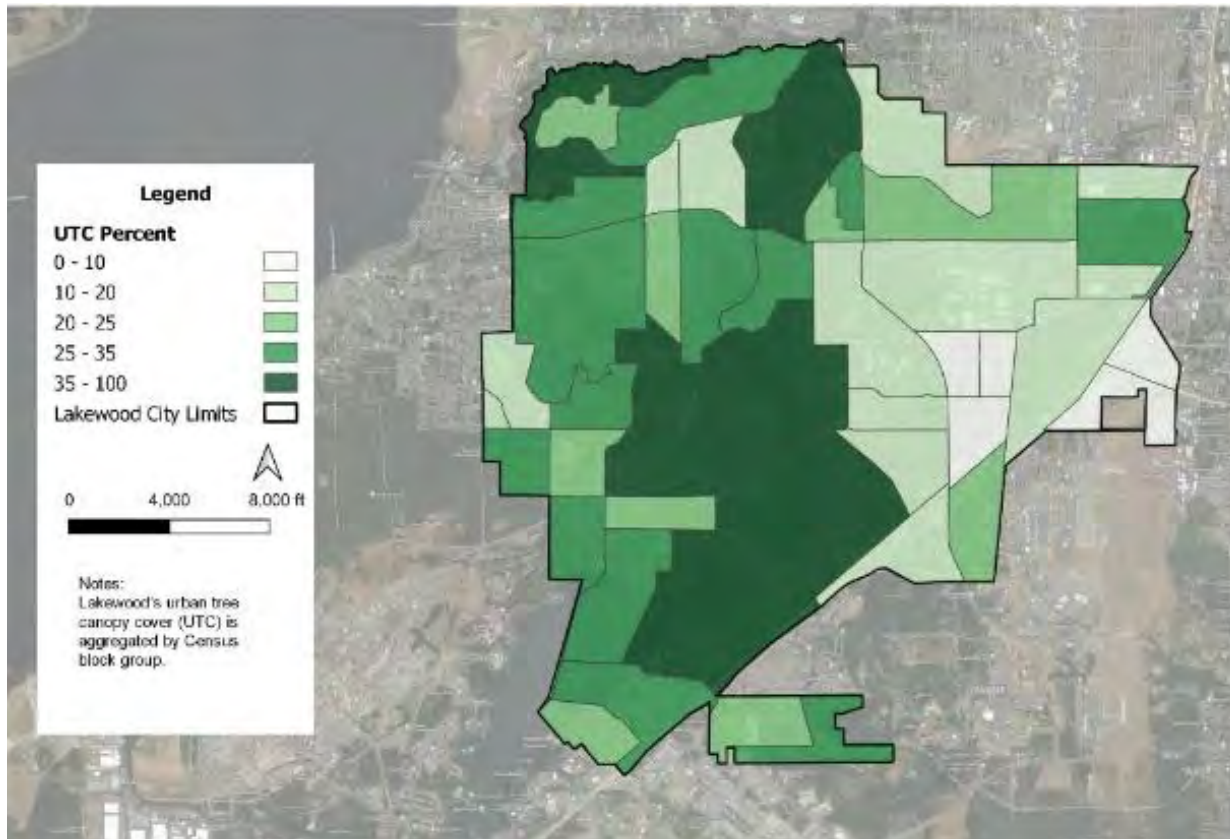
Exhibit 3-14. Lakewood Heat Severity (2020)



Sources: ESRI, 2021; US Census Bureau, 2020; Trust for Public Lands, 2021

Exhibit 3-15 shows the current tree canopy coverage in the City. The tree canopy is 29%, with 13 square kilometers of tree canopy coverage. Tree canopy is highest in neighborhoods in the-northwestern and central areas of the City. Areas with low amounts of tree canopy coverage include the northeastern and mid-western parts of the City.

Exhibit 3-15. Tree Canopy Coverage in the City of Lakewood

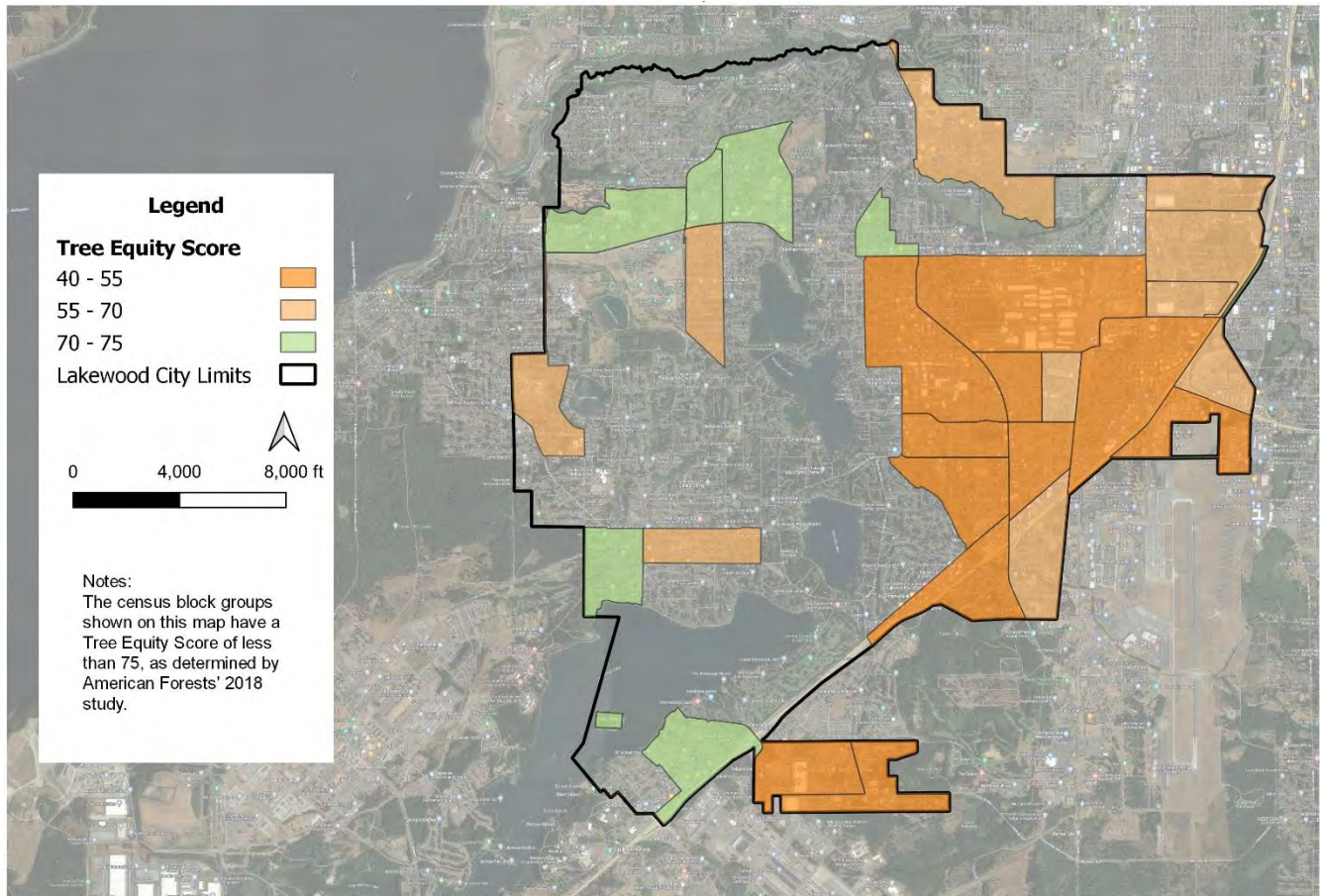


Source: Plan-it GEO, prepared for City of Lakewood 2022

A lack of adequate tree canopy coverage contributes to an increased urban heat island effect, particularly for vulnerable populations. An increase in tree canopy coverage can contribute to carbon sequestration and improve air quality, improve community health and well-being, cool the air, and manage stormwater (MSRC, 2023).

Exhibit 3-16 identifies areas with less tree canopy and a greater share of overburdened communities (lower incomes, unemployment, persons of color) indicates areas with less equity in tree canopy. These areas are largely in the greater developed commercial, industrial, and multifamily areas.

Exhibit 3-16. Tree Equity Score Less than 75, American Forest 2018



Lakewood, WA Tree Preservation Code Update 2022

Source: American Forest, Tree Equity.org, Plan-it Geo, 2022

Floodplain (lakes, wetlands, streams)

Lakewood has several lakes, wetlands, creeks, and streams. Approximately 9% of Lakewood’s 12,127 acres, or 1,098 acres, are covered by lakes. In addition, the City has a significant number of creeks and wetlands. Potential related climate change impacts include rising flood waters, which could impact I-5 between Highway 512 and Bridgeport Way. In addition, additional pollutant loading may worsen existing water quality issues in the City’s numerous lakes and streams. Furthermore, the City may be impacted by more frequent peak storm events, which potentially increases the likelihood of flooding and the impact of flooding events. (Environmental Science Associates and BERK Consulting, 2023)

Climate change impacts that require relocation or rebuilding (floods, fires) will be more impactful for those with limited resources (Green et al. 2007; Zoraster 2010). Parkland and Midland, Lakewood, Spanaway, and JBLM are home to the highest concentrations of low-income households in Pierce County and areas of high disparity. (Pierce County, 2023).

The Clover Creek watershed is the main watershed in the City limits. In 2019, FEMA updated the Clover Creek 100-year floodplain map, revealing a significant increase in the area impacted by floodwater compared to the previous floodplain map. Rising flood waters from a Clover Creek 100-year flood showed expanded impact to the floodwaters to the City, affecting the Springbrook neighborhood, I-5, and areas within the Hillside and Downtown neighborhoods. See Exhibit 3-6 and Exhibit 3-7.

Impacts

The metrics assessed to understand climate change impacts include the following:

- Actions would prevent or deter statewide, regional, or local efforts to reduce GHG emissions.
- Increase in per capita vehicle miles traveled (VMT).
- Growth concentrated in areas with high exposure to air pollution, noise pollution, or environmental hazards. Increases exposure of vulnerable populations to climate stressors or reduces adaptive capacity to respond.

Impacts Common to All Alternatives

GHG emissions associated with each alternative would likely decline at a per capita level even with planned growth due to the federal, state, and regional regulations. This includes but is not limited to:

- Fuel economy standards.
- Energy codes and standards.
- GHG and VMT reduction goals and new climate elements.
- Land use patterns promoting transit oriented development and infill development.
- Tree canopy protection and enhancement.

Growth consistent with regional growth strategies such as growth targets, land use patterns, multimodal transportation investments, retention of environmental and natural resource lands and other strategies are anticipated to help achieve reductions in regional air pollutant emissions. (Puget Sound Regional Council, 2020)

With transportation and on-road vehicles representing a significant contributor to GHG emissions, a measure of VMT helps measure the alternatives' impact on GHG emission reduction. Exhibit 3-17 shows how VMT compares by alternative. Based on future estimated VMT, the No Action alternative has a higher amount of VMT in the City overall. However, the Proposed Action Alternative has a higher amount of VMT in the CBD and Station area, due to the concentration of growth in these areas. But the remaining area in the City is much lower under the Proposed Alternative compared to the No Action Alternative.

Exhibit 3-17. VMT Comparison by Alternatives

Alternative	Estimated Vehicle Miles Traveled (VMT)			
	Lakewood Overall	CBD (District 1)	Station Area (District 2)	Remaining Lakewood Area (District 3)
No Action Alternative	75,412	11,630	8,539	55,243
Proposed Alternative	74,496	12,339	9,489	52,668
Difference	(916)	709	950	(2,575)
Percentage Difference	-1.2%	6.1%	11.1%	-4.7%

Source: The Transpo Group, 2024

Both alternatives concentrate growth in centers like Downtown and the Station District. Both alternatives include a tree canopy goal of 40% and implementation of an Urban Forestry Program and recent tree code amendments.

Some centers and higher density employment and multifamily areas have high or moderately high exposure to adverse air quality or noise. These areas also show a lower tree equity score and more exposure to urban heat islands. Both alternatives would apply the City’s tree code and urban forest program and development in these locations, such as housing and mixed uses. Development represent opportunities to integrate green infrastructure and to place transit oriented development with amenities at all income levels. These activities would help the community adapt to climate change and realize greater climate resilience.

Tillicum-Woodbrook Subarea

The Subarea is part of the cumulative consideration of GHG reduction and VMT reduction above. It is a subarea where the population is exposed to air and noise pollution. It in part has a lower tree equity score. The alternatives address the subarea differently and climate adaptation is addressed under each below.

No Action Alternative

The No Action Alternative would retain the existing policies that the City has in place (e.g., land use, transportation, environment planning). Without a change in policies on development, growth, and other environmental considerations, the GHG emissions associated with the alternative would likely decline due to the federal, state, and regional regulations in place. However, the alternative is less consistent with county housing targets by income band and its modeled growth for transportation reflects a 2035 horizon rather than the full planning period. Thus, it does not fully support the regional GHG evaluation in VISION 2050 that showed a reduction with a coordinated regionwide growth strategy.

The No Action Alternative includes the City's recently created Climate element (2023), but additional regulations are needed for the City to achieve the element goals and policies and support regional GHG emission goals.

The No Action Alternative that models the City's 2035 growth targets for housing and jobs, even though lower than 2044 targets, results in higher VMT than the Proposed Action Alternative. The No Action Alternative does not implement middle housing in more locations in the city, which is shown to reduce VMT in areas outside of the mixed use areas.

The No Action Alternative includes policies and regulations meant to protect and enhance the city's tree canopy, but it does not implement improved critical area regulations.

Tillicum-Woodbrook Subarea

The No Action Alternative would allow for development consistent with existing plans in proximity to I-5 and American Lake. It would not update the Tillicum-Woodbrook Subarea Plan. It would not create new housing opportunities or civic and infrastructure investments. It would not contribute effectively to the City's climate goals and policies.

Action Alternative

The Action Alternative is expected to encourage growth near the city center, with middle housing densification throughout residential areas, resulting in a potential for a greater reduction of VMT than the No Action Alternative despite modeling greater growth that is consistent with the 2044 growth targets. Changes in multimodal transportation are expected due to densification, leading to a decrease in car usage and a decrease in expected transportation-generated GHGs, one of the main contributors to overall GHGs.

The Action Alternative is expected to result in higher density and more compact urban form, which results in less energy use for heating and cooling buildings, and therefore a reduction in GHG emissions created by the built environment. The Proposed Action includes updated middle housing regulations and critical areas regulations that provide additional habitat and stream protective measures (Washington Department of Commerce, 2023)

Highly effective measures for GHG reduction include:

- Increase tree canopy cover to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.
- Increase housing diversity and supply within urban growth areas to reduce greenhouse gas emissions and support environmental justice. Allow middle housing types, such as duplexes, triplexes, and ADUs, on all residential lots.
- Foster higher-intensity land uses in mixed-use urban villages and transit corridors.

The infill development would extend into single-family residential areas and would generally be located away from air quality and noise exposure areas. City regulations for middle housing would limit the form and location of buildings in areas with critical areas. While the middle housing units would densify areas with more tree canopy relative to other areas in the city, the companion tree code that limits tree

removal and requires mitigation along with a more robust urban forestry program and enhanced critical area regulations should avoid impacts.

Tillicum-Woodbrook Subarea

The Subarea Plan would be updated and expanded for this subarea. Policies and strategies are intended to improve the housing and access multimodal transportation strategies. Improved critical area regulations would also apply in the Tillicum-Woodbrook Subarea. These policies and strategies support a higher quality of life despite exposure to air and noise pollution.

Mitigation Measures

Incorporated Plan Features

The Proposed Action Alternative includes updated critical area regulations that would set wider stream buffers and recognize other habitats for protection. The Proposed Action Alternative would also update middle housing regulations that would allow for moderate densities in single-family areas. This can improve VMT results and contribute to the reduction of GHG emissions.

Regulations and Commitments

- Lakewood Energy and Climate Change Chapter in the Comprehensive Plan.
- The Puget Sound Clean Air Agency Board's regional targets for reducing GHG emissions are 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050.
- The City adopted an urban forestry program to preserve significant trees, promote healthy and safe trees, and expand tree coverage throughout the City. It is working towards a citywide goal of 40% tree canopy coverage by the year 2050.
- Lakewood's critical area and shoreline master program regulations promote conserving and protecting wetlands and riparian areas within the City and surrounding region.

Other Potential Mitigation Measures

Methods to Offset GHG Emissions

City Solar Potential

The City has the rooftop solar potential to reduce GHG emissions by 223,000 MgCO₂e on an annual basis. Assuming solar panels receive 75% of the maximum annual sun in the City, this represents an approximate 35% reduction in total annual GHG emissions produced within the City using 2022 GHG emission totals. See Exhibit 3-18. In the City, the existing solar arrays are 57, which represent less than 1% of the total solar potential. Specific locations for potential solar panel placement are shown in Exhibit 3-19.

Exhibit 3-18. City's Total Solar Potential

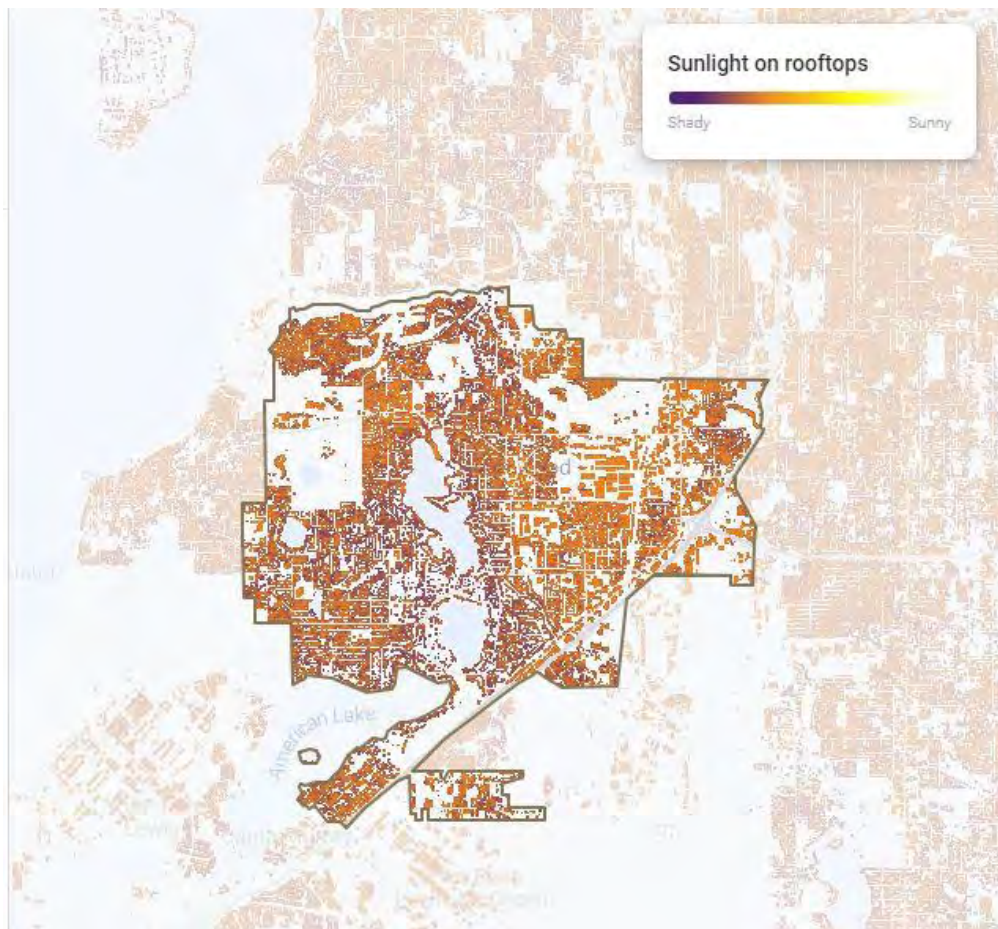
Carbon Offset Metric Tons	(Property) Count Qualified	KW Median	KW Total	Percent Covered	Percent Qualified
223,314	14,589	11.75	331,290	97.5%	80.3%

Notes: Google's definition of "technical potential" requires solar installation to meet the following criteria:

- Sunlight: every included panel receives at least 75% of the maximum annual sun in the area
- Installation size: Every included roof has a total potential installation size of at least 2kW.
- Space and Obstacles: Includes only areas with roofs that have space to install four adjacent solar panels.

Source: City of Lakewood Energy and Climate Change Chapter, 2021; Google EIE, 2024.

Exhibit 3-19. Concentration of Sunlight on Rooftops in Lakewood



Source: Google EIE, 2024

Carbon Sequestration

To remove carbon emissions, the City analyzed how to improve carbon sequestration, which is the process of utilizing forested areas and tree canopy in designated open space areas, lawns/fields, and wetlands to remove carbon emissions from the atmosphere and store them back into the earth. Wetlands, such as the Fleet Creek Complex, can store a significant amount of carbon.

The City's forested areas and freshwater inland wetlands are protected or preserved through the City's open space policies, its shoreline master program, and its development regulations, including the tree preservation ordinance. However, the City does not yet consider the benefit of carbon sequestration within these resources and does not have an estimate of the amount of carbon removed from the atmosphere through these resources.

A variety of GHG mitigation measures could be implemented to reduce the exposure to residents and work towards goals. The following measures could be applied to reduce GHG emissions:

GHG Emissions Reduction

- Reduce exposure to traffic through the implementation of mitigation strategies, such as reducing VMT, land use buffers, improved urban design, building design strategies, and decking / lids over highways and high-capacity roadways
- Develop and implement strategies to reduce vehicle trips, improve vehicle fuel efficiency, and facilitate rapid adoption of zero-emissions alternative fuel vehicles.
- Apply transit oriented development to include more walkable communities.
- Promote the integration of neighborhood commercial uses in residential areas.
- Coordinate with and support local and regional transit efforts with Pierce County, Sound Transit and WSDOT (Washington Department of Transportation) towards expanding public transit service to improve mobility and reduce reliance on the private automobile.
- Promote walking and bicycling as safe and convenient modes of transportation, improving bicycling, pedestrian, and transit access through support for safe routes and infrastructure investment.
- Work with energy providers (Puget Sound Energy, Lakeview Light & Power, and Tacoma Power) to develop strategies that reduce energy demand and promote energy conservation.
- Increase the amount of locally forested areas and tree canopy in the City's designated open space areas, lawns/fields, and wetlands to increase the removal of carbon emissions from the atmosphere, otherwise known as carbon sequestration.
- Provide incentives to add solar panel capacity on commercial and industrial buildings.
- Promote mixed-use and infill development in the Downtown and other major activity centers, along key commercial corridors and on vacant and underutilized parcels.
- Prioritize the use of green and sustainable development standards and practices in planning, design, construction, and renovation of buildings and infrastructure.
- Ensure that buildings use renewable energy, conservation, and efficiency technologies and practices to reduce greenhouse gas emissions.

- Use urban design to enhance open space and urban tree canopy, and incorporate strategic building placement.
- The City could develop pre-prepared housing plans for ADUs and other small, attached dwellings that minimize footprints and retain tree canopy to the extent feasible.

Adaptation Measures

- Develop a Hazards Management Plan that works toward developing a climate-resilient community.
- Increase green infrastructure to cool stormwater runoff and work to mitigate urban heat island effects. Examples include rain gardens, planter boxes, bioswales, permeable pavements, green streets and alleys, green parking, and green roofs. (U.S. Environmental Protection Agency (EPA), 2024)
- Develop and implement an urban heat resilience strategy that includes land use, urban design, urban greening and tree canopy expansion, and waste heat reduction actions.
- Consider project-specific mitigation measures to limit exposures to emissions sources, such as high-capacity roadways. Land use buffers or building design (e.g., air filtration, thicker sound transmission classes, other) could be included near high-impact areas such as industrial and other nonresidential zones.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to air quality and greenhouse gas emissions are anticipated. Both the No Action Alternative and the Action Alternative would **result in a mitigated less-than-significant GHG impact**. Through mitigation implementation, local and state climate actions, and expected continued regulatory changes, the alternatives may result in lower GHG emissions on a per capita basis compared to existing conditions. The alternatives would not prevent or deter statewide, regional, or local efforts to reduce GHG emissions. While each alternative would generate GHG emissions from growth and development within the city, the benefit of channeling development to targeted areas that might otherwise occur in peripheral areas of the city or region could serve to offset these impacts.

3.2 Land Use Patterns and Policies (BERK)

3.2.1 Affected Environment

Current Land Use Patterns

Lakewood is a largely single-family residential community. There are sizeable acres used by institutions (schools, fire stations, medical, nursing homes), commercial, industrial/manufacturing, multifamily, recreational, and other uses. See land uses by parcel acres in Exhibit 3-20.

Exhibit 3-20. Current Land Uses on Parcels (2019)

Parcel Uses	Acres	Percent
Single Family Residential	3,988.6	44.0%
Public/Private Institutional & Services	1,002.9	11.1%
Commercial	687.1	7.6%
Industrial/Manufacturing	577.1	6.4%
Multifamily	574.9	6.3%
Recreational	542.8	6.0%
Vacant	540.1	6.0%
Open Space/Environmental	358.7	4.0%
Unknown	234.4	2.6%
Utilities/Transportation	226.4	2.5%
Middle Housing (Duplex, Triplex, Townhouse)	142.0	1.6%
Manufactured Home Park	133.0	1.5%
Manufactured Housing	32.0	0.4%
Military	23.3	0.3%
Sum	9,063.4	100%

Source: (Pierce County, 2022)

Future Land Use designations and Zoning districts generally match the existing uses as shown in the maps in Chapter 2, Exhibit 2-3 and Exhibit 2-4.

Acres by zone are shared in Exhibit 3-21. Single family residential is encompassed in Residential 1 through 4 zones and equals over 3,755 acres.

Exhibit 3-21. Zoning Districts – Parcel Acres (2019)

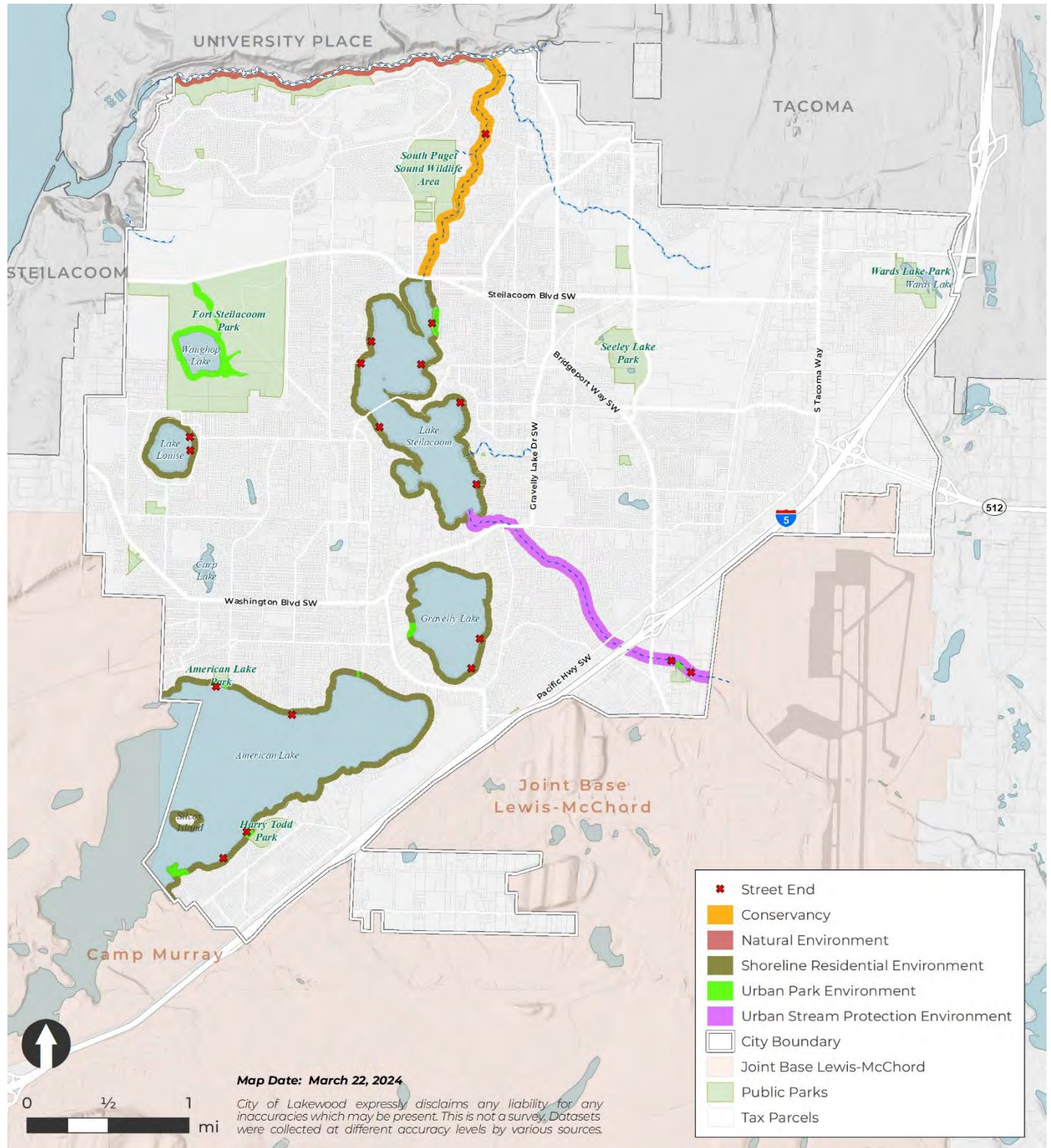
Zones	Gross Acres	Critical Area Acres	Net Acres
Air Corridor 1	262	27	235
Air Corridor 2	196	2	194
Arterial Residential/Commercial	17	0	17
Central Business District	266	1	264
Clear Zone	43	1	42

Zones	Gross Acres	Critical Area Acres	Net Acres
Commercial 1	57	9	48
Commercial 2	210	6	205
Commercial 3	25	8	17
Industrial 1	250	18	232
Industrial 2	32	9	23
Industrial Business Park	332	59	273
Military Lands	23	-	23
Mixed Residential 1	115	7	108
Mixed Residential 2	157	14	142
Multifamily 1	232	24	208
Multifamily 2	211	25	186
Multifamily 3	154	2	152
Neighborhood Commercial 1	12	-	12
Neighborhood Commercial 2	204	6	198
Open Space & Recreation 1	894	350	544
Open Space & Recreation 2	457	37	421
Public Institutional	717	49	667
Residential 1	402	36	366
Residential 2	543	98	447
Residential 3	2,300	212	2,088
Residential 4	870	36	833
Right Of Way	0	-	0
Transit Oriented Commercial	83	27	55
Grand Total	9,063	1,062	8,002

Source: (Pierce County, 2022)

Lakewood’s Shoreline Master Program provides a set of shoreline environment designations that function to manage land uses, public access, and environmental protection with policies and regulations. The designations are illustrated on Exhibit 3-22.

