

# 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"> <li>Goals and policies need to address the current housing and employment targets in the city.</li> </ul>	LU-1	<b>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.</b>
[NEW]		<ul style="list-style-type: none"> <li>Include the population and housing growth targets assigned to the city.</li> </ul>	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"> <li>Include the employment targets assigned to the city.</li> </ul>	LU-1.2	Plan to a 2044 employment target of 39,735 jobs in the city.
[NEW]		<ul style="list-style-type: none"> <li>Ensure that standard assumptions are used for developing land use plans.</li> </ul>	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	<b>Ensure sufficient land capacity to accommodate the existing and future housing needs of the community, including Lakewood's share of forecasted regional growth.</b>	<ul style="list-style-type: none"> <li><b>This goal appears to be more of a policy, especially considering LU-1.2.</b></li> <li><b>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.</b></li> </ul>	[REMOVED]	
(LU-1)	<b>Maintain a balance in the number of single-family and multi-family housing units, through adequately zoned capacity.</b>	<ul style="list-style-type: none"> <li><b>This should be rephrased completely to provide a more general goal that covers all land use types.</b></li> </ul>	LU-2	<b>Maintain sufficient supplies of available land and systems that can support future growth.</b>
LU-1.1	Count new unit types as follows when monitoring the single-family/multifamily balance: <ul style="list-style-type: none"> <li>Count cottages as single-family houses;</li> <li>Count semi-attached houses as single-family houses; and</li> <li>Count the primary unit in a house with an ADU as a single-family unit.</li> </ul>	<ul style="list-style-type: none"> <li>This is superseded by state requirements; housing targets will be on meeting household income requirements, not single-family/multifamily balance.</li> </ul>	[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"> <li>This can be simplified to provide a more straightforward policy and more broadly defined to include all needs.</li> </ul>	LU-2.1 Ensure the availability of sufficient land capacity to meet both regional and county-level municipal growth projections and targets.
<b>(LU-1) Ensure that City fees and permitting time are set at reasonable levels so they do not adversely affect the cost of housing.</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	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"> <li>Deleted to consolidate this under an individual policy.</li> </ul>	[REMOVED]
LU-1.4 Establish and periodically review utility standards that encourage infill development.	<ul style="list-style-type: none"> <li>Deleted to consolidate this under an individual policy.</li> </ul>	[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"> <li>Deleted to consolidate this under an individual policy.</li> </ul>	[REMOVED]
[NEW]	<ul style="list-style-type: none"> <li>Add policies related to brownfields redevelopment and use in housing capacity.</li> </ul>	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"> <li>Add policies related to brownfields redevelopment and use in housing capacity.</li> </ul>	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"> <li><b>Add a goal and policies for the land use districts in the land use map.</b></li> <li><b>The following descriptions are drawn from the prose of the previous plan, and not specific policies.</b></li> <li><b>Note that this section may change based on changes to the land use map.</b></li> </ul>	LU-3 <b>Support efficient development patterns that minimize land use conflicts and promote healthy neighborhoods through consistent land use designations.</b>
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"> <li>Rewrite to simplify this as a policy.</li> </ul>	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 <b>Residential Estate.</b> 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"> <li>▪ Condense this text to be a policy.</li> <li>▪ Combine this with other residential areas into a single category.</li> </ul>	<p>[REMOVED]</p>
<p>2.3.2 <b>Single-Family.</b> 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"> <li>▪ Condense this text to be a policy.</li> <li>▪ Combine this with other residential areas into a single category.</li> </ul>	<p>[REMOVED]</p>
<p><b>Residential</b></p>		

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> <li>Combine residential categories into a single designation.</li> </ul>	<p>LU-3.2 <b>Residential (R).</b> 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"> <li><b>Residential Low</b> 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.</li> <li><b>Residential Medium</b> 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.</li> <li><b>Residential High</b> 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.</li> </ul>
[NEW]	<ul style="list-style-type: none"> <li>Combine residential categories and acknowledge a transit focus under HB 1110.</li> </ul>	<p>LU-3.3 <b>Residential/Transit (R/T).</b> 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 <b>Mixed Residential.</b> 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"> <li>Mixed Residential is changed to consider higher densities.</li> </ul>	<p>LU-3.4 <b>Mixed Residential.</b> 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 <b>Multi-Family.</b> 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"> <li>Condensed and summarized.</li> </ul>	<p>LU-3.5 <b>Multifamily.</b> 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 <b>High-Density Multi-Family.</b> 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"> <li>Condensed and summarized.</li> </ul>	<p>LU-3.6 <b>High-Density Multi-Family (HD).</b> 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 <b>Neighborhood Business District.</b> 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"> <li>▪ Revise and condense.</li> </ul>	<p>LU-3.7 <b>Mixed/Neighborhood Commercial (NC).</b> 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 <b>Arterial Corridor.</b> 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"> <li>▪ Revise and condense.</li> </ul>	<p>LU-3.8 <b>Residential-Commercial/Arterial (ARC).</b> 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 <b>Corridor Commercial.</b> 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"> <li>Revise and condense.</li> </ul>	<p>LU-3.9 <b>Commercial/Corridor (CC).</b> 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 <b>Downtown.</b> 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"> <li>Revise and condense.</li> </ul>	<p>LU-3.10 <b>Downtown (D).</b> 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 <b>Industrial.</b> 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"> <li>Revise and condense.</li> </ul>	<p>LU-3.11 <b>Industrial (I).</b> 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>
<b>Public, Institutional, and Government</b>		
<p>2.3.15 The <b>Open Space and Recreation</b> 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"> <li>Revise and condense.</li> </ul>	<p>LU-3.12 <b>Open Space and Recreation (OSR).</b> 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 <b>Public and Semi-Public Institutional.</b> 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"> <li>Revise and condense.</li> </ul>	<p>LU-3.13 <b>Public and Semi-Public Institutional (PI).</b> 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 <b>Military Lands.</b> 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"> <li>Revise and condense.</li> </ul>	<p>LU-3.14 <b>Military Lands (ML).</b> 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>
<b>Special</b>		
<p>2.3.11 <b>Air Corridor 1 and 2.</b> 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"> <li>Revise and condense.</li> </ul>	<p>LU-3.15 <b>Air Corridor (AC).</b> 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><b>LU-17 Concentrate commercial development within appropriate commercial areas and clarify the different types of commercial lands.</b></p>	<ul style="list-style-type: none"> <li>This appears redundant with the revised explanations above.</li> </ul>	<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"> <li>This appears redundant with the revised explanations above.</li> </ul>	<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"> <li>This appears redundant with the revised explanations above.</li> </ul>	<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"> <li>This appears redundant with the revised explanations above.</li> </ul>	<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"> <li>This appears redundant with the revised explanations above.</li> </ul>	<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"> <li>This appears redundant with the revised explanations above.</li> </ul>	[REMOVED]
<b>LU-18 Promote, within commercial districts and corridors, the infill of vacant lands, redevelopment of underutilized sites, and intensification of existing sites.</b>	<ul style="list-style-type: none"> <li>Expand the policy to include wider applications.</li> </ul>	<b>LU-4 Promote infill, redevelopment, and intensification.</b>
LU-18.1 Concentrate commercial development within existing commercial areas.	<ul style="list-style-type: none"> <li>This is very general and likely not needed.</li> </ul>	[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"> <li>This should be simplified and focused.</li> </ul>	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"> <li>This should be simplified and expanded.</li> </ul>	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"> <li>This should be refined to focus on important elements.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>Added to highlight priorities to encourage density close to transit.</li> </ul>	LU-4.5 Encourage more intensive development in areas served by transit.
<b>LU-23 Foster a strong sense of community through the provision of neighborhood services within neighborhood business districts.</b>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<b>LU-5 Promote neighborhood business districts as local centers that provide supporting services to the surrounding community.</b>
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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> <li>Note that the provision regarding a variety of uses is redundant with the next policy.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	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.
<b>LU-24 Establish a compact urban character and intensity of use within neighborhood business districts.</b>	<ul style="list-style-type: none"> <li><b>Combined with previous goal.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>Combined with LU-23.5</li> </ul>	[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"> <li>Revised for clarity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>Revised for clarity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	LU-5.9 Accommodate automobile use while ensuring that vehicles do not overpower the character and function of neighborhood business districts.
<b>LU-29 Promote a healthier business investment climate by considering methods of addressing and reducing the deteriorated parts of the commercial landscape.</b>	<ul style="list-style-type: none"> <li><b>Revised for clarity/brevity.</b></li> </ul>	<b>LU-6 Enhance the local business environment by identifying and implementing revitalization strategies in areas that require new investment.</b>

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"> <li>Revised for clarity.</li> </ul>	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"> <li>Revised for clarity.</li> </ul>	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.
<b>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.</b>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<b>LU-7 Promote environmentally responsible and sustainable industrial development and revitalization that supports current industrial activities and helps to attract new, compatible businesses.</b>
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"> <li>Revised for clarity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>Revised for clarity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	LU-7.5 Promote strategies for parcel assembly to promote uses that generate significant employment.
<b>LU-31 Promote environmentally responsible industrial redevelopment, development, and operations.</b>	<ul style="list-style-type: none"> <li>Redundant and combined with above.</li> </ul>	<b>[REMOVED]</b>

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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>This is redundant with the corresponding section in the Transportation Element.</li> </ul>	[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"> <li>Revised for clarity/brevity.</li> </ul>	LU-7.8 Encourage design techniques that support crime prevention to reduce opportunities for crime in the community.
<b>LU-32 Facilitate the development of industrial uses in Woodbrook.</b>	<ul style="list-style-type: none"> <li><b>This section should be removed and considered in the Subarea Plan section.</b></li> </ul>	[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"> <li>This should be removed and the Subarea Plan should be given deference here.</li> </ul>	[REMOVED]
LU-32.2 Facilitate the provision of adequate infrastructure concurrent with redevelopment.	<ul style="list-style-type: none"> <li>This should be removed and the Subarea Plan should be given deference here.</li> </ul>	[REMOVED]
LU-32.3 Encourage assembly of lands for redevelopment, particularly where undersized parcels contribute to siting problems.	<ul style="list-style-type: none"> <li>This should be removed and the Subarea Plan should be given deference here.</li> </ul>	[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"> <li>This should be removed and the Subarea Plan should be given deference here.</li> </ul>	[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"> <li>This should be removed and the Subarea Plan should be given deference here.</li> </ul>	[REMOVED]
LU-32.6 150th Street SW is designated as the principal truck route through Woodbrook.	<ul style="list-style-type: none"> <li>This should be removed and the Subarea Plan should be given deference here.</li> </ul>	[REMOVED]
<b>LU-33 Achieve the VISION 2040 Urban Center criteria.</b>	<ul style="list-style-type: none"> <li><b>This should be removed with the relevant materials provided as part of the Subarea Plan section.</b></li> </ul>	[REMOVED]

## 2 Land Use and Maps // Lakewood Comprehensive Plan Audit

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-33.1	Designate the Future Land Use Map "Downtown" designation as an Urban Center.	<ul style="list-style-type: none"> <li>See above.</li> </ul>	[REMOVED]	
LU-33.2	Adopt by reference and implement the Countywide Planning Policies for Urban Centers.	<ul style="list-style-type: none"> <li>See above.</li> </ul>	[REMOVED]	
<b>LU-39</b>	<b>Provide for the harmonious operation of public and semipublic institutional uses within the City.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity.</b></li> </ul>	<b>LU-8</b>	<b>Ensure the integration of public and institutional uses with the rest of the city.</b>
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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	LU-8.3	Coordinate with the phasing and ongoing development of institutional uses to mitigate the cumulative impacts of these uses.
<b>LU-40</b>	<b>Recognize the unique nature of federal patent lands at Western State Hospital and Fort Steilacoom Golf Course.</b>	<ul style="list-style-type: none"> <li><b>Removed the mention of the golf course and added a note on the historical property.</b></li> </ul>	<b>LU-9</b>	<b>Recognize the unique nature of federal patent lands at Western State Hospital and Historic Fort Steilacoom.</b>
LU-40.1	Work with DSHS to update the Western State Hospital Campus Master Plan.	<ul style="list-style-type: none"> <li>Revised for clarity.</li> </ul>	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
<p>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.</p>	<ul style="list-style-type: none"> <li>Revised for clarity and brevity.</li> </ul>	<p>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.</p>
<p>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.</p>	<ul style="list-style-type: none"> <li>Revised for clarity and brevity.</li> </ul>	<p>LU-9.3 Minimize incompatible uses on the Western State Hospital campus to prevent adverse impacts on existing functions, neighboring properties, and vulnerable groups.</p>
<p><b>LU-66 Pursue the transition of nonconforming uses and structures to encourage more conforming uses and development patterns.</b></p>	<ul style="list-style-type: none"> <li><b>Revised for clarity/brevity.</b></li> </ul>	<p><b>LU-10 Encourage the transition of nonconforming uses and structures towards compliance with current standards.</b></p>
<p>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.</p>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<p>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.</p>
<p>LU-66.2 Restrict nonconforming uses from increasing their scale or the intensity of the nonconformity.</p>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<p>LU-10.2 Prohibit any expansion in the scale or intensity of existing nonconforming uses or structures.</p>
<p>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.</p>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<p>LU-10.3 Require nonconforming uses and structures to be brought into compliance if they cease to operate or site improvements are significantly damaged.</p>
<p>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.)</p>	<ul style="list-style-type: none"> <li>Revised and combined with other policies.</li> </ul>	<p>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.</p>
<p><b>LU-67 Facilitate the compliance of other nonconformities with current development standards.</b></p>	<ul style="list-style-type: none"> <li><b>Redundant and combined with above.</b></li> </ul>	<p><b>[REMOVED]</b></p>

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"> <li>Redundant and combined with above. [REMOVED]</li> </ul>	[REMOVED]
LU-67.2 Restrict other nonconformities from increasing the scale or the intensity of the nonconformity.	<ul style="list-style-type: none"> <li>Redundant and combined with above. [REMOVED]</li> </ul>	[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"> <li>Redundant and combined with above. [REMOVED]</li> </ul>	[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"> <li>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]</li> </ul>	[REMOVED]
<b>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.</b>	<ul style="list-style-type: none"> <li><b>Redundant and combined with above.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>Redundant and combined with above. [REMOVED]</li> </ul>	[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"> <li>Redundant and combined with above. [REMOVED]</li> </ul>	[REMOVED]

# 3 Capital Facilities and Essential Public Facilities

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p><b>CF-1</b> 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"> <li>▪ Simplified the goal itself and included provisions as policies.</li> <li>▪ Remove demand management provision to include in policies.</li> </ul>	<p><b>CF-1:</b> 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"> <li>▪ This is an establishing policy that should be included in the front.</li> </ul>	<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"> <li>▪ Incorporate categories of services specified in the introductory text. Note that this is referenced in policy but is not included in the policies themselves.</li> </ul>	<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"> <li>▪ Type 1 services and utilities are provided directly to the resident by the City of Lakewood or city-contracted provider.</li> <li>▪ Type 2 services are provided directly to the resident by a special district with independent taxing and regulatory authority.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>
<p>[NEW]</p>	<ul style="list-style-type: none"> <li>▪ Split from the original goal above.</li> </ul>	<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>



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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"> <li>Edited for clarity.</li> </ul>	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"> <li>Ensure that the Plan is compliant with requirements under RCW 36.70A.070(3)(e).</li> </ul>	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"> <li>Removed the second part to include in a separate policy below.</li> </ul>	CF-1.6 Require a utility or other service provider to correct deficiencies when identified.
[NEW]	<ul style="list-style-type: none"> <li>Split from the policy above.</li> </ul>	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"> <li>Split from the goal above.</li> </ul>	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"> <li></li> </ul>	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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Redundant with the current CT-1.7 above.</li> </ul>	[REMOVED]
<b>CF-2 Provide and maintain adequate Type 1 capital facilities to meet the needs of existing and new development as envisioned in this plan.</b>	<ul style="list-style-type: none"> <li><b>Edited for brevity and clarity.</b></li> </ul>	<b>CF-2 Ensure adequate Type 1 capital facilities to meet the needs of existing and new development.</b>

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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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Combine with above.</li> </ul>	[REMOVED]
CF-2.4 Concurrency may be utilized for determining transportation capacity and LOS.	<ul style="list-style-type: none"> <li>Minor edit.</li> </ul>	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"> <li></li> </ul>	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"> <li>Removed as this is consistent with CF-2.1.</li> </ul>	[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"> <li>Combined with CF-2.2 above.</li> </ul>	[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"> <li>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.</li> </ul>	[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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>This is redundant with the provision of the CIP below. However, this is combined with the policies below.</li> </ul>	[REMOVED]

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Original Goal/Policy		Rationale for Change	Final Goal/Policy	
<b>CF-3</b>	<b>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.</b>	▪ Edited for brevity and clarity.	<b>CF-3</b>	<b>Require Type 2 providers to provide adequate service delivery to meet the needs of existing and new development.</b>
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.
<b>CF-4</b>	<b>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.</b>	▪ Edited for brevity and clarity.	<b>CF-4</b>	<b>Require Type 3 utilities to provide adequate service delivery to meet the needs of existing and new development.</b>
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.

