



## **LAKWOOD CITY COUNCIL STUDY SESSION AGENDA**

Monday, August 12, 2024

7:00 P.M.

City of Lakewood  
Council Chambers  
6000 Main Street SW  
Lakewood, WA 98499

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel:

<https://www.youtube.com/user/cityoflakewoodwa>

Those who do not have access to YouTube can call in to listen by telephone via Zoom: Dial +1(253) 215-8782 and enter meeting ID: 868 7263 2373

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### **CALL TO ORDER**

### **ITEMS FOR DISCUSSION:**

- (3) 1. Joint Public Safety Advisory Committee meeting. – (Work Plan)
- (4) 2. Review of 2025-2026 City Council Goals and Priorities. – (Memorandum)
- (21) 3. 2024 Comprehensive Plan Periodic Review. – (Memorandum)
- (770) 4. Review of funding agreement with Sound Transit for Lakewood Station Access Improvements. – (Memorandum)

### **ITEMS TENTATIVELY SCHEDULED FOR AUGUST 19, 2024 REGULAR CITY COUNCIL MEETING:**

1. Police Commissioning and Commendation Ceremony.  
– *Chief Patrick Smith, Lakewood Police Department*
2. Business Showcase. – *Burs Restaurant*
3. West Pierce Fire & Rescue Recognition of Agencies for Fire Response.

*Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.*

4. Approving the agreement between the City of Lakewood and the Central Puget Sound Regional Transit Authority for the Lakewood Station Access Improvements. – (Motion – Consent Agenda)
5. Authorizing the execution of an interlocal agreement with Clover Park School District for the purchase of fuel. – (Motion – Consent Agenda)
6. Approving the 2025-2026 City Council Goals and Priorities. – (Motion – Consent Agenda)
7. This is the date set for a public hearing on the 2024 Comprehensive Plan Periodic Review. – (Public Hearings and Appeals – Regular Agenda)
8. Considering the proposed vacation of a portion of 100<sup>th</sup> Street SW lying west of Dekoven Drive and east of Steilacoom Lake. – (Ordinance – Regular Agenda)
9. Ordinance approving a Franchise Agreement with Allstream (Integra Telecommunications). – (Ordinance – Regular Agenda)
10. Review of City Council meeting schedule. – (Reports by the City Manager)

## **REPORTS BY THE CITY MANAGER**

## **CITY COUNCIL COMMENTS**

## **ADJOURNMENT**

*Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.*

# PSAC 2024

## WORK PLAN AND SIGNIFICANT ACCOMPLISHMENTS

**Members:**

Chair Kamarie Wilson	Vice Chair Karen Ferreira*
James Hairston	Ken Witkoe
Martin Pullman*	Tod Wolf*
Mark Peila	Teresa Imholt-King
Alan Hart*	Julius Brown
Ray Dotson	Kris Alston

**Council Liaison:**

Councilmember Trestin Lauricella

**City Staff Support:**

Assistant Chief John Unfred  
Admin Assistant Joanna LaVergne

**Meeting Schedule:**

1<sup>st</sup> Wednesday, every other month, 5:15 p.m., Police Department

**Accomplishments:**

Date	Topic(s)
2/1/24	Guest Speaker Captain Chris Westby re: speed cameras, school zones, and speed survey results AND Guest Speaker Chris Davis regarding Neighborhood Association Revitalization and his progress with this effort.
4/3/24	West Pierce Coalition EM Coordinators Serena Rotondo and Nathan Johnson to present WP Coalition and understand the City's Emergency Management plans.
6/5/24	Karen Gilbert from WPFR's Connect CARE Program to explain that program and how it helps Lakewood residents.
8/7/24	Assistant Chief John Unfred gave an overview of the City's Emergency Management Plans and the EM Coalition.  Plans for hosting a PSAC informational table at the City's Truck and Tractor Day were confirmed.

**(Current Year) Work Plan:**

1.	Neighborhood Association Revitalization
2.	Business Public Safety Survey
3.	Truck and Tractor Day Prep- start early
4.	Community involvement with Legislature
5.	City's Emergency Management Plans

**\*Terms expired effective August 6<sup>th</sup>, 2024.**



City of  
Lakewood

TO: Mayor, Deputy Mayor, and City Council

FROM: John Caulfield, City Manager *John J. Caulfield*  
Michael Vargas, Assistant to the City Manager/Policy Analyst

DATE: August 12, 2024

SUBJECT: **City Council Retreat Follow-Up**

ATTACHMENT: Lakewood City Council Goals 2025-2026

The City Council held a goal setting retreat on Saturday, March 30, 2024, with a follow-up meeting on May 28, 2024, to identify, discuss and prioritize key goals for the 2025-2026 biennium.

The following retreat priorities rose to the top based on total points as identified by the City Council as part of the March 30, 2024 retreat that in turn resulted in the development of four proposed goals.

Retreat Priorities	Proposed Goals
<ol style="list-style-type: none"> <li>1. Acquire Real Estate for park development in the Central Business District in 2025-2026. (85 pts.)</li> <li>2. Acquire land, plan, build an urban park in the Central Business District that provides multi-generational recreational activities including a splash pad. (82 pts.)</li> <li>4. Develop a downtown park and community center by 2026. (70 pts.)               <ol style="list-style-type: none"> <li>a. Land acquired</li> <li>b. Master plan completed</li> <li>c. Splashpad</li> <li>d. “perfect is the enemy of the good”</li> </ol> </li> <li>5. Develop and execute a centralized community space within the downtown region that is multi-generational, that serves diverse backgrounds/economic needs and engages our community to</li> </ol>	<ol style="list-style-type: none"> <li>I. Downtown Park and Multi-Generational Community Center Development</li> </ol>

express our arts and cultural background. (66 pts.)	
2. Continue to make Lakewood one of the safest communities in Washington. (78 pts.)	II. Public Safety
6. Complete the Edgewater Master Plan by 2025-2026. (56 pts.) a. Property acquired b. Apply for funds c. Design d. Begin construction	III. Edgewater Park Master Plan Implementation
7. Update design standards to account for increasing population density and impact on local parking. (56 pts.)  8. Revisit the downtown and Lakewood Transit subarea plans and better incentivize redevelopment of underutilized spaces to enhance the city's vision. (54 pts.)	IV. Downtown and Lakewood Station District Subareas Revitalization for Sustainable Growth

As part of the May 28, 2024 retreat follow-up, the City Council subsequently provided feedback on the draft goals that were presented with a specific and detailed focus on public safety and parks and lakes access (formerly a standalone Edgewater Park goal). The result is a revised draft of 2025-2026 Lakewood City Council goals that is attached for City Council review and consideration.

1. Downtown Park and Multi-Generational Community Center Development
2. Public Safety
3. Parks & Lakes Access
4. Downtown and Lakewood Station District Subareas Revitalization for Sustainable Growth

In addition to these four proposed goals, it is also recommended that the City Council maintains its commitment to the following as outlined below:

- Financial stewardship;
- Community engagement and transparency;
- Regional and statewide leadership and partnership;
- Ensuring a safe city;
- Economic development to attract and create jobs;
- Environmental protection and preservation;
- Supporting human services, housing and homelessness;
- Commitment to diversity, equity, inclusion and belonging;

- Recognizing the value and importance of JBLM and Camp Murray;
- Rebuilding our roadway system and adding sidewalks for pedestrian and bicycle access;
- The City's strong leadership to improve parks; and
- Providing a wide range of community events and youth programming.

Next steps are for the City Council to review and discuss these proposed goals and to provide direction on what to consider for adoption as part of City Council's August 19, 2024 regular meeting.

These goals once adopted by the City Council will serve as the policy direction for developing and implementing the City's Proposed 2025-2026 Biennial Budget and help guide decision-making at all levels of City government.

# Lakewood City Council Goals

## 2025-2026



Website  
[CityofLakewood.us](http://CityofLakewood.us)



Adopted  
August 2024

# Acknowledgement

## City Council

Jason Whalen, Mayor  
Mary Moss, Deputy Mayor  
Patti Belle, Councilmember  
Paul Bocchi, Councilmember  
Mike Brandstetter, Councilmember  
J. Trestin Lauricella, Councilmember  
Ryan Pearson, Councilmember

## City Manager

John Caulfield, City Manager

## Department Directors

Tho Kraus, Deputy City Manager  
Jeff Rimack, Planning & Public Works  
Heidi Wachter, City Attorney  
Patrick Smith, Police Chief  
Lisa Mansfield, Judge Lakewood Municipal Court  
Mary Dodsworth, Parks, Recreation & Community Services

## Facilitation Team

Michael Vargas, Assistant to the City Manager/Policy Analyst  
Michael Pendleton, President at Pendleton Consulting





# City of **Lakewood**



## **About Lakewood**

Lakewood is a thriving, urban, South Puget Sound City, possessing the core values of family, community, education, economic prosperity, and the equitable delivery of municipal services.

We will advance these values by recognizing our past, taking action in the present, and pursuing a dynamic future.



# Vision

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

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



# Goals

The purpose of the City Council Goals is to direct our community toward positive change and serve as the policy direction for City government as well as the policy guide for developing and implementing the City's 2025-2026 biennial budget.

City Council goals guide the allocation of resources through the budget and capital improvement program to assure that organizational work plans and projects are developed and achieved that move the community forward.



# Commitment

In addition to specific goals, the City Council maintains its commitment to the following:

- Financial stewardship
- Community engagement and transparency
- Regional and statewide leadership and partnership
- Ensuring a safe city
- Economic development to attract and create jobs
- Environmental protection and preservation
- Supporting human services, housing and homelessness
- Commitment to diversity, equity, inclusion and belonging
- Recognizing the value and importance of JBLM and Camp Murray
- Rebuilding our roadway system and adding sidewalks for pedestrian and bicycle access
- The City's strong leadership to improve parks
- Providing a wide range of community events and youth programming



# Operational Values

Operational values improve and optimize the functional performance of the City to achieve adopted goals.



## Regional Partnerships

The City encourages and participates in regional approaches to service delivery to the extent that a regional model produces efficiencies and cost savings, and ultimately improves service to our community members.

## Efficiency

The City is committed to providing public services in the most efficient manner possible and maximizing the public's return on its investment. The City will concentrate efforts on data-driven decisions that optimize available resources.

## Accountability

The City is accountable to the community for the achievement of City goals. The City will identify meaningful metrics and determine a series of benchmarks to convey City efforts within goal areas. The City will track performance over the next four years, adjusting, when necessary, to optimize services and efforts.



## Proactive Focus

The City proactively focuses on the entire condition of the City. The City will promote long-term financial and strategic planning backed by quantifiable data and analysis.

# Goal 1: Downtown Park(s) & Multi-Generational Community Center Development

By 2030, Lakewood will boast a vibrant and inclusive downtown park(s) and multi-generational community center that serves as a central hub for recreation, culture, and community engagement. This space will reflect our commitment to enhancing quality of life, promoting diversity and inclusivity, fostering a sense of belonging for all residents, regardless of age, background or circumstances, and provides a welcoming space for all to enjoy.

## Phase 1: Land Acquisition (2025)

- Identify and acquire suitable real estate within the downtown area for the development of an urban park(s) and multi-generational community center.

## Phase 2: Planning, Design and Permitting (2026-2027)

- Develop a downtown master park plan that incorporates multi-generational recreational activities and gathering spaces, that may include a splash pad, play areas, walking and connector pathways and seating areas.
- Engage architects, landscape designers, community stakeholders, and residents.
- Ensure the park(s) design is inclusive, accessible, and sustainable, with green spaces, shaded areas, and eco-friendly features.
- Design the multi-generational community center space to be welcoming and accessible to individuals of all ages, backgrounds, and economic conditions, promoting social cohesion and community pride.
- Integrate public art and areas that celebrate the City's history and cultural heritage, such as public art installations, festival areas, and historical exhibits.

## Phase 3: Project Financing and Construction (2028-2029)

- Identify and secure funding.
- Begin construction of the urban park(s).
- Construct a state-of-the-art multi-generational community center adjacent to the urban park(s), providing facilities for diverse activities such as sports, senior programs, teen activities, arts, education, and community events.

## Phase 4: Community Engagement and Programming (2028-2030)

- Develop partnerships to ensure sustainability of operations.
- Launch community programs and events to activate the new space.
- Gather feedback for continuous improvement and future initiatives.



# Goal 2: Public Safety

Continue to reduce crime and create a safer City by implementing comprehensive public safety strategies, fostering community partnerships, and investing in people and resources that support crime prevention, emergency response, accountability, and community well-being. Public Safety is a collaborative effort that encompasses community policing, court, and social and human services.

## **Focus on Community Engagement to increase Community-Based Policing**

- Promote community policing initiatives that build trust and cooperation between residents and law enforcement and enhances visibility to include neighborhood patrols, regular community events and meetings and surveys to gather input on safety concerns and suggestions.
- Maintain open communication with schools, community groups and businesses to encourage dialogue and partnership with the police department.
- Promote and encourage cooperation between city departments, the community and other public entities to create a positive environment.
- Provide education to the community in every way possible; to include the Citizen's Police Academy, Youth Council, during a Ride-Along, and Community Group Meetings.
- Empower police employees to evaluate and take the necessary steps to improve dire situations affecting the safety of its residents.

## **Reduce Crime and Fear of Victimization**

- Reduce violent crime by 5%.
- Utilize data-driven approaches to identify and address crime hotspots and emerging trends.
- Ensure efficient deployment of law enforcement resources to maximize overall effectiveness.
- Work effectively to solve crime while prosecuting those responsible.
- Increase public safety education and prevention measures for residents.
- Share information with local, state and federal agencies to address public safety.

# Goal 2: Public Safety

## **Reduce Traffic Collisions to Create Safer Communities**

- Use new techniques to reduce traffic eludes.
- Enforce traffic laws with emphasis on speed reduction and community safety measures.
- Use of Automated Traffic Safety Cameras in critical areas.

## **Increase Use of Technological Advancements in Policing**

- Advance the use of license plate readers (LPR's - Flock and Axon) to reduce stolen vehicles.
- Explore use and implementation of real time crime center for overall situational awareness.
- Explore and Increase technological use for better efficiencies in patrol.

## **Enhance Police Officer Training, Wellness and Support**

- Create a positive learning environment to promote best practices and advancements in law enforcement.
- Ensure sound and timely training and communication for officers.
- Increase mental health training and individual wellness.
- Promote and encourage involvement in wellness activities.
- Work to create a positive work environment to support officer development and fairness in the workplace.

## **Other Public Safety goals**

- Foster a supportive environment for residents experiencing crises, ensuring they have access to necessary resources such as mental health, substance abuse to include opioids, homelessness, and domestic violence.
- Evaluate, and if feasible transition municipal court operations from in-house to a contracted service.



# Goal 3: Parks & Lakes Access

Ensure equitable water access by prioritizing acquisition, development and protection of public open spaces along Lakewood shorelines.

## Edgewater Park Master Plan Implementation

### Phase 1 (2025-2026): Funding and Timeline

- Secure funding through grants and budget allocations to implement Edgewater Park improvements.
- Establish a project timeline with key milestones and deliverables.

### Phase 2 (2027-2030): Implementation

- Begin phased implementation of the master plan to include design and permitting. Project enhancements will include access and safety improvements, environmental restoration, roadway improvements, a fishing pier and a new boat launch.
- Continue to engage with the community to ensure improvements align with adopted Master Plan goals.

## Street End Pilot Project

### Phase 1 (2025): Funding and Design

- Identify funding sources to implement a street end pilot project as recommended by the Parks and Recreation Advisory Board (PRAB).
- Develop design for selected street end and obtain necessary permits.

### Phase 2 (2026): Implementation

- Construct street end pilot project.

# Goal 3: Parks & Lakes Access

## Camp Murray Boat Launch Improvements

### Phase 1 (2025-2026): Camp Murray Boat Launch Joint Master Plan

- Enter into a Memorandum of Understanding (MOU) with Camp Murray to develop a Camp Murray Boat Launch Joint Master Plan for improvements at the boat launch on American Lake.
- Develop a Camp Murray Boat Launch Joint Master Plan to increase equitable access to American Lake via the Camp Murray Boat Launch, particularly for the residents of the Tillicum and Woodbrook neighborhoods, who have limited public access to lakes in the City due to geographic and economic conditions.
- Master Plan issues will address the needs of the community and may include the following: ADA-accessible walkways and site amenities, security lighting, parking lot improvements, boat launch improvements, fencing and place-making signage.
- Master Plan will ensure boat launch improvements address City, Lakewood Police Department, West Pierce Fire and Rescue, and Camp Murray operational needs, security, and mission readiness.

### Phase 2 (2027-2028): Funding and Timeline

- Pursue state grants and allocations to implement the Camp Murray Boat Launch Master Plan. Funding sources may include Washington Recreation and Wildlife Program (WWRP), Aquatic Lands Enhancement Account (ALEA) and LWCF.
- Establish a project timeline with key milestones and deliverables.

### Phase 3 (2028-2030)

- Begin phased implementation to include final design and permitting of the Camp Murray Boat Launch Master Plan.

## Interlaaken Bridge (2025)

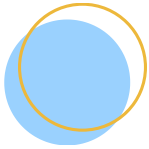
- Evaluate future options for Interlaaken Bridge to include traffic flow alternatives, pedestrian access, and public open spaces.
- Conduct a feasibility study that evaluates future options that includes community input, traffic impacts, safety, environmental impact, community needs, and long-term sustainability.

# Goal 4:

## **Downtown and Lakewood Station District Subareas Revitalization for Sustainable Growth**

Promote redevelopment incentives of underutilized spaces in key growth areas such as the downtown and station district subareas, ensuring the City's vision is met for sustainable and vibrant urban growth that promotes and supports a dynamic and robust local economy. The revitalization of downtown and the district subareas will create vibrant, sustainable, and economically thriving urban environments that align with the City's long-term vision.

- Update development standards and regulations to accommodate higher population density and incentivize alternative transportation options, to include walkable and bike-friendly infrastructure, to address increased demand and state-mandated changes to parking policy.
- Revisit the downtown and Lakewood Station district subarea plans to ensure alignment with current City Council goals and vision with a focus on current and future community needs.
- Ensure design standards enhance aesthetic quality and maintain community character.
- Develop strategies to attract investment and encourage redevelopment of underutilized spaces.
- Promote development to create vibrant, livable urban environments.
- Provide and promote incentives for businesses to invest in the downtown and Lakewood Transit subareas.
- Enhance public amenities and cultural attractions to increase the appeal of these areas.




# City of Lakewood



Website

*CityofLakewood.U.s*

Social Media





TO: Lakewood City Council  
FROM: John Caulfield, City Manager *John F. Caulfield*  
PREPARED BY: Tiffany Speir, Planning Division Manager  
THROUGH: Jeff Rimack, PPW Director  
DATE: August 12, 2024  
SUBJECT: 2024 Lakewood Comprehensive Plan Periodic Review (24CPPR)  
ATTACHMENTS:

Draft Lakewood Comprehensive Plan, Tillicum-Woodbrook Subarea Plan, and amendments to the Downtown Subarea Plan and Station District Subarea Plan (**Attachment A**) Page 19;

Comprehensive Plan Audit Table (**Attachment B**) Page 280;

Draft amendments to Development Regulations in Titles 14, 17, 18A, 18B, and 18C of the Lakewood Municipal Code (LMC) (**Attachment C**) Page 420;

Development Regulations Partial Audit Table (**Attachment D**) Page 651;

August 2024 FACET NW Technical Memorandum regarding City-Proposed Riparian Buffers Widths on Type F Water Bodies (**Attachment E**) Page 681;

Draft amendments to LMC Title 18B to update the allowed locations and minimum acreage for master planned developments in the Downtown Subarea and updating references to the Lakewood Planning & Public Works Department (**Attachment F**) Page 695.

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## INTRODUCTION

Lakewood's current periodic review must be completed by December 31, 2024; future periodic reviews will be conducted every 10 years starting in 2034.

- Lakewood must be up-to-date with the requirements of the GMA, including the periodic review requirements, to be eligible for grants and loans from certain state infrastructure programs.

Draft amendments to the Comprehensive Plan, a new Tillicum-Woodbrook Subarea Plan, and amendments to the Downtown Subarea Plan and Station District Subarea Plan are included in **Attachment A**. These amendments were discussed at the July 22 City Council meeting; however, there are new amendments included in the attached version based on preliminary comments provided by PSRC and Department of Commerce. **Attachment B** includes an updated Amendment Audit Table for the Comprehensive Plan.

Draft amendments to the City's development regulations in various titles of the Lakewood Municipal Code (LMC) are included in **Attachment C**; these have been updated since the July 22 City Council meeting. An updated development regulations Audit Table is included in **Attachment D**.

The August 2024 Technical Memorandum regarding the City-Proposed Riparian Buffers Widths on LMC Title 14 is included as **Attachment E**.

The Planning Commission opened its public hearing on June 5 and extended it through its June 12 and June 26 meetings. The City's responses to the public comments received by the Commission were provided to the Council on July 22.

Separate draft amendments to LMC Title 18B to update the minimum acreage and allowed locations for master planned developments in the Downtown Subarea and updating references to the Lakewood Planning & Public Works (PPW) Department in the LMC development regulations are included in **Attachment F**. The Downtown Subarea regulatory amendments are in response to the 2024 subarea biennial review and analysis of the pace of development since 2019, along with PPW communications with developers interested in developing in the subarea.

#### Recommended Effective Dates

The recommended effective date for the **24CPPR documents** (plans and regulations) is January 1, 2025 in order to allow time for the City to prepare for the new policies, regulations, and resulting permit review procedures.

The recommended effective date for the regulatory changes regarding **master planned developments in the Downtown Subarea** is the standard 30 days after adoption by the City Council.

#### Legislative Schedule

The City Council is currently scheduled to hold the following meetings regarding the 24CPPR package:

- July 22 and August 12: Study sessions
- August 19: Public Hearing
- August 26: Study session
- September 3: Public Hearing continued
- September 9: Study session
- September 16: Action

## **DISCUSSION**

### **I. Downtown Transportation Mitigation Fee (TMF) Program**

The City Council asked that the Planning Commission review, and make a recommendation regarding, the current Downtown Subarea TMF program as part of the 24CPPR process.

#### Reasoning behind TMF Program

The Transportation Mitigation Fee (TMF) program is established in Ordinance 696, the Planned Action Ordinance for the Downtown Subarea. It is intended to allow for the collection of funds from both private development and from public sources (i.e., grants, general government funds, or other sources) to construct needed

transportation improvements in the subarea based on planned housing and job growth.

The TMF was adopted as a Downtown Subarea development incentive. It is a way to fund transportation improvements needed because of new growth while eliminating the need for private development to conduct traffic analyses, saving applicants both time and money.

The TMF was never meant to address the full cost of identified Downtown transportation infrastructure improvements. As adopted by the City Council in Ordinance 696, 50% of improvement costs are to be funded through the TMF and the other 50% through public funds.

The following projects were identified in 2018 to address planned job and housing growth's impacts on the Downtown transportation system:

2018-2023 City Six-Year TIP	Downtown Subarea Plan – Additions
<p>Per current plan. The City's 6-year TIP (2018-2023) includes the following relevant improvement projects:</p> <ul style="list-style-type: none"> <li>▪ 2.69B – Gravelly Lake Drive Road Diet b/w Bridgeport and Steilacoom (4 lanes to 3 lanes with bicycle lanes)</li> <li>▪ 2.72 – 100<sup>th</sup> St &amp; Lakewood Dr. curb, gutter, sidewalks, new signal</li> <li>▪ 2.82 – New sidewalk east side of 59<sup>th</sup> Ave from 100<sup>th</sup> St to Bridgeport Way</li> <li>▪ 3.13 – Install a traffic signal at Gravelly Lake Drive / Avondale Road</li> <li>▪ 5.7 – Improve non-motorized connections on Motor Ave b/w Whitman and Gravelly Lake Dr.</li> <li>▪ 9.16 – 59<sup>th</sup> Ave pavement restoration from Main St to 100<sup>th</sup> St</li> <li>▪ 9.22 – 100<sup>th</sup> St pavement restoration from 59<sup>th</sup> Ave to Lakeview Ave</li> </ul>	<p><b>In addition to the six-year TIP:</b></p> <ul style="list-style-type: none"> <li>▪ Retain Bridgeport Way SW as primary vehicle entrance-strengthen gateway</li> <li>▪ Retain 100th Street SW as a primary east-west vehicle connection between I-5 and subarea</li> <li>▪ Modify cross section of Gravelly Lake Blvd. Study, 4, -lane cross sections with left turn pockets between Bridgeport and Nyanza Road SW to allow for improved bicycle and pedestrian facilities</li> <li>▪ Conversion of Lakewood Towne Center Blvd as A public street</li> <li>▪ Lakewood Towne Center Blvd at 59th Ave SW, consider roundabout</li> <li>▪ Reduce 59th Avenue SW to two lanes, allowing for bicycle facilities</li> <li>▪ Addition of new street connections to support walkability. Alternative 1 assumes fewer connections based on phasing or property owner preferences, compared with Alternative 2. Consider 400 feet as the desired maximum block lengths throughout Subarea.</li> </ul>

The list below indicates the intersection levels of service (LOS) would result after planned growth in the Downtown with and without mitigation:

Intersection	With Mitigation	Without Mitigation
<b>Gravelly Lake Dr SW/59th Ave SW</b>		
Signalize intersection	B/19	F/82
<b>100th St SW/Bridgeport Way SW</b>		

Intersection	With Mitigation	Without Mitigation
Add westbound right turn pocket, convert existing westbound through-right lane to through-only, and prohibit east and westbound left turns	D/49	F/102
<b>100th St SW/Lakewood Dr SW</b>		
Signal timing revisions to provide more green time to protected left turn phases and reduce time for eastbound and southbound through phases	D/54	E/56
<b>Lakewood Dr SW/Bridgeport Way SW</b>		
Convert westbound through-left lane to left only to remove split phase or move the pedestrian crossing to the north side of the intersection coincident with the WB phase*	D/48	E/67

2018 estimated costs for the Downtown construction projects are listed below:

PROJECT	TITLE	COST IN 2018 \$	PLANNED ACTION SHARE 50%
1	Gravelly Lake Dr SW Revised Section: 4-lane section plus median/turn lane shown in the Downtown Plan concept #3A	\$19,410,000	\$9,705,000
2	Conversion of Lakewood Towne Center Blvd as Public Street	\$5,096,000	\$2,548,000
3	Lakewood Towne Center Blvd at 59th Ave SW, Roundabout	\$2,402,000	\$1,201,000
4	Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)	\$189,000	\$94,500
5	Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection	\$1,178,000	\$589,000
6	100th St SW / Bridgeport Way SW	\$649,000	\$324,500
7	100th St SW / Lakewood Dr SW	\$8,000	\$4,000
8	100th St SW / Lakewood Dr SW: Convert westbound though-left lane to left only to remove split phase	\$13,000	\$6,500
<b>Total</b>		<b>\$28,944,000</b>	<b>\$14,472,500</b>

#### Calculation of TMF Amount

The private transportation mitigation fee (\$2,174 per trip) was calculated by using the gross number of “PM peak hour vehicle trips” (a total of 6,658 from all planned Downtown growth through 2035) in relation to 50% of the \$28,945,000 in 2018-estimated costs of the subarea’s required mitigation transportation projects.

$$(\$28,945,000 \times .5) \div 6,658 = \mathbf{\$2,174 \text{ per peak PM hour trip.}}$$

#### TMF Calculation Examples:

The biggest factor in setting a TMF is how much traffic a type of business will add to the evening rush hour (“PM Peak hour,” between 4 and 6 pm.) Three different examples are provided below:

- a 1,000 sq.ft. **daycare facility** will add 11.12 cars into rush hour  
 $\$2,174 \text{ per trip} \times 11.12 \text{ trips} = \$24,175 \times \text{actual square footage ratio} = \text{TMF}$



- a 1,000 sq.ft. **drive-through coffee stand** will add 75.00 cars into rush hour  
\$2,174 x 75 trips = \$163,050 x actual square footage ratio = TMF
- a 1,000 sq.ft. **general office building** will add 1.15 cars into rush hour  
\$2,174 x 1.15 trips = \$2,500.10 x actual square footage = TMF

#### 2019 Administrative Policy to implement the TMF Program

In part due to City Council concerns re the amount of TMFs proposed for certain developments, Lakewood CED and PWE adopted a TMF administrative policy in 2019 that has resulted in a significantly lower amount of funds collected from private development than the original program was designed to collect.

Under the administrative policy:

- Applicants submit a TMF Calculation Request Form. The City reviews the form to analyze and estimate the TMF.
- Non-profit, temporary uses are exempt from TMFs.
- If a business locates within the DSAP area in an existing building or on a redeveloped site, a TMF will be calculated for the location even if a prior use paid a TMF.
- An applicant shall be entitled to a credit against the TMF for the value of any dedication, improvement, and offsite construction completed by the applicant and linked to the project.
- **In existing spaces, applicants are only charged for the net new trips generated by the new business.** The PM Peak Hour trip rate of the proposed use and prior use are compared. Should a proposed use generate equal or fewer new trips than the previous use, **no** private TMF is assessed.
- **No time limit has been placed on how far back the previous use in an existing space could have happened to be credited against the TMF calculation.**

*Note:* The City must return any unspent TMF fees after 10 years to the current owner of a property “unless the City has made a written finding that extraordinary or compelling reasons exist to extend the time for expending or encumbering the mitigation fees.”

#### Transportation Mitigation Fee (TMF) Collections to Date

- Private TMFs collected under Administrative Policy - 7/31/24: \$121,730
- Estimated Private TMFs without Administrative Policy - 4/30/24: \$1,094,382

~11% of the 50% private TMF share for developments in the Downtown since 2019 anticipated under the TMF program has been collected.

No funds have been set aside for the public share to date.

**Approximately 0.5% of the total 2018-estimated costs (\$28,944,000) for all identified Downtown transportation projects has been collected to date.**

### Planning Commission TMF Program Recommendations

The Planning Commission recommended that the City Council terminate the current Downtown Subarea Transportation Mitigation Fee (TMF) program as run under the administrative policy.

The Planning Commission also recommended that the City Council consider use of the current Transportation Mitigation Fee (TMF) balance (\$121,730) toward the cost to install a signal at the intersection of Gravelly Lake Drive and Avondale Road SW. The total cost of this signal was estimated in 2018 to be \$1,178,000.

### City Council Options for TMF Program

If the City Council wishes to take action to change the current TMF program, there are a variety of options available to take in the near or mid-term.

- 1) Direct changes to the current TMF administrative policy, including but not limited to:
  - o changing the “baseline” year for TMF calculation (e.g., change from when building built to when TMF program established (2019));
  - o adding a time limit for how long a space may remain vacant and still have past trip generation used as a credit against a new business (e.g., 12 months); and/or
  - o reducing TMF or exempting certain uses from TMF collection (note: additional legal analysis is required before staff could provide a recommendation.)
- 2) Change the share of project costs that are currently split 50%/50% between private and public sources to any amount the Council might wish (e.g., 25% private/75% public, 75% private/25% public, 0% private/100% public, or some other split).
- 3) repeal the SEPA-based TMF program and use other local, state, or federal dollars to fund the subarea’s planned transportation improvements, such as:
  - o a Citywide traffic impact fee (assessed across the City versus just in the Downtown and able to be used for transportation projects anywhere in Lakewood in proportion to how much impact a development would have on the project in question);
  - o federal, state, and regional transportation grants (unlikely to fund the types of projects in the Downtown since they are not the types of projects currently prioritized by grant agencies); or
  - o general funds to cover 100% (or some other percentage in combination with other fees and grants) of transportation costs.
- 4) Implement concurrency actions in the Downtown Subarea, including:
  - o restrict Downtown subarea development unless and until transportation improvements are constructed to preserve the City’s current levels of service (LOS) per GMA concurrency requirements; or
  - o adjust the transportation levels of service (LOS) on the Downtown transportation system based on GMA concurrency requirements, thereby eliminating the need for transportation mitigation in the Downtown.

**Note:** The City of Lakewood has been awarded a \$1,100,000 federal RAISE Planning and Preconstruction Activities Grant to examine the existing and currently planned motorized and non-motorized transportation network within the Downtown Subarea. RAISE grant funds must be obligated by 2028 and the project must be completed by 2033, but Lakewood will be moving much faster to complete the report in 2026.

Lakewood’s RAISE grant will fund a report with updated recommendations on motorized and non-motorized transportation safety and capacity-building capital projects to pursue in the Downtown.

**City Recommendation regarding the TMF Program:** It is recommended that the City Council direct changes to the TMF administrative policy per Option 1 and possibly Option 2 described above, but defer eliminating or changing the TMF program overall until after the results of the RAISE planning grant report are known and can inform a new transportation funding program. It is estimated that the RAISE grant report will be completed in 2026.

**II. Regulation of Short-Term Rentals (STRs):**

Short-Term Rentals (STRs) are defined as those with rental periods of less than 30 days. Currently, Lakewood allows STRs in all land use zones except Commercial 1-3, Industrial Business Park, Industrial 1 and 2, Public and Semi-Public Institutional, and Open Space Recreation 1 and 2:

Lodging	Zoning Classifications																							
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR1	OSR2	
Bed and breakfast guest houses (B)(1)*	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hostels	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-	-	-	-	-
Hotels and motels	-	-	-	-	-	-	-	-	-	-	-	-	P	P	C	P	P	-	-	-	-	-	-	-
Short term vacation rentals (B)(2)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-

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

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

Lakewood’s current STR regulations at LMC 18A.40.090 (B)(2) are as follows:

- a. The property owner is required to obtain a City business license.
- b. As a condition of the business license, the property owner shall provide a notification letter describing the short term rental operations, in addition to the means by which to contact the property owner.

c. The short term rental shall be inspected by the City and Fire District to ensure the facility meets all applicable building and fire code requirements. Any deficiencies shall be corrected prior to the structure being made available for rental.

In 2023, the Planning Commission recommended new definitions to clarify current STR regulations as well as allowing STRs in ADUs across the City. The City Council took no action on the Planning Commission STR recommendations; rather, it postponed consideration on the discussion regarding all STR-related issues until the 24CPPR process.

The 24CPPR package contains new proposed STR regulations at LMC Chapters 18A.10 and 18A.40, including:

- Updated definitions to be consistent with state law;
- the 2024 Planning Commission's recommendation that STRs be allowed in accessory dwelling units (ADUs) across the City; and
- Changes to LMC 18A.40.090 (see **Attachment C**) based on Gig Harbor's STR regulations that include:
  - Creation of a "short-term rental" ("STR") land use type which will proceed through administrative approval with appeals to the Hearing Examiner.
  - Allowance of STRs in all land use zones where dwelling units are allowed.
  - Allowance of only one STR permit per operator.
  - Establishment of performance standards for STRs.

In 2024, the City has also begun incorporating STRs into the [rental housing safety program \(RHSP\)](#). Rental properties must register (\$12 per year per unit for the rental business license) with the RHSP and are required to be inspected once every five years (the initial RHSP inspection is free; if a unit fails inspection, the re-inspection fee is \$125.)

### **III. Shoreline and Critical Area Regulations and Buffers**

Under both the state Growth Management Act (GMA) (see RCW 36.70A.480 (4)) and the Shoreline Management Act (SMA) (see RCW 90.58.620 (1)(b)), all Lakewood shoreline uses and development - including residential development - "shall be located, designed, constructed, and mitigated to result in **no net loss of ecological functions** necessary to sustain shoreline natural processes."

Under the GMA (see RCW 36.70A.172 (1)), in designating and protecting critical areas, Lakewood **must include the best available science (BAS)** In addition, Lakewood must give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. Under WAC 365-195-905, Lakewood may use information that local, state or federal natural resource agencies have determined represents the BAS.

Lakewood adopted its critical areas ordinance (CAO) (see LMC Title 14 generally and Chapter 14.154 for Fish and Wildlife Habitat Areas (FWHCAs)) in 2015. It adopted its Shoreline Master Program (SMP) in 2019 (currently a stand-alone document that will

be incorporated into LMC Title 16 as part of the 2024 periodic review.)

Lakewood’s current CAO and SMP are interconnected - the CAO: 1) incorporates the SMP’s buffer widths for river and stream habitat protection buffers; and 2) identifies which lakes are regulated under the SMP or the CAO.

Several definitions used when discussing the CAO and SMP and graphics are included below for clarification.

“Buffer” means the area adjacent to a shoreline or critical area that separates and protects the area from adverse impacts associated with adjacent land uses.

“Setback” is a required open space and means the distance a building structure is placed behind a specified limit such as a lot line or RMZ.

“Riparian” means of, on, or pertaining to the banks of a river, stream or lake.

“Riparian Management Zone (RMZ)” means a scientifically based description of the area adjacent to rivers and streams that has the potential to provide full function based on the SPTH [site potential tree height] conceptual framework that is recommended by the WA Department of Fish and Wildlife WDFW).

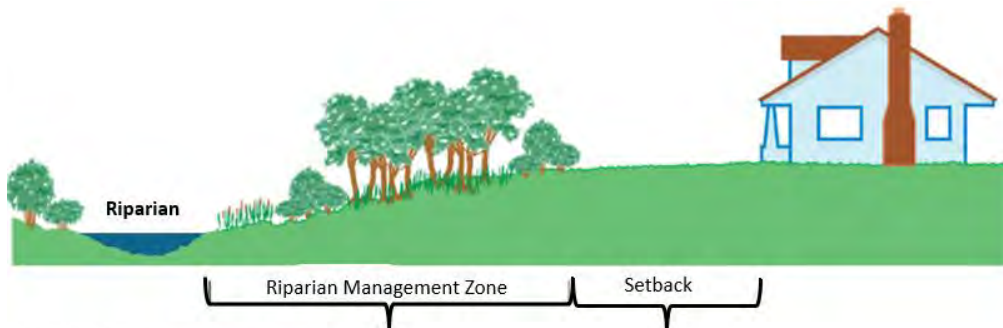
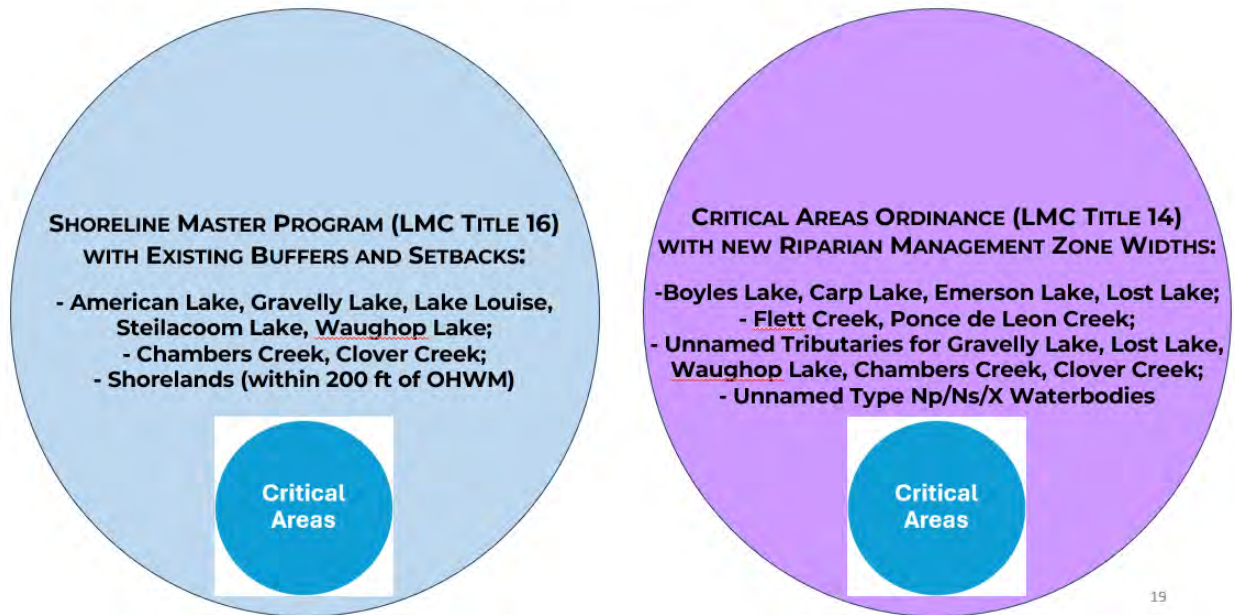


Image Source: [mcleanwater.org](http://mcleanwater.org)

**In 2024, the City is updating its CAO (contained in LMC Title 14) to: 1) reflect best available science (BAS) now available; and 2) to directly regulate critical areas not governed under the SMP.** The 2024 Lakewood CAO includes new river and stream riparian buffers outside the areas regulated by the SMP that are based on best available science (BAS) for habitat protection for fish and wildlife conservation areas (FWHCAs.)

The 24CPPR package includes changes to which water bodies and critical areas will be governed under the City’s CAO (LMC Title 14) and which will be governed under the City’s SMP (LMC Title 16), as summarized in the following graphic:

## 24CPPR Package: Updating Lakewood Regulations governing Waterbodies



With this change to which municipal regulations govern the City's water bodies and critical areas,

- Parcels around Boyles Lake, Carp Lake, Emerson Lake, Lost Lake, Flett Creek, Ponce de Leon Creek; unnamed tributaries for Gravelly Lake, Lost Lake, Waughop Lake, Chambers Creek, Clover Creek; and unnamed Type Np/Ns/X Waterbodies will have **increased buffer widths**; and
- The buffer widths on the water bodies that will continue to be regulated by the SMP (shorelines of the state) - American Lake, Gravelly Lake, Lake Louise, Steilacoom Lake, Waughop Lake, Chambers Creek, and Clover Creek – **WILL STAY THE SAME.**

### Riparian Buffer Widths

In 2020, the Washington Department of Fish and Wildlife (WDFW) came out with new guidance ((Rentz et al. 2020)) – not legal requirements – for protection of riparian areas that heavily emphasizes a shift in terminology from the concept of “stream buffers” to “riparian management zones” (RMZs). An RMZ is different from a buffer: an RMZ is, by definition, wide enough to potentially provide full riparian function.

In its review of the draft 24CPP package, the WDFW recommended the following riparian buffer widths for habitat protection on rivers, streams, and lakes that will be regulated under the CAO versus the SMP:

1. Standard buffers from ordinary high water mark of the water body are as follows:

Water Type	Standard buffer
Type F Waters	200 ft
Type Np Waters	100 ft
Type Ns Waters	100 ft

Type F Waters = fish-bearing  
 Type Np Waters = non-fish-bearing, perennial  
 Type Ns Waters = non-fish-bearing, seasonal

While the critical area regulations and riparian buffer widths for Type Np and Ns waters are based on best available science (BAS) and are not changeable under the GMA, **the Planning Commission has recommended the following option with a 150-foot versus 200-foot buffer for Type F (fish-bearing) waters:**

B. Riparian Buffers. Habitat protection for fish and wildlife conservation areas shall be provided through buffers.





1. Standard buffers from ordinary high water mark of the water body are as follows:

Water Type	Standard buffer
Type F Waters	150 ft
Type Np Waters	100 ft
Type Ns Waters	100 ft

The City supports the Planning Commission-recommended critical area riparian buffer options for areas outside of SMP regulation because:

- the stream typing is consistent with WAC 365-190-130 and WA Department of Natural Resource’s (DNR’s) water typing as included in WAC 222-16-030;
- the proposed standard riparian buffers (including the 150-foot buffer width for Type F waters) help to ensure permit predictability consistent with the GMA planning goal at 36.70A.020(7): “Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability;”
- the Planning Commission-recommended option supports the permitting requirements of 2024 ESSB 5290 “Concerning consolidating local permit review processes;” and
- per the GMA, critical area buffers are to protect the current functions and values of critical areas, and the recommended buffers do so (see technical memorandum discussion below.)