Exhibit 3-22. Lakewood Shoreline Environment Designations



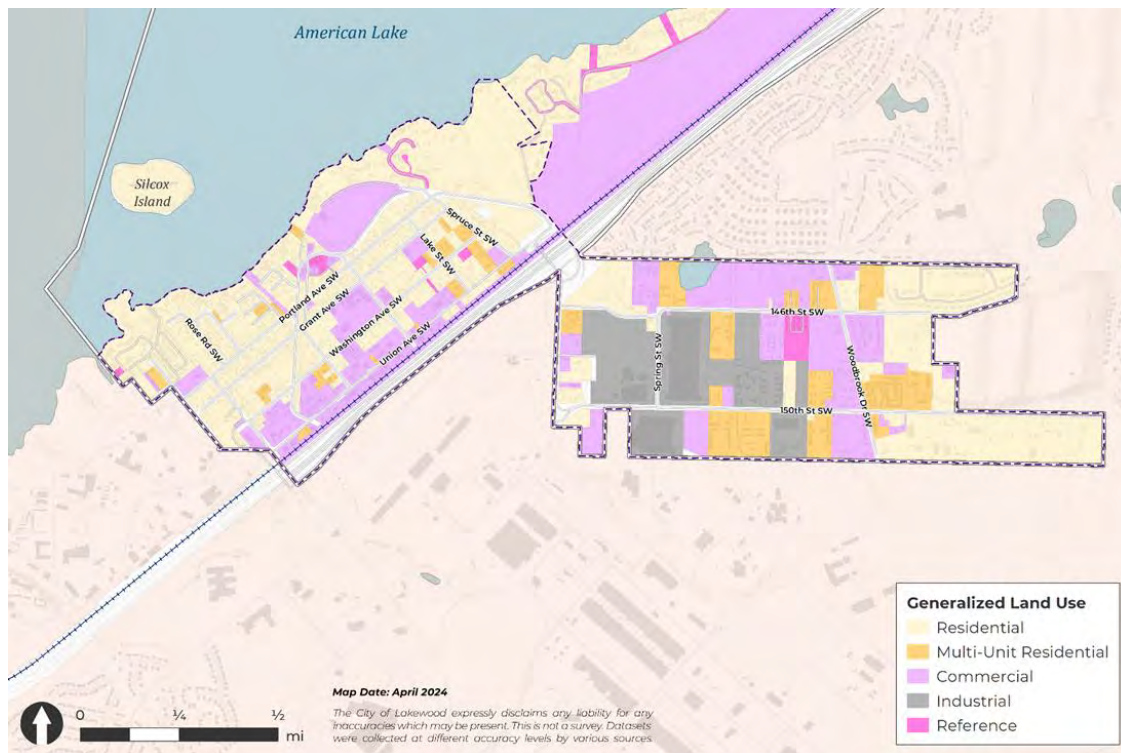
Source: City of Lakewood, 2024.

The City's greatest acres are in Residential zones but its greatest planned density is in the Central Business District (CBD). The City created a subarea plan and planned action ordinance in 2018 to facilitate growth and development in that area which also contains the City's primary commercial center as well as a transit center. In 2023, the City made a small expansion of the CBD.

Tillicum-Woodbrook Subarea

The western portion of Tillicum largely includes single-family residential development with a few multi-unit residential buildings. Commercial development is largely 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. The general land uses for the Tillicum-Woodbrook Planning Area are depicted on Exhibit 3-23.

Exhibit 3-23. General Land Use – Tillicum-Woodbrook Planning Area



Source: BERK, 2023; City of Lakewood, 2023.

State, Regional, and Local Plans

Growth Management Act

Comprehensive plans and development regulations within Pierce County must be consistent with the provisions of the GMA. The GMA was adopted in 1990 to address concerns about the impacts of

uncoordinated growth on Washington communities and the environment and provides a framework for land use planning and development regulations in the state. The GMA directs coordinated regional and countywide planning, which then informs the locally adopted comprehensive plans and development regulations of individual cities and counties. Key provisions of the GMA include:

- Planning Goals
- Land Designations: Urban, Resource, and Rural Lands
- Consistency with Multicounty Planning Policies (MPPs)
- Buildable Lands Program
- Consistency with Countywide Planning Policies (CPPs)
- Local Comprehensive Planning

The GMA is primarily codified under [Chapter 36.70A RCW](#), although it has been amended and added to in several other parts of the RCW and WAC. In 2021, GMA goals and element requirements regarding housing were amended to require jurisdictions to plan for and accommodate housing that is affordable to all economic segments of the population (see Chapter 4, *Population, Housing, and Employment*). The Washington State Department of Commerce (Commerce) published a summary of amendments to the GMA from 1995 through 2022 (Commerce 2023).

Goals

The GMA includes 15 planning goals, in no particular order, to guide the development and adoption of local comprehensive plans and development regulations. See Exhibit 3-24.

Jurisdictions planning under the GMA are required to balance these goals in the development and adoption of their comprehensive plans and development regulations. Counties and cities in most parts of the state—including Central Puget Sound—must prepare comprehensive plans that include objectives, principles, standards, and a future land use map. Required elements of a comprehensive plan include land use, housing, capital facilities plan, utilities, rural (for counties), transportation, economic development, and parks and recreation. Local governments may include other elements if they wish. Development regulations, such as zoning, must be consistent with the local government’s comprehensive plan. Counties and cities must be up to date with the requirements of the GMA, including the periodic update requirements, to be eligible for grants and loans from certain state infrastructure programs.



Relationship between the GMA, VISION 2050 and MPPs, CPPs, and local comprehensive plans. SOURCE: [PSRC](#) 2022

Exhibit 3-24. GMA Goals

GMA Goal	Text
(1) Urban growth	Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
(2) Reduce sprawl	Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
(3) Transportation	Encourage efficient multi-modal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.
(4) Housing	Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
(5) Economic development	Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
(6) Property rights	Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
(7) Permits	Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
(8) Natural resource industries	Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands and discourage incompatible uses.
(9) Open space and recreation	Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
(10) Environment	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

GMA Goal	Text
(11) Citizen participation and coordination	Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
(12) Public facilities and services	Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
(13) Historic preservation	Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
(14) Climate change and resiliency	Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and Chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
(15) Shorelines	For shorelines of the state, the goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

SOURCES: [RCW 36.70A.020](#) and [RCW 36.70A.480 \(1\)](#), 2023; Engrossed Second Substitute House Bill 1181, 2023

PSRC develops policies and coordinates decisions about regional growth, transportation, and economic development planning within Pierce, King, Snohomish, and Kitsap counties. [VISION 2050](#) is the long-range growth management, environmental, economic, and transportation strategy for the four-county Puget Sound region. It was adopted by PSRC in October 2020 and is endorsed by more than 100 member cities, counties, ports, state and local transportation agencies, and tribal governments within the region.

VISION 2050 includes the GMA-required MPPs for the King/Pierce/Snohomish Counties and voluntarily applied to Kitsap County. VISION 2050 also includes a regional strategy for accommodating growth through 2050. The MPPs provide direction for more efficient use of public and private investments and inform updates to countywide planning policies and local comprehensive plan updates. VISION 2050 includes 216 MPPs, organized by the topic area goals in Exhibit 3-25.

The Regional Growth Strategy in VISION 2050 calls for focusing new housing, jobs, and development within regional growth centers and near high-capacity transit. The strategy also aims to keep rural areas, farmland, and forests healthy and thriving.

Exhibit 3-25. VISION 2050 Topic Area Goals

Topic Area	VISION 2050 Goal
Regional Collaboration 15 MPPs	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.
Regional Growth Strategy 16 MPPs	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.
Environment 22 MPPs	The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.
Climate Change 12 MPPs	The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.
Development Patterns 54 MPPs	The region creates healthy, walkable, compact, and equitable transit oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.
Housing 12 MPPs	The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.
Economy 23 MPPs	The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
Transportation 32 MPPs	The region has a sustainable, equitable, affordable, safe, and efficient multi-modal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.
Public Services 30 MPPs	The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

SOURCE: [VISION 2050 \(PSRC 2020\)](#)

Regional growth centers have been a central strategy of regional planning for decades, although centers have been designated through different procedures depending on when they were first designated. Pierce County has six regional growth centers (RGCs) and three manufacturing industrial centers (M/ICs) designated in VISION 2050, all located within UGAs. One of the designated centers is Lakewood's Downtown. See Exhibit 3-26.

Exhibit 3-26. PSRC Regional Growth Centers in Pierce County

Center	VISION 2050 Center Designation
Tacoma	Regional Growth Center—Metro
Tacoma Mall	Regional Growth Center—Urban
University Place	Regional Growth Center—Urban
Lakewood (Downtown)	Regional Growth Center—Urban
Downtown Puyallup	Regional Growth Center—Urban
Puyallup/South Hill	Regional Growth Center—Urban
Port of Tacoma	Manufacturing Industrial Center—Growth
Frederickson	Manufacturing Industrial Center—Growth
Sumner-Pacific	Manufacturing Industrial Center—Employment

SOURCE: [VISION 2050](#) (PSRC 2020)

VISION 2050 includes updated regional geographies and modified classifications for cities and unincorporated urban areas. HCT communities are a new geography in VISION 2050 compared to VISION 2040. The updated regional geographies are:

- Metropolitan cities
- Core cities
- HCT communities (includes both incorporated and unincorporated areas)
- Cities and towns
- Urban unincorporated areas
- Rural and Natural Resource Lands
- Other Planning Areas: Major military installations and Indian reservation lands

VISION 2050 incorporates a renewed focus on locating growth near current and future HCT facilities and includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be in regional growth centers and within walking distance of HCT.¹

Lakewood is considered a "Core City," one of 16 in the region that have designated regional centers, and that contain "key hubs for the region's long-range multimodal transportation system and are major civic, cultural, and employment centers within their counties. The Regional Growth Strategy envisions a major role for these cities in accommodating growth while providing a significant share of the region's housing."

Major military installations and tribal lands are not subject to the state and regional planning framework—these areas plan differently than local governments, but VISION 2050 recognizes their important roles in the region and their influence on regional growth patterns. Major military installations and tribal lands are both recognized as regional geographies by PSRC. In Pierce County, this includes Joint Base Lewis-McChord (JBLM), Camp Murray, most of the Puyallup Indian Reservation, and portions of the Nisqually Indian Reservation and Muckleshoot Indian Reservation. The Squaxin Island Reservation is located in Mason County, but some tribal natural resource areas are within Pierce County.

Countywide Planning Policies

Cities and counties fully planning under [RCW 36.70A.040](#) must complete a periodic review every 10 years for their entire comprehensive plan and development regulations, including those related to critical areas and natural resource lands.² Pierce County and the cities and towns within are fully planning communities under GMA.

The periodic review of the Lakewood Comprehensive Plan and implementing development regulations and any necessary revisions will be undertaken to comply with the updated requirements of the GMA, including the VISION 2050 MPPs and recently amended Pierce County CPPs. The next periodic update of the Comprehensive Plan for Pierce County and the cities and towns within must be completed on or before December 31, 2024. Pierce County and the cities and towns within must be up to date with the requirements of the GMA—including the periodic update requirements—to be eligible for grants and loans from certain state infrastructure programs.

Lakewood's current Comprehensive Plan applies to the year 2035. The Comprehensive Plan was adopted in 1995 with major updates in 2005 and 2015. Individual requests for changes to the Comprehensive Plan are allowed every 2 years during a separate process, known as the Amendment Cycle.

Each city and town in Pierce County adopt a comprehensive plan consistent with the same legislative framework applicable to Pierce County. Consistency with the MPPs and CPPs helps ensure all of these comprehensive plans are compatible.

¹ *High-capacity transit* is defined as existing or planned light rail, commuter rail, ferry, streetcar, and/or bus rapid transit. HCT communities are cities and unincorporated areas that are connected to the regional HCT system. HCT areas and UUAs are planned for annexation or incorporation.

² In 2022, approval of House Bill 1241 by the Washington State Legislature changed the periodic update cycle occurrence from 8 years to 10 years after the 2024–2027 update cycle ([RCW 26.70A.130\(5\)](#)).

Military Planning

Lakewood is abutted on the east and south by military land uses. The U.S. Army founded Fort Lewis in 1917 and McChord Air Force Base two decades later. Today, Joint Base Lewis-McChord hosts roughly 50,000 military service members and civilian employees and is the 3rd largest employer in the State of Washington. Most major entrances into JBLM are through Lakewood, and many of the military personnel and their families live and shop in the City. The presence of the military has had a noticeable impact on Lakewood's demographics and, consequently, its economy and land use patterns.

Tillicum-Woodbrook Subarea

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.

3.2.2 Impacts

Thresholds of significance utilized in this land use pattern impact analysis include:

- Change to land use patterns or development intensities that preclude reasonable transitions between areas of less intensive zoning and more intensive zoning.
- Differences in activity levels at boundaries of uses likely to result in incompatibilities.
- Impacts to designated shorelines.

According to WAC 365-196-210(8), consistency means "that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system." For the purposes of this analysis, consistency means that the alternative can occur and be implemented together with the selected goal or policy without contradiction. In this section, a finding of inconsistency or contradiction with plans and policies would be considered to result in a significant adverse impact.

Impacts Common to All Alternatives

Land Use Patterns/Development Intensities

The alternatives continue zoning that emphasizes residential uses. Both alternatives continue to emphasize housing in mixed use and multifamily zones such as in Downtown and the Station District. Using the density allowances, form-based code, and master planning approach, properties could

redevelop and replace existing dwellings. There is an opportunity to increase the affordable housing available in the subareas, and the City may condition development to meet the vision of the plan as well as proposed Action Alternative policies that are intended to provide housing affordable to all incomes and to mitigate displacement.

Under either alternative it would be appropriate to amend the Downtown Planned Action Ordinance to add the parcels rezoned in 2023 to CBD on the south along Main Street SW³ towards the high school, since they are in the City’s multifamily tax exemption area, and property owners intend to develop housing similar to that identified for the Downtown Plan. The inclusion of the properties make for a logical boundary and cohesive land use pattern. They contribute the potential for mixed use and affordable housing that were contemplated in the Downtown Plan.

Outside of the centers, the No Action Alternative allows fewer housing types in Residential zones. The Proposed Action Alternative also emphasizes a low density residential pattern, but with more Middle Housing opportunities across R1-R4 zones, and in the “Transit” overlay, which is about 420 acres and has less than 10% of the total Residential zones’ capacity. The Proposed Action Alternative will comply with recent state legislation (HB 1337, HB 1110) that provides development and design standards that treat accessory dwelling units and other middle housing similar to single family dwellings. See Exhibit 3-27.

Exhibit 3-27. Zone Capacity by Alternative

Zone	No Action Capacity	Proposed Action Capacity	Difference
ARC	127	151	24
CBD	2,590	3,580	990
MF1	1,181	1,294	113
MF2	1,514	1,602	88
MF3	1,131	1,314	183
MR1	117	760	643
MR2	532	1,523	991
NC1	54	18	-36
NC2	421	477	56
R1	45	306	261
R2	148	570	422
R2T		16	16
R3	850	3,431	2581
R3T		302	302
R4	287	1,148	861
R4T		218	218
TOC	1,283	779	-504
Housing in Commercial Zones	-38	-38	0
Total	10,242	17,451	7,209

Source: BERK, 2024.

³ See: <https://cityoflakewood.us/wp-content/uploads/2022/09/092122-23CPAs-PIComm-Staff-Report.pdf>.

Activity Levels

Higher activity levels by population and jobs can create more economic activity in the community and support goals for prosperity. Activity levels created by population and jobs including demand for services and infrastructure would likely vary under the alternative based on planned growth.

Both alternatives allow for housing and job growth capacity that more than meet the 2044 growth targets. During the 20-year planning period, which does not assume buildout, modeled growth for the Proposed Action Alternative is slightly higher than the No Action Alternative. See Exhibit 3-28.

Exhibit 3-28. Targets, Capacity, Modeled Growth by Alternative

	Jobs	Housing
2020	29,872	26,999
Growth Target 2020-2044	9,863	9,378
No Action Growth Modeled 2020-2035	9,287 (94% of Target)	7,441 (79% of Target)
No Action Capacity	12,212	10,242
No Action Meets 2044 Targets?	Yes, total	Yes, total, not affordability
Proposed Action Capacity	15,238	17,488
Proposed Action Meets 2044 Targets?	Yes, total	Yes, total + affordability
Proposed Action Growth Modeled 2020-2044	9,863	9,378

Source: Pierce County, 2022. BERK, 2024.

Shorelines

Under all alternatives no changes to the shoreline environment designations would be made. The City would address the shorelines under the next SMP periodic update.

The Action Alternative assumes some Middle Housing in shoreline areas where the housing types are allowed in the Shoreline Master Program, but likely lesser units in these areas due to the presence of either critical areas, or narrower roads where on-street parking is not available. See Exhibit 2-9.

Policy Evaluation

The alternatives are largely consistent with GMA goals and VISION 2050 goals and multi-county planning policies. The No Action Alternative is less consistent with goals and policies on providing for a range of affordable housing choices whereas the Proposed Action Alternative provides updated policies and zoning codes to increase housing types to meet targets for each affordability bands. The Proposed Action Alternative provides updated Natural Environment policies and codes and reinforces Climate mitigation and resilience. Even though modeled growth (transportation, and other infrastructure) for the Proposed Action Alternative matches the 2044 growth targets and the No Action Alternative is modeled at a lower growth level to originally meet a 2035 horizon, the Proposed Action produces less vehicle miles traveled (VMT). See Exhibit 3-29.

Exhibit 3-29. Growth Management Act and VISION 2050 Goal Consistency

GMA Goal	VISION 2050 Goals	No Action	Proposed Action	Discussion
(1) Urban growth	Regional Growth Strategy 16 MPPs	√	√+	Both alternatives focus growth in urban areas, including in the Downtown Center and Station District. The Proposed Action Alternative allows middle housing in more locations and advances its Centers near existing or planned transit resources.
(2) Reduce sprawl	Development Patterns 54 MPPs	√	√	Both alternatives focus growth in urban areas, and alternatives have capacity for growth targets, consistent with Countywide Planning Policies and VISION 2050, which can help avoid rural sprawl.
(3) Transportation	Transportation 32 MPPs	√	√+	Both alternatives increase the demand for multimodal transportation. The Proposed Action, even with higher modeled growth, produces less vehicle miles traveled (VMT) due to the focus of growth in centers as well as the middle housing opportunities.
(4) Housing	Housing 12 MPPs	√-	√+	The Proposed Action includes an updated Housing Element that meets newer state laws for affordable housing targets, removal of barriers to housing, and addition of new housing types at moderate/middle densities. The No Action Alternative does not meet affordable housing bands.
(5) Economic development	Economy 23 MPPs	√	√	Both alternatives allow for job growth and capacity above targets.
(6) Property rights		√	√	Both alternatives provide for a reasonable use of properties with allowances for residential, commercial, or institutional uses.
(7) Permits		√	√+	Both alternatives provide for policies and codes meant to facilitate permits that meet the Comprehensive Plan. Code changes are proposed under the Proposed Action Alternative to allow for greater housing types, as well as remove barriers to housing, and to address some critical area regulations.
(8) Natural resource industries		√	√	See (2). By providing growth capacity to meet targets consistent with Countywide Planning Policies and VISION 2050 the rural and resource lands would be formatted.
(9) Open space and recreation		√	√	Both alternatives provide a Parks Element and protect critical areas that are protected and provide open space.
(10) Environment	Environment 22 MPPs	√-	√+	Both alternatives provide for critical area regulations, but the Proposed Action alternative provides proposed regulatory edits based on a gap and opportunity analysis. See Exhibit 2-12.

GMA Goal	VISION 2050 Goals	No Action	Proposed Action	Discussion
(11) Citizen participation & coordination		√	√+	The No Action Comprehensive Plan was based on community participation and coordination. More recently, the City has conducted an extensive public participation program on housing, climate change, and the Tillicum Woodbrook Subarea Plan.
(12) Public facilities and services	Public Services 30 MPPs	√	√	Both Alternatives will increase demand for public services with growth, with the Proposed Action alternative modeled to meet growth targets by 2044 but the No Action Alternative is modeled at growth to the year 2035 and would have slightly less demand.
(13) Historic preservation		√	√	Both alternatives including historic preservation and cultural resources protection policies and codes.
(14) Climate change and resiliency	Climate Change 12 MPPs	√	√+	Both alternatives include climate mitigation and resilience policies with the Proposed Alternative modifying the growth strategy and reducing VMT. The Proposed Action Alternative further addresses GHG mitigation strategies through the land use and zoning amendments.
(15) Shorelines		√	√	Both alternatives maintain Lakewood’s Shoreline Master Program.
	Regional Collaboration 15 MPPs	√-	√+	The Proposed Action Alternative provides updated climate change policies and critical areas regulations that are meant to address a healthy environment, and more housing opportunities for all persons at all income levels.

Legend: √- lesser consistency | √ general consistency | √+ greater consistency

Source: [RCW 36.70A.020](#) and [RCW 36.70A.480 \(1\)](#).

No Action Alternative

The No Action Alternative maintains the current planned land use patterns and development intensities which separate single family and multifamily units, with different design standards. Rather than allowing gentler middle housing densities, the differences in activity levels and scales of development would remain in the policies and code.

The No Action Alternative provides capacity that exceeds total growth targets, but growth is modeled consistent with past plans to the year 2035 which is slightly lower than the Proposed Action Alternative, and thus could have slightly less activity levels.

No changes are proposed to designated shorelines under the No Action Alternative. There would be no changes made to address more recent State rules on critical areas and responding to gaps and opportunities in critical areas regulations.

Tillicum-Woodbrook Subarea

The Tillicum Subarea Plan created in 2011 would be retained without addressing the gaps in implementation identified in 2022 in Ordinance 772 such as additional housing types, infrastructure investments, and park and community facility investments.

Action Alternative

The Proposed Action Alternative offers capacity for housing and jobs that meets growth targets, including growth targets by affordable housing band. It provides a greater range of housing types in centers and in residential areas that offer more moderate density and ownership housing choices. It allows for greater density along transit corridors and centers. That allows for a reduced VMT.

Rather than largely single family areas, there would be instead “lower density zones” allowing for gentle and moderate density with accessory dwelling units, townhouses, and small attached apartments. The Proposed Action Alternative would include development regulations treating accessory dwelling units and middle housing similar to single family in terms of design and development regulations. Reasonable transitions between areas of differing density are anticipated with similar design and development regulations. In some areas with narrower roadways, parking standards would not be reduced for middle housing otherwise required by state legislation. See Section 3.4 for additional information.

No impacts to designated shorelines are anticipated since the Shoreline Master Program would be retained. In addition, it is anticipated that in the shoreline jurisdiction where there may be critical areas, less middle housing is anticipated. See Exhibit 2-9.

Tillicum-Woodbrook Subarea

The Proposed Action Alternative includes an updated Tillicum-Woodbrook Subarea that responds to the 2022 plan audit and provides a cohesive plan for an expanded subarea on both sides of I-5. Its goals and policies emphasize:

- Investing in unique landmarks, education, and library services.
- Increasing the capacity of the community to advocate for community needs.
- Diversifying housing options in the community.
- Improving connectivity and availability of multiple modes of travel.
- Increasing economic development opportunities.
- Protecting the natural environment and reducing exposure to air pollution and improving resilience to climate change.

3.2.3 Mitigation Measures

Incorporated Plan Features

The Proposed Action Alternative updates the Comprehensive Plan for greater consistency with new job and housing growth targets, including affordable housing targets. It refreshes policies to be consistent with a plan audit meant to meet recent GMA updates as well as create a more streamlined and up to date document. Development regulation amendments would be implemented to meet recent legislative requirements for accessory dwelling units and middle housing. In addition, critical area regulations would be amended to meet the latest State guidance and the urban conditions in Lakewood.

Regulations and Commitments

The City provides regulations of land uses, and development standards for consistent compatible development, In Downtown and the Station District a form-based code applies:

- 18A Land Use and Development Code
- 18B Downtown Development Code
- 18C Station District Development Code

Other Potential Mitigation Measures

The City intends to amend the Downtown Planned Action Ordinance to add the parcels rezoned in 2023.⁴ The inclusion of the properties make for a logical boundary and cohesive land use pattern.

3.2.4 Significant Unavoidable Adverse Impacts

Under all alternatives, additional growth and development will occur, leading to increases in land use intensity. This transition is unavoidable, but it is not considered significant or adverse within an urban area where growth is focused under Countywide Planning Policies and VISION 2050. Most of the City's job and housing growth is in Downtown, a regional growth center in the Comprehensive Plan. Other growth is planned in mixed use and multifamily zones such as in the Station District. In Residential zones, more middle housing would occur under the Proposed Action, and development and design standards would be similar to those applied to single family development.

Future growth is likely to create temporary or localized land use compatibility issues as development occurs. The potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.

⁴ See: <https://cityoflakewood.us/wp-content/uploads/2022/09/092122-23CPAs-PIComm-Staff-Report.pdf>.

3.3 Housing (BERK)

3.3.1 Affected Environment

Housing Policy Framework

Housing in Lakewood is influenced by the current policy and regulatory framework, including the Washington State Growth Management Act (GMA), Puget Sound Regional Council (PSRC) VISION 2050, Countywide Planning Policies (CPPs), and Lakewood’s plans and regulations per Section 3.2.

The GMA includes a goal promoting housing variety and affordability:

(4) Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The GMA also requires a Comprehensive Plan housing element. House Bill (HB) 1220 added requirements for the housing element. Lakewood and other jurisdictions planning under the GMA are now required to:

- Include a statement of goals, policies, objectives, and provisions for “middle housing” or moderate-density housing (for example, duplexes, triplexes, and townhomes)
- Identify policies that result in racially disparate impacts, displacement, and exclusion in housing, and implement policies that address and begin to undo these impacts.
- Allow permanent supportive housing, transitional housing, emergency housing, and emergency shelters with limited restrictions.
- Plan for and accommodate housing affordable to all income bands. The City must determine whether zoning and available land can accommodate 2044 housing growth targets for all income levels, adjust accordingly, and reduce barriers to housing production and affordability.

Pierce County adopted housing targets in 2023, including the target for the Lakewood. See Exhibit 3-30.

Exhibit 3-30. Housing Targets by Area Median Income (AMI)

Income	Projected Housing Need
0-30% Non-PSH	1,212
0-30% PSH	1,637
>30-50%	1,739
>50-80%	1,375
>80-100%	592
>100-120%	536
>120%	2,287
Total	9,378

PSH – Permanent Supportive Housing
Source: Pierce County, 2023.

Lakewood completed a Housing Needs Assessment and an evaluation of Racially Disparate Impacts in 2023 per a state grant intended to address HB 1220 requirements.

Middle Housing Units and Accessory Dwelling Units

Other recent changes to state housing requirements include House Bill 1110 and House Bill 1337 to expand housing types allowed in single-family areas. See a description of requirements for Lakewood in Exhibit 2-7.

HB 1110 passed in 2023 with the intent to increase middle housing in areas traditionally dedicated to single-family detached housing and address regional housing challenges. HB 1110 also dictates that standards for middle housing, such as permit processes and development regulations, may not be more restrictive than those for single-family homes. Two middle housing units would be allowed per lot, or four units per lot within a quarter mile of a frequent transit route.

Key provisions of HB 1110 include:

- Middle housing regulations must be same as for single family
- Design review must be administrative
- Limits to SEPA and appeals
- Cannot require parking if within 1/2 mile walk of a major transit stop, except through a professional transportation and land use evaluation as noted in Chapter 2 and evaluated in Section 3.4.
- Exceptions for critical areas

An alternative approach to middle housing is allowed where such units are allowed on at least 75% of single family lots.

25% excluded lots may include:

- Risk of displacement areas
- Areas with lack of infrastructure
- Critical areas, buffers or areas subject to sea level rise, flooding, wildfires or hazards

25% excluded lots must not:

- Result in racially disparate impacts
- Be within 1/2 mile of major transit stop
- Include areas with historic racial covenants

HB 1337 also passed in 2023 with the intent to expand housing units through accessory dwelling units (ADUs). HB 1337 requires allowing 2 accessory dwelling units in all single-family zoning districts. Some limitations can be placed where there are critical areas or a lack of sewer facilities. Cities need to allow 2 accessory dwelling units in all single-family zoning districts, and address development standards as follows:

- Must allow detached units.

- Must allow at least 1,000 SF size of units.
- Roof height allowed must be at least 24 feet.
- Setbacks, etc., must not be more restrictive than for principal residence.
- May not require street improvements.
- Impact fees limited to 50% of the principal unit.
- May not require owner occupancy.
- Must allow sale as condominiums.

In terms of the current use allowances for ADUs, Lakewood allows the in all zones allowing single family dwellings except in the Arterial Residential/Commercial (ARC) zone. The ARC zone allows for all types of middle housing.

The Residential 1 to Residential 4 zones do not allow for middle housing, though they allow ADUs. In some zones middle housing is allowed but not with the same permit types, e.g., R4, MR1, and MR2 zones. Per 18B.200.220, in the CBD zone, detached single-family dwellings, duplexes and triplexes are prohibited except along one street in the southeast called the Low-Impact Mixed-Use Roads District. See Exhibit 3-31.

Exhibit 3-31. Housing Types Allowed in Different Zones, LMC 18A.40.110

Residential Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD
Accessory dwelling unit	P	P	P	P	P	P	P	P	-	-	-	-	P	-
Cottage housing	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Detached single-family	P	P	P	P	P	P	-	-	-	P	-	-	-	-
Two-family residential	-	-	-	C	P	P	P	-	-	P	P	P	-	-
Three-family residential	-	-	-	-	C	C	P	-	-	P	P	P	-	-
Multifamily, four + units	-	-	-	-	-	-	P	P	P	P	P	P	P	P
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	P

P: Permitted Use C: Conditional Use “-”: Not allowed

[] Zones allowing single family dwelling units and that do not allow either ADUs or Middle Housing that could be amended to meet HB 1110 and HB 1337.

[] Zones need to allow middle housing with a similar permit type and standards.

[] The CBD zone is not dedicated to single-family dwellings. Single family, duplex, and triplex homes are also not allowed except in the Low-Impact Mixed-Use Roads District. In the Low-Impact Mixed-Use Roads District the City could review and amend regulations as needed to address middle housing.

The City has provisions that address HB 1337 parameters such as allowing sizes of 1,000 square feet, and both detached and attached units. The ADU height, setbacks, and design are to match those for the single family homes. Parking is required except in proximity to transit routes. Ownership is not referenced in regulations.