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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"> <li>▪ Edited for brevity and clarity.</li> </ul>	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"> <li>▪ Edited for brevity and clarity.</li> </ul>	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"> <li>▪ Edited for brevity and clarity.</li> </ul>	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"> <li>▪ Edited for brevity and clarity.</li> </ul>	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"> <li>▪ Minor edits.</li> </ul>	CF-4.7 Work to incorporate CIPs from sewer and water provider as appendices to the city CIP if consistent with this Plan.
<b>CF-5 Coordinate with Type 4 utilities and services for the provision of services to non-federal lands.</b>		<b>CF-5 Coordinate with Type 4 utilities and services for the provision of services to non-federal lands.</b>
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"> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	CF-5.2 Partner with Type 4 providers to monitor and maintain facilities located in the city on non-federal land.
<b>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.</b>	<ul style="list-style-type: none"> <li>▪ Shorten the goal and split out consideration as a policy.</li> </ul>	<b>CF-6 Establish a city Capital Improvement Plan consisting of individual CIPs for each service and utility that lists planned capital improvements.</b>
[NEW]	<ul style="list-style-type: none"> <li>▪ Separated from goal above.</li> <li>▪ Updated with CF-2.10.</li> </ul>	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.

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

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-6.1 Evaluate each service or utility CIP priority and funding sources at least once every two years, but not more than twice a year. Any amendment to the CIP must analyze the impacts the amendment will have on permits issued by the City based on concurrency.	<ul style="list-style-type: none"> <li>Separate into two policies.</li> </ul>	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"> <li>Separated from policy above.</li> </ul>	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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Redundant and combined with above.</li> </ul>	[REMOVED]
<b>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.</b>	<ul style="list-style-type: none"> <li><b>Edited for brevity and clarity.</b></li> <li><b>Add consideration of environmental health.</b></li> </ul>	<b>CF-7 Provide city facilities that are efficient, functional, and safe, and enhance the physical landscape, local quality of life, and environmental health.</b>
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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Edited for brevity and clarity.</li> </ul>	CF-7.2 Provide adequate permanent facilities for police functions.

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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"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Edited to acknowledge underserved areas.</li> </ul>	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"> <li>Edited to acknowledge underserved areas and for brevity/clarity.</li> </ul>	CF-7.5 Acquire properties and conservation easements to support critical areas protection, salmon recovery, and effective floodplain management.
<b>CF-8 Provide for the siting of identified essential public facilities.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity.</b></li> </ul>	<b>CF-8 Establish efficient and transparent processes for the siting of essential public facilities.</b>
CF-8.1 Identify and classify a list of statewide, countywide, and citywide essential public facilities.	<ul style="list-style-type: none"> <li>Edited for brevity and clarity.</li> </ul>	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"> <li>Minor edit.</li> </ul>	CF-8.4 Identify city essential public facilities pursuant to the requirements of the Growth Management Act.
[NEW]	<ul style="list-style-type: none"> <li>Incorporates the previous CF-9 goal below.</li> <li>Include a consideration of environmental justice.</li> </ul>	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 <b>Administer a process, through design and development regulations, to site essential public facilities that adequately consider impacts of specific uses.</b></p>	<ul style="list-style-type: none"> <li>▪ Section included as a policy above, with more detail provided through regulation.</li> </ul>	<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"> <li>▪ Section removed as it is best included in the Code.</li> </ul>	<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"> <li>▪ The proposal must be identified on the City's essential public facilities list.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ Proposals must be consistent with this Comprehensive Plan and the City's design and development regulations.</li> <li>▪ Medical clinics and services should be sited near public transit facilities and routes.</li> <li>▪ Avoid siting essential public facilities in the 100 -year floodplain or in other areas subject to environmental hazards.</li> <li>▪ 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.</li> <li>▪ The proposal will be analyzed for impacts and mitigation in accordance with City design and development regulations.</li> <li>▪ Analysis and mitigation may include fiscal impacts of the proposal to the City.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Section removed as it is best included in the Code.</li> </ul>	<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"> <li>Section removed as it is best included in the Code.</li> </ul>	[REMOVED]	
<b>CF-10</b>	<b>Coordinate with other jurisdictions, agencies, and service and utility providers for the provision of urban services and utilities within the UGA.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity and brevity.</b></li> </ul>	<b>CF-9</b>	<b>Coordinate with other jurisdictions and providers to provide urban services and utilities to users in the UGA and recently annexed areas.</b>
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"> <li>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.</li> </ul>	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.
<b>CF-11</b>	<b>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.</b>	<ul style="list-style-type: none"> <li><b>Combined with the previous goal.</b></li> </ul>	<b>[REMOVED]</b>	
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"> <li>Edited to align with previous policies and to be clearer in the direction provided.</li> </ul>	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	<b>Maintain a strong, proactive position toward economic development that promotes a positive civic image.</b>	<ul style="list-style-type: none"> <li>Edit for brevity.</li> </ul>	ED-1	<b>Maintain a strong local economy that supports healthy businesses.</b>
ED-1.1	Increase the retail sales tax base of the City.	<ul style="list-style-type: none"> <li>Edited for clarity/intent.</li> </ul>	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"> <li>Edit for brevity.</li> </ul>	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"> <li>Edit for brevity.</li> </ul>	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"> <li>This is unclear and may not be required.</li> </ul>	[REMOVED]	
ED-1.5	Encourage development or maintenance of business recruitment programs.	<ul style="list-style-type: none"> <li>This should be combined with the next policy.</li> </ul>	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"> <li>This should be combined with the previous policy.</li> </ul>	[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"> <li>Edit for brevity.</li> </ul>	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"> <li>Edit for clarity and brevity.</li> </ul>	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"> <li>Refine the focus of this policy.</li> </ul>	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"> <li>Simplify and refine the policy.</li> </ul>	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"> <li>Simplify the policy.</li> </ul>	ED-1.9 Partner with local human service organizations to providing training and development programs for the unemployed or under-employed.
<b>ED-2 Ensure a responsive and efficient business licensing and building permitting process.</b>	<ul style="list-style-type: none"> <li><b>Change the language to focus on a goal and purpose.</b></li> </ul>	<b>ED-2 Ensure responsiveness in business support.</b>
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"> <li>Clarify and reduce text.</li> </ul>	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"> <li>Consolidate text.</li> </ul>	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"> <li>This is an overly vague policy that is addressed in other policies.</li> </ul>	[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"> <li>This is an overly vague policy that is addressed in other policies.</li> </ul>	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"> <li>This is an overly vague policy that is addressed in other policies.</li> </ul>	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"> <li>This is an overly vague policy that is addressed in other policies.</li> </ul>	[REMOVED]
<b>ED-3 Encourage increased ownership and quality housing throughout the City.</b>	<ul style="list-style-type: none"> <li><b>This does not seem to be an economic development goal per se, and should be consolidated in housing.</b></li> <li><b>Additionally, note that the policies included below may not be as applicable to homeownership directly.</b></li> </ul>	<b>ED-3 Promote increased homeownership opportunities in the city.</b>

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"> <li>This is very close to the goal and may not be as applicable as a policy.</li> </ul>	[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"> <li>Refine and clarify.</li> </ul>	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"> <li>This is unclear and unnecessary.</li> </ul>	[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"> <li>This is very unclear.</li> </ul>	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"> <li>Edit for clarity and include overall effects.</li> </ul>	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"> <li>This appears to be vague and somewhat unnecessary.</li> </ul>	[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"> <li>This appears to be vague and somewhat unnecessary.</li> </ul>	[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"> <li>This should be refined and clarified.</li> </ul>	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"> <li>This can be reframed to focus on housing needs for families. Note that this should be expanded beyond homeownership.</li> </ul>	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"> <li>This is overly vague.</li> </ul>	[REMOVED]
<b>ED-4</b>	<b>Leverage public infrastructure for private investment.</b>	<ul style="list-style-type: none"> <li><b>Clarify and edit the text.</b></li> </ul>	<b>ED-4 Coordinate the planning of public infrastructure and private investment.</b>
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"> <li>Clarify the text and focus the intent.</li> </ul>	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"> <li>Clarify the text and focus the intent.</li> </ul>	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"> <li>Clarify the text and focus the intent.</li> </ul>	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"> <li>Clarify the text and broaden the scope.</li> </ul>	ED-4.4 Support strategic infrastructure investments for economic development with state and federal funding programs.
<b>ED-5 Promote the revitalization/redevelopment of the following areas within Lakewood:</b> <b>1) the Downtown Subarea;</b> <b>2) the South Tacoma Way &amp; Pacific Highway Corridors;</b> <b>3) Springbrook;</b> <b>4) Tillicum/Woodbrook;</b> <b>5) the Lakewood Station District Subarea; and</b> <b>6) Lake City.</b>	<ul style="list-style-type: none"> <li><b>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.</b></li> </ul>	<b>ED-5: Coordinate neighborhood-level economic development that reflects different local conditions and needs.</b>
ED-5.1 Where appropriate, develop and maintain public-private partnerships for revitalization.	<ul style="list-style-type: none"> <li>This can be consolidated and clarified.</li> </ul>	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"> <li>Combined with above.</li> </ul>	[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"> <li>Revise and make more general.</li> </ul>	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"> <li>This is very specific and should be covered in Subareas.</li> </ul>	[REMOVED]
ED-5.5 Continue existing programs to expand sewers throughout Tillicum and Woodbrook.	<ul style="list-style-type: none"> <li>Revise and make more general.</li> </ul>	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"> <li>This is very specific and should be covered in Subareas.</li> </ul>	[REMOVED]
ED-5.7 Expand housing ownership opportunities.	<ul style="list-style-type: none"> <li>This is too general and should be consolidated.</li> </ul>	[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"> <li>Revise and make more general.</li> </ul>	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"> <li>Consolidate and make more general.</li> </ul>	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"> <li>This should be made a more general policy to reflect that mixed-use projects could be included in other areas.</li> </ul>	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"> <li>This appears to be an overly broad policy that should be removed.</li> </ul>	[REMOVED]
ED-5.12	Promote affordable single and multi-family development in Lake City and Tillicum.	<ul style="list-style-type: none"> <li>This can be combined with the housing policy above.</li> </ul>	[REMOVED]
ED-5.13	Develop and implement a sub-area plan for Springbrook.	<ul style="list-style-type: none"> <li>This should be shifted to the Subareas Element.</li> </ul>	[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"> <li>Revise and summarize.</li> </ul>	ED-5.7 Explore the use of a local development government corporation for land assembly in neighborhoods.
[NEW]		<ul style="list-style-type: none"> <li>Added as a potential option for future consideration.</li> </ul>	ED-5.8 Explore ways to allow craft/artisanal industrial uses that permit on-site manufacturing with supporting retail in compatible commercial areas.
<b>ED-6</b>	<b>Ensure the logistical functions of Lakewood’s industrial districts are not impaired by conflicts with other transportation system users.</b>	<ul style="list-style-type: none"> <li><b>This should be organized within the Transportation Element.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>This is more related to the Transportation Element.</li> </ul>	[REMOVED]
ED-6.2	Pursue regional capital improvement opportunities that will benefit Lakewood’s industrial districts.	<ul style="list-style-type: none"> <li>This is very general.</li> </ul>	[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"> <li>This appears redundant.</li> </ul>	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
<b>ED-7</b>	<b>Protect the mission of, and ensure the long-term viability of Joint Base Lewis- McChord.</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<b>ED-6</b>	<b>Coordinate economic development opportunities related to the support of Joint Base Lewis-McChord.</b>
ED-7.1	Maintain the South Sound Military Communities Partnership.	<ul style="list-style-type: none"> <li>Focus this policy on economic development.</li> </ul>	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"> <li>This should have been done by now, and the general policy should be shifted to the Military Compatibility Element.</li> </ul>	[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"> <li>This should be in the Military Compatibility Element.</li> </ul>	[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"> <li>This should have been done by now and can be made more general.</li> </ul>	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"> <li>This should remain and works well in this section.</li> </ul>	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"> <li>This is redundant with ED-7.1 above.</li> </ul>	[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"> <li>This policy should be refined towards action.</li> </ul>	ED-6.4	Pursue economic diversification to increase local economic resilience in response to any planned drawdowns at JBLM.
<b>LU-16</b>	<b>Strengthen Lakewood's and the region's economy by supporting existing businesses and by attracting new uses and businesses.</b>	<ul style="list-style-type: none"> <li>This should be removed as it appears redundant with the other goals in the Economic Development Element.</li> </ul>	[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"> <li>This is overly broad and should be removed.</li> </ul>	[REMOVED]	
LU-16.2	Establish functional and distinct commercial districts and corridors within the City.	<ul style="list-style-type: none"> <li>This is overly broad and should be removed.</li> </ul>	[REMOVED]	
<b>PS-21:</b>	<b>Expand economic opportunities.</b>	<ul style="list-style-type: none"> <li>Note that this was reorganized and brought in from the previous "Public Services" section for consistency.</li> </ul>	<b>ED-7</b>	<b>Expand economic opportunities for Lakewood residents.</b>