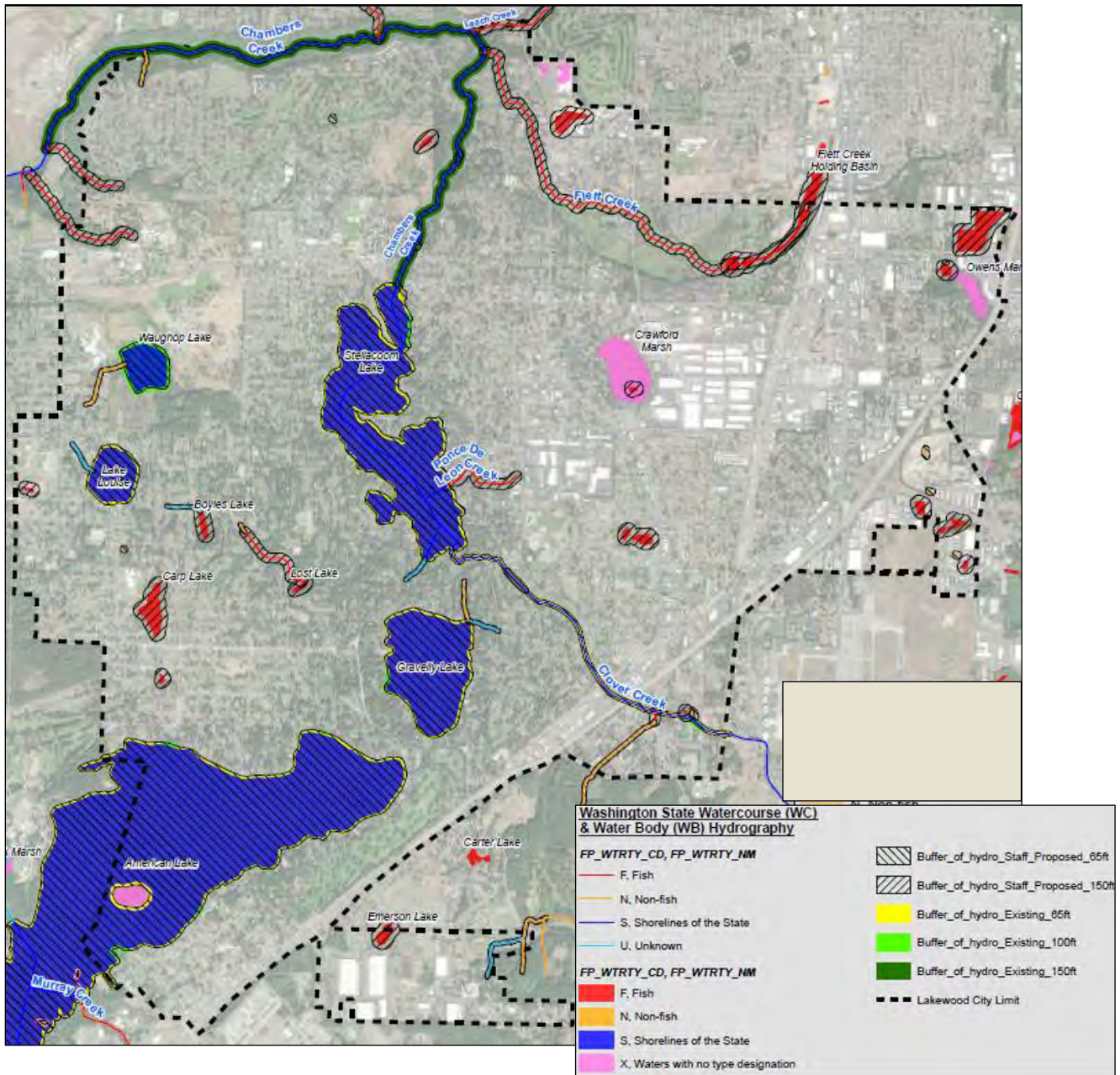
**Current buffer/setback widths and the future riparian buffer width options for rivers, streams, and lakes in Lakewood**

Water Type	Water Bodies	Existing Buffers/Setbacks	Draft 6/12/24 Buffers (WDFW)	Draft 6/26/24 Buffers (City)
<b>Type S Waters</b>  (Shorelines of the State) <b>SMP Buffers still apply</b>	American Lake, Gravelly Lake, Lake Louise, Steilacoom Lake, <u>Waughop Lake</u>	65 ft	65 ft	65 ft
	----- Clover Creek	65 ft + 8 ft	65 ft + 8 ft	65 ft + 8 ft
	----- Chambers Creek	150 ft + 8 ft	150 ft + 8 ft	150 ft + 8 ft
<b>Type F Waters</b>  (fish-bearing)	Boyles Lake, Lost Lake, Carp Lake, Emerson Lake, Flett Creek, Ponce de Leon Creek, and unnamed Type F waters	Outside of Shorelines of the State = CAO governs, but refers to SMP for widths	<b>200 ft in CAO</b>	<b>150 ft in CAO</b>
<b>Type Np Waters</b>  (non-fish bearing perennial) <b>Type Ns Waters</b> (non-fish bearing seasonal)	Tributaries for: <u>Waughop Lake</u> , Lost Lake, Gravelly Lake, Chambers Creek, Clover Creek ----- Unnamed Type Np/Ns waters	Outside of Shorelines of the State = CAO governs, but refers to SMP for widths ----- 100 ft in CAO	100 ft in CAO	100 ft in CAO
<b>Type X</b>  (No Designation)	Crawford Marsh, Owens Marsh	Outside of Shorelines of the State = CAO governs, but refers to SMP for widths ----- 100 ft in CAO	100 ft in CAO	100 ft in CAO
	----- Unnamed Type Np/Ns waters		100 ft in CAO	100 ft in CAO

The map below depicts the water bodies identified through DNR's mapping system and the City- and Planning Commission-recommended buffer widths discussed above. These buffers are set to ensure "no net loss of ecological function" (required) vs "seek net ecological gain" (WDFW guidance.)



## DNR-identified water bodies and City-recommended buffer widths



### Technical Memorandum regarding City-Proposed Riparian Buffer Widths

Lakewood hired FACET NW (professional wetland biologists and critical area protection specialists) to work with the City on a technical memorandum to support the recommended buffering approach for Type F water bodies that differs from WDFW Guidance (i.e., 150 foot versus 200 foot.) The memorandum is included in **Attachment E**. In summary, it finds that:

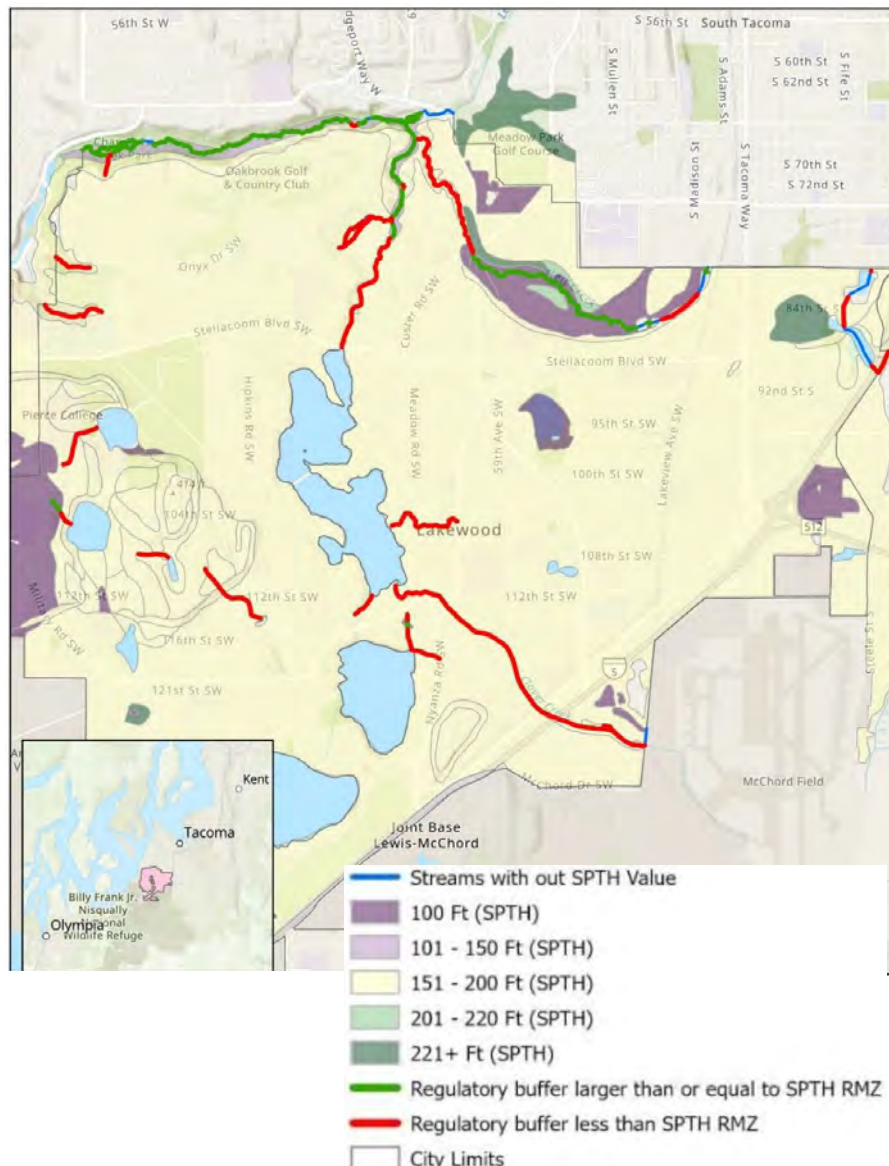
- The proposed fixed-width buffers along Chambers Creek and Flett Creek in the north of Lakewood will meet or exceed the WDFW Site Potential Tree Height<sub>200</sub> (SPTH<sub>200</sub>) buffers. This should provide enhanced protection of these streams and ensure no net loss of critical habitat or ecologic function;
- The narrower buffers on Clover Creek, Ponce De Leon Creek, and sections of

stream near Wards Lake should not have a negative impact or result in a net loss of ecological function as these areas of the City are already built out and there is little land available for development; and

- Utilizing the SPTH<sub>200</sub> RMZ model around Lake Louise, Ponce De Leon Creek, and Clover Creek would likely have little to no benefit as these areas are already built out. Development consists primarily of residential uses and regulations focused on redevelopment and enhancement of existing buffer conditions may have a higher likelihood to improve riparian ecological functions.

The following map below depicts the miles of streams within Lakewood and how the proposed fixed-width buffers compare to the WDFW SPHT<sub>200</sub> recommended buffers.

**In all cases, the City-proposed stream buffers presented should provide 95% or more removal efficacy of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen for all streams.**



Source: FACET NW Technical Memorandum, August 1, 2024

**Note:** A separate locally initiated Shoreline Master Program (SMP) Update (LMC Title 16) will be conducted in the fall of 2024 strictly limited to reconciling the SMP with the changes in the City’s 2024 Critical Areas Ordinance (LMC Title 14.) There will also be a separate set of amendments to LMC Title 14 presented to the City Council later in 2024 to clarify required processes for buffer amendments.

#### **IV. Summary of Other CAO Amendments**

The following list summarizes the other draft amendments to LMC Title 14 related to critical areas regulation:

- Updated Wetlands definition per RCW 36.70A.030 (21) (see LMC 14.165.010);
- Updated Geologically Hazardous Areas definition per RCW 36.70A.030 (14) (see LMC 14.165.010);
- Updated Fish & Wildlife Habitat Conservation Area definition per RCW 36.70A.030 (6) (see LMC 14.165.010);
- Updated Priority Habitat & Species Management Recommendations per WDFW’s Website Resources and WAC 365-190-130(2)(a) (see LMC Chapter 14.154);
- Updated Species Listings per 1) WDFW’s Threatened and Endangered Species list and U.S. Fish and Wildlife Service’s Information for Planning and Consultation resources for up-to-date information on all state and federal listed species and 2) Puget Sound Partnership’s Salmon Recovery website; and
- Updated CAO Monitoring and Adaptive Management Program - encouraged in WAC 365-195-905(6). See Commerce’s Monitoring and Adaptive Management Chapter in the Critical Areas Handbook (June 2018).

#### **V. Summary of Other 24CPPR Development Regulation Amendments**

##### **17.02 Definitions and new Chapter 17.24 Unit Lot Subdivisions**

- Included to comply with RCW 58.17.060(3)’s requirement that short plat regulations need to allow for unit lot subdivisions:

##### **18A.10 Basic Provisions**

- Replace “Single Family” Land Use designation with “Residential” designation
- Update descriptions of R1-R4 zones to reflect changes per HB 1120, HB 1110, and HB 1337
- Update descriptions of Air Corridor Zones vs Accidental Potential Zones related to JBLM
- Create Transit Overlay to reflect higher residential densities and different parking rules within ½ mile of major transit stop (commuter rail or bus rapid transit)
- Various updates to Definitions, including “major transit stop” per 2024 HB 2321

### **Public Noticing Regulations (LMC 18A.20)**

Amendments are proposed to LMC 18A.20.330 (C)(5) and 18A.20.340 (A)(10) and (B)(1) to satisfy new public noticing requirements summarized below.

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

### **Short Term Rental (STR) Regulations (LMC Title 18A.10, 18A.20, and 18A.40)**

In 2023, the Planning Commission recommended certain STR regulations. The City Council took no action on the recommended regulations; rather, it directed that the discussion regarding STR-related issues be considered as part of the 24CPPR process.

The 24CPPR package contains:

- The 2024 Planning Commission’s recommendation that STRs be allowed in Accessory Dwelling Units (ADUs)
- Updated definitions and existing STR regulations consistent with state law; and
- New regulations governing STR operations based on Gig Harbor’s model. The draft STR regulations at LMC 18A.40.090 (B)(2) include:
  - Creation of a “short-term rental” land use type that will proceed through administrative approval with appeals to the Hearing Examiner.
  - Operating Conditions for STRs.
  - Allowance of only one STR permit per operator.
  - Establishment of performance standards for STRs.

### **18A.30 Discretionary Permits**

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

### **18A.40 Land Uses and Interpretation Tables**

- Changing allowed transitory accommodation time frame from 90 days to 120 days per state law
- Allow “organic material management facilities” in C1, C2, IBP, I1, and I2 zones
- Locate essential public facilities with recognition of effects on historically overburdened communities (defined in RCW 70A.02.010(11).)
- Allowing middle housing and ADUs in historically single-family areas per HB 1110 and HB 1337
- Updating ADU design requirements to match that of single family housing

- Limiting ADU parking requirements in areas within ¼ mile of major transit stop
- Allowance of discrete ownership of ADU per state law
- Remove Type 4 and Type 5 Group Homes from allowed uses in Downtown and/or Station District Subareas
- Updates to required conditions for emergency housing and shelter facilities per state law

#### **18A.50 Overlay Districts**

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

#### **18A.60 Site Planning and General Development Standards**

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

#### **18A.80 Parking**

- Clarifications to commercial parking standards
- Updated residential parking standards to reflect new middle housing and ADU allowances on single family lots
- Strengthening requirements for Transportation Demand Management (TDM) strategies for larger employers (100+ employees)

#### **18A.90 Housing Incentives Program**

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

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

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

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

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

## **VI. Summary of Subarea Plan Amendments**

### **Downtown Subarea Plan Amendment**

- Amend the southern boundary of the Downtown Subarea to reflect the rezoning of nine (9) parcels in 2023 to Central Business District (CBD):
  - Parcels 0219024020, -4021 and -4022, and -4024; and
  - Parcels 6720100160, -170, -180, -191, -200

### **Lakewood Station District Subarea Plan and Planned Action Amendments**

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

# Lakewood Comprehensive Plan

**WORKING VERSION | August 2024 DRAFT**

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

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

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

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

Sincerely,

[signature]

Jason Whalen

Mayor, City of Lakewood

# Acknowledgements

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

## **CITY COUNCIL (2024)**

Jason Whalen, Mayor  
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### **Administrative Services Department**

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### **Parks and Recreation Department**

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## **OTHER ACKNOWLEDGMENTS**

### **2024 PERIODIC REVIEW**

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Jon Pascal, Transpo Group  
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### **2021 STATION DISTRICT SUBAREA PLAN**

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Ariel Davis, Fehr & Peers  
Kevin Gifford, BERK Consulting

A-P Hurd, Skipstone  
Erika Rhett, BERK Consulting  
Josh Steiner, Fehr & Peers

### **2018 DOWNTOWN SUBAREA PLAN**

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Jeff Arango, Framework

Paul Fuesel, KPG  
Jeff Pierson, Fehr & Peers

### **2015 TRANSPORTATION BACKGROUND REPORT**

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Jon Pascal, Transpo Group

### **2004 COMPLIANCE REPORT CONCEPT**

Pete Swensson, Thurston Regional Planning Council (TRPC)

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Tom Phillips, Seattle, Wash. (housing)  
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Parametrix, Kirkland, Wash. (transportation)

# Summary

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

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

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

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# 1 Introduction

## 1.1 Overview

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

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

### VISION STATEMENT

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

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

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

Lakewood City Council, Adopted June 21, 2021

### Lakewood Community Values (2015)

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

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

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

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

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

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

## 1.2 Guide to the Document

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

- **Land Use** (LU);
- **Capital Facilities and Essential Public Facilities** (CF);
- **Economic Development** (ED);
- **Energy and Climate Change** (EC)<sup>1</sup>;
- **Housing** (HO);
- **Military Compatibility** (MC);
- **Natural Environment** (NE);
- **Parks, Recreation, and Open Space** (PR);
- **Public Services** (PS);
- **Subareas** (SA);
- **Transportation** (TR);
- **Urban Design** (UD);
- **Utilities** (UT); and
- **Implementation** (IM).

Each Element includes:

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

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

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

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

---

<sup>1</sup> Please note that the Energy and Climate Change Element included in this document has been revised from the Element included in the previous Comprehensive Plan. Recent updates under [HB 1181](#) (2023) have made the inclusion of a Climate Change and Resiliency Element mandatory under RCW [36.70A.070](#)(9), and have included additional requirements. Compliance with the new statutory requirements will be met by June 30, 2029, as per RCW [36.70A.070](#)(10).

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

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

Supporting materials for the Comprehensive Plan also include the following:

- The **Background Appendix** serves as an addendum to the Comprehensive Plan document, providing further details to expand on the summaries in each Element. Its purpose is to highlight the findings from broader assessments used to develop Plan policies for future reference.
- The **Auditing Appendix** highlights the changes between the previous version of the Comprehensive Plan prior to the 2024 update and the language from the 2024 version. This provides not only a reference about how policies have changed as part of this periodic review, but also indicates the rationale for these changes and where new policies have been included.
- The **Checklist Appendix** includes documentation from the checklists required to indicate Plan compliance with requirements from the Puget Sound Regional Council (PSRC) and the Washington State Department of Commerce. These checklists indicate alignment with the Multicounty Planning Policies, the VISION 2050 Regional Growth Strategy, and state requirements under the Growth Management Act (GMA) and other statutes.
- The **Supplemental Environmental Impact Statement** and supporting materials are included to comply with the requirements under the State Environmental Policy Act ([Chapter 43.21C](#) RCW), as per WAC [365-196-620](#). This provides an evaluation of the expected impacts of the changes to the Comprehensive Plan, including a discussion of reasonable alternatives and mitigation measures to avoid or minimize adverse impacts.

### 1.3 Amendments and Review

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

- **Minor amendments** to the Comprehensive Plan are typically incorporated into the Plan on an annual basis. Typically, these amendments are reviewed and approved as a single docket.
- **Major periodic reviews** are incorporated every ten years under RCW [36.70A.130](#).

- **Emergency amendments** may be conducted under RCW [36.70A.130](#)(2)(b) and WAC [365-196-640](#)(4), typically in response to an immediate risk to public health or safety.

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

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

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

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



# 2 Land Use and Maps

## 2.1 Introduction

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

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

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

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

## 2.2 Background

### 2.2.1 Land Use Considerations

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

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

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

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

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

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

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

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

### 2.2.2 Land Use Designations

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

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

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

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

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

In addition, Exhibit 2-4 provides major overlays used by the city in defining areas for specific land use regulation in the city. This includes the Residential/Transit Overlay, the Senior Housing Overlay, the Sexually Oriented Business Overlay, and areas with potential constraints related to flood risk.

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

### 2.2.3 On-Street Parking Safety

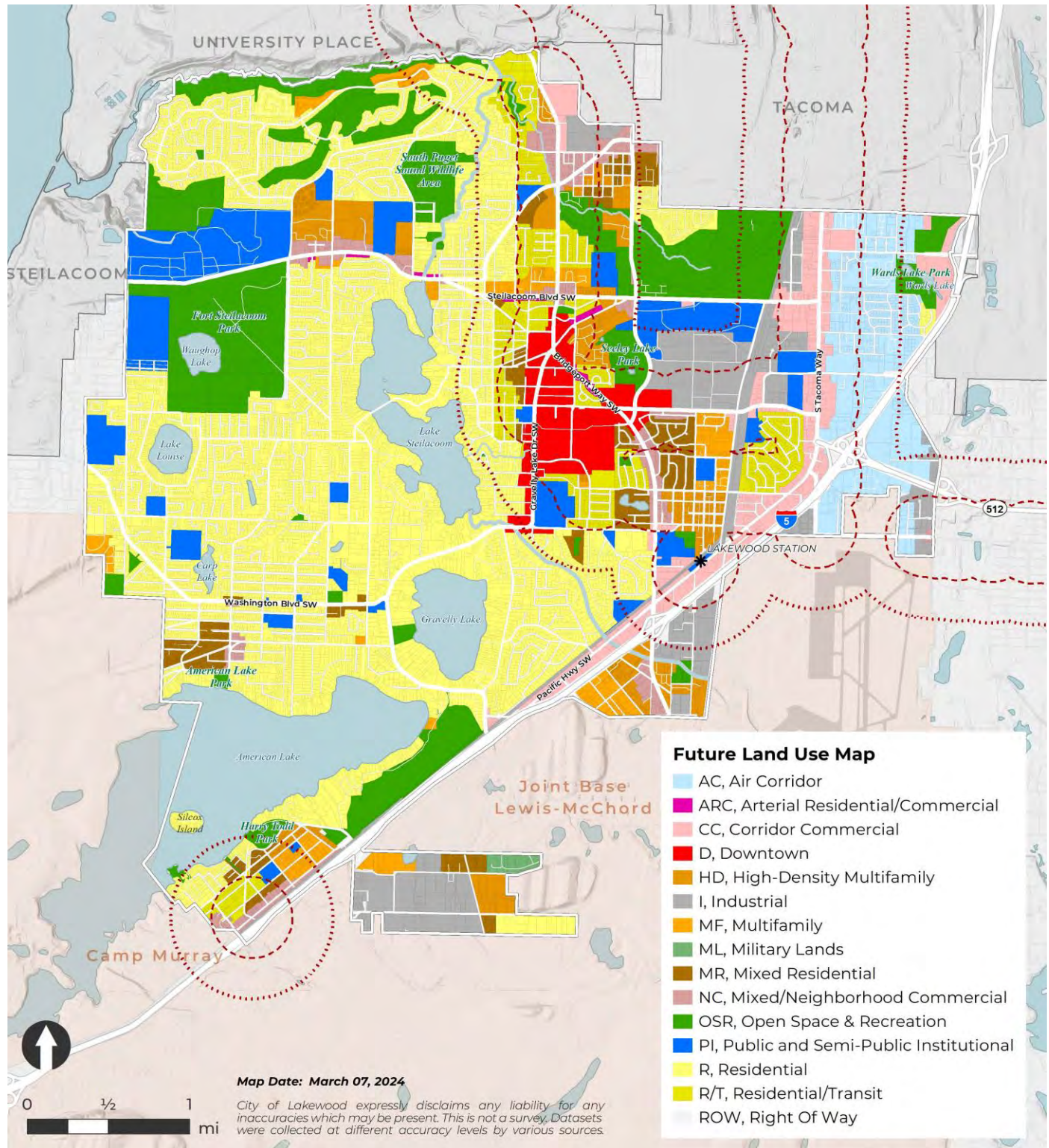
Under recent changes to state law, requirements under RCW [36.70A.635\(6\)](#) and [36.70A.681\(2\)](#) have mandated maximum parking minimums that cities can impose for middle housing and ADUs. These requirements are dependent on proximity to transit, lot sizes, and the types of houses, but a major concern is that these changes could increase on-street parking demand, potentially leading to significant safety issues. In certain locations, safety risks could occur on roadways not designed for on-street parking such as narrow local roads without curbs where parked vehicles could reduce sight distances, increase dooring collision risks for cyclists, and restrict space for two-way traffic.

To support future efforts to manage available parking and ensure traffic safety, Exhibit 2-5 provides an evaluation that identifies parcels where additional ADUs would be allowed without additional parking, but sufficient on-street parking is not available within 300 feet given the current width of the right-of-way. In these areas, additional work should be performed to ensure that if lower parking requirements are in place that there are

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

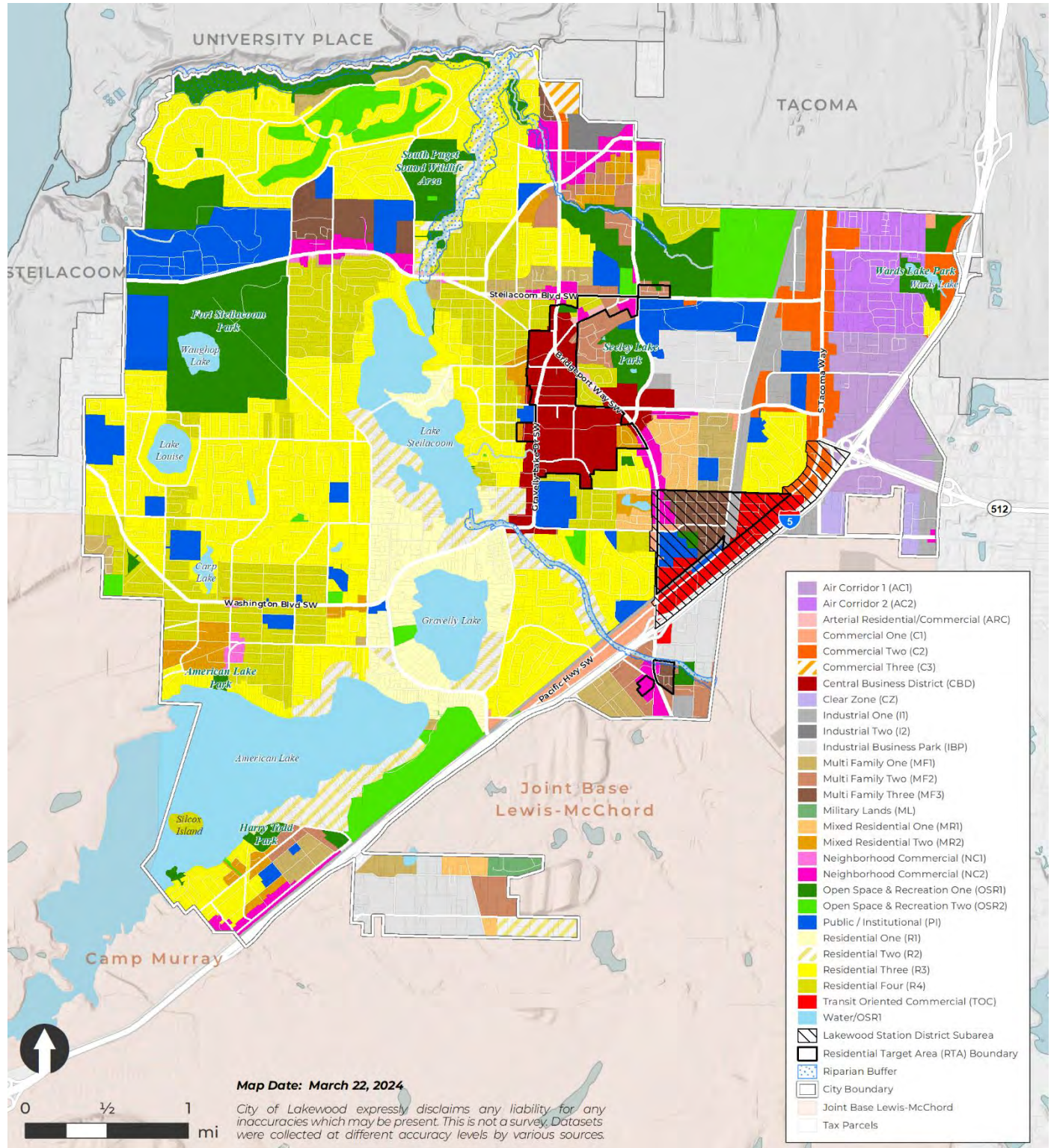
Land Use Designation	Land Use Zoning District
<b>Air Corridor 1 (AC1)</b> <b>Air Corridor 2 (AC2)</b>	<ul style="list-style-type: none"> <li>▪ Clear Zone (CZ)</li> <li>▪ Air Corridor 1 (AC1)</li> <li>▪ Air Corridor 2 (AC2)</li> </ul>
<b>Arterial Corridor (ARC)</b>	<ul style="list-style-type: none"> 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

Exhibit 2-2. Lakewood Land Use Designations Map.



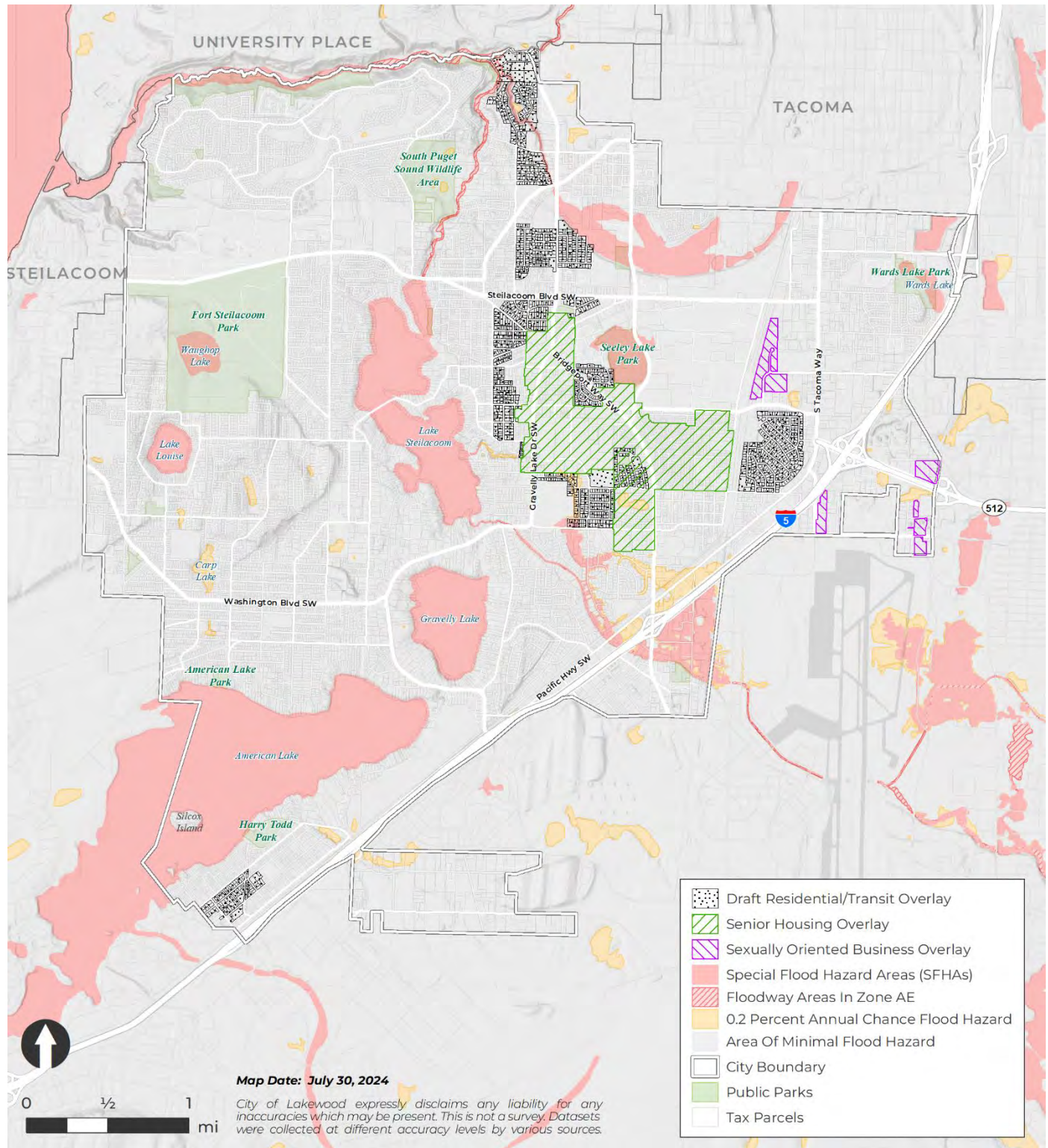
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-3. Lakewood Zoning Map.



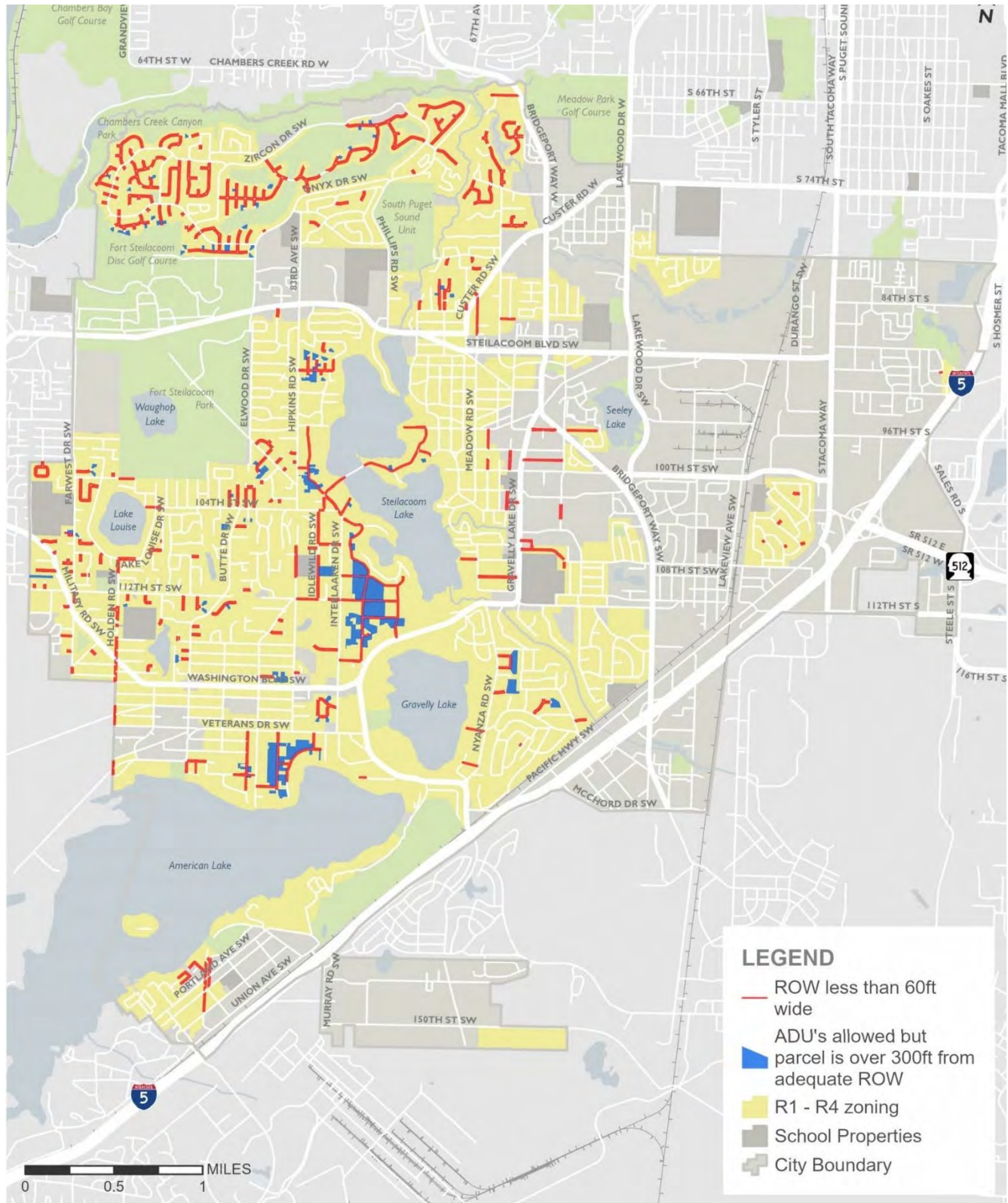
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

Exhibit 2-4. Lakewood Overlay Map.



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

Exhibit 2-5. Parcels of Concern for On-Street Parking Safety Issues.



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



## 2.2.4 Air Installation Compatibility

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

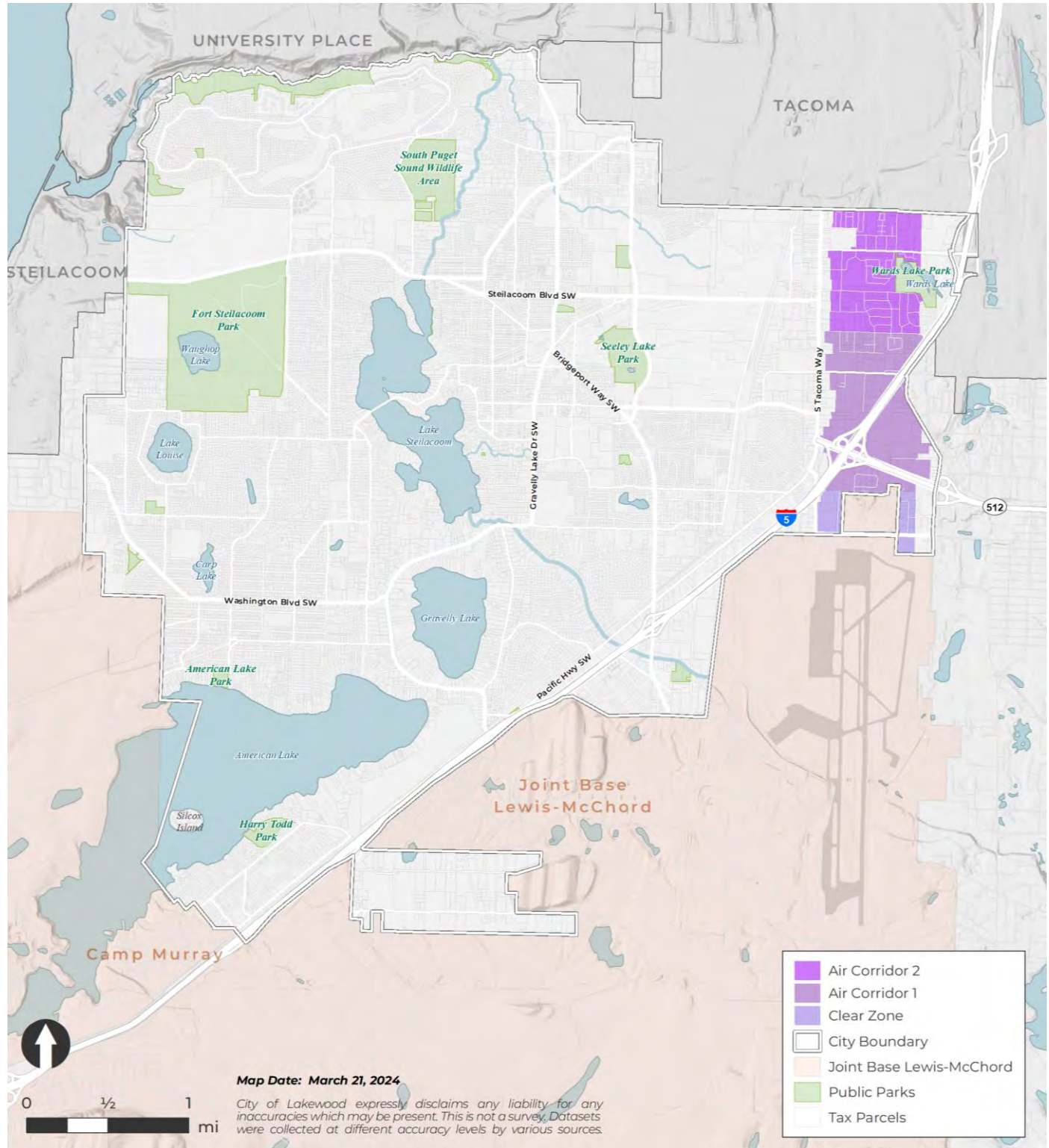
In response, Lakewood plans to transition these areas from non-conforming residential uses to low-density, non-residential uses to align with Department of Defense and FAA air safety regulations, state law, and PSRC policies. The impacted areas are identified in Exhibit 2-6.

This action will involve consideration of:

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

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

Exhibit 2-6. Lakewood Air Corridors.



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

## 2.2.5 Future Growth Capacity

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

What is essential, however, is to ensure that the Plan provides sufficient capacity to accommodate future growth. Pierce County has provided targets based on the VISION 2050 Regional Growth Strategy from the PSRC as part of Countywide Planning Policies (CPPs)<sup>2</sup>. These targets include accommodating the following growth by 2044:

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

Note that the Housing Element in Chapter 6 provides more details about the housing required by type and target household income, and the Economic Development Element in Chapter 4 reviews some considerations about necessary development to support employment.

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

Exhibit 2-7 provides a comparison between the growth necessary to achieve targets under the current CPPs and the assessed capacity to meet these growth demands. Based on the assumptions of the assessment, the current growth capacity under the FLUM will be sufficient to accommodate both residential and employment growth in the city over the next 20 years. There is also sufficient capacity to provide flexibility in accommodating the shape of future growth, such as preferences for development in certain areas of the city or for certain types of housing.

**Exhibit 2-7. Lakewood Growth Targets and Capacity, 2020–2044.**

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

\* Housing capacity calculations assume 2.34 persons per household.

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

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

<sup>2</sup> See [Appendix A](#) of the Pierce County CPPs, and Ordinances 2022-46s and 2023-22s.

## 2.2.6 Management Areas

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

### Lakewood Regional Urban Growth Center

As shown in Exhibit 2-8, Downtown Lakewood includes a PSRC Regional Growth Center as defined by the Multicounty Planning Policies (MPPs) in the [VISION 2050](#) Regional Growth Strategy. These areas are provided additional funding priority from the PSRC for transportation and economic development funding, but as such are subject to certain requirements, including<sup>3</sup>:

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

### Subarea Plans

The boundaries for the three current subarea plans that are in place in the city are included in Exhibit 2-9. Subarea plans are both regulatory plans and visionary documents to guide development within an individual neighborhood. This can allow for the development of more detailed policy and planning guidance to address specific considerations that may not be relevant or applicable to the remainder of the city.

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

- 2018 Downtown Subarea Plan (with Planned Action);
- 2021 Station District Subarea Plan (with Planned Action); and
- 2024 Tillicum-Woodbrook Subarea Plan.

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

### Centers of Municipal Importance

Centers of Municipal Importance (CoMIs) in the city are shown in Exhibit 2-10. These areas have been established to identify local centers in line with the VISION 2050 MPPs, promoting compact, pedestrian-friendly environments, diverse services, and various housing options, or as part of established industrial zones.

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<sup>3</sup> See the PSRC [2018 Regional Centers Framework](#) for more information.

The areas currently designated as CoMIs include the following:

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

## Urban Growth Area

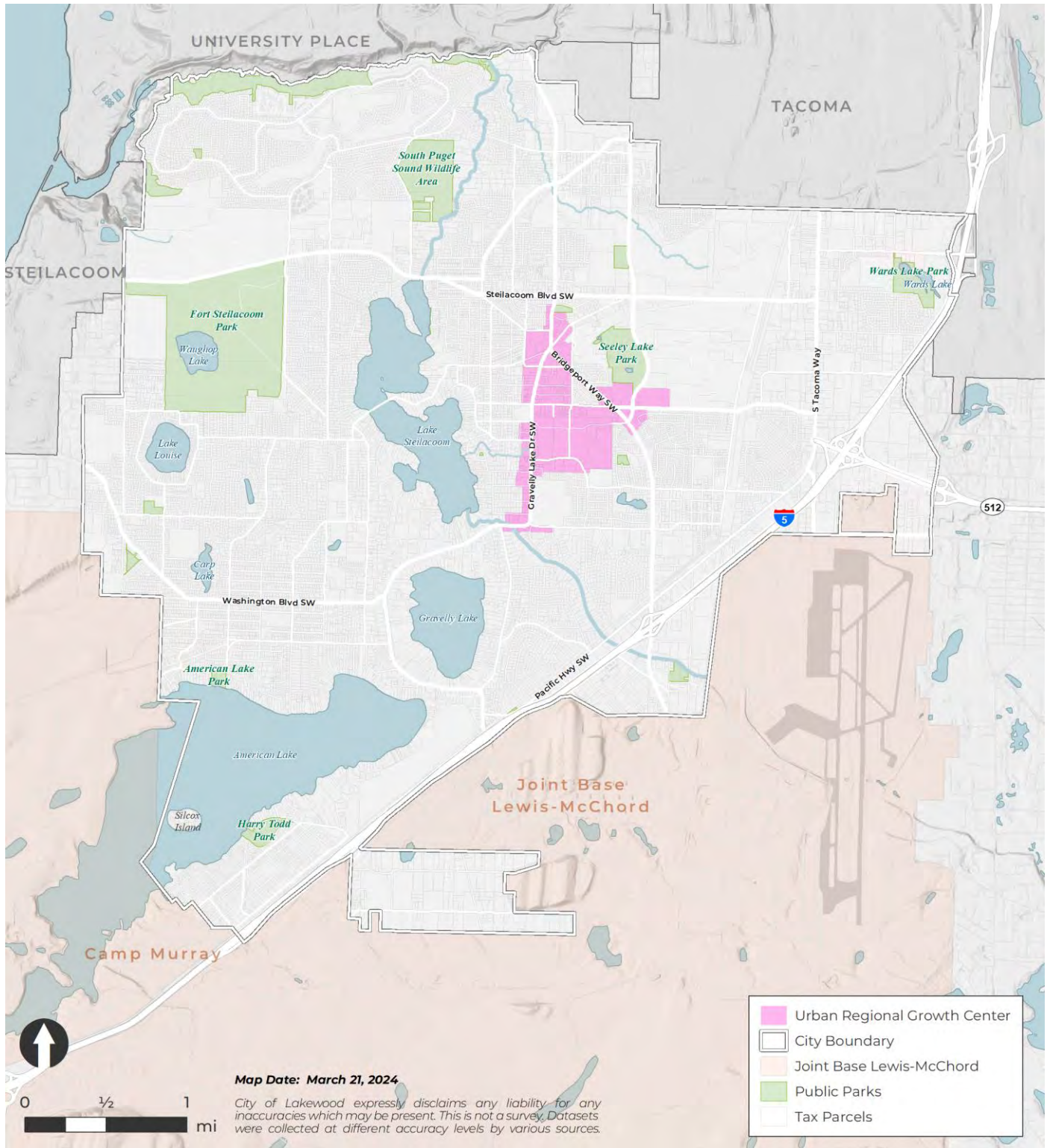
The Urban Growth Area (UGA) boundaries included in Exhibit 2-11 show the potential areas that could be incorporated within the City over the next 20 years. As per RCW [36.70A.110](#), jurisdictions may not annex additional area unless it falls within these Areas, and the UGA can be provided with urban levels of service for public services and facilities such as police, water, and sewer.

The city's current UGA includes the following two main areas:

- **Lakewood UGA.** The UGA that is applicable to the City of Lakewood alone currently includes Camp Murray, which is part of the Washington Military Department, and the urban areas of Joint Base Lewis McChord. As these lands are currently under state and federal jurisdiction, incorporating these areas into the city would not result in significant changes in administration and are not favored by the applicable agencies. Additional information is available in the Appendices.
- **Lakewood Steilacoom Combined UGA (CUGA).** An unincorporated neighborhood known as Arrowhead-Partridge Glen is located between the City of Lakewood and the Town of Steilacoom, is considered a joint UGA between the city and town. At present, there are no plans for annexation, as the development that could be supported in these areas and challenges with providing additional servicing would result in net costs to either Lakewood or Steilacoom. Additional information is available in the Appendices.