LMC 18A.40.110 (B)1. Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the following restrictions:

- a. One (1) ADU shall be allowed as an accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit. ADUs shall not be included in the density calculations. A lot shall contain no more than one (1) ADU.
- b. An ADU may be established by creating the unit within or in addition to the new or existing principal dwelling, or as a detached unit from the principal dwelling.
- c. The ADU, as well as the main dwelling unit, must meet all applicable setbacks, lot coverage, and building height requirements.
- d. The size of an ADU contained within or attached to an existing single-family structure shall be limited by the existing structure's applicable zoning requirements. An attached ADU incorporated into a single-family house shall be limited to one thousand (1,000) square feet, excluding garage area. The size of a living space of a detached ADU shall be a maximum of one thousand (1,000) square feet excluding garage.
- e. An ADU shall be designed to maintain the appearance of the principal dwelling as a single-family residence.
- f. Wherever practicable, a principal dwelling shall have one (1) entrance on the front, with additional entrances permitted on the side and rear. On corner lots, it is permissible to locate the entry door to the accessory dwelling unit on a street side of the structure other than the street side with the entry door for the principal dwelling unit. The entrance to an attached accessory dwelling unit may be on the front of the house only if (i) it is located in such a manner as to be clearly secondary to the main entrance to the principal dwelling unit; or (ii) it is screened from the street.
- g. The design of an attached ADU, including the facade, roof pitch and siding, shall be complementary to the principal dwelling unit, so as not to be obvious from the outside appearance that it is a separate unit from the principal dwelling unit.
- h. A minimum of one (1) off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal dwelling, pursuant to LMC 18A.80.030(F). Such parking shall consist of a driveway, carport, garage, or a combination thereof, located on the lot they are intended to serve.
- i. For lots located within one-quarter (1/4) mile of a Pierce Transit bus route, the Sound Transit Lakewood Station, or other major transit stop, and also zoned R1, R2, R3, R4, MR1, MR2, MF1, MF2, or TOC, off-street parking may not be required provided there is adequate street capacity, and there is curb, gutter, and sidewalk, constructed to City standards, adjoining the lot where an ADU is proposed. Parking may be required if the ADU is in an area with a lack of access to street parking capacity, physical space impediments, or other reasons to support that on-street parking is infeasible for the ADU.
- j. Any legally constructed accessory building existing prior to the effective date of the ordinance codified in this title may be converted to an accessory dwelling unit, provided the living area created within the structure does not exceed one thousand (1,000) square feet, excluding garage area.
- k. Where the residential accessory building is detached from an existing single-family structure, the building height shall be limited to twenty-four (24) feet.
- l. If a structure containing an ADU was created without a building permit that was finalized, the City shall require a building inspection to determine if the structure is sound, will not pose a hazard

to people or property, and meets the requirements of this section and building code. The ADU application fee will cover the building inspection of the ADU.

Under state laws passed in 2019 (RCW 35.21.689) and 2021 (HB 1220), the City must allow for permanent supportive housing wherever residential dwellings or hotels are allowed.

- A city shall not prohibit transitional housing or permanent supportive housing in any zones in which residential dwelling units or hotels are allowed.
- A city shall not prohibit indoor emergency shelters and indoor emergency housing in any zones in which hotels are allowed, except in such cities that have adopted an ordinance authorizing indoor emergency shelters and indoor emergency housing in a majority of zones within a one-mile proximity to transit.
- Reasonable occupancy, spacing, and intensity of use requirements may be imposed by ordinance on permanent supportive housing, transitional housing, indoor emergency housing, and indoor emergency shelters to protect public health and safety.

Lakewood allows a wide range of special housing needs. See Exhibit 3-32. In all zones allowing hotels, there are allowances for permanent supportive housing and transitional housing. Emergency housing and emergency shelters are allowed where hotels are allowed.

Exhibit 3-32. Special Housing Needs (LMC 18A.40.120)

Description(s)	R1, R2, R3, R4	MR1, MR2	MF1, MF2, MF3	ARC, NC1, NC2	TOC, CBD	C1, C2, C3	PI
Assisted Living Facility	-	C	P	P	P	P	-
Confidential Shelter	P	P	P	P	P	-	P
Continuing Care Retirement Community	-	C	P	P	P	P	-
Emergency Housing	-	-	-	-	P	P	-
Emergency Shelter	-	-	-	-	P	P	-
Enhanced Services Facility	-	-	-	C	C	C*	-
Hospice Care Center	C	C	P	-	-	-	-
Nursing Home	-	C	P	P	P	P	-
Permanent Supportive Housing	P	P	P	P	P	P	C
Rapid Re-Housing	P	P	P	P	P	-	C
Transitional Housing	P	P	P	P	P	P	C
Type 1 Group Home, adult family home	P	P	P	P	P	-	C
Type 2 Group Home	P	P	P	P	P	-	C
Type 3 Group Home	-	C	C	C	C	-	C
Type 4 Group Home	-	-	-	-	-	C**	-
Type 5 Group Home	-	-	-	C***	C	C*	-
Hotels and Motels					P	C/P****	
Residential Uses LMC 18A.40.110	Y	Y	Y	Y	Y	N	N

P: Permitted Use C: Conditional Use “-”: Not allowed | Y = Yes see 18A.40.110 for permit types

Notes: *C2 zone only | **C1 and C2 zones only | ***NC2 zone only | ***C1=C and C2 or C3 = P

The Downtown and Station District have their own form-based codes in Titles 18B and 18C, respectively. Some reconciliation between 18A.40.120 Special Housing Needs and these titles are needed:

- **Downtown:** Emergency and permanent supportive housing is allowed in Downtown in LMC 18A.40.120, Special Needs Housing. Group Homes 4 and 5 are prohibited in the Downtown regulations. but LMC 18A.40.120 indicates Group Home 5 (for secure community transition facilities) is allowed by Conditional Use Permit in the CBD zone. This difference should be addressed in housekeeping code amendments.
- **Station District:** LMC 18A.40.120, Special Needs Housing: Emergency housing is allowed in the TOC and C1and C2 zones in the subarea. Permanent supportive housing is allowed in all residential, multifamily, commercial and mixed use zones in the study area, excluding the Air Corridor 1. Group home types 4 and 5 are prohibited in LMC 18C.200.220 in the C1 zone but are allowed by Conditional Use Permit in LMC 18A.40.120. Amendments to reconcile the conflict should be addressed.

Permanent Supportive and Emergency Housing Definitions (RCW [36.70A.030](#))

(14) "Emergency housing" means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

(15) "Emergency shelter" means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

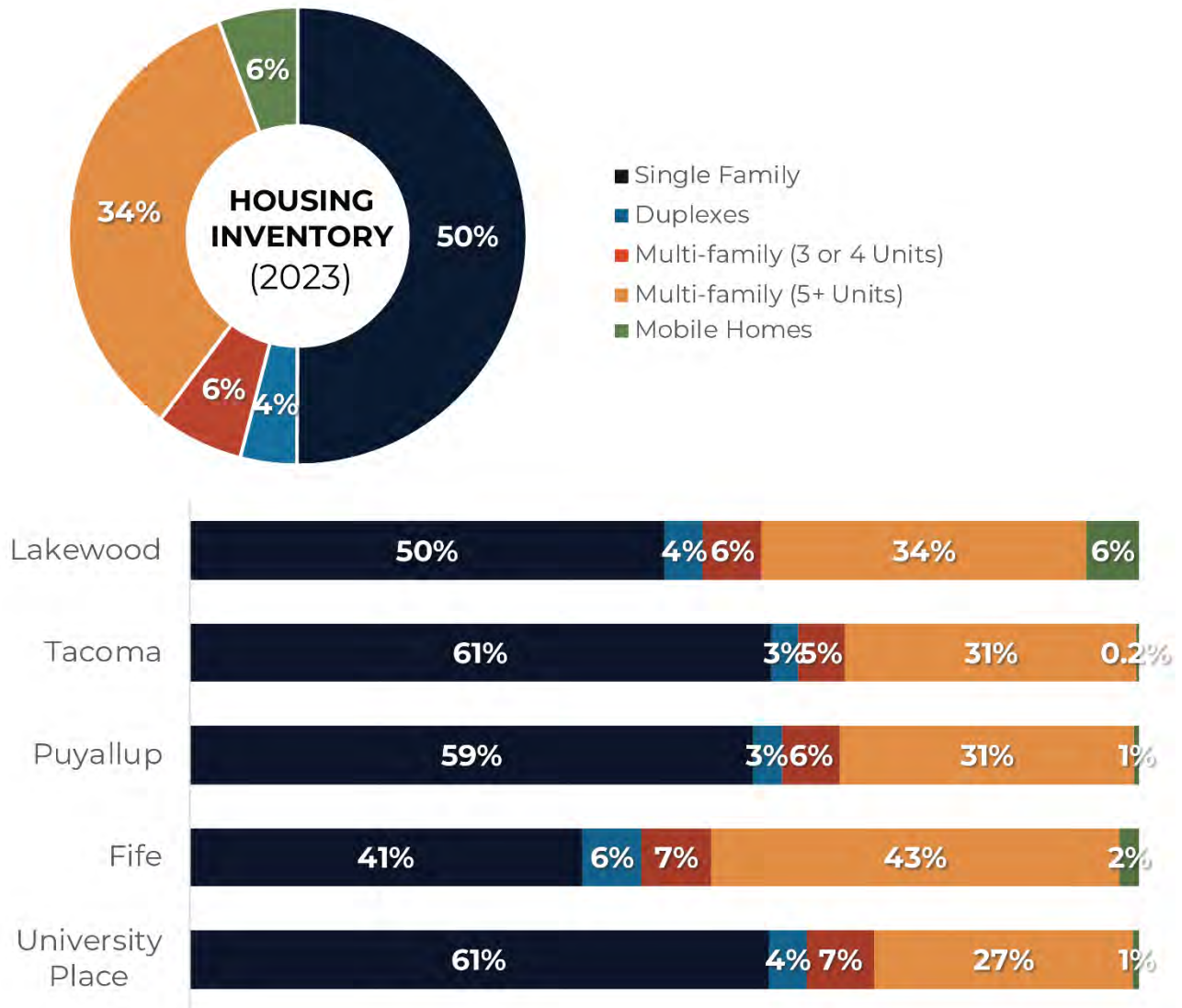
(31) "Permanent supportive housing" is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

Citywide Housing Stock

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. See Exhibit 3-33 and Exhibit 3-34.

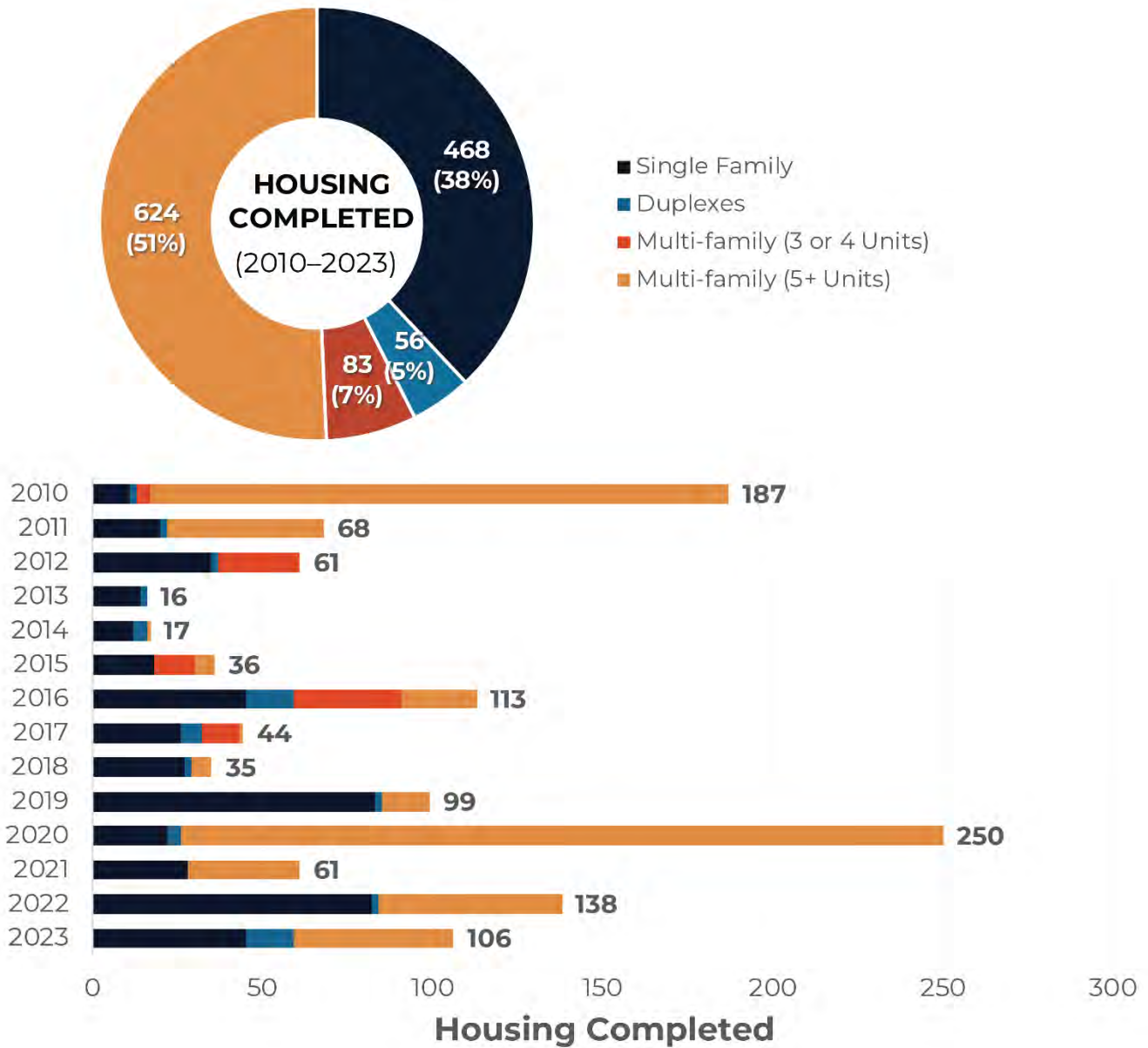
- **Lakewood has had a long history of single-family housing development.** While Lakewood has a smaller proportion of housing as single-family detached units than other communities in the area, half of the housing available as of 2023 consists of these units. This housing type is dominant in the city, 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 3-33. Proportion of Current Housing Types, Lakewood and Surrounding Communities, 2023.



Source: WA Office of Financial Management, 2024.

Exhibit 3-34. Housing Units Completed in Lakewood by Type, 2010–2023.



Source: WA Office of Financial Management, 2024.

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.

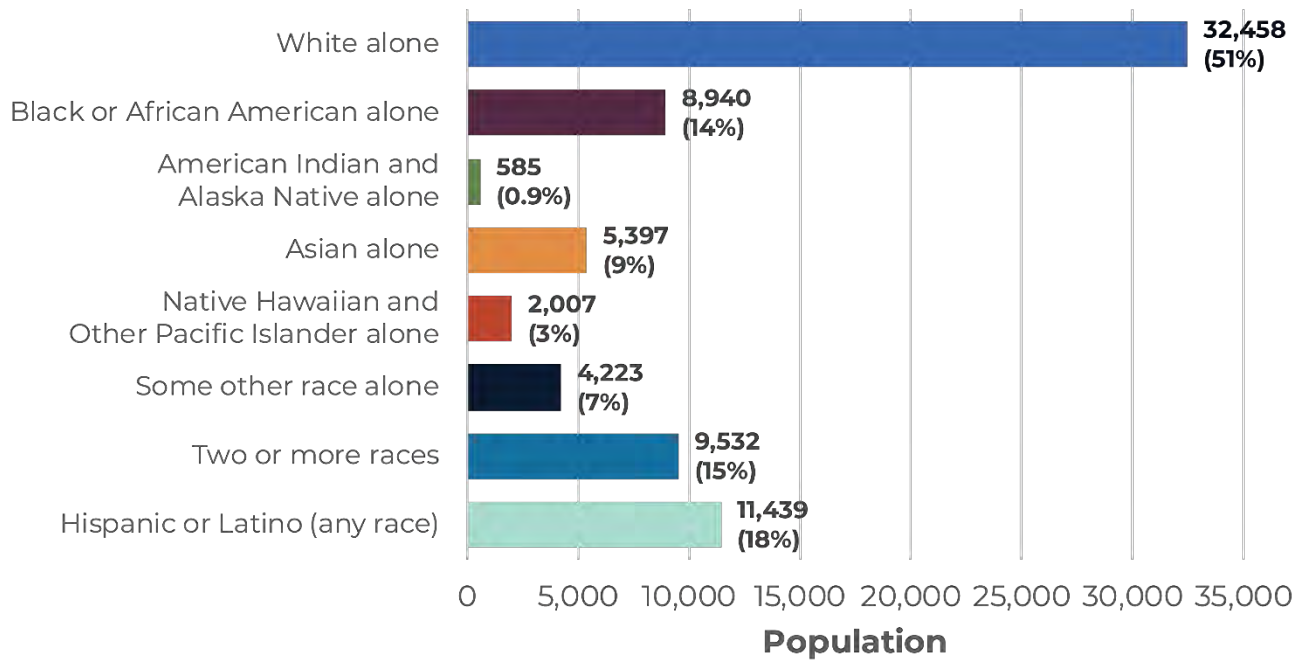
The following exhibits highlight relevant statistics for the city regarding racial equity in housing:

- Exhibit 3-35 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 3-36 highlights the difference of tenure by race and ethnicity, indicating how many renters versus owners are found in each category.
- Exhibit 3-37 breaks down proportions of households by income categories, determined by percent of area median income (AMI).
- Exhibit 3-38 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 3-39 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 3-40 identifies displacement risk using a Commerce index, showing low, moderate, or high risk of displacement. It provides a change-over-time component that accounts for recent demographic and housing market changes that is not part of the PSRC displacement risk index.
- Exhibit 3-41 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:

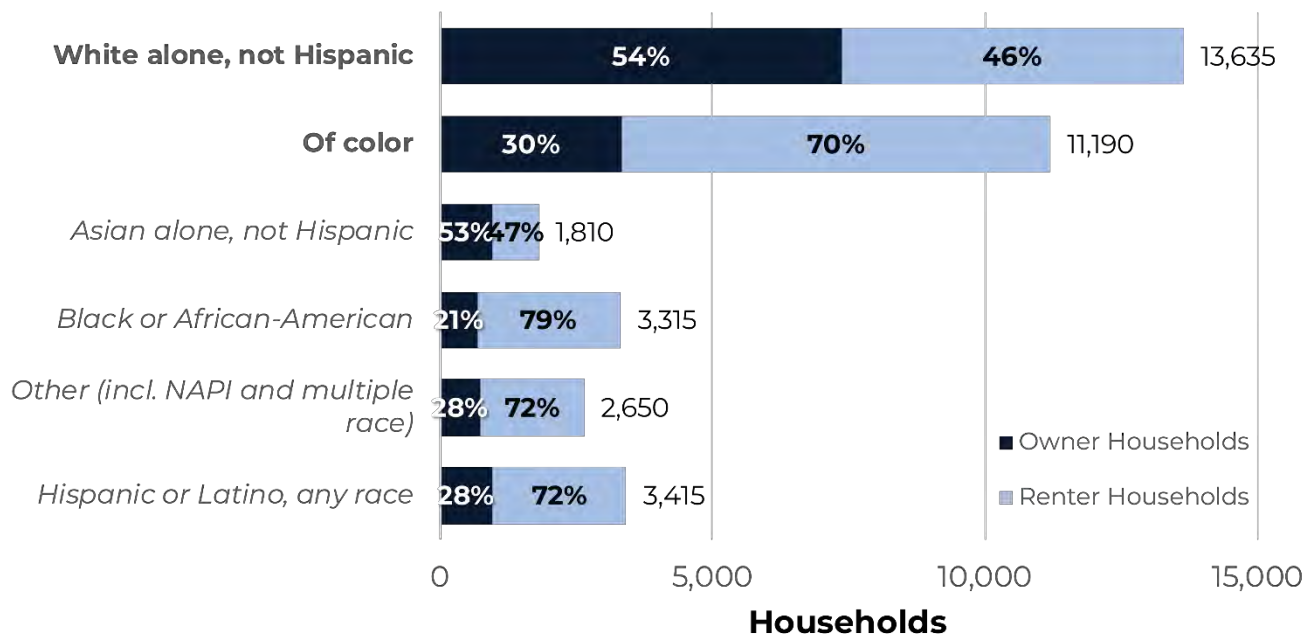
- **There are some income disparities by race/ethnicity in Lakewood that could lead to housing challenges.** The distribution of white households in the city generally includes greater representation at higher income levels, with only 16% households at extremely low-income and 38% above median income. 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 3-35. Lakewood Population by Race and Ethnicity, 2022.



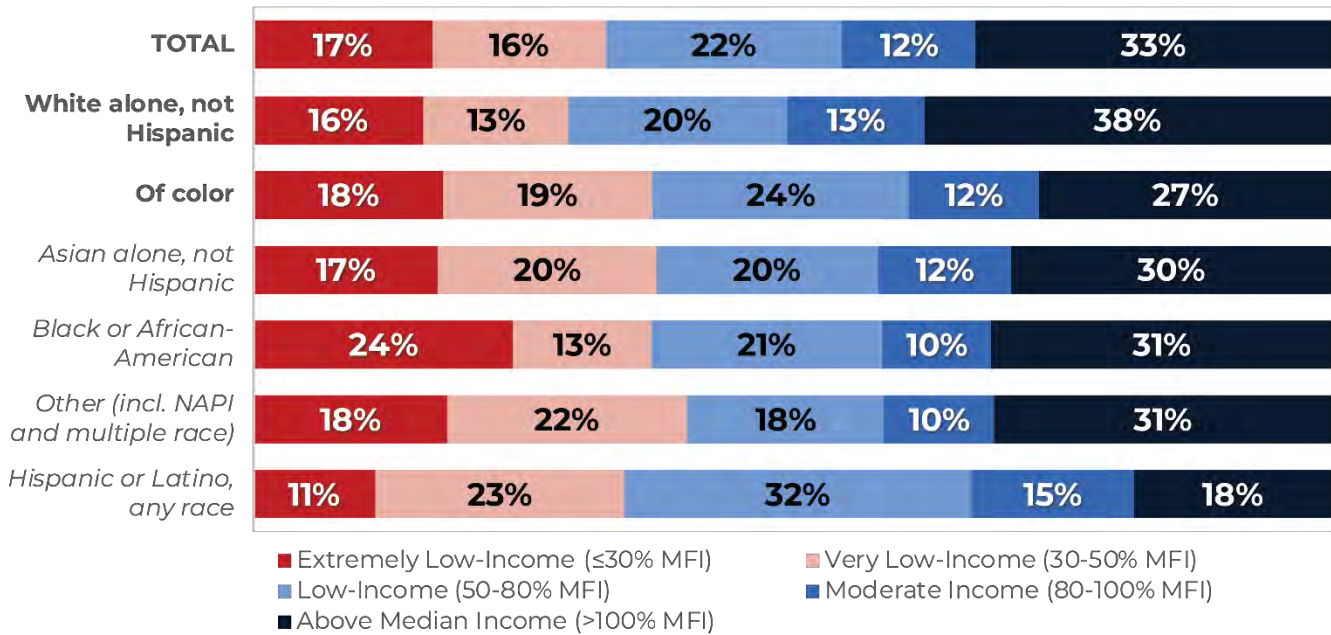
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, 2023.

Exhibit 3-36. Lakewood Households by Race/Ethnicity and Tenure, 2020.



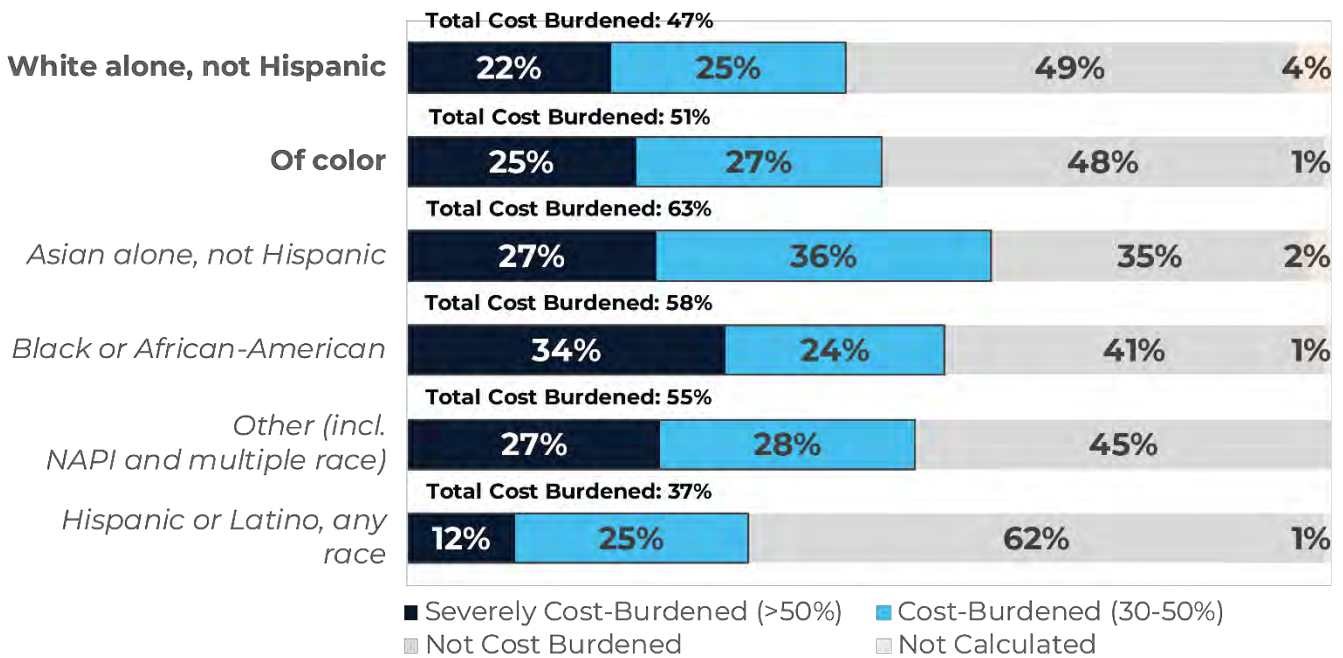
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 3-37. Lakewood Households by Race/Ethnicity and Income Category, 2022.



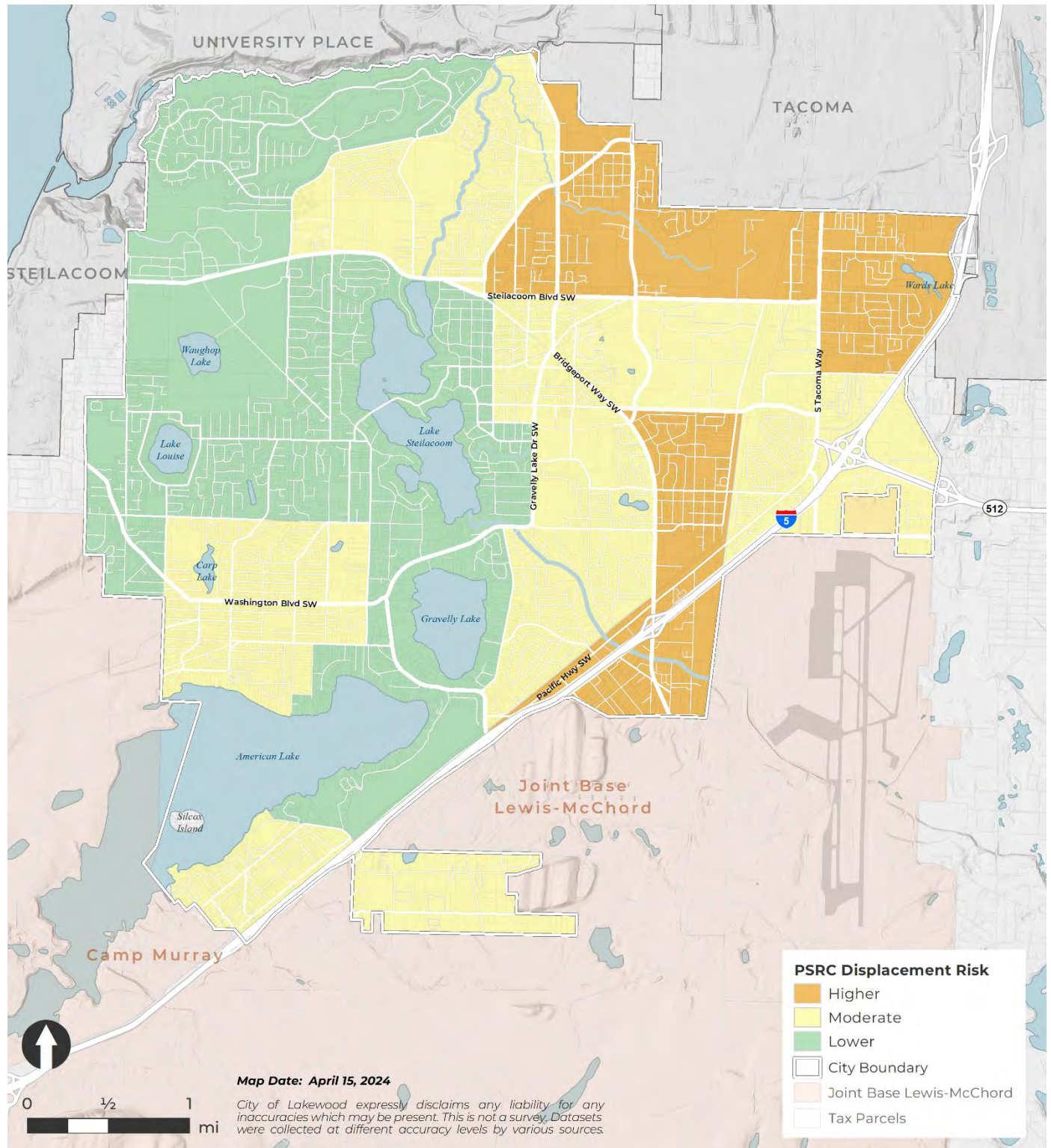
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 3-38. Lakewood Households by Race/Ethnicity and Cost Burden, 2020.