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"> <li>▪ 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.</li> <li>▪ Develop a technical assistance program for supporting businesses for the purpose of creating or retaining jobs for low and moderate income individuals.</li> <li>▪ 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.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Split apart these elements into separate policies.</li> <li>▪ Changed “persons” to households.</li> </ul>	<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"> <li>▪ Policy from above.</li> </ul>	<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"> <li>▪ Policy from above.</li> </ul>	<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"> <li>▪ Policy from above.</li> </ul>	<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"> <li>▪ Edited for brevity and clarity.</li> </ul>	<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 <b><u>Provide Leadership in Managing Climate Change.</u></b> 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"> <li>▪ Shortened for brevity</li> </ul>	<p>EC-1 <b>Provide Leadership in Managing Climate Change.</b> 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 <b>Provide Leadership and Advocacy:</b> 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"> <li>▪ Shortened for brevity</li> </ul>	<p>EC-1.1 <b>Provide Leadership and Advocacy:</b> 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 <b>Increase Public Awareness and Support:</b> 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"> <li>▪ Added more language reflective of what the steering committee wished to see in the Comp Plan</li> </ul>	<p>EC-1.2 <b>Increase Public Awareness and Support:</b> 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"> <li>Added more language reflective of what the steering committee wished to see in the Comp Plan</li> </ul>	EC 1.3 <b>Provide Resources about Climate Change Impacts:</b> Develop educational resources and publicly available data to build awareness of the impacts of climate change in Lakewood.
EC-2 <b>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.</b>	<ul style="list-style-type: none"> <li>Removed language that could be its own policy under this goal.</li> </ul>	EC-2 <b>Improve Clean and Efficient Transportation Options.</b> 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 <b>Increase Use of Energy Efficient Vehicles and Equipment:</b> 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"> <li>Deleted as an operational detail not a policy.</li> </ul>	[REMOVED]
EC-2.2 <b>Expand Affordable Public Transit:</b> 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"> <li>Edited for brevity.</li> </ul>	EC-2.1 <b>Expand Affordable Public Transit:</b> Lakewood will coordinate with transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors.
EC 2.3 <b>Develop Safe and Convenient Walking and Bicycling Routes</b> Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.		EC 2.2 <b>Develop Safe and Convenient Walking and Bicycling Routes:</b> Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.
EC 2.4 <b>Expand Regional Passenger Rail</b> Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.		EC 2.3 <b>Expand Regional Passenger Rail:</b> 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 <b>Reduce Private Automobile Use:</b> 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"> <li>Added language in support of CTR organizations and programs</li> </ul>	<p>EC-2.4 <b>Reduce Private Automobile Use:</b> 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"> <li>Split from Goal EC-2 as its own policy</li> </ul>	<p>EC-2.5 <b>Improve Multimodal Transportation Options:</b> 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 <b>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.</b></p>	<ul style="list-style-type: none"> <li>Removed details around the city's consumption of energy. This should be addressed by internal planning, not a comprehensive plan.</li> </ul>	<p>EC-3 <b>Increase Sustainable and Energy-Efficient Systems.</b> 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 <b>Expand Renewable Energy:</b> 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 <b>Expand Renewable Energy:</b> 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 <b>Promote Energy Efficiency and Conservation:</b> 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 <b>Promote Energy Efficiency and Conservation:</b> 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 <b>Promote Solid Waste Reduction and Recycling:</b> Promote waste reduction and recycling to minimize materials that are processed in landfills.</p>		<p>EC-3.3 <b>Promote Solid Waste Reduction and Recycling:</b> Promote waste reduction and recycling to minimize materials that are processed in landfills.</p>
<p>EC-3.4 <b>Promote Water Conservation and Reuse:</b> Promote water conservation and recycled water use to reduce energy use associated with wastewater treatment and management.</p>		<p>EC-3.4 <b>Promote Water Conservation and Reuse:</b> 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 <b>Incorporate Sustainable Practices in City Government Operations:</b> 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"> <li>Removed as overly broad and covered with other policies.</li> </ul>	<p>[REMOVED]</p>
<p>EC-4 <b>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.</b></p>	<ul style="list-style-type: none"> <li>There are 3 goals in one. Removed some language to add as additional goals under EC-4</li> </ul>	<p>EC-4 <b>Encourage Sustainable Development. Reduce energy consumption by promoting sustainable land uses and development patterns.</b></p>
<p>EC-4.1 <b>Promote Mixed-Use and Infill Development</b> 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 <b>Promote Mixed-Use and Infill Development</b> 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 <b>Develop Compact Walkable Neighborhoods and Livable Streets</b> 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 <b>Develop Compact Walkable Neighborhoods and Livable Streets</b> 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 <b>Encourage Green Buildings and Landscaping:</b> 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"> <li>Edited for brevity.</li> </ul>	<p>EC-4.3 <b>Encourage Green Buildings and Landscaping:</b> 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 <b>Promote Green Infrastructure:</b> 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"> <li>Edited for brevity.</li> </ul>	<p>EC-4.4 <b>Promote Green Infrastructure:</b> 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"> <li>NEW- taken from EC-4</li> </ul>	<p>EC-4.5 <b>Encourage Efficient Development Patterns:</b> 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"> <li>NEW- taken from EC-4</li> </ul>	<p>EC-4.6 <b>Promote Sustainable Practices:</b> Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.</p>
<p>EC-5 <b>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.</b></p>	<ul style="list-style-type: none"> <li><b>Simplified language</b></li> </ul>	<p>EC-5 <b>Develop a Hazards Management Plan and a climate resilient community.</b></p>
<p>EC-5.1 <b>Avoid and Minimize Impacts:</b> 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"> <li>Removed for redundancy. Should be done as a part of the comprehensive plan update</li> </ul>	<p>[DELETED]</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>EC-5.2 <b>Identify Risks:</b> 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 <b>Identify Risks:</b> 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 <b>Prepare a Hazard Management Plan:</b> 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"> <li>▪ Develop post-disaster redevelopment plans.</li> <li>▪ Expand federal and state support for climate-related hazards management.</li> </ul> <p>Continue to coordinate and cooperate with the hazards-management community.</p>		<p>EC-5.2 <b>Prepare a Hazard Management Plan:</b> 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"> <li>▪ Develop post-disaster redevelopment plans.</li> <li>▪ Expand federal and state support for climate-related hazards management.</li> <li>▪ Continue to coordinate and cooperate with the hazards-management community.</li> </ul>
<p>EC-5.3 <b>Align Plans and Strategies:</b> 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"> <li>▪ Removed for redundancy, as the Plan should be developed for internal consistency as part of the update.</li> </ul>	<p>[REMOVED]</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> <li>▪ Highlight the need to address climate change considerations as part of climate change.</li> </ul>	<p>EC-5.3 <b>Adopt and Enforce Building and Energy Codes:</b> 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"> <li>▪ Provide to highlight the need for an additional strategy framework for city resiliency.</li> </ul>	<p>EC-5.4 <b>Promote Climate Resiliency:</b> 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	
<b>LU-2</b>	<b>Ensure that housing exists for all economic segments of Lakewood's population.</b>	<ul style="list-style-type: none"> <li>This should be refined to focus on the housing targets by income category.</li> </ul>	<b>HO-1</b>	<b>Promote an overall supply of housing that supports all economic segments of the population.</b>
[NEW]		<ul style="list-style-type: none"> <li>This adds the housing targets by income level.</li> </ul>	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"> <li>30% AMI or less: 1,367 units,</li> <li>30–50% AMI: 1,739 units,</li> <li>50–80% AMI: 1,375 units,</li> <li>80–100% AMI: 592 units, and</li> <li>100–120% AMI: 536 units.</li> </ul>
[NEW]		<ul style="list-style-type: none"> <li>Add PSH targets.</li> </ul>	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"> <li>Add emergency shelter targets.</li> </ul>	HO-1.3	Plan to the 2020–2044 County target allocations for 574 spaces in emergency shelter.
[NEW]		<ul style="list-style-type: none"> <li>Identify the need for family housing.</li> </ul>	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"> <li>Recent changes from HB 1220 require anti-displacement policies.</li> <li>Combined from LU-4.7 below.</li> <li>Note that this does overlap with HO-9.</li> </ul>	HO-1.5	Develop and preserve housing to minimize displacement, and coordinate services to assist displaced residents in finding alternative housing options.
<b>(LU-2)</b>	<b>Increase housing opportunities for upper income households.</b>	<ul style="list-style-type: none"> <li>This should be integrated into targets by household income.</li> </ul>	<b>[REMOVED]</b>	
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"> <li>This should be accommodated in the broader housing targets by household income. (Note that the new target is higher.)</li> </ul>	[REMOVED]	
LU-2.2	Encourage the construction of luxury condominium adjacent to the lakes.	<ul style="list-style-type: none"> <li>This does not appear to be necessary for market-rate developments.</li> </ul>	[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"> <li>This does not appear to be necessary for market-rate developments.</li> </ul>	[REMOVED]
LU-2.4 Increase public awareness of upper income housing opportunities in Lakewood.	<ul style="list-style-type: none"> <li>This does not appear to be necessary for market-rate developments.</li> </ul>	[REMOVED]
<b>(LU-2) Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.</b>	<ul style="list-style-type: none"> <li><b>This has been reframed to provide a focus on market-rate private development meeting housing goals.</b></li> </ul>	<b>HO-2 Promote market-rate housing to meet the needs of households across the city.</b>
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"> <li>This is not aligned with the requirements from the state on distribution of housing affordability and has been replaced.</li> </ul>	[REMOVED]
LU-2.6 Encourage home ownership opportunities affordable to moderate income households.	<ul style="list-style-type: none"> <li>Refined / clarified. Note that this is combined with the previous LU-4.30.</li> </ul>	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"> <li>Refined to consider middle housing options and simplified.</li> </ul>	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"> <li>Refined / clarified.</li> </ul>	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"> <li>Refined to focus on broader relationship versus marketing.</li> </ul>	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"> <li>Edited to reflect that this is intended to support an inventory of available land.</li> </ul>	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"> <li>The purpose of this policy is unclear as it is uncertain how a public-private partnership would necessarily work in this case.</li> </ul>	[REMOVED]
LU-2.12 Disperse middle-income housing in all areas of the City.	<ul style="list-style-type: none"> <li>This should be consolidated and accommodated with the housing targets for all income categories.</li> </ul>	[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"> <li>This may need to be more expansive than just zoning, and acknowledge the need for additional development flexibility.</li> </ul>	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
<b>(LU-2) Provide a fair share of low-and very-low income housing in the future.</b>	<ul style="list-style-type: none"> <li>▪ This should be consolidated into a discussion of low-income and special housing below.</li> </ul>	[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"> <li>▪ This is not aligned with the requirements from the state on distribution of housing affordability and has been replaced.</li> </ul>	[REMOVED]
<b>(LU-2) Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.</b>	<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>	<b>HO-3 Encourage the preservation and expansion of housing options for lower-income residents.</b>
LU-2.15 Establish the following sub-targets for affordability to households earning 50 percent or less of county median income, to be counted toward the 25 percent target: <ul style="list-style-type: none"> <li>▪ Fifteen (15) percent of new housing units constructed in the City;</li> <li>▪ A number equal to five (5) percent of new housing units, to be met by existing units that are given long-term affordability; and</li> <li>▪ 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.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This is not aligned with the requirements from the state on distribution of housing affordability and has been replaced.</li> </ul>	[REMOVED]
LU-2.16 Pursue public-private partnerships to provide and manage affordable housing.	<ul style="list-style-type: none"> <li>▪ This can be expanded to encompass some of the bullet points below.</li> </ul>	<b>HO-3.1 Maintain and develop partnerships to create and manage affordable housing with nonprofit agencies and other organizations.</b>
<ul style="list-style-type: none"> <li>▪ Support non-profit agencies that construct and manage projects within the City;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consolidated.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>▪ Support the role of the Pierce County Housing Authority in providing additional housing;</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consolidated.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>▪ Before City surplus property is sold, evaluate its suitability for development of affordable housing; and</li> </ul>	<ul style="list-style-type: none"> <li>▪ Rewrite as a separate policy, as this is slightly different than other elements here.</li> </ul>	<b>HO-3.2 Maintain a surplus lands policy that supports development of affordable housing by private, nonprofit, and government organizations.</b>
<ul style="list-style-type: none"> <li>▪ Use federal funds including Community Development Block Grants and HOME funds to support low and moderate income affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This should be made more general, and expanded to consider more than just low- and moderate-income housing.</li> </ul>	<b>HO-3.3 Use federal and state grants and other funds to support affordable housing goals.</b>

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"> <li>This should be expanded to include consideration of SHHA3P and other organizations.</li> </ul>	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"> <li>This should be consolidated and accommodated with the housing targets for all income categories.</li> </ul>	[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"> <li>This should be simplified for clarity.</li> <li>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.)</li> </ul>	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"> <li>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.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>This should be removed and consolidated with the housing targets by income category.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>This should be simplified.</li> </ul>	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"> <li>Edit for clarity and brevity.</li> <li>Clarify that this is focused on lower-income housing.</li> </ul>	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"> <li>Condense and revise for clarity.</li> </ul>	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"> <li>No current policies regarding manufactured home parks.</li> </ul>	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.
<b>(LU-2) Provide a variety of housing types and revised regulatory measures which increase housing affordability.</b>	<ul style="list-style-type: none"> <li><b>This can be simplified and broadened to make the focus about meeting the needs for different housing types.</b></li> </ul>	<b>HO-4 Support different housing types, designs, and ownership models for options that can meet different housing needs.</b>
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"> <li>This should be simplified.</li> </ul>	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"> <li>This should be simplified.</li> </ul>	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"> <li>Combine with the following policy.</li> </ul>	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"> <li>Allow increased density over the zoned density;</li> <li>Allow reduced minimum lot size, lot dimensions, and setbacks;</li> <li>Allow both clustered and non-clustered cottages;</li> <li>Allowing clustered parking; and</li> <li>Base the required number of parking spaces on unit size, or number of bedrooms.</li> </ul>	<ul style="list-style-type: none"> <li>Combine with LU-2.23.</li> </ul>	[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"> <li>▪ Ensure owner occupancy of either the primary or secondary unit;</li> <li>▪ 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;</li> <li>▪ Require an additional parking space for each accessory dwelling unit, with the ability to waive this requirement for extenuating circumstances; and</li> <li>▪ Allow a variety of entry locations and treatments while ensuring compatibility with existing neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This should be simplified.</li> </ul>	<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"> <li>▪ This should be simplified.</li> </ul>	<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><b>LU-3 Ensure that there are housing opportunities for people with special needs, such as seniors, people with disabilities, and the homeless.</b></p>	<ul style="list-style-type: none"> <li>▪ <b>This should be simplified, and considerations of emergency housing should be separated.</b></li> </ul>	<p><b>HO-5 Promote housing options for people with special needs.</b></p>
<p><b>(LU-3) Increase the supply of special needs housing.</b></p>	<ul style="list-style-type: none"> <li>▪ <b>This appears redundant and should be consolidated.</b></li> </ul>	<p><b>[REMOVED]</b></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"> <li>▪ This is appropriate under state requirements but should be condensed and simplified.</li> <li>▪ Note that this should focus on special needs housing and emergency/transitional housing should be discussed in a later goal.</li> </ul>	<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"> <li>Edited for clarity.</li> </ul>	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"> <li>Simplify this text.</li> </ul>	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"> <li>This has been removed in favor of a consolidated section with the housing targets.</li> </ul>	[REMOVED]
LU-3.5 Support proposals for special needs housing that:	<ul style="list-style-type: none"> <li>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.</li> <li>Consolidate and simplify.</li> </ul>	HO-5.4 Support special needs housing by considering and including their needs in neighborhood and transportation planning.
<ul style="list-style-type: none"> <li>Offer a high level of access to shopping, services, and other facilities needed by the residents;</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate and simplify.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Demonstrate that it meets the transportation needs of residents;</li> </ul>	<ul style="list-style-type: none"> <li>Consolidate and simplify.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Helps to preserve low-income and special needs housing opportunities in a neighborhood where those opportunities are being lost; and</li> </ul>	<ul style="list-style-type: none"> <li>This is an important element of policy that should be maintained.</li> </ul>	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"> <li>Disperse special needs housing throughout the residential areas of the City.</li> </ul>	<ul style="list-style-type: none"> <li>Change the wording to be more positive.</li> </ul>	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"> <li>Reword this to ensure that this does not suggest that this is required more for special needs housing than other types.</li> </ul>	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"> <li>This is good but should be simplified.</li> </ul>	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"> <li>Provide for fair treatment of housing as per state statute.</li> </ul>	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"> <li>This is slightly redundant with LU-2.25 above, but should probably remain (and be edited).</li> </ul>	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"> <li>This may not be useful in this section and may be redundant with other ADU policies earlier.</li> </ul>	[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"> <li>This is something that the city cannot require under state law.</li> </ul>	[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"> <li>This is something that the city cannot require under state law.</li> </ul>	[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"> <li>Edit for clarity and brevity.</li> </ul>	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"> <li>Consolidate and simplify.</li> </ul>	HO-5.12 Encourage the concentration of senior housing proximate to shopping and services.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>Separate the policies for emergency housing and permanent supportive housing.</b></li> </ul>	<b>HO-6 Ensure that sufficient options for emergency housing needs are provided.</b>
[NEW]	<ul style="list-style-type: none"> <li>Add provisions to clarify the city's obligations under state law.</li> </ul>	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"> <li>Add provisions to clarify the city's obligations under state law.</li> </ul>	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"> <li>Separate these considerations – note the difference above.</li> </ul>	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"> <li>Consolidate and simplify.</li> </ul>	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"> <li>Edits for clarity.</li> </ul>	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"> <li>Remove, as this is not really a strong goal to support quality of life.</li> </ul>	[REMOVED]	
LU-4.1	Preserve existing housing stock where residential uses conform to zoning requirements.	<ul style="list-style-type: none"> <li>This appears to be overly vague; preserving the existing housing stock appears to be a disincentive for infill/intensification.</li> </ul>	[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"> <li>This policy is unclear, as the land use map should be defining where these uses would go.</li> </ul>	[REMOVED]	
LU-4.3	Target code enforcement to correct health and safety violations.	<ul style="list-style-type: none"> <li>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.</li> </ul>	[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"> <li>Rewritten to highlight potential city actions.</li> </ul>	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"> <li>Edit for clarity.</li> </ul>	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"> <li>Combined as part of HO-3.6.</li> </ul>	[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"> <li>Combined under HO-1.5 above.</li> </ul>	[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"> <li>Edit for clarity and brevity.</li> </ul>	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"> <li>This is unclear and should be removed.</li> </ul>	[REMOVED]	