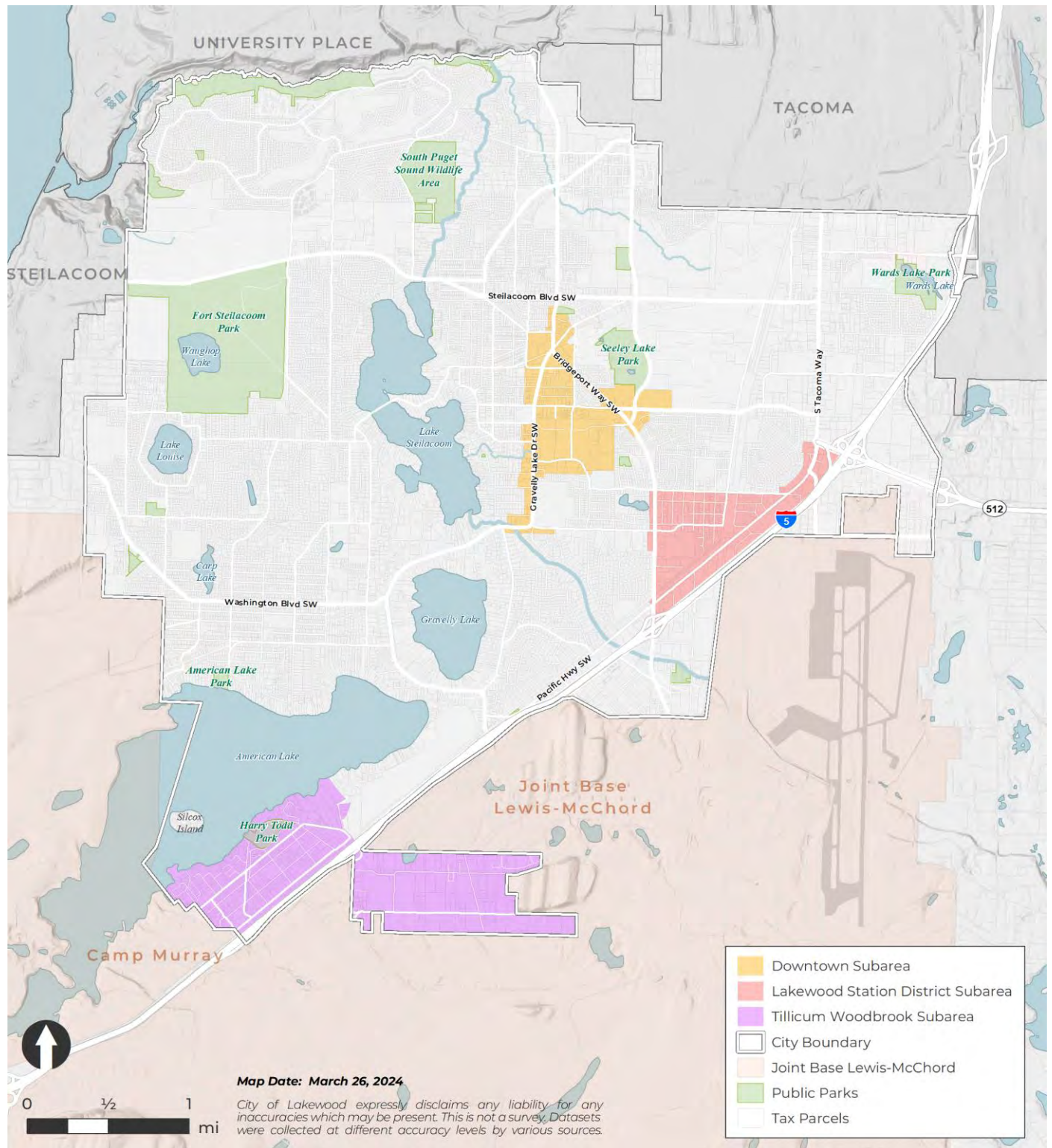
The UGA and CUGA designations therefore provides a means for the city to provide urban services, but there are no current plans to incorporate lands in either of these areas into the city or accommodate any of the identified growth targets in these areas.

Exhibit 2-8. Lakewood Regional Urban Growth Center Map.



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

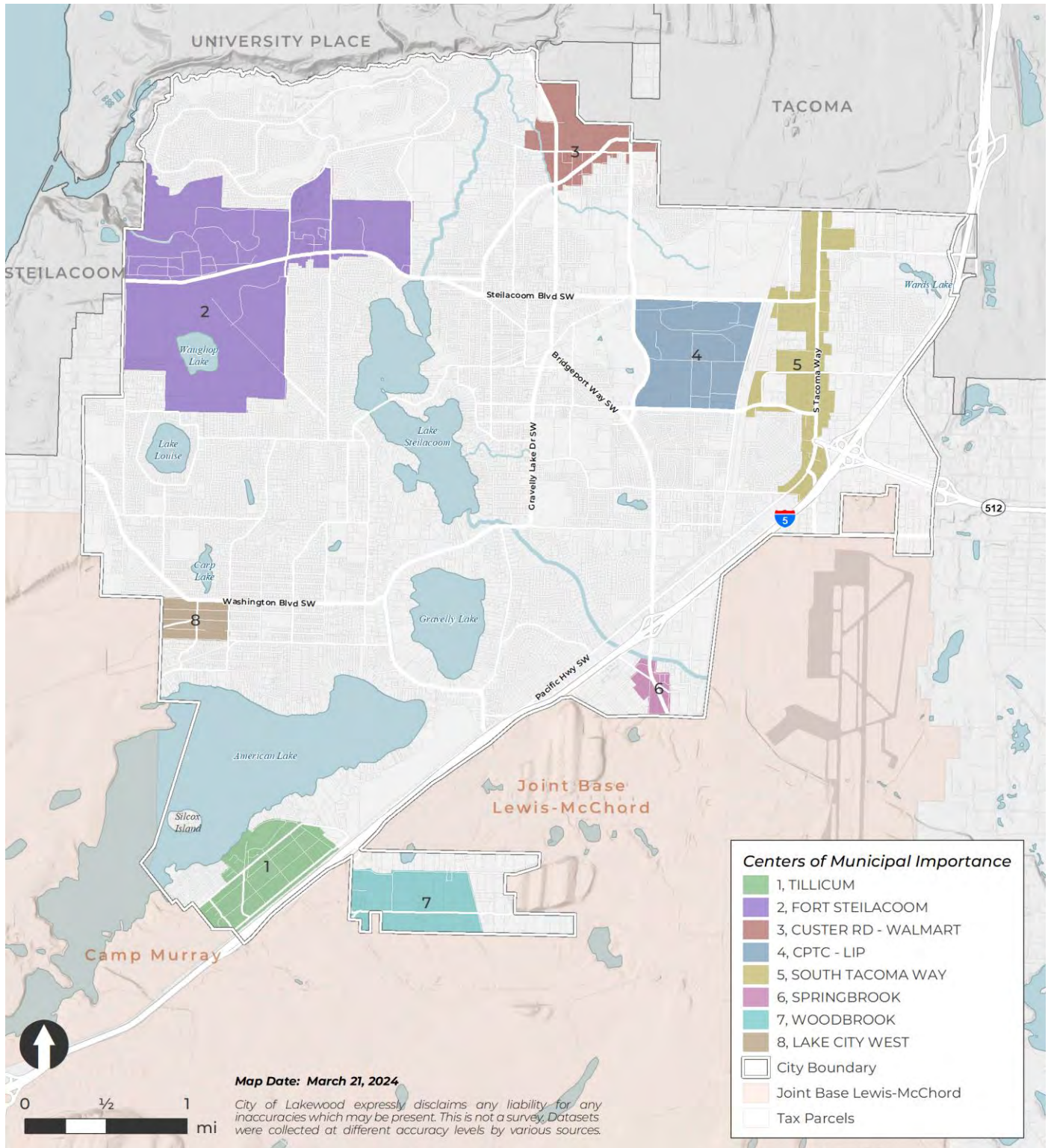
Exhibit 2-9. Lakewood Subareas Map.



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

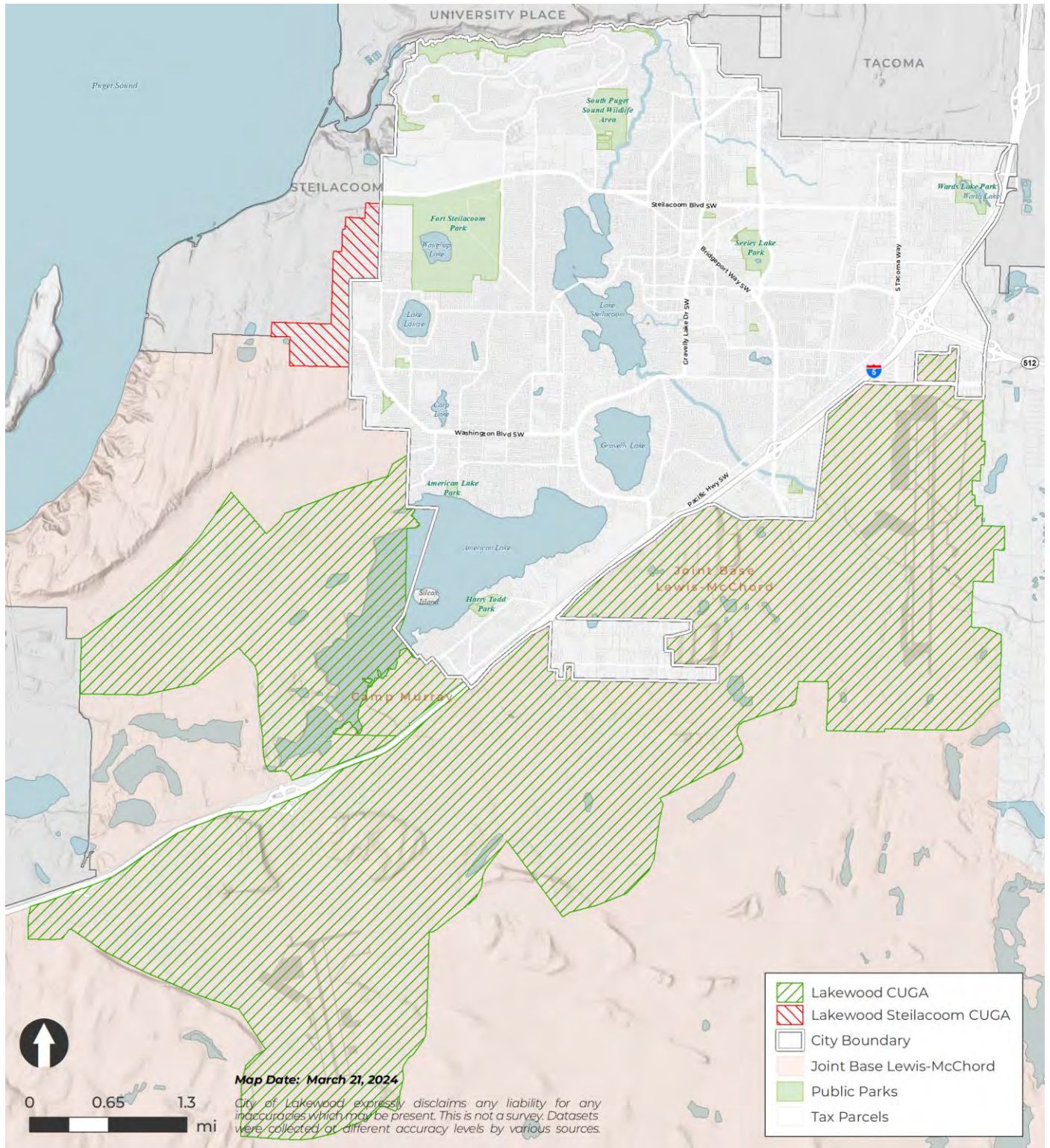


Exhibit 2-10. Lakewood Centers of Municipal Importance (CoMIs).



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

Exhibit 2-11. Lakewood Urban Growth Area.



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

## 2.3 Goals and Policies

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

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

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

- LU-2.1 Ensure the availability of sufficient land capacity to meet both regional and county-level municipal growth projections and targets.
- LU-2.2 Maintain efficient permitting processes and development standards to help accommodate future growth.
- LU-2.3 Partner with WA Department of Ecology, Tacoma-Pierce County Health Department, and other agencies to track contaminated properties and brownfields in the City.
- LU-2.4 Regulate contaminated properties as required for public health and safety while encouraging their redevelopment for appropriate activities based on zoning.

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

- LU-3.1 Adopt and administer land use development regulations consistent with the Land Use Designations Map.

#### **Residential**

- LU-3.2 **Residential (R).** The Residential designation refers to areas that support high-quality urban residential neighborhoods in the city. These areas typically allow a variety of housing types, with scales and densities based on the ability of these areas to support development:
- **Residential Low** areas primarily consist of larger residential lots where environmental factors would prevent more intensive development. This includes environmentally sensitive areas where development may impact lakes, creek habitat and Lakewood Water District wellheads. This corresponds to the R-1 zoning designation.
  - **Residential Medium** areas accommodate a range of detached and attached housing types, including middle housing, accessory dwelling units (ADUs), and smaller- and

moderate-scale multi-family housing. This corresponds to areas in the R-2 and R-3 zones and includes housing across most of the city.

- **Residential High** areas accommodating single-family, middle housing, ADUs, and smaller- and moderate-scale multi-family housing with greater densities and smaller lot sizes. These areas are typically allocated in neighborhoods where housing on individual lots is expected, but the area includes supporting infrastructure, amenities, and services that allow for higher-density development. This corresponds to R-4 zones in the city.

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

### Commercial and Mixed-Use

- LU-3.7 **Mixed/Neighborhood Commercial (NC).** The Neighborhood Commercial designation provides a concentrated mix of activities, including retail and other local services, residential, and some office uses, that provide a focus for a neighborhood.
- LU-3.8 **Residential-Commercial/Arterial (ARC).** The Arterial Residential-Commercial Corridor designation provides areas for residential neighborhoods and lower-intensity, non-nuisance business uses adjoining principal and minor arterial streets.
- LU-3.9 **Commercial/Corridor (CC).** The Corridor Commercial designation features employment, services, retail, and business/light industrial uses linked to access to major transportation networks.

LU-3.10 **Downtown (D).** The Downtown Subarea designation is the primary retail, office, social, urban residential, and government center of the city that provides a complementary, interactive mixture of uses and urban design and reflects its status as a Regional Urban Growth Center.

### Industrial

LU-3.11 **Industrial (I).** The Industrial designation provides for regional research, manufacturing, warehousing, concentrated business/ employment parks, and other major regional employment uses. These lands are planned for the necessary transportation and utility infrastructure needs, and to minimize encroachment by incompatible land uses.

### Public, Institutional, and Government

LU-3.12 **Open Space and Recreation (OSR).** The Open Space and Recreation designation provides public open spaces and recreational uses such as state and municipal parks, preserves, and trails, as well as privately owned facilities such as golf courses, Lakewood Gardens, and cemeteries.

LU-3.13 **Public and Semi-Public Institutional (PI).** The Public and Semi-Public Institutional designation provides dedicated areas in the city for large- and moderate-scale government and institutional uses.

LU-3.14 **Military Lands (ML).** The Military Lands designation applies to federal and state-owned military lands within the city's boundaries. The federal and state control of military installations and unique character of military operations require special consideration by the city as a host community.

### Special

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

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

LU-4.1 Promote planning that supports future site intensification, such as the future development of parking spaces.

LU-4.2 Encourage parcel assembly and exchanges of lands for redevelopment.

LU-4.3 Encourage larger planned redevelopment projects, especially those that contribute to complete mixed-use communities.

LU-4.4 Actively pursue the revitalization of economically underperforming areas in Lakewood by establishing Community Renewal Areas and supporting strategies.

LU-4.5 Encourage more intensive development in areas served by transit.

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

- LU-5.1 Provide for a mix of activities in neighborhood business districts, including residential, retail, office, social, recreational, and local services.
- LU-5.2 Promote the integration of residential and commercial uses within neighborhood business districts.
- LU-5.3 Provide a distinct character or focus for each neighborhood business district.
- LU-5.4 Encourage a balance of community services and discourage the dominance of any single use within neighborhood business districts.
- LU-5.5 Promote people-focused architectural designs and intensities of new development in neighborhood business districts that are in harmony with the scale and character of the neighborhoods they serve.
- LU-5.6 Emphasize public safety enhancements as a critical component in making neighborhood business districts attractive for living, working, socializing, and shopping.
- LU-5.7 Encourage the incorporation of urban amenities within neighborhood business districts.
- LU-5.8 Promote the development of neighborhood business districts as transit hubs.
- LU-5.9 Accommodate automobile use while ensuring that vehicles do not overpower the character and function of neighborhood business districts.

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

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

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

- LU-7.1 Allocate industrial land for activities such as regional research, manufacturing, warehousing, business and employment parks, and other significant regional employment opportunities.
- LU-7.2 Support the development and renewal of industrial lands that positively impact Lakewood's economy and environment, while discouraging uses that are primarily situated in industrial areas due to the potential for negative effects on surrounding properties.

- LU-7.3 Protect key industrial sites, particularly those near railway lines, from being affected by incompatible uses such as residential developments or unrelated small-scale retail.
- LU-7.4 Increase the diversity and density of industrial operations in the city by optimizing the use of existing industrial lands.
- LU-7.5 Promote strategies for parcel assembly to promote uses that generate significant employment.
- LU-7.6 Facilitate the integration and/or buffering of industrial development with adjacent nonindustrial areas.
- LU-7.7 Ensure the compatibility of industrial activities with citywide and regional freight mobility and multimodal transportation infrastructure.
- LU-7.8 Encourage design techniques that support crime prevention to reduce opportunities for crime in the community.

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

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

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

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

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

- LU-10.1 Allow for the continued operation, maintenance, and minor repair of nonconforming uses that were legally established but are no longer in compliance with development regulations.
- LU-10.2 Prohibit any expansion in the scale or intensity of existing nonconforming uses or structures.
- LU-10.3 Require nonconforming uses and structures to be brought into compliance if they cease to operate or site improvements are significantly damaged.
- LU-10.4 Allow for flexibility with the management of nonconforming uses if compliance would prohibit the productive use of the property, especially if these activities support important community functions.



# 3 Capital Facilities and Essential Public Facilities

## 3.1 Introduction

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

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

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

## 3.2 Background

### 3.2.1 Capital Facilities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The following documents contain information supplemental to the Comprehensive Plan:

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

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

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

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

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

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

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

## 3.2.2 Essential Public Facilities

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

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

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

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

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

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

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

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

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

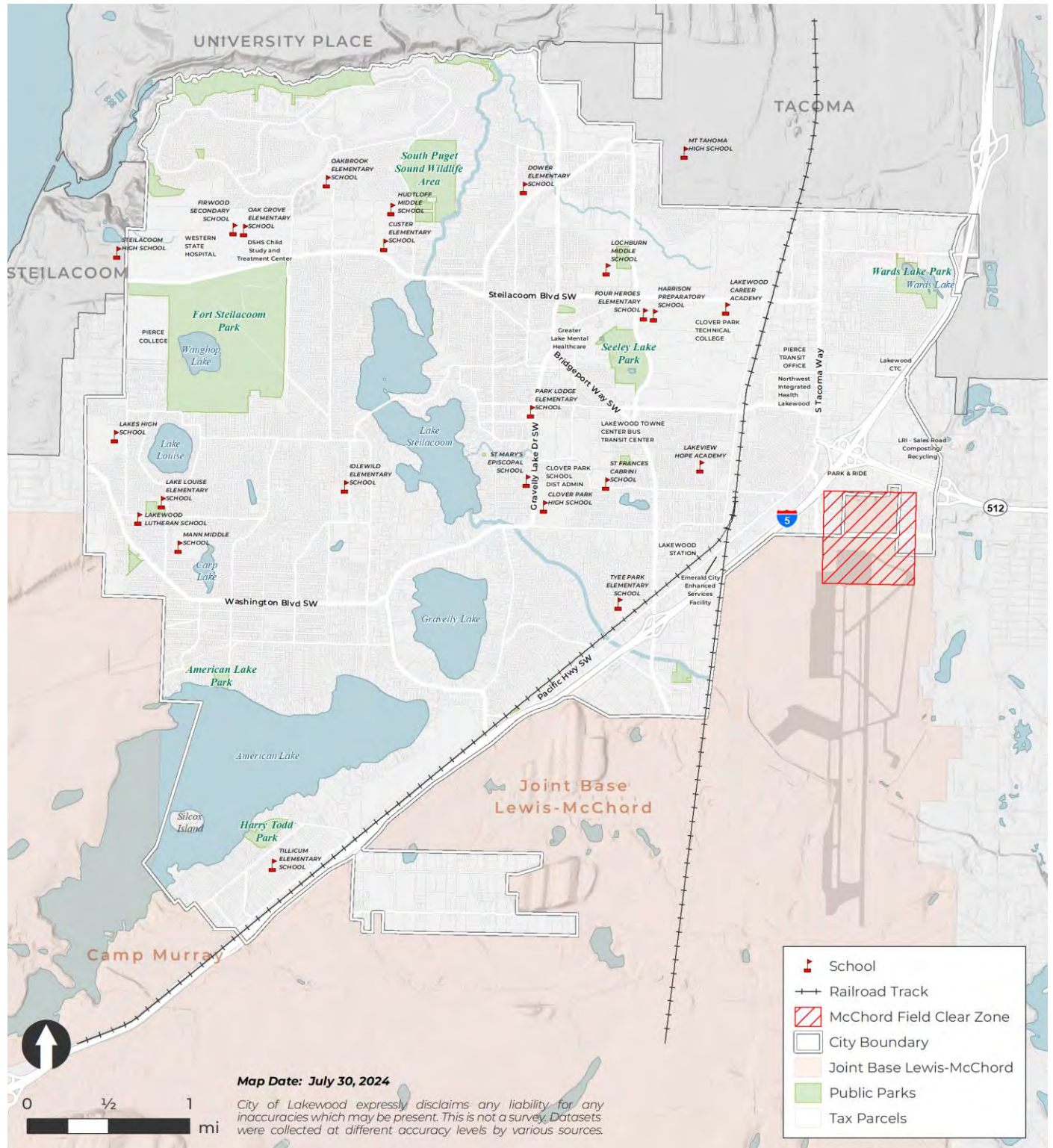
Any one or more of these conditions is sufficient for the city to deem a use as an essential public facility. Development regulations, including conditional permits, can be used to mitigate the effects of essential public facilities on neighboring land uses and the broader public.

A summary of the current essential public facilities in Lakewood is provided in Exhibit XX. This map includes the following:

- Joint Base Lewis McChord.
- Large-scale transportation facilities, including Pierce Transit Center, Pierce Transit Headquarters, the Highway 512 Park-n-Ride, the Sound Transit Sounder Station, the BNSF railroad line, and I-5.
- State educational facilities, including Pierce College, Clover Park Technical College, Clover Park School District offices, and all K-12 schools in the city.
- Inpatient facilities, including substance abuse facilities, mental health facilities and group homes located in the city.
- Solid waste handling facilities & landfills.

This map also includes the McChord Field Clear Zone, which highlights the areas impacted by operations from McChord Field on JBLM.

Exhibit 3-5. Lakewood Essential Public Facilities.



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

#### 3.2.3 Concurrency

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

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

### 3.3 Capital Facilities Planning

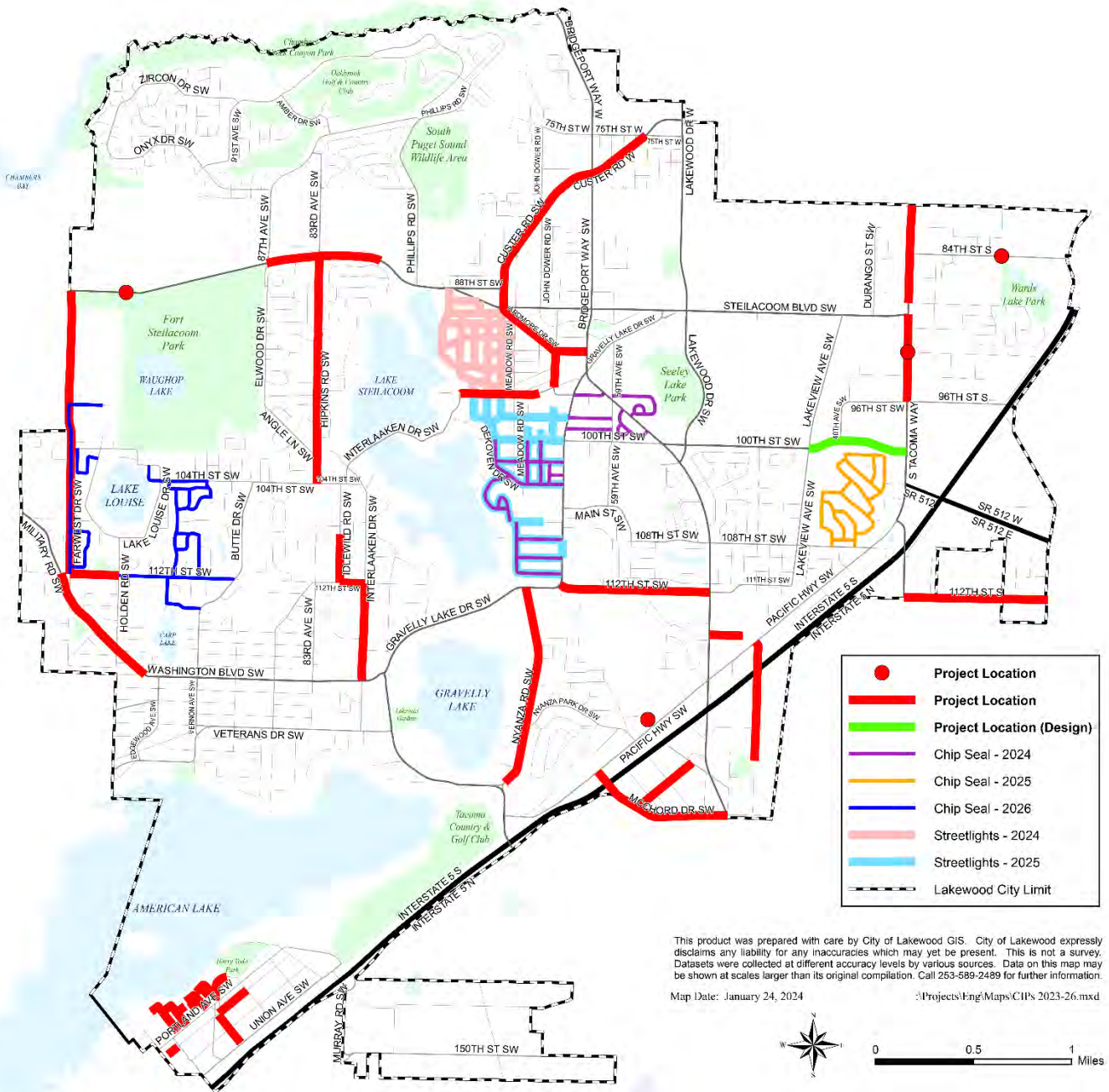
Under RCW [36.70A.070\(3\)](#), the Capital Facilities Plan Element must identify the proposed locations and capacities of expanded or new capital facilities. It is expected that the city will fund the identified capital projects through a combination of grants and other funding sources. These grants typically cover about 80–90% percent of project costs, and the city has been successful in securing such funding over the years.

Under the Comprehensive Plan, the two main departments coordinating capital facilities planning include:

- **Public Works and Engineering**, which primarily manages transportation, sewer and stormwater projects. Exhibit 3-6 provides a map with the major capital projects currently planned, with a list of projects provided in Exhibit 3-7. These projects are based on the current project list for the Capital Improvement Plan and Transportation Improvement Plan.
- **Parks and Recreation**, which manages park and recreational facilities acquisition and development. Exhibit 3-8 presents a map of major capital projects for parks and recreation, and a list of these projects is provided in Exhibit 3-9.



Exhibit 3-6. Lakewood Capital Facilities Planning (Public Works and Engineering).



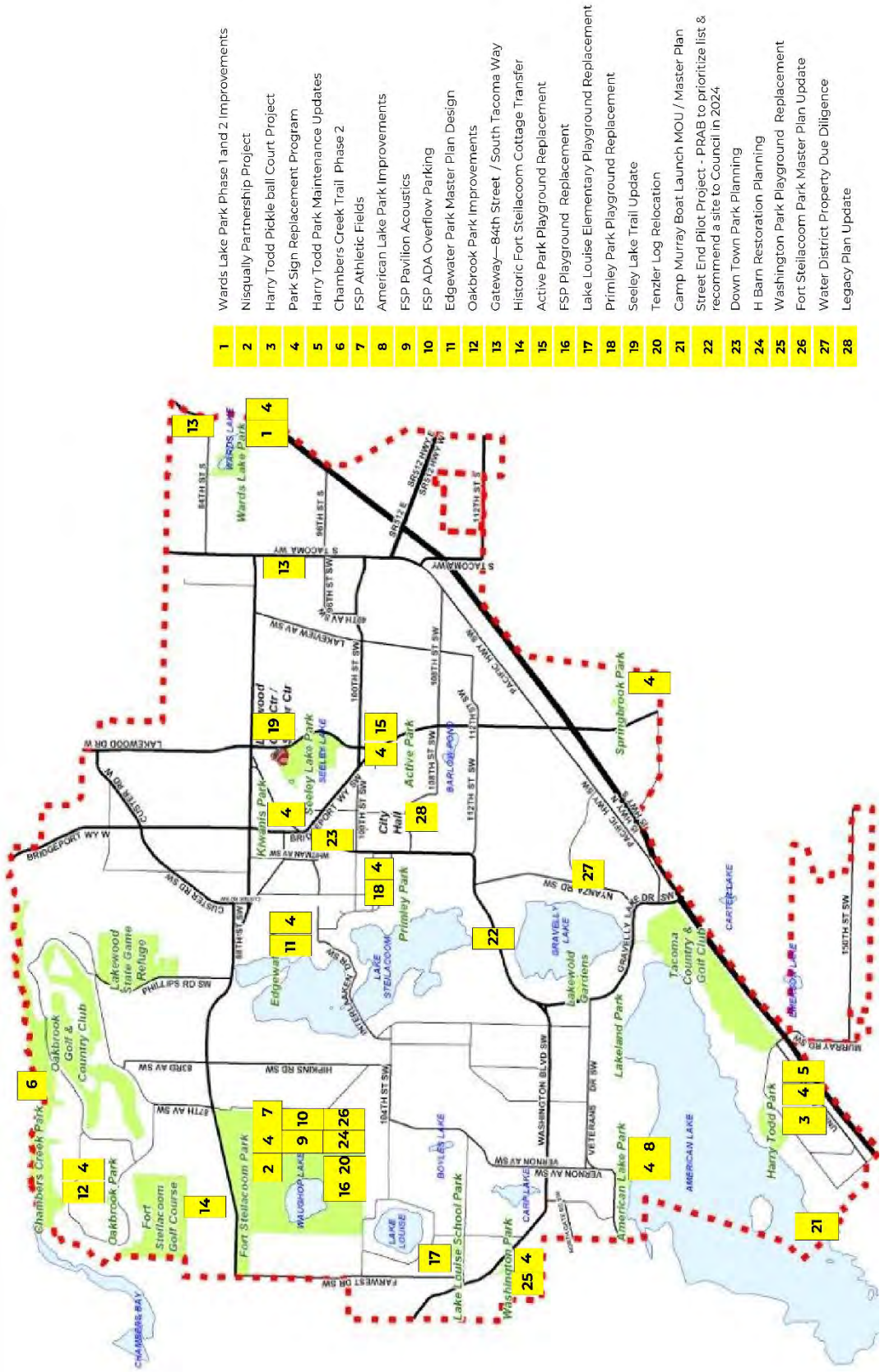
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

**Exhibit 3-7. Lakewood Capital Facilities Project List (Public Works and Engineering).**

Design	Construction	Projects	Total Project Cost
<b>Annual Capital Programs:</b>			
Annual	Annual	Street Lighting	\$ 185,000.00
Annual	Annual	Pavement Patching	\$ 150,000.00
Annual	Annual	Chip Seal	\$ 360,000.00
Annual	Annual	Minor Capital (patching, striping, markings, minor repairs)	\$ 110,000.00
<b>Capital Projects:</b>			
2023	2024	Western State Hospital Signal(s) phase 1	\$ 250,000.00
2023	2024	Ardmore/Whitman/93rd St (TBD Bond)	\$ 3,375,000.00
2023	2024	Hipkins Rd; Steilacoom Blvd to 104th St SW (TBD Bond)	\$ 3,640,000.00
2023	2024	SRTS 84th/Pine Street Signal	\$ 1,080,330.00
2023	2024	Traffic Signal controllers replacement project	\$ 610,000.00
2023	2024	S. Tacoma Way 88th - City Limit	\$ 4,083,000.00
2023	2024	STW Overlay 96th to Steilacoom Overlay - PSRC# LW-40	\$ 868,000.00
2023/24	2024	SRTS Farwest Sidewalks	\$ 1,653,030.00
2023/24	2024/25	Steilacoom Blvd: 87th to Weller (Construction finish by June 2025)	\$ 6,130,000.00
2023/24	2026	Downtown Planning Study - Raise Grant Application	\$ 1,100,000.00
2024	Future	100th, STW to Lakeview Drive (Phase 1)('25 PSRC Grant) Design '23/24	\$ 831,000.00
2024	2024	112th St SW; Idlewild Rd SW to Interlaken Dr SW (design '24, const. '24)	\$ 556,000.00
2024	2024	Idlewild Rd SW; Idlewild School to 112th SW (design '24, Const '24)	\$ 528,000.00
2024	2025	Military Road; Edgwood to 112th/Farwest (Design funds only) Construct 25? (TIB grant?)	\$ 360,000.00
2024	2025	Custer Rd SW - Bridgeport to 75th	\$ 3,720,858.00
2024	2024	Replace School Zone lights and system	\$ 180,000.00
2024	2025	Interlaaken; 112th to WA. Blvd (design '24, const. '25)	\$ 2,065,000.00
2024	2025	Nyanza Road SW sidewalk improvements	\$ 4,450,000.00
2024	2025	112th Street Sidewalks; Farwest to Holden (SRTS)	\$ 1,304,720.00
2024	2025	Custer Rd SW - Bridgeport to Steilacoom (Phase 1 - Custer to 600' west of BPW)	\$ 1,420,000.00
2025	2026	Mt. Tacoma Drive SW sidewalk improvements	\$ 3,950,000.00
2025	2026	92nd & STW signal design potential grant - TIB	\$ 1,250,000.00
2025	2026	112th St Overlay - STW to Steele Street (design'25, const. '26)	\$ 1,244,000.00

Design	Construction	Projects	Total Project Cost
<b>Sanitary Sewers:</b>			
2023/24	2024	Rose Rd & Forset Rd sewer extension	\$ 1,531,870.00
2023/24	2024	Wadsworth St, Silcox Dr, Boat St. sewer extension (design '23/24, const. '24)	\$ 2,150,000.00
2024/24	2026	Grant Ave, Orchard St sewer extension (design '24/25 const. '26)	\$ 1,300,000.00
<b>Surface Water:</b>			
Annual	Annual	Water Quality Improvements	\$ 245,000.00
Annual	Annual	Annual Drainage Pipe Repair	\$ 350,000.00
2024/26	Future	Clover Creek Floodplain - Levee	\$ 371,263.00
Tentative	Tentative	Sound Transit Funded:	
2024	2025	112th st - GLD to Bridgeport (Sound Transit funded)	\$ 3,166,826.00
2024	2025	Clover Creek Railroad Crossing (Sound Transit funded)	\$ 187,144.00
2025	2026	McCord Drive SW - Pac Hwy to Bridgeport (Sound Transit funded)	\$ 5,007,404.00
2025	2026	115th St CT SW (Sound Transit funded)	\$ 549,733.00
2025	2026	47th Ave SW (Sound Transit funded)	\$ 1,493,270.00
2026	2027	Lincoln Ave SW (Sound Transit funded)	\$ 4,941,697.00

Exhibit 3-8. Lakewood Capital Facilities Planning (Parks and Recreation).



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

**Exhibit 3-9. Lakewood Capital Facilities Project List (Parks and Recreation).**

Status	Design	Construction	Project Name
<b>Projects Active and Underway in 2024</b>			
Active	2023	2023/24	Ft Steilacoom Park Athletic Fields
Active	2024	2024	Ft Steilacoom Park Tenzler Log Relocation
Active	2024	2025	Ft Steilacoom Park Nisqually Indian Tribe Partnership Project
Active	2024	TBD	Ft Steilacoom Park Wayfinding and main entry improvements (design only)
Active	2024	2024	Ft Steilacoom Park ADA and Overflow Parking
Active	2024	2024	Ft Steilacoom Historic Cottage Transfer MOU
Active	2024	2024	Colonial Plaza Landscape, Lighting and Interpretive Signage
Active	2024	2024	Park Sign Replacement at all City parks
Active	2024	2024/25	Wards Lake Park Improvements (Phase 1-2)
Active	2024	2024/25	American Lake Park Improvements *20 month in-water permit period
Active	2024	2024	Oakbrook Park Improvements
Active	2024	2024	Primley Park Improvements
Active	2024	2024	Chambers Creek Trail Phase 2 (Pierce County managed project)
Active	2024	2027	Edgewater Park Master Plan Update *2024 grant application
Active	2024/25	2026	Street End improvement Pilot Project (PRAB will recommend site in 2024)
Active	2024/25	2024/25	Seeley Lake Park (Pierce County managed project)
<b>Projects not yet Underway in 2024</b>			
Upcoming	2024/25	TBD	Camp Murray Boat Launch MOU & Master Plan
Upcoming	2024	2024	Ft Steilacoom Park Pavilion Acoustics FSP
Upcoming	2024	2024	Gateway Monument- 84th St E near Wards Lake Park
Upcoming	2024	2025	Harry Todd Park Pickleball Courts
Upcoming	2024	2025	Harry Todd Park Deferred Maintenance Grant
<b>Projects Upcoming in 2025 through 2029</b>			
Upcoming	2025/26	2027/28	Ft Steilacoom Park H-Barn Restoration (pending funding from both Partners for Parks and City)
Upcoming	2025/26	2027	Edgewater Park (pending construction grants secured in 2025)
Upcoming	2025/26	TBD	Downtown Park Master Planning (due diligence and planning)
Upcoming	2025	2026	Legacy Plan (PROS Plan) Update in conjunction with FSP Master Plan Update Legacy Plan must be approved by May 2026 for future grant eligibility
Upcoming	2025	TBD	Lakewood Water District Property Acquisition (due diligence, community outreach & planning)
Upcoming	2026	2026	Washington Park Playground Replacement

Status	Design	Construction	Project Name
Upcoming	2026	2027	Lake Louise Elementary School Playground Replacement
Upcoming	2026	TBD	Ft Steilacoom Park Playground Replacement
Upcoming	2027	2029	Camp Murray Boat Launch Improvements (pending construction grants secured in 2027)

## 3.4 Goals and Policies

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

# 4 Economic Development

## 4.1 Introduction

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

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

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

## 4.2 Background

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

### 4.2.1 Competitive Economic Position

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

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

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

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

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

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

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

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

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

### 4.2.2 Economic Analysis

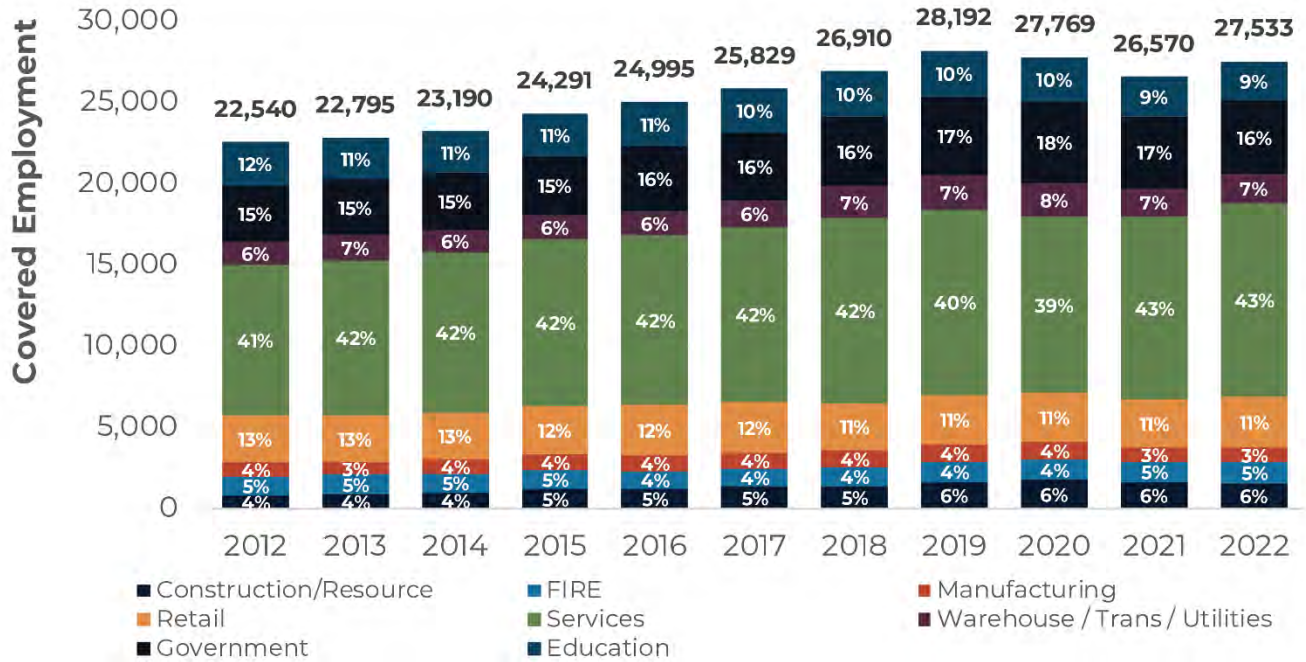
Based on an evaluation of available economic information, there are several major considerations for future economic development planning for Lakewood:

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

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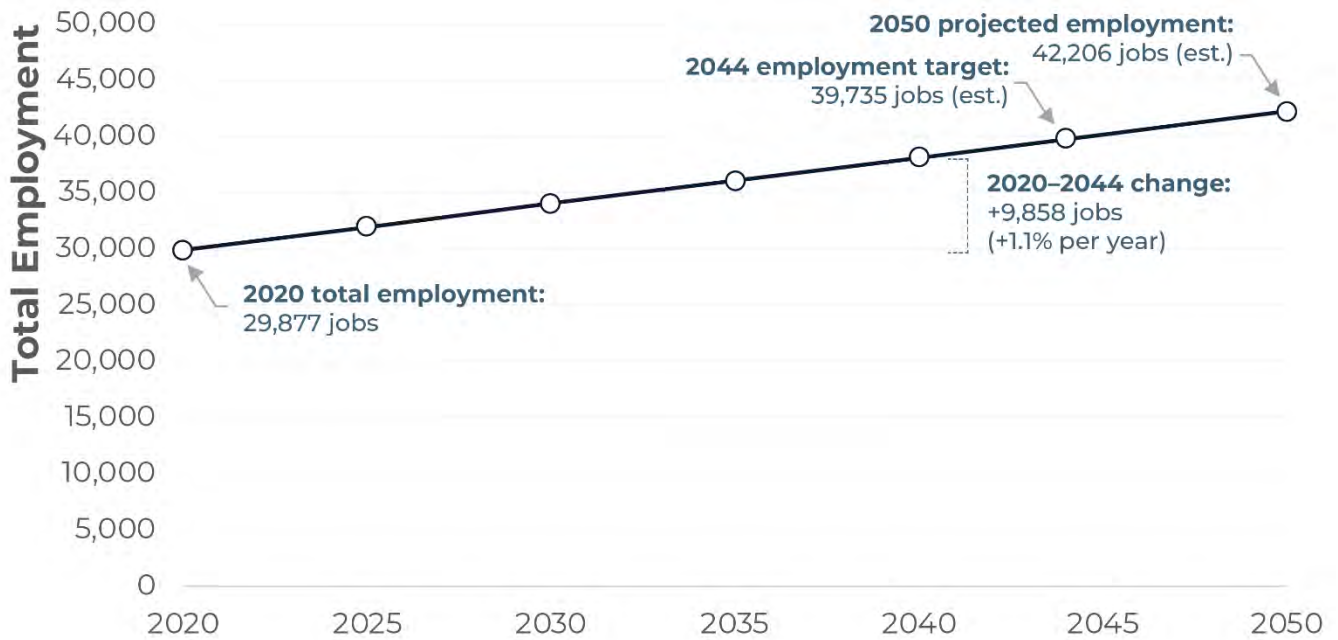
<sup>4</sup> "Covered employment" includes all jobs covered by the *Washington Unemployment Insurance Act*. Note that this measure does not specifically include self-employed individuals, military workers, or other workers not covered by state unemployment insurance.

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



Source: PSRC, 2024.