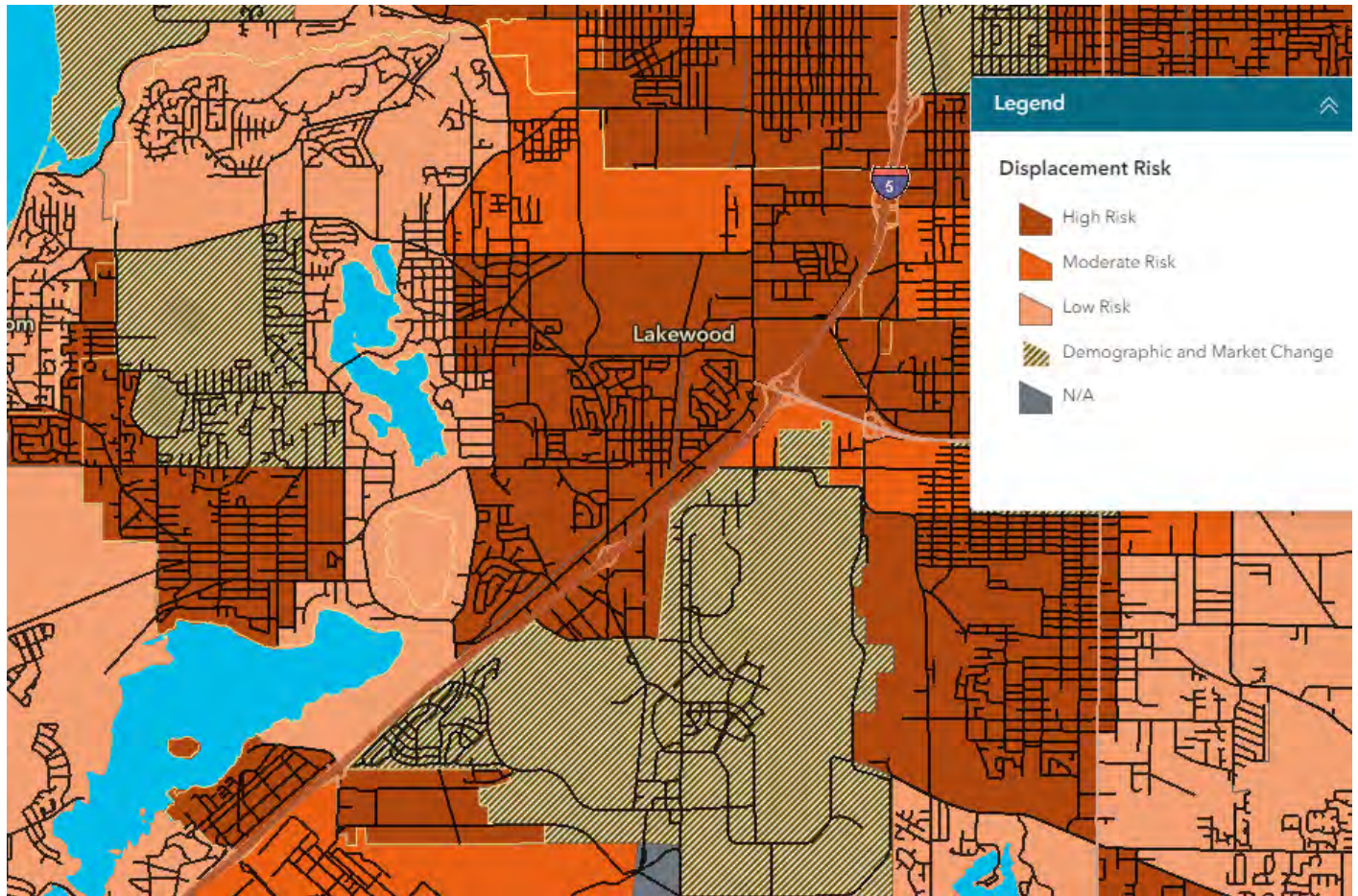
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 3-39. PSRC Displacement Risk Index for Lakewood.



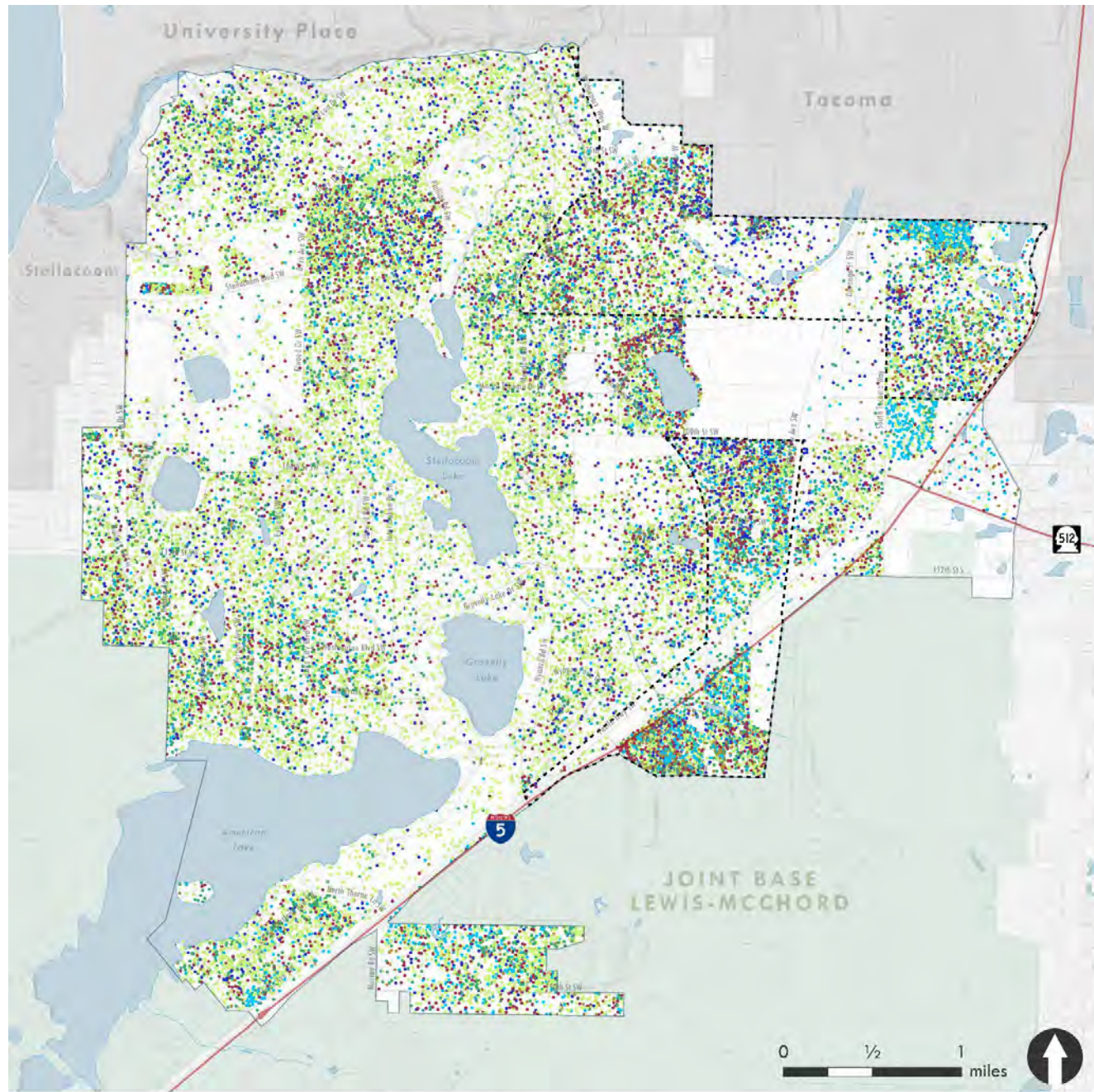
Source: PSRC, 2024; City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 3-40. Commerce Displacement Risk Map (Draft 2023)



Note: Compared to the PSRC Displacement Risk Index, the Commerce map includes relatively fewer data measures, yet it adds a change-over-time component that accounts for recent demographic and housing market changes. The PSRC map, in contrast, relies on a snapshot-in-time approach by using a broader set of most recently available data to provide a relatively comprehensive picture of prevailing displacement risk factors. Local jurisdictions in the four-county central Puget Sound region may benefit from focusing their analysis of displacement risk on the PSRC map because it is the basis for PSRC's Regional Housing Strategy, and some jurisdictions have already used it in their recent housing work. Local jurisdictions may, however, use either or both maps in their analysis of displacement risk.
 Source: Washington Department of Commerce, September 2023

Exhibit 3-41. 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.

Tillicum-Woodbrook Subarea

The Subarea is largely included in Census Tract 720⁵, which is slightly smaller than the study area.

Housing Occupancy: As of 2020, Tract 720 had 2,189 total housing units. Tract 720’s number of units increased between 2000 and 2012 but decreased between 2010 and 2020. Of the total housing units in Tract 720 in 2020, 8.1% are vacant, which is greater than both the City of Lakewood and Pierce County (both at 5.5%). However, vacancy rates dropped for Tillicum from 2010 to match similar levels as Lakewood.

Housing Tenure and Type: Of the occupied housing units in Tract 720, 74% are occupied by renters and 26% are occupied by owners. The City of Lakewood is also majority renter-occupied (54%), but Tract 720 has a greater share of renters. The majority of Tract 720’s housing stock is multifamily, with 52% of housing units containing three or more units.

Eviction Rates and Displacement: Tillicum and Woodbrook have higher eviction rates and more cost-burdened households than Lakewood overall. See Exhibit 3-42. More Tillicum and Woodbrook families also rent, which puts them at a higher risk of displacement than homeowners.

Exhibit 3-42. Eviction Rate – 2017

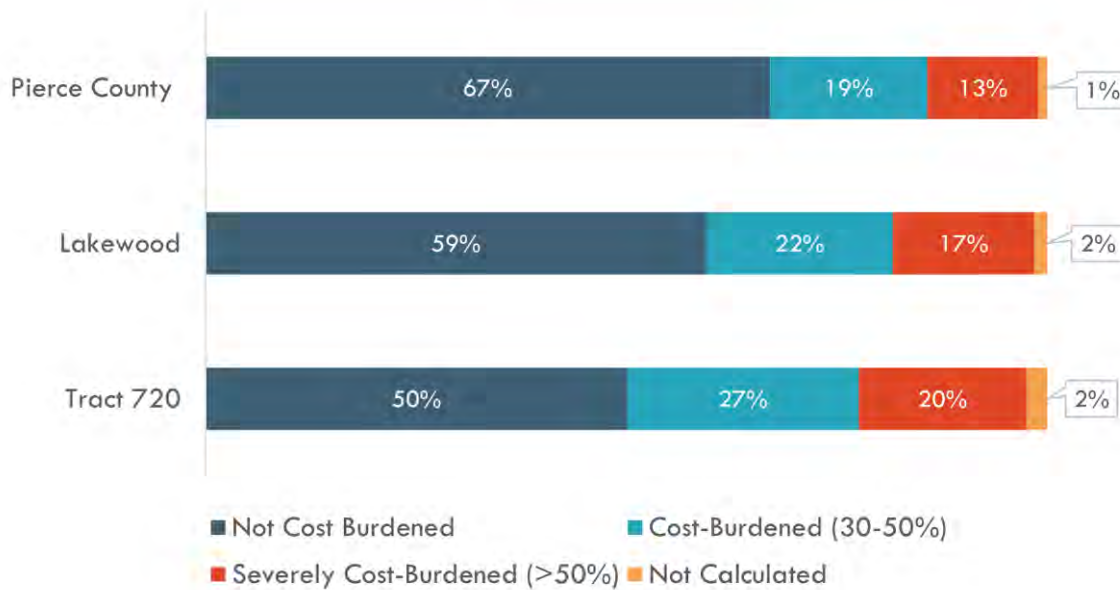
Jurisdiction	2017 Eviction Rate
Tract 720	7.8%
Lakewood	3.8%
Pierce County	2.7%

Source: The Evictions Study Map, University of Washington, 2017.

Half (50%) of Tract 720’s residents are cost-burdened. Of those that are cost-burdened, 20% are severely cost-burdened. It has a greater share of its population that are cost-burdened or severely cost-burdened (47%) than the City of Lakewood (39%) and Pierce County (32%). See Exhibit 3-43.

⁵ See Lakewood’s Equity Index, available: <https://lakewood.caimaps.info/cailive?layer=EquityLayer&area=EquityCalcLakewood&tab=equity>.

Exhibit 3-43. Tillicum-Woodbrook, City, County Cost Burden – 2020



Source: CHAS, 2023.

3.3.2 Impacts

Impacts of the alternatives on housing are considered significant if they would:

- Fail to meet state requirements for middle housing (HB 1110), accessory dwelling units (HB 1337), or planning for and accommodating housing at all income levels (HB 1220), including permanent supportive housing (PSH) and emergency housing.
- Increase risk for involuntary residential displacement.

Impacts Common to All Alternatives

Each alternative provides total capacity that meets citywide housing growth targets. However, only the Proposed Action Alternative both meets capacity at all income levels, due largely to the added middle housing opportunities and the reinforcement of growth in Lakewood’s Downtown and Station District.

Exhibit 3-44. Projected Housing Needs and Capacity by Alternative

Income	2020-2044 Aggregated Housing Needs	No Action Capacity	No Action Capacity Surplus/ Deficit	Proposed Action Capacity	Action Alternative Capacity Surplus/ Deficit
0-80%	5,963	8,136	2,173	9,064	3,101
>80-120%	1,128	776	(352)	2,969	1,841
>120%	2,287	1,330	(957)	5,455	3,168
Total	9,378	10,242	864	17,488	8,110

Sources: (Pierce County, 2022), BERK 2024.

Under all alternatives, most higher density growth is planned in northeast and east Lakewood. Single family areas are largely located west of Bridgeport Way and Downtown.

High displacement risk is identified in areas along the north and east side of Lakewood where there is more multifamily and mixed use zoning including in Station District. With the Commerce displacement risk evaluation there are areas that are considered at higher risk rather than moderate risk, such as on the north and east side of American Lake.

Tillicum-Woodbrook Subarea

Under both alternatives, the Future Land Use Map would be retained in the subarea except that the Subarea Plan boundary would extend under the Proposed Action Alternative to match the amended Subarea Study Area.

Most Zoning districts would stay the same under both Alternatives including several Residential, Multifamily, Mixed Residential, Neighborhood Commercial, and Industrial zones. Under the Proposed Action, some citywide proposals would apply to middle housing in the subarea, and Residential 2/Transit (R2T) would apply in some portions of the subarea to the north and east.

Under both alternatives, the density of land uses will be similar, except where the Proposed Action Alternative implements middle housing per recent legislation. In the PSRC displacement mapping the risk is moderate but with the Commerce displacement mapping the risk is high.

No Action Alternative

The No Action Alternative provides housing that meets overall City targets for the year 2044 but does not meet housing needs at all income levels.

The No Action Alternative does not alter the Future Land Use Map or Zoning Districts or regulations. However, based on existing plans, it is possible that new development could replace existing housing in east/northeast Lakewood leading to physical displacement.

While identified as a high displacement risk, Downtown has limited housing now and most housing is planned on land identified for commercial mixed use development such as the Town Center. Some units that exist on the north side of the district may be redeveloped over time.

The Station District zoning standards were altered to allow for middle housing in 2021, and the density was not changed in multifamily zones. Between 2021 and 2023, the city has attracted growth on a variety of sites with non-residential uses to date. Other dwellings may infill or alter existing dwellings.

Tillicum-Woodbrook Subarea

No change in the Tillicum-Woodbrook Subarea is proposed in the Future Land Use Map and Zoning Districts. Housing could be developed based on existing regulations, which includes multifamily and single family units. However, middle housing would not be allowed in the Residential zones that are on the north and east sides of the subarea.

Action Alternative

The Action Alternative provides for housing capacity at all income levels. It increases capacity primarily due to the allowance for middle housing. Other attached housing is focused in Downtown and the Station District.

Middle housing would allow for moderate density housing meant to integrate into low density areas, with similar scale and increase housing ownership and rental opportunities. It may displace existing units, but it could also add to existing properties without replacing the primary unit.

Downtown and Station District conditions are similar to the No Action Alternative.

Tillicum-Woodbrook Subarea

Subarea goals and policies support adding affordable housing and protecting affordable housing including existing manufactured and mobile homes. Goals and policies also point to infill housing and ADUs. More middle housing opportunities would be added to the subarea in the Residential zones that are on the north and east sides of the subarea.

3.3.3 Mitigation Measures

Incorporated Plan Features

The Proposed Action Alternative includes a new Housing Element addressing citywide housing needs and opportunities. It includes amendments to the Future Land Use Map and Zoning Districts to incorporate middle housing. It also includes a new Tillicum-Woodbrook Subarea Plan with goals, policies, and actions regarding housing development and preservation.

Regulations and Commitments

Housing allowances and standards are found in:

- Title 18A Land Use and Development Code
- Title 18B Downtown Development Code
- Title 18C Station District Development Code

The codes include allowances for a full range of housing types including Special Needs Housing.

Chapter 18A.90 Housing Incentives Program provides a central location of housing incentives like density bonuses and development standard modifications.

Other incentives for housing, particularly in centers include:

- Title 3.64 Property Tax Exemptions for Multifamily Housing

Lakewood has a Rental Housing Safety Program with goals including:

- Ensure Lakewood's rental housing meets specific life and fire safety standards;

- Promote compliance with these standards so that the health and safety of tenants are not jeopardized;
- Increase awareness and sharing of information related to rental housing standards among existing and future rental property owners, property managers, landlords, and tenants.

Lakewood has a Housing Program meant to assist with home repairs and general home upgrades.

In conjunction with Tacoma, Lakewood has a consolidated plan for Housing and Community Development which uses Community Development Block Grant and HOME funds to develop affordable housing.

Other Potential Mitigation Measures

Amendments to some zones are needed to ensure ADUs and middle housing are implemented. In addition to the changes to add middle housing in the R1 to R4 zones, some adjustments to ARC and CBD Zones (Low-Impact Mixed-Use Roads District) appear needed. In addition, some adjustments to reconcile Special Needs Housing allowances in Title 18A for some forms of group homes are needed are Downtown and Station Districts Titles 18B and 18C.

3.3.4 Significant Unavoidable Adverse Impacts

Housing growth will occur under all alternatives, resulting in impacts related to residential displacement. The No Action Alternative, specifically, will have impacts related to meeting state requirements, as it does not provide enough capacity to accommodate housing targets at all income bands, as is now required under GMA.

3.4 Transportation and Parking

This section addresses current conditions and compare alternatives regarding future transportation and parking impacts and mitigation measures addressing the impacts. It incorporates by reference the transportation evaluations in the following SEPA documents:

- City of Lakewood, Downtown Lakewood Plan and Planned Action Final EIS, July 20, 2018, and associated Addenda, September 10, 2018 and September 26, 2018
- City of Lakewood, Lakewood Station District Subarea Plan, Form-Based Code, and Planned Action, Revised Determination of Non-Significance, November 12, 2020, March 30, 2021, and April 29, 2021

In addition, this section incorporates by reference the Lakewood Non-Motorized Plan Update 2023. As a Supplemental EIS, this section focuses on roadways and parking.

3.4.1 Affected Environment

Citywide

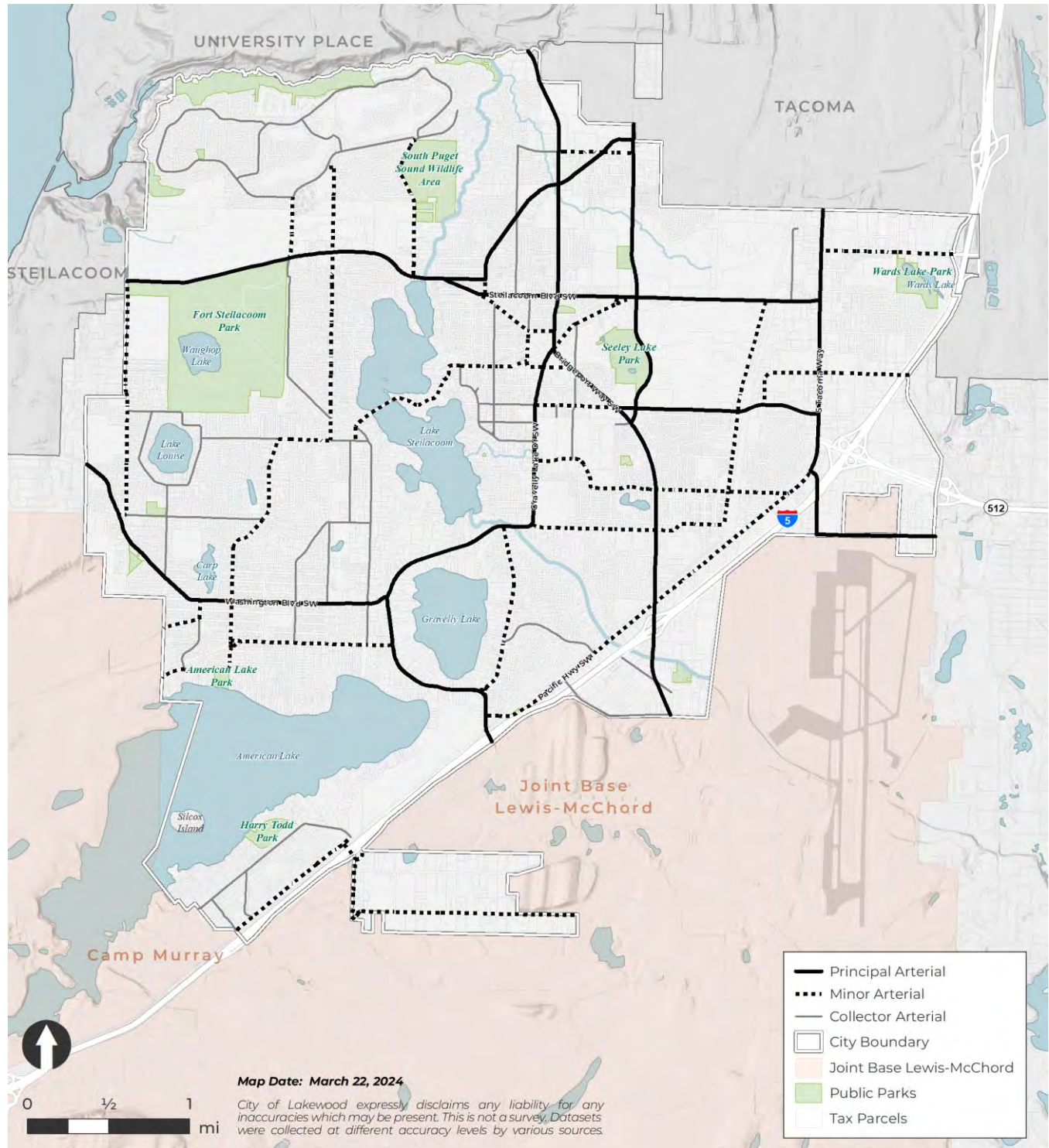
Street Classifications

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 3-45.

Exhibit 3-45. Lakewood Street Classifications.



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

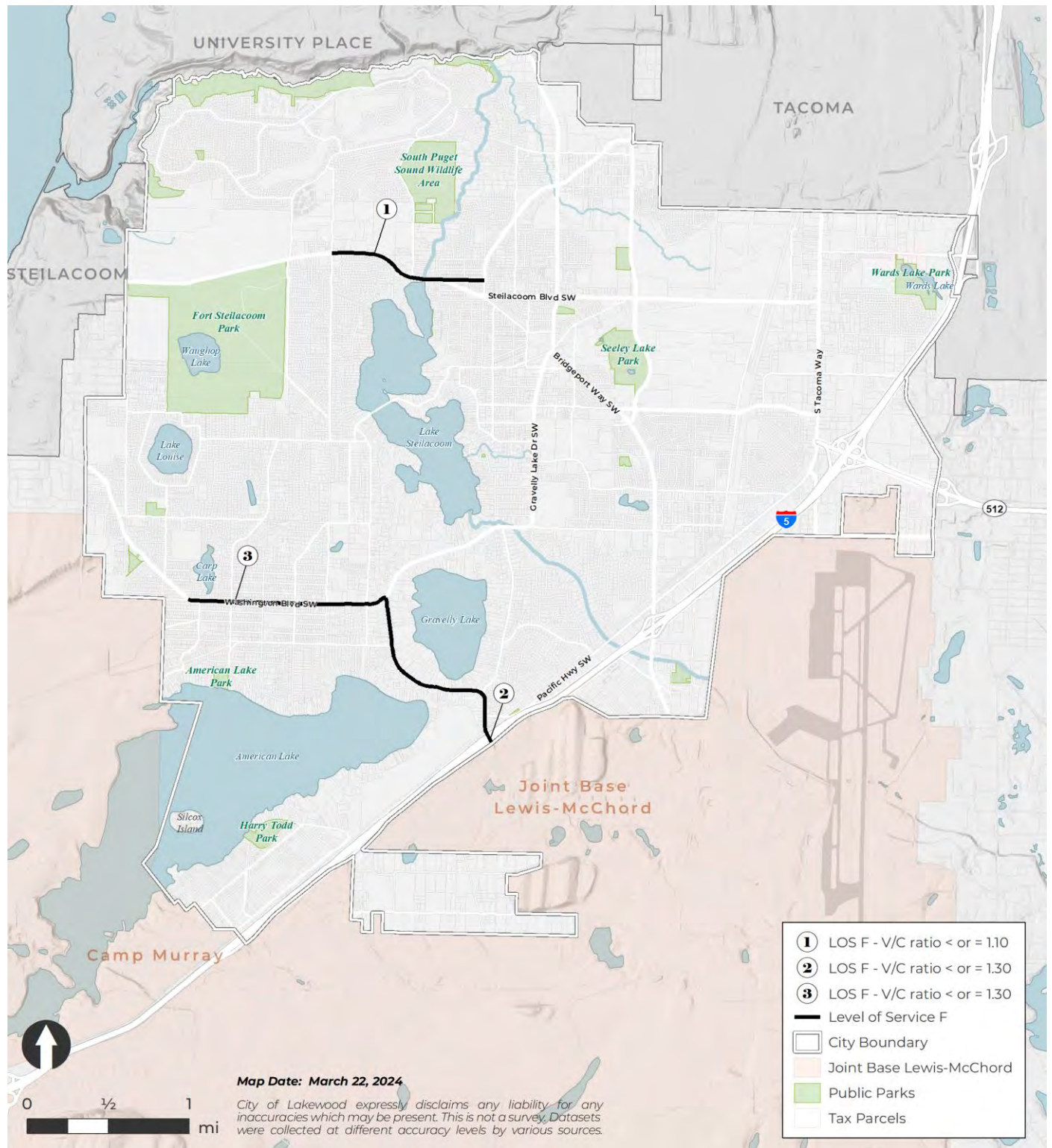
Levels of Service

With respect to the transportation system in Lakewood, the target LOS thresholds for the system are established as shown in Exhibit 3-46. The specific corridors with thresholds of LOS F are also denoted in Exhibit 3-47. 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.

Exhibit 3-46. 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
<ul style="list-style-type: none"> ▪ Steilacoom Boulevard corridor between 88th Street SW and 83rd Avenue SW 	LOS F	1.10
<ul style="list-style-type: none"> ▪ Gravelly Lake Drive, between I-5 and Washington Boulevard SW ▪ Washington Boulevard SW, west of Gravelly Lake Drive 	LOS F	1.30

Exhibit 3-47. Lakewood Arterials Allowing LOS F Thresholds.



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

Recent Trends

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.

Tillicum-Woodbrook Subarea

Streets in Tillicum include minor and collector arterials as well as local streets. See Exhibit 3-47. The level of service for streets is LOS D per Exhibit 3-47.

3.4.2 Impacts

Impacts Common to All Alternatives

Travel Forecasts

This section provides an overview of the potential roadway deficiencies of the Action Alternative scenario and any mitigation necessary to accommodate the City's housing and job growth targets. To do this, we conducted a travel demand model comparison between the No Action Alternative and Action Alternative land use scenarios.

The travel demand model used for this analysis was derived from the previous Lakewood Model that was prepared as part of the last Comprehensive Plan update and more recent Subarea Plans. This model can be utilized to forecast travel demand based on the City's housing and job growth targets. The land use assumptions included in this analysis are consistent with work being performed in updating the Land Use Plan and are intended for planning purposes only and in no way are meant to restrict or require specific land use actions.

No Action Alternative Scenario

The No Action Alternative scenario model builds upon the 2030 Plan scenario model used in the previous Transportation Element update and incorporates more recent land use planning efforts, such as the Downtown Plan and Station Area Plan. Additionally, the No Action Alternative scenario model includes one minor roadway improvement – the widening of Murray Road north of 146th SW to two lanes in each direction. This scenario is used as a future baseline to consider only approved land use capacity and roadway improvements.

Action Alternative Scenario Model

The Action Alternative scenario model builds upon the No Action Alternative scenario model by adding the City's housing and job growth targets through the year 2044. The two models are otherwise

identical, allowing for a measurement of the traffic volume effects of the additional housing and job growth.

Land Use Changes

Exhibit 3-48 shows a comparison of total occupied households and employees for the No Action Alternative and Action Alternative scenarios for the City overall and within specific districts. For reference, Exhibit 3-49 shows the analysis districts included in this analysis. Land uses outside of the City of Lakewood were assumed to be unchanged in both future scenarios in order to compare and contrast the transportation impacts of the land use changes internal to the City.

Exhibit 3-48. Transportation Impacts by Land Use Assumption

	Downtown District	Station Area District	Other Lakewood District ¹	City of Lakewood Total
Occupied Households				
No Action Alternative	2,688	2,553	31,727	36,968
Action Alternative	2,915	2,564	30,151	35,630
Difference	227	11	(1,576)	(1,338)
% Difference	8.4%	0.4%	(5.0%)	(3.6%)
Employees				
No Action Alternative	13,498	3,145	24,407	41,050
Action Alternative	14,739	4,998	20,007	39,744
Difference	1,241	1,853	(4,400)	(1,306)
% Difference	9.2%	58.9%	(18.0%)	(3.2%)

¹All other areas in the City outside the Downtown and Station Area Districts.

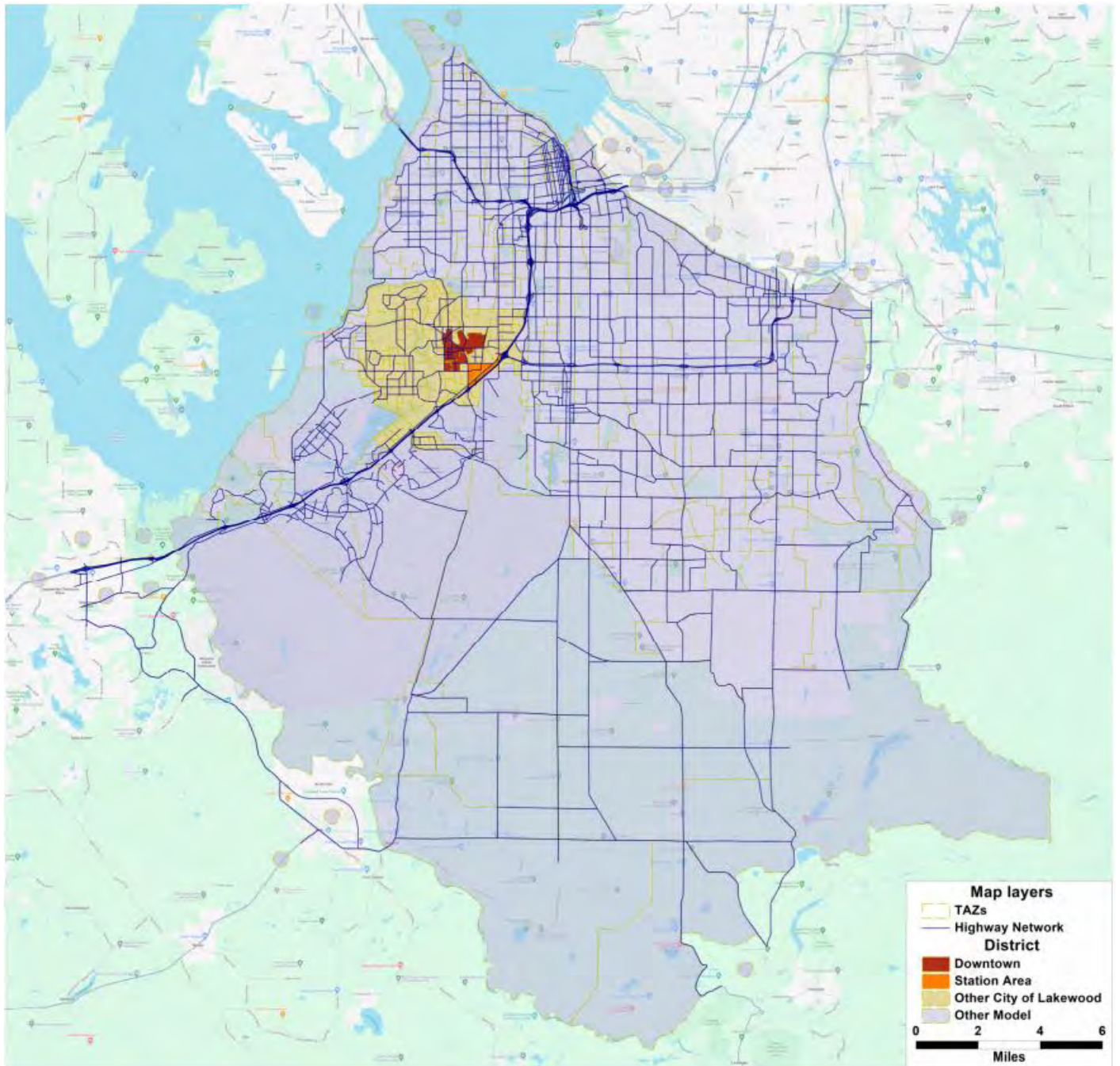
Source: [Transpo, 2024](#)

Under the Action Alternative scenario, there is a slight decrease in households and employees citywide compared to the No Action Alternative scenario.