Original Goal/Policy		Rationale for Change	Final Goal/Policy
<b>(LU-4)</b>	<b>Improve the quality of multifamily housing choices.</b>	<ul style="list-style-type: none"> <li>This objective should be consolidated with broader housing needs.</li> </ul>	[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"> <li>This policy is vague and should be implemented through more specific policies.</li> </ul>	[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"> <li>Given the realignment of multi-unit housing through HB 1110, this should be realigned.</li> </ul>	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"> <li>Revise and combine with the following policy.</li> </ul>	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"> <li>Combine with previous policy.</li> </ul>	[REMOVED]
<b>(LU-4)</b>	<b>Develop and maintain livable neighborhoods with a desirable quality of life.</b>	<ul style="list-style-type: none"> <li>This appears redundant.</li> </ul>	[REMOVED]
LU-4.15	Promote high quality residential living environments in all types of neighborhoods.	<ul style="list-style-type: none"> <li>This policy is overly vague.</li> </ul>	[REMOVED]
LU-4.16	Promote community identity, pride, and involvement in neighborhoods.	<ul style="list-style-type: none"> <li>Consolidate with the following policy.</li> </ul>	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"> <li>Included in the previous policy.</li> </ul>	[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"> <li>The purpose of this policy and the rationale for applying it only to single-family neighborhoods are unclear.</li> </ul>	[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"> <li>This should be applied more generally, and the rationale regarding property value should be removed.</li> </ul>	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"> <li>Combined with previous policy above..</li> </ul>	[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"> <li>The rationale for this as a policy is unclear and likely unnecessary.</li> </ul>	[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"> <li>This should be made more general.</li> </ul>	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
<b>(LU-4) Recognize the unique requirements of residences located on busy arterials and other heavily used corridors.</b>	<ul style="list-style-type: none"> <li><b>This may not require a separate goal.</b></li> </ul>	[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"> <li>Consolidate and summarize.</li> </ul>	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"> <li>Consolidated with previous policy.</li> </ul>	[REMOVED]
<b>(LU-4) Support those who wish to work from home while preserving the residential character of the residentially designated areas.</b>	<ul style="list-style-type: none"> <li><b>This may not require a full goal.</b></li> </ul>	[REMOVED]
LU-4.25 Continue allowing home-based businesses that do not conflict with typical neighborhood functions.	<ul style="list-style-type: none"> <li>This can be edited for clarity.</li> </ul>	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"> <li>This policy appears redundant.</li> </ul>	[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"> <li>It is unclear why this would be included in the Plan.</li> </ul>	[REMOVED]
<b>(LU-4) Relate development of public amenities such as parks, recreation centers, libraries, and other services to residential neighborhoods.</b>	<ul style="list-style-type: none"> <li><b>This should be combined with other capital facilities and amenities policies.</b></li> </ul>	<b>[REMOVED]</b>
LU-4.28 Coordinate capital improvements with targeted growth and expected redevelopment.	<ul style="list-style-type: none"> <li>This is very vague.</li> </ul>	[REMOVED]
<b>(LU-4) Increase the percentage of homeownership in the City.</b>	<ul style="list-style-type: none"> <li><b>This has been combined with HO-2 above.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>This can be broadened, as it appears highly prescriptive.</li> <li>The intent is combined with the new HO-2.7 above.</li> </ul>	[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"> <li>Combined with the new HO-2.1.</li> </ul>	[REMOVED]
<b>LU-5 Recognize relocation issues brought about by demolition or conversion to another use.</b>	<ul style="list-style-type: none"> <li><b>Refine this goal to better reflect the intent of the policies.</b></li> </ul>	<b>HO-8 Mitigate housing displacement and the loss of affordable housing units from development in the city.</b>
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"> <li>Revisions for clarity.</li> </ul>	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"> <li>Revisions for clarity.</li> </ul>	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"> <li>This is very long and needs to be revised for clarity. Note that the policy should also be separated.</li> </ul>	<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"> <li>Separated from above.</li> </ul>	<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"> <li>Clarify and condense.</li> </ul>	<p>HO-8.5 Apply CDBG funds as applicable for relocation payments and other relocation assistance.</p>
<p><b>PS-18 Provide decent affordable housing.</b></p>	<ul style="list-style-type: none"> <li><b>This has been included under previous goals.</b></li> </ul>	<p><b>[REMOVED]</b></p>
<p>PS-18.1 Preserve existing owner-occupied housing stock.</p>	<ul style="list-style-type: none"> <li>This has been covered previously.</li> </ul>	<p>[REMOVED]</p>
<ul style="list-style-type: none"> <li>Provide a range of home repair assistance to qualified lower-income homeowners.</li> </ul>	<ul style="list-style-type: none"> <li>This has been covered previously.</li> </ul>	<p>[REMOVED]</p>
<p>PS-18.2 Expand/sustain affordable homeownership opportunities.</p>	<ul style="list-style-type: none"> <li>This has been covered previously.</li> </ul>	<p>[REMOVED]</p>
<ul style="list-style-type: none"> <li>Reduce the financial burden of new homeowners through assistance with down payment for home purchases.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	<p>[REMOVED]</p>
<ul style="list-style-type: none"> <li>Provide housing counseling to homeowners and potential homebuyers.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	<p>[REMOVED]</p>
<ul style="list-style-type: none"> <li>Collaborate with partners and housing providers toward the goal of expanding homeownership opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	<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"> <li>This has been covered previously.</li> </ul>	<p>[REMOVED]</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<ul style="list-style-type: none"> <li>Provide incentives to improve properties.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Collaborate with partners and housing providers to develop and implement strategies to preserve affordable rental housing.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Support the crime-free housing activities.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Support fair housing activities such as landlord/tenant counseling.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	[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"> <li>This is largely covered in previous policies.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Develop partnerships with housing providers and human services agencies providing emergency shelters, permanent supportive, and repaid re-housing assistance.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Support the efforts of the Continuum of Care and its current Plan to End homelessness in Pierce County.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	[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"> <li>This has been covered previously.</li> </ul>	[REMOVED]
<ul style="list-style-type: none"> <li>Support fair housing activities such as outreach and education.</li> </ul>	<ul style="list-style-type: none"> <li>These are implementation steps that should be defined elsewhere.</li> </ul>	[REMOVED]
<p>PS-18.6 Develop new affordable housing options as new funding opportunities become available.</p>	<ul style="list-style-type: none"> <li>This is overly broad and can be covered elsewhere.</li> </ul>	[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"> <li>Renumber to reflect new location in chapter. Simplify policy language and relocate action items to regulations or an Appendix.</li> </ul>	<b>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.</b>
LU-34.1 <b>Air Corridors Established.</b> (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.  <b>(note: additional material removed)</b>	<ul style="list-style-type: none"> <li>Relocate action or regulatory items to and Appendix or development regulations.</li> </ul>	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 <b>Compatible Land Use Policies.</b> 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.  <b>(note: additional material removed)</b>	<ul style="list-style-type: none"> <li>Relocate action or regulatory items to and Appendix or development regulations.</li> </ul>	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"> <li>Policy separated from above.</li> </ul>	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. <b>(note: additional material removed)</b>	<ul style="list-style-type: none"> <li>Retitle for clarity and consistency in policy structure.</li> </ul>	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.
<b>LU-35 Continue to support and fund the South Sound Military &amp; Communities Partnership (SSMCP).</b>		<b>MC-2 Continue to support and fund the South Sound Military &amp; Communities Partnership.</b>
[NEW]	<ul style="list-style-type: none"> <li>New policy added to supplement this goal.</li> </ul>	MC-2.1 Serve as fiscal agent for the South Sound Military & Communities Partnership.
[NEW]	<ul style="list-style-type: none"> <li>New policy added to supplement this goal.</li> </ul>	MC-2.2 Host staff and provide administrative support for the South Sound Military & Communities Partnership.
[NEW]	<ul style="list-style-type: none"> <li>New policy added to supplement this goal.</li> </ul>	MC-2.3 Participate at the Executive Leadership Team level of the South Sound Military & Communities Partnership.
<b>LU-36 Coordinate the protection of JBLM from incompatible local, state and federal level issues and actions with the South Sound Military &amp; Communities Partnership (SSMCP.)</b>	<ul style="list-style-type: none"> <li><b>Simplify and revise to address intent.</b></li> </ul>	<b>MC-3 Coordinate the protection of JBLM from incompatible uses and activities in cooperation the South Sound Military &amp; Communities Partnership.</b>
[NEW]	<ul style="list-style-type: none"> <li>New policy added to supplement this goal.</li> </ul>	MC-3.1 Assess local transportation impacts related to JBLM's proximity to Lakewood.
[NEW]	<ul style="list-style-type: none"> <li>New policy added to supplement this goal.</li> </ul>	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"> <li>New policy added to supplement this goal.</li> </ul>	MC-3.3 Enhance communication between JBLM and neighboring jurisdictions through improved notification and planning processes.
[NEW]	<ul style="list-style-type: none"> <li>New policy added to supplement this goal.</li> </ul>	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"> <li>New policy added to supplement this goal.</li> </ul>	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"> <li>New policy added to supplement this goal.</li> </ul>	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"> <li>New policy added to supplement this goal.</li> </ul>	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"> <li>New policy added to supplement this goal.</li> </ul>	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	
<b>LU-55</b>	<b>Provide appropriate protections for recognized environmental critical areas.</b>	<ul style="list-style-type: none"> <li>Revise to provide general guidance for the section.</li> </ul>	<b>NE-1</b>	<b>Protect environmentally critical areas and other environmental resources.</b>
[NEW]		<ul style="list-style-type: none"> <li>Rewrite the previous LU-56.1 and include here.</li> </ul>	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"> <li>Provide a clear policy basis for the critical areas ordinance.</li> </ul>	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"> <li>Revise to focus the intent of the policy.</li> </ul>	NE-1.3	Develop programs to provide education and resources to comply with requirements for critical areas protection.
<b>LU-56</b>	<b>Provide for the protection, conservation, and enhancement of habitat areas for fish and wildlife.</b>		<b>NE-2</b>	<b>Provide for the protection, conservation, and enhancement of habitat areas for fish and wildlife.</b>
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"> <li>Moved to NE-1 above.</li> </ul>	[REMOVED]	
LU-56.2	Identify endangered or threatened species occurring within the City and preserve their habitat.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Consolidated with LU-56.7 below.</li> </ul>	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"> <li>Incorporated above.</li> </ul>	[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"> <li>Edited for clarity and brevity.</li> </ul>	NE-2.6 Support a variety of habitats that are sufficient to support sustainable populations of local fish and wildlife.
<b>LU-57 Preserve the natural character and ecology of shorelines while balancing public access and recreational opportunities.</b>	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	<b>NE-3 Maintain the natural qualities of shorelines while ensuring public access and recreational use.</b>
LU-57.1 Preserve the ecology and wildlife habitat characteristics of shorelines.	<ul style="list-style-type: none"> <li>Edited for clarity.</li> </ul>	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"> <li>Revise to focus on public access and not ownership as the primary intent.</li> </ul>	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"> <li>Redundant with previous policy, as this is more operational.</li> </ul>	[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"> <li>Edited for clarity.</li> </ul>	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.
<b>LU-58 Preserve the natural flood storage function of floodplains.</b>	<ul style="list-style-type: none"> <li>Minor edit to ensure that capacity could be expanded as well.</li> </ul>	<b>NE-4 Maintain and enhance the natural flood storage function of floodplains.</b>
LU-58.1 Promote non-structural methods in planning for flood prevention and damage reduction.	<ul style="list-style-type: none"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for brevity.</li> </ul>	NE-4.4 Acquire vacant and underdeveloped land within the Flett Creek Basin..
<b>LU-59 Preserve and protect wetlands in the City.</b>		<b>NE-5 Preserve and protect wetlands in the city.</b>