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



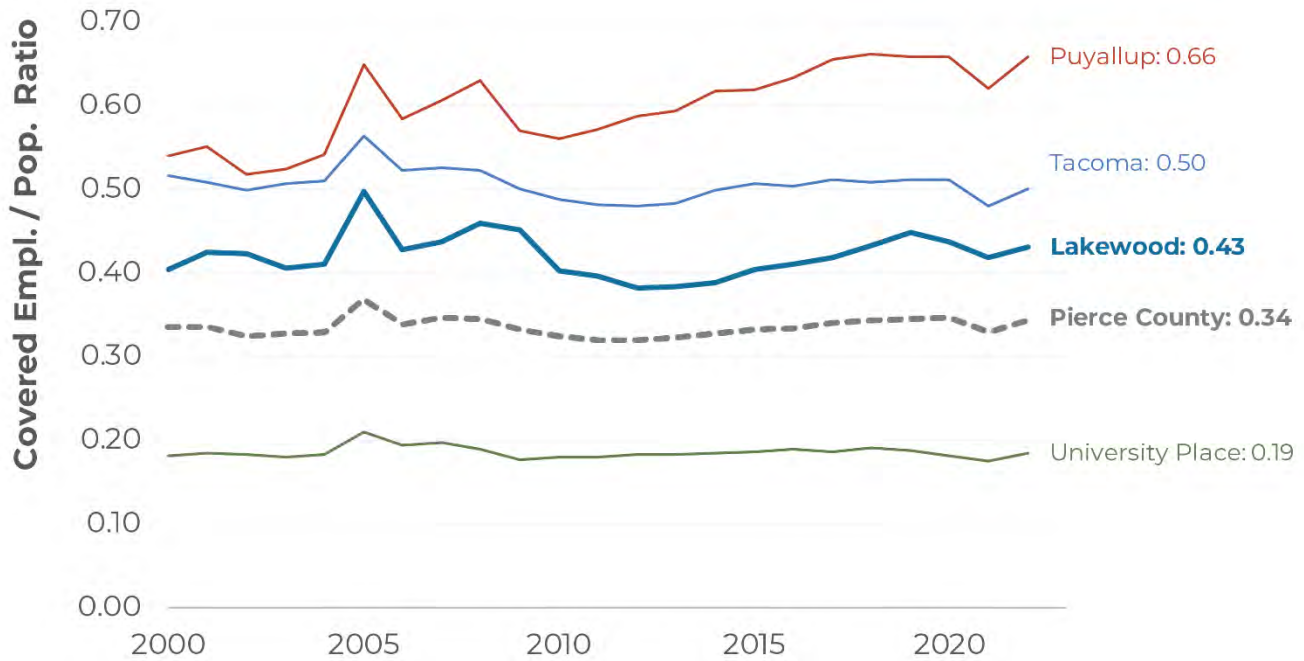
Source: PSRC, 2024.

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

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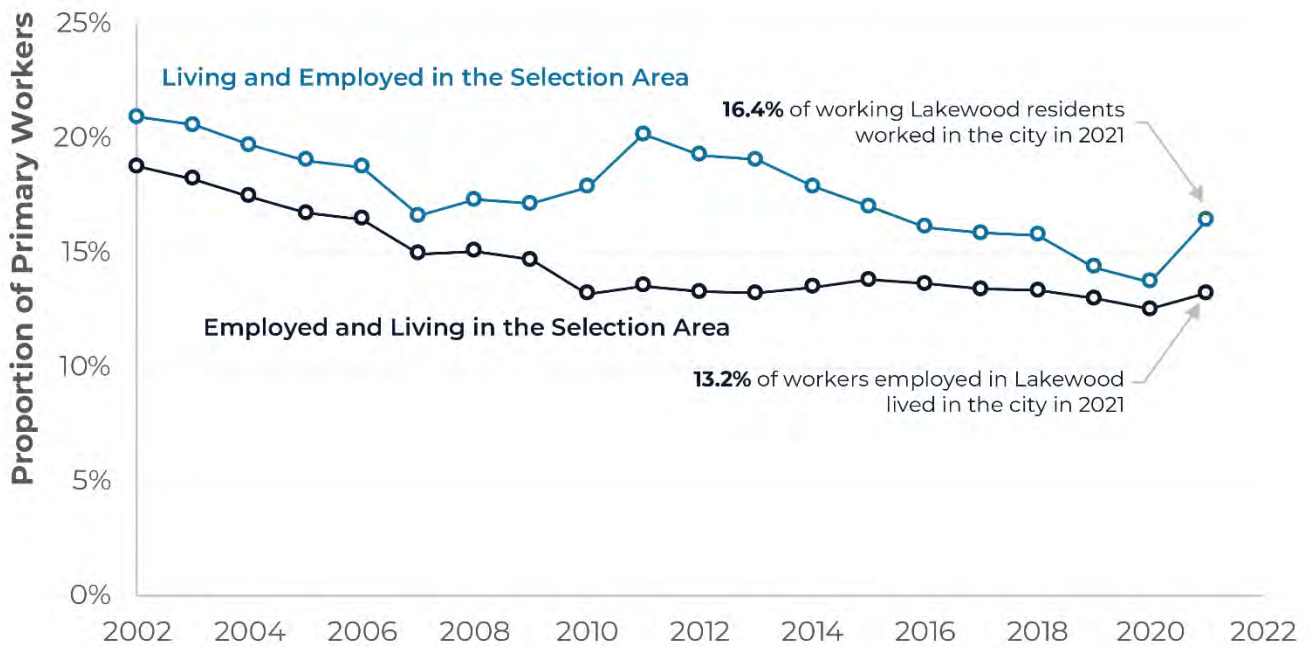
<sup>5</sup> A “pull factor” is calculated as the ratio between actual retail spending in a category and an estimate of the potential retail spending resulting from per capita spending based on statewide averages. If the pull factor is greater than one, there is greater local spending than what can likely be supported by residents, meaning that local businesses capture more consumers from outside of the city as customers. Conversely, a value less than one means that city residents likely need to go elsewhere for these shopping options.

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



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

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



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

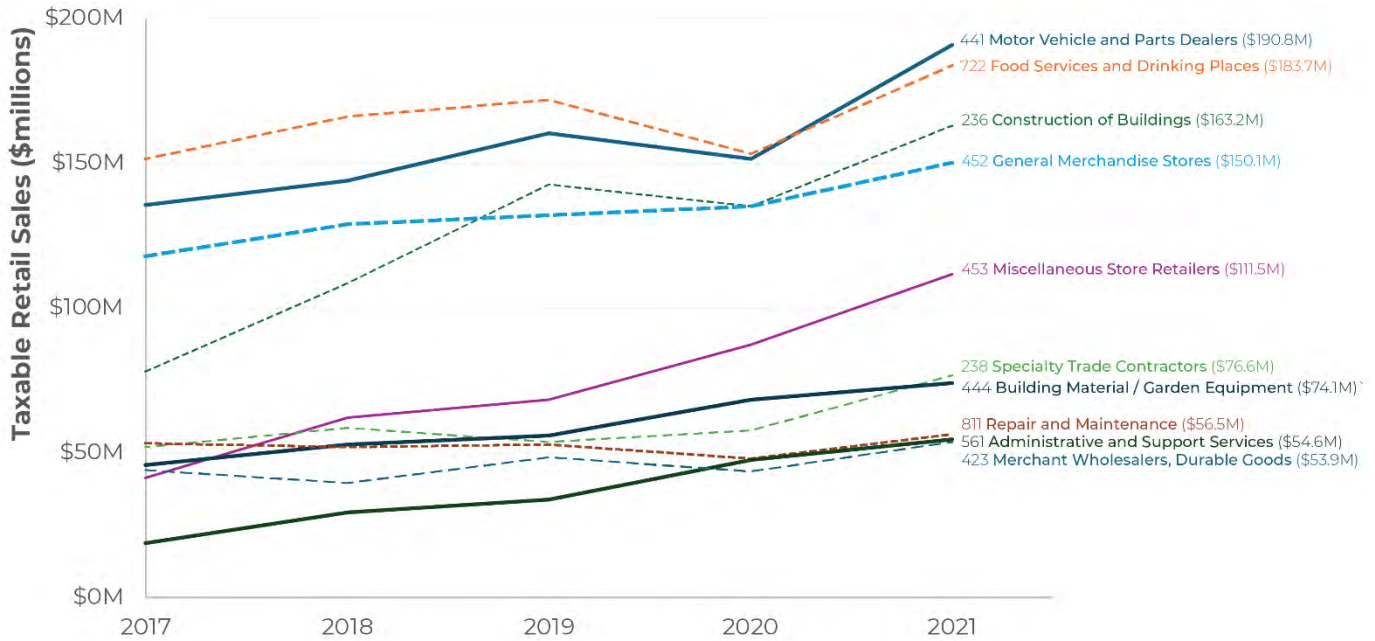


Exhibit 4-5. Taxable Retail Sales Statistics, Lakewood, 2021.

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

Source: WA Department of Revenue, 2024.

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



Source: WA Department of Revenue, 2024.

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

## 4.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ED-5.4 Foster small business development and expansion.

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

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

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

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

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

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

**/ ED-7 Expand city residents' economic opportunities.**

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

# 5 Energy and Climate Change

## 5.1 Introduction

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

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

As part of the 2024 Comprehensive Plan Periodic Review, all of the 89 ECCE Action Items, as well as the foundational climate change information used to draft the 2021 Element, have been relocated from the Comprehensive Plan to a separate Energy and Climate Change Appendix (see Appendix D). The city also began review of the changes mandated by the state under [HB 1181](#) in 2023 to determine how to best update the ECCE, the Appendix, and other Comprehensive Plan Elements to be consistent with new GMA requirements by the identified deadlines in 2029 and 2034.

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

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

Recent changes to the Growth Management Act provided additional requirements for planning for climate change as per RCW [36.70A.070\(9\)](#). Under these requirements, the city must include policies in

the Comprehensive Plan in “greenhouse gas emissions reduction” and “resiliency” sub-elements that reduce overall greenhouse gas emissions and enhance resiliency to and avoid the adverse impacts of climate change. The city has until 2029 to meet the new requirements and further work to ensure consistency with the requirements is anticipated from 2024-2029.

## 5.2 Background

This section includes a summary of relevant information developed as a foundation for the energy and climate change policies included in this Element. Note that this includes considerations that cross over into other components of the Comprehensive Plan, such as the following:

- The **Land Use, Housing, and Economic Development Elements** in the Plan outline the city's developmental strategy, detailing the types of construction that will be promoted and the development patterns promoted through zoning and regulation. These Elements focus on several considerations related to climate change policy, such as enhancing the jobs-housing balance to decrease commuting times, promoting walkable neighborhoods, and advancing more energy-efficient development. The defined land use policies are essential in reducing greenhouse gas (GHG) emissions and increasing community resilience to the effects of climate change.
- The **Transportation Element** is specifically related to the systems that support different modes of transportation, including freight and passenger vehicles that may be significant sources of GHG emissions. Through this element, the city can work to reduce the vehicle-miles traveled (VMTs) within the city and mitigate associated emissions by promoting ways to decarbonize the vehicles on Lakewood's streets (e.g., greater use of electric vehicles).
- The **Capital Facilities and Utilities Elements** include other infrastructure that will have a significant impact on Lakewood's contributions to GHG emissions. This specifically includes the generation of electric power and the use of natural gas, as well as some larger institutional consumers of electricity, such as water and wastewater treatment facilities.

Other components of the Plan, such as Parks and Open Space, Urban Design, and Public Services also have relevance to addressing GHG emissions and climate change impacts through policies that affect urban heat islands, sustainable practices, and other uses of local energy.

To provide a background for energy and climate change policies, as well as the integration of these policies into the rest of the Comprehensive Plan, this section is divided into four primary components:

- A short background is provided to outline the current context regarding climate change in Lakewood, including the potential impacts to the city and its residents.
- A description of relevant actions and policies at other levels of government is provided, with considerations for local policies in Lakewood.
- A review of the actions taken by Lakewood to date is provided as a basis for future actions.
- Finally, a review of the findings from engagement with a steering committee is included, with a focus on principles for Lakewood's energy and climate change policies.

## 5.2.1 Current Context

Findings from the Intergovernmental Panel on Climate Change (IPCC) have outlined how human activities are the primary cause of climate change. While climate impacts can be difficult to observe over the longer term, it is expected that changing temperatures will be linked to different effects, including: disruption of ecosystems; more frequent and damaging storms accompanied by flooding and landslides; increases in the number and severity of heat waves; extended water shortages because of reduced snowpack; increased likelihood of wildfires; and disturbance of wildlife habitats and agricultural activities.

There are several general effects expected across the Pacific Northwest:

- Sea level rise will increase erosion, flooding, and threaten coastal infrastructure and ecosystems along Puget Sound.
- Rising water levels may submerge and damage tidal wetlands crucial for bird and fish habitats.
- Warming temperatures are reducing Washington's snowpack, leading to increased water flow in late winter and early spring but decreased flow and earlier snowmelt in summer, which can have both environmental effects and effects on the availability of water for public use.
- Declining snowpack and warmer water temperatures could negatively impact skiing, salmon habitats, hydroelectric power generation, and other economic activities.
- The area burned by forest fires in the Northwest may double with changes in the climate, with rising temperatures heightening tree susceptibility to pests and increasing the prevalence of pine beetles.
- The anticipated reduction in streamflow could decrease water available for irrigation, potentially affecting the yields of crops like apples and cherries in Washington.

Under these considerations, Lakewood could experience impacts that should be considered in planning, including:

- Changes to local weather patterns, especially **more frequent peak storm events**.
- **Rising Puget Sound water levels** influencing Chambers Creek Dam at high tides and eventually lead to overtopping.
- Intermittent lakes such as Carp Lake becoming **more intermittent** or disappearing altogether.
- Areas with steep slopes such as Chambers Creek Canyon experiencing **increased frequencies of landslides** with heavy rainfall events.
- Managing an **increased flood risk** in the Clover Creek watershed, especially with rising flood waters potentially impacting I-5 between Highway 512 and Bridgeport Way. Note that Clover Creek could see a 16% increase in peak streamflow when comparing the 1980-2009 average and the 2040-2069 predicted average.
- Additional pollutant loading from peak storm events and higher summer temperatures making existing **water quality issues** in the city worse, resulting in depleted oxygen levels and more algae bloom events.
- An **increased potential for wildfires** in Fort Steilacoom Park, the open space areas behind Western State Hospital, JBLM lands adjacent to the city limits, and vacant lands within the I-5 and Highway 512 Corridors could result in a loss of vegetation and impacts to air quality.



## Urban Heat Islands & Tree Canopy

Heat islands are urbanized areas that experience higher temperatures than rural and vegetated areas due to structures such as buildings, roads, and infrastructure. These structures absorb and re-emit the heat from the sun more intensely than in natural environments, and less greenery means that there are fewer opportunities for shade. During the summer, the consequences of urban heat islands include heightened energy and electricity needs for cooling buildings, leading to increased GHG emissions from higher electricity demand.

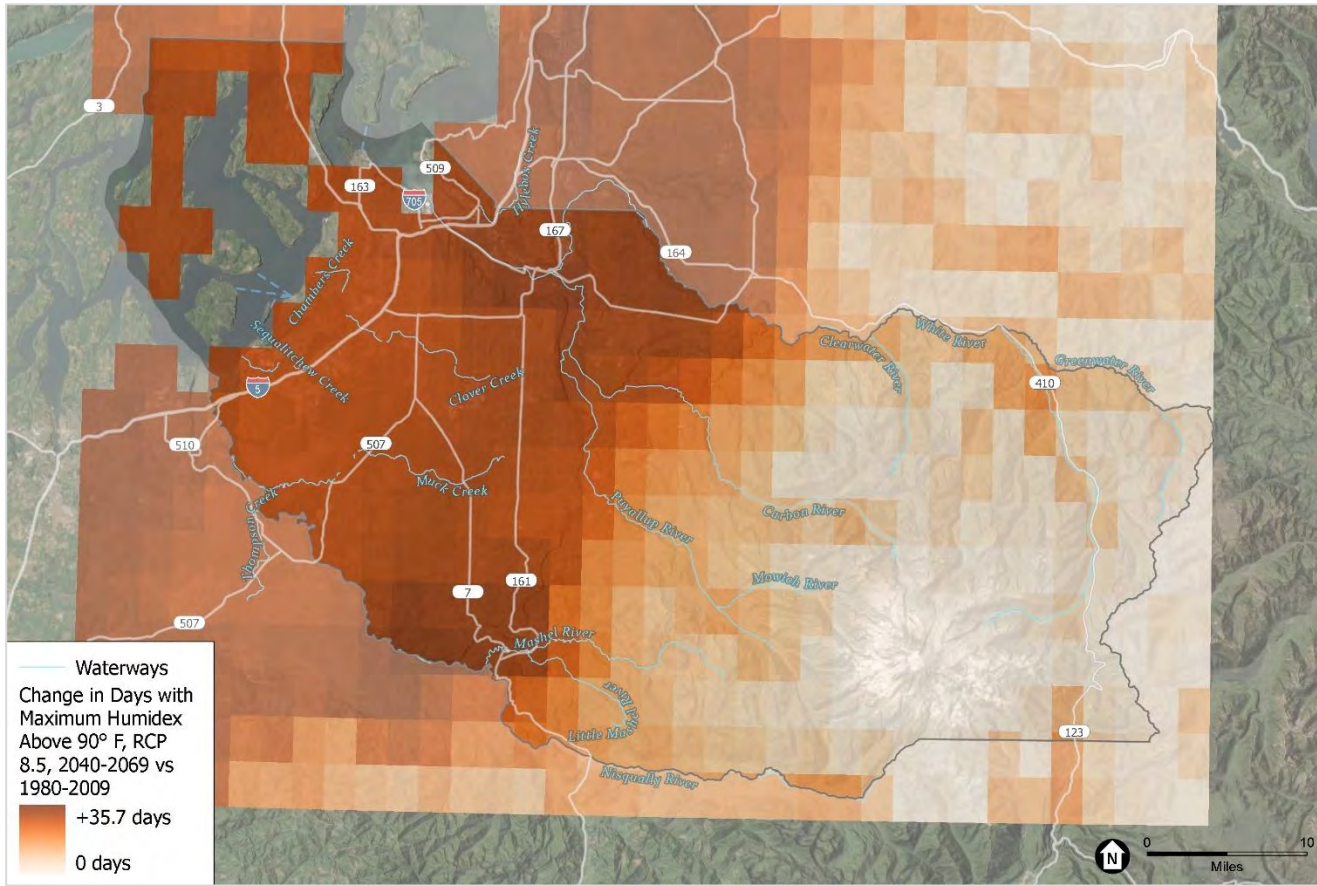
Urban heat islands and excessive heat events pose increased risks in Lakewood in different ways, including the following:

- Vulnerable populations such as older adults, young children, low-income populations, people in poor health, and people who spend their working hours outdoors are vulnerable to the health effects of higher temperatures and potential negative air quality.
- Urban heat islands can also negatively affect water quality due to warmed stormwater runoff increasing the water temperature in streams, rivers, ponds, and lakes. This water temperature warming can stress aquatic life and result in die-offs that can impact local ecosystems.

The following maps highlight several considerations with respect to urban heat islands and mitigation with tree cover:

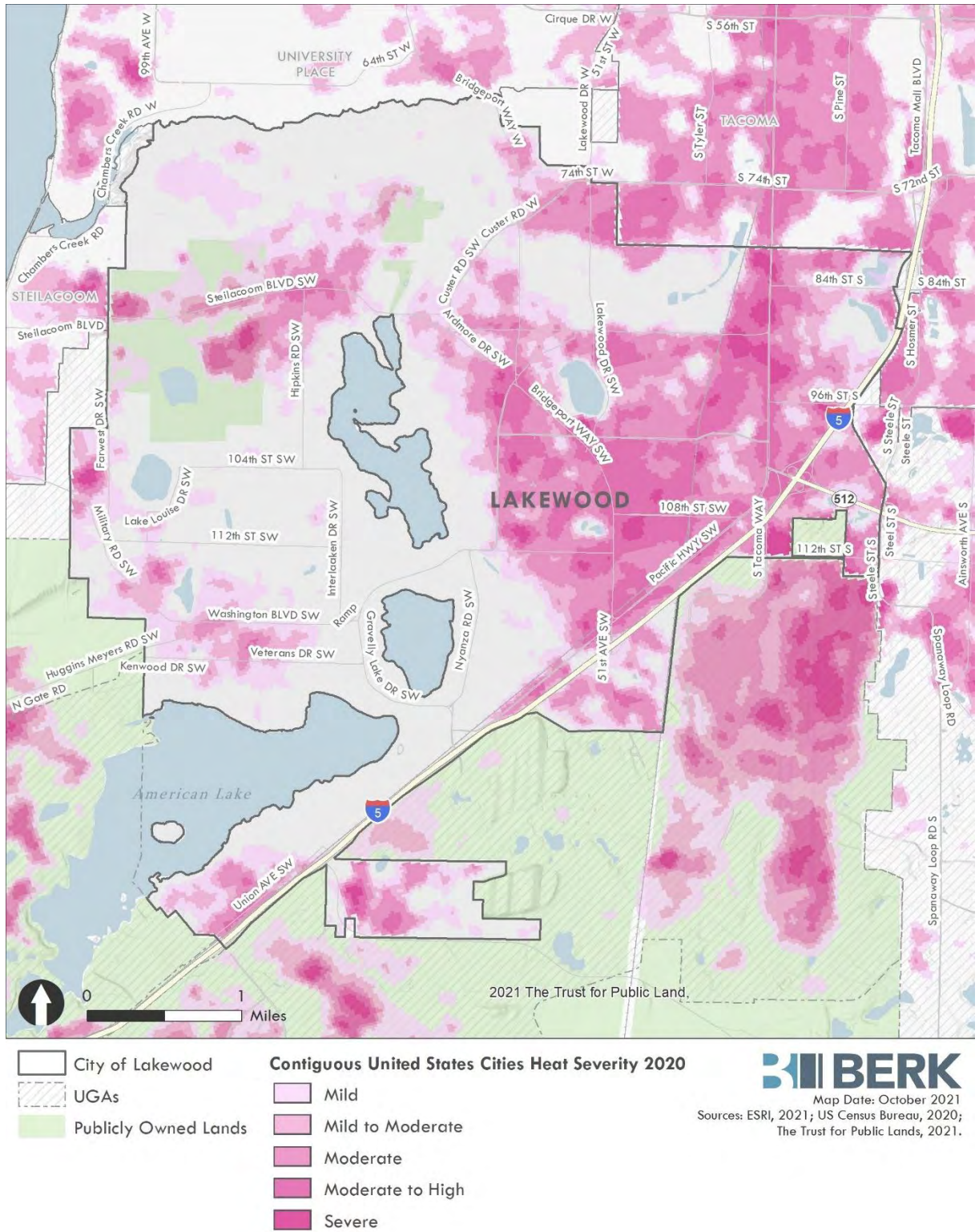
- Exhibit 5-1 provides the **expected increases in extreme heat events**, defined as the projected increases in high humidex days for 2040–2069. Lakewood is in the urbanized area in western Pierce County that will experience more extreme heat events over the coming years.
- Exhibit 5-2 depicts the **level of heat severity** in the city, highlighting areas with urban heat islands of more intense heat. Generally, urban heat islands with high to severe heat severity are in the eastern part of the city, near the Downtown and the developed commercial, industrial, and multifamily areas.
- Exhibit 5-3 shows the **current tree canopy coverage** in the city. Overall, the tree canopy is 29% of total area, with 13 square kilometers of tree canopy coverage. The greatest amount of tree canopy area is found in neighborhoods in the northwestern and central areas of the city. Conversely, areas with low amounts of tree canopy coverage include the northeastern and mid-western parts of the city. Note that a lack of adequate tree canopy coverage contributes to an increased urban heat island effect, while an increase in tree canopy coverage can contribute to carbon sequestration and improve air quality, improve community health and well-being, cool the air, and manage stormwater.
- Exhibit 5-4 identifies areas that have fewer trees and a higher concentration of overburdened communities using a **"tree equity score"** as per the organization American Forests. This score assesses the extent to which the advantages of greater tree coverage are accessible to lower-income populations, communities of color, and other groups that are often disproportionately affected by extreme heat and environmental risks. Note that the areas with less equity in tree canopy in Lakewood are largely in the greater developed commercial, industrial, and multifamily areas.

Exhibit 5-1. Extreme Heat and Days above 90°F Humidex.



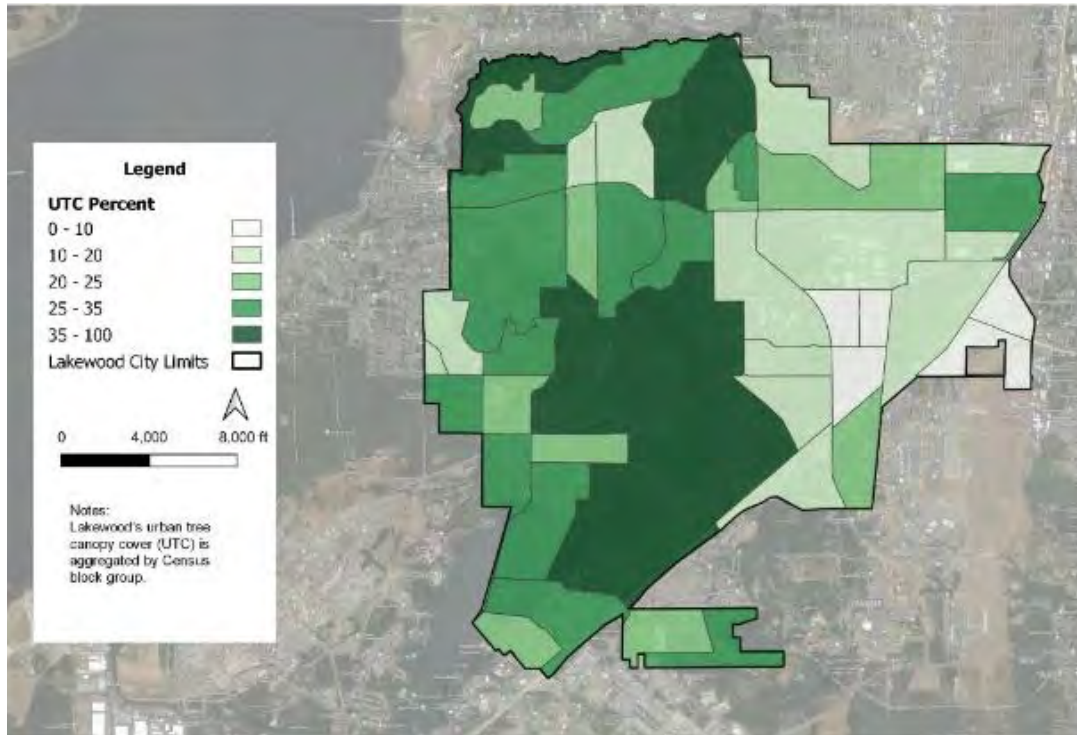
Sources: Abatzoglou and Brown 2012; BERK 2023; UW CIG 2022.

Exhibit 5-2. Lakewood Heat Severity (2020).



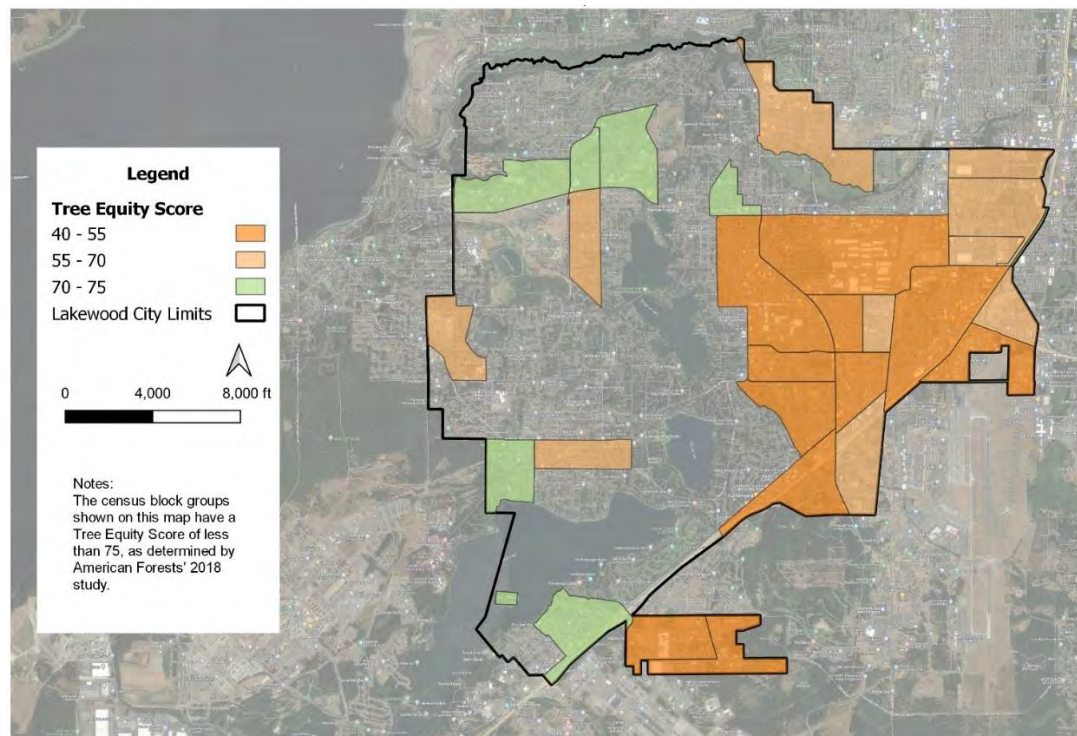
Sources: ESRI, 2021; US Census Bureau, 2020; Trust for Public Lands, 2021.

Exhibit 5-3. Percent Urban Tree Canopy Coverage, City of Lakewood.



Source: Plan-it GEO, prepared for City of Lakewood 2022.

Exhibit 5-4. Tree Equity Score (75 or less).



Source: American Forest, Tree Equity.org, Plan-it Geo, 2022.

## Floodplains and Surface Water

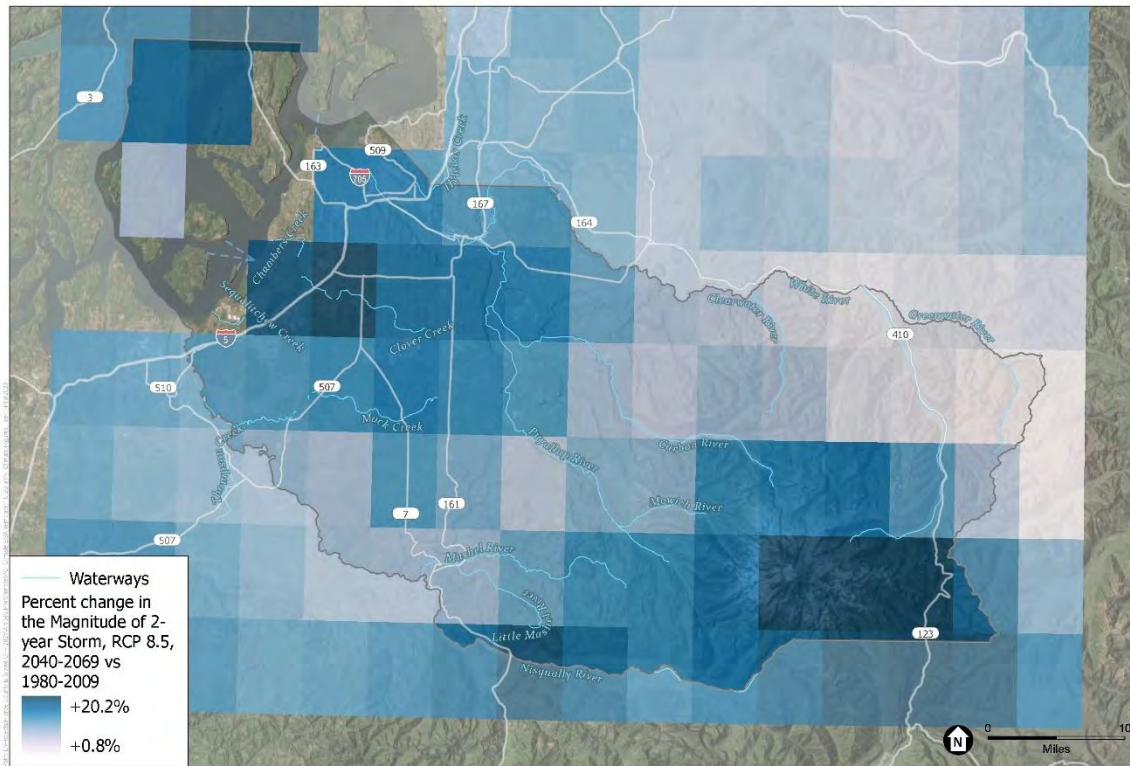
The following maps provide perspectives on the increased risks Lakewood will face over the coming years associated with changes to precipitation and the associated effects on stormwater and flood risks:

- Exhibit 5-5 presents the percent change in magnitude for two-year storms for the 2040–2069 period across Pierce County, which provides a general assessment of the expected increase in intensity for major storm events.
- Exhibit 5-6 highlights the expected percent change in annual maximum streamflow for the 2040–2069 period for identified streams, with a focus on Lakewood.
- Exhibit 5-7 provides the 2019 revisions to the 100-year floodplain map for the area of Lakewood close to the 51<sup>st</sup> Ave SW interchange for I-5.

Approximately 9%, or 1,098 acres, of Lakewood’s total area is covered by lakes and other surface water, with a notable presence of creeks and wetlands. The Clover Creek watershed, the principal watershed within the city limits, saw a significant update in 2019 when FEMA revised the 100-year floodplain map. The new map indicates a raised flood risk, with floodwaters from a 100-year event in Clover Creek expected to have an expanded impact on the Springbrook neighborhood, I-5, and areas within the Hillside and Downtown neighborhoods.

This highlights that the city is subject to potential climate change impacts related to peak storm events and flooding. This may directly impact key infrastructure such as I-5 between Highway 512 and Bridgeport Way. Additionally, the area could experience increased risk and potential damage from floods in general, as well as higher pollutant loads that could worsen water quality issues in the city’s multiple lakes and streams.

**Exhibit 5-5. Extreme Precipitation, Pct Change Magnitude of the 2-Year Storm: 2040–2069 Higher Scenario.**



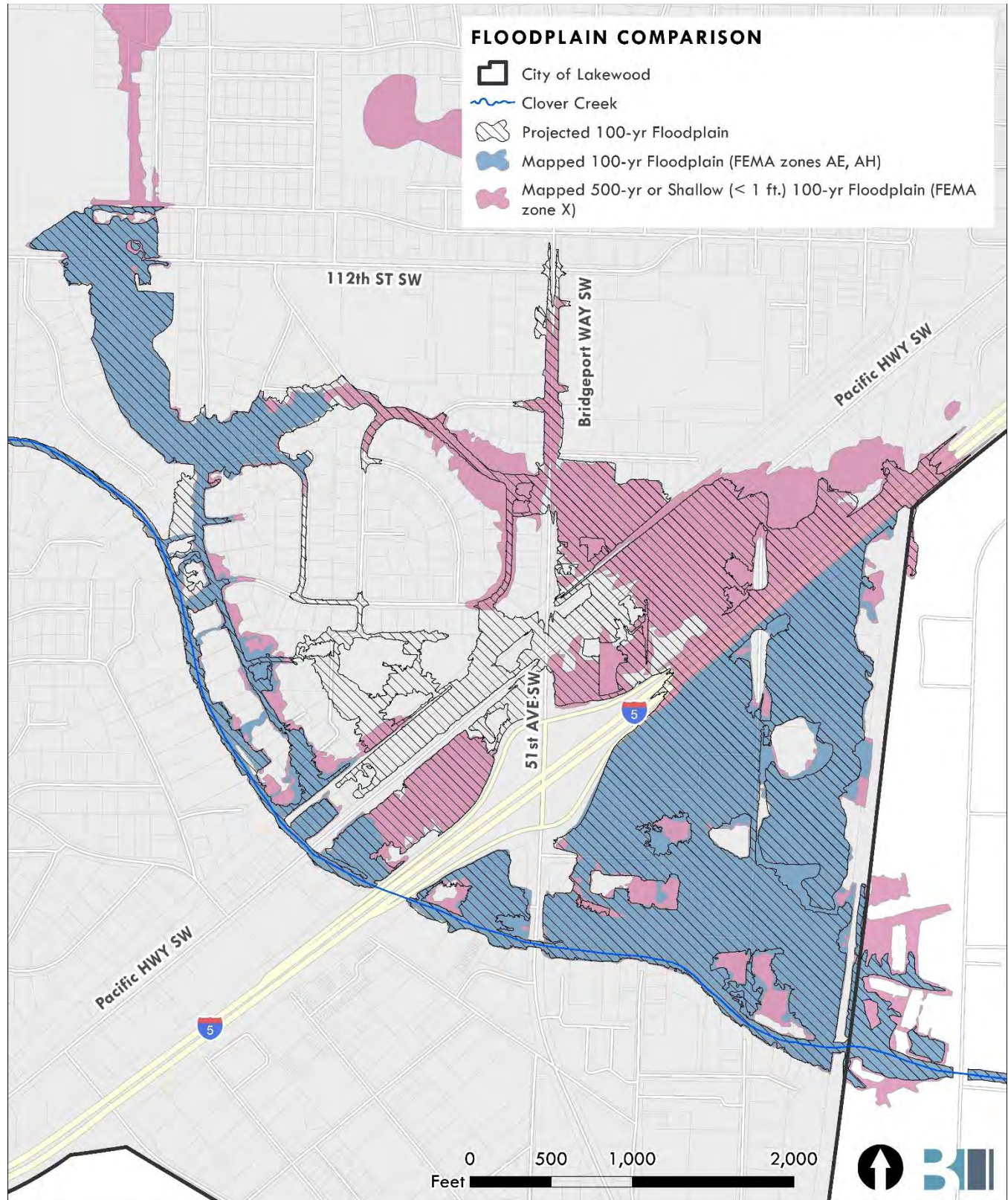
Source: Salathé et al. 2010; BERK 2023; UW CIG 2022.

**Exhibit 5-6. Percent Change in Annual Maximum Streamflow.**



Source: UW CIG 2022.

Exhibit 5-7. Clover Creek FEMA Floodplain Comparison.



Source: FEMA, 2017; BERK 2022

## Wildfire Risk

In recent years, communities across western Washington have grown increasingly concerned about the role of climate change in amplifying wildfire risk in the region. The prevalence of large-scale wildfires in eastern Washington, California, British Columbia, and elsewhere have led to smoke events that have directly impacted air quality in western Washington, which have exacerbated health risks to vulnerable populations. Additionally, shifting climate patterns are also expected to increase the likelihood of wildfires in local communities, increasing the risk of property loss and impacts to city residents.

As these changes become more pronounced, there is a growing need to prepare for and respond to wildfire dangers and raise public awareness about the associated risks. In Lakewood, portions of the city are also at higher risk of wildfires. As shown in Exhibit 5-8, these areas are categorized as “interface” and “intermix”, where structures or developments are surrounded on two or more sides by wildlands.

## Disparate Impacts

Climate change disproportionately impacts disadvantaged communities due to existing vulnerabilities and a lack of capacity for adaptation. For one, these communities often face greater exposure to climate hazards such as heatwaves, floods, and poor air quality because of their location and local conditions. Lower-income neighborhoods may lack adequate infrastructure to withstand severe weather events, for example, leading to increased flood risks and damage to property. These communities are also often found in areas with higher environmental pollution, which can compound health impacts such as respiratory issues from increased air pollution.

The ability of disadvantaged communities to cope with and recover from climate-related hazards is often limited by systemic inequities. Socioeconomic factors such as lower income, limited access to healthcare services, and reduced mobility limit the capacity to prepare for or respond to disasters. The combination of these factors leads to a higher overall risk, making climate resilience a critical issue for these populations even more than the broader public. This can require targeted policies that not only mitigate climate hazards but also strengthen the social and economic fabric of these communities.

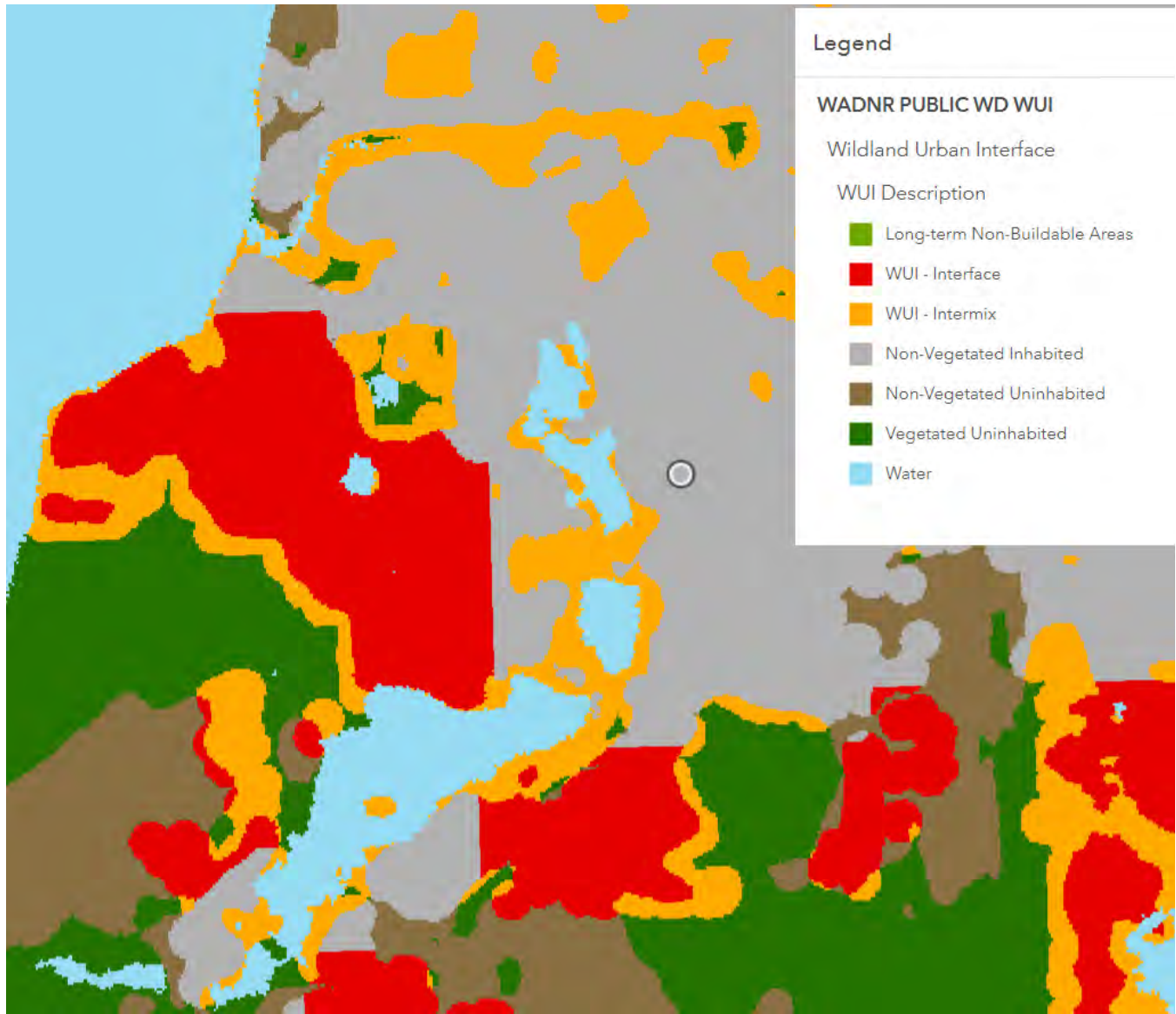
The following exhibits identify major concerns for disparate impacts in Lakewood:

- Exhibit 5-9 presents the broader equity index map, which is used by the city to identify and qualify concerns with inequities in different systems.
- Exhibit 5-10 displays both exposure to climate-related hazards and an associated equity index to highlight those areas where communities both face significant climate impacts and may not have the resources to manage these impacts effectively.

From these maps, there are several communities where these effects are particularly severe. Areas such as Parkland, Midland, Lakewood, Spanaway, and JBLM include the highest concentrations of low-income households in Pierce County, which make them highly vulnerable to these impacts and should present a focus for future policy.