The Action Alternative scenario shifts household growth to concentrate more within the Downtown (+227) and Station Area (+11) districts and less outside of these areas (-1,576). The Action Alternative scenario also shifts employee growth to concentrate more within the Downtown (+1,241) and Station Area (+1,853) districts and less outside of these areas (-4,400).

These land use changes for the Action Alternative scenario are intended to increase density in areas of the City with greater access to transit and other active transportation modes such as walking and biking.

Exhibit 3-49. Analysis Districts



Source: [Transpo, 2024](#)

Vehicle Miles Travelled

Vehicle Miles Travelled (VMT) measures the total number of miles travelled by all vehicles leaving, arriving, and/or passing through a geographic region. Exhibit 3-50 shows the VMT results for the two future scenarios overall and by analysis district.

Exhibit 3-50. Vehicle Miles Travelled Analysis Results

	Downtown District	Station Area District	Other Lakewood District ¹	City of Lakewood Total	Other Model
No Action Alternative	11,630	8,539	55,243	75,412	1,207,587
Action Alternative	12,339	9,489	52,668	74,496	1,218,125
Difference	709	950	(2,575)	(916)	10,538
% Difference	6.1%	11.1%	(4.7%)	(1.2%)	0.9%

Source: [Transpo, 2024](#)

Both the Downtown and Station Area districts show VMT increases of 6.1% and 11.1% respectively in the Action Alternative scenario. These increases are consistent with the changes in land use for this scenario. Other areas of the City of Lakewood are projected to produce less VMT (-4.7%) in the Action Alternative scenario, also consistent with the changes in land use for this scenario. VMT within the City of Lakewood overall is projected to decrease slightly (-1.2%) under the Action Alternative scenario. VMT outside of the City of Lakewood is projected to increase slightly (0.9%) under the Action Alternative scenario.

Level of Service Analysis

The travel demand model was utilized to model both land use scenarios outlined previously. Traffic volumes, roadway volume-to-capacity (v/c) ratios, and level of service (LOS) were then calculated for mid-block arterial roadway segments throughout the City of Lakewood. The v/c and LOS calculations are based on the Highway Capacity Manual (HCM) methodology and the PM peak hour traffic volumes from the two model scenarios. The LOS is consistent with the methodologies adopted in the existing Comprehensive Plan. Exhibit 3-51 shows the results from this analysis.

Exhibit 3-51. 2044 Weekday PM Peak Hour Roadway Traffic Operations Summary

Intersection	No Action Alternative			Action Alternative		
	LOS ^{1,2}	V/C (NB/EB)	VC (SB/WB)	LOS	V/C (NB/EB)	VC (SB/WB)
Ardmore DR SW						
Southeast of Steilacoom Blvd SW	D	0.74	0.83	C	0.68	0.71
Northwest of Whitman Ave SW	B	0.40	0.63	A	0.36	0.55
Bridgeport Way W						
North of 75th St W	C	0.79	0.69	C	0.80	0.66
North of Custer Rd W	B	0.66	0.62	B	0.69	0.60
South of Custer Rd W	C	0.71	0.63	C	0.76	0.62
North of Gravelly Lake Dr SW	A	0.56	0.54	A	0.59	0.51
South of Gravelly Lake Dr SW	A	0.39	0.43	A	0.42	0.40
North of 100th St SW	A	0.50	0.52	A	0.53	0.53
South of 100th St SW	A	0.26	0.23	A	0.30	0.25
South of Lakewood Dr SW	A	0.51	0.56	A	0.58	0.60
North of 112th St SW	A	0.52	0.58	A	0.59	0.58

Intersection	No Action Alternative			Action Alternative		
	LOS ^{1,2}	V/C (NB/EB)	VC (SB/WB)	LOS	V/C (NB/EB)	VC (SB/WB)
North of Pacific Highway SW	C	0.67	0.78	C	0.78	0.78
South of Pacific Highway SW	D	0.79	0.85	D	0.78	0.84
I-5 Overcrossing	B	0.58	0.62	B	0.54	0.65
At Clover Creek Bridge South of I-5	A	0.44	0.31	A	0.44	0.33
<u>Custer Rd SW/W</u>						
Northeast of Bridgeport Way SW	C	0.62	0.75	C	0.64	0.75
Southwest of Bridgeport Way SW	C	0.52	0.72	B	0.52	0.70
North of 88th St SW	B	0.47	0.66	B	0.47	0.64
South of 88th St SW	A	0.55	0.04	A	0.51	0.03
<u>Far West Dr SW</u>						
South of Steilacoom Blvd SW	A	0.12	0.16	A	0.25	0.18
<u>Gravelly Lake Dr SW</u>						
South of Steilacoom Blvd SW	A	0.30	0.56	A	0.34	0.59
Northeast of Bridgeport Way SW	A	0.15	0.37	A	0.19	0.39
Southwest of Bridgeport Way SW	A	0.25	0.29	A	0.26	0.29
South of Mount Tacoma Dr SW	A	0.26	0.19	A	0.29	0.22
South of 100th St SW	A	0.39	0.41	A	0.43	0.45
South of Alfaretta St SW	A	0.26	0.30	A	0.29	0.33
North of Wildaire Rd SW	A	0.48	0.50	A	0.45	0.49
North of 112th St SW	A	0.45	0.45	A	0.45	0.50
West of 112th St SW	B	0.50	0.65	B	0.48	0.62
West of Nyanza Rd SW/S	E	0.89	0.97	D	0.75	0.87
North of Pacific Highway SW	B	0.70	0.54	B	0.67	0.47
South of Pacific Highway SW	B	0.68	0.55	B	0.65	0.51
I-5 Overcrossing	A	0.47	0.33	A	0.45	0.32
<u>Hipkins Rd SW</u>						
South of Steilacoom Blvd SW	A	0.33	0.43	A	0.26	0.36
<u>Lakeview Ave SW</u>						
South of 100th St SW	A	0.24	0.39	A	0.27	0.43
South of Steilacoom Blvd SW	A	0.34	0.26	A	0.44	0.28
<u>Lakewood Dr SW</u>						
North of 74th St W	D	0.66	0.86	D	0.72	0.88
South of 74th St W	D	0.66	0.81	D	0.72	0.82
North of Steilacoom Blvd SW	C	0.67	0.79	C	0.74	0.80
South of Steilacoom Blvd SW	A	0.54	0.51	A	0.60	0.51
North of 100th St SW	A	0.40	0.48	A	0.48	0.54
<u>Military Rd SW</u>						
South of 112th St SW	A	0.39	0.34	A	0.37	0.39
Northwest of 112th St SW	A	0.19	0.16	A	0.17	0.14
<u>Mount Tacoma Dr SW</u>						
West of Bridgeport Way	A	0.15	0.19	A	0.25	0.22
West of Gravelly Lake Dr	A	0.18	0.28	A	0.16	0.26
<u>Murray Rd SW</u>						
North of 146th St SW	A	0.58	0.50	A	0.55	0.45
<u>North Thorne Ln SW</u>						
Southeast of Union Ave SW	B	0.66	0.67	B	0.56	0.65

Intersection	No Action Alternative			Action Alternative		
	LOS ^{1,2}	V/C (NB/EB)	VC (SB/WB)	LOS	V/C (NB/EB)	VC (SB/WB)
<u>Nyanza Rd SW</u>						
North of Gravelly Lake Dr SW	A	0.55	0.28	A	0.57	0.26
South of Gravelly Lake Dr SW	A	0.55	0.30	A	0.57	0.30
<u>Pacific Highway SW</u>						
North of 108th St SW	C	0.76	0.69	E	0.94	0.72
Southwest of 108th St SW	A	0.47	0.39	B	0.69	0.48
Northeast of Bridgeport Way SW	A	0.48	0.45	B	0.59	0.68
Southwest of Bridgeport Way SW	B	0.58	0.63	C	0.66	0.71
East of Gravelly Lake Dr SW	B	0.54	0.65	B	0.47	0.63
<u>Phillips Rd SW</u>						
North of Steilacoom Blvd SW	C	0.71	0.35	A	0.58	0.31
<u>South Tacoma Way</u>						
North of 84th St SW	D	0.64	0.89	D	0.65	0.90
North of Steilacoom Blvd SW	D	0.75	0.87	D	0.78	0.87
South of Steilacoom Blvd SW	C	0.72	0.77	D	0.72	0.83
North of 96th St S	C	0.65	0.75	C	0.68	0.80
North of 100th St SW	D	0.89	0.62	E	0.93	0.62
South of SR 512	C	0.79	0.67	E	0.92	0.67
Southeast of Pacific Highway SW	A	0.30	0.29	A	0.30	0.31
<u>Steilacoom Blvd SW</u>						
East of Farwest Dr SW	A	0.39	0.49	A	0.48	0.47
West of 87th Ave SW	A	0.56	0.52	A	0.48	0.47
West of 83rd Ave SW/Hipkins Rd SW	A	0.52	0.51	A	0.46	0.50
West of Phillips Rd SW	F	0.84	1.02	E	0.72	0.94
East of Phillips Rd SW	F	0.84	1.12	F	0.73	1.01
Southeast of 88th St SW	C	0.78	0.68	B	0.66	0.60
West of Bridgeport Way SW	B	0.38	0.62	A	0.31	0.57
East of Bridgeport Way SW	A	0.33	0.53	A	0.28	0.49
West of Gravelly Lake Dr SW	A	0.32	0.47	A	0.28	0.43
East of Lakewood Dr SW	A	0.35	0.47	A	0.34	0.44
West of Lakeview Ave SW	A	0.35	0.49	A	0.34	0.46
West of South Tacoma Way	A	0.48	0.54	A	0.55	0.53
<u>Union Ave SW</u>						
Northeast of Berkeley St SW	A	0.16	0.21	A	0.13	0.16
Southwest of North Thorne Ln SW	A	0.37	0.31	A	0.28	0.29
<u>Washington Blvd SW</u>						
West of Gravelly Lake Dr SW	E	0.66	0.99	E	0.65	0.96
<u>Whitman Ave SW</u>						
South of Ardmore Dr SW	A	0.13	0.14	A	0.13	0.13
<u>40th Ave SW</u>						
North of 100th St SW	B	0.32	0.62	B	0.37	0.66
<u>74th St S</u>						
West of Lakewood Dr SW	C	0.56	0.71	A	0.57	0.71
<u>83rd Ave SW</u>						
North of Steilacoom Blvd SW	A	0.56	0.33	A	0.39	0.26
<u>84th St S</u>						

Intersection	No Action Alternative			Action Alternative		
	LOS ^{1,2}	V/C (NB/EB)	VC (SB/WB)	LOS	V/C (NB/EB)	VC (SB/WB)
East of South Tacoma Way	A	0.39	0.25	A	0.41	0.26
87th Ave SW						
South of Steilacoom Blvd SW	A	0.09	0.09	A	0.03	0.03
North of Steilacoom Blvd SW	A	0.36	0.28	A	0.30	0.14
88th St SW						
East of Steilacoom Blvd SW	A	0.17	0.58	A	0.15	0.53
93rd St SW						
East of Whitman Ave SW	A	0.46	0.34	A	0.39	0.32
96th St S						
West of South Tacoma Way	C	0.61	0.77	C	0.52	0.73
East of South Tacoma Way	D	0.81	0.45	D	0.81	0.44
100th St SW						
West of South Tacoma Way	C	0.72	0.53	C	0.78	0.53
East of Lakeview Dr SW	D	0.83	0.82	D	0.90	0.83
West of Lakeview Dr SW	C	0.74	0.63	C	0.80	0.63
East of Lakewood Dr SW	C	0.73	0.68	C	0.75	0.67
East of Bridgeport Way SW	B	0.64	0.63	B	0.69	0.65
East of Gravelly Lake Dr SW	A	0.13	0.19	A	0.16	0.21
108th St SW						
West of Pacific Highway SW	C	0.71	0.74	D	0.82	0.80
East of Bridgeport Way SW	A	0.57	0.42	A	0.60	0.45
West of Bridgeport Way SW	A	0.45	0.31	A	0.46	0.28
East of Davisson Rd SW	A	0.48	0.34	A	0.47	0.30
112th St SW/S						
Between Military Rd SW & Farwest Dr S	A	0.25	0.35	A	0.26	0.48
East of Gravelly Lake Dr SW	B	0.31	0.61	A	0.32	0.49
East of Bridgeport Way SW	B	0.54	0.66	A	0.56	0.56
West of Bridgeport Way SW	B	0.49	0.68	B	0.57	0.61
150th St SW						
East of Woodbrook Rd SW	F	1.05	0.75	C	0.80	0.57

¹ Level of service, based on Highway Capacity Manual, 7th Edition methodology

² Level of service reported for worst performing direction of travel

Source: [Transpo, 2024](#)

Tillicum-Woodbrook Subarea

[address subarea]

No Action Alternative

The No Action Alternative would continue current LOS standards and plans and growth assumptions to 2035. It would have slightly higher VMT. It would perform less well than the Action Alternative for some intersections of Gravelly Lake Drive SW, Steilacoom Boulevard SW, Washington Boulevard, and 150th

Street. It would have less impacts for some locations along Pacific Highway SW and South Tacoma Way. See the discussion of the Action Alternative below.

The No Action Alternative would not allow middle housing to the same degree or change parking standards to meet state laws. It would retain current parking ratios as well as parking incentives as a means to alter parking standards (e.g., transportation demand management measures, electric vehicle parking, retention of significant trees, other).

Action Alternative

VMT

The overall growth was distributed per the proposed land use plan but capped at the 2044 target. The Action Alternative has lesser citywide VMT due to the mix of growth with most growth in centers as well as distribution of middle housing growth in neighborhoods including near transit corridors.

Level of Service Analysis

The analysis of the two model scenarios focuses on roadway segments which operate at LOS E or worse ($v/c > 0.90$) since the general concurrency threshold for the City of Lakewood is to maintain LOS D or better along all arterial roadways. However, as discussed in greater detail below, the City has previously identified some roadway segments that are unable to maintain LOS D or better through feasible mitigation or improvements in the future. For these roadway segments, the City has established either a LOS E or LOS F threshold, depending on the roadway segment.

The following two lists summarize the roadway segments projected to operate at LOS E or worse in either the No Action Alternative or the Action Alternative model scenarios. The first list shows roadway segments projected to operate better in the Action Alternative than the No Action Alternative model scenario. The second list shows roadway segments projected to operate worse in the Action Alternative than the No Action Alternative model scenario.

- Roadway operating conditions are projected to improve under the Action Alternative model scenario for the following segments:
 - Gravelly Lake Dr SW west of the end of Nyanza Rd SW from LOS E (v/c 0.97) to LOS D (V/C 0.87)
 - Steilacoom Blvd SW west of Phillips Rd SW from LOS F (v/c 1.02) to LOS E (v/c 0.94)
 - Steilacoom Blvd SW east of Phillips Rd SW from LOS F (v/c 1.12) to LOS F (v/c 1.01)
 - Washington Blvd SW west of Gravelly Lake Dr SW from LOS E (v/c 0.99) to LOS E (v/c 0.96)
 - 150th St SW east of Woodbrook Rd SW from LOS F (v/c 1.05) to LOS C (v/c 0.80)
- Roadway operating conditions are projected to worsen under the Action Alternative model scenario for the following segments:
 - Pacific Highway SW north of 108th St SW from LOS D (v/c 0.76) to LOS E (v/c 0.94)
 - South Tacoma Way north of 100th St SW from LOS D (v/c 0.89) to LOS E (v/c 0.93)

- South Tacoma Way south of SR 512 from LOS D (v/c0.79) to LOS E (v/c 0.92)

Parking Analysis

This section describes the analysis conducted by both BERK and Transpo Group to evaluate and identify areas within the City of Lakewood where a potential increase in on-street parking demand due to middle housing developments allowed under the State of Washington HB 1110 might cause significant safety issues. The State plans to provide guidance to local jurisdictions on how to evaluate significant safety issues related to HB 1110. However, prior to the issuance of this guidance, our analysis provides a methodology for evaluating significant safety issues that can be applied consistently to all roadway segments in the City related to parking impacts.

The analysis assumes that significant safety issues stemming from increased on-street parking could arise on roadways that were not originally designed for on-street parking. In the context of residential areas within the City of Lakewood, this would typically include narrow local roads without curbs. On-street parked vehicles on these roadways may contribute to significant safety issues, such as reduced sight distances, increased risk of dooring collisions for people biking, or preventing adequate space for two-way travel.

Data and Assumptions

The City of Lakewood provided the data used in this study. GIS data layers used included:

- **Travelways:** a line layer showing the edge of pavement for the entire City. This layer also shows driveway access to/from all parcels.
- **ROW under 60:** a line layer showing areas of the City where the public right of way is less than 60 feet wide.
- **Arterials:** a line layer showing all roads in the City.
- **Parcels:** a polygon layer showing parcels in the City.

These GIS data layers were utilized to identify narrow roadway segments throughout the City of Lakewood. However, it is important to note that since our analysis relies on the “ROWunder60” layer to identify narrow roadway segments, it is possible that this excludes other roadway segments that might have significant safety issues related to on-street parking. For example, a roadway segment with adequate public ROW but the pavement width is still narrow or missing curbs. The City should consider if further study is necessary to evaluate safety in these areas.

Once parcels along narrow roadway segments were identified, our analysis excluded parcels that were within 300 feet walking distance from a roadway segment with adequate public ROW. The assumption here is that a person living at one of these parcels could park their vehicle along the roadway segment with adequate public ROW and conveniently walk to their residence.

Methodology to Identify Inadequate On-Street Parking

The following steps were conducted to identify roadway segments with potentially significant safety issues related to on-street parking.

Step 1: *Identify where HB 1110 land uses would initially be allowed absent other data. Utilize the existing low-density residential zoning GIS layer for R1-R4 designated areas. Remove areas with lot sizes below a minimum threshold or lot size.*

This filtered dataset included 8,983 parcels.

Step 2: *Remove properties within ½ mile walking distance of a major transit stop. A major transit stop provides daily service frequency of 30 minutes or greater.*

Major transit stops within the City included stops with either future bus rapid transit or commuter rail service. Excluding parcels within a ½ mile walking distance of major transit stops reduced the number of parcels relevant to the parking analysis to 2,300.

Step 3: *Utilize estimates of potential development capacity, such as number of additional units that could be added, to highlight areas with higher likelihood of off-site parking needs.*

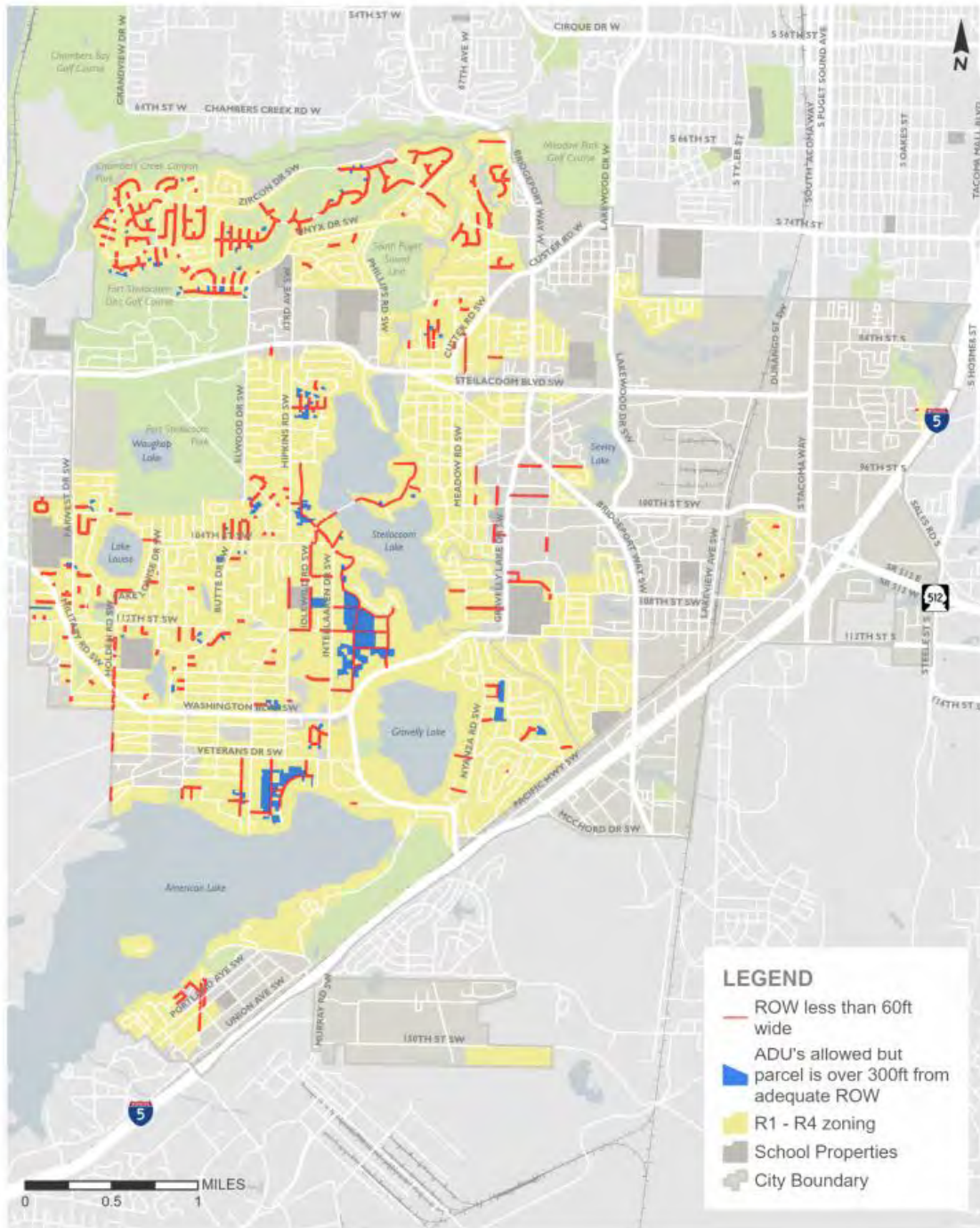
The Consultant team identified parcels where middle housing would not be allowed or would not be possible to build. The exclusion of these parcels reduced the number of parcels relevant to the parking analysis to 1,615.

Step 4: Highlight properties that have direct access to public streets that have substandard public ROW widths of under 60 feet. Assume on-street parking within 300 feet of a property is within acceptable walking distance.

This step reduced the number of parcels relevant to the parking analysis to 191. Exhibit 3-52 shows the location of the 191 parcels within the City.

The analysis highlights two neighborhoods within the City with a high concentration of parcels with potentially significant on-street parking safety issues – the Interlaken and Harts Idyllwild/Lake Holme developments. These neighborhoods include mostly low-density single-family homes. Roadways within these neighborhoods are primarily narrow and without curbs or sidewalks. The neighborhoods were designed to be accessed primarily by automobile. The low density and roadway connectivity also allows for walking without the need for sidewalks since the traffic volumes are likely low and people walking have the option to walk off pavement within the public right of way. Since these roadways were not designed to accommodate higher residential densities and on-street parking, they may be appropriate areas to exempt from the HB 1110 middle housing zoning requirements. However additional evaluation may be necessary to consider other data points and information, such as equity, demographics, and practicality or risk of exempting these areas from middle housing zoning.

Exhibit 3-52. Parcels of Concern for Significant On-Street Parking Safety Issues



Source: [Transpo, 2024](#)

3.4.3 Mitigation Measures

Incorporated Plan Features

The City is updating its land use plans and associated transportation policies to meet a new horizon year of 2044 and address multimodal transportation needs.

Regulations and Commitments

Annually, the Lakewood Transportation Improvement Program identifies needed multimodal projects for a six-year period.

Lakewood adopted a Non-Motorized Transportation Plan in 2023. It includes a pedestrian system plan and a bicycle system plan. It includes funding needs and recommendations to implement non-motorized transportation improvements.

The City manages transportation facilities in Title 12, including:

- Chapter 12.09 – Transportation Facilities. Establishes levels of service, requirements for traffic studies, and street frontage improvements.
- Chapter 12.13 – Commute Trip Reduction. Requires an employer that employs 100 or more full-time employees at a single work site to develop commute trip reduction programs to reduce VMT.
- Chapter 12.18 – Complete Streets Policy.

The City regulates parking in Title 18A.80 as well as in the Downtown and Station District codes. Persons may use parking incentives to reduce parking requirements (see 18A.80.060).

Other Potential Mitigation Measures

Roads

The roadway segments along Steilacoom Blvd SW and Washington Blvd SW which continue to operate at LOS E or worse in the Action Alternative model scenario have previously been identified by the City as segments which are unable to maintain LOS D or better through feasible mitigation or improvements. Therefore, the analysis does not consider potential mitigations for these roadway segments since the results are similar to what had been shown in the adopted Transportation Element.

The remaining roadway segments along Pacific Highway SW and South Tacoma Way which continue to operate at LOS E or worse in the Action Alternative model scenario are considered for potential mitigations in our analysis. These two roadways directly serve the Station Area District and the increased land use intensity in the Action Alternative model scenario contributed to the worsening roadway segment LOS.

Given the City's focus on improving transit accessibility, especially for active transportation modes such as walking and biking, within the Station Area District, it is not likely feasible to mitigate the roadway segment deficiencies along Pacific Highway SW and South Tacoma Way through roadway widening

improvements. However, the Sound Transit Board of Directors approved a series of improvements within the Station Area District which may encourage greater transit, walking, and biking use and decrease the demand for driving on the surrounding roadway network. These improvements include:

- **15th St Ct SW trail to station** – adds a multi-use trail in Sound Transit right-of-way from the end of 115th St. Court SW to the pedestrian bridge over the railroad tracks connecting to Lakewood Station.
- **Station area curb and sidewalk improvements** – improve curbs and sidewalks within a half mile radius of the station area.
- **Pierce Transit Route 206 bus stop at Lakewood Station** – modify the intersection of Pacific Hwy. SW and Bridgeport Way to improve the bus turning radius, which makes a Pierce Transit stop at the station more feasible.

Additionally, the City of Lakewood could consider adjusting the LOS threshold for these deficient roadway segments as they have done previously for other deficient roadway segments in the City. These adjustments would further emphasize the City's focus on improving transit access, walking, and biking within the Station Area District and surrounding area.

3.4.4 Significant Unavoidable Adverse Impacts

Expected demographic and economic growth in key urban centers requires 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. With mitigation measures including capital investments, transportation impacts can be reduced at identified locations, except where the City has already identified lower levels of service that balance investment and congestion.

The capacity of the Action Alternative to provide middle housing is greater than the No Action Alternative as described in Chapter 2. Allowing middle housing with parking in areas with reduced road rights of way may limit the production of middle housing in some locations, but overall the City would allow middle housing in most residential zones, and near transit would limit parking per state requirements. With ongoing monitoring and code allowances that provide avenues for applicants to request changes in parking with project-level information, no significant unavoidable adverse impacts are anticipated.

3.5 Public Services

This section documents existing public services provided within the City of Lakewood. It details adopted and effective level of service standards, estimated demand for services, and projects future levels of service and demand for each alternative. Public services analyzed in this EIS include fire, police, schools, and parks space. Exhibit 3-53 lists which essential public services and utilities are analyzed here and notes what service plans or capital planning documents guide those services.

Exhibit 3-53 Public Services Included in this Supplemental Environmental Impact Statement

Public Service	Provider	Guiding Documents
Fire	West Pierce Fire and Rescue	West Pierce Fire & Rescue Annual Report (2022 & 2023); West Pierce Fire & Rescue 2024 Budget
Police	Lakewood Police Department	Lakewood Police Department 2023 Annual Report
Schools	Clover Park School District	Office of Financial Management Small Area Estimates Program; Office of Superintendent of Public Instruction
Parks, Recreation, and Open Space	Lakewood Parks & Recreation Pierce County Parks & Recreation	Lakewood Legacy Plan PROS Master Plan 2020 Parks Capital Improvement Program 2024-2029

The methodology for impacts is based on analyzing data available in the Comprehensive Plan, functional plans, provider annual reports, budgets, and other data sources, as necessary. Impacts are quantified by population and employment-based summaries and projections.

3.5.1 Affected Environment

Fire & EMS

Existing Service

West Pierce Fire & Rescue (WPFR) is responsible for providing fire services to the City. Formed in 2011, WPFR fully serves the communities of Lakewood and University Place, and provides contracted services to Steilacoom. WPFR public services include fire prevention and suppression, motor vehicle collisions, medical aid calls, technical and water rescues, hazardous materials response, and other calls for service. They also provide services for building permitting and code enforcement.