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.
<b>LU-60</b>	<b>Institute an urban forestry program to preserve significant trees, promote healthy and safe trees, and expand tree coverage throughout the City.</b>	▪ <b>Edited for clarity and brevity.</b>	<b>NE-6</b>	<b>Maintain an urban forestry program to preserve significant trees, promote tree health, and increase tree coverage citywide.</b>
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.
<b>LU-61</b>	<b>Enhance and protect water quality.</b>		<b>NE-7</b>	<b>Enhance and protect water quality.</b>
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ Edited for clarity.</li> <li>▪ Combine with provision from LU-61.9.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Educate citizens and employers about Lakewood’s dependency on groundwater.</li> <li>▪ Establish and maintain public awareness signs delineating the boundaries and key access points to the Lakewood Water District’s wellhead protection areas.</li> <li>▪ Maintain groundwater monitoring programs.</li> <li>▪ Implement a well decommissioning program for all unused wells.</li> <li>▪ Coordinate planning and review of drainage, detention, and treatment programs within wellhead protection areas.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shortened, with some policies separated for clarity.</li> <li>▪ Combined with previous LU-61.11.</li> </ul>	<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"> <li>▪ Split from previous policy.</li> </ul>	<p>NE-7.10 Maintain a well decommissioning program for all unused wells.</p>
	<ul style="list-style-type: none"> <li>▪ Split from previous policy.</li> </ul>	<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"> <li>▪ Edited for clarity and brevity.</li> </ul>	<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"> <li>▪ Develop and implement a common system to reflect land use risks across all wellhead protection areas.</li> <li>▪ Establish and maintain an integrated regional wellhead protection data mapping, analysis, and updating system.</li> <li>▪ Enhance stormwater drainage, detention, and treatment programs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Full policy removed as redundant with NE-7.9.</li> <li>▪ Retain policy on mapping system.</li> </ul>	<p>NE-7.13 Cooperate with other jurisdictions to maintain an integrated regional system for wellhead protection data collection, mapping, and analysis.</p>
<p><b>LU-62 Protect the natural topographic, geologic, and hydrological function and features within the City.</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Edit to include a consideration of geologically hazardous areas.</b></li> </ul>	<p><b>NE-8 Protect natural topographic, geologic, and hydrological features within the city while addressing geological hazards.</b></p>
<p>LU-62.1 Protect life and property from seismic hazards.</p>	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>	<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"> <li>▪ Edited for clarity.</li> </ul>	<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.	▪ 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.	▪ Edited for clarity.	NE-8.4 Employ best management practices to minimize land erosion.
LU-62.5 Prohibit development of steep or unstable slopes.	▪ Edited for clarity.	NE-8.5 Prohibit development of steep or unstable slopes to prevent potential hazards.
<b>LU-63 Meet federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.</b>	▪ Edited for clarity and brevity.	<b>NE-9 Meet applicable air quality standards with coordinated, long-term strategies that address different types of air pollution.</b>
LU-63.1 Promote land use and transportation practices and strategies that reduce the levels of air- polluting emissions.	▪ 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.	▪ 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.	▪ Edited for clarity and brevity.	NE-9.3 Reduce air pollution from wood burning by restricting wood-burning fireplaces in new construction.
<b>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.</b>	▪ Edited for clarity and brevity.	<b>NE-10 Control noise pollution to protect neighborhoods from disruptive noise levels.</b>
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.	▪ 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.	▪ 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.	▪ 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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	NE-10.6 Use natural vegetation and thoughtful design in noise mitigation efforts to provide visually appealing projects.
<b>LU-65 Minimize the danger of use, storage, and transportation of hazardous and toxic materials within the City.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity and brevity.</li> </ul>	<b>NE-11 Reduce the risks associated with hazardous and toxic materials in the city.</b>
LU-65.2 Protect life, property, and the environment from exposure to hazardous and toxic materials.	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited from clarity and brevity.</li> </ul>	NE-11.3 Enforce international building and fire codes related to hazardous and toxic materials management.
[NEW]	<ul style="list-style-type: none"> <li>▪ Split final component of policy out separately.</li> </ul>	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	
<b>LU-41</b>	<b>Protect, preserve, enhance and expand parks and open space facilities.</b>	▪ Revisions for brevity/clarity.	<b>PR-1</b>	<b>Protect and enhance parks and open space facilities.</b>
LU-41.1	Protect irreplaceable natural, cultural and historical assets.	▪ Revisions for brevity/clarity.	PR-1.1	Protect our natural, cultural, and historical resources in parks and open space.
LU-41.2	Preserve existing parks and facilities by using preventative maintenance and innovative and sustainable practices.	▪ Revisions for brevity/clarity.	PR-1.2	Preserve existing parks and facilities by using innovative and sustainable management techniques.
LU-41.3	Enhance parks by providing a variety of amenities that meet the diverse needs of a growing and changing population.	▪ Revisions for brevity/clarity.	PR-1.3	Enhance parks with diverse amenities that serve our evolving community needs.
LU-41.4	Expand park systems by strategically acquiring land and proactively planning for future system needs.	▪ Revisions for brevity/clarity.	PR-1.4	Expand park systems by acquiring new land and planning improvements that consider future demand.
<b>LU-42</b>	<b>Provide equitable and community-driven services that are accessible for all.</b>	▪ Revisions for brevity/clarity.	<b>PR-2</b>	<b>Ensure parks and services are accessible and meet the needs of the community as a whole.</b>
LU-42.1	Provide a wide variety of park amenities and programs to meet the various needs of the community.	▪ Revisions for brevity/clarity.	PR-2.1	Offer diverse park amenities and programs for all community segments.
LU-42.2	Continue to remove physical, financial, and social barriers that prevent or deter park and recreation use.	▪ Revisions for brevity/clarity.	PR-2.2	Eliminate the physical, financial, and social barriers to park and recreation access.
LU-42.3	Celebrate and support the cultural diversity of the community.	▪ Revisions for clarity.	PR-2.3	Celebrate and support the cultural diversity of the community through parks and recreation planning.
LU-42.4	Provide a variety of opportunities to involve residents, partners, and stakeholder groups in park and recreation planning, design, decision making, and program implementation.	▪ Edits for brevity.	PR-2.4	Engage residents, partners, and stakeholder groups in park and recreation planning, design, decision-making, and program implementation.
LU-42.5	Develop policies to support active and healthy communities.	▪ Edits for clarity.	PR-2.5	Develop plans and policies for active, healthy community lifestyles.



Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p><b>LU-43 Increase the connectivity of the community.</b> 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"> <li>▪ Edits for brevity and clarity.</li> <li>▪ Combine with provisions of LU-49.</li> </ul>	<p><b>PR-3 Make welcoming spaces that foster social interactions and highlight local art and history.</b></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"> <li>▪ Edits for brevity and clarity.</li> </ul>	<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"> <li>▪ This appears to be operational and should be edited.</li> </ul>	<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"> <li>▪ Combines multiple provisions from LU-49.</li> </ul>	<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"> <li>▪ Edits for brevity and clarity.</li> </ul>	<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"> <li>▪ This appears to be redundant with elements of PR-5 below.</li> </ul>	<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"> <li>▪ Edits for brevity and clarity.</li> </ul>	<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"> <li>▪ This appears to be repetitive and can be considered part of PR-3.2 above.</li> </ul>	<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"> <li>▪ Edits for brevity and clarity.</li> </ul>	<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"> <li>▪ Edits for brevity and clarity.</li> </ul>	<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
<b>LU-44 Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.</b>	▪ Edits for brevity and clarity.	<b>PR-4 Enhance economic opportunities and quality of life through park and recreation investments.</b>
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.
<b>LU-45 Provide transparent, accountable, and fiscally responsible services and facilities.</b>	▪ Edits for clarity.	<b>PR-5 Manage parks, recreation, and open spaces with transparency, accountability, and financial responsibility.</b>
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.
<b>LU-49 Create a sense of place by encouraging private contributions and incorporating art and history in parks and public spaces.</b>	▪ This appears to be redundant with PR-3.3 above.	<b>[REMOVED]</b>

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"> <li>This is redundant with policies in PR-3.</li> </ul>	[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"> <li>This is redundant with policies in PR-3, and has been combined in that section.</li> </ul>	[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"> <li>This is redundant with policies in PR-3, and has been combined in that section.</li> </ul>	[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"> <li>This appears to be operational and should be edited. Moved to new policy in PR-5</li> </ul>	[REMOVED]

# 10 Public Services

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
<b>PS-1</b>	<b>Protect the community through a comprehensive fire and life safety program.</b>		<b>PS-1</b>	<b>Protect the community through a comprehensive fire and life safety program.</b>
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	PS-1.5	Educate the public on fire and hazardous materials safety to protect the community and environment.
<b>PS-2</b>	<b>Ensure that fire facilities and protective services are provided in conjunction with growth and development.</b>		<b>PS-2</b>	<b>Ensure that fire facilities and protective services are provided in conjunction with growth and development.</b>
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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.
<b>PS-3 Ensure built-in fire protection for new development and changes or additions to existing construction.</b>		<b>PS-3 Ensure built-in fire protection for new development and changes or additions to existing construction.</b>
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.
<b>PS-4 Protect citizens through a comprehensive EMS program that maximizes available resources.</b>	▪ Edited for clarity and brevity.	<b>PS-4 Protect citizens through a comprehensive emergency services (EMS) program.</b>
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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.
<b>PS-5 Protect community members from criminal activity and reduce the incidence of crime in Lakewood.</b>		
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	PS-5.1 Provide police protection with: <ul style="list-style-type: none"> <li>▪ a three-minute response time for life-threatening emergencies (Priority 1),</li> <li>▪ a six-minute response time for crimes in progress or just completed (Priority 2), and</li> <li>▪ a routine/non-emergency response time of 20 minutes (Priority 3).</li> </ul>
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	PS-5.3 Participate in innovative programs and funding strategies to reduce community crime.
<b>PS-6 Enhance the ability of citizens and the Police Department to minimize crime and provide security for all developed properties and open spaces.</b>		
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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).
<b>PS-7</b>	<b>Protect the community through a comprehensive emergency management program.</b>		<b>PS-7</b>	<b>Protect the community through a comprehensive emergency management program.</b>
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.
<b>PS-8</b>	<b>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.</b>	▪ Edited for clarity and brevity.	<b>PS-8</b>	<b>Support public education, especially school facilities that can serve as focal points for the community.</b>
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]
<b>PS-9</b>	<b>Accommodate the maintenance and enhancement of private school opportunities for area students and residents.</b>	▪ Edited for clarity and brevity.	<b>PS-9</b>	<b>Support private school opportunities that meet the needs of area students and residents.</b>
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.
<b>PS-10</b>	<b>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.</b>	▪ Edited for clarity and brevity.	<b>PS-10</b>	<b>Ensure public and private schools are safe, accessible, and compatible with surrounding neighborhoods.</b>
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> <li>▪ Included provisions for the use of surplus sites for affordable housing.</li> </ul>	PS-10.10 Work with the CPSD to reuse or redevelop surplus school properties for affordable housing or other appropriate uses.
<b>PS-11 Maintain and enhance top-quality institutions of higher education that will meet the changing needs of Lakewood's residents and business community.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity and brevity.</li> </ul>	<b>PS-11 Support top-quality institutions of higher education to meet the needs of Lakewood's residents and business community.</b>

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.
<b>PS-12</b>	<b>Maximize the ability of higher educational institutions to provide quality services while minimizing impacts on area residents and businesses.</b>	▪ <b>Edited for clarity and brevity.</b>	<b>PS-12</b>	<b>Improve compatibility between institutions of higher education and surrounding neighborhoods.</b>
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.
<b>PS-13</b>	<b>Ensure that high quality library services are available to Lakewood residents.</b>	▪ <b>Edited for clarity and brevity.</b>	<b>PS-13</b>	<b>Ensure that high-quality library services are available to Lakewood residents.</b>
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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	PS-13.8 Support bookmobile services to underserved and/or isolated areas.
<b>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.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity and brevity.</li> </ul>	<b>PS-14 Support a community that meets the physical, economic, and social needs of residents, and provides opportunity to enhance quality of life.</b>
PS-14.1 Assess and anticipate human services needs and develop appropriate policy and program responses.	<ul style="list-style-type: none"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Minor edits.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	PS-14.7	Encourage medical clinics and related services to locate near transit facilities that support greater accessibility.
<b>PS-15</b>	<b>Ensure the City's Human Services Funds are effectively and efficiently managed.</b>	<ul style="list-style-type: none"> <li><b>Minor edits.</b></li> </ul>	<b>PS-15</b>	<b>Provide oversight for Human Services funding to ensure resources are effectively and efficiently managed and distributed.</b>
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"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	PS-15.4	Monitor the performance of contracting agencies providing social and human services.
<b>PS-16</b>	<b>Give a broad range of Lakewood citizens a voice in decision making about how we can create a safer, healthier community.</b>	<ul style="list-style-type: none"> <li><b>Minor edits to include equity.</b></li> <li><b>Removed "citizens" in favor of "residents".</b></li> </ul>	<b>PS-16</b>	<b>Give all Lakewood residents a role in decision-making to help create a safer, healthier, and more equitable community.</b>
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"> <li>Edits for clarity.</li> </ul>	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"> <li>Edited for clarity and brevity.</li> </ul>	PS-16.2	Incorporate regular feedback from the community and health/human services consumers into decision-making.
<b>PS-17</b>	<b>Participate in regional and local efforts that address human services needs in the region and in the City.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity and brevity.</b></li> </ul>	<b>PS-17</b>	<b>Participate in collaborative efforts to address regional human services needs.</b>

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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	PS-17.2 Continue participating in existing regional programs, including: <ul style="list-style-type: none"> <li>▪ the Tacoma-Lakewood-Pierce County Continuum of Care (TLP CoC).</li> <li>▪ the Pierce County Human Services Coalition.</li> <li>▪ the 2060 and 2163 Funding Programs.</li> </ul>
<b>PS-20 Maintain/improve community facilities and public infrastructure, particularly in underserved areas or neighborhoods.</b>	<ul style="list-style-type: none"> <li>▪ Minor edits.</li> </ul>	<b>PS-18 Maintain and improve community facilities and public infrastructure, particularly in underserved areas or neighborhoods.</b>
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"> <li>▪ Note that this is included but may be included in transportation.</li> </ul>	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"> <li>▪ Split off the final component of PS-20.1 to discuss ADA compliance.</li> </ul>	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"> <li>▪ Edited for clarity and brevity.</li> </ul>	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"> <li>▪ Edited for brevity – note that this may be too broad.</li> </ul>	PS-18.4 Sustain a community safety net for identified vulnerable populations.