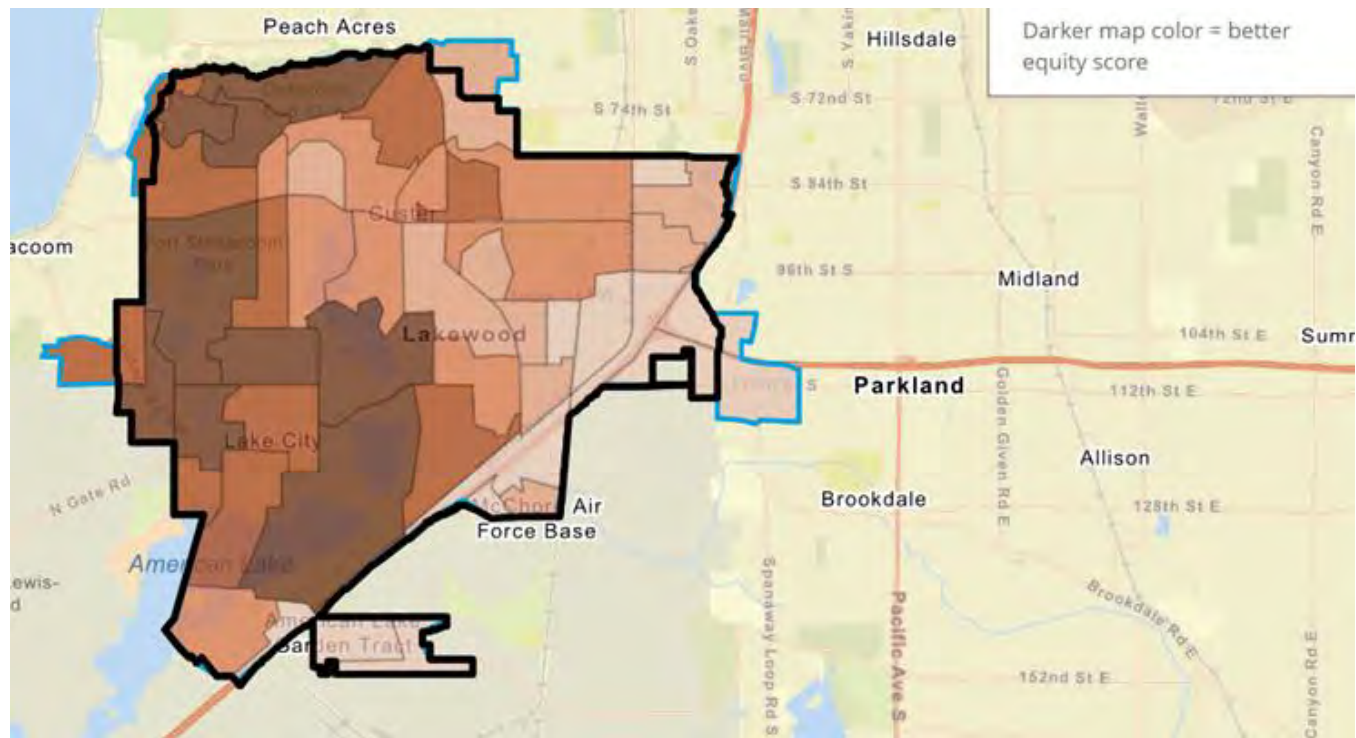


Exhibit 5-8. Wildland Urban Interface, Department of Natural Resources



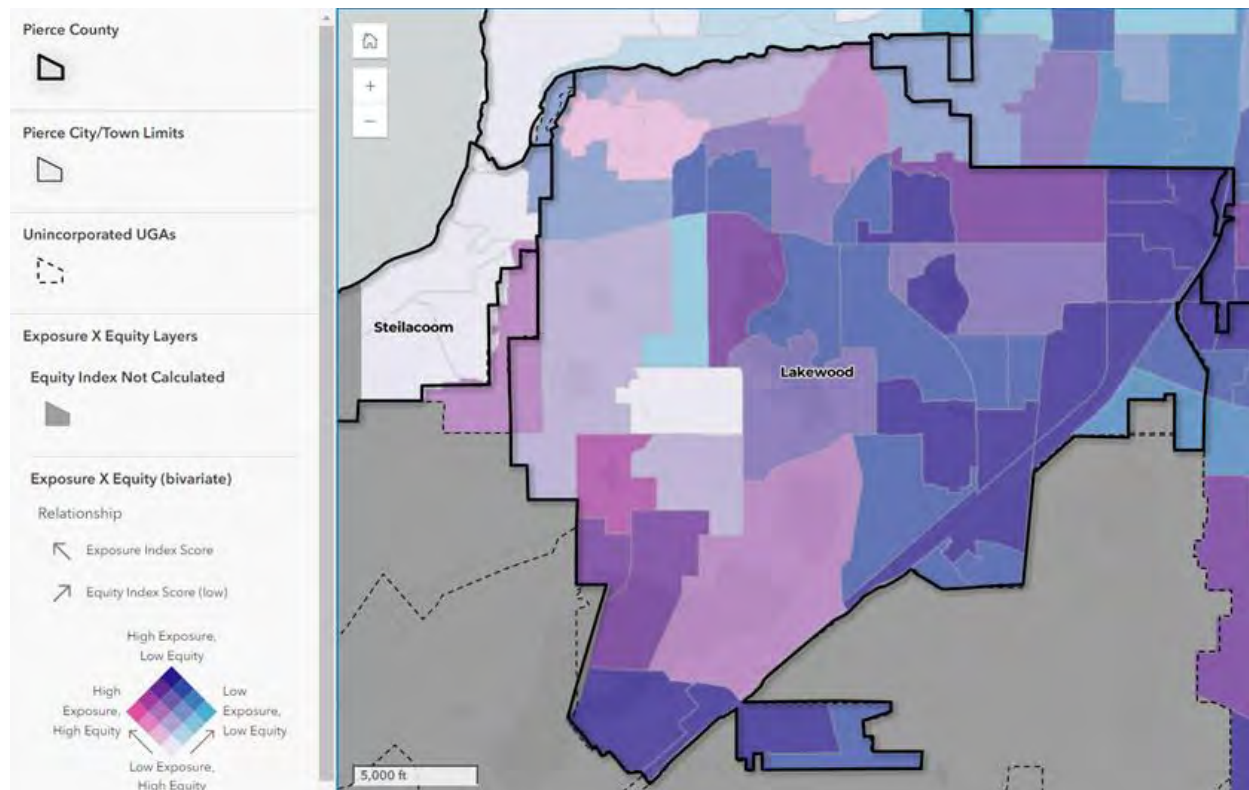
Source: Department of Natural Resources, May 30, 2024.

**Exhibit 5-9. Lakewood Equity Index Map.**



Source: US Census 2020; CAI, 2024.

**Exhibit 5-10. Climate Exposure and Equity in Lakewood Vicinity.**



Source: BERK 2023.

## 5.2.2 Local Greenhouse Gas Emissions

Exhibit 5-11 shows changes in greenhouse gas emissions in the City of Lakewood from 2019 to 2022, as identified through Google Environmental Insights Explorer. In Lakewood, these emissions are primarily generated by motor vehicles and buildings, and I-5 is a significant source of emissions. Additionally, buildings contribute to emissions directly through heating and indirectly through electricity consumption. Factors such as the types of heating and cooling used, the carbon intensity of electricity generation, and the energy efficiency of buildings influence the emissions from the built environment.

Overall, emissions in Lakewood have decreased during the 2019–2022 period. While transportation remains the largest source of emissions, its share decreased by 4%, likely due to improved vehicle fuel efficiency and reduced commuting during the pandemic. Residential emissions also saw an overall decline, but there was an increase in total residential emissions due to the inclusion of residential diesel emissions in the calculations.

**Exhibit 5-11. Comparison of Lakewood GHG Emissions in 2019 and 2022.**

Emission-Type	2019 Emissions (MgCO <sub>2</sub> e)	Percent of Total	2022 Emissions (MgCO <sub>2</sub> e)	Percent of Total	Difference
<b>Residential</b>					
Residential Electricity	72,121	11%	68,800	11%	(3,321)
Residential Natural Gas	59,071	9%	46,400	7%	(12,671)
Residential Diesel	N/A	N/A	44,800	7%	44,800
<b>Sub-Total</b>	<b>131,192</b>	<b>21%</b>	<b>160,000</b>	<b>26%</b>	<b>28,802</b>
<b>Commercial/Industrial</b>					
Non-Residential Electricity	110,746	17%	95,040	15%	(15,706)
Non-Residential Natural Gas	35,629	6%	18,480	3%	(17,149)
Non-Residential Diesel	N/A	N/A	18,480	3%	18,480
<b>Sub-Total</b>	<b>146,375</b>	<b>23%</b>	<b>132,000</b>	<b>21%</b>	<b>-14,375</b>
<b>Transportation</b>					
On-road vehicles – cross boundary inbound	156,997	25%	148,607	24%	(8,390)
On-road vehicles – cross boundary outbound	158,353	25%	150,197	24%	(8,156)
On-road vehicles – in boundary	34,216	5%	28,187	5%	(6,029)
Bus VMT – Cross boundary inbound	5,274	<1%	2,586	<1%	(2,687)
Bus VMT – Cross boundary outbound	5,955	<1%	2,929	<1%	(3,025)
Bus VMT – In boundary	1,048	<1%	606	<1%	(442)
<b>Sub-Total</b>	<b>361,843</b>	<b>57%</b>	<b>333,114</b>	<b>53%</b>	<b>-28,729</b>
<b>Total Emissions</b>	<b>639,410</b>		<b>625,112</b>		<b>-14,296</b>

Source: City of Lakewood, 2021; Google Environmental Insights Explorer 2024; BERK 2024

## 5.2.3 Actions Taken

### Actions by Other Agencies

Issues related to climate change are significant across different levels of government. Different efforts ranging from federal and international efforts to state, regional, and local initiatives are all focused on addressing the clear needs both to reduce the emissions of greenhouse gases and to adapt to the impacts of a warming climate.

#### State

State level actions have included several major bills recently, including:

- The **Clean Buildings Act** ([HB 1257](#)), which requires all new commercial buildings over 50,000 square feet to reduce their energy use intensity by 15% compared to the 2009-2018 average by 2026–2028.
- The **Clean Fuel Standard** ([HB 1091](#)) requires a 20% reduction in the carbon intensity of transportation fuels by 2038 compared to a 2017 baseline, which is achieved through cleaner fuels or credits.
- The **Internal Combustion Engine Ban** ([SB 5974](#)) establishes a target that all passenger and light duty vehicles of model year 2030 and later must be electric vehicles, and the sale of gasoline/diesel passenger vehicles would be banned by 2030.
- The **Clean Energy Transformation Act** ([SB 5116](#)) applies to electric utilities serving Washington customers, which must eliminate coal-fired electricity from their portfolios by 2025, demonstrate carbon neutrality by 2030, and supply Washington customers with 100% renewable or non-emitting electricity by 2045.
- The **Climate Commitment Act** ([E2SSB 5126](#)) places an economy-wide cap on carbon to meet the state GHG reduction targets and requires that 35-40% of the investments from the program proceeds must be made in overburdened communities to reduce health disparities and create environmental benefits.
- **Mandatory Climate Elements** have been required through [HB 1181](#) so local governments incorporate climate change into comprehensive plans through an individual element and additional requirements in other sections.

These actions highlight ongoing efforts to control major sources of emissions that are under the regulatory authority of the state government, and to indicate a path forward with respect to cleaner fuels, electricity generation, building energy efficiency, and local planning and development.

#### Regional

The PSRC has established several regional goals and policies with respect to climate change action as part of the VISION 2050 regional plan. Overall regional targets under this plan focus on implementing the goals of the Puget Sound Clean Air Agency, with:

- A 50% reduction in emissions from 1990 levels by 2030; and
- A 80% reduction in emissions from 1990 levels by 2050.

In addition to a focus on these emissions reduction goals, VISION 2050 also includes other key climate change policies for:

- Reducing building energy use;
- Expanding energy conservation and alternative energy sources;
- Reducing vehicle miles traveled and promoting the electrification of the transportation system;
- Protecting natural carbon storage in trees and forests;
- Addressing impacts of climate change on vulnerable populations in the region;
- Supporting resilience to the impacts of climate change;
- Understanding the effects of climate change on hydrological systems; and
- Encouraging county and local planning for climate change.

### County

Pierce County's actions with respect to climate change have been based on ongoing sustainability plans, with the most recent being the Sustainability 2030: Greenhouse Gas Reduction Plan passed in 2021. This Plan focuses on six major areas of action:

- Energy and Built Environment;
- Transportation;
- Waste Reduction;
- Nature-based Climate Solutions;
- Education & Outreach; and
- Growing Community Capacity.

Under this framework, the County is committed to reducing communitywide GHG emissions by 45% below the 2015 county baseline by 2030.

### **City Actions to Date**

The City of Lakewood has taken several actions recently to address both GHG emissions and climate change impacts, including the following:

- **Energy and Climate Change Chapter:** In 2021, the City of Lakewood adopted a new Comprehensive Plan Energy and Climate Change Chapter (ECCC) to proactively develop policies, incentives, and voluntary actions, and regulations about climate change and address the particular causes and effects at a local level.
- **City Tree Code and Urban Forestry:** In 2022, the City adopted a new tree regulation to promote tree preservation and protect some of the City's most significant trees, including the Oregon White Oak. This ensures that into the future the local urban forests in Lakewood can serve as carbon storage.
- **Ordinance No. 776:** In 2022, the City adopted Ordinance No.776 to establish a three-year climate change work plan. It included fourteen items to make progress towards responding to the impacts of climate change and relevant future goals and policies. These goals include a five-year plan in

partnership with PSE, Tacoma Power, Lakeview Light & Power, and the Pierce County Sustainability Collaborative to support GHG emission reduction

- **Lakewood Non-Motorized Transportation Plan:** The City developed a complete plan to review and support non-motorized transportation in the city. This Plan, completed in June 2023, highlights many of the obstacles faced with developing a consistent network for cyclists and pedestrians, and proposes a prioritization framework to determine key projects to complete to build out an interconnected system.

### 5.2.4 Lakewood and Future Climate Change Response

Based on the work conducted through engagement with the public on climate change, the community sees that there are several key principles to be considered as part of a comprehensive response to climate change in the community.

#### **Finding 1: Lakewood can provide leadership and engagement.**

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

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

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

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

- Promoting mixed-use and infill development in the Downtown and other major activity centers, along key commercial corridors and on vacant and underutilized parcels;
- Promoting walkability in neighborhoods by improving streetscape design and locating housing close to local serving uses and public spaces;
- Prioritizing the use of green and sustainable development standards and practices in planning, design, construction and renovation of buildings and infrastructure;
- Promoting the integration of neighborhood commercial uses in residential areas; and
- Supporting urban agriculture and making locally grown food accessible to all residents.

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

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

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

**Finding 4: Restoring and protecting the natural environment will help to mitigate impacts of climate change.**

Climate change will have impacts on human and environmental health. A healthy natural environment will help enable the community to respond to future climate change-related events. Lakewood can address these challenges by:

- Restoring and expanding ecological systems to support the natural functions of soil, water, tree canopies, creeks, open space, and other natural resources; and
- Conserving and protecting wetlands, uplands, and natural resources.

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

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

## 5.3 Goals and Policies

### / EC-1 Provide Leadership in Managing Climate Change.

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

- EC-1.1 **Provide Leadership and Advocacy:** Take a leadership role in advocating for local and regional climate change solutions, forge new partnerships, develop innovative solutions, and continue to support and promote regional climate change and sustainability efforts.
- EC-1.2 **Increase Public Awareness and Support:** Encourage residents and businesses to reduce their carbon footprint by raising their awareness about the impacts of climate change and by building support for climate change initiatives in Lakewood through education, data, and partnerships with community-based organizations and utility companies.
- EC-1.3 **Provide Resources about Climate Change Impacts:** Develop educational resources and publicly available data to build awareness of the impacts of climate change in Lakewood.
- EC-1.4 **Achieve Regional Greenhouse Gas Emissions Goals:** Work to achieve regional goals of reducing the emissions of greenhouse gases that contribute to climate change consistent with the goals of VISION 2050 and the Puget Sound Clean Air Agency. These goals are set at reductions of 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050.

### / EC-2 Improve Clean and Efficient Transportation Options.

Expand the city's transportation network by encouraging the use of climate-friendly technology, planning growth around multiple modes of travel, and reducing automobile reliance.

- EC-2.1 **Expand Affordable Public Transit:** Lakewood will coordinate with transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors.
- EC-2.2 **Develop Safe and Convenient Walking and Bicycling Routes:** Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.
- EC-2.3 **Expand Regional Passenger Rail:** Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.
- EC-2.4 **Reduce Private Automobile Use:** Work toward creation of an urban landscape that will reduce reliance on private automobiles through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling. Commute Trip Reduction programs cannot happen without partnership with local business organizations and local transit advocates.



EC-2.5 **Improve Multimodal Transportation Options:** Promote improved public transit and partner with private developers to undertake citywide improvements that make active modes of travel, such as walking and bicycling, more comfortable and preferable options.

**/ EC-3 Increase Sustainable and Energy-Efficient Systems.**

Reduce the city's consumption of energy by encouraging energy conservation and supporting the consumption of energy produced by climate-friendly technologies.

EC-3.1 **Expand Renewable Energy:** Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand.

EC-3.2 **Promote Energy Efficiency and Conservation:** Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment with partners..

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

EC-3.4 **Promote Water Conservation and Reuse:** Promote water conservation and recycled water use to reduce energy use associated with wastewater treatment and management.

**/ EC-4 Encourage Sustainable Development.**

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

EC-4.1 **Promote Mixed-Use and Infill Development** Promote mixed-use, high-density, infill development on vacant and underutilized parcels along commercial corridors, in the Downtown area, and in the Lakewood Station District.

EC-4.2 **Develop Compact Walkable Neighborhoods and Livable Streets** Promote safe and walkable neighborhoods and inter-connected streets through the design of complete streetscapes, public gathering places and all types of physical development that encourages less vehicle use.

EC-4.3 **Encourage Green Buildings and Landscaping:** Encourage the use of green and sustainable development standards and practices in planning, design, construction and renovation of facilities.

EC-4.4 **Promote Green Infrastructure:** Develop green infrastructure standards that relies on natural processes for stormwater drainage, groundwater recharge and flood management.

EC-4.5 **Encourage Efficient Development Patterns:** Pursue infill development opportunities and encourage the construction of higher-density, mixed-use projects around existing public transit infrastructure, schools, parks, neighborhood-serving retail and other critical services.

EC-4.6 **Promote Sustainable Practices:** Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.

**/ EC-5 Develop a Climate Resilient Community.**

Ensure that the long-term effects of climate change and other hazards are minimized on the community.

EC-5.1 **Identify Risks:** Improve the ability to identify areas prone to greater risk from climate change hazards and restrict development and redevelopment in those areas. Increase support for mapping and data collection of high-risk areas.

EC-5.2 **Prepare a Hazard Management Plan:** Develop a comprehensive approach to hazards management planning to include possible climate change scenarios and includes both pre-incident and post-incident responses.

- Ensure that emergency response plans are in place to minimize impacts of future events.
- Address the needs of vulnerable populations during emergency conditions such as extreme heat or smoke events.
- Develop post-disaster redevelopment plans.
- Expand federal and state support for climate-related hazards management.
- Continue to coordinate and cooperate with the hazards-management community.

EC-5.3 **Adopt and Enforce Building and Energy Codes:** As required by Washington State, update building and life safety codes to better address the variety of hazards that are likely to result from climate change.

EC-5.4 **Plan for Flood Risks.** Consider flood risks in the development and management of city infrastructure and facilities.

EC-5.5 **Improve the Urban Tree Canopy.** Enhance the quality and sustainability of the urban forest and urban tree canopy to mitigate urban heat island effects, address stormwater drainage concerns, and meet environmental quality goals.

EC-5.6 **Plan for Climate Resiliency with Public Facilities:** 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. As part of this strategy, incorporate climate-resilient designs in public infrastructure, especially city parks, recreation facilities, and buildings.

EC-5.7 **Encourage Local Resiliency Efforts:** Promote efforts by local businesses to utilize and market climate-resistant features, renewable energy, and other sustainable practices.

EC-5.8 **Address Disproportionate Impacts of Hazards:** Improve the resilience of overburdened communities to the impacts of climate change through outreach and investment.

EC-5.9 **Provide Information About Local Resiliency:** Build awareness in the community about the risks from natural disasters and other emergencies and the public programs intended to address these impacts.

# 6 Housing

## 6.1 Introduction

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

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

## 6.2 Background

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

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

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

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

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

## 6.2.1 Population and Housing Targets

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

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

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

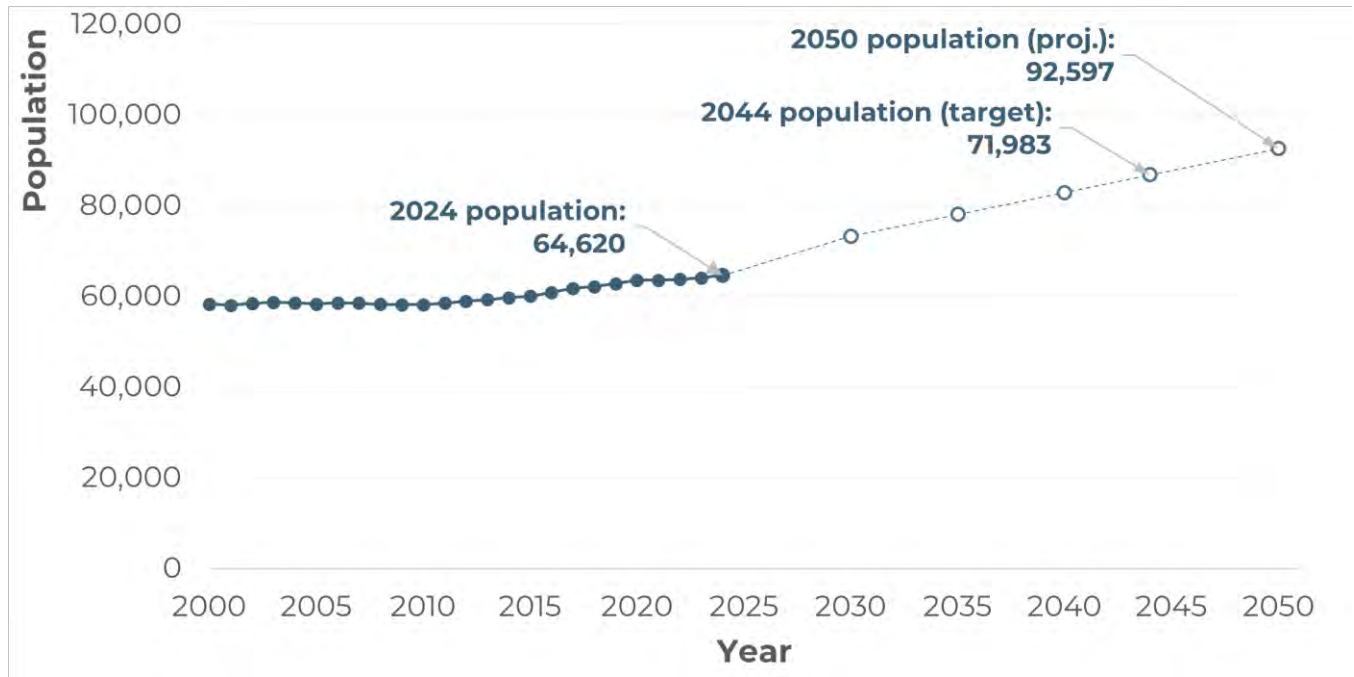
The following exhibits highlight the targets to be addressed in the Comprehensive Plan:

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

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

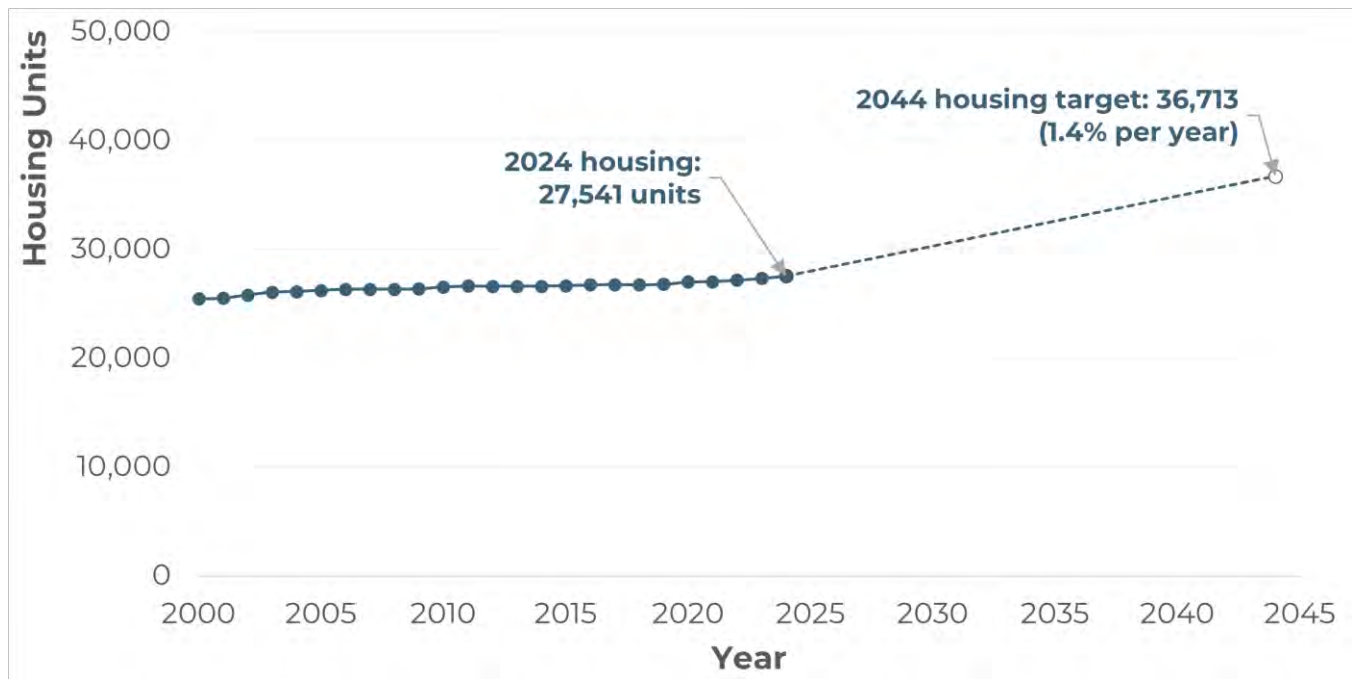
- **Permanent supportive housing: 1,637 units**, which includes not only housing, but also wraparound services for residents, will require multifamily apartment development types and will account for 17% of the net increase in housing by 2044.
- **Multifamily apartment units: 4,326 units** in denser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

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



Source: WA Office of Financial Management, 2024

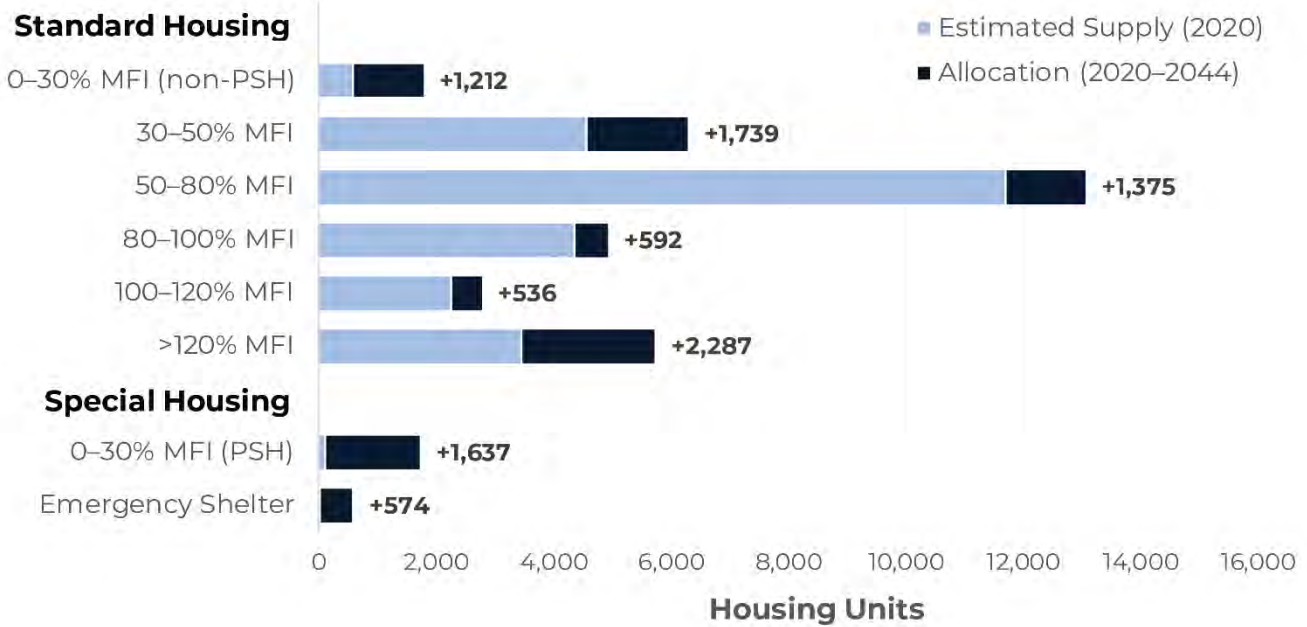
**Exhibit 6-2. Current and Projected Lakewood Housing Units and Capacity, 2000–2044.**



Source: WA Office of Financial Management, 2024.

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

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



Source: Pierce County, 2023.

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

### 6.2.2 Housing Stock and Production

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

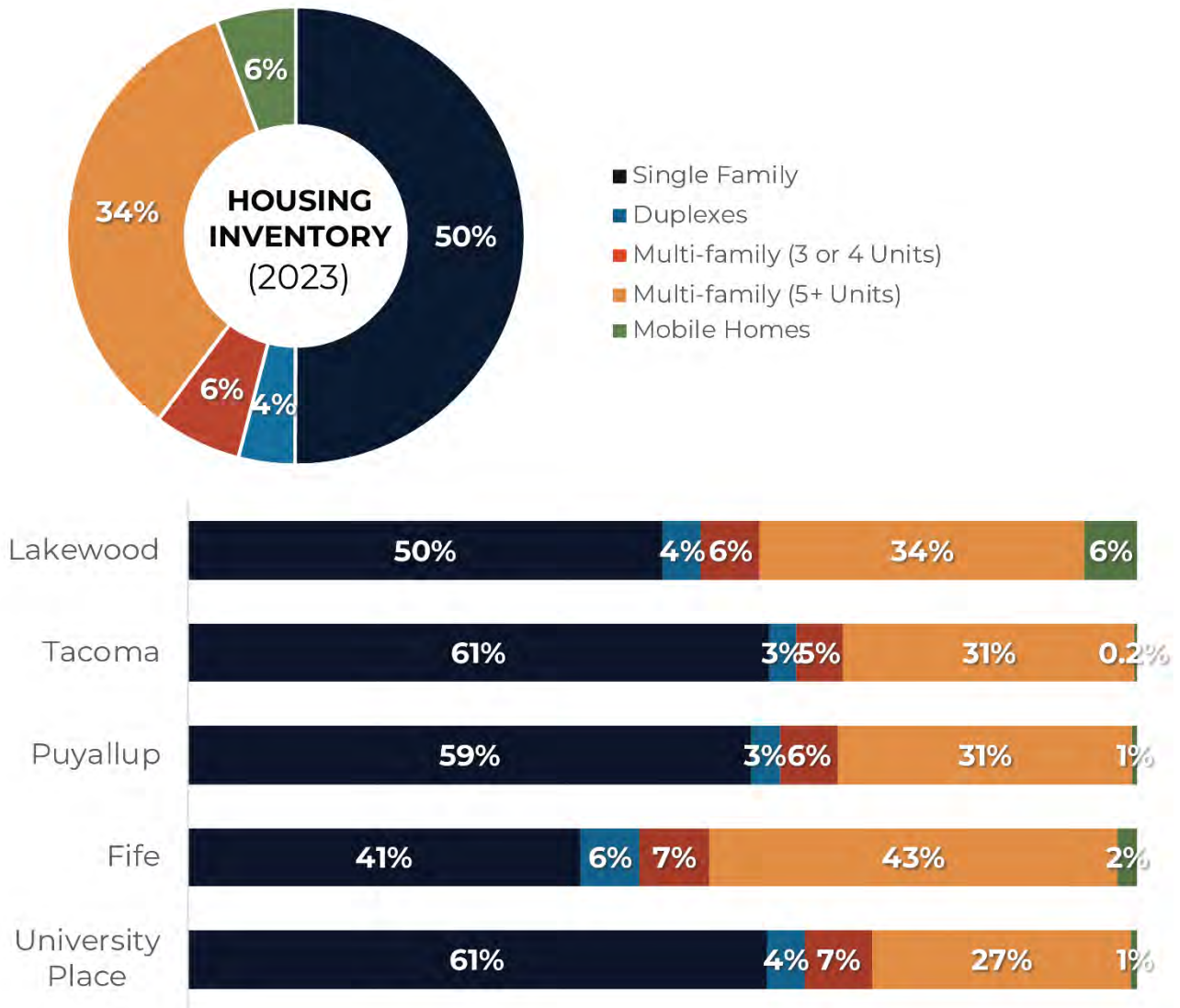
- Exhibit 6-4 provides a breakdown of the current housing stock in Lakewood by housing type, including an assessment of the mobile homes in the city. This figure also compares this breakdown in Lakewood to those in other nearby communities.
- Exhibit 6-5 includes data on housing production in Lakewood between 2010 and 2023. This includes both housing production by year and overall totals for this period.

This highlights several major points:

- **Lakewood has had a long history of single-family housing development.** While Lakewood has a smaller relative proportion of single-family detached housing than other communities in the area, half of the housing available as of 2023 consists of these units. This housing type is dominant in the city, and future planning for growth needs to consider the prevalence of this development pattern.
- **Recent growth has been more dominated by multifamily housing, however.** While half of housing in Lakewood consists of single-family units, recent development has included more attached housing and multifamily housing types. Over half of housing built since 2010 has been larger multifamily projects, and plex development has accounted for an additional 12% of total growth.
- **Manufactured housing plays a greater role in the local housing market.** As opposed to other comparable communities in Pierce County, mobile and manufactured homes form about 6% of the city's housing stock. While this is a small part of the total market, this housing type often provides options for lower-income households, and local housing policy should consider the management of manufactured home parks as part of an effort to retain affordable housing.

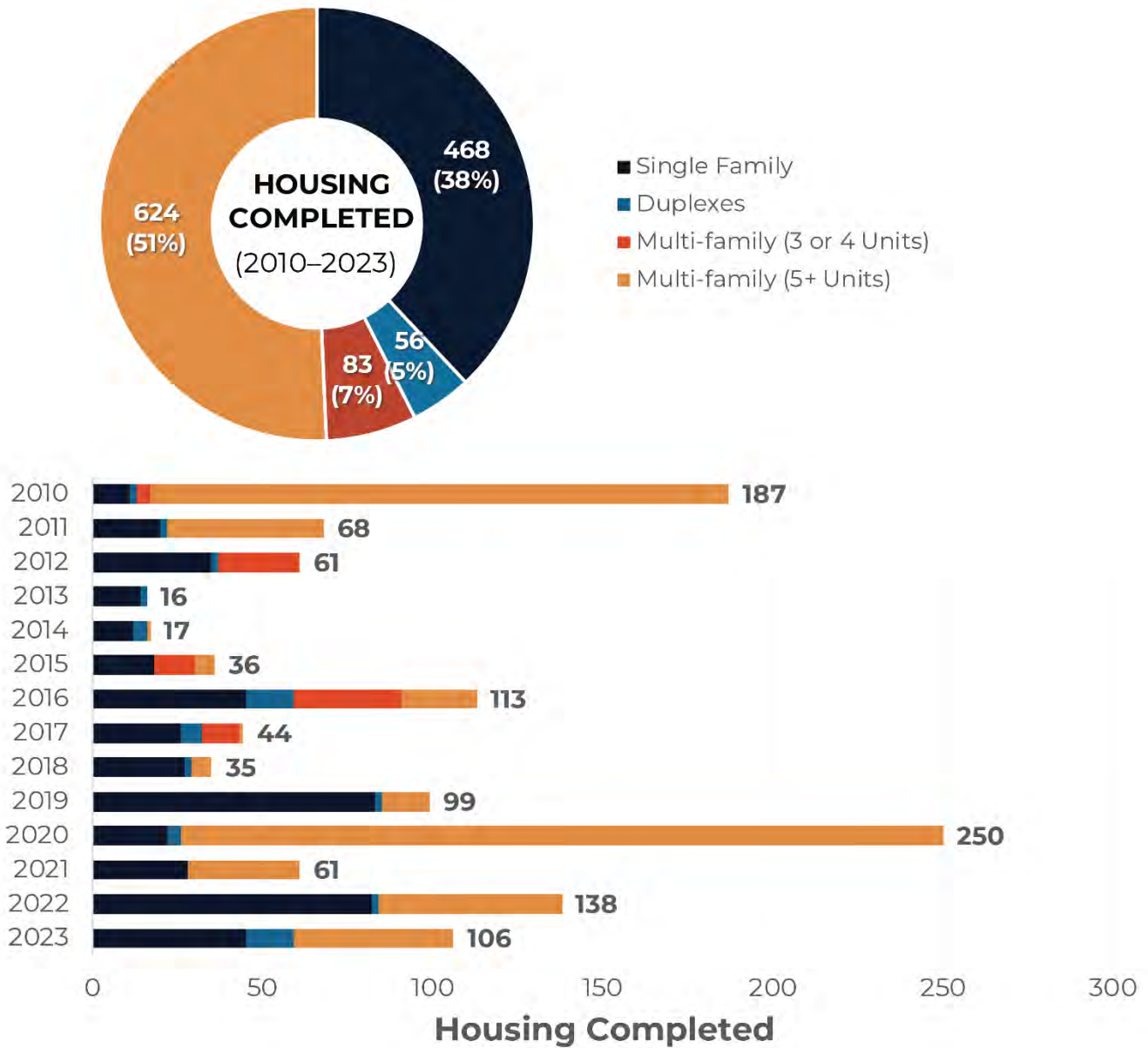


Exhibit 6-4. Proportion of Current Housing Types, Lakewood and Surrounding Communities, 2023.



Source: WA Office of Financial Management, 2024.

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



Source: WA Office of Financial Management, 2024.

### 6.2.3 Housing Capacity and Targets

Exhibit 6-6 provides an estimate of current housing capacity and expected growth to 2044 in Lakewood given changes in recent state statutes regarding allowable housing densities. This table includes outputs from an assessment of available developable land, including:

- **Projected housing needs** for specific household income categories (based on percent AMI).
- A description of the **zoning categories** that could meet the identified needs.
- **Aggregated housing needs** based on the zoning categories.
- **Total net capacity** within the identified zoning categories.
- A **combined net capacity** that aggregates targets at 80% AMI and above to reflect the significant increase in middle housing capacity available and the need to meet targets through growth in these areas.
- The **net capacity surplus / deficit** in capacity under this analysis.

Under this assessment, three different targets by housing type are included:

- Low-rise multifamily and accessory dwelling units for households at **80% AMI or below**, likely identified for rentals;
- Moderate density housing, specifically middle housing options such as plexes and townhomes, identified for **80–120% AMI**, with a mix of rental and ownership options; and
- Lower density housing, including single-unit detached housing, allocated for **120% AMI or above** and likely including mostly owner-occupied housing.

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

Income	Projected Housing Need	Zoning Categories Serving Needs	Aggregate Housing Needs	Total Net Capacity	Combined Housing Needs	Combined Net Capacity	Net Capacity Surplus/Deficit
0-30% Non-PSH	1,212	Low-Rise Multifamily	5,963	9,838	5,963	9,838	4,533
0-30% PSH	1,637						
>30-50%	1,739						
>50-80%	1,375						
>80-100%	592	Moderate Density + ADUs	1,128	8,879	3,415	7,948	3,875
>100-120%	536						
>120%	2,287	Low Density	2,287	(931)			
<b>Total</b>	<b>9,378</b>		<b>9,378</b>	<b>17,786</b>	<b>9,378</b>	<b>17,786</b>	<b>8,408</b>

Sources: BERK, 2024; City of Lakewood, 2024; Pierce County, 2023.

Generally, this assessment highlights that there is sufficient capacity to meet local needs for housing. However, there are several considerations with addressing future housing needs and targets:

- **There is an expected shift in focus to middle housing capacity.** Recent amendments to the Growth Management Act have greatly expanded the allowance for middle housing development.<sup>6</sup> Even without changes in development regulations, this expansion in capacity for middle housing is allowed under state law. However, note that this does not restrict the construction of new single-family homes, as development may be limited by critical areas or property owners might choose to develop single-family residential housing even if more density is allowed.
- **Middle housing capacity may also accommodate higher-income household demand.** Although a portion of the housing target defined in Exhibit 6-6 is targeted to households at 120% of AMI or above, the expansion of areas where middle housing is allowed constrains those locations where new single-family housing may be built. The “combined housing needs” and “combined net capacity” columns indicate how middle housing may help to meet housing needs in these demographics. Ongoing monitoring will be necessary to determine how these needs are being met locally.
- **Housing development needs to increase to meet targets.** The estimated housing target for the 2020–2044 planning period is 9,378 units, which averages to about 390 housing units per year. This exceeds housing completions in the city over the past 14 years, meaning that meeting these targets will require addressing barriers and providing incentives for growth.

The results indicate overall that promoting multifamily and middle housing types will be essential in helping to meet ongoing housing targets over the next 20 years, and that monitoring will be essential in ensuring that this growth can continue over time.

### 6.2.4 Special Housing Types

In addition to ensuring that there is sufficient capacity for market-rate and affordable housing, there is also a need to maintain conditions in the community to allow for other types of housing to meet local needs. Under the Growth Management Act, the city must consider the needs for many different special housing types, including:

- Group homes,
- Foster care facilities,
- Emergency housing,
- Emergency shelters, and
- Permanent supportive housing.

The GMA also includes considerations of other special types of housing, including senior housing and housing for people with disabilities, which can also have different incentives and may need to be considered differently in development regulations.

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<sup>6</sup> See RCW [36.70A.635](#).

Exhibit 6-7 provides the specific figures for necessary capacity with special housing types provided as part of the Pierce County Countywide Planning Policies. Within these targets, there are two primary types of special housing covered:

- **Permanent supportive housing** is subsidized, leased housing with no limit to the length of stay, and it prioritizes individuals needing comprehensive support services. It uses lower barriers to entry than other housing, particularly regarding rental history, criminal history, and personal behaviors. This housing is paired with voluntary on- or off-site services to meet the specific needs of residents who were previously homeless or at risk of homelessness maintain their tenancy, improve their health, and connect with other community-based services.
- **Emergency housing** includes temporary indoor accommodation for individuals or families who are homeless or at imminent risk of becoming homeless. These facilities are intended to address basic, short-term shelter requirements, as well as health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

**Exhibit 6-7. Lakewood Special Housing Needs, 2020–2044.**

	2020 Est. Supply	2044 Target	Allocation, 2020–2044
<b>Permanent Supportive Housing</b>	101	1,800	+1,637
<b>Emergency Units</b>	8	582	+574

Sources: BERK, 2024; City of Lakewood, 2024; Pierce County, 2023.

Both of these types of special housing have targets under the County CPPs because of additional challenges associated with siting these facilities. While they may not necessarily be deemed as essential public facilities under RCW [36.70A.200](#), there are often challenges with siting them in areas where supportive services are located and addressing concerns from the neighborhood about potential nuisances.

Additionally, building and operating these facilities may require significant subsidies. Typically, religious and nonprofit organizations are involved with their development and operation, and donations, grants, and subsidies are essential to their operations. The city can play a key role in addressing these needs through facilitating development applications by these groups, providing sources of subsidies (both for capital and operating costs), and coordinating available local services that can bolster supportive services.

To meet requirements under state law, requirements on occupancy, spacing, and intensity of use may not prevent the siting of permanent supportive housing and emergency housing options to meet identified targets. Restrictions on these uses are also only permitted to protect public health and safety.

Available capacity for permanent supportive housing is considered under the capacity assessment described in 6.2.2 above. Capacity calculations regarding the required additional 574 emergency housing units are included below. The following exhibits highlight key information related to meeting these long-term targets:

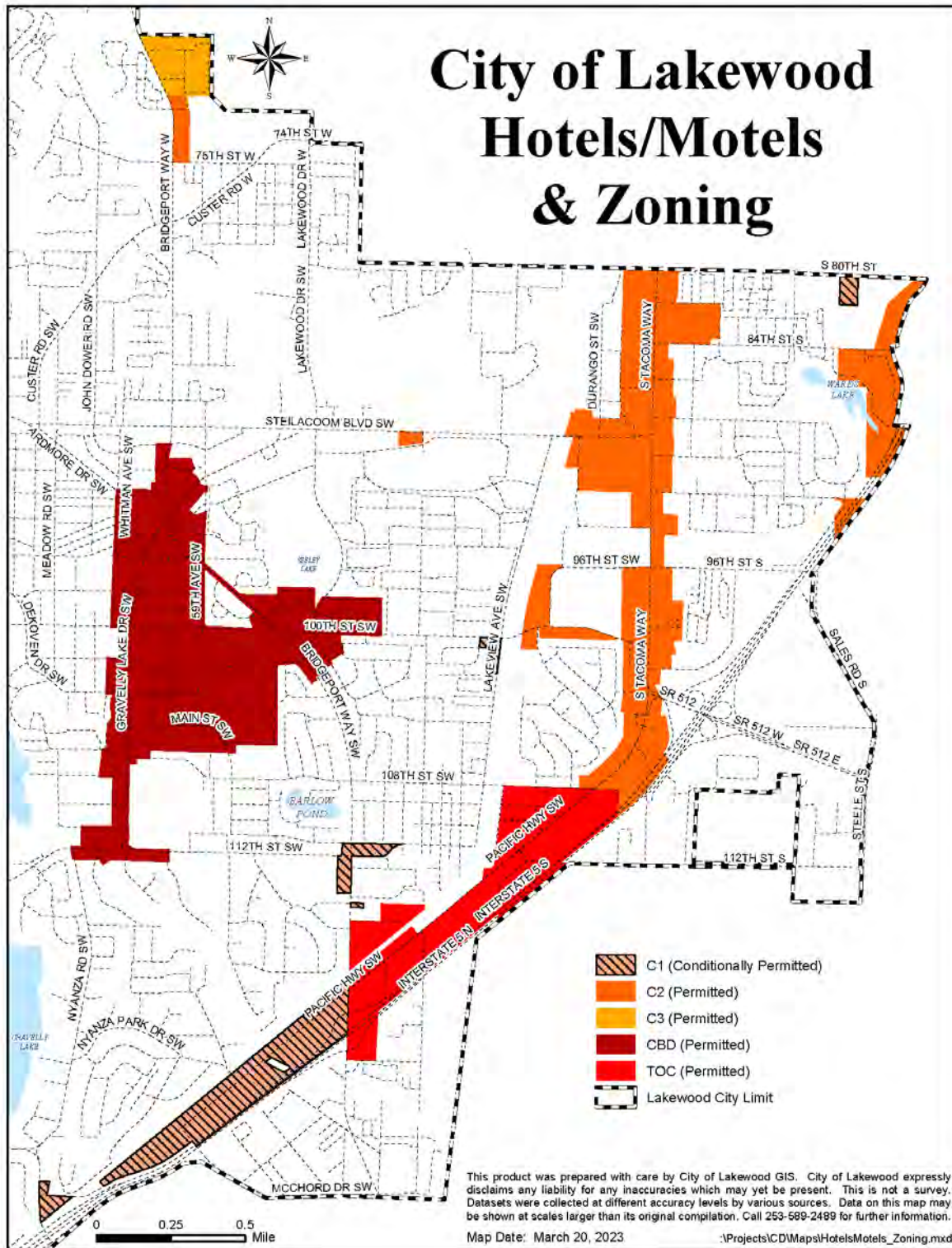
- Exhibit 6-8 highlights all areas in the city under current zoning where indoor emergency shelters are allowed.
- Exhibit 6-9 summarizes the room capacity of existing hotels and motels in the city.
- Exhibit 6-10 indicates the estimated net capacity for commercial development in areas which allow for emergency housing needs.