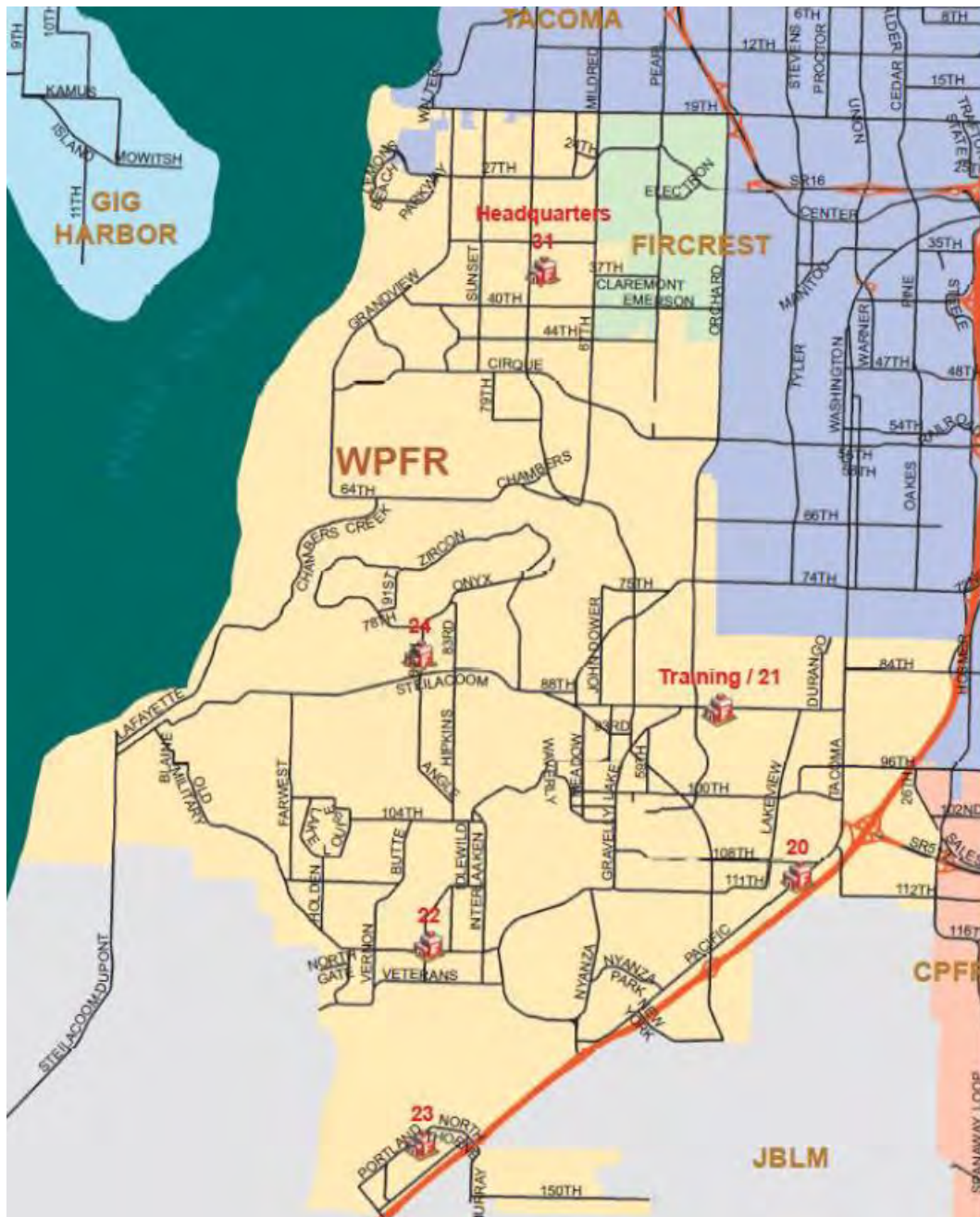
In 2023, WPFR responded to 17,809 calls for service (West Pierce Fire & Rescue, 2023). This is slightly higher than 2022 calls for service at 17,721 (West Pierce Fire & Rescue, 2022). The call volume has increased 40% since its inception in 2011. Nearly 80% of total call volumes are medical in nature.

In 2023, WPFR employed 221 full-time employees. Of the full-time personnel, WPFR had 164 personnel employed for operations. District personnel are trained for medical aid with 57 emergency medical technicians and 118 paramedics.

WPFR has a service area encompassing 31 square miles, serving a population of over 100,000. The district has six fully staffed stations and is evaluating adding a seventh station. Five fire stations serve the City of Lakewood See Exhibit 3-54. Five of the six stations have a medic unit, which is staffed 24 hours a day with one Paramedic and one Emergency Medical Technician (EMT).

WPFR has 10 facilities, including six stations, a fleet/facilities maintenance shop, two boathouses, and a training tower. The facilities total approximately 105,000 square feet. The fleet personnel are responsible for 106 apparatus and vehicles, three vehicles and assorted trailers.

Exhibit 3-54. West Pierce Fire & Rescue Service Area Map



Source: West Pierce Fire and Rescue Adopted Budget, 2024

Level of Service

Lakewood has adopted policies setting level of service standards for WPFR:

- PS-1.1: Maintain a Washington Surveying and Rating Bureau (or successor agency) rating of ISO Class 3 or better; and
- PS-4.2: Provide a four-minute initial time standard for EMS calls.
- PS-4.3: Provide fire station/EMT locations that meet a 1.5-mile response distance standard

WPFR has met the PS-1.1 Rating Bureau LOS standard with a class 3 WSRB every year through 2023 since it was first rated in 2012.

A common effective level of service standard is to look at fire response personnel per 1,000 capita. This helps compare service capabilities over time and across jurisdictions. Fire suppression personnel are often trained in emergency medical services, and there is overlap in the number of full-time equivalents (FTEs) for each activity. See Exhibit 3-55.

Exhibit 3-55. Fire Services Effective Level of Services Standards

Year	District Population	Operations (Firefighters / EMT/Medics)	Firefighters Per 1,000 Residents
2023	100,000	164	1.6

Source: WPFR Adopted Budget, 2024.

Police

Existing Service

The City of Lakewood Police Department (LPD) provides policing and other related services. LPD services include patrol operations, criminal investigations, traffic incidents, other patrol specialty services, and other policing services. LPD operates out of one station, located across from Seeley Lake Park at 9401 Lakewood Drive SW.

The Lakewood Police Department is one of the largest departments in the state. Since incorporation, the Lakewood Police Department has prioritized its limited resources toward combating serious criminal activity such as violent crimes, gang activity, and vice rather than property and other less serious crimes.

Dispatched Calls

Dispatched calls from 2016 to 2022 were approximately 48,000 – 50,000 per year. But in 2023, the department received 53,921 calls for service, a 10% increase in calls from the previous year.

Level of Service

Currently, the Lakewood Police Department employs approximately 100 officers, one officer for every 636 residents. With this information, an effective level of service can be calculated, resulting in approximately 1.57 officers per 1,000 residents.

Exhibit 3-56. Police Services Effective Level of Services Standards

Year	Population	Officers	Officers Per 1,000 Residents
2023	63,612	100	1.57

Source: Lakewood Police Department Annual Report, 2023

Comprehensive Plan Policy P-5.1 establishes response time objectives:

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).

In 2023, response to Priority 1 calls averages 4.3 minutes, while all other priority calls average 8.1 minutes. The Police Department has not met its Priority 1 and 2 response time targets. However, it is meeting its Priority 3 response time.

Schools

Existing Service

Public school services are provided by the Clover Park School District (CPSD), It operates 23 schools, including a K-12 academy. District-wide, there are 12,436 students and 833 classroom teachers. Saint Francis Cabrini School also provides private school services to students in pre-K to 8th grade.

Level of Service

The City of Lakewood recognizes the Clover Park Capital Facilities Master Plan, and school sizes in the City’s Capital Facilities Element as a level of service.

Exhibit 3-57. Clover Park Public School Size

School size	# Students
K-5	450-475
Middle	650-700
High	1,500- 1,600

Source: City of Lakewood, 2016

CPSD sets level of service standards in its Clover Park Capital Facilities Master Plan. Under a 2016 Facilities Advisory Committee report, the school board recommended that the district maintain Lake City property for a possible future school site and is developing a long-term master plan which may use

sequential bonds. A 2023 Facilities Advisory Committee was formed in 2023 with recommendations due in 2024. The scope of their review is to develop recommendations for addressing aged facilities, facility improvements to promote educational goals, facility improvements to increase safety and security, and consideration of a future capital measure.

A common effective level of service standard is to look at the number of students per teacher. Schools often set student/teacher ratios which can also identify the number of future classrooms needed, which may be housed in permanent or temporary portable capacity.

To estimate student generation, it is also possible to consider the number of households in the district in relation to the number of students. The number of occupied households in the Clover Park School district is 31,505 based on State of Washington Office of Financial Management (OFM) small area estimates. There are 12,436 students in the district as of 2023. Thus, the effective student per household ratio is 0.39. This ratio is a decrease from the 2016 student-to-household ratio of 0.45.

Exhibit 3-58. School Services Effective Level of Services Standards

FACILITY	STUDENT COUNT (2023-24)	CLASSROOM TEACHERS (2023-24)	STUDENT TO TEACHER RATIO
Clover Park School District	12,436	833	14.93
Elementary Schools in Lakewood			
Custer Elementary School	316	25	12.64
Dower Elementary School	307	25	12.28
Four Heroes Elementary School	530	46	11.52
Idlewild Elementary School	436	28	15.57
Lake Louise Elementary School	503	38	13.24
Oakbrook Elementary School	279	27	10.33
Park Lodge Elementary School	355	35	10.14
Tillicum Elementary School	268	20	13.40
TyeePark Elementary School	338	32	10.56
Middle Schools in Lakewood			
Hudtloff Middle School	588	54	10.89
Lochburn Middle School	467	47	9.94
Thomas Middle School	985	69	14.28
High Schools in Lakewood			
Clover Park High School	1,144	107	10.69
Lakes High School	1,204	94	12.81
Other Schools in Lakewood			
Lakeview Hope Academy	541	46	11.76
General William H Harrison Prep School	748	48	15.58

Source: Washington Office of the Superintendent of Public Instruction, 2024, BERK, 2024.

Parks, Recreation, and Open Space

Existing Service

The City owns and operates 16 parks, with a total park acreage of more than 473 acres or roughly 4% of the City’s total land area. See Exhibit 3-59 and Exhibit 3-60. In addition, nearly 1,518 acres, or 12.5% of Lakewood’s land area, is classified as Open Space/Recreation Area (EDAW 1997). This includes City-owned parks and open space, Pierce County parkland, lands belonging to the State of Washington, school playgrounds and college campuses, greenbelts, and privately owned recreation facilities. There are approximately 4,590 residents per park in the City of Lakewood, as of 2019; this equates to 7.9 acres of park land per 1,000 residents (Legacy PROS Plan, 2020).

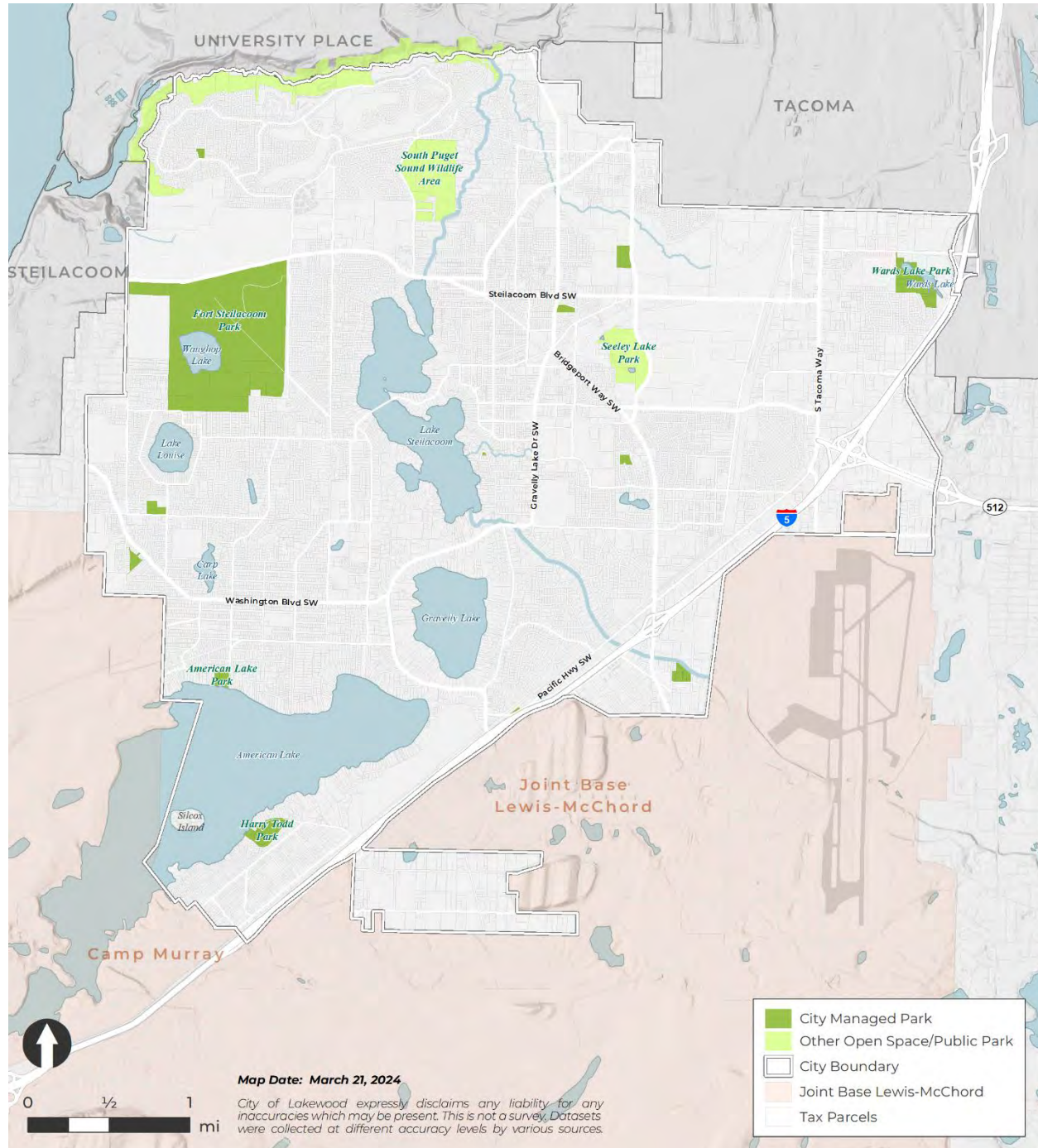
Exhibit 3-59. City of Lakewood Park Inventory, 2020

Park Type	Park	Acres	2020 PACA Quality Score	2020 PACA Diversity Score
N	Active Park	2.28	2.5	1.75
C	American Lake Park	5.5	2	2.5
NA	Blueberry Park	7.91	1.5	1
R	Chambers Creek Canyon Area	200+	1.7	1
U	Colonial Plaza	1	3	1.5
CG	Community Garden	-	-	-
N	Edgewater Park	2.83	1.5	1.25
R	Fort Steilacoom Park	309.51	2.8	2.5
U	Gravelly Lake Loop	3 miles	2.7	1
C	Harry Todd Park	16.78	1.9	2.5
N	Kiwanis Park	2.85	2.5	1.8
N	Lake Louise Elementary	4.72	2.2	1.5
S	Lakewood Senior Center	-	-	-
N	Oakbrook Park	1.55	2.3	1.3
U	Ponders Park	0.41	1.7	1
N	Primley Park	0.19	1.8	1.3
NA	Seeley Lake Park	48	1.5	1
N/CG	Springbrook Park	6.68	2.9	2.8
N	Wards Lake Park	27.79	2.4	1.8
N	Washington Park	3.64	2.3	1.8

C = Community Park | CG = community garden | NA = Natural Area | N = neighborhood park |
 R = Regional Park | S = Senior Center | U = Urban Park (linear or nodal)

Source: City of Lakewood Legacy PROS Plan, 2020.

Exhibit 3-60. Parks and Open Space Facilities in Lakewood



Source: City of Lakewood, 2024.

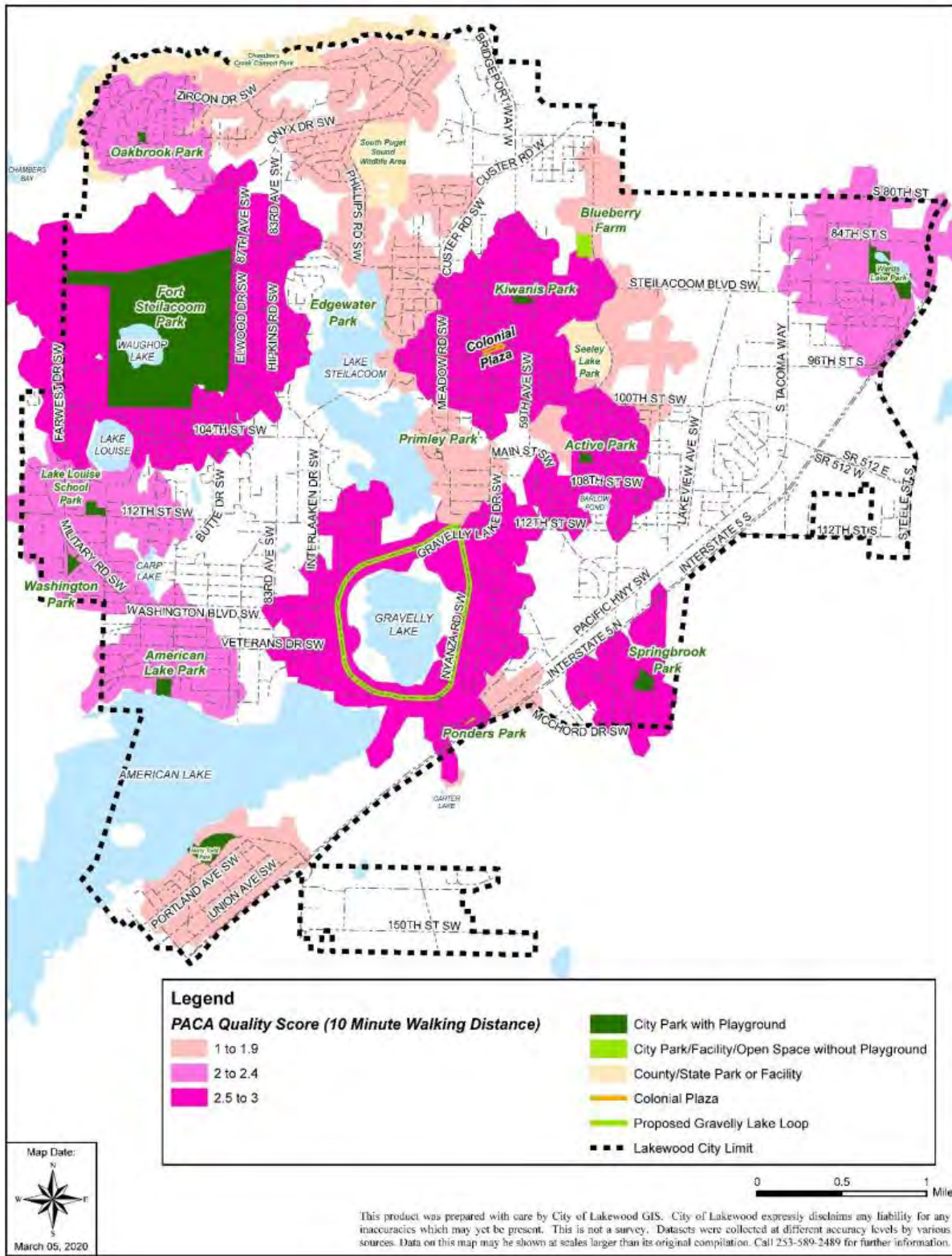
Level of Service

The City's adopted park level of service (LOS) standard provides a walkshed measurement and a park amenity condition assessment measurement. The walkshed measurement is a 10-minute walking time to publicly accessible park or open space facility. See Exhibit 3-61 and Exhibit 3-62 for the neighborhoods in Lakewood that meet that LOS. The assessment measurement is that all parks and park amenities score a 2 or higher, meaning that the park quality is in "fair" condition and the park provides a "fair" diversity of amenities.

Parks with very high (2.5 and above) PACA quality scores are geographically located in central Lakewood. In the future, the City may want to consider improving the quality scores of Lakewood parks that currently scored a 2 or below. Currently, the City is actively in the process of improving American Lake Park, Wards Lake Park, and Edgewater Park. Future quality PACA scores are likely to improve for these parks with these improvements.

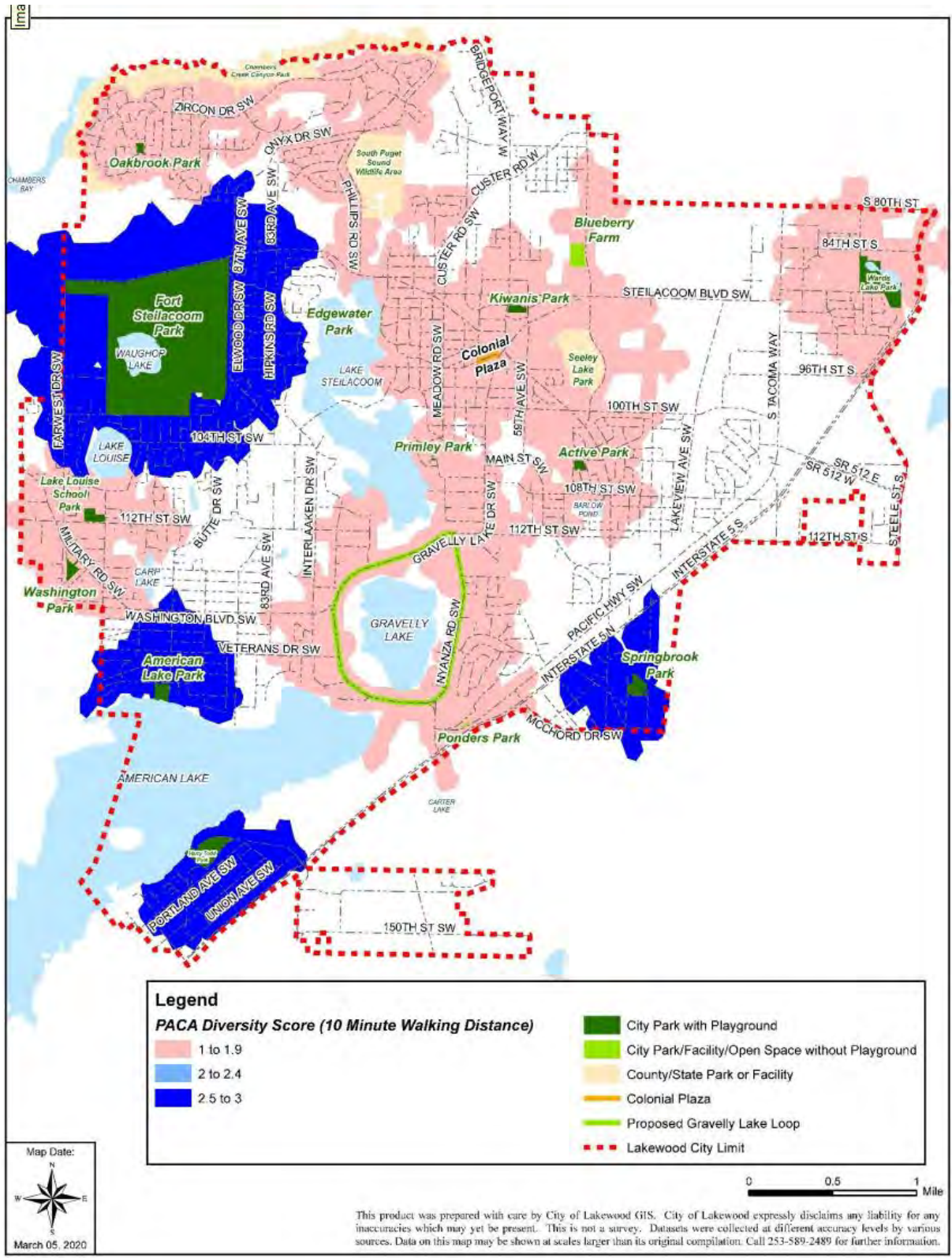
Regarding amenities, parks with a very high (2.5 and above) PACA diversity score are located in western and southern Lakewood. These parks are the City's regional and community parks. Parks with a lower (1.9 and below) PACA diversity score are concentrated in northern and central Lakewood.

Exhibit 3-61. 10-Minute Walkshed Measurement & PACA Quality Score for Lakewood Parks



Source: City of Lakewood Legacy PROS Plan, 2020

Exhibit 3-62. 10-minute Walkshed Measurement & PACA Diversity Score for Lakewood Parks



Source: City of Lakewood Legacy PROS Plan, 2020

Tillicum-Woodbrook Subarea

Fire

West Pierce Station 23 is located in the Tillicum-Woodbrook Subarea. The station provides the subarea with the 1.5-mile response distance standard.

Police

The Tillicum-Woodbrook Subarea is serviced by the Lakewood Police Department. The subarea is located approximately 10-15 minutes away from the police headquarters, which may make it challenging for police to respond to Priority 1 and 2 calls in a timely manner.

Schools

The Tillicum-Woodbrook subarea is served by the Clover Park School District. Within the subarea is the Tillicum Elementary School, which has the second-highest student-to-teacher ratio of the elementary schools in Lakewood. Its student-to-teacher ratio is 13.40. However, that ratio is below the school district ratio of 14.93.

Thomas Middle School and Clover Park High School district maps cover the subarea. Woodbrook Middle School was recently closed and replaced with Thomas Middle School. Constructed in 2020, Thomas Middle school has the highest student-to-teacher ratio of the middle schools in the district, with a ratio of 14.28. Clover Park High School has a low student-to-teacher ratio of 10.69, which is one of the lowest ratios of the schools in the school district.

Parks, Recreation and Open Space

The Tillicum-Woodbrook subarea has one park. Harry Todd Park is a 16.78-acre lakefront park with amenities including playfields, tennis, basketball courts, a playground, beach, pier, and boat docks. Its PACA Diversity Score is 2.5. However, its PACA Quality score is 1.9 and below the City's desired LOS for park quality. The City has scheduled project investment to Harry Todd Park, including improved water access, an ADA accessible pathway, restroom replacement, playground facility replacement, and construction of a fish pier and finger docks.

Currently, the Tillicum-Woodbrook subarea does not meet the 10-minute walkshed LOS. However, there is a planned Gravelly Lake Drive – Throne Lake Connector project that will provide a non-motorized shared-use path next to the Tacoma Country and Golf Club, thereby connecting the Tillicum neighborhood with the Ponders Corner neighborhoods. It is slated to be constructed from 2025-2026. With the completion of that project, the area will meet the 10-minute walkshed LOS.

3.5.2 Impacts

Thresholds of Significance

The impact analysis for each alternative applies City or District adopted LOS to projected housing, population, and employment growth:

- Negatively affect levels of service for **police and/or fire and emergency medical services**;
- Increase demand for **special emergency services** beyond current operational capabilities of service providers;
- Result in increases in **students** and lack of facilities; and
- Reduce access to **park and open space facilities**.

Impacts Common to All Alternatives

Impacts are projected based on the effective level of service standards as discussed in the Affected Environment applied to projected population by alternative described in Chapter 2.

An increase in housing units and jobs in City will generate increased demand for public service providers, including additional trained firefighter / emergency medical trained staff, additional police officers, classrooms, and park facilities. The various alternatives would direct growth to different geographic areas, which would affect the precise levels of demand generated for a specific public service providers. But all providers are anticipated to experience some increase in demand, which would require hiring additional staff, purchasing additional equipment, and expanding facilities to serve the future growth. See Exhibit 3-63.

Exhibit 3-63 Public Service Anticipated Impacts by Alternative

Public Service	Level of Service	Implications of No Action Alternative	Implications of Action Alternative
Fire	Maintain a WSRB rating of ISO Class 3 or better. Provide a 4-minute initial time standard for EMS calls. Provide fire station/EMT locations that meet a 1.5-mile response distance standard	Increase in calls to services throughout the City, particularly in the Downtown and Station Districts. Increased demand for facilities, staffing, and equipment.	Same as No Action Alternative Increased calls to service in low density areas due to an increase in moderate density housing infill. Increase in response times due to narrower streets in these low-density neighborhoods; however, the City is considering focusing most middle housing in proximity to transit. Off street parking is likely to remain on the narrower streets to keep access for emergency vehicles.

Public Service	Level of Service	Implications of No Action Alternative	Implications of Action Alternative
Police	3-minute response time for life-threatening emergencies (Priority 1), a 6-minute response time for crimes in progress or just completed (Priority 2), and a routine/non-emergency response time of 20 minutes (Priority 3).	Increased calls to services, including in more populated districts such as the Downtown and Station Districts. Increased demand for facilities, staffing, and equipment	Same as No Action Alternative. Increased calls to service in low density areas due to an increase in moderate density housing infill. Increase in response times due to narrower streets in these low-density neighborhoods
Schools	Effective LOS of 14.93 students-per-teacher ratio	Potential increase in student growth, resulting in increased demand for teachers, facilities, and equipment	Same as No Action Alternative.
Parks, Recreation, and Open Space	10-minute walk to park or open space facility All parks and amenities are in "fair" condition and provide a "fair" diversity of amenities.	Increased usage of current parks, resulting in increased demand for park acquisition and investment in quality and amenity factors in parks. Increased need for parks in Downtown and Station District subareas.	Same as No Action Alternative. Increased need for parks in low-density residential areas.

Fire & EMS

Additional trained fire fighter/emergency medical trained staff are needed under each alternative; however, the level of need differs. See Exhibit 3-64. The personnel may fulfil both duties of fire suppression and emergency medical technical services. With the increase in staffing, there may be additional needs for equipment and infrastructure to support this growth. However, the growth is expected to happen incrementally and be spread throughout the City.

Both alternatives can accommodate the 20-year growth target and would see increased growth in the Downtown and Station Districts, so the fire stations that service those areas may see increased demand. The Action Alternative has moderate growth spread throughout the City in middle housing. Its growth capacity, while higher, would not be expected in the 20-year period, but rather over the longer term, which would affect the precise levels of demand generated. There is likely to be an overall increase in calls for service, which may require staffing and equipment at all stations with the Action Alternative. The WPFR releases annual reports and can monitor calls over time to identify where the city growth is occurring and in greatest need of additional staffing and equipment.

Exhibit 3-64. Fire and EMS Services by Alternative

Alternative	Population Capacity	Current Effective LOS per 1,000 population	Staff Need
Fire			
Population Growth Target	23,180 (20-year target)	2.56	59.34
No Action	23,966 (full capacity)	2.56	61.27

Alternative	Population Capacity	Current Effective LOS per 1,000 population	Staff Need
Action Alternative	40,922 (full capacity)	2.56	104.62
EMS			
Population Growth Target	23,180 (20-year target)	1.84	42.64
No Action	23,966 (full capacity)	1.84	44.08
Action Alternative	40,922 (full capacity)	1.84	75.27

Source: BERK, 2024

Police

Exhibit 3-65 shows the police staff demands based on the anticipated population growth target and its alternatives' growth capacity. Additional police officers are also needed under each alternative to maintain the same ratio of officers per 1,000. Number of staff needed is estimated by each alternative's population. Given that the department is not meeting the current LOS response times for Priority 1 calls, the staffing need could be expanded. With the increase in officer need, there will be an increased need for infrastructure and equipment throughout the City. The population growth is anticipated to happen incrementally, allowing the police department to increase its staff and equipment needs over time. The Action Alternative full capacity is not expected in the 20-year period but over a much longer term. Both Alternatives are expected to achieve the growth target of 23,180 new residents.

Exhibit 3-65. Police Staff Demands by Alternative

Alternative	Population Net Growth Capacity	Current Effective LOS per 1,000 population	Staff Need
Population Growth Target	23,180 (20-year target)	1.57	36.39
No Action	23,966 (full capacity)	1.57	37.68
Action Alternative	40,922 (full capacity)	1.57	64.33

Source: BERK, 2024

Schools

Added household and residential growth throughout the City would increase households and potentially the number of students, requiring an increased need for teachers and classrooms. Exhibit 3-66 depicts the teacher need if the students-per-household ratio remains constant.

However, the anticipated household growth is expected to include moderate density and multifamily housing. This form of housing may not include families with children. Therefore, the student-per-household ratio may decrease, resulting in a lower-than-anticipated need for teachers. The School District will need to study student growth to anticipate the appropriate distribution of its teachers. The student growth that will occur is anticipated to happen incrementally, allowing the School District to respond based on need.