# 11 Subarea Plans

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<b>General</b>		
<b>11.3.1</b> 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"> <li>Rework to be more general, and separate details below.</li> </ul>	<b>SA-1:</b> Provide subarea and redevelopment plans for targeted neighborhoods in the city to guide intended growth and development.
[NEW]	<ul style="list-style-type: none"> <li>Provided here to reinforce the status of the Downtown Subarea.</li> </ul>	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"> <li>Rework the earlier policy/goal above.</li> </ul>	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.
<b>Downtown Subarea</b>		
[NEW]	<ul style="list-style-type: none"> <li>Link the Downtown Subarea Plan to this section</li> </ul>	<b>DS-1</b> Implement the Downtown Subarea Plan.
[NEW]	<ul style="list-style-type: none"> <li>Included from the Subarea Plan.</li> </ul>	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"> <li><b>Colonial</b>, which includes colonial-style commercial buildings and the historic Lakewood Theater.</li> <li><b>Town Center</b>, 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.</li> <li><b>East District</b>, 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.</li> </ul>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> <li>Included from the Subarea Plan.</li> </ul>	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"> <li>Included from the Subarea Plan.</li> </ul>	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"> <li>The <b>Colonial Overlay (C-O)</b> is a special design district that preserves the unique colonial style aesthetic within that area.</li> <li>The <b>Town Center Incentive Overlay (TCI-O)</b> district allows for the holistic development of the Lakewood Towne Center in alignment with the vision and policies of the Downtown Plan.</li> <li>The <b>Low-Impact Mixed-Use Roads (LIMU-O)</b> 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.</li> <li>The <b>Transition Overlay (TO)</b> 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.</li> </ul>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li><b>Policy from Subarea Plan and Goal SA-19 from previous Comprehensive Plan.</b></li> </ul>	DS-2 <b>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.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>New goal to summarize intent.</b></li> </ul>	<b>DS-3 Economic Development: Highlight Downtown Lakewood as a destination for commerce, culture, and community living by enhancing opportunities for business and residential development.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>▪ New goal to summarize intent.</li> </ul>	<b>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.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	DS-4.3 Create mechanisms that attract and increase multifamily development Downtown.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ New goal to summarize intent.</li> </ul>	<b>DS-5 Street Grids, Streetscapes &amp; 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.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	DS-5.11 Encourage shared parking agreements within the Lakewood Towne Center.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	DS-5.12 Focus investments in Downtown by promoting joint and mixed-use development and integrating shared-use parking practices.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>Goal from previous Goal SA-3</b></li> </ul>	<b>DS-6 Transportation: Emphasize pedestrian and bicycle connectivity and transit use within the Downtown while accommodating automobiles.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>▪ New goal to summarize intent.</li> </ul>	<b>DS-7 Park, Open Spaces &amp; Trails: Support Downtown by developing public spaces and recreational amenities that promote accessibility and community engagement.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	DS-7.3 Invest in a quality park and recreation system to enhance economic benefit.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	DS-7.5 Increase emphasis on making Lakewood accessible and convenient for pedestrians and bicycle riders.
[NEW]	<ul style="list-style-type: none"> <li>▪ New goal to summarize intent.</li> </ul>	<b>DS-8 Stormwater and the Natural Environment: Protect environmental quality in the Downtown, especially with respect to stormwater-related impacts.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	DS-8.1 Protect the quality and quantity of groundwater.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Where onsite filtration is feasible, it should be provided.</li> <li>▪ Permeable surfaces should be considered for sidewalks.</li> </ul>
[NEW]	<ul style="list-style-type: none"> <li>▪ New goal to summarize intent.</li> </ul>	<b>DS-9 Utility Infrastructure (Water, Sewer, Power): Ensure the Downtown is provided with sufficient utility capacity to meet current and future needs.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	DS-9.2 Encourage energy efficient development in the Downtown Study Area.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>New goal to summarize intent.</b></li> </ul>	<b>DS-10 Community Partnerships and Organization: Strengthen Downtown Lakewood's revitalization by supporting organizations dedicated to economic, social, and safety enhancements.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	DS-10.2 Support formation of business improvement organizations.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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.
<b>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.</b>	<ul style="list-style-type: none"> <li><b>Moved above.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>Considered in policies above.</li> </ul>	[REMOVED]
SA-19.2 Encourage neighborhood businesses that provide daily goods and services in the Downtown.	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	[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"> <li>Considered in policies above.</li> </ul>	[REMOVED]
SA-19.4 Promote cultural institutions, performing arts uses, and recreational activities within the Downtown.	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	[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"> <li>Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
<b>LU-20 Emphasize pedestrian and bicycle connectivity and transit use within the Downtown while accommodating automobiles.</b>	<ul style="list-style-type: none"> <li>▪ <b>Moved to the earlier section as a goal.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
LU-20.2 Maintain the Pierce Transit Center located in the Lakewood Towne Center.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
LU-20.3 Maintain an appropriate supply of parking in the Downtown as development intensifies.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
LU-20.4 Encourage shared parking agreements within the Towne Center.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
LU-20.5 Encourage multi-modal policies, improvements, and strategies consistent with the Downtown Plan.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
<b>UD-8: Develop the design of the CBD to support its role as Lakewood's Downtown.</b>	<ul style="list-style-type: none"> <li>▪ <b>This goal doesn't completely align with only considering the CBD and has been removed in favor of the policies above.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
UD-8.5: Promote urban amenities throughout the Downtown and on individual sites.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
<b>Lakewood Station District Subarea</b>		
<b>[NEW]</b>	<ul style="list-style-type: none"> <li>▪ <b>Provided as an initial goal to incorporate other high-level policies for the subarea.</b></li> </ul>	<b>LS-1    Implement the Lakewood Station District Subarea (LSDS) Plan.</b>
	<ul style="list-style-type: none"> <li>▪ Based on previous SA-8.1; intended to provide a high-level perspective on the intent of the subarea.</li> </ul>	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"> <li>▪ Based on previous SA-7.1; intended to provide a high-level perspective on the intent of the subarea.</li> </ul>	LS-1.2    Coordinate with transit agencies to plan and develop the Lakewood Station Subarea as a multi-modal commuter hub.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li>▪ <b>Goal expanded from the intent of the section.</b></li> </ul>	<b>LS-1    Land Use and Urban Design: Develop the LSDS as a vibrant transit-oriented, mixed-use community with supporting amenities.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>▪ Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	LS-1.7 Consider the designation of new Green Streets as opportunities arise, in coordination with public input.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>Goal expanded from the intent of the section.</b></li> </ul>	<b>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.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>Goal expanded from the intent of the section.</b></li> </ul>	<b>LS-3 Economic Development, Business, &amp; Employment: Advance economic growth in the LSDS to diversify local employment and services.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	LS-3.3 Support small business development to build on the diverse offering of goods and services to residents and workers in the LSDS.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>Goal expanded from the intent of the section.</b></li> </ul>	<b>LS-4 Transportation: Enhance accessibility and connectivity by developing comprehensive multi-modal transportation infrastructure and connections to key destinations.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	LS-4.4 Connect the LSDS to Downtown with enhanced pedestrian and bicycle facilities.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>Goal expanded from the intent of the section.</b></li> </ul>	<b>LS-5 Utilities &amp; Public Services: Expand infrastructure to support sustainable redevelopment and growth.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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
<b>SA-25</b>	<b>Promote the Lakewood Station Subarea as the multi-modal commuter hub of Lakewood.</b>	▪ 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]
<b>SA-26</b>	<b>Promote an interactive mixture of activities around the Lakewood Station that focus on the station’s regional access.</b>	▪ 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]
<b>SA-27</b>	<b>Develop an urban design framework to guide physical development of the Lakewood Station district.</b>	▪ 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]
<b>UD-9: Create a livable, transit-oriented community within the Lakewood Station District through application of urban design principles.</b>	▪ 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]
<b>Tillicum-Woodbrook Subarea</b>		
<b>[FROM SUBAREA PLAN]</b>	▪ <b>Goal from Subarea Plan.</b>	<b>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.</b>
[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"> <li>Policy from Subarea Plan.</li> </ul>	TW-1.4 Invest in new community spaces and civic institutions in Woodbrook
<b>[FROM SUBAREA PLAN]</b>	<ul style="list-style-type: none"> <li><b>Goal from Subarea Plan.</b></li> </ul>	<b>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.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	TW-2.3 Celebrate Tillicum and Woodbrook’s history.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	TW-2.4 Ensure residents continue to live in Tillicum and Woodbrook.
<b>[FROM SUBAREA PLAN]</b>	<ul style="list-style-type: none"> <li><b>Goal from Subarea Plan.</b></li> </ul>	<b>TW-3 Diversify Tillicum’s and Woodbrook’s housing options to support current residents in Lakewood.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	TW-3.1 Encourage and support efforts to increase homeownership.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	TW-3.2 Provide for a range of housing options to meet community needs.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	TW-3.3 Encourage and support access to affordable, safe, and connected housing options.
<b>[FROM SUBAREA PLAN]</b>	<ul style="list-style-type: none"> <li><b>Goal from Subarea Plan.</b></li> </ul>	<b>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.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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.
<b>[FROM SUBAREA PLAN]</b>	<ul style="list-style-type: none"> <li><b>Goal from Subarea Plan.</b></li> </ul>	<b>TW-5 Increase economic development opportunities within Tillicum and Woodbrook.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	TW-5.3 Support additional food resources, commercial development, job growth, and technical assistance in the Tillicum Woodbrook Subarea.
<b>[FROM SUBAREA PLAN]</b>	<ul style="list-style-type: none"> <li><b>Goal from Subarea Plan.</b></li> </ul>	<b>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.</b>
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	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"> <li>Policy from Subarea Plan.</li> </ul>	TW-6.3 Encourage the use of sustainable materials and building practices.
<b>UD-10: Promote the evolution of Tillicum into a vital higher density pedestrian-oriented neighborhood through application of urban design principles.</b>	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	<b>[REMOVED]</b>
UD-10.1: Identify opportunities for additional public/semi-public green space in Tillicum.	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	[REMOVED]
UD-10.2: Provide opportunities for pedestrian and bicycle connections from Tillicum to other portions of Lakewood.	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	[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"> <li>Considered in policies above.</li> </ul>	[REMOVED]
<b>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.</b>	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	<b>[REMOVED]</b>
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"> <li>Considered in policies above.</li> </ul>	[REMOVED]
SA-51.2 Support the expansion of recreation and open space.	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	[REMOVED]
SA-51.3 Provide pedestrian and bicycle paths within the neighborhoods and which connect to other neighborhoods.	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	[REMOVED]
<b>SA-52 Improve the quality of life for residents of Tillicum.</b>	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	<b>[REMOVED]</b>
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"> <li>Considered in policies above.</li> </ul>	[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"> <li>Considered in policies above.</li> </ul>	[REMOVED]
SA-52.3 Identify additional opportunities to provide public access to American Lake within Tillicum.	<ul style="list-style-type: none"> <li>Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
SA-52.5 Implement, and as necessary, update, the Tillicum Neighborhood Plan.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
<b>SA-54 Seek a smooth and efficient transition from residential to industrial use for American Lake Gardens.</b>	<ul style="list-style-type: none"> <li>▪ <b>Considered in policies above.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[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"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
<b>SA-53 Improve the quality of life for residents of Springbrook.</b>	<ul style="list-style-type: none"> <li>▪ <b>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.</b></li> </ul>	<b>[REMOVED]</b>
SA-53.1 Promote higher residential densities in the Springbrook Center of Municipal Importance (CoMI).	<ul style="list-style-type: none"> <li>▪ Removed in current plan as noted above.</li> </ul>	[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"> <li>▪ Removed in current plan as noted above.</li> </ul>	[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"> <li>▪ Removed in current plan as noted above.</li> </ul>	[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
<b>T-9: Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.</b>		<b>TR-1 Provide a balanced, multimodal transportation system for the safe and efficient movement of people and goods.</b>
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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Minor edits.</li> </ul>	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"> <li>▪ Edited for clarity.</li> <li>▪ Combined with previous T-12.2</li> </ul>	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.
<b>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.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>	<b>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.</b>
T-11: Define all streets according to the following criteria: <ul style="list-style-type: none"> <li>▪ Principal arterials;</li> <li>▪ Minor arterials;</li> <li>▪ Collector arterials; and</li> <li>▪ Local access roads.</li> </ul> <b>(note additional text deleted)</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	TR-2.1 Classify all streets according to the following classification for policy and planning: <ul style="list-style-type: none"> <li>▪ Principal arterials;</li> <li>▪ Minor arterials;</li> <li>▪ Collector arterials; and</li> <li>▪ Local access roads.</li> </ul>



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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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.
<b>T-1: Apply the street functional classification system and transportation design standards in the construction of new or upgraded transportation infrastructure.</b>	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> <li>Downgrade to policy with T-10 as a new top-level goal.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Change to "maintain".</li> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>An ADA Transition Plan is required under RCW 36.70A.070(6)(a)(iii)(G).</li> </ul>	TR-2.7 Develop an ADA Transition Plan to identify and remove barriers to access for individuals with disabilities.
<b>T-3: Maximize transportation connections without negatively impacting residential areas.</b>	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	<b>TR-3 Enhance transportation connectivity while minimizing impacts to residential and mixed-use areas.</b>
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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> <li>Added multimodal transportation to the policy.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Minor change.</li> </ul>	TR-3.4 Provide for pedestrian and bicycle pathways in areas where terrain, right-of-way limitations, or other constraints prevent street connections.
<b>T-19: Apply standardized performance measurement criteria to monitor transportation LOS and maintain concurrency.</b>	<ul style="list-style-type: none"> <li>Edited for clarity.</li> <li>Includes multimodal transportation.</li> </ul>	<b>TR-4 Use standard criteria to monitor levels of service for multimodal transportation.</b>
T-19.1: Monitor road performance using the Highway Capacity Manual's standardized LOS criteria. [additional explanatory text]	<ul style="list-style-type: none"> <li>Edited for clarity.</li> </ul>	TR-4.1 Use the latest Highway Capacity Manual's LOS criteria to assess road performance.
[NEW]	<ul style="list-style-type: none"> <li>This is based on the policies formerly included under T-20, below.</li> </ul>	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"> <li>Edited for clarity.</li> <li>Shifted up in order to coordinate document flow.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	TR-4.6 Incorporate multimodal mitigation strategies in development reviews to address LOS impacts.
[NEW]	<ul style="list-style-type: none"> <li>Added based on T-20.5 below.</li> </ul>	TR-4.7 Allow deviations from LOS standards at two-way and one-way stop-controlled intersections after thorough operational and safety evaluations.
<b>T-21: Use traffic management strategies and land use regulations to protect street and network LOS standards.</b>	<ul style="list-style-type: none"> <li>Edited for clarity.</li> <li>Include a consideration of T-21.2.</li> </ul>	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.
<b>T-4: Balance the need for property access with safety considerations.</b>	<ul style="list-style-type: none"> <li>Edited for brevity.</li> </ul>	<b>TR-5 Ensure safe and accessible connections to properties.</b>

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.
<b>T-5:</b>	<b>Manage traffic to minimize its impact on neighborhoods, mobility, and enterprise.</b>	▪ <b>Edited for clarity/brevity.</b>	<b>TR-6</b>	<b>Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses.</b>
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.
<b>T-6:</b>	<b>Reduce the impact of freight routing on residential and other sensitive land uses.</b>	▪ 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]	

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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"> <li>Removed as this is incorporated under the policy above.</li> </ul>	[REMOVED]	
[NEW]		<ul style="list-style-type: none"> <li>Added from the previous Goal T-8 below.</li> </ul>	TR-6.6	Reduce the visual and noise impacts of roadways on neighboring properties and users.
<b>T-7:</b>	<b>Sustain and protect the City's investment in the existing transportation network.</b>	<ul style="list-style-type: none"> <li>Edited for clarity.</li> </ul>	<b>TR-7</b>	<b>Protect the city's investment in current and future through sustainable maintenance and preservation.</b>
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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	TR-7.4	Secure sustainable funding sources for the preservation and maintenance of the transportation system.
<b>T-8:</b>	<b>Minimize visual and noise impacts of roadways on adjacent properties and other users.</b>	<ul style="list-style-type: none"> <li>Added above and removed as a goal.</li> </ul>	[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"> <li>Removed as overly broad/operational.</li> </ul>	[REMOVED]	
T-8.2:	Create and apply standards for landscaped islands and medians to break up linear expanses.	<ul style="list-style-type: none"> <li>Removed as overly broad/operational.</li> </ul>	[REMOVED]	
<b>T-10:</b>	<b>Minimize traffic growth and its impacts to meet state, regional, and local environment and sustainability goals.</b>	<ul style="list-style-type: none"> <li>Minor edits.</li> </ul>	<b>TR-8</b>	<b>Reduce traffic to meet state, regional, and city environmental and sustainability goals.</b>
<b>T-12:</b>	<b>Decrease dependence on single-occupant vehicles (SOVs) as a primary means of transportation.</b>	<ul style="list-style-type: none"> <li>Changed to policy.</li> </ul>	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"> <li>▪ Edited to provide a more focused statement.</li> <li>▪ Shifted to this section as a better fit for the goal.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	TR-8.3 Require Transportation Demand Management (TDM) improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.
<b>T-11: Reduce dependence on SOV use during peak commute hours.</b> <b>(additional text)</b>	<ul style="list-style-type: none"> <li>▪ Folded into the goal above to reduce redundancy.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Redundant with above, as this would appear to be a special case of a public education campaign.</li> </ul>	[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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Include from T-17.</li> </ul>	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"> <li>▪ Redundant with T-3.2.</li> </ul>	[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"> <li>▪ Removed as overly broad/operational.</li> </ul>	[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"> <li>▪ Edited for clarity.</li> </ul>	TR-8.8 Minimize the impacts of transportation infrastructure on the environment and climate

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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"> <li>Edited for clarity.</li> </ul>	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"> <li>Folded into the broader CTR policy as an operational detail.</li> </ul>	[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"> <li>Folded into the broader CTR policy as an operational detail.</li> </ul>	[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"> <li>Folded into the broader CTR policy as an operational detail.</li> </ul>	[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"> <li>Folded into the broader CTR policy as an operational detail.</li> </ul>	[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"> <li>Redundant with current TR-1 policies.</li> </ul>	[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"> <li>Folded into other coordination policies as an operational detail.</li> </ul>	[REMOVED]
<b>T-14: Provide safe, convenient, inviting routes for bicyclists and pedestrians (see adopted Non-Motorized Transportation Plan).</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity.</b></li> <li><b>Includes provisions from RCW 36.70A.070(6)(a)(vii).</b></li> </ul>	<b>TR-9 Enhance safe, convenient, and inviting routes for active transportation such as walking and cycling to promote accessibility and healthy living.</b>
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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	TR-9.3 Provide safe midblock crossings for pedestrians where possible.