Given the 1,000-foot spacing requirement between emergency shelter space managed by different organizations, fixing a specific capacity figure is challenging. However, the following information suggests that the target of an additional 574 emergency housing units can be met in different ways:

- **Hotel/motel capacity.** Over the long term, if it can be assumed that hotel/motel capacity would be available to meet these needs, existing hotels have a total capacity of up to 1,111 rooms to meet these needs. While some of these potential sites may be removed from consideration by spacing requirements, common management and targeted acquisition can help to reach these goals.
- **New construction.** Although new construction may be more expensive than the acquisition of an existing site, this may be an option for some providers. In the case of available land capacity, the total capacity of 4.2 million square feet distributed across four different zoning districts should be sufficient to accommodate new development of shelter space.
- **Reuse of other structures.** Another option is to repurpose existing buildings, whether residential or non-residential, for temporary or permanent emergency shelter space. This would require a thorough review of available spaces in the zones identified in Exhibit 6-8 to find suitable structures, but there may be existing development that could be used in this way.

Providing long-term solutions to meet emergency housing requirements will not only require incorporating capacity considerations, but also effective coordination with non-profit agencies, religious organizations, and other groups working to create and operate these facilities.

Exhibit 6-8. Lakewood Zoning Districts Allowing Hotels/Motels as Permitted or Conditional Uses.



Sources: City of Lakewood, 2023; Pierce County, 2023.

**Exhibit 6-9. Lakewood Hotel/Motel Capacity, 2024.**

Location	Rooms
6125 Motor Ave SW	78
9325 S Tacoma Way	77
9920 S Tacoma Way	202
4215 Sharondale St SW	55
10720 Pacific Hwy SW	83
11329 Pacific Hwy SW	122
11621 Pacific Hwy SW	38
11725 Pacific Hwy SW	120
11751 Pacific Hwy SW	120
12704 Pacific Hwy SW	60
12215 Pacific Hwy SW	51
12039 Pacific Hwy SW	25
12701 Pacific Hwy SW	60
<b>TOTAL</b>	<b>1,111</b>

Sources: BERK, 2024; City of Lakewood, 2024.

**Exhibit 6-10. Lakewood Commercial Development Capacity in Zones Allowing Emergency Housing.**

Zone	Net Capacity (in SF)
Commercial 1 (C-1)	126,000
Commercial 2 (C-2)	513,555
Commercial 3 (C-3)	0
Central Business District (CBD)	2,906,193
Transit-Oriented Center (TOC)	738,493
<b>TOTAL</b>	<b>4,284,241</b>

\* Conditional use.

Sources: BERK, 2024; City of Lakewood, 2024.



## 6.2.5 Racial Equity and Displacement

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

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

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

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

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

Comprehensive Plan updates for cities like Lakewood are encouraged to integrate racial equity in housing policies to mitigate displacement risks. These updates should include thorough assessments of existing housing policies that might perpetuate racial disparities and propose new strategies to prevent displacement. The focus will be on preserving community and cultural continuity while providing practical housing solutions to meet the diverse needs of the population.

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

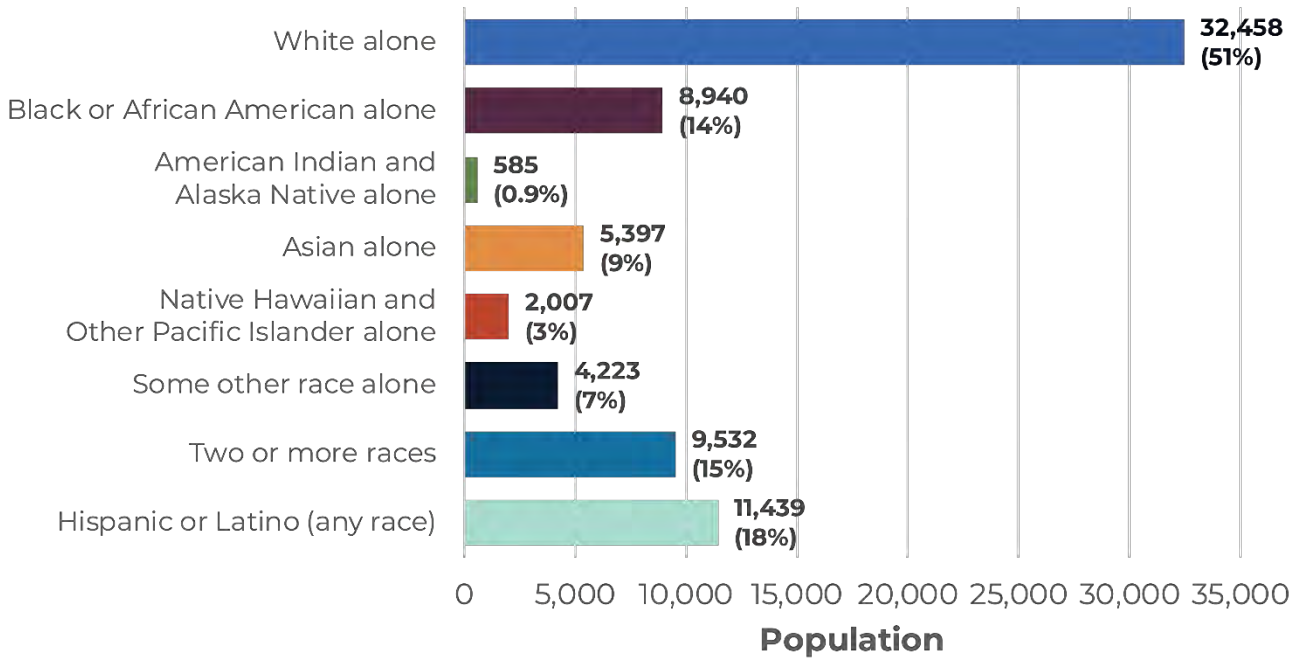
- Exhibit 6-11 provides a breakdown of the Lakewood population by race and ethnicity, based on 5-year American Community Survey data from 2022. (Note that these statistics do not separate Hispanic/Latino residents by race.)
- Exhibit 6-12 highlights the difference of tenure by race and ethnicity, indicating how many renters versus owners are found in each category.
- Exhibit 6-13 breaks down proportions of households by income categories, determined by percent of area median income (AMI).
- Exhibit 6-14 indicates housing cost burdens by race and ethnicity in Lakewood, highlighting cases where households are cost burdened (paying over 30% of their income on housing costs) or severely cost burdened (paying over half of their income on housing).

- Exhibit 6-15 provides a displacement risk index provided by the PSRC by US Census Bureau census tract. This is divided based on the regional distribution and indicates where the risks of displacement may be “higher”, “moderate”, or “lower” in the regional distribution.
- Exhibit 6-16 provides a distribution of residents by race at the Census block level, based on information from the 2020 US Decennial Census.

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

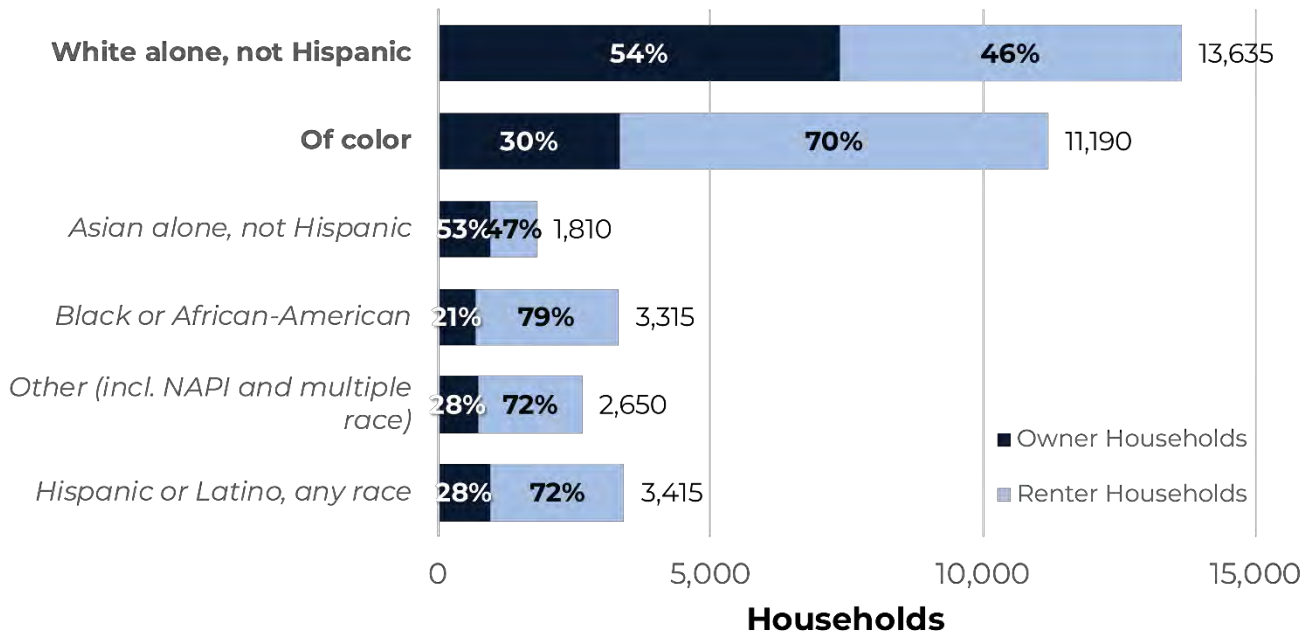
- **There are some income disparities by race/ethnicity in Lakewood that could lead to housing challenges.** The distribution of white households in the city generally includes greater representation at higher income levels, with only 16% households at extremely low-income and 38% above median income.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

**Exhibit 6-11. Lakewood Population by Race and Ethnicity, 2022.**



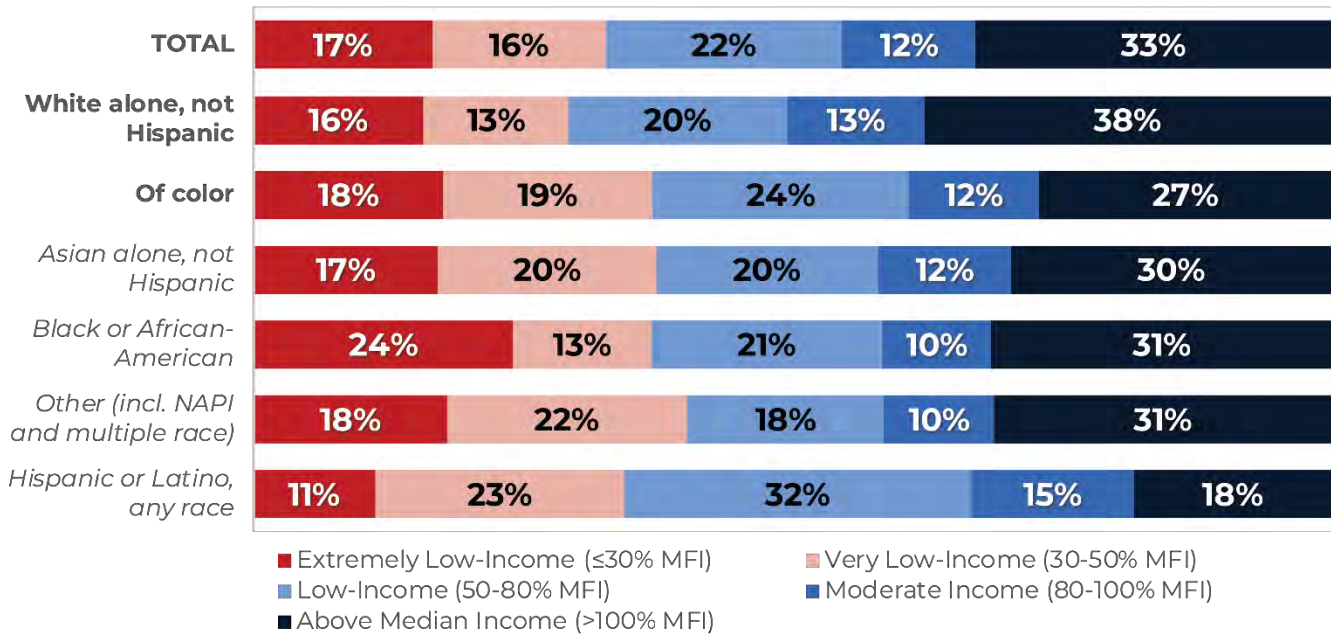
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, 2023.

**Exhibit 6-12. Lakewood Households by Race/Ethnicity and Tenure, 2020.**



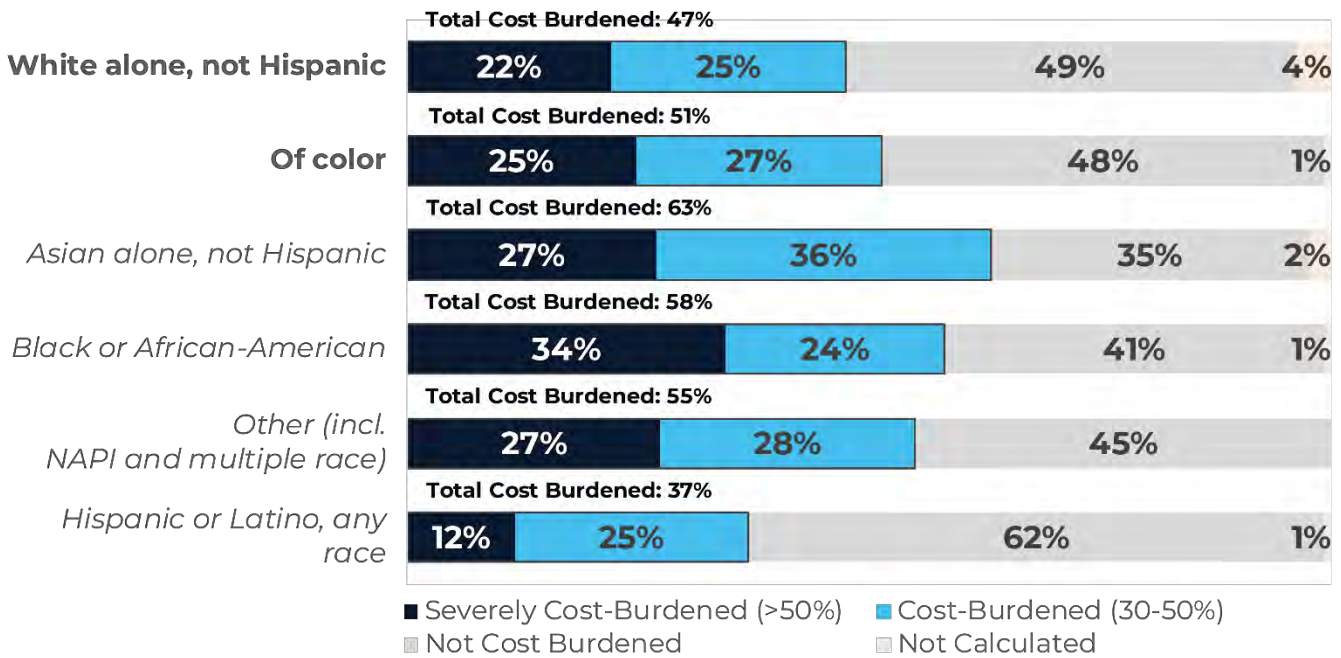
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

**Exhibit 6-13. Lakewood Households by Race/Ethnicity and Income Category, 2022.**



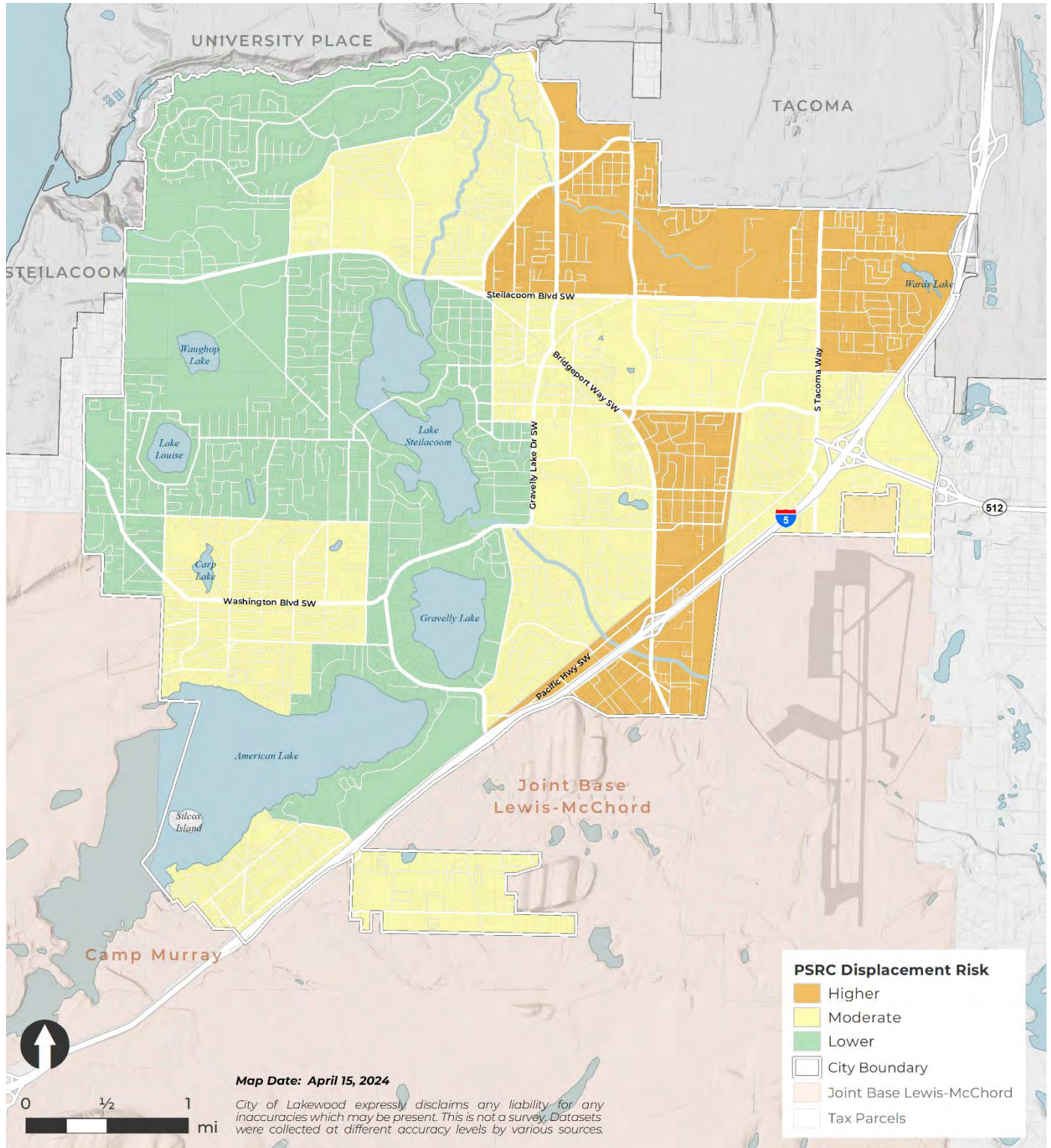
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

**Exhibit 6-14. Lakewood Households by Race/Ethnicity and Cost Burden, 2020.**



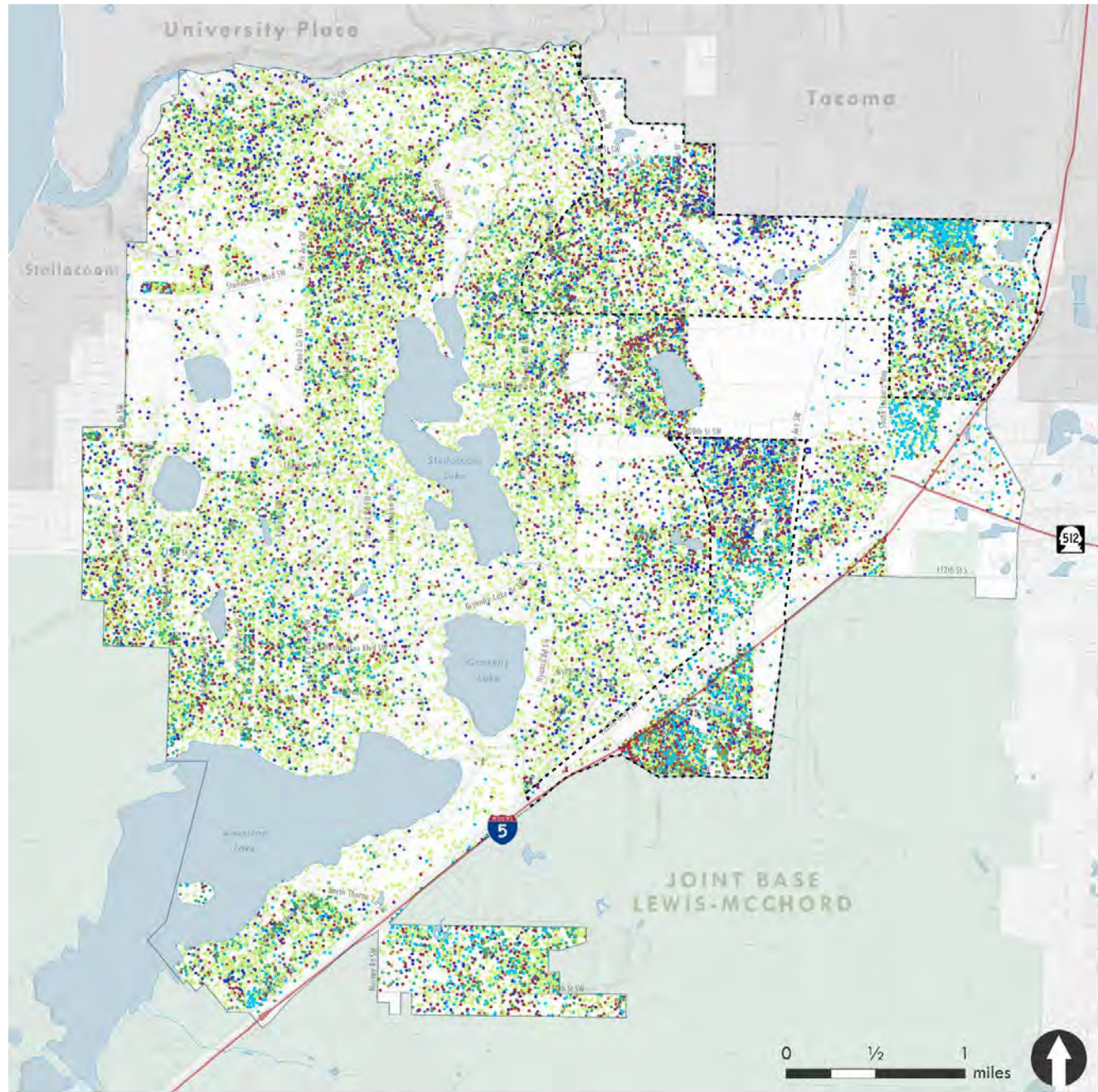
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 6-15. PSRC Displacement Risk Index for Lakewood.



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

Exhibit 6-16. Distribution of Population by Race in Lakewood, 2020.



**Legend**

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

**Distribution of Population by Race**

- White alone
- Black or African American alone
- American Indian and Alaska Native alone
- Asian alone
- Native Hawaiian and Other Pacific Islander alone
- Some Other Race alone
- Two or more races

- PSRC Displacement Index: Higher Risk

- Highways
- Arterials
- Roads



Map Date: January 2023

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

## 6.2.6 Barriers to Housing Development

A review of City policies coordinated under the 2024 Comprehensive Plan update highlighted the following potential issues in Lakewood related to housing development barriers:

- **Availability of vacant land.** Lakewood is a community which has experienced ongoing development for decades. While there are areas in the city that could receive new infill or redevelopment projects, very little greenfield land is available for new projects, especially larger tracts of land that could accommodate residential subdivisions. Future efforts to meet housing needs will require improving development opportunities of these types and providing support from the city to consider these needs.
- **Restrictions on middle housing.** Under the previous Comprehensive Plan and regulations, two- and three-family unit attached housing were not allowed in residential zones, with the exception of duplex housing included as a conditional use in R4 zones and allowances for cottage housing. This has limited the range of potential options for smaller, more affordable housing options.
- **Low-density residential areas.** In addition to the challenges with restrictions on housing types, maximum densities and minimum lot sizes have resulted in patterns of lower-density residential development. Development in R zones are typically limited to around 1.5 to 6.4 units per acre based on minimum lot sizes, with maximum densities in the MR zones ranging from 8.7 to 14.6 units per acre. These restrictions, especially for middle housing in MR zones, can also make it difficult to incorporate denser forms of development.
- **Parking.** Previous development codes required similar parking for duplexes as with single-family structures, and the provisions for accommodating parking do not give flexibility for housing close to transit. There are similar issues with respect to ADUs and multifamily units. While there are concerns about a greater dependence on street parking in neighborhoods with narrower street widths, higher parking requirements can increase costs, especially for multifamily housing.
- **Tree retention.** Limitations on development in areas impacted by trees, especially Oregon white oak, can complicate site design and utilization. While these restrictions are important to meet goals of environmental quality and habitat conservation, they may present challenges for housing development.
- **Design standards.** While city design standards are applicable to multifamily housing (including buildings with four or more units), these standards are not applied to single-family housing or duplex/triplex housing types. This can present additional costs of compliance for developers of larger middle housing projects and multifamily buildings.

## 6.2.7 Existing Tools for Addressing Housing Issues

Understanding these needs, the City of Lakewood has been committed to addressing housing issues through an array of programs and initiatives. This has included active participation in regional initiatives, collaboration with various stakeholders to enhance the availability and quality of affordable housing, and leveraging available sources of funding to increase investment in both new housing developments and the preservation of existing units.

Major City housing programs and initiatives have included the following:

- **Community Development Block Grant (CDBG) and HOME Investment Partnerships Program (HOME).** Lakewood has used CDBG and HOME funds to support Habitat for Humanity in constructing 50 low-income housing units, fund home remodels and repairs, provide down payment assistance, and offer low-interest sewer loans.
- **Affordable Housing Sales Tax Credit Program.** Implemented in March 2020, this program generates approximately \$98,000 in revenue per year over the next 20 years. This funding supports the CDBG Major Home Repair Program, Sewer Loan Program, and HOME Housing Rehabilitation Loan Program. Funds may also be used for emergency rental assistance and eviction prevention as of 2024.
- **Rental Housing Safety Program (RHSP).** Launched in 2017, RHSP supports the maintenance and improvement of rental housing quality through periodic inspections of rental properties. It has reduced inspection-failed properties from 20% in 2017/18 to 3% in 2022, ensuring rental properties are safe and habitable.
- **2021 American Rescue Plan Act (ARPA) Investments.** In 2021, Lakewood allocated over \$4 million of its \$13.76 million ARPA funds to affordable and emergency housing programs. Investments include emergency shelters, affordable housing units, sewer extensions, and support for underserved communities.
- **Multifamily Housing Tax Exemption (MFTE) Program.** The MFTE program in Lakewood promotes new multifamily housing development by offering property tax exemptions for projects with 15 or more units. Exemptions last for eight years, or 12 years for projects that include low- and moderate-income housing. This supports housing growth in residential targeted areas in Downtown Lakewood, Lakewood Station District, and Springbrook.
- **Tacoma-Lakewood-Pierce County Continuum of Care.** The city participates in the Tacoma-Lakewood-Pierce County Continuum of Care, which advocates for affordable housing development and human services for residents in need.



## 6.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HO-4.6 Encourage alternative ownership models such as cohousing to support housing access.

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

HO-5.1 Allow special needs housing throughout the city and encourage a distribution of this housing to prevent overconcentration.

HO-5.2 Support the development and management of housing for special needs populations operated by social service organizations.

HO-5.3 Support accessibility of housing by people with mobility challenges through universal design in residential construction and retrofitting of homes.

HO-5.4 Support special needs housing by considering and including their needs in neighborhood and transportation planning.

HO-5.5 Help to preserve special needs housing options in places where they are being lost, especially in locations that are well served by shopping, services, and other facilities needed by the residents

HO-5.6 Encourage the availability of special needs housing options throughout the city.

HO-5.7 Encourage positive relationships between special needs housing operators and neighbors.

HO-5.8 Allow special needs housing in all residential areas and in certain non-residential areas as appropriate.

HO-5.9 Prevent additional requirements on special needs housing from being imposed through development regulations.

HO-5.10 Encourage ADUs as an option for supportive living and aging-in-place.

HO-5.11 Provide density bonuses and modified height restrictions to encourage the development of special needs housing.

HO-5.12 Encourage the concentration of senior housing proximate to shopping and services.

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

HO-6.1 Maintain sufficient land capacity for the development of permanent supportive housing, transitional housing, and emergency housing.

HO-6.2 Allow permanent supportive housing and transitional housing in all residential areas and certain non-residential areas as appropriate.

HO-6.3 Coordinate supporting services related to homelessness and domestic violence with emergency shelters.

HO-6.4 Partner with appropriate local and regional agencies to implement effective policies and programs to support people facing homelessness and domestic violence.

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

HO-7.1 Encourage improvements in property maintenance and building standards in residential neighborhoods to improve neighborhood quality of life.

HO-7.2 Maintain targeted outreach efforts such as the crime-free rental housing program to improve neighborhood safety.

HO-7.3 Conduct periodic surveys of housing and neighborhood conditions in the community.

HO-7.4 Ensure multi-family housing supports residents with access to public transportation, employment, services, open space, and other supporting amenities.

HO-7.5 Encourage a high-quality pedestrian environment in neighborhoods, and require on-site amenities such as walkways, trails, and bike paths to be connected to adjacent public facilities.

HO-7.6 Promote community identity, pride, and involvement in neighborhoods through the city's subarea planning, neighborhood programs, and other activities.

HO-7.7 Use design standards to protect privacy, address structures of different scales, and promote investments in high-quality urban environments.

HO-7.8 Require new development to provide motorized and non-motorized transportation connections to surrounding neighborhoods unless the physical features of the site prevent feasible connections

HO-7.9 Allow flexibility with development, design, and landscaping standards for residential properties located on major arterials to mitigate impacts from adjacent traffic.

HO-7.10 Allow home-based businesses in residential neighborhoods that do not conflict with residential uses.

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

HO-8.1 Provide a regular report to the City Council on the loss of affordable housing due to demolition or conversion.

HO-8.2 Identify and address affordable market-rate and subsidized housing resources that may be at risk due to redevelopment pressures or deteriorating housing conditions.

HO-8.3 Require financial and relocation assistance for people displaced as a result of construction and development projects using federal funds.

- HO-8.4 Require replacement of low- and moderate-income housing units that are demolished or converted to another use in connection with projects supported by CDBG funds.
- HO-8.5 Apply CDBG funds as applicable for relocation payments and other relocation assistance.

# 7 Military Compatibility

## 7.1 Introduction

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

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

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

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

## 7.2 Background

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

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

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

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

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

## 7.3 Goals and Policies

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

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

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

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

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

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



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

# 8 Natural Environment

## 8.1 Introduction

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

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

## 8.2 Background

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

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

## 8.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

- NE-6.1 Maintain a comprehensive urban forestry program.
- NE-6.2 Encourage the planting and regular maintenance of street trees to enhance urban greenery.
- NE-6.3 Provide for the retention of significant trees and tree stands and the restoration of tree stands within the city.
- NE-6.4 Provide additional requirements for Oregon white oak preservation.
- NE-6.5 Consider priority white oak woodlands and trees located within a critical area or buffer to be subject to the critical areas ordinance.
- NE-6.6 Maintain a city tree fund to preserve wooded areas, restore and enhance native trees, and provide for education and research.
- NE-6.7 Work towards a citywide goal of 40% tree canopy cover by the year 2050.
- NE-6.8 Consider opportunities to increase canopy and environmental equity when evaluating tree canopy distribution.

### **/ NE-7 Enhance and protect water quality.**

- NE-7.1 Preserve the aesthetic and ecological functions of water features through planning and innovative land development.
- NE-7.2 Manage water resources to support diverse uses including habitat, recreation, flood control, water supply, and open spaces.
- NE-7.3 Maintain and improve surface water quality to restore degraded waters and meet federal and state water quality standards.
- NE-7.4 Maintain surface water and groundwater monitoring programs to inform local management..
- NE-7.5 Evaluate potential pollutant sources for major water bodies such as Lake Louise, Gravelly Lake, Waughop Lake, and Lake Steilacoom to support pollution reduction strategies.
- NE-7.6 Prioritize the extension of sewers to reduce surface water quality impacts, especially for areas that may impact American Lake.
- NE-7.7 Promote citywide water quality initiatives to reduce impervious surfaces, prevent surface erosion, minimize fertilizer and pesticide use, and otherwise prevent stormwater contamination.
- NE-7.8 Coordinate with local water districts and Pierce County to ensure projects in wellhead protection areas undergo necessary hydrologic assessments or SEPA responses.
- NE-7.9 Collaborate with local water districts, adjoining jurisdictions, and military installations to enhance the protection of wellheads and aquifers through education, resources, and planning.
- NE-7.10 Maintain a well decommissioning program for all unused wells.
- NE-7.11 Coordinate planning and review of drainage, detention, and treatment programs within wellhead protection areas.
- NE-7.12 Restrict impervious surfaces in aquifer recharge areas.
- NE-7.13 Cooperate with other jurisdictions to maintain an integrated regional system for wellhead protection data collection, mapping, and analysis.

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

- NE-8.1 Reduce risks to public safety and property from landslides, slope failures, erosion, seismic events, volcanic eruptions, or flooding hazards.
- NE-8.2 Limit modifications to topography and hydrological features and functions from cut and fill practices..

NE-8.3 Restrict land modifications such as clearing, grading, or other alterations to approved development projects only.

NE-8.4 Employ best management practices to minimize land erosion.

NE-8.5 Prohibit development of steep or unstable slopes to prevent potential hazards.

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

NE-9.1 Reduce air pollutant emissions through strategies in land use and transportation management.

NE-9.2 Maintain and increase urban greenery, including trees and other vegetation, to improve air quality.

NE-9.3 Reduce air pollution from wood burning by restricting wood-burning fireplaces in new construction.

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

NE-10.1 Provide development regulations and noise control measures to protect residential areas from disruptive noise levels.

NE-10.2 Collaborate with JBLM to reduce noise near McChord Field and develop noise attenuation strategies along air corridors.

NE-10.3 Mandate noise-reducing design and materials in new developments along major roads and within air corridors to lessen noise.

NE-10.4 Work with the Washington State Department of Transportation to mitigate the noise and aesthetic impacts of highways.

NE-10.5 Work with the Washington State Department of Transportation Rail Division, Sound Transit, Tacoma Rail, and private rail companies to mitigate railroad noise and aesthetic impacts.

NE-10.6 Use natural vegetation and thoughtful design in noise mitigation efforts to provide visually appealing projects.

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

NE-11.1 Provide for the protection of life, property, and the environment by minimizing exposure to hazardous and toxic materials.

NE-11.2 Ensure the safe transportation, use, and storage of hazardous and toxic materials through declaration of these materials and identification of specific routes for transport in the city.

NE-11.3 Enforce international building and fire codes related to hazardous and toxic materials management.

NE-11.4 Ensure that proper inventories of hazardous materials are provided by businesses.

# 9 Parks, Recreation, and Open Space

## 9.1 Introduction

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

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

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

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

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

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

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



## 9.2 Background

### 9.2.1 Overview

The Lakewood area parks developed as part of unincorporated Pierce County's regionally focused parks and recreation system. In the 1970's and 1980's, extensive residential growth occurred in Lakewood without concurrent attention to green spaces and recreational needs. Many neighborhoods had no parks or other such amenities. Further, park areas were in stages of disrepair due to years of deferred maintenance and limited capital improvements. Upon the city's incorporation in 1996, less than 40 acres of parkland and facilities were transferred to the city by other public agencies.

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

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

The city immediately began investing in parks and recreation to meet community needs, including new park facilities, sports fields, playground structures, irrigation systems and turf areas, new restrooms and shelters, and various recreation programs and community events.

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

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

In 2019, the city began a two-year update to the Parks Legacy Plan that included a multi-pronged outreach and engagement plan, as well as a detailed demand and need analysis. The demand and need analysis included a review of existing environments, demographic trends, park and recreation trends, and input received from the community at public engagement efforts. For the needs analysis, the city performed gap analyses using the plan's LOS measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment. The Parks Legacy Plan update was adopted in 2020.

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

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

- Harry Todd Park playground and waterfront upgrades.

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

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

### 9.2.2 Analysis of Park Land and Facilities Needs

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

### 9.2.3 Intergovernmental Coordination Opportunities

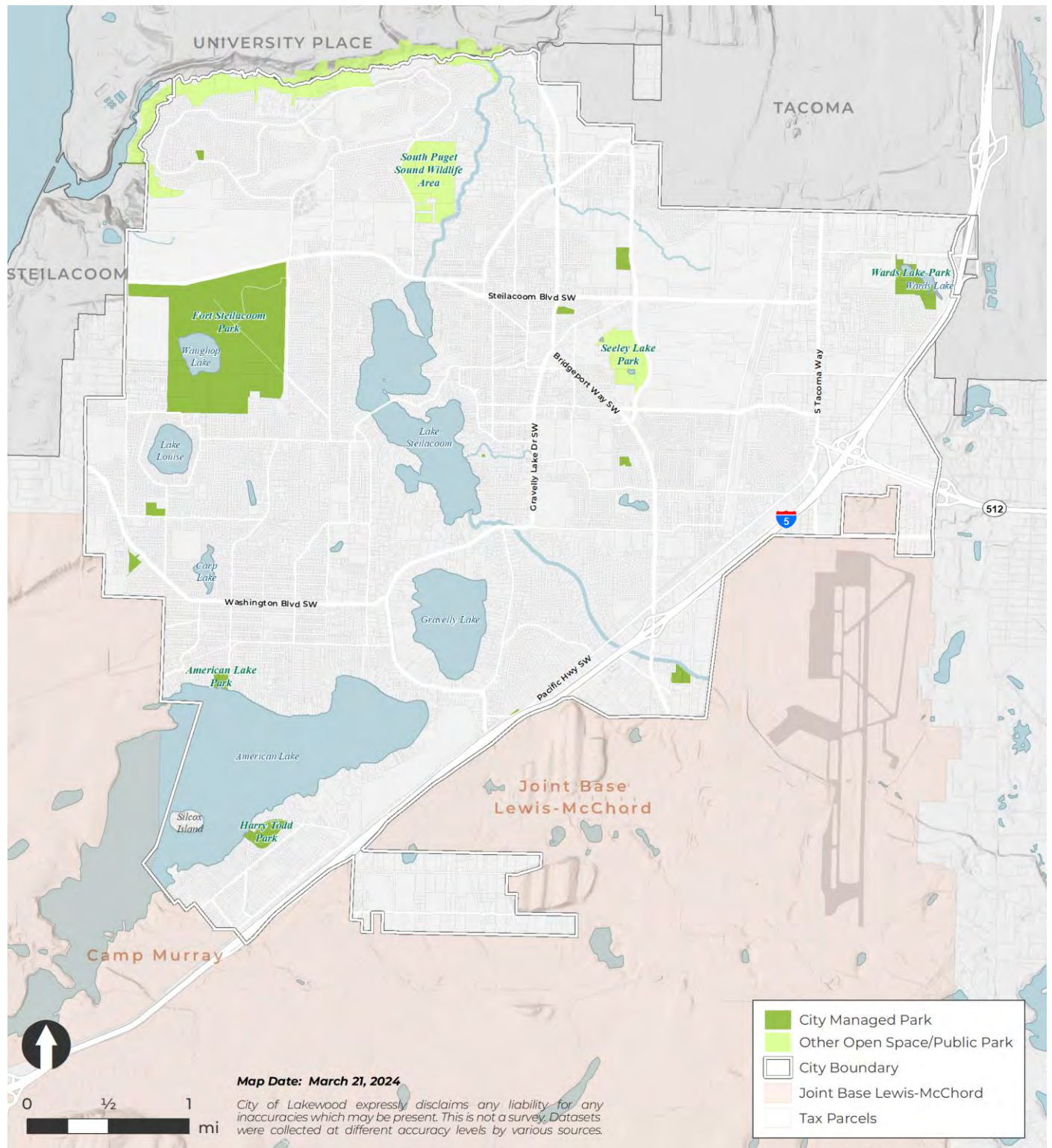
Currently, PRCS collaborates with close to 100 partners, including public, private and non-profit agencies. These collaborations help manage or develop park resources, plan programs and events, deliver activities, market programs, or share the use of facilities or program space.

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

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

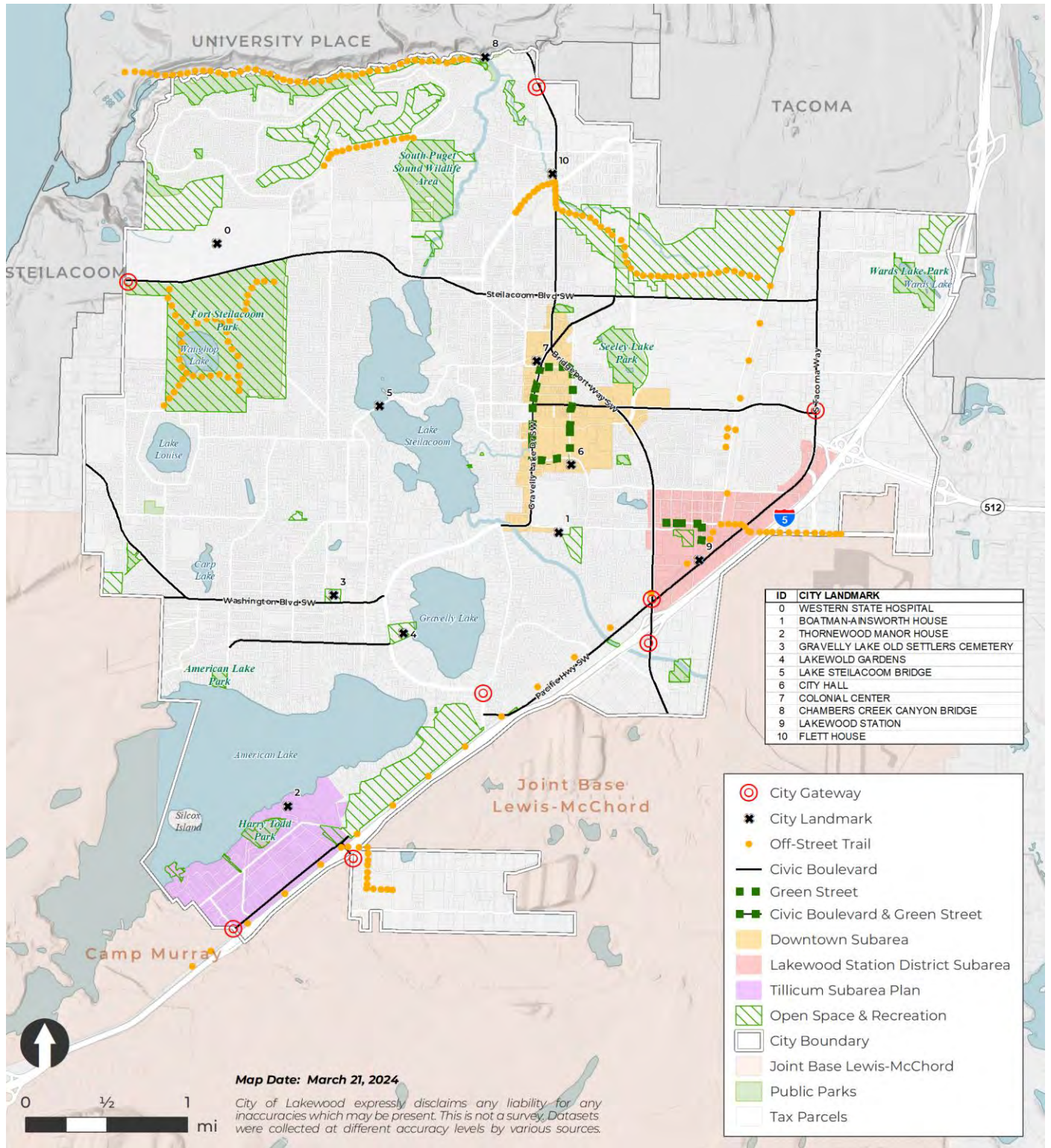
Volunteers are also important. Their contribution to overall PROS operations is significant. Volunteers assist with dog park monitoring, are used as senior ambassadors, and perform invasive plant removal and general park maintenance.

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



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

Exhibit 9-2. Lakewood Community Facilities and Recreation.