Exhibit 3-66. School Generation by Alternative

Alternative	Household Increase Capacity	Student per Household	Student Net Growth All Grades	Current Effective LOS	Teacher Need
Population Growth Target	9,378	0.39	3,702	14.93	248
No Action	10,242	0.39	4,043	14.93	271
Action Alternative	17,488	0.39	6,903	14.93	462

Source: BERK, 2024

Parks, Recreation, and Open Space

With additional population growth, parks and open space will see increased use, which will cause parks to experience an increased need for maintenance, amenities, and park acreage. Both alternatives increased housing density in the Downtown and Station districts has a lack of parks located within a 10-minute walkshed. Therefore, nearby parks like Seeley Lake Park, will see increased usage. These parks have a high PACA quality score but a low PACA diversity score that is below 2.

Growth is also anticipated to occur in low-density residential areas throughout the City due to infill. Some of these areas, such as the neighborhoods west of Gravelly Lake, show a lack of parks within a 10-minute walkshed

Tillicum-Woodbrook Subarea

Under both alternatives, the density of land uses would be similar. However, the Action Alternative may see increased moderate housing development in low density areas, which will increase overall demand for public services in the area.

Given its location, road infrastructure that effectively facilitates the flow of traffic will impact response times. This could have a particular impact for police services, as police headquarters are located outside of the subarea. A reduction in traffic flow standards could reduce the reliability of police response to the subarea during peak hours.

No Action Alternative

The No Action Alternative is anticipated to have growth capacity similar to the growth target and focused in mixed use centers in Downtown and the Station District. See discussion for Impacts Common to All Alternatives for all service providers.

Action Alternative

Fire & EMS

See discussion for Impacts Common to All Alternatives.

The Action Alternative will see increased moderate housing in low density areas, which may increase the calls to services in these areas. Some of these low-density areas have narrow streets, which may make it

challenging for fire engines to access these areas, increasing response times. However, the City is considering focusing most middle housing in proximity to transit. Off-street parking is likely to remain on the narrower streets to keep access for emergency vehicles.

Road infrastructure that effectively facilitates the flow of traffic can help improve response times for fire and EMS. Reductions in transportation standards due to congestion could reduce the reliability of fire & EMS response during peak hours. See Section 3.4 Transportation and Parking for more information. Generally the Action Alternative reduces vehicle miles traveled in lower density areas compared to the No Action Alternative, as it is anticipated to provide units in proximity to other modes of transportation.

Police

See discussion for Impacts Common to All Alternatives.

With the increase in moderate housing throughout the City, there may be an increase in calls to service for the police department, particularly in neighborhoods and low-density areas. There may also be an increase of calls in the Downtown and Station Districts due to the anticipated population concentration.

Road infrastructure that effectively facilitates the flow of traffic can help improve response times for police. Reductions in transportation standards due to congestion could reduce the reliability of police response during peak hours.

Schools

See discussion for Impacts Common to All Alternatives.

With the increased moderate housing in low density areas, it may see increased student demand throughout the City. However, these housing types may also represent smaller household types that may not have students.

Parks, Recreation, and Open Space

See discussion for Impacts Common to All Alternatives.

There will be an overall increase in park demand throughout the City, with the increase in population. The City could prioritize areas that have a lack of park space within a 10-minute walk shed, have a low diversity of amenities, and/or have a low-quality score. These areas of the city include the north-central area, the central-east area, the central-west area near Idlewild Elementary School

Tillicum-Woodbrook Subarea

See discussion for Impacts Common to All Alternatives where the subarea is considered cumulatively.

3.5.3 Mitigation Measures

Incorporated Plan Features

Fire & EMS

Directing growth to the Downtown and Station Districts, as well as promoting infill in areas currently served can help promote efficient and effective service by fire and emergency service providers who are established and currently have adequate resources to these areas.

Police

Directing growth to the Downtown and Station Districts, as well as promoting infill in areas currently served can help promote efficient and effective service by police who are established and have adequate resources.

Schools

The Comprehensive Plan carries forward policies addressing city-school district coordination.

Parks, Recreation, and Open Space

The Comprehensive Plan includes a Parks, Recreation, and Open Space Element.

Regulations and Commitments

The City addresses public service levels of service in its Capital Facilities Plan Element. The element is updated periodically to ensure that proposed growth and change can be served.

The fire district receives three property tax levies including a regular levy, an EMS levy, and a Maintenance & Operations (M&O) levy. The M&O levy will run from 2024-2027.

The City requires private open space and recreation for new multifamily and commercial development. 18A.50.231 Specific Uses Design Standards, 18B.500, and 18C.500.

The Downtown Subarea plan includes a 2- to 4-acre park and another greenspace, such as a green street loop, to create a linear park concept. The plan would also create pedestrian connections to parks outside the subarea. The Station District identifies linear park and other opportunities in the Subarea Plan.

Other Potential Mitigation Measures

- **Fire:** The fire district may request facility bonds and updates to maintenance and operations levies to support costs associated with growth. The fire district could also evaluate the feasibility of investment in more compact fire trucks.
- **Police:** The City could implement Crime Prevention through Environmental Design principles to allow for appropriate lighting, landscaping, and visibility.

- **Schools:** The school district could participate in an impact fee program to support financing of its schools' construction, improvements, and maintenance. School districts that participate in this program would update their Capital Facilities plans every two years to project future enrollment and assess facility need.
- **Parks, Recreation, and Open Space:**
 - The City could more aggressively pursue grant and bond financing for parks and trails projects to aid in acquiring more land to build additional parks and improve the quality and diversity ratings of its current parks.
 - It could adopt a level of service for urban parks.
 - It could expand its existing partnerships with other public and private entities with existing open space facilities, such as schools, to expand potential park and open space opportunities.
 - It could partner with the State of Washington to expand access to large tracts of land including the Fort Steilacoom Golf and Disc Golf courses, the Historic Fort Steilacoom grounds, and a large open space area near Clover Park Technical College.

3.5.4 Significant Unavoidable Adverse Impacts

Future population growth and development will continue to increase the need for police services, fire protection, schools, and park facilities under all alternatives. Regular planning for future capital facility and staffing needs can minimize impacts and meet future demand. No significant unavoidable adverse impacts are expected.

- **Fire & EMS: No significant unavoidable adverse impacts on fire & EMS** are expected under the alternatives. Future population growth in the City of Lakewood would increase demand for fire and EMS. The costs to support station expansion, equipment acquisition, and increased hiring are anticipated to increase over time. However, regular monitoring of demand and levies help maintain the level of service. The increased demands for fire & EMS are **not considered significant unavoidable adverse impacts**.
- **Police: No significant unavoidable adverse impacts on police** are expected under the alternatives. Population growth may increase calls to service and the overall crime level. It may also negatively affect police response times. Costs to support equipment acquisition and increased staff are anticipated to increase over time. However, growth is anticipated to occur incrementally and will occur throughout the city. Therefore, regular monitoring of calls to service and the increased demand for law enforcement could help reduce impacts to a **less-than-significant impact**.
- **Schools: No significant unavoidable adverse impacts on schools** are expected under the alternatives. Population growth may increase demand for school services. However, Clover Park School District may also experience declining enrollment. The existing schools will require maintenance and improvement, with potential construction of new schools in some areas. The costs associated with school construction and maintenance are likely to increase over time, along with the cost of land and construction materials. Regular capital facility planning, bonds, levies, and other

steps could be taken to reduce impacts from growth, resulting in a **less-than-significant impact level**.

- **Parks: No significant unavoidable adverse impacts on parks** are expected under the alternatives. Future population growth in the City of Lakewood would increase demand for parks and open space. The costs to support park acquisition, development, and current park maintenance will increase over time along with the cost of land and construction materials. Land costs in the Downtown and Station Districts are anticipated to increase, and infill development could limit new acquisition opportunities, further straining the City’s financing resources to provide parks and open space in this area. However, regular planning through the PROS Plan, acquisition, and development of parks using funding and grants could reduce potential impacts to a **less-than-significant level**.

3.6 Utilities

This section documents existing utilities provided within the City of Lakewood. It details adopted and effective level of service standards, estimated demand for services, and projects future levels of service and demand for each alternative. Utilities analyzed in this EIS include water, sewer, stormwater, and power lists which essential utilities are analyzed here and notes what service plans or capital planning documents guide those services.

Exhibit 3-67 Utilities Included in this Supplemental Environmental Impact Statement

Service	Provider	Guiding Documents
Water	Lakewood Water District	Comprehensive Water Plan 2020 2024 Capital Improvement and Replacement and Rehabilitation Project Summary Perfluorinated Compounds in Pierce County, WA Groundwater, Lakewood Water District, January 4, 2021
Sewer	Pierce County Sewer Utility	Pierce County 2010 Unified Sewer Plan Sewer Improvement Program 2024-2044 Unified Sewer Plan Update Fact Sheet, 2024
Stormwater	City of Lakewood Engineering Services Division	City of Lakewood 2022 and 2023 Stormwater Management Program (SWMP) Stormwater Management Action Plan: Receiving Water Conditions Assessment, March 2022 SMAP: Receiving Water Prioritization, June 2022 Washington Department of Ecology Stormwater Manual as amended by the Lakewood Engineering Standards Manual, 2021
Power	Lakeview Light & Power Puget Sound Energy Tacoma Power	Communication with John DeVore, General Manager at Lakeview Light & Power Department of Commerce Electric Utility Resource Planning 2020 Report Tacoma Power 2022 Integrated Resource Plan Puget Sound Energy 2023

The methodology for impacts is based on analyzing data available in the Comprehensive Plan, functional plans, provider annual reports, budgets, and other data sources, as necessary. Impacts are quantified by population and employment-based summaries and projections.

3.6.1 Affected Environment

This section addresses the potential impacts associated with the alternatives on utilities including water, wastewater, stormwater, and power. After providing information on the affected environment, the impacts analysis considers how the alternatives could affect increases in demand for utilities. Measures to address potential impacts are included.

Water

Water Service Area Facilities and Population

Water service is primarily provided to the City by the Lakewood Water District. See Exhibit 3-68. Its service area include the Lakewood City Limits, a portion of the City's Urban Growth Area, and a small portion of unincorporated Pierce County. Small portions of the north and northeast sections of the city are served by the City of Tacoma, the Parkland Light and Water Company, and Southeast Tacoma Mutual Water Company.

The Lakewood Water District comprises an area of 18.5 square miles, with an approximate retail population of over 61,110 as of 2019. (Lakewood Water District, 2020) (Lakewood Water District, 2024). The District's total water rights are equivalent to an average day demand withdrawal of 19.323 mgd (million gallons per day) and a peak daily demand of 69.614 mgd.

The Lakewood Water District has a current average daily demand of 8.9 million gallons/day across the whole system. The District has sufficient water availability for demand within its retail service area. As a result, the District provides wholesale water to the Town of Steilacoom, and sells its extra capacity to other regional Water Districts such as Rainier Water, Summit Water, and Firgrowth Water.

The District has identified medium and high growth projections planned for the year 2039. It assumes a future retail population in Lakewood of about 68,992 by 2039, which would be a net growth of 7,882 population, consistent with the medium projections.

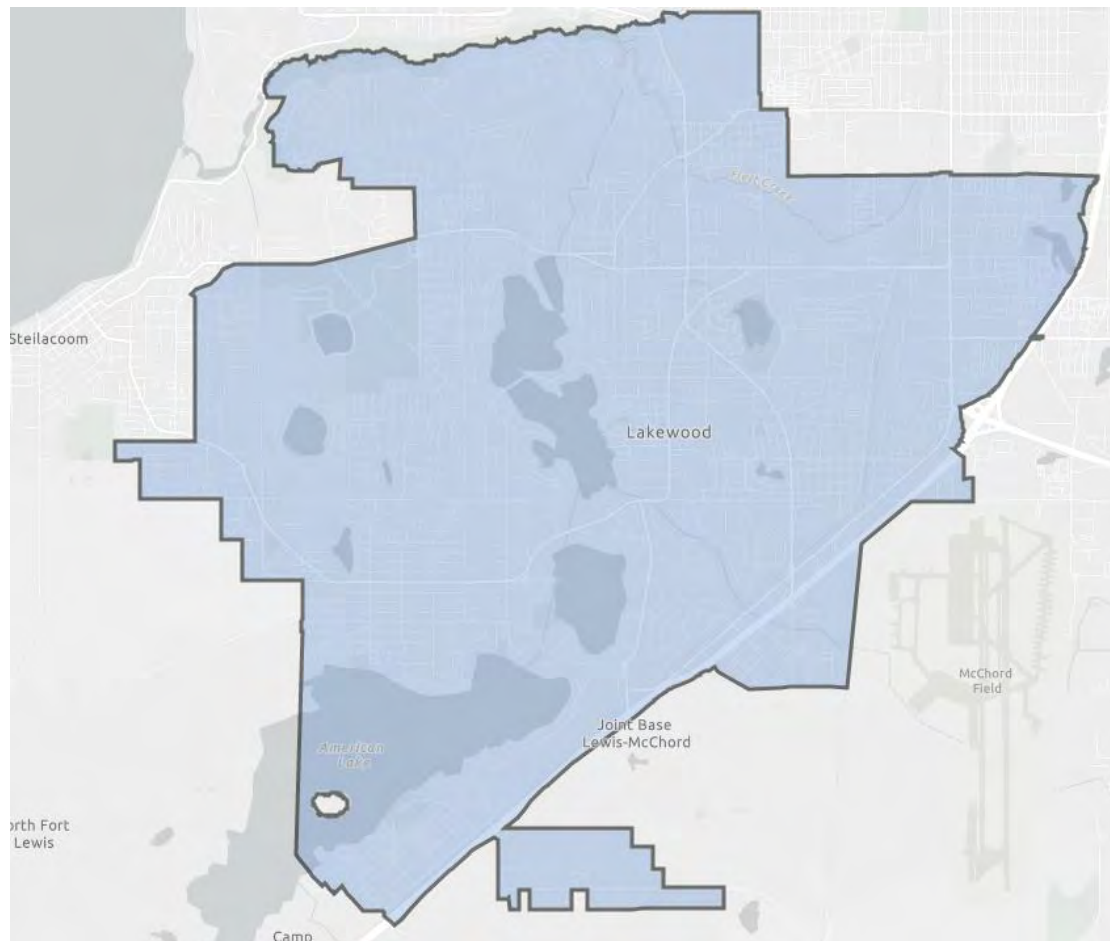
The District anticipates the growth in the city will be multifamily oriented such as in the Downtown Plan. The District has identified a future retail demand of 9.02 mgd/add by the year 2029 and 9.59 mgd/ADD by 2039 without conservation. With conservation, the 2029 projection is 8.76 mgd/add and the 2039 projection is 9.02 mgd/add. In addition to this planned capacity, the District has surplus water rights that can be accessed in case of unanticipated need beyond planned capacity. It has 30 active groundwater wells, 12 pump stations, and 3 reservoirs.

Levels of Service and Capital Facilities

The City's current level of service is related to sufficient fire flow and current usage per capita: "Min. pressure- 40 psi. Fire flow- 1,500 gpm. Current usage: 139 gal/person/day. LWD Capital Improvement Program." Its current usage has dropped from 139 to 136 gallons per person per day as of 2018.

The District began a 35-year program of replacement and rehabilitation in 1995, with an updated 50-year repair and replacement plan in 2014 to replace 181 miles of aging water mains. 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, this may include water main upgrades or line extensions to provide additional capacity or fire flow.

Exhibit 3-68. Lakewood Water District Service Area



Source: Lakewood Water District, 2024

Exhibit 3-69. Lakewood Water District Capital Projects (2024)

Location	Project Type	Project Status
39th Avenue	Replacement and Rehabilitation	Completed
39th Avenue, Phase 2	Replacement and Rehabilitation	Approved and Under Construction
39th Avenue, Phase 3	Replacement and Rehabilitation	Approved and Under Construction
Front/96th Street	Replacement and Rehabilitation	Under Review
Gravelly Lake Drive	Replacement and Rehabilitation	Approved and Under Construction
112th Street Pac Hwy to South Tacoma Way	Capital Project	Completed
Nyanza Tank Replacement Project	Capital Project	Completed
Spanaway Water Wholesale Pipeline	Capital Project	Under Construction

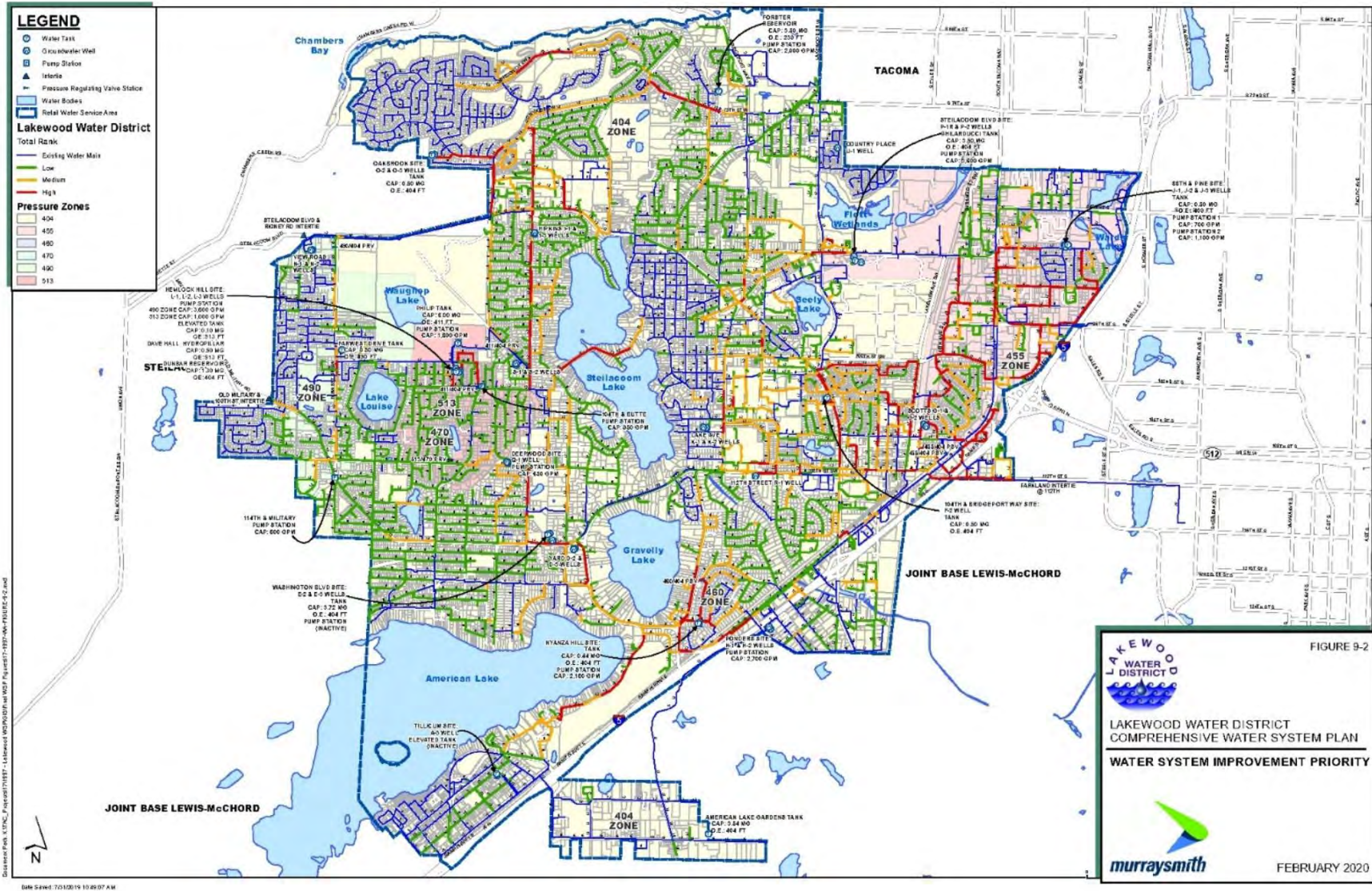
Source: (Lakewood Water District, 2024)

Proposed water system improvements include fire flow, system loops, and material/age projects; see Exhibit 3-70. The areas with priorities for water system improvements are identified in Exhibit 3-71.

Water Quality Monitoring

The District has been monitoring the drinking water they supply to protect public health. For example, per- and polyfluoroalkyl substances (PFAS) are a type of man-made chemicals that are in many products and materials such as stain repellants, firefighting foam, and non-stick cookware, and they do not break down, making them a concern for human health and the environment. The district tested every well and found either no PFAS detected, or the PFAS detected is below the EPA’s long term Health Advisory Levels of 70 parts per trillion. The only exception to this is Lakewood Water District’s well G-2 which was turned off in September 2018. (Lakewood Water District, 2021)

Exhibit 3-71. Priority Water System Improvements



Source: (Lakewood Water District, 2020)

Sewer

Sewer service is provided by Pierce County Sewer Utility. It consists of domestic and commercial wastes generated by the residents and businesses in the City of Lakewood. Its primary drainage basin is Chamber-Clover Creek drainage basin, which includes the bulk of the County's wastewater infrastructure. 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 3-72 depicts a layout of the sanitary sewer main lines in the City.

The City's current level of service is:

- 220 gallons per day equals one residential equivalent (RE). Flow projections assume 0.83 RE for multifamily units. Pierce County Consolidated Sewer Plan Section 2.6.3. (City of Lakewood, 2016)

The County's most recent system plan is the 2010 Unified Sewer Plan, adopted in 2012. In March 2020, Pierce County launched the 2040 Unified Sewer Plan update project, which is anticipated to be finalized and adopted in 2025 after the periodic updates. This update provides an opportunity to plan for future development in Lakewood.

The County's 2010 Unified Sewer Plan anticipated a population of 72,000 within Lakewood by 2022, which the City has not yet met. The Chambers Creek Wastewater Treatment Plant considers regional growth projections through 2040.

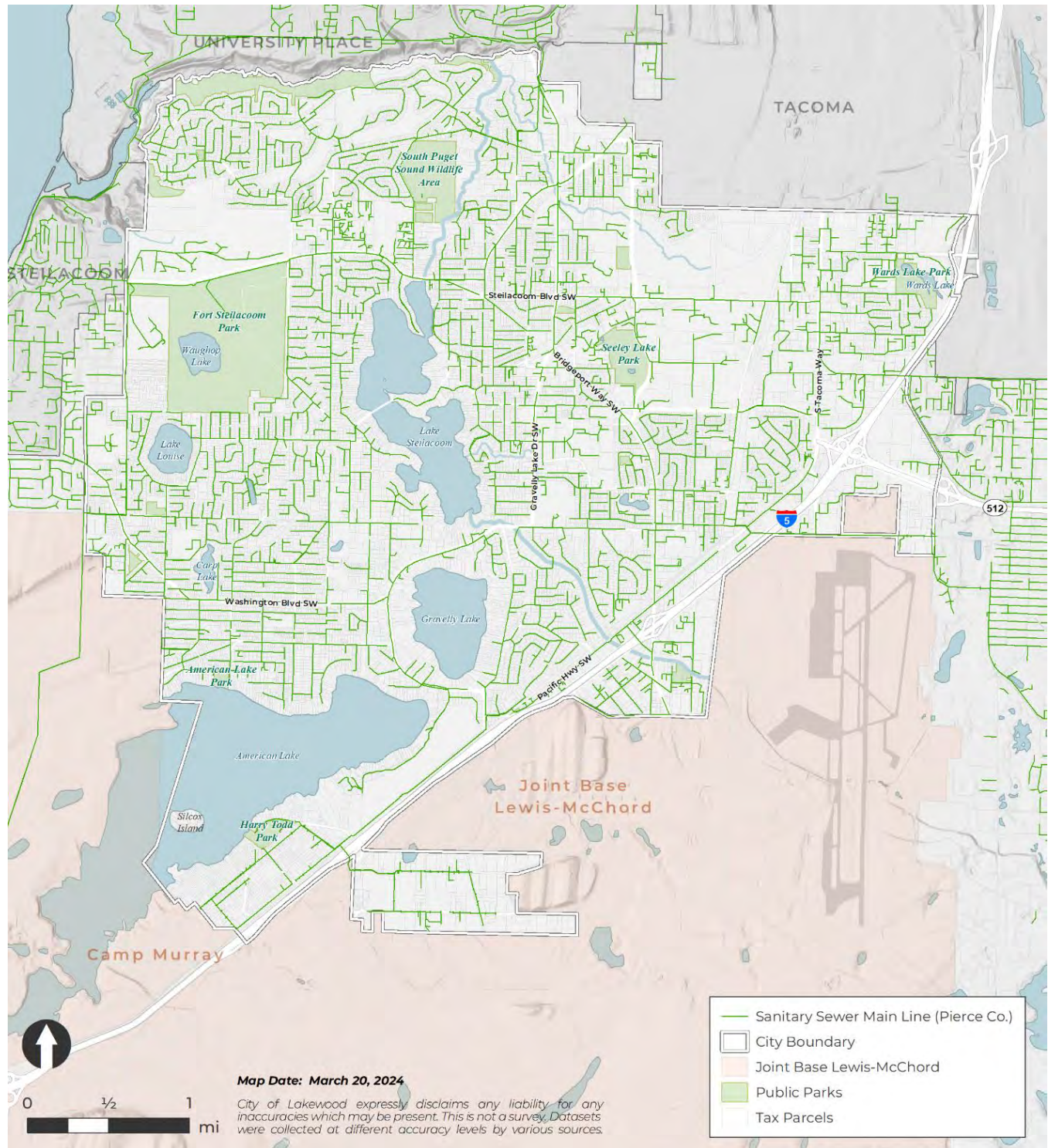
The more recent 2024-2044 Sewer Improvement Program identifies a bypass sewer interceptor in the Lakewood city limits projected for implementation in a period of 2027-2033 for a total cost of \$81.1M.

Sewer Improvement Program 2024-2044 Bypass Interceptor Project Description: Construct a 72-inch, 19,000-foot pipeline will serve the sewer service sub-basins to the east of Interstate-5 as well as the existing portion of the Lakewood East Sub-basin. The project will provide future relief to the southern part of the Bridgeport Interceptor as well as the Steilacoom Boulevard Interceptor. The Bypass Interceptor will consist of an expansion of several existing interceptors coupled with new interceptor segments.

Other planned improvements in Lakewood or serving the city between 6 and 20 years, include: Public Station Generator Replacements, DuPont-Lakewood Bypass Pump Station, DuPont-Lakewood Bypass Force Main, and Chambers Creek Regional Wastewater Treatment Plant Tunnel Expansion Phase 1.

Pierce County coordinates quarterly with the City of Lakewood to discuss upcoming and future projects. A Sewer Improvement Plan (SIP) was adopted in September 2021, addressing capital facility planning from 2022-2042 and identifying funding for the next six years of capital facility improvements.

Exhibit 3-72. Sanitary Sewer Main Lines in the City of Lakewood



Source: City of Lakewood, 2024.

Stormwater

Stormwater Conditions and Plans

Lakewood manages manmade and natural surface water systems; the current condition of the stormwater system as it relates to the natural environment and application of standards to development is covered in Section 3-1 Natural Environment. This section describes operations of the City's municipal stormwater utility.

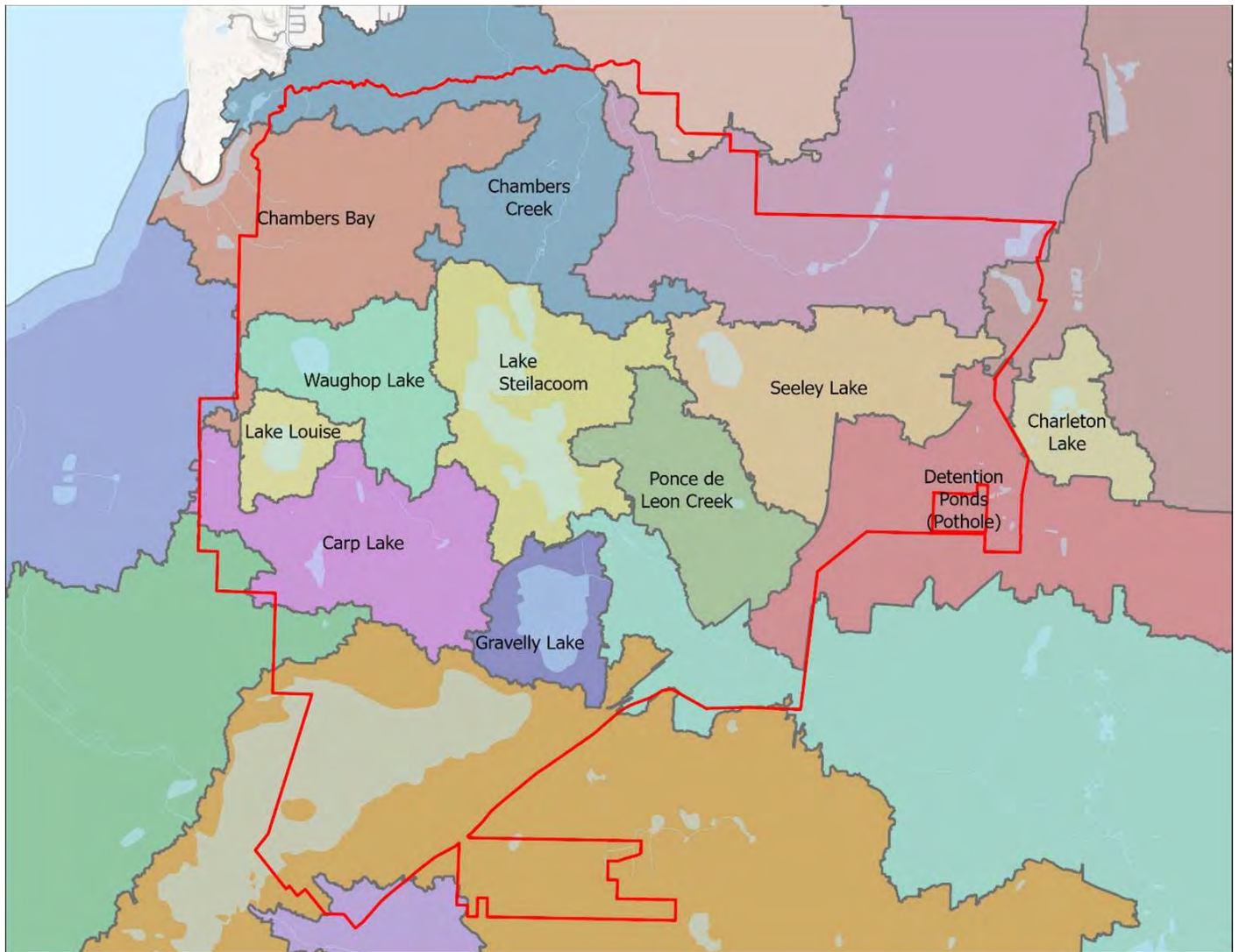
The City of Lakewood is located in the Chambers-Clover watershed, a small lowland watershed situated between two major rivers: the Puyallup to the northeast and the Nisqually to the southwest. The main stem of the network, Clover Creek, originates east of Lakewood, with headwaters and tributaries located in the unincorporated communities of Parkland and Spanaway and on Joint Base Lewis-McChord (JBLM). The creek flows under McChord Field and Interstate 5 and through southeast Lakewood before emptying into the south end of Lake Steilacoom. The stream channel leading to this inlet was created for flood control in the first half of the nineteenth century; the original course of the creek was located to the northeast and now holds a much smaller inlet stream known as Ponce de Leon Creek. The lake itself is also manmade, impounded behind a dam located at the north end of the lake.