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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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Note that this requirement specifically focuses on transit agencies.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Removed as redundant as currently adopted.</li> </ul>	[REMOVED]
T-14.8: Take positive steps to improve traffic safety at high accident and/or injury locations.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	TR-9.7 Prioritize traffic safety improvements at locations with high accident rates.
<b>T-15: Provide adequate parking that serves Lakewood's needs but does not encourage a continuation of auto-oriented development and travel patterns.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity/brevity.</b></li> </ul>	<b>TR-10 Ensure parking supplies meet local demand while promoting alternative modes of transportation.</b>
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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	TR-10.5 Implement parking lot design guidelines that minimize aesthetic, environmental, and public safety impacts.
<b>T-16: Foster the evolution of a Downtown that is compact and walkable and not defined by large expanses of parking lots.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity/brevity.</b></li> </ul>	<b>TR-11 Promote a walkable, pedestrian-friendly Downtown.</b>

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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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ Combined with following policy.</li> </ul>	[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"> <li>▪ Combined with previous policy and edited.</li> </ul>	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"> <li>▪ Edited to focus on the objective.</li> </ul>	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"> <li>▪ Edited to focus on the objective.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	TR-11.6 Integrate regional transportation standards into the planning of centers and areas around high-capacity transit stations.
<b>T-17: Expand park-and-ride capacity to serve rail as well as other transit uses and accommodate growth.</b>	<ul style="list-style-type: none"> <li>▪ <b>Included above for multimodal capacity.</b></li> </ul>	<b>[REMOVED]</b>
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"> <li>▪ Removed as an operational detail and incorporated into policy.</li> </ul>	[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"> <li>▪ Removed as an operational detail and incorporated into policy.</li> </ul>	[REMOVED]
<b>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.</b>	<ul style="list-style-type: none"> <li>▪ <b>Edited for clarity/brevity.</b></li> </ul>	<b>TR-12 Align freight transportation planning by road and rail with industrial, commercial, and other land uses.</b>



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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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> <li>Incorporates T-18.8.</li> </ul>	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"> <li>Minor edit.</li> </ul>	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"> <li>Removed after completion.</li> </ul>	[REMOVED]	
T-18.7:	Support new access and infrastructure improvements to American Lake Gardens that facilitate industrial development.	<ul style="list-style-type: none"> <li>Removed after completion.</li> </ul>	[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"> <li>Included as part of previous policy above.</li> </ul>	[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"> <li>Edited for clarity/brevity.</li> </ul>	TR-12.6	Discourage increased freight rail traffic beyond current levels of activity without sufficient mitigation of impacts.
<b>T-20:</b>	<b>Adopt the following arterial and intersection LOS thresholds for maintaining transportation concurrency on arterial streets in Lakewood.</b>	<ul style="list-style-type: none"> <li>Combined with above.</li> </ul>	[REMOVED]	

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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"> <li>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.</li> </ul>	[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"> <li>Removed here but this policy is added under TR-19 above.</li> </ul>	[REMOVED]
<b>T-21: Use traffic management strategies and land use regulations to protect street and network LOS standards.</b>	<ul style="list-style-type: none"> <li><b>Removed as a goal and included as a policy above.</b></li> </ul>	[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"> <li>Redundant with TR-19.6 above.</li> </ul>	[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"> <li>Folded into broader policy above.</li> </ul>	[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"> <li>Removed as an operational detail.</li> </ul>	[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"> <li>Redundant as these considerations would be included due to this Element.</li> </ul>	[REMOVED]
<b>T-2: Maintain maximum consistency with state, regional, and local plans and projects.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity/brevity.</b></li> </ul>	<b>TR-13 Maintain consistency with state, regional, and local transportation plans and projects.</b>
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"> <li>Separated for clarity/brevity.</li> </ul>	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"> <li>Separated from above.</li> </ul>	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"> <li>Separated from above and edited for clarity.</li> </ul>	TR-13.3 Prioritize funding for transportation infrastructure and capital facilities investments in: <ul style="list-style-type: none"> <li>the city's designated Regional Growth Center,</li> <li>adopted subarea boundaries,</li> <li>areas where historically disadvantaged populations have been disproportionately impacted, and</li> <li>designated Centers of Municipal Importance (COMIs).</li> </ul>
T-2.2: Continue to participate in regional transportation planning to develop and upgrade long-range transportation plans.	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> <li>Combined with the following policy.</li> </ul>	TR-13.6 Support improvements to I-5 that promote safe connections between the highway and local communities.

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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"> <li>Redundant with previous policy.</li> </ul>	[REMOVED]
<b>T-13: Develop and maintain collaborative working relationships with outside agencies to improve the transportation system.</b>	<ul style="list-style-type: none"> <li><b>Edited for clarity.</b></li> </ul>	<b>TR-14 Improve the transportation system through collaborative efforts with other agencies and organizations.</b>
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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Remove as operational as it should be included in implementation.</li> </ul>	[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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Remove as operational.</li> <li>Redundant with T-18.8.</li> </ul>	[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"> <li>▪ Edited for clarity/brevity.</li> <li>▪ Note that this should include paratransit, especially to accommodate mobility-challenged city residents.</li> </ul>	<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"> <li>▪ Remove as operational and redundant with other ridesharing and TDM/CTR policies.</li> </ul>	<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"> <li>▪ Redundant with new TR-9.7.</li> </ul>	<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"> <li>▪ Redundant with T-13.4.</li> </ul>	<p>[REMOVED]</p>

# 13 Urban Design

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
<b>UD-6</b>	<b>Create distinct districts for commercial activity and promote character and improved aesthetic standards.</b>	<ul style="list-style-type: none"> <li>Revised to clarify role of urban design.</li> </ul>	<b>UD-1</b>	<b>Support a strong sense of community in neighborhood business districts with distinct urban identities, higher intensities of uses, and local amenities.</b>
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"> <li>Removed references to design standards and design review, as these can reduce development.</li> </ul>	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"> <li>Removed. Can be addressed in the above goal.</li> </ul>	[REMOVED]	
[NEW]		<ul style="list-style-type: none"> <li>Based on LU-23.1.</li> </ul>	UD-1.2	Support a diverse mix of local activities in neighborhood business districts.
[NEW]		<ul style="list-style-type: none"> <li>Based on LU-23.3.</li> </ul>	UD-1.3	Facilitate placemaking and public art initiatives with community-based organizations.
<b>UD-7</b>	<b>Promote pedestrian-oriented development patterns within designated mixed-use commercial districts.</b>	<ul style="list-style-type: none"> <li>Removed to consolidate with previous goal.</li> </ul>	[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"> <li>Shortened for clarity</li> </ul>	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"> <li>Shortened for clarity and brevity</li> </ul>	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"> <li>Redundant with the above goals</li> </ul>	[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"> <li>Combined with below goal</li> </ul>	[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"> <li>Shortened for clarity</li> </ul>	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"> <li>Combined with above goals</li> </ul>	[REMOVED]
[NEW]	<ul style="list-style-type: none"> <li>Adapt the previous UD-11.</li> </ul>	UD-1.7 Improve public safety through design guidelines.
<b>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.</b>	<ul style="list-style-type: none"> <li>Changed “civic boulevards” to “corridors”.</li> </ul>	<b>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.</b>
UD-5.1 Provide appropriate design improvements to treat the following streets as civic boulevards: <ul style="list-style-type: none"> <li>the full length of Bridgeport Way;</li> <li>Gravelly Lake Drive from Nyanza Road to Steilacoom Boulevard;</li> <li>100th Street from Gravelly Lake Drive to S. Tacoma Way;</li> <li>S. Tacoma Way and Pacific Highway Southwest from the Tacoma City limits to Ponders Corner;</li> <li>112th Street from Nyanza Road to Bridgeport Way;</li> <li>N. Thorne Lane from I-5 to Portland Street;</li> <li>W. Thorne Lane between Portland Street and Union Avenue;</li> <li>Portland Street between N. Thorne Lane and W. Thorne Lane;</li> <li>Union Avenue from Berkeley Avenue to Spruce Street; and</li> <li>Spruce Street from Union Avenue to Portland Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>Changed “civic boulevards” to “urban corridors”.</li> </ul>	UD-2.1 Provide appropriate design improvements to treat the following streets as urban corridors: <ul style="list-style-type: none"> <li>the full length of Bridgeport Way;</li> <li>Gravelly Lake Drive from Nyanza Road to Steilacoom Boulevard;</li> <li>100th Street from Gravelly Lake Drive to S. Tacoma Way;</li> <li>S. Tacoma Way and Pacific Highway Southwest from the Tacoma city limits to Ponders Corner;</li> <li>112th Street from Nyanza Road to Bridgeport Way;</li> <li>N. Thorne Lane from I-5 to Portland Street;</li> <li>W. Thorne Lane between Portland Street and Union Avenue;</li> <li>Portland Street between N. Thorne Lane and W. Thorne Lane;</li> <li>Union Avenue from Berkeley Avenue to Spruce Street; and</li> <li>Spruce Street from Union Avenue to Portland Avenue.</li> </ul>

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"> <li>▪ South Tacoma Way at Tacoma City limits;</li> <li>▪ 84th Street at I-5;</li> <li>▪ SR 512/I-5 at South Tacoma Way;</li> <li>▪ Bridgeport Way at South Tacoma Way/I-5;</li> <li>▪ Nyanza Boulevard at I-5;</li> <li>▪ N. Thorne Lane at I-5;</li> <li>▪ Steilacoom Boulevard at City limits;</li> <li>▪ Berkeley Avenue SW at I-5;</li> <li>▪ Bridgeport Way at University Place City limits;</li> <li>▪ Bridgeport Way at Gravelly Lake Drive;</li> <li>▪ 100th Street at Gravelly Lake Drive; and</li> <li>▪ 100th Street at Bridgeport Way.</li> </ul>		<p>UD-2.2 Provide appropriate design improvements to treat the following intersections as major gateways:</p> <ul style="list-style-type: none"> <li>▪ South Tacoma Way at Tacoma city limits;</li> <li>▪ 84th Street at I-5;</li> <li>▪ SR 512/I-5 at South Tacoma Way;</li> <li>▪ Bridgeport Way at South Tacoma Way/I-5;</li> <li>▪ Nyanza Boulevard at I-5;</li> <li>▪ N. Thorne Lane at I-5;</li> <li>▪ Steilacoom Boulevard at city limits;</li> <li>▪ Berkeley Avenue SW at I-5;</li> <li>▪ Bridgeport Way at University Place city limits;</li> <li>▪ Bridgeport Way at Gravelly Lake Drive;</li> <li>▪ 100th Street at Gravelly Lake Drive; and</li> <li>▪ 100th Street at Bridgeport Way.</li> </ul>
[NEW]	<ul style="list-style-type: none"> <li>▪ Added from UD-12</li> </ul>	<p>UD-2.3 Implement additional gateway enhancement for Tillicum, Springbrook, and Woodbrook.</p>
<p><b>UD-1: Design streets and associated amenities so that they are an asset to the city.</b></p>	<p><b>Revised for clarity.</b></p>	<p><b>UD-3 Design streetscapes, nonmotorized pathways, and other rights-of-way as amenities and important public places.</b></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"> <li>▪ Shortened for brevity</li> </ul>	<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"> <li>▪ Adapted from old UD-15.2.</li> </ul>	<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"> <li>▪ Shortened for brevity</li> </ul>	<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"> <li>▪ Shortened for brevity.</li> <li>▪ Removed qualifiers on where new sidewalks can be built.</li> </ul>	<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"> <li>▪ Shortened for brevity.</li> </ul>	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"> <li>▪ Shortened for brevity</li> </ul>	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"> <li>▪ Shortened for brevity</li> </ul>	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"> <li>▪ Added more information about ADA</li> </ul>	UD-3.8 Include curb ramps for sidewalks at all intersections to assist wheelchairs, strollers, and cyclists to meet ADA requirements.
<b>LU-50 Recognize and support historically significant sites and buildings.</b>		<b>UD-4 Recognize and support historically significant sites and buildings.</b>
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"> <li>▪ Shortened for brevity.</li> </ul>	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"> <li>▪ Shortened for brevity.</li> </ul>	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"> <li>▪ Removed as redundant and confusing. [REMOVED]</li> </ul>	
<b>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.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	<b>UD-5 Manage noise pollution to minimize nuisance and encourage a quality urban environment.</b>
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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Shortened for brevity</li> </ul>	UD-5.6 Integrate natural vegetation and design elements in noise mitigation and attenuation projects to enhance effectiveness and visual appeal.
<b>UD-3 Employ design standards to ease the transition of scale and intensity between abutting residential uses and between residential areas and other uses.</b>	<ul style="list-style-type: none"> <li>▪ Shortened for brevity</li> </ul>	<b>UD-6 Ensure smooth transitions of land uses in scale and intensity between abutting neighborhoods and other uses.</b>
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"> <li>▪ Shortened for brevity.</li> </ul>	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.
<b>UD-14 Recognize the value of scenic views and visual resources as contributors to Lakewood's character and the quality of life.</b>	<ul style="list-style-type: none"> <li>▪ Shortened for brevity</li> </ul>	<b>UD-7 Preserve scenic views as contributors to Lakewood's quality of life.</b>
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"> <li>▪ Edited for clarity</li> </ul>	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
<b>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.</b>	<ul style="list-style-type: none"> <li>Removed as this was duplicated in the plan.</li> </ul>	[REMOVED]
UD-2.1 Identify streets to be treated as civic boulevards and provide appropriate design improvements.	<ul style="list-style-type: none"> <li>Removed as duplicative.</li> </ul>	[REMOVED]
UD-2.2 Identify intersections to be treated as major gateways and provide appropriate design improvements.	<ul style="list-style-type: none"> <li>Removed as duplicative.</li> </ul>	[REMOVED]
<b>UD-4 Employ design standards to improve the auto-dominant atmosphere that dominates commercial corridors.</b>	<ul style="list-style-type: none"> <li>Addressed in streetscape policies above.</li> </ul>	[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"> <li>Addressed in streetscape policies above.</li> </ul>	[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"> <li>Addressed in streetscape policies above.</li> </ul>	[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"> <li>Addressed in streetscape policies above.</li> </ul>	[REMOVED]
UD-4.4 Promote individual neighborhood character in areas such as the International District.	<ul style="list-style-type: none"> <li>Addressed in streetscape policies above.</li> </ul>	[REMOVED]
<b>UD-11 Reduce crime and improve public safety through site design and urban design.</b>	<ul style="list-style-type: none"> <li>Removed but considered above with centers.</li> </ul>	[REMOVED]
UD-11.1 Reduce crime opportunities through the application of crime prevention through environmental design (CPTED) principles.	<ul style="list-style-type: none"> <li>See above</li> </ul>	[REMOVED]
UD-11.2 Consolidate parking lot access onto major arterials where appropriate to promote public safety.	<ul style="list-style-type: none"> <li>See above</li> </ul>	[REMOVED]
<b>UD-12 Facilitate implementation of gateway enhancement programs in Tillicum, Springbrook, and Woodbrook.</b>	<ul style="list-style-type: none"> <li>Added as a policy to goal above.</li> </ul>	[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"> <li>Removed. These are reading as implementation strategies.</li> </ul>	[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"> <li>Removed. These are reading as implementation strategies.</li> </ul>	[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"> <li>Removed. These are reading as implementation strategies.</li> </ul>	[REMOVED]
<b>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.</b>	<ul style="list-style-type: none"> <li><b>Removed as duplicative, especially as it does not include many policies.</b></li> </ul>	[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"> <li>Removed and accommodated in previous policies above.</li> </ul>	[REMOVED]
UD-15.2 Consider endorsement or adoption of the NACTO Urban Street and Urban Bikeway design guides.	<ul style="list-style-type: none"> <li>Removed and accommodated in previous policies above.</li> </ul>	[REMOVED]

# 14 Utilities

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
<b>U-1</b>	<b>Designate the general location and capacity of existing and proposed utility facilities.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>	<b>UT-1</b>	<b>Maintain an inventory of the approximate location and capacity of both current and planned utility facilities.</b>
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.	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	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.
<b>U-2</b>	<b>Provide an adequate level of public utilities in response to and consistent with land use, environmental protection, and redevelopment.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>	<b>UT-2</b>	<b>Ensure public utilities are provided at levels of service that are adequate and in alignment with land use planning, environmental protection, and redevelopment needs.</b>
U-2.1	Utility services and facilities must be consistent with the growth and development concepts directed by the comprehensive plan.	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	UT-2.3	Encourage the siting, construction, operation, and decommissioning of utility systems to minimize adverse impacts on neighboring land uses.
<b>U-3</b>	<b>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.</b>	<ul style="list-style-type: none"> <li>▪ Removed as duplicative with the previous goal.</li> </ul>	<b>[REMOVED]</b>	

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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	UT-2.7 Protect city rights-of-way and adjacent land uses from unnecessary impacts due to utility construction and maintenance.
<b>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.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity/brevity.</li> </ul>	<b>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.</b>
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"> <li>▪ Revised and combined.</li> </ul>	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"> <li>▪</li> </ul>	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"> <li>▪ This appears redundant with U-4.1.</li> </ul>	[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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Combined with U-4.8.</li> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ Combined with U-4.7</li> </ul>		[REMOVED]
U-4.9	Develop and implement a state-approved Comprehensive Storm Water Management Program.	<ul style="list-style-type: none"> <li>▪ Redundant with U-4.2 (combined).</li> </ul>		[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"> <li>▪ Edited for clarity.</li> </ul>	UT-3.7	Provide water quality education to the community in cooperation with the Pierce County Conservation District Stream Team Program.
<b>U-5</b>	<b>Ensure that the costs of improvements to the storm drain and flood-control system are borne by those who both contribute and benefit.</b>	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>	<b>UT-4</b>	<b>Ensure the costs for storm drain and flood-control systems are equitably shared by those who benefit from and contribute to them.</b>
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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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.