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

## 9.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

# 10 Public Services

## 10.1 Introduction

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

## 10.2 Background

### 10.2.1 Overview

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

**Exhibit 10-1. Public Service Providers in Lakewood.**

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

This element concentrates on the following services:

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

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

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

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

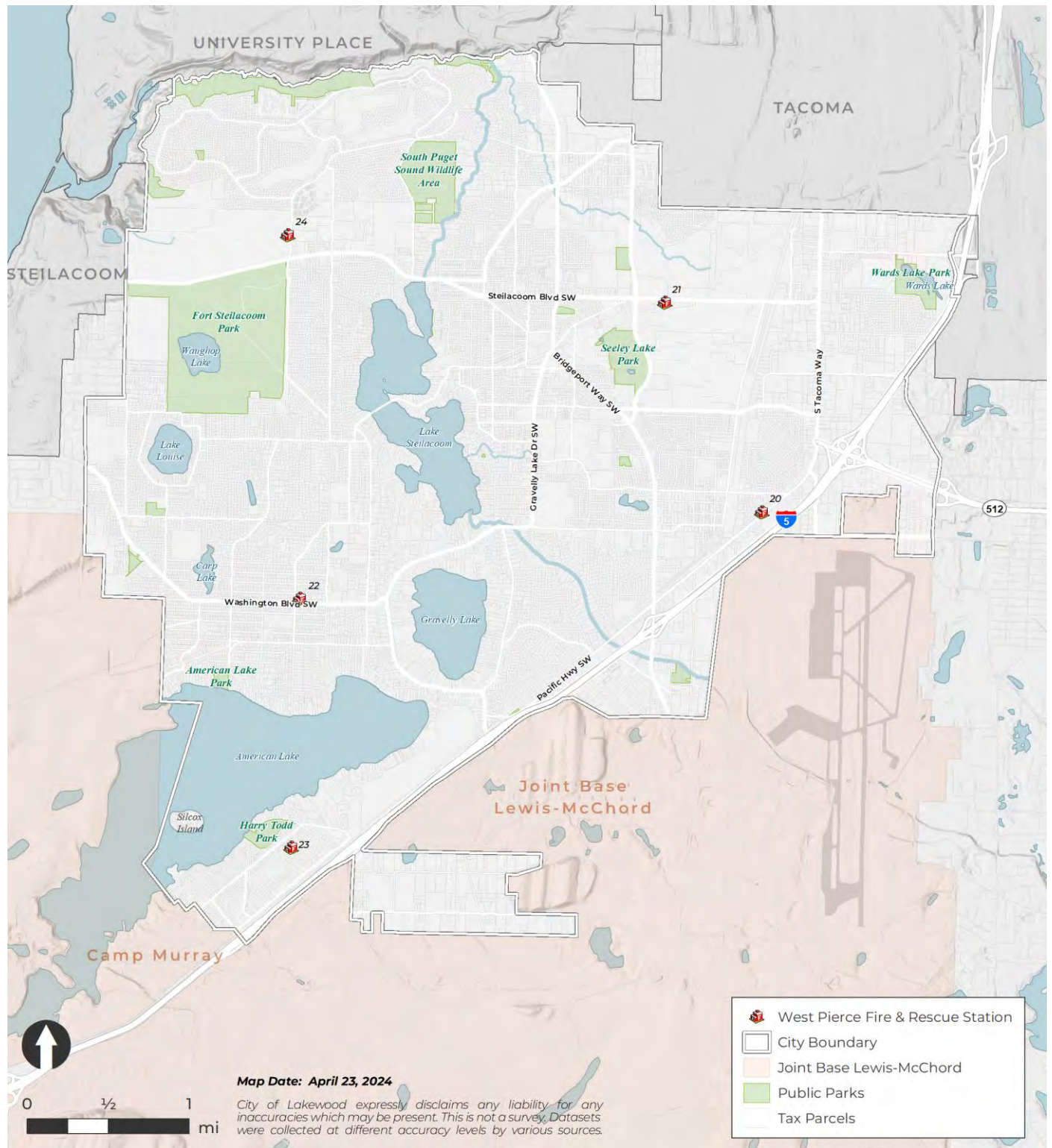
In setting goals and policies related to human services, this element also sets forth the city's commitment to its citizens' well-being through active participation with countywide and regional partners. Lakewood joins, values, and supports community-based strategic planning efforts for health and human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

The following maps highlight major facilities for different service providers:

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

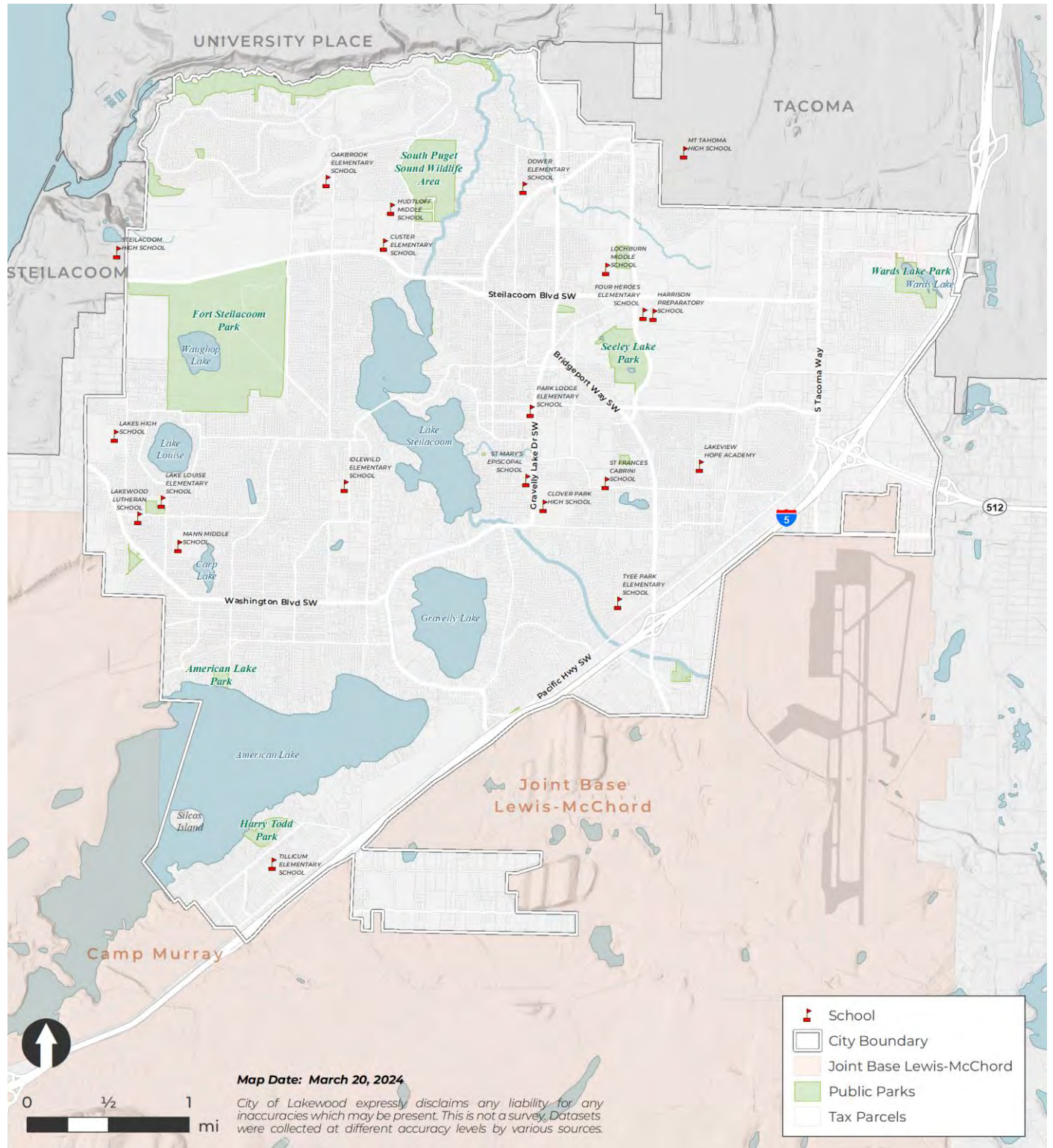


Exhibit 10-2. Lakewood West Pierce Fire and Rescue Stations.



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

Exhibit 10-3. Lakewood Schools.



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

## 10.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

# 11 Subareas

## 11.1 Introduction

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

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

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

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

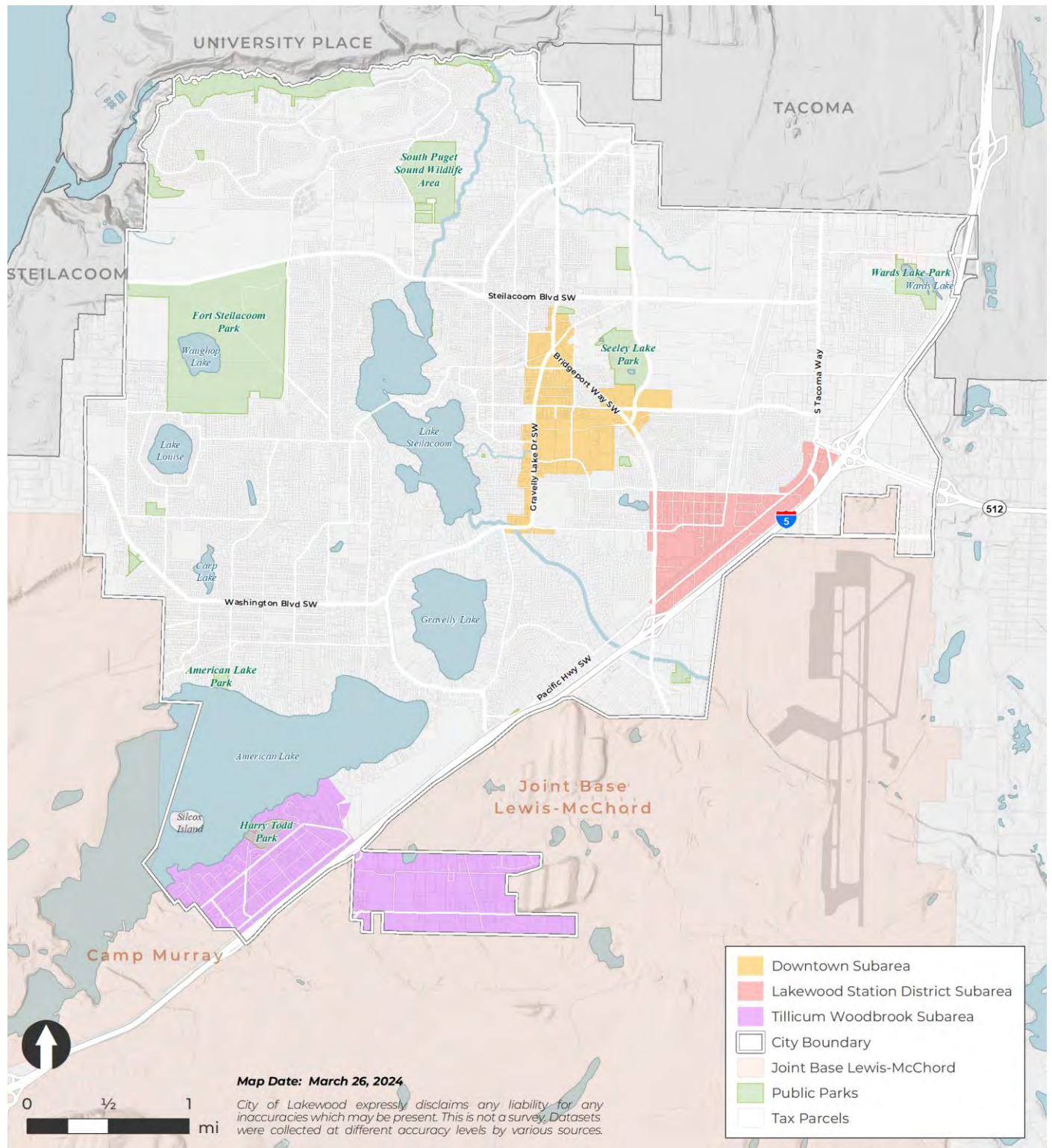
## 11.2 Background

### 11.2.1 2018 Downtown Subarea Plan

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

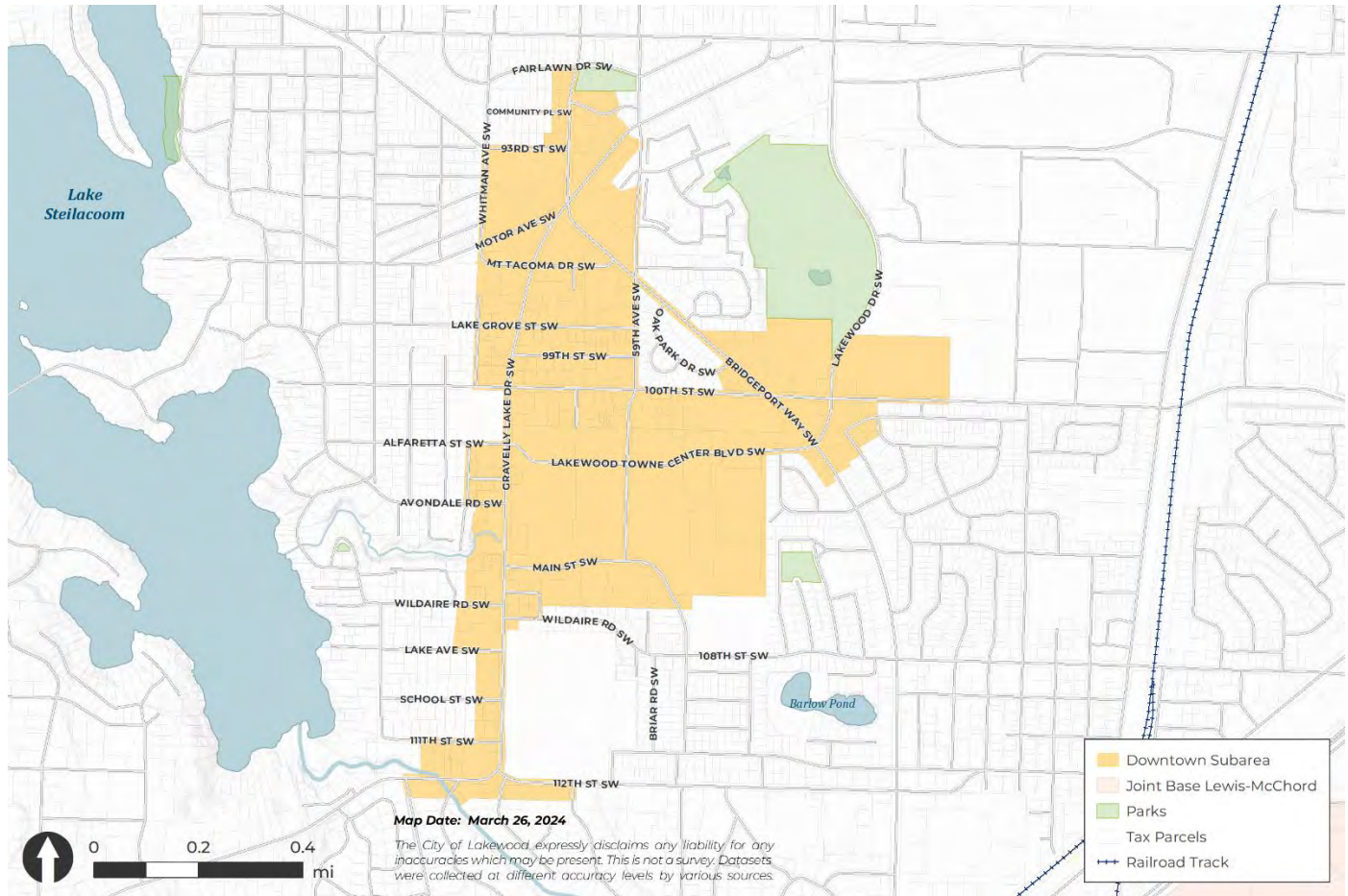
The Downtown Subarea, shown in Exhibit 11-2, is intended to be the hub of commercial and cultural activity for the city. It encompasses both the Lakewood Towne Center Mall and Colonial Center. In 2018, the city adopted the Downtown Subarea Plan, Code and Planned Action to spur “placemaking” and significant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

Exhibit 11-1. Lakewood Subareas Map.



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

**Exhibit 11-2. Downtown Subarea Boundaries.**



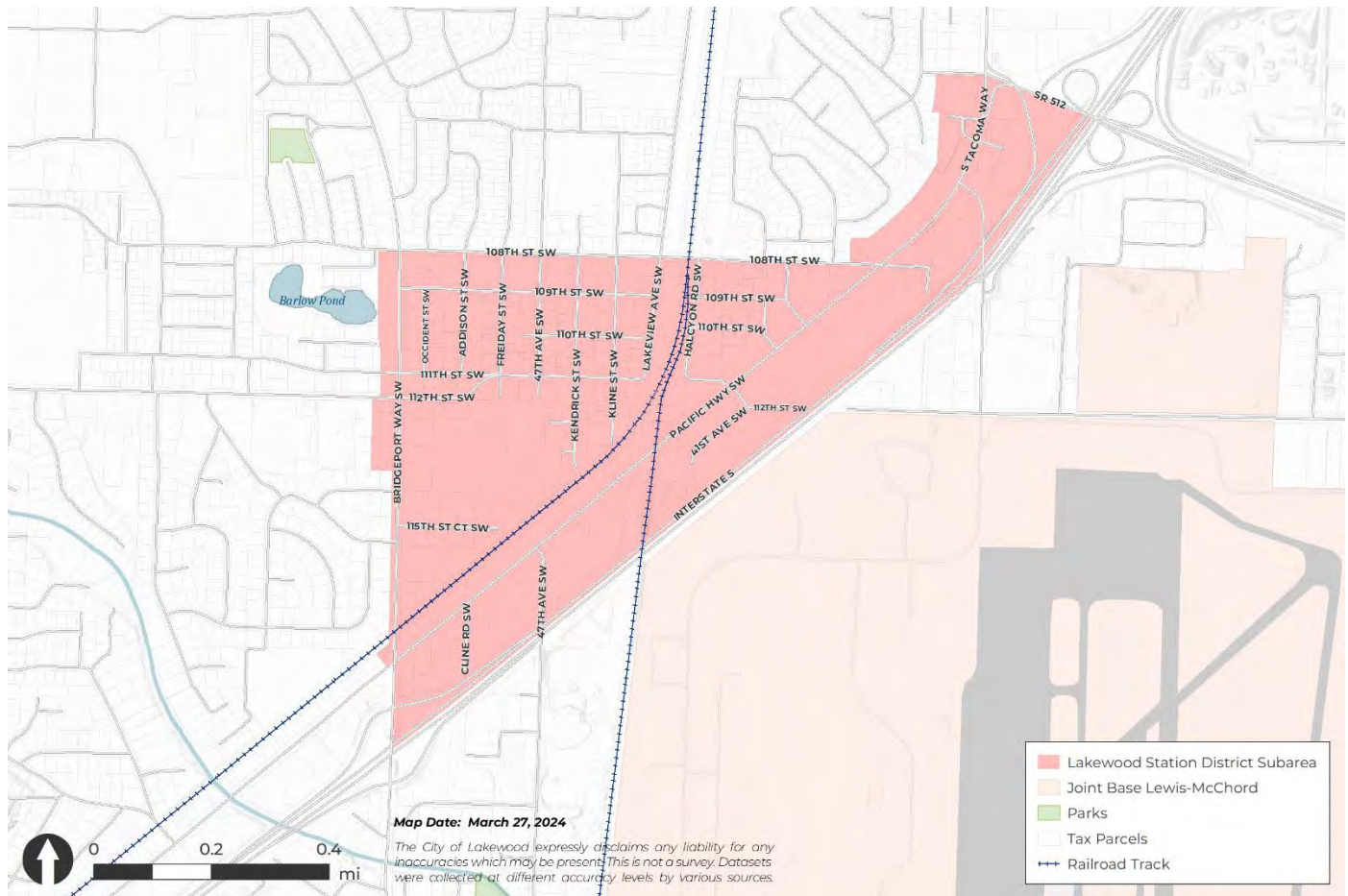
Source: City of Lakewood, 2024; Pierce County GIS, 2024.

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

**11.2.2 2021 Lakewood Station Subarea Plan**

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

**Exhibit 11-3. Lakewood Station Subarea Boundaries.**



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

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

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

### 11.2.3 2024 Tillicum-Woodbrook Subarea Plan

The Tillicum-Woodbrook Subarea Plan, shown in Exhibit 11-4, builds upon the previous 2011 Tillicum Neighborhood Plan, updating the initial focus to include the Woodbrook area to better integrate these

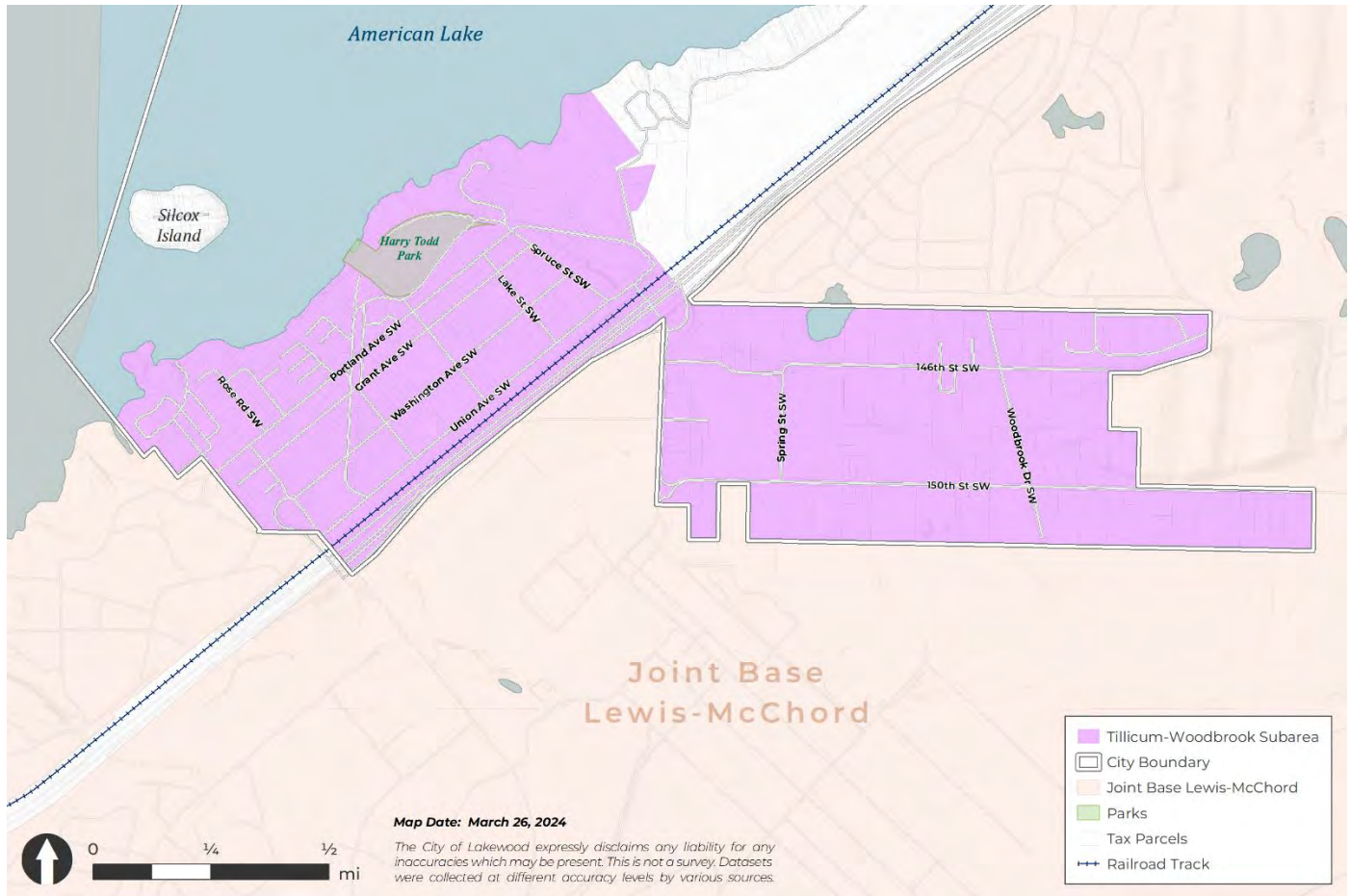
connected communities. This revised plan is designed to guide Lakewood's development over the next two decades, covering land use, housing, economic development, and transportation.

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

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

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

Exhibit 11-4. Tillicum-Woodbrook Subarea Boundaries.



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

## 11.3 Goals and Policies

### 11.3.1 General

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

SA-1.1 Manage the Downtown Subarea as the city's PSRC-designated Regional Urban Growth Center according to the VISION 2050 Urban Center criteria.

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

### 11.3.2 Downtown Subarea

**/ DS-1 Implement the Downtown Subarea Plan.**

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DS-5.9 Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DS-8.1 Protect the quality and quantity of groundwater.

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

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

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

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

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

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

### 11.3.3 Lakewood Station District Subarea

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

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

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

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

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

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

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

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

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

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

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

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

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

**11.3.4     Tillicum-Woodbrook Subarea**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TW-6.2 Protect water quality in American Lake.

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



# 12 Transportation

## 12.1 Introduction

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

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

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

## 12.2 Background

### 12.2.1 Overview

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

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

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

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

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

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

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

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

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

## 12.2.2 Inventory and Classifications

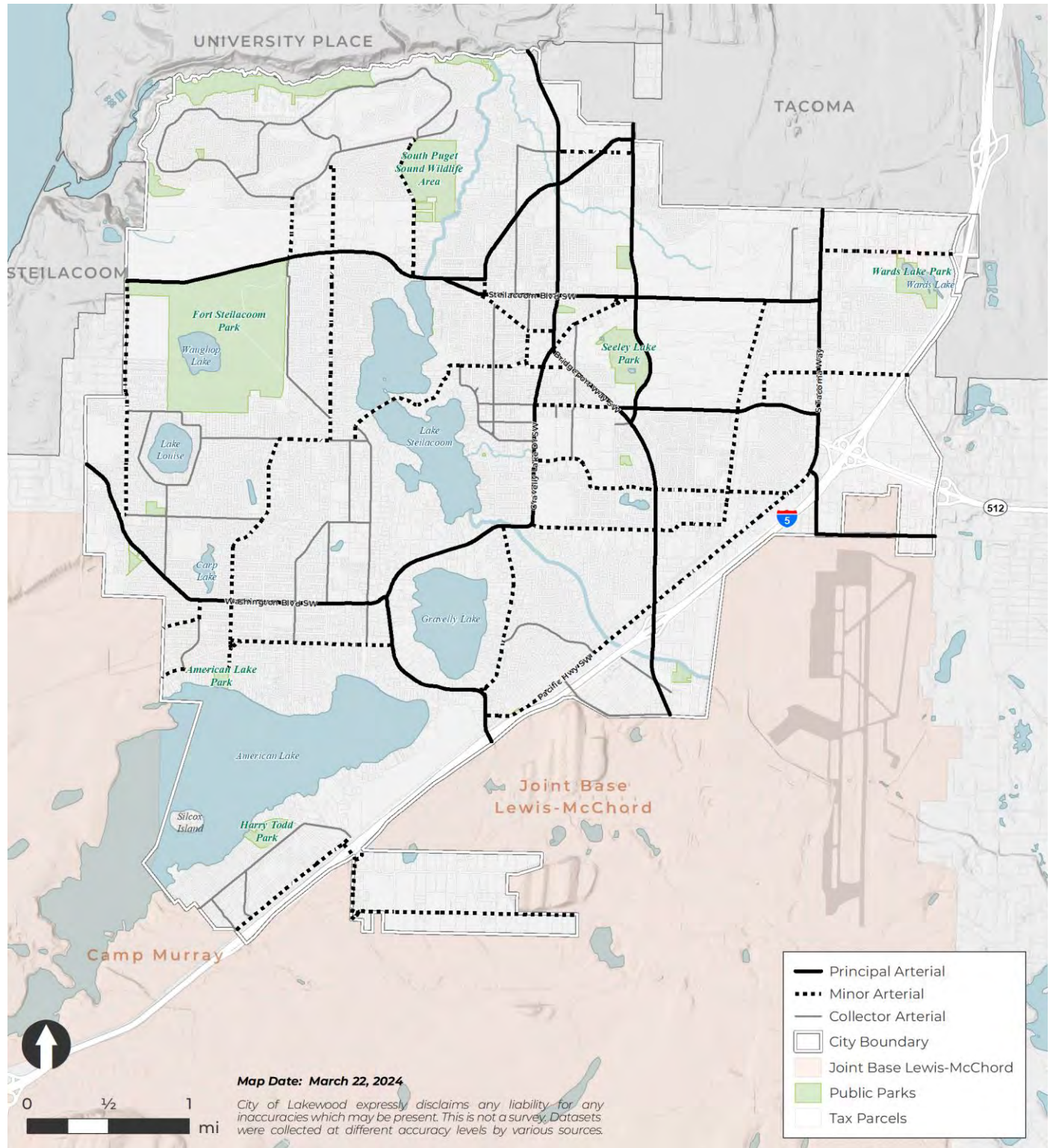
### Streets

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

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

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

Exhibit 12-1. Lakewood Street Classifications.



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

## Non-Motorized Transportation

The 2023 Non-Motorized Transportation Plan (NMTP) revisited and expanded upon the city's original 2009 plan by assessing the advancements made in Lakewood's non-motorized infrastructure and outlining future projects to address remaining gaps in the pedestrian and bicycle systems. The update process involved gathering community input, revising existing infrastructure records, and utilizing GIS data for spatial analysis to prioritize improvements, and resulted in the development of an inventory of existing sidewalk/pedestrian and bicycling facilities.

The relevant inventories from the 2023 NMTP are included as follows:

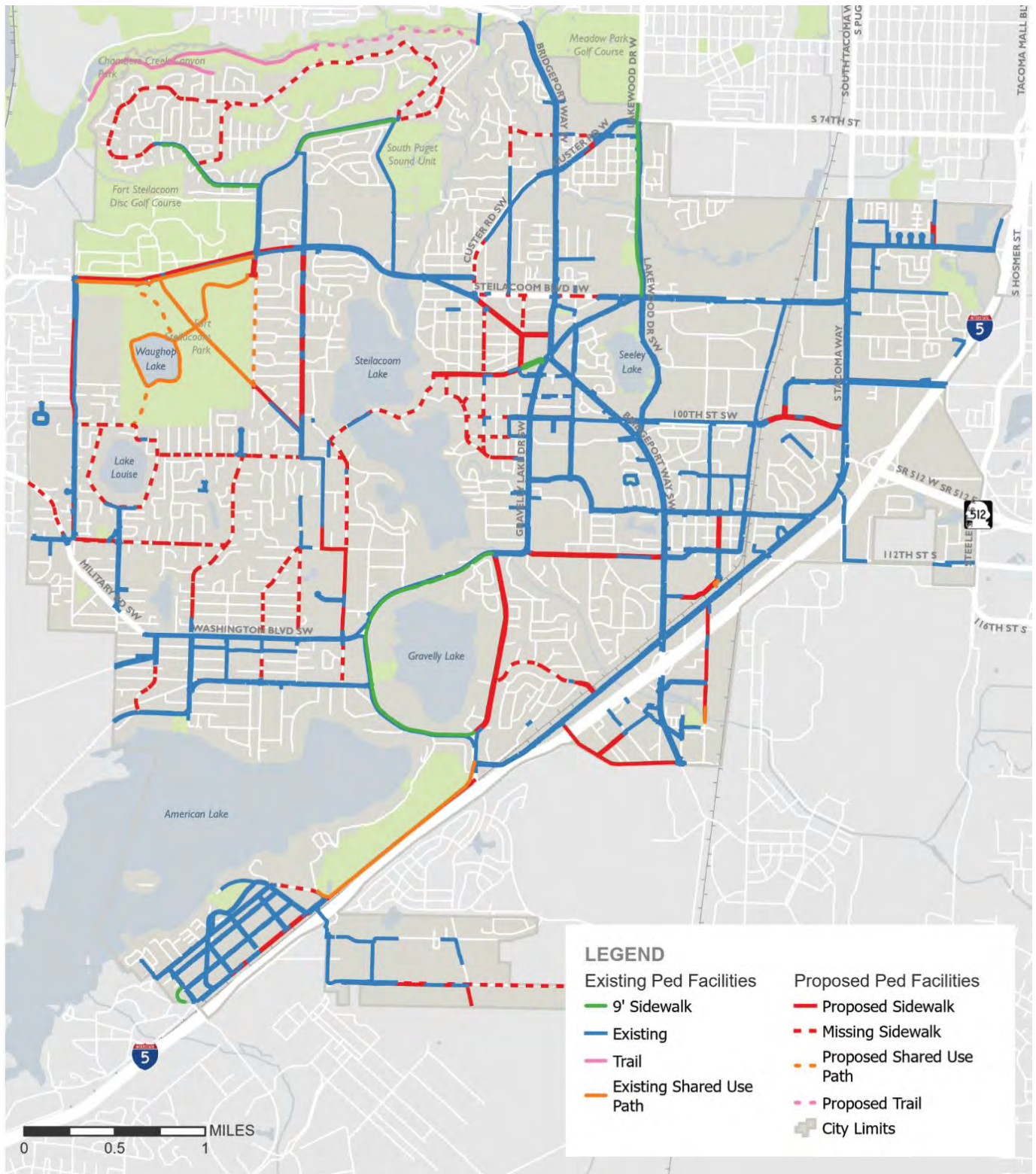
- The **Pedestrian System Plan** is highlighted in Exhibit 12-2, which includes all sidewalks, trails, and mixed-use paths available to pedestrians, as well as future priority connections for building out the city's pedestrian network.
- The **Bicycle System Plan** is summarized in Exhibit 12-3. As with the Pedestrian System Plan, this includes a summary of existing facilities, including bicycle lanes, shared use paths available for bikes, sharrows, and road shoulders available for cyclists, as well as identified connections to build a complete network.

Note that in addition to these inventories and gap assessments, the NMTP also includes the following recommendations:

- **Project programming, coordination, and development.** The city should work with neighboring cities, regional transportation agencies, school districts, and neighborhood associations to prioritize and coordinate non-motorized transportation projects with other construction.
- **Database maintenance.** The city should periodically update asset management information in its GIS database to reflect changes to pedestrian and bicycle infrastructure. These updates may be made individually, or as a comprehensive regular update.
- **WSDOT coordination on I-5 facilities.** The city should encourage the Washington State Department of Transportation (WSDOT) to assess pedestrian and bicycle facilities at I-5 interchanges and overcrossings within the city.
- **Neighborhood traffic management.** The city should continue implementing its Neighborhood Traffic Management Program to address local traffic and safety concerns and integrate considerations from the NMTP into this ongoing effort.
- **Walk-to-school route planning and bicycle education.** The city should revise and coordinate walk-to-school route plans on an ongoing basis in partnership with the Clover Park School District.

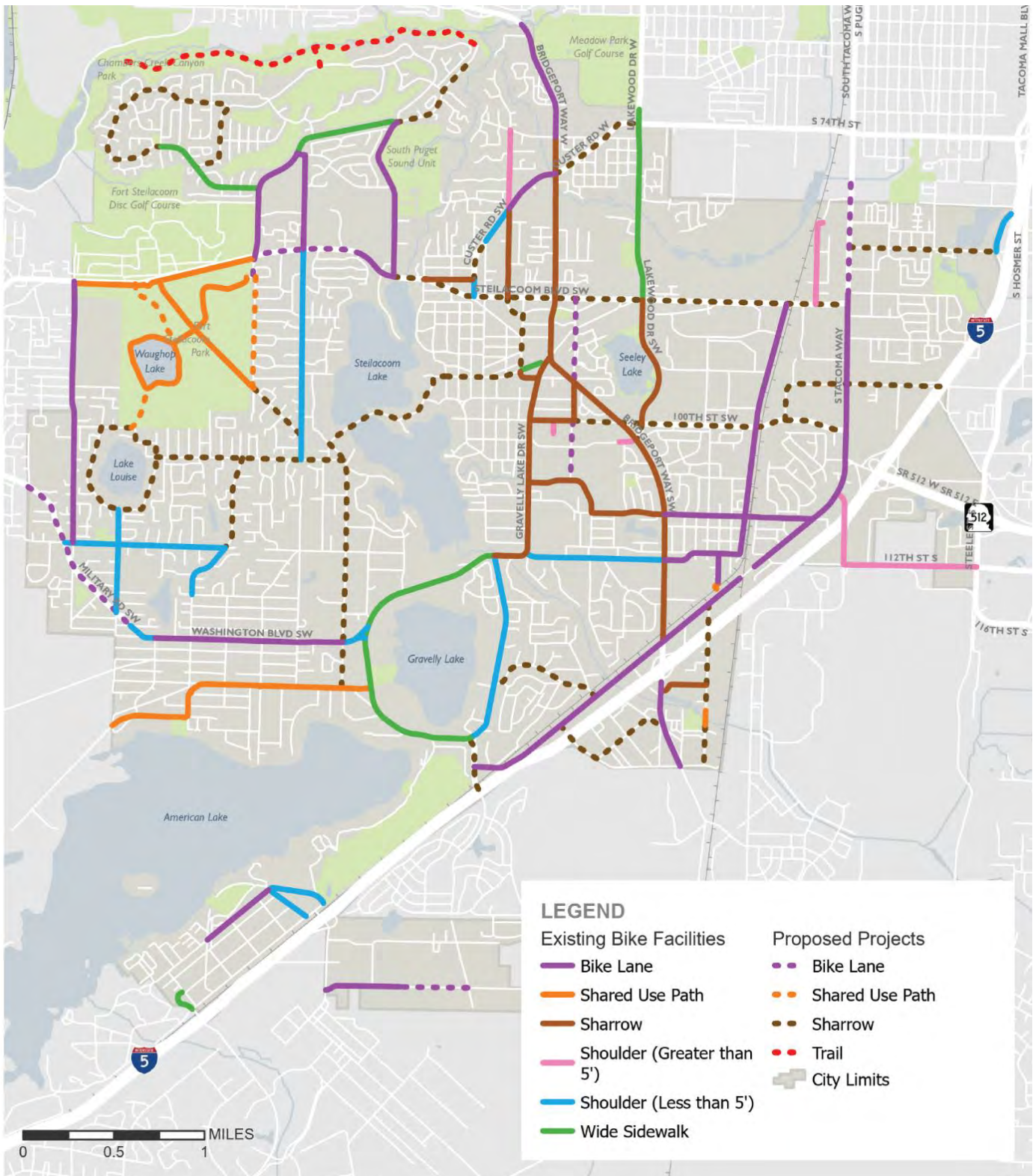
Additionally, the city intends to complete a Transition Plan to meet the requirements of the Americans with Disabilities Act (ADA). This will be intended to identify major mobility challenges with city-owned infrastructure and provide a clear strategy for assessing, prioritizing, and implementing changes to improve access.

Exhibit 12-2. Lakewood Pedestrian System Plan.



Sources: City of Lakewood, 2023.

Exhibit 12-3. Lakewood Bicycle System Plan.



Sources: City of Lakewood, 2023.

## Transit

A map of current and proposed transit services in Lakewood are provided in Exhibit XX. Transit service in Lakewood is provided by two agencies:

- **Pierce County Transit**, managed by Pierce County, provides local bus service and is coordinating the development of a future bus rapid transit (BRT) system that may include alignments in Lakewood. Current service is outlined in Exhibit XX. Routes 2, 3, and 4, providing connections to Tacoma and Puyallup, are frequent lines that converge at the Lakewood Transit Center. Other bus lines include the 206 and 214, which also service JBLM, and the 212, which provides a connection to the Anderson Ketron Ferry in Steilacoom.
- **Sound Transit** (Central Puget Sound Regional Transit Authority), managed as an independent authority and governed by a Board of Directors drawn from elected officials in the region, provides regional bus, light rail, and commuter rail service across the central Puget Sound. Current service is outlined in Exhibit 12-5. At present, three ST Express buses serve routes that connect Lakewood with Tacoma, Seattle, and Sea-Tac Airport, and the Sounder S Line has its final stop at Lakewood Station. The future Dupont Sounder Extension, expected by 2045, will provide an additional station in the Tillicum neighborhood.

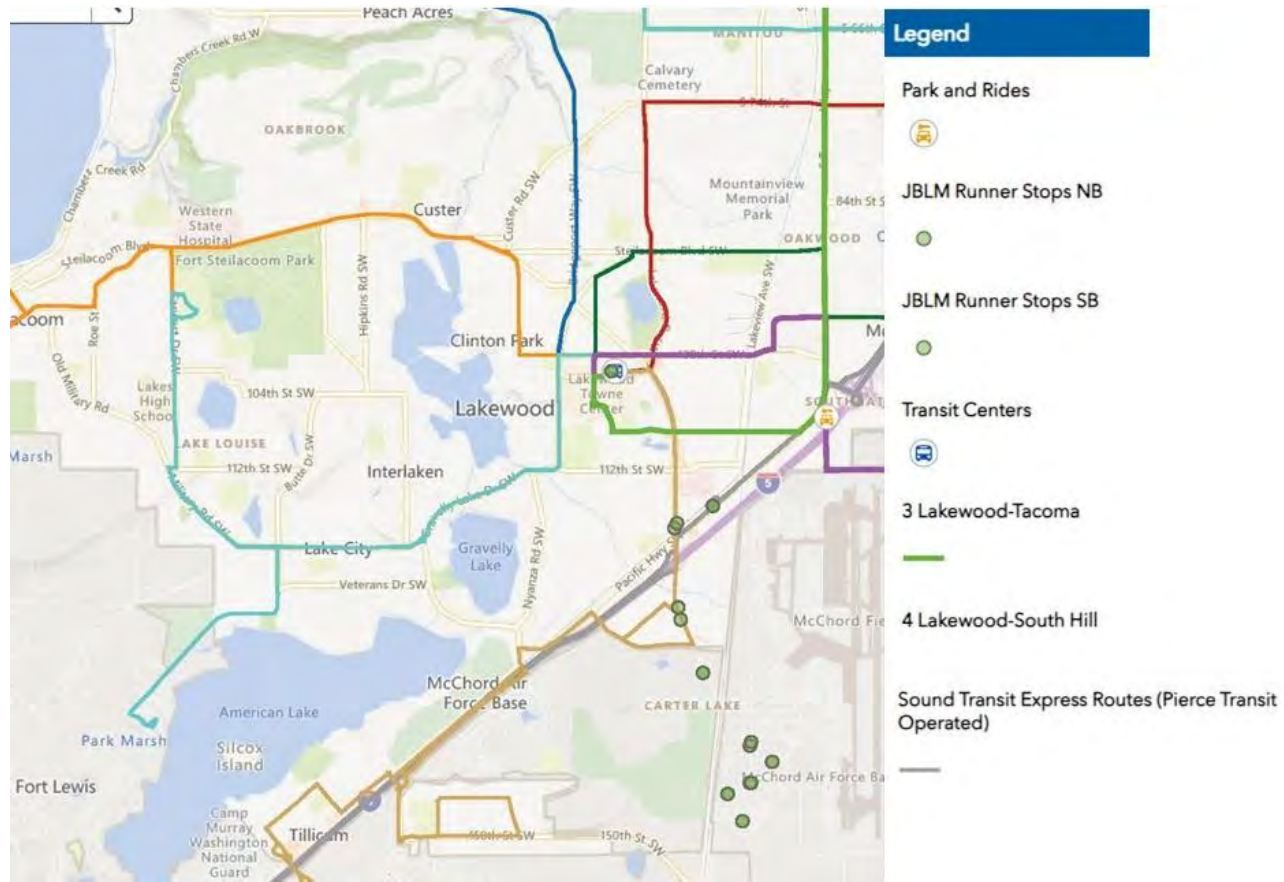
The Lakewood Transit Center and Lakewood Station, located at 11424 Pacific Hwy SW provides the city with a significant transit hub for the area, and includes 600 parking spaces for Sound Transit passengers, as well as bike parking and storage.

Although the transit serving the city is not under local control, these services are important for the city to consider when working to meet several different objectives:

- Provide alternatives to single-occupancy vehicles to mitigate congestion and ensure that the city's transportation network can operate sustainably.
- Address planning requirements related to distances from transit stops, such as RCW [36.70A.635](#) which allows for four housing units per acre for parcels within 1/4 mile of a transit stop for commuter rail or bus rapid transit.
- Coordinate "first mile, last mile" connections between transit stops and destinations (e.g., residences, workplaces) that would be managed or supported by the city.
- Give options to people that cannot or choose not to use personal vehicles to have an option to access destinations within and outside the city.

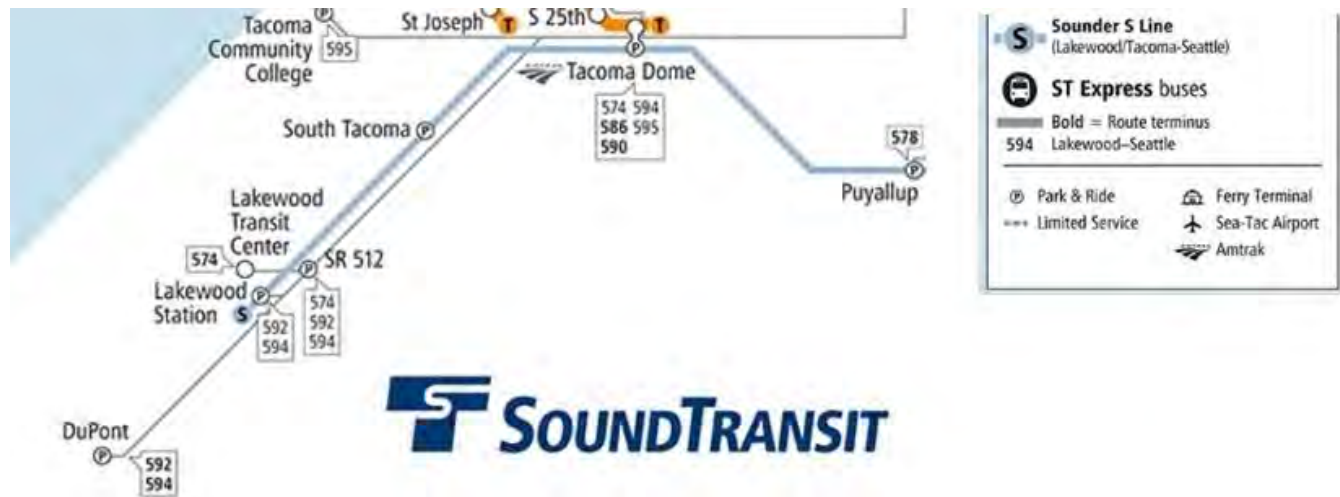


Exhibit 12-4. Pierce County Transit Service in Lakewood.



Sources: Pierce Transit, 2024.

Exhibit 12-5. Sound Transit Service in Lakewood.



Sources: Sound Transit, 2024.

## Freight

In addition to maintaining road and transportation networks for passenger vehicles, it is essential to acknowledge the need for freight access in Lakewood. Industrial uses and warehousing require consistent access by truck traffic, which can often require balancing needs to improve safety in major trucking corridors.

Major freight routes in Lakewood are outlined in Exhibit XX, based on the Washington State Department of Transportation's (WSDOT) 2021 Freight and Goods Transportation System (FGTS) report. These freight corridors are classified by the annual freight tonnage transported for each roadway segment.

## 12.2.3 Levels of Service

### Street Network

With respect to the street network in Lakewood, the target LOS thresholds for the system are established as shown in Exhibit 12-6:

**Exhibit 12-6. LOS Standards for Lakewood Streets.**

Area/Facility	LOS Threshold	Volume/Capacity (VC Ratio)
All arterial streets and intersections in the city, including state highways of statewide significance except as otherwise identified	LOS D	0.90
<ul style="list-style-type: none"> <li>Steilacoom Boulevard corridor between 88th Street SW and 83rd Avenue SW</li> </ul>	LOS F	1.10
<ul style="list-style-type: none"> <li>Gravelly Lake Drive, between 1-5 and Washington Boulevard SW</li> <li>Washington Boulevard SW, west of Gravelly Lake Drive</li> </ul>	LOS F	1.30

The specific corridors with thresholds of LOS F are also denoted in **Error! Reference source not found.** Note that the City may allow additional two-way and one-way stop-controlled intersections to operate worse than the LOS standards, but these instances should be thoroughly analyzed from an operational and safety perspective.

### Multimodal System

With respect to both pedestrian and biking in the city, providing multimodal LOS (MMLOS) measures similar to those provided for the road network does not make sense, as traffic volumes will not likely exceed capacity for available infrastructure in a way comparable to the road network.

Assessing MMLOSs for existing and potential multimodal corridors are classified according to their contribution to building a complete network. The following three classifications can be used considering the outlined existing and proposed networks for pedestrians in Exhibit 12-2 and cyclists in Exhibit 12-3:

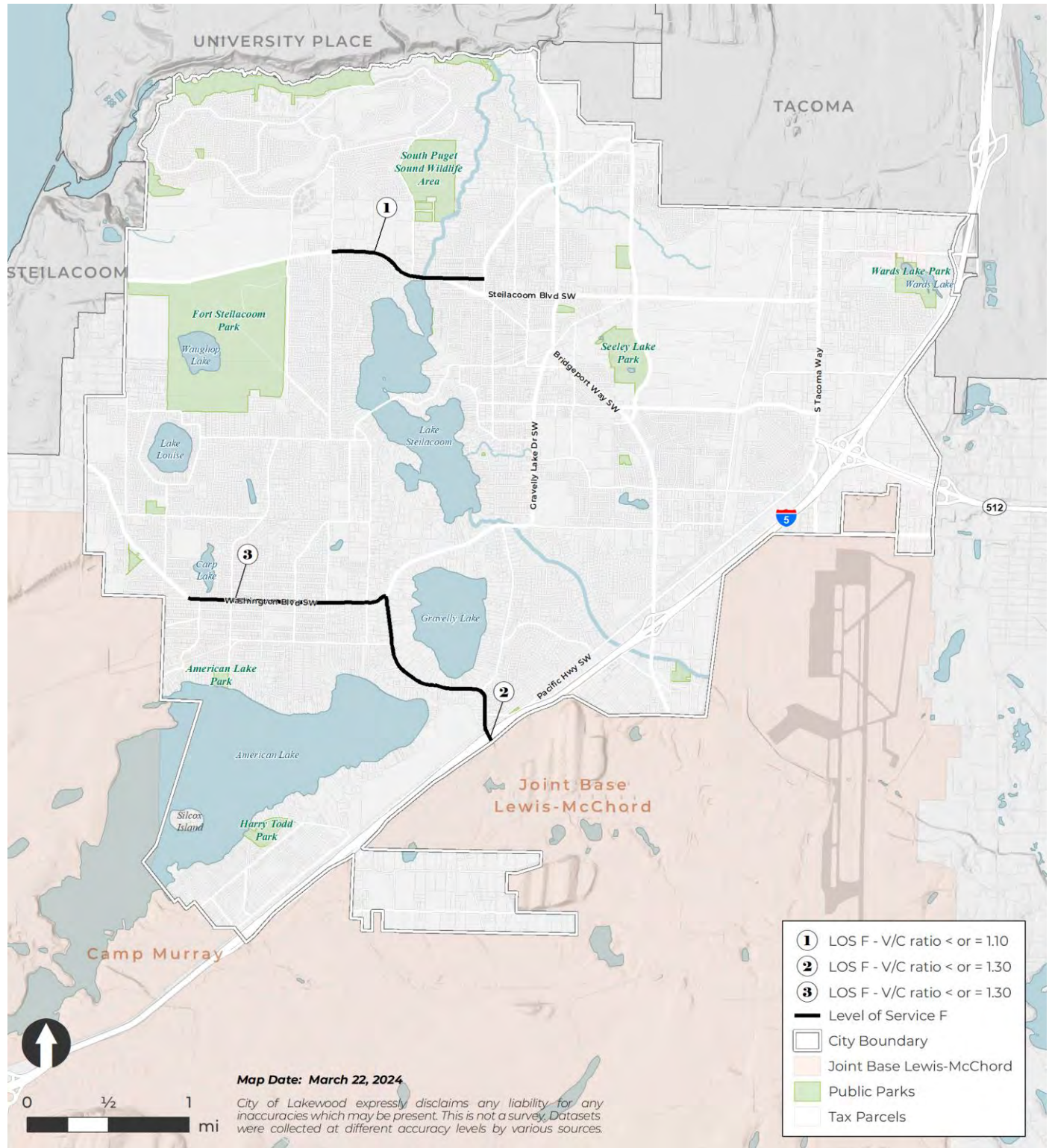
- Adequate facilities.** Under the current system, this category would represent portions of the system that are currently a functional part of the city's multimodal transportation network (walking and/or biking). While improvements and regular maintenance may be necessary, these facilities are designed to a sufficient level to support current and expected users.
- High priority.** From the NMTP, multiple priority projects have been identified as crucial to expanding the city's network and improving available connections. This would include the sidewalk projects from the NMTP listed in Exhibit 12-8, as well as the proposed projects listed in the inventories above. These projects should be given high priority for future funding and resources, as they are expected to significantly promote walking and biking in the city moving forward.

- **Moderate priority.** While no less of a priority, other projects may represent changes to facilities that currently exist but may not be as functional as an effective transportation connection or as high of a priority as identified in the NMTP. Additionally, there may be other potential projects that can contribute to the network but are not currently identified in the NMTP. These would be highlighted as important to the city, but not the highest priority projects in building out the desired network.

These classifications would be applied to the proposed pedestrian and cycling networks and updated as required. Ongoing efforts to ensure that MMLOS would be improved for non-motorized systems would focus on how Lakewood is striving towards greater connectivity, safety, and effective use through the complete network identified in the NMTP. Future policy actions should be evaluated based on the length of moderate and high priority facilities that can be recategorized as “adequate”.

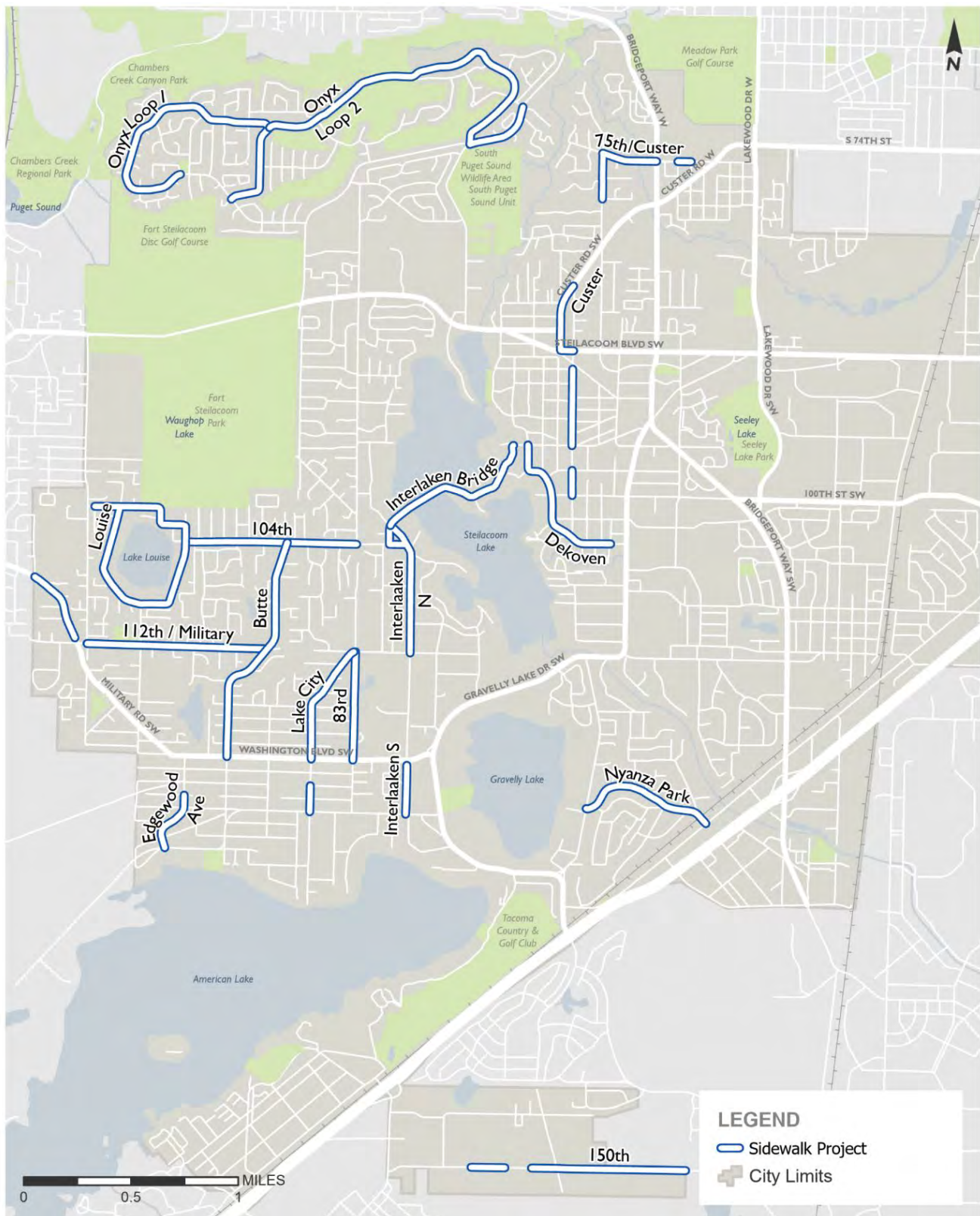
Over time, these measures may be expanded further to account for a more detailed perspective on multimodal transportation needs in the city. Regular updates to the NMTP and the Element should revisit these measures and explore how best to reflect these needs in the future.

Exhibit 12-7. Lakewood Arterials Allowing LOS F Thresholds.



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

Exhibit 12-8. Lakewood Pedestrian Project Locations.



Sources: City of Lakewood, 2023.

## Transit

A challenging aspect of providing city Level of Service measures for transit is that while levels of transit service can affect the feasibility of growth and the ability for the city to keep pace with transportation demands, other agencies, specifically Pierce County Transit and Sound Transit, oversee the management of services. However, while the city is not in direct control of managing transit, there is a significant role for the city to play in supporting transit and highlighting areas where the city should coordinate with service providers.

The transit Level of Service standard for transit access in Lakewood includes measuring the capacity and use of transit stops in the city, and categorizing them as follows:

- **Adequate facilities.** Under the current system, this would represent functional transit stops in the network that can meet local and city-wide needs with current and planned service and include sufficient pedestrian and bicycling connections to link the stops with the surrounding area.
- **High priority.** This would include transit stops that are currently operating and require significant improvements to provide pedestrian and bicycling connections for access, as well as planned transit stops that would be required to support expected increases in density over the short term.
- **Moderate priority.** Other transit stops may be operating and serving the surrounding community, but identified improvements may be necessary by the city to improve transit use. In other cases, longer-term density increases may be planned in certain areas that would require an increase in transit services. While still a priority, these facilities would not be the most essential in addressing immediate concerns with the system.
- **No facilities.** Some parts of the city might not have convenient access to current or planned transit stops, which needs to be considered in this standard. In these instances, potential or existing developments might not generate necessary ridership, or the available rights-of-way could pose difficulties for transit facility accommodation. While these services might not be immediately accessible, the city should support initiatives by agencies like Pierce County Transit to offer micro-transit solutions and other alternative transit modes where feasible.

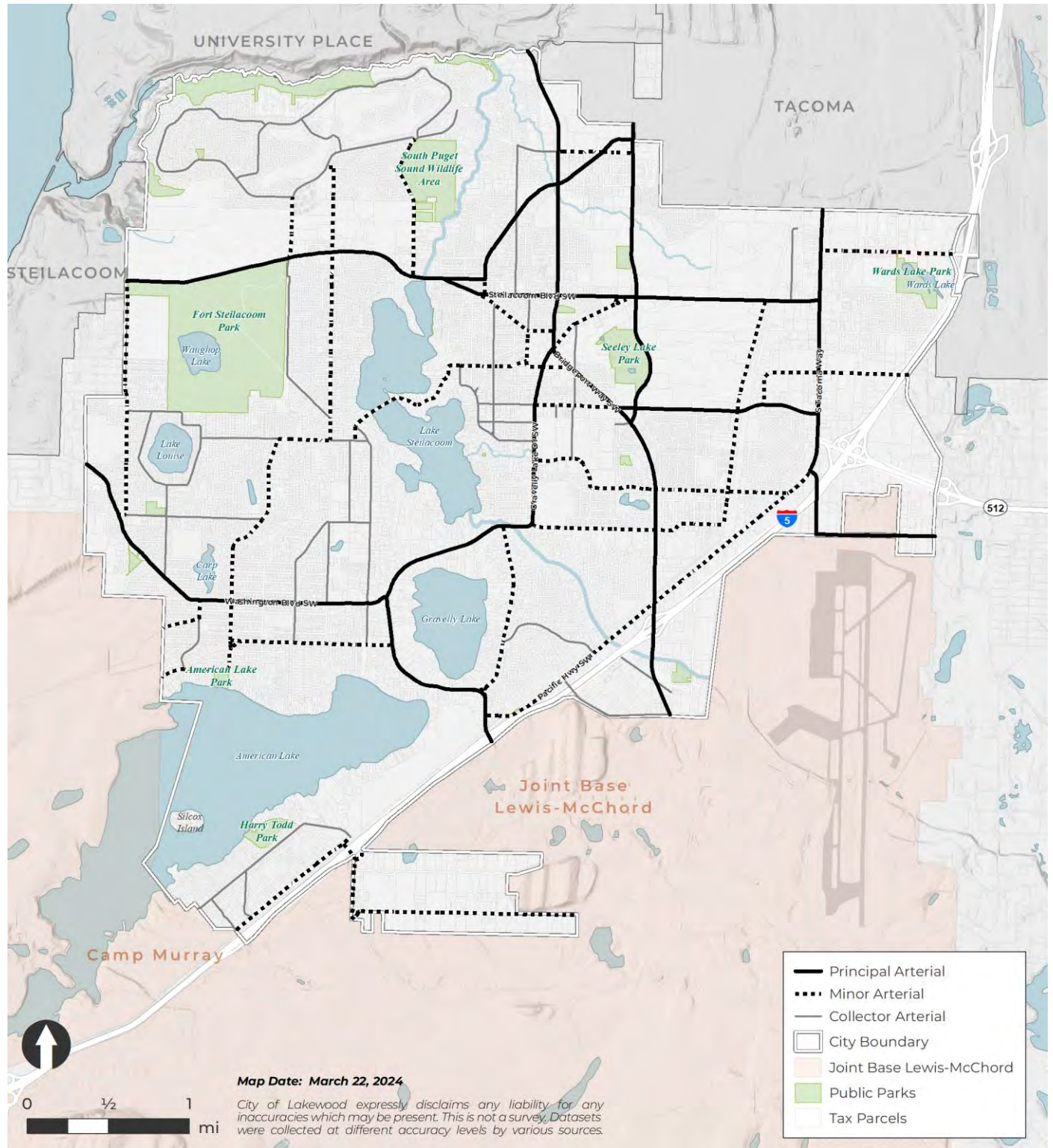
Future efforts to refine this Level of Service measure should work to include the expected number of residents and jobs accessible to frequent transit service in the city and should be coordinated with other measures of MMLOS as noted previously.

## Freight

In addition to maintaining road and transportation networks for passenger vehicles, it is essential to acknowledge the need for freight access in Lakewood. Industrial uses and warehousing require consistent access by truck traffic, which can often require balancing needs to improve safety in major trucking corridors. Additionally, the city also includes BNSF Railway and Sound Transit rail lines with rail access in the Lakewood Industrial Park managed by Tacoma Rail.

Major freight routes in Lakewood are outlined in Exhibit 12-9, based on the WSDOT 2021 Freight and Goods Transportation System (FGTS) report. The truck freight corridors are classified by the annual freight tonnage transported for each roadway segment:

Exhibit 12-9. Lakewood Freight System.



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



- **T1:** more than 10 million tons per year
- **T2:** 4 million to 10 million tons per year
- **T3:** 300,000 to 4 million tons per year
- **T4:** 100,000 to 300,000 tons per year
- **T5:** at least 20,000 tons in 60 days and less than 100,000 tons per year.

Note that the primary rail lines are considered to be “R-2” lines, responsible for transporting 1 to 5 million tons of freight per year.

Freight measures of LOS for truck traffic will rely on the LOS measures for streets as identified above along major freight routes.

### 12.2.4 Recent Trends

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

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

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

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

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

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

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

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

## 12.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

- TR-5.4 Discourage the abandonment of full-length alleys.
- TR-5.5 Collaborate with neighboring jurisdictions to standardize access restrictions to arterials and highways of regional importance.
- TR-5.6 Facilitate efficient access for emergency responders to public and private properties.

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

- TR-6.1 Decrease dependence on automobiles in neighborhoods and Downtown while accommodating their use.
- TR-6.2 Maintain smooth traffic flow and pedestrian safety on arterials and major transport routes through operational changes such as optimal timing and synchronization of traffic signals.
- TR-6.3 Conduct an analysis of existing conditions prior to any street reclassifications to substantiate the rationale for the change.
- TR-6.4 Limit the change of residential streets to collector or arterial classifications, except in cases of significant community-wide need.
- TR-6.5 Reduce the effects of freight traffic on residential areas and other sensitive land uses.
- TR-6.6 Reduce the visual and noise impacts of roadways on neighboring properties and users.

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

- TR-7.1 Coordinate street preservation and maintenance tasks to reduce life-cycle costs.
- TR-7.2 Construct and maintain sidewalks to provide continuous and safe connections.
- TR-7.3 Align significant utility projects with roadway maintenance and preservation scheduling to lessen neighborhood disruption and costs.
- TR-7.4 Secure sustainable funding sources for the preservation and maintenance of the transportation system.

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

- TR-8.1 Decrease reliance on single-occupant vehicles for regular travel.
- TR-8.2 Reduce the work-related SOV trip mode share for the Lakewood Regional Growth Center (Downtown) to 65% by 2044.
- TR-8.3 Require Transportation Demand Management improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



# 13 Urban Design

## 13.1 Introduction

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

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

## 13.2 Background

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

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

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

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

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

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

## 13.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# 14 Utilities

## 14.1 Introduction

Consistent with relevant CPPs and RCW [36.70A.070\(4\)](#), utilities include, but are not limited to: sanitary sewer systems, water lines, fire suppression, electrical lines, telecommunication lines, and natural gas lines.

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

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

## 14.2 Background

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

**Exhibit 14-1. Major Utility Providers in Lakewood.**

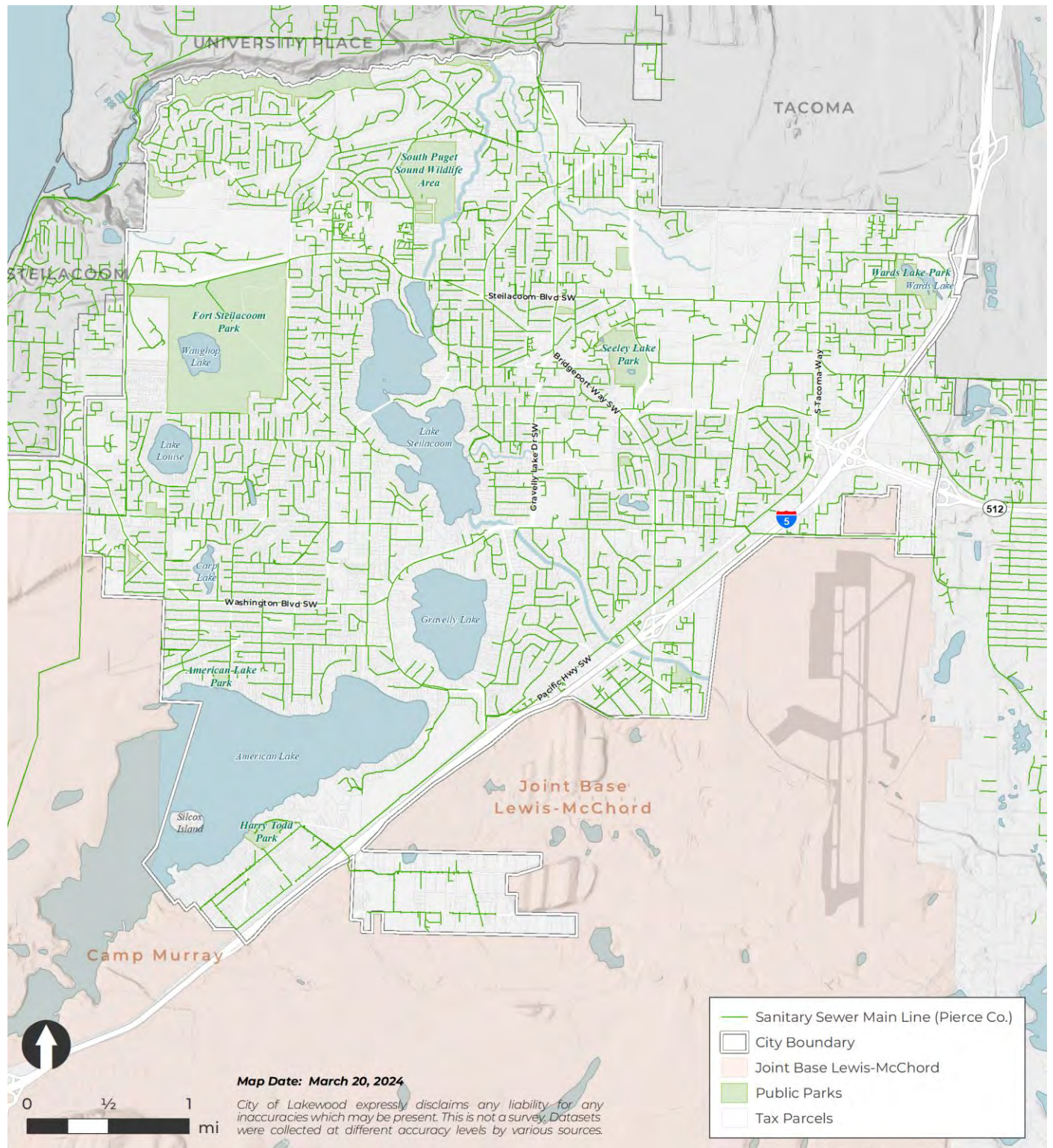
Service / Utility	Agency
<b>Sewer</b>	Pierce County Public Works
<b>Water</b>	Lakewood Water District, Parkland Water District
<b>Electricity</b>	Tacoma Power, Puget Sound Energy, Lakeview Power
<b>Natural Gas</b>	Puget Sound Energy
<b>Telecommunications</b>	Private communications companies
<b>Refuse/Solid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

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

Major services provided include the following:

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

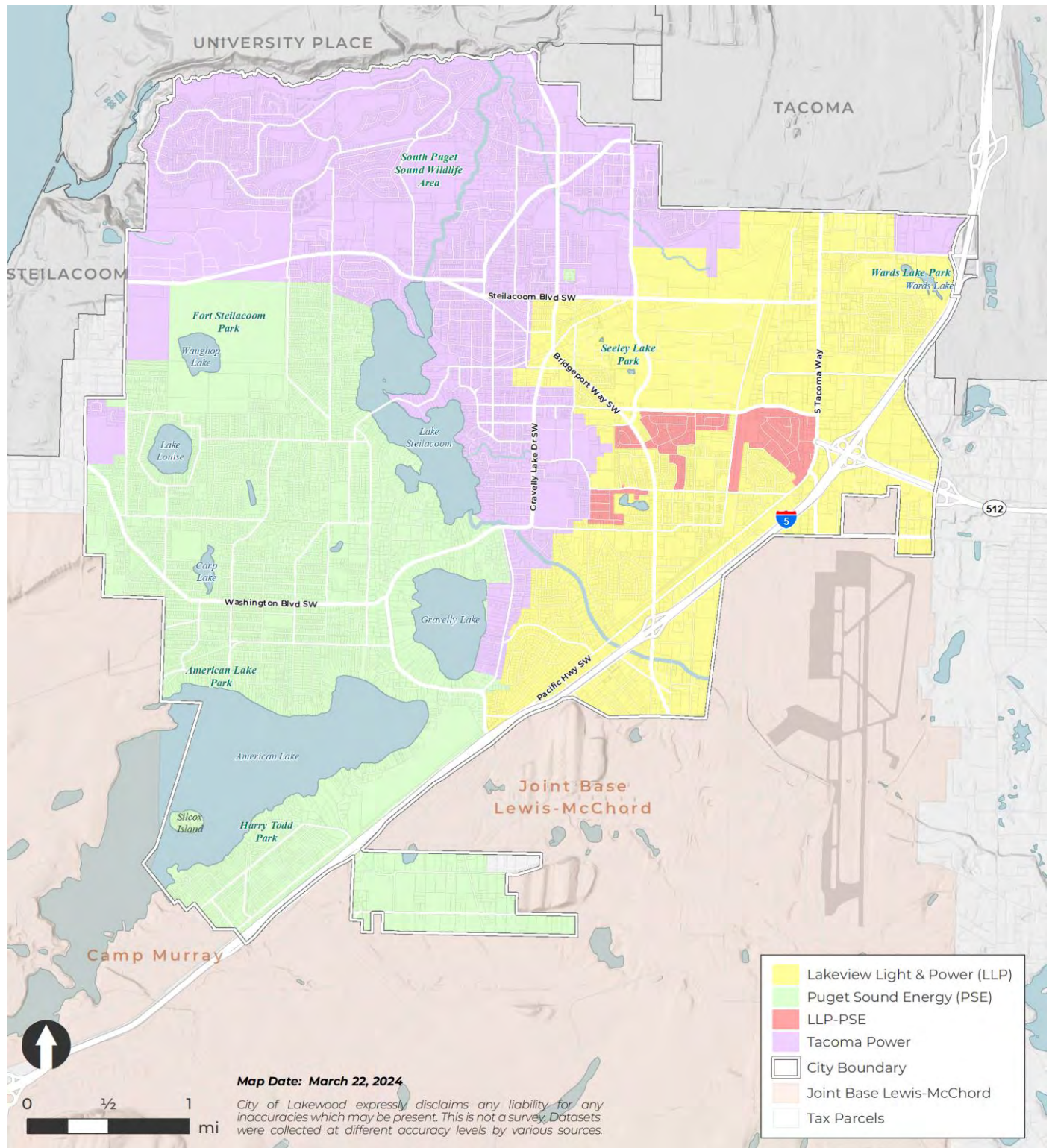
Exhibit 14-2. Lakewood Major Sanitary Sewer Lines.



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



Exhibit 14-3. Lakewood Electricity Providers.



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

## 14.3 Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# 15 Implementation

## 15.1 Introduction

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

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

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

## 15.2 Purpose and Use of the Comprehensive Plan

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

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



## 15.3 Goals and Policies

### 15.3.1 Consistency

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

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

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

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

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

IM-2.1 Consider aligning policies that apply to common areas or issues with neighboring communities.

IM-2.2 Rely on consistent population projections, planning horizons, and other relevant data that are consistent with practices in Pierce County, Steilacoom, Tacoma, and University Place.

IM-2.3 Circulate Plan updates and amendments to Pierce County, Steilacoom, Tacoma, University Place, and other jurisdictions as needed.

**/ IM-3 Ensure that the Lakewood Comprehensive Plan is an internally consistent document with clear steps for implementation.**

IM-3.1 Develop an implementation strategy for the Comprehensive Plan that includes regulatory and non-regulatory measures needed.

IM-3.2 Ensure the implementation strategy for the Comprehensive Plan considers necessary changes to the Lakewood Municipal Code.

IM-3.3 Include a schedule for the adoption or amendment of the development regulations identified in the implementation strategy.

IM-3.4 Ensure that the implementation strategy is a public document available for review.

## 15.3.2 Public Engagement

### / IM-5 **Promote active engagement by residents and stakeholders in an open and transparent planning process, especially vulnerable populations and members of overburdened communities.**

- IM-5.1 Implement procedures for accessible public participation with the Comprehensive Plan and associated documents, including:
- Widespread distribution of proposals,
  - Opportunities for submitting written comments,
  - Public meetings with effective notice,
  - Ensuring environments for open discussion,
  - Maintaining communication programs,
  - Coordinating information services, and
  - Responding thoughtfully to public feedback.
- IM-5.2 Use diverse and accessible methods to communicate effectively with all members of the public throughout the planning process.
- IM-5.3 Strive for inclusive community engagement, drawing in groups previously underrepresented in planning discussions.
- IM-5.5 Demonstrate how public comments have been incorporated into the Comprehensive Plan and development regulation legislative actions.
- IM-5.5 Record all public meetings held for outreach for planning.
- IM-5.6 Clearly reference the sources of data used in the Comprehensive Plan and development regulations.

### / IM-6 **Coordinate updates and amendments to the Comprehensive Plan based on a regular schedule.**

- IM-6.1 Revise the Lakewood Comprehensive Plans and development regulations for compliance with GMA requirements by December 31, 2024, with subsequent reviews conducted on or before June 30, 2034 and every 10 years thereafter.
- IM-6.2 Coordinate a five-year periodic review of the Comprehensive Plan by December 31, 2029, and provide the Department of Commerce a progress report detailing implementation conducted for the Comprehensive Plan to that date.
- IM-6.3 Update the Transportation Element of the Lakewood Comprehensive Plan and create a Climate Change and Resiliency Element as part of the initial implementation progress report due by December 31, 2029, pending availability of funding.
- IM-6.4 Limit amendments and revisions to the Comprehensive Plan to no more than once annually.

IM-6.5 Permit emergency amendments to the Comprehensive Plan more frequently than once per year when necessary to address immediate concerns vital to the community's health, safety, and welfare.

### 15.3.3 Tribal Coordination

**/ IM-7 Foster collaborative and respectful coordination with federally recognized Indian Tribes whose reservations or ceded lands are within Pierce County.**

IM-7.1 Engage in good faith negotiations to develop a memorandum of agreement with any federally recognized Indian Tribe about collaboration and participation in the planning process upon receiving a Tribal resolution indicating their interests within Pierce County and intent for collaboration.

IM-7.2 Coordinate and collaborate on planning efforts with Tribes in areas of mutual interest, based on the guidelines and commitments established in the memorandum of agreement.

IM-7.3 Provide options for communication and engagement for Tribes which are not subject to a memorandum of agreement but have reservations or ceded lands in the city.

## 15.4 Implementation Strategies

While this Comprehensive Plan provides a complete set of policies for the City of Lakewood, the implementation of the Plan is implemented and executed through a range of different actions. This section outlines specific strategies that the city can employ to fulfill the goals and policies set out in each Element of the Plan.

For each action provided here as part of the strategies, the following information is provided:

- The other related Elements that could also be implemented through these actions;
- The expected lead departments/agencies and other potential partners involved with this work; and
- The expected timeline for this work, which in addition to periodic and regular actions, can include “short-term” actions intended over the 1–2 years after approval of the Plan, “moderate-term” actions intended to be completed before the five-year Plan review, and “long-term” actions intended to be completed five years or more from approval.

The following actions highlight how the Comprehensive Plan elements can be implemented but are not intended to be exhaustive. Ongoing policymaking, programming, and guidance are expected to be developed through the regular biennial budgets, individual plans and strategies by topic area, and ongoing planning by the City Council.

For the abbreviations below:

- CED = Department of Community and Economic Development
- PRCS = Department of Parks, Recreation, and Community Services
- PWE = Public Works Engineering

### 15.4.1 General

Actions	Related Elements	Lead/Partners	Timeline
GE-A Schedule and conduct regular updates and reviews of the Comprehensive Plan to comply with ongoing legal requirements and to address emerging community needs and priorities.	(all)	CED (Long Range Planning); Planning Commission	Regular/yearly
GE-B Maintain comprehensive and accessible public engagement procedures that encourage active participation from all community sectors, particularly vulnerable and traditionally underrepresented groups.	(all)	CED (Long Range Planning); City Manager; Lakewood’s Promise Advisory Board; Youth Council	Short-term
GE-C Explore improved coordination with Tribal governments through memoranda of agreement.	(all)	CED (Long Range Planning); City Manager	Moderate-term
GE-D Develop a regular public reporting framework to identify and report progress on the implementation of Comprehensive Plan policies.	(all)	CED (Long Range Planning); Planning Commission	Short-term
GE-E Develop a methodology for a 5-year implementation status report as part of the Comprehensive Plan monitoring.	(all)	CED (Long Range Planning); Planning Commission	Moderate-term
GE-F Develop an annual legislative agenda and proactively engage with the county council, state legislature, and federal delegation to receive assistance in achieving city goals.	(all)	City Council; City Manager; all departments	Regular/yearly

## 15.4.2 Land Use

Actions	Related Elements	Lead/Partners	Timeline
LU-A Review zoning designations to confirm alignment with the revised Comprehensive Plan land use designations and the Future Land Use Map (FLUM).	Housing; Capital Facilities and Essential Public Facilities	CED (Long Range Planning); Planning Commission	Regular/yearly
LU-B Regularly monitor development trends and buildable land capacity and update the City Council on necessary Comprehensive Plan amendments to help meet growth targets.	Implementation (Public Engagement)	CED (Long Range Planning), CED (Development Services); Planning Commission	Regular/yearly
LU-C Examine minimum density standards in selected areas such as the Downtown to maximize land use for housing and employment.	Housing	CED (Long Range Planning)	Moderate-term
LU-D Simplify the city code to improve usability for developers and streamline use.	Housing	CED (Long Range Planning), CED (Development Services); Planning Commission	Moderate-term

### 15.4.3 Capital Facilities and Essential Public Facilities

Actions	Related Elements	Lead/Partners	Timeline	
CF-A	Conduct periodic assessments to ensure all city services and utilities comply with the Comprehensive Plan and effectively meet community needs.	Public Services; Utilities	PWE	Regular/yearly
CF-B	Regularly review the need for demand management strategies and conservation measures to address increases in service demand.	Public Services; Utilities	PWE; CED (Long Range Planning)	Moderate-term
CF-C	Periodically review the provision of urban services and utilities to the city's Urban Growth Area (UGA) to determine if service delivery is optimal.	Public Services; Utilities	PWE (Capital Projects); CED (Long Range Planning)	Short-term
CF-D	Maintain a transparent and efficient process for siting essential public facilities that considers environmental and community impacts.	Public Services; Utilities	CED (Long Range Planning); PWE (Capital Projects); Planning Commission	Moderate-term/ongoing
CF-E	Maintain and regularly revise the city's Capital Improvement Program.	Public Services; Utilities	PWE (Capital Projects); CED (Long Range Planning)	Regular/yearly

### 15.4.4 Economic Development

Actions		Related Elements	Lead/Partners	Timeline
ED-A	Maintain an Economic Development Strategy to guide local actions that can enhance business growth and promote local economic development.	Land Use; Transportation; Public Services; Utilities; Housing	CED (Economic Development); City Manager	Moderate-term
ED-B	Provide regular reporting and analysis of local economic data (e.g., land use trends, employment forecasts, retail analyses) to support local actions.		CED (Economic Development)	Regular/yearly
ED-C	Regularly conduct comprehensive surveys and outreach among local businesses to pinpoint prevailing challenges and fine-tune business retention strategies		CED (Economic Development)	Regular/periodic
ED-D	Create marketing materials and supporting information about available tax incentives, grants, and other financial mechanisms that can assist in business development and economic expansion.		CED (Economic Development)	Short-term
ED-E	Engage in marketing and business retention and expansion activities to enhance the city's image as a prime location for business and investment, highlighting the city's strategic advantages and quality of life.		CED (Economic Development)	Ongoing
ED-F	Monitor city permitting and licensing processing times to identify any potential issues and determine necessary action.	Housing; Utilities	CED (Economic Development); CED (Development Services); PWE (Engineering Services)	Regular/yearly
ED-G	Enhance information sharing between the city, real estate brokers, developers, and financial institutions to keep the city informed about emerging development trends, available properties, current market vacancies, and pertinent economic issues.		CED (Economic Development); real estate representatives	Short-term/ongoing
ED-H	Maintain site selection resources to help match available commercial and industrial spaces with the specific needs of both new and established businesses in the community.		CED (Economic Development); Administrative Services (Information Technology)	Administrative Services (Information Technology)



## 15.4.5 Energy and Climate Change

Actions	Related Elements	Lead/Partners	Timeline	
EC-A	Increase community awareness about climate change through educational campaigns and local sustainability efforts through workshops and partnerships with local organizations.	Implementation (Public Engagement)	CED (Long Range Planning); PWE (Engineering Services)	Short-term/ongoing
EC-B	Develop a hazards management plan that includes strategies for both pre-incident and post-incident management to enhance community resilience.	Public Services	City Manager; West Pierce Fire & Rescue; Lakewood Police Department; neighboring communities	Moderate-term
EC-C	Work with transportation agencies on ongoing programs to improve and enhance public transit services and reduce the community's reliance on private vehicles.	Transportation	PWE (Transportation); WSDOT; Sound Transit; Pierce County Transit; neighboring communities	Ongoing
EC-D	Increase the use of renewable energy sources like solar and wind power by the city.	Capital Facilities and Essential Public Facilities	CED (Long Range Planning); PWE (Engineering Services); PRCS (Property Management)	Short-term
EC-E	Promote energy and water conservation practices in the design, construction, and maintenance of city-owned buildings.	Capital Facilities and Essential Public Facilities	PWE (Engineering Services); PRCS (Property Management)	Short-term/ongoing
EC-F	Provide public information about conservation practices.	Implementation (Public Engagement)	CED (Long Range Planning); PWE (Engineering Services)	Short-term
EC-G	Review the feasibility of installing EV charging stations and implement installations where possible.	Transportation	CED (Long Range Planning); PWE (Transportation)	Short-term
EC-H	Develop an Energy & Climate Change Implementation Plan to guide the actions to carry out energy, climate change, and resilience policies from this Element.	Natural Environment, Transportation, Capital Facilities and Essential Public Facilities; Land Use	City Manager; CED (Long Range Planning); all departments	Short-term
EC-I	Provide for ongoing monitoring and reporting of the city's carbon emissions and reduction efforts.	Natural Environment, Transportation, Capital Facilities and Essential Public Facilities; Land Use; Implementation (Public Engagement)	City Manager; CED (Long Range Planning); all departments	Short-term/Ongoing

## 15.4.6 Housing

Actions	Related Elements	Lead/Partners	Timeline	
HO-A	Regularly update and maintain a Housing Action Plan to provide strategic guidance on how best to achieve housing goals.	CED (Long Range Planning); CED (Housing & Community Services)	Moderate-term	
HO-B	Regularly compile statistics on housing construction and demolition by type to provide regular reports on changes to housing in the community and progress towards identified goals.	Land Use	CED (Development Services); CED (Long Range Planning)	Regular/yearly
HO-C	Periodically review the use of housing incentives such as the Multifamily Tax Exemption (MFTE) program to ensure these programs promote desired residential development in targeted areas and support the sustainability of diverse housing options within the community.	Land Use; Economic Development	CED (Economic Development)	Moderate-term
HO-D	Review the Building Code and Fire Code to determine options for reducing building costs and improving the efficiency of development without compromising the health and safety of building occupants.	Land Use; Public Services	CED (Long Range Planning); CED (Development Services); West Pierce Fire & Rescue (Fire Marshal)	Short-term
HO-E	Explore additional incentives for infill development to encourage the use of available capacity.	Land Use	CED (Long Range Planning)	Short-term
HO-F	Partner with developers and other organization to demonstrate diverse and innovative housing types that could address a variety of residential needs.		CED (Development Services)	Ongoing
HO-G	Provide support such as pre-approved plans to encourage the development of Accessory Dwelling Units (ADUs).		CED (Long Range Planning); CED (Development Services)	Short-term
HO-H	Coordinate with nonprofit organizations, regional housing authorities, and other agencies to plan for supportive housing to meet identified city targets.		CED (Long Range Planning); CED (Housing & Community Services); Community Services Advisory Board	Ongoing
HO-I	Coordinate outreach to manufactured home park owners and residents to facilitate preservation as affordable housing.		CED (Long Range Planning); CED (Housing & Community Services)	Moderate-term

### 15.4.7 Military Compatibility

Actions	Related Elements	Lead/Partners	Timeline
<p>MC-A Provide regular monitoring of city land use to identify activities that could negatively affect JBLM operations, ensuring all planning aligns with relevant growth and safety guidelines.</p>	Land Use	CED (SSMCP); CED (Long Range Planning); JBLM	Ongoing
<p>MC-B Maintain coordination efforts with JBLM through structured consultation and notification processes for any city actions potentially impacting military facilities</p>	Land Use	CED (SSMCP); CED (Development Services); CED (Long Range Planning); JBLM	Ongoing
<p>MC-C Act as the fiscal agent and provide administrative support for the South Sound Military &amp; Communities Partnership, ensuring active participation at executive levels.</p>		CED (SSMCP)	Ongoing
<p>MC-D Amend local zoning codes and ordinances to include land use compatibility requirements, including those that promote sound attenuation and account aircraft safety and military operational noise.</p>	Land Use	CED (SSMCP); CED (Long Range Planning)	Short-term
<p>MC-E Engage with JBLM and surrounding communities through the SSMCP to provide comprehensive planning for the needs for off-base housing for base staff.</p>	Land Use	CED (SSMCP); CED (Long Range Planning); JBLM; neighboring communities	Ongoing

## 15.4.8 Natural Environment

Actions	Related Elements	Lead/Partners	Timeline	
NE-A	Maintain and periodically update the city's Critical Areas and Resource Lands Ordinance and related plans to incorporate the latest scientific research and adaptive management insights as required by the Growth Management Act (GMA).	Land Use	CED (Long Range Planning); PWE	Moderate-term
NE-B	Maintain the city's Shoreline Master Program (SMP) and Restoration Plan, consistent with Growth Management Act and the state Shoreline Management Act, including salmon recovery provisions.	Shoreline Master Program; Land Use	CED (Long Range Planning); CED (Development Services); PWE; American Lake Management District No. 1 Advisory Committee	Moderate-term
NE-C	Provide comprehensive environmental stewardship resources both online and in print, offering materials in multiple languages to increase engagement and distribution.	Implementation (Public Engagement)	CED (Long Range Planning); CED (Development Services); PWE	Short-term
NE-D	Coordinate ongoing engagement to share information about natural environmental quality and actions to protect and improve water quality.	Implementation (Public Engagement)	CED (Long Range Planning); CED (Development Services); PWE	Short-term/ongoing
NE-D	Provide public information about compliance with the city tree protections, especially with respect to the Oregon white oak.	Implementation (Public Engagement)	CED (Long Range Planning); CED (Development Services); PWE	Short-term
NE-E	Provide information to landowners and developers to encourage the use of non-structural methods for flood prevention and mitigation to maintain natural flood storage functions and reduce the impact of flood events.	Land Use; Implementation (Public Engagement)	CED (Development Services); PWE	Short-term
NE-F	Maintain surface and groundwater monitoring programs to support efforts to reduce pollution sources impacting major water bodies within the city.		PWE (Surface Water Management Program)	Ongoing
NE-G	Initiate projects to restore and enhance riparian zones to maintain their ecological functions, improve water quality and support biodiversity.		PWE (Surface Water Management Program); American Lake Management District No. 1 Advisory Committee	Short-term/ongoing
NE-H	Maintain and expand the urban forestry program to increase tree coverage, promote tree health, and ensure the preservation of significant tree stands throughout the city.		CED (Long Range Planning); CED (Development Services); PWE (Engineering Services); Tree Advisory Committee	Short-term/ongoing

Actions		Related Elements	Lead/Partners	Timeline
NE-I	Ensure that the development process includes oversight to preserve the ecological functions of wetlands and achieve "no net loss" in wetland value and function.	Land Use	CED (Development Services); PWE (Surface Water Management Program)	Short-term/ongoing
NE-J	Coordinate planning to develop and enhance safe public access to shorelines and lakes, ensuring the protection of natural habitats while promoting recreational use that does not compromise ecological health.	Land Use	CED (Long Range Planning); CED (Development Services)	Moderate-term
NE-K	Collaborate with local environmental agencies and organizations to support local implementation of stewardship programs.	Land Use	CED (Development Services); PWE (Surface Water Management Program)	Moderate-term /ongoing

## 15.4.9 Parks, Recreation, and Open Space

Actions	Related Elements	Lead/Partners	Timeline
PR-A	Regularly update the Parks, Recreation, and Open Space Plan to reflect evolving community needs and ensure alignment with related city elements and strategies.	PRCS (all); Parks & Recreation Advisory Board	Moderate-term
PR-B	Review barriers to access for individual parks and provide planning for the elimination of these barriers, including upgrades to meet Americans with Disabilities Act (ADA) standards.	Transportation; Capital Facilities and Essential Public Facilities	PRCS (all); Parks & Recreation Advisory Board
PR-C	Implement and maintain engagement programs to involve residents, community groups, and stakeholders in the planning and development of park facilities and programs.	Implementation (