The watershed also contains the American Lake system. American Lake is fed by Murray Creek, which originates on JBLM to the southeast. Although the inlet and outlet streams of the American Lake system are located outside Lakewood, roughly half of the lake itself is inside city limits.

Lakewood also contains a number of small, isolated wetlands and pothole lakes (lakes that do not have a surface outlet). These include Gravelly Lake, Lake Louise, Waughop Lake, Carp Lake, and Charleton Lake (which is located outside city limits but has some watershed area in the city). Seeley Lake and Wards Lake, located on the east side of the city, might be natural potholes, but they are used for stormwater detention and have manmade outlets to Flett Creek.

Although the two stream networks and the individual pothole lakes are, in a sense, separate features, they are all linked by an extensive groundwater system.

Exhibit 3-73. Stormwater Basins in Lakewood



Source: (City of Lakewood Public Works and Engineering, 2022)

All of Lakewood’s identified receiving waters are designated “core summer salmonid habitat,” although the City notes in its Receiving Water Conditions Assessment (2022) salmon runs are not possible in the city’s pothole lakes. In addition to aquatic uses, all of Lakewood’s water bodies have other designated uses including primary contact recreation, which corresponds to limits on bacteria levels. The water quality status is included in Exhibit 3-74.

Exhibit 3-74. Lakewood Water Quality Summary

Receiving Water	Desired Uses	Desired Uses Being Met?	Other Issues Affecting Downstream Waters	Impaired?
Chambers Bay	Estuarine habitat Salmon habitat	Yes – Estuary is in generally good condition	-	No
Chambers Creek	Salmon habitat Recreation	Somewhat – Exceedance of water quality standards for copper Unknown	-	Yes
Flett Creek	Salmon habitat Wetland habitat	Somewhat – Some issues with dissolved oxygen and pH Unknown	Issues with fecal coliform may affect recreation in Chambers Creek	Yes
Seeley Lake	Wetland habitat	No – Wetland receives industrial stormwater, which presumably degrades water quality	-	Yes
Lake Steilacoom	Salmon habitat Recreation	Unknown Somewhat – High phosphorus levels cause regular algae blooms	Sediments are source of copper in Chambers Creek	Yes
Ponce de Leon Creek	Salmon habitat	No – Dissolved oxygen and pH standards are consistently not met	Primary surface input of phosphorus to Lake Steilacoom	Yes
American Lake	Salmon habitat Recreation	Unknown Somewhat – Occasional bacteria and algae impairments	-	Yes
Carp Lake	Wetland habitat	Unknown	-	No
Gravelly Lake	Recreation	Yes – Lake is generally clear and free of algae in summer	-	No
Lake Louise	Recreation	Yes – Lake is generally clear and free of algae in summer	-	No
Waughop Lake	Recreation	No – High phosphorus levels cause algae blooms which make swimming and fishing inadvisable	-	Yes

Source: (City of Lakewood Public Works and Engineering, 2022)

The City implements a stormwater operations and maintenance program addressing the stormwater system. Activities include:

- All City-owned catch basins are inspected and cleaned as needed once every two years. The City has responsibility for numerous water quality vaults; these are inspected annually and cleaned as needed;
- The City contracts for vactoring and street sweeping. Vactoring and street sweeping are done by private contractors. The vactor contractor inspects storm lines and structures;
- The City performs spot checks of stormwater facilities after major storm events; and

- Work performed by City maintenance staff includes shoulder, ditch, and pond maintenance, vegetation management, infiltration system installation, sidewalk maintenance, asphalt patching, and snow and ice removal..

In addition, the City has developed a Stormwater Management Action Plan (SMAP), and identified priorities. Additional SMAP planning is anticipated for prioritized basins: Lake Steilacoom is considered to be of high importance and high opportunity. Given the size of the Lake Steilacoom watershed a sub-basin that could receive further SMAP planning was the Ponce de Leon Creek sub-basin. (City of Lakewood Public Works and Engineering, 2022)

Exhibit 3-75. Guiding Questions for Basin Prioritization

Receiving Water	Importance for Salmon	Percent of Basin in Lakewood	Impairments Might Be Addressed Through Stormwater?	Pollutant Sources of Concern Contributing to Direct Stormwater Discharge
Chambers Bay	High	11%	No ¹	<ul style="list-style-type: none"> Intensive land use: 1 acre High traffic roads: 18 acres
Chambers Creek	High	10%	No	<ul style="list-style-type: none"> Intensive land use: 16 acres High traffic roads: 23 acres
Flett Creek	High	24%	Yes	<ul style="list-style-type: none"> Intensive land use: 14 acres High traffic roads: 35 acres
Seeley Lake	None	100%	Yes	<ul style="list-style-type: none"> Intensive land use: 121 acres High traffic roads: 28 acres
Lake Steilacoom	Medium	5%	No	<ul style="list-style-type: none"> Intensive land use: none High traffic roads: 10 acres
Ponce de Leon Creek	High	100%	Yes	<ul style="list-style-type: none"> Intensive land use: 49 acres High traffic roads: 14 acres
American Lake	Low	11%	Yes	<ul style="list-style-type: none"> Intensive land use: none High traffic roads: none
Carp Lake	None	98%	No ¹	<ul style="list-style-type: none"> Intensive land use: none High traffic roads: 11 acres

¹ No impairments identified
 Source: (City of Lakewood Public Works and Engineering, 2022)

Stormwater Regulations

Stormwater is regulated through LMC 12.11. The City of Lakewood updates its Stormwater Management Program regularly in compliance with the Western Washington Phase II Municipal Stormwater Permit. The City’s requirements include:

- Washington Department of Ecology Stormwater Manual as amended by the Lakewood Engineering Standards Manual, 2021

The Comprehensive Plan LOS for stormwater states: On-site infiltration expected. Treatment As required by DOE Stormwater manual.

The stormwater system currently has limited areas of filtration or water quality treatment; the City's stormwater system would be supported by the City's application of its stormwater standards.

City manuals require implementation of low impact development / green stormwater infrastructure techniques.

Development is also subject to development regulations in the zoning code, which has impervious surface limits as well as landscaping, tree protection, and critical area protection. See Exhibit 3-76. Thus, while some zones allow 100% impervious surfaces there is also a requirement for landscaping and trees that would result in less than absolute 100% pavement. As well the stormwater manuals and requirements would require stormwater treatment and stormwater controls including low impact development as noted above.

Exhibit 3-76. Impervious Area and Landscaping, Open Space, and Environmental Protection

Zone	Impervious surface limit	Landscaping Standards	Common Open Space Standards	Tree Protection Standards	Critical Area Protection
R1	45%	No	No	Yes	Yes
R2	45%	No	No	Yes	Yes
R3	60%	No	No	Yes	Yes
R4	70%	No	No	Yes	Yes
MR1	70%	Yes	Yes	Yes	Yes
MR2	75%	Yes	Yes	Yes	Yes
MF1	70%	Yes	Yes	Yes	Yes
MF2	70%	Yes	Yes	Yes	Yes
MF3	70%	Yes	Yes	Yes	Yes
ARC	60%	Yes	Yes	Yes	Yes
NC1	80%	Yes	Yes	Yes	Yes
NC2	90%	Yes	Yes	Yes	Yes
TOC	100%	Yes	Yes	Yes	Yes
CBD	100%	Yes	Yes	Yes	Yes
C1	100%	Yes	No	Yes	Yes
C2	100%	Yes	No	Yes	Yes
C3	100%	Yes	No	Yes	Yes

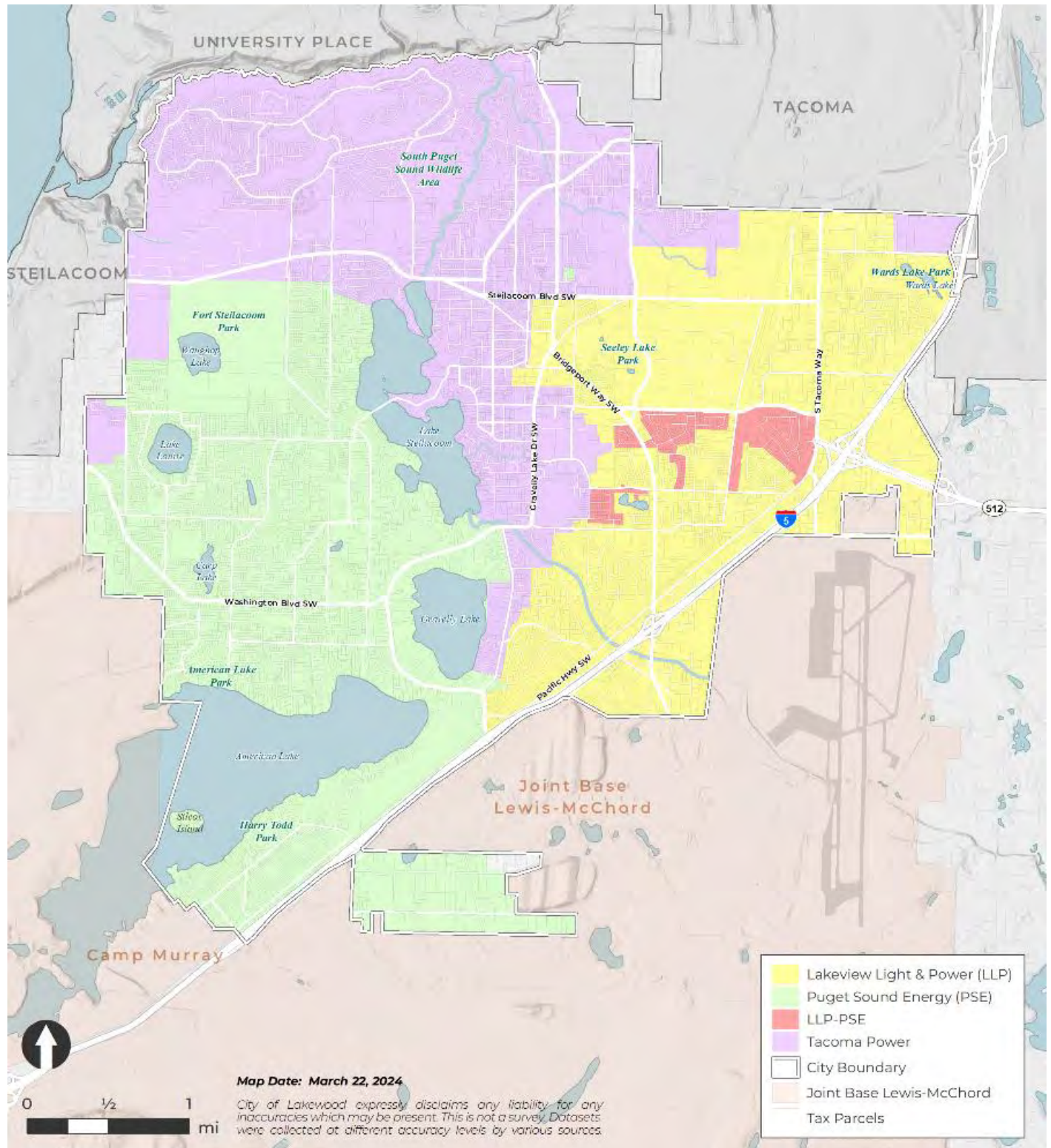
Source: Lakewood Municipal Code, 2024

Power

Lakewood's electricity is provided by three electric utilities — Tacoma Power, Puget Sound Energy (PSE), and Lakeview Light and Power (LLP). See Exhibit 3-77. These utility providers supply customers throughout the city and project future load growth based on information from the PSRC and local municipalities. As larger providers, Tacoma Power and PSE are required to have Integrated Resource Plans (IRP); LLP is a smaller provider and is not required to have a Resource Plan.

Tacoma Power generates its own power, with 89% of its power from hydroelectric energy (Tacoma Public Utilities, 2024). PSE is the largest energy utility in the state and generates 43% of its electricity from hydroelectric and wind power, with other fuel generation sources from coal and natural gas (Puget Sound Energy, n.d.). LLP is a provider of power supplied from the federal Bonneville Power Administration.

Exhibit 3-77. Electrical Service Areas by Providers Map



Source: City of Lakewood, 2024

For electric utility providers, an effective level of service standard is power resources available for existing and planned customers. As of 2022, Tacoma Power served over 181,000 customers and provided an average household load of 11,761 kilowatt-hours per year. Lakeview served over 11,000 customers while providing an average winter load of 36.9 megawatts and an average summer load of 25.5 megawatts. PSE serves over 4 million customers with a 2,864 annual megawatt load.

Electric power is supplied to utility customers, either through providers generating their own power, or through contracts with other resource generating providers such as the Bonneville Power Administration.

Exhibit 3-78. Power Services Effective Level of Services Standards

Provider	Customers	Annual megawatt load	Total resources Megawatts
Tacoma Power	181,630	572	660.34
Lakeview Light and Power	11,434	25.5-36.9	
Puget Sound Energy (PSE)	1.2 million electric power customers in Puget Sound (129,180, Pierce County, 2023)	2,864 (nameplate capacity 6,566)	2,911

Sources: Washington Department of Commerce Electric Utility Resource Planning Report, 2020; Personal communication with John DeVore at LLP; (Puget Sound Energy, 2023)

Lakeview Light and Power

LLP serves the eastern section of the City. It is a winter peaking utility, with an average winter load of 36.9 megawatts (MW) and an average summer load of 25.5 MW. It has sufficient capacity to meet the City’s growth plan for the area that it services, including the complete electrification of Pierce Transit’s bus and vanpool fleet.

As part of LLP’s capital infrastructure replacement plan, the utility is in the process of replacing all four of its substations. The Tyee (2020) and Roy Miller 2 (2022) substations have had all of their components replaced and designs upgraded. The remaining two substations, Roy Miller 1 and Lake Grove are planned to undergo similar work in 2024 and 2027 respectively. In addition, LLP will add a fifth substation, which will be solely devoted to the electrification of the South Transit locomotives.

Puget Sound Energy

Puget Sound Energy (PSE) provides energy to the western section of the city. It also serves parts of the Lakewood Towne Center not served by LLP. In Pierce County it serves 129,180 customers with electric power, most of which are residential. In the county it has 31 substations with 942 miles overhead miles and 1,592 miles of underground cables. It also provides gas service to 169,374 customers in the county, with 2,989 miles of gas main. In Lakewood, a recent project included replacing 359 feet of gas main along 96th Street Southwest in Lakewood. (Puget Sound Energy, 2023)

PSE has an integrated resource plan to help the entity meet the Clean Energy Transformation Act (CETA): 80% renewable target by 2030; 100% renewable target by 2045. Its current sources of electric

power is 27% hydroelectric, 23% coal, 23% natural gas, 16% wind, 1% solar, 1% nuclear, and 11% other/unspecified. (Puget Sound Energy, 2023)

Tacoma Power

Tacoma Power serves the northern section and parts of the central section of the City. On average across its service territories, it expects load forecasts to remain relatively flat. However, Tacoma Power is also exploring small area forecasts. Across its infrastructure, Tacoma Power has 4 main / transmission substations, 5 switching stations, 49 distribution substations, 14 dedicated distribution substations, 23 Bonneville Power Administration customer substations, and 8 generation switchyards. Its total service area is 183 square miles and extends to the City of Tacoma and eastern Pierce County.

Tacoma Power currently develops a 10-year Capital Improvement Plans to budget for asset replacements and system capacity improvements as needed on a biennial basis. The ratemaking authority for Tacoma Power lies with the Tacoma Public Utility Board and Tacoma City Council.

As the City grows, Tacoma Power will extend service to new development projects that fall within its service territory. At this time, Tacoma Power has not identified a need to expand capacity. The cost for extending Tacoma Power's electrical system to serve new development projects is the responsibility of those development projects.

Tillicum-Woodbrook Subarea

Water: The subarea is served with water supply and distribution infrastructure by the Lakewood Water District. Proposed water system improvements identified include fire flow projects and materials/age projects, which are low or medium priorities. See Exhibit 3-70 and Exhibit 3-71.

Sewer: Pierce County Sewer Division provides sewer service to the subarea. In the near term no planned improvements are identified in the 2024-2044 improvement program.

Stormwater: The City of Lakewood provides stormwater utility services. American Lake has some impaired water quality. The City has identified that stormwater requirements can address impairments.

Power: The subarea is served by Puget Sound Energy.

3.6.2 Impacts

The impact analysis for each alternative applies City or District adopted LOS to projected housing, population, and employment growth:

Impacts on utilities would be significant under one or more of the following thresholds:

- **Water, Sewer, Stormwater:** Inconsistency with utility system planned growth and capital plans.
- **Power:** Potential to require major new projects or initiatives for energy system upgrades to accommodate redevelopment.

Under all alternatives there would be increases in development and increases in population and employment density. The development would be incremental and Lakewood as well as the utilities are regularly updating plans to accommodate growth and maintain utilities.

Exhibit 3-79. Summary Comparison of Utility Implications – No Action and Action Alternatives

Utility	Level of Service - Current	Impacts Common to All Alternatives	Implications of No Action Alternative	Implications of Action Alternative
Population	Target 2044: 23,180		23,966 (full capacity)	40,922 (full capacity)
Water	136 gallons per person per day	Lakewood Water District has planned for about 7,882 more population between 2019-2039. This would be net 5,380 people 2020-2039. This is 23% of the 2044 growth target. The current plan does not address the new target. However, the District has additional water rights.	The No Action Alternative has capacity to meet the 2044 growth target for population. The District would need to update its plans to address new growth targets. Most growth is in centers, and less in low density neighborhoods.	The Action Alternative has much greater capacity for growth that would occur beyond the 20-year target. In the 20-year period, the target growth would exceed District projections. There would be more growth distributed in low density neighborhoods as well as in centers.
Sewer	220 gallons per person per day, single family 182.6 gallons per person per day, multifamily Most growth under all alternatives would consist of multifamily or attached single family dwellings.	The Pierce County Sewer Division is preparing a sewer plan update after the Comprehensive Plan periodic update. The current 2010 sewer plan assumes net 8,388 people, 2020-2044. This is a lower population than the 2044 population.	Similar to Water above.	Similar to Water above.
Stormwater	Infiltration, and application of stormwater manual.	All alternatives will add growth in a largely urban area. New development and infrastructure projects may add new impervious surfaces and improve stormwater management of existing impervious areas.	The No Action Alternative would apply most growth in centers and would require stormwater standards of new development.	The Action Alternative would apply most growth in centers but also result in growth in low density residential areas, which may increase impervious areas. Lakewood's stormwater standards would apply.

Utility	Level of Service - Current	Impacts Common to All Alternatives	Implications of No Action Alternative	Implications of Action Alternative
Power	None adopted.	All alternatives would allow for growth and an increase in demand for power. The power providers would all work toward new state requirements under the Clean Energy Transformation Act.	The No Action Alternative would focus growth in centers and greater power demand is expected in Lakeview Light and Power in the Downtown and Station Districts.	The Proposed Action Alternative would focus growth in centers as well as in low density residential areas, and all power providers would see an increase in demand.

Impacts Common to All Alternatives

As growth occurs in the City, there would be an increase in development and increases in population and employment density.

Water

Demand for water will increase under all alternatives. While the distribution of growth and the location of increased water demand will vary, the net volume of the water increase will be proportional to the total increase in population. While all alternatives would result in an increase in water demand, use of higher efficiency and low-flow fixtures could reduce per-capita demand.

Exhibit 3-80 depicts the anticipated net increase in water demand for each alternatives. The Lakewood Water District has planned for a net annual retail demand increase of 570 million gallons of water usage. But each alternative has an annual net demand increase of 1,150 to 2,031 million gallons of water usage. The whole system’s net increase is 3,418 million gallons and could accommodate the annual net need of each alternative. But the District may need to change the amount of wholesale or partner agreements to accommodate this increased demand.

Exhibit 3-81 shows the total water usage by each alternative based on average daily demand. The Lakewood Water District planned for an average daily demand of 9.59 million gallons of water usage / day (mgd) by year 2039 without conservation. The alternatives anticipate a higher daily average water need of 11.8 – 14.2 mgd. As of 2020, the Lakewood Water District has water rights of 19.323 mgd average day demand withdrawal. That exceeds all the alternatives and capacity estimates. However, it may change the amount of wholesale or partner agreements if conservation efforts are not applied

The Water System Plan is updated on a 6-year cycle to address aging infrastructure, expansion to accommodate new development, and recommended improvements. These improvements and developer investment in higher efficiency water fixtures could decrease overall water demand to meet incremental increases in water demand.

Exhibit 3-80. Additional Water Usage by Alternative

Alternative	Population Capacity	Effective LOS (gal/person/day)	Net Need (gal/day) (mgd)	Annual Net Demand (mg)	Annual Retail Demand Net 2039 (mg)	Whole System Net 2039 (mg)
Population Growth Target (2044)	23,180	136	3.2	1,150.7	570	3,418
No Action (full capacity)	23,966	136	3.3	1,189.7	570	3,418
Action Alternative (full capacity)	40,922	136	5.7	2,031.4	570	3,418

Source: BERK, 2024

Exhibit 3-81. Total Increased Water Usage by Alternative

Alternative	Total Population	Effective LOS (gal/person/day)	Total Need (gal/day) (mgd)	Projected Retail Demand (AAD) Gross 2039 Without WUE (mgd)	Projected Wholesale Demand (ADD) Gross 2039 Without WUE (mgd)	Whole System Demand (ADD) Gross 2039 (mgd)
Population Growth Target (2044)	86,792	136	11.8	9.59	9.76	19.32
No Action (full capacity)	87,578	136	11.9	9.59	9.76	19.32
Action Alternative (full capacity)	104,534	136	14.2	9.59	9.76	19.32

Note: WUE (Water Use Efficiency) Program

Source: BERK, 2024

Sewer

Sewer impacts are similar to water impacts. As growth occurs in the City, sewer usage will increase under all alternatives. While the distribution of growth and the location of increased sewer usage will vary, the net volume of the sewer increase will be proportional to the total increase in population.

Exhibit 3-82. Net Growth and Sewer Demand

Alternative	Population Capacity	Effective LOS (gal/person/day)	Need (gal/day)
Population Growth Target 2044	23,180	182.6	4,232,668
No Action (full capacity)	23,966	182.6	4,376,192
Action Alternative (full capacity)	40,922	182.6	7,472,357

Source: BERK, 2024

Exhibit 3-83. Total Population and Sewer Demand

Alternative	Population Capacity	Effective LOS (gal/person/day)	Need (gal/day)
Population Growth Target 2044	86,792	182.6	15,848,219
No Action (full capacity)	87,578	182.6	15,991,743
Action Alternative (full capacity)	104,534	182.6	19,087,908

Source: BERK, 2024

Stormwater

Both alternatives would increase growth and could add impervious area but would also be subject to landscaping, tree protection, and critical area protection regulations.

Comparing growth by zone, the alternatives would have the most growth in the CBD zone. The No Action Alternative would focus growth more in multifamily and mixed use zones, whereas the Action Alternative would focus growth in low density zones where there are lower limits on impervious areas. In all cases the City stormwater standards would apply. See Exhibit 3-84.

Exhibit 3-84. Capacity by Zone and Impervious Limits

Zone	Impervious Limits in Zoning Code	No Action Capacity	Action Alternative Capacity
ARC	60%	1%	1%
CBD	100%	25%	21%
MF1	70%	12%	7%
MF2	70%	15%	9%
MF3	70%	11%	8%
MR1	70%	1%	4%
MR2	75%	5%	9%
NC1	80%	1%	0%
NC2	90%	4%	3%
R1	45%	0%	2%
R2	45%	1%	3%
R2T	45%	0%	<1%
R3	60%	8%	20%
R3T	60%	0%	2%
R4	70%	3%	7%
R4T	70%	0%	1%
TOC	100%	13%	4%
Total		10,242	17,451

Source: Lakewood Municipal Code, 2024; BERK 2024.

Power

Based on a 2020 evaluation the three power providers have identified their likely annual loads between 2019-2029. See Exhibit 3-85. The three providers have identified different growth rates.

Exhibit 3-85. Power – Annual Loads (Mwa)

	Base Year 2019	5-Year Estimate 2024	10-Year Estimate 2029	Growth Rate
Lakeview Light and Power Co	30.11	31.1	31.86	0.6%
Tacoma Power	554.93	571.75	571.7	0.3%
Puget Sound Energy*	2,681.00	2,864.00	3,036.00	1.3%
Lakewood 2020-2044 Population Target Annual Growth Rate				1.3%

* Base Year 2018, 5-Year 2023, 10-Year 2028

If the population growth target is achieved by 2044, the citywide growth rate between 2020-2044 is 1.3%. Puget Sound Energy anticipates that rate of growth. The alternatives have different growth capacities but the planning target is the same for both alternatives.

The Lakeview Light and Power Company shows a 0.6% rate through 2029. However, as noted in the Affected Environment, the District has planned capacity to meet the City’s growth plan, for those areas that it provides services for, including the complete electrification of Pierce Transits bus and vanpool fleet. The District will eventually have a fifth substation which will be solely devoted to the electrification of the Sound Transit locomotives.

Tillicum-Woodbrook Subarea

The Tillicum-Woodbrook Subarea would develop consistent with the plans and codes under each alternative. Under the No Action Alternative, the policies and investments would be based on the 2011 plan whereas under the Action Alternative, the policies and investments would reflect community input and create greater community connectivity and housing options. Utilities and investments would improve the quality of life for the community, such as stormwater improvements and American Lake water quality, and water system improvements for fire flow and other replacement needs.

No Action Alternative

Water

See Impacts Common to All Alternatives

Demand for water will increase under the No Action Alternative, with most growth in the centers and less in low-density neighborhoods. While the distribution of growth and the location of increased water demand will vary, the net volume of the water increase will be proportional to the total increase in population.

The District would need to update its plans to address new growth targets. Its current plan does not address the new target. However, the No Action Alternative has capacity to meet the 2044 growth target.

Sewer

See Impacts Common to All Alternatives

As growth occurs in the City, the volume of sewer usage will increase proportional to the total increase in population. However, distribution of growth and the location of increased sewer usage will vary. Similar to the impacts identified in Water, the No Action Alternative will see the volume of sewer usage increase in the centers and less in low-density neighborhoods.

Stormwater

See Impacts Common to All Alternatives

Increased growth under the No Action Alternative could add impervious area. However, it would also be subject to landscaping, tree protection, and critical area protection regulations. The No Action Alternative would apply most growth in centers and would require stormwater standards of new development.

Power

See Impacts Common to All Alternatives

Increased growth under the No Action Alternative will result in increased power usage, with growth more focused in the Downtown and Station Districts. LLP has planned capacity to meet the City's growth plan within its service area, including the complete electrification of the Pierce County bus and vanpool fleet, replacement of its substations, and the construction of a fifth substation to support Sound Transit electrification.

Tillicum-Woodbrook Subarea

See Impacts Common to All Alternatives

The Tillicum-Woodbrook Subarea would develop consistent with the plans and codes. Under the No Action Alternative, the policies and investments would be based on the 2011 plan.

Action Alternative

Water

See Impacts Common to All Alternatives

The Action Alternative has much greater capacity for growth that would occur beyond the 20-year target. In the 20-year period, the target growth would exceed District projections. There would be more growth distributed in low density neighborhoods as well as in centers.

The District would need to update its plans to address the new growth target, as the current plan does not. However, the District has water capacity to address the new growth target. But it may need to change the amount of wholesale or partner agreements to accommodate this increased demand.

Sewer

See Impacts Common to All Alternatives

The Action Alternative sees an increased volume of sewer usage proportional to the total increase in population, with distribution of the growth and location of increased sewer usage varying. The Action Alternative would see increased volume of sewer usage in low density neighborhoods as well as in centers. With most growth in multifamily and attached single-family dwellings, the level of service is lower per person than those in single family.

The Pierce County Sewer Division is preparing a sewer plan update, which will be updated after the Comprehensive Plan Update. This update will address the new growth target.

Stormwater

See Impacts Common to All Alternatives

Increased growth under the Action Alternative could increase impervious area. However, it would also be subject to landscaping, tree protection, and critical area protection regulations. The Action Alternative would apply most growth in centers as well as in low density residential areas. Lakewood's stormwater standards would apply and it may require stormwater standards of new development.

Power

See Impacts Common to All Alternatives

Increased growth under the Action Alternative will result in increased power usage, with growth more focused in the centers and low-density residential neighborhoods. All power providers would see an increase in demand and would update plans and capacity in their service areas to meet the City's growth plan.

Tillicum-Woodbrook Subarea

See Impacts Common to All Alternatives

The Tillicum-Woodbrook Subarea would develop consistent with the plans and codes under each alternative. Under the Action Alternative, the policies and investments would reflect community input and create greater community connectivity and housing options. Utilities and investments would

improve the quality of life for the community, such as stormwater improvements and American Lake water quality, and water system improvements for fire flow and other replacement needs.

3.6.3 Mitigation Measures

Incorporated Plan Features

The Action Alternative would update the Capital Facilities and Utilities Element policies, and incorporate by reference utility provider plans.

Regulations and Commitments

- The Lakewood Municipal Code includes standards for water, sewer, and stormwater infrastructure for new development. (LMC Title 12)
- The Lakewood Municipal Code requires application of the national energy code (LMC Chapter 15A.25).
- Ongoing updates to Comprehensive Water System Plan by the Lakewood Water District and the Unified Sewer Plan by Pierce County would address the increases in density in the City and ensure services are in place to meet the growing demand.
- Power service providers conduct integrated resource planning to address service demand and conservation.
- The City implements the Ecology Stormwater Manual, Stormwater Management Action Plan, and Engineering Standards addressing stormwater management and promoting low impact development.
- The Zoning Code sets forth impervious surface limits and standards for landscaping, tree protection, and critical area protection.

Other Potential Mitigation Measures

- Developments may reduce water demand by using new technologies that would reduce per-capita water use (and therefore wastewater service demand) by using newer, low- or no-flow plumbing fixtures and equipment.
- Implementation of sustainable requirements including the construction and operation of LEED-compliant (or similar ranking system) buildings could reduce the increase required in power systems.
- Implementation of conservation efforts and renewable energy sources to conserve electricity in new developments, including energy efficient equipment (i.e., light bulbs, appliances, and heating and air conditioning), could reduce energy consumption.

3.6.4 Significant Unavoidable Adverse Impacts

Additional population, employment, and industrial/commercial growth throughout the City's service area would result in increased demands on water services, sanitary sewer facilities, stormwater, and

power. The growth planned for the City would be incremental. Advance planning for sewer/water system and capital facility improvements should minimize the possibility of unavoidable impacts, ensuring the utilities can accommodate growth. **No significant unavoidable adverse impacts are expected for utilities.**

4 Acronyms and References

4.1 Acronyms

[RUNNING REFERENCE]

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