## 14 Utilities // Lakewood Comprehensive Plan Audit

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
<b>U-6</b>	<b>Minimize the impact of poor storm drain performance upon transportation infrastructure.</b>	<ul style="list-style-type: none"> <li>This appears redundant with the previous goal.</li> </ul>	<b>[REMOVED]</b>	
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"> <li>Revised for clarity/brevity.</li> </ul>	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"> <li>This appears to be a very specific policy that should be broadened.</li> </ul>	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"> <li>This is redundant with policies above.</li> </ul>	<b>[REMOVED]</b>	
<b>U-7</b>	<b>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.</b>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<b>UT-5</b>	<b>Coordinate efficient, economical, and ecologically sustainable sewage management to safeguard public health, preserve groundwater quality, and protect habitat.</b>
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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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.
<b>U-8</b>	<b>Ensure that new growth is served by sewers, and pursue a citywide system to eliminate current service deficits.</b>	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	<b>UT-6</b>	<b>Support a complete citywide sewer system and facilitate new growth by addressing service deficits and new demand.</b>
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"> <li>Consolidated with below.</li> </ul>	<b>[REMOVED]</b>	
U-8.2	Continue current efforts to extend sewers throughout all of Woodbrook and Tillicum.	<ul style="list-style-type: none"> <li>Consolidated with below.</li> </ul>	<b>[REMOVED]</b>	



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"> <li>▪ Edited for brevity/clarity.</li> <li>▪ Note that a major sewer project to Tillicum has been completed; this policy may be more useful if more general.</li> </ul>	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"> <li>▪ Consolidated with below.</li> </ul>	[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"> <li>▪ Consolidated with below.</li> </ul>	[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"> <li>▪ Combined with above.</li> </ul>	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"> <li>▪ Combined with above</li> </ul>	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"> <li>▪ Edited for clarity.</li> <li>▪ Consolidated with U-8.13 below.</li> </ul>	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"> <li>▪ Edited for clarity.</li> </ul>	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"> <li>▪ This is implicit to U-8.14.</li> </ul>	[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"> <li>▪ Edited for clarity/brevity.</li> </ul>	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"> <li>▪ This is not something that the City can do much about.</li> </ul>	[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"> <li>Consolidate with U-8.8 above.</li> </ul>	[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"> <li>Edited for clarity.</li> </ul>	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.
<b>U-9</b>	<b>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.</b>	<ul style="list-style-type: none"> <li>Edited for clarity/brevity.</li> </ul>	<b>UT-7</b>	<b>Ensure Lakewood has a safe and sufficient water supply with adequate storage and distribution facilities to meet future demand.</b>
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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	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"> <li>Edited for clarity/brevity.</li> </ul>	UT-7.4	Collaborate with other jurisdictions on long-term aquifer management.
<b>U-10</b>	<b>Minimize water consumption through site design, the use of efficient systems, and other techniques.</b>	<ul style="list-style-type: none"> <li>Change to a policy (see below)</li> </ul>	<b>[REMOVED]</b>	
[NEW]		<ul style="list-style-type: none"> <li>Changed goal to a policy and consolidated the other policies included.</li> </ul>	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"> <li>Removed/consolidated with above.</li> </ul>	[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]
<b>U-11</b>	<b>Ensure that the costs of new water facilities are borne by those who benefit.</b>	▪ <b>Change the intent to a policy, as there is only one policy included here.</b>	<b>[REMOVED]</b>
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.
<b>U-12</b>	<b>Ensure that an adequate electrical supply at a fair and reasonable cost is available to support existing and future land uses in the city.</b>	▪ <b>Revise and consolidate.</b>	<b>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.</b>
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.
<b>U-13</b>	<b>Provide appropriate locations for electrical service lines and facilities while protecting public health and safety from associated hazards.</b>	▪ <b>Change to a policy.</b>	<b>[REMOVED]</b>
[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"> <li>Combined with above.</li> </ul>	[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"> <li>Combined with below for a single policy.</li> </ul>	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"> <li>Combined with above.</li> </ul>	[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"> <li>Consolidate with policies below regarding undergrounding.</li> </ul>	[REMOVED]	
<b>U-14</b>	<b>Coordinate utilities undergrounding with new development, redevelopment, and street projects.</b>	<ul style="list-style-type: none"> <li><b>Revised for clarity.</b></li> </ul>	<b>UT-9</b>	<b>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.</b>
U-14.1	Where feasible, time undergrounding of utilities to coincide with major street projects.	<ul style="list-style-type: none"> <li>Revised for clarity.</li> </ul>	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"> <li>Revised for clarity.</li> </ul>	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"> <li>Revised for clarity/brevity.</li> </ul>	UT-9.3	Require underground utility lines for all new developments, subdivisions, and major renovations where feasible.

Original Goal/Policy		Rationale for Change	Final Goal/Policy
U-14.4	To the maximum extent possible and based upon applicable regulations, the City should work with the utility companies in preparing a plan for undergrounding utilities in areas where their visual impact is critical to improving the appearance of the City, such as the Downtown and the I-5 Corridor (Pacific Highway SW and South Tacoma Way).	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	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.
<b>U-15</b>	<b>To the extent practical, screen major utility structures/fixtures.</b>	<ul style="list-style-type: none"> <li>Revised for clarity.</li> </ul>	<b>UT-10 Use screening and landscaping around major utility structures to balance aesthetic concerns with operational integrity and environmental considerations.</b>
U-15.1	The City should work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	UT-10.1 Collaborate with utility providers to develop comprehensive right-of-way vegetation plans.
U-15.2	The City should require that site-specific utility facilities such as antennas and substations, be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	UT-10.2 Require utility facilities to be reasonably and appropriately sited and screened to mitigate aesthetic impacts.
U-15.3	The City should work with the utility companies and also support statewide efforts by the Washington Utility and Transportation Commission (WUTC) to devise a method of paying for improvements associated with environmental and aesthetic impacts.	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	UT-10.3 Support innovative approaches to fund improvements to address environmental and aesthetic impacts of utility infrastructure.
<b>U-16</b>	<b>Promote energy conservation.</b>	<ul style="list-style-type: none"> <li><b>This is acknowledged in more detail in the Energy and Climate Change Element.</b></li> </ul>	<b>[REMOVED]</b>
U-16.1	The City shall, at minimum, ensure that its buildings comply with state and federal standards for energy conservation.	<ul style="list-style-type: none"> <li></li> </ul>	[REMOVED]
U-16.2	The City will endeavor to work with utility companies to promote and educate the public about strategies for conserving energy.	<ul style="list-style-type: none"> <li></li> </ul>	[REMOVED]
U-16.2	The city will work with local utility purveyors to convert existing traffic signals to light-emitting diode (LED) lamps and develop a policy to install LED in future traffic signals.	<ul style="list-style-type: none"> <li></li> </ul>	[REMOVED]

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
<b>U-17</b>	<b>Accommodate ongoing improvements in communications systems and promote state-of-the-art facilities.</b>	<ul style="list-style-type: none"> <li>Revise for clarity.</li> </ul>	<b>UT-11</b>	<b>Promote state-of-the-art local telecommunications systems to enhance connectivity, support economic growth, and improve public information access.</b>
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"> <li>Revise for clarity/brevity.</li> </ul>	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"> <li>Revise for clarity.</li> </ul>	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"> <li>Revise for clarity/brevity.</li> </ul>	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"> <li>Revise for clarity/brevity.</li> </ul>	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"> <li>This intent can be combined with the previous policy.</li> </ul>	[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"> <li>This appears to be minor and covered in other sections.</li> </ul>	[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"> <li>Revise for clarity/brevity.</li> </ul>	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"> <li>Revise for clarity.</li> </ul>	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"> <li>Consolidated with the following policy. [REMOVED]</li> </ul>		
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"> <li>Revise for clarity.</li> <li>Consolidated with previous policy.</li> </ul>	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.
<b>U-18</b>	<b>Provide for an economical, convenient, environmentally balanced, and integrated solid waste reduction, recycling, and disposal system.</b>	<ul style="list-style-type: none"> <li>Revise for clarity.</li> </ul>	<b>UT-12</b>	<b>Support an integrated, efficient, and environmentally sustainable solid waste management system that includes reduction, recycling, and disposal.</b>
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"> <li>Revise for clarity.</li> </ul>	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"> <li>Revise for clarity.</li> </ul>	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"> <li>Revise for clarity/brevity.</li> </ul>	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"> <li>Revise for clarity.</li> </ul>	UT-12.4	Maintain a residential hazardous waste program that ensures safe collection, recycling, and disposal of hazardous materials, emphasizing convenience and environmental safety.
<b>U-19</b>	<b>Ensure an adequate, safe, and orderly supply of gas energy to support existing and future land uses in the city.</b>	<ul style="list-style-type: none"> <li>Note that this may not be aligned with other goals in the ECC Element.</li> </ul>	<b>UT-13</b>	<b>Ensure a reliable and safe supply of natural gas that is coordinated with city planning and meets expected needs for the future.</b>
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"> <li>Revise for clarity/brevity.</li> </ul>	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"> <li>Revise for clarity/brevity.</li> </ul>	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"> <li>Revise for clarity.</li> </ul>	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"> <li>This is redundant with other policies.</li> </ul>	[REMOVED]
[NEW]	<ul style="list-style-type: none"> <li>This should be incorporated to consider the ECC Element.</li> </ul>	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"> <li>References overall statutory requirements for alignment with other planning.</li> </ul>	IM-1	<b>Ensure that the Lakewood Comprehensive Plan complies with state, regional, and county requirements.</b>
[NEW]	<ul style="list-style-type: none"> <li>Reinforces need for alignment with statutes.</li> </ul>	IM-1.1	Ensure the Comprehensive Plan is consistent with the provisions of the Growth Management Act.
[NEW]	<ul style="list-style-type: none"> <li>Indicates the need for alignment with higher-level planning.</li> </ul>	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"> <li>Added to ensure that there is sufficient documentation.</li> </ul>	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"> <li>References coordination between different communities.</li> </ul>	IM-2	<b>Ensure consistency and coordination between the Lakewood Comprehensive Plan and the Comprehensive Plans of Pierce County, Steilacoom, Tacoma, and University Place.</b>
[NEW]	<ul style="list-style-type: none"> <li>High-level direction to policy collaboration.</li> </ul>	IM-2.1	Consider aligning policies that apply to common areas or issues with neighboring communities.
[NEW]	<ul style="list-style-type: none"> <li>Note that the city should be using common metrics between different jurisdictions.</li> </ul>	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"> <li>Ensure that there is clear direction to promote cooperation with neighboring communities.</li> </ul>	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"> <li>Ensure that the Comprehensive Plan is clear and actionable.</li> </ul>	IM-3	<b>Ensure that the Lakewood Comprehensive Plan is an internally consistent document with clear steps for implementation.</b>
[NEW]	<ul style="list-style-type: none"> <li>Highlights a requirement specifically for an implementation strategy (separate from the policies of this element).</li> </ul>	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"> <li>Indicates that code changes will be required.</li> </ul>	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"> <li>Ensures that the implementation strategy would include a schedule.</li> </ul>	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"> <li>Requires that implementation be transparent and available for public review and comment.</li> </ul>	IM-3.4 Ensure that the implementation strategy is a public document available for review.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li><b>Reinforce the need for public engagement in a transparent process.</b></li> <li><b>Note that this is somewhat self-referential, but this would be applicable to other work after the review cycle.</b></li> </ul>	<b>IM-5 Promote active engagement by residents and stakeholders in an open and transparent planning process, especially vulnerable populations and members of overburdened communities.</b>
[NEW]	<ul style="list-style-type: none"> <li>Provide high-level guidance for public engagement.</li> </ul>	IM-5.1 Implement procedures for accessible public participation with the Comprehensive Plan and associated documents, including: <ul style="list-style-type: none"> <li>Widespread distribution of proposals,</li> <li>Opportunities for submitting written comments,</li> <li>Public meetings with effective notice,</li> <li>Ensuring environments for open discussion,</li> <li>Maintaining communication programs,</li> <li>Coordinating information services, and</li> <li>Responding thoughtfully to public feedback.</li> </ul>
[NEW]	<ul style="list-style-type: none"> <li>Highlight the need for diverse engagement, which should include considerations for accessibility.</li> </ul>	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"> <li>Reinforce the need for equity and inclusion in the process.</li> </ul>	IM-5.3 Strive for inclusive community engagement, drawing in groups previously underrepresented in planning discussions.
[NEW]	<ul style="list-style-type: none"> <li>Provide proper documentation of the process.</li> </ul>	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"> <li>Provide proper documentation of the process.</li> </ul>	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"> <li>Provide proper documentation of the process.</li> </ul>	IM-5.6 Clearly reference the sources of data used in the Comprehensive Plan and development regulations.
[NEW]	<ul style="list-style-type: none"> <li><b>This section provides clear requirements regarding the schedule for Comprehensive Plan work.</b></li> </ul>	<b>IM-6 Coordinate updates and amendments to the Comprehensive Plan based on a regular schedule.</b>
[NEW]	<ul style="list-style-type: none"> <li>Provide requirements for the regular update cycle to align with the statute.</li> </ul>	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"> <li>Provide requirements for the regular update cycle to align with the statute.</li> </ul>	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"> <li>Note that there may be needs for additional updates from the state that are conditional on additional funding.</li> </ul>	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"> <li>Reinforce a requirement for yearly updates only.</li> </ul>	IM-6.4 Limit amendments and revisions to the Comprehensive Plan to no more than once annually.
[NEW]	<ul style="list-style-type: none"> <li>Identify the potential for emergency amendments.</li> </ul>	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"> <li><b>Provide requirements for engagement with Tribal governments to align with statutes.</b></li> </ul>	<b>IM-7 Foster collaborative and respectful coordination with federally recognized Indian Tribes whose reservations or ceded lands are within Pierce County.</b>
[NEW]	<ul style="list-style-type: none"> <li>Highlight the need for a memorandum of agreement if additional engagement and collaboration will be needed.</li> </ul>	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"> <li>Direct that a memorandum of agreement should result in collaborative action.</li> </ul>	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"> <li>Ensure that even if a memorandum is not in place that engagement would still be conducted.</li> </ul>	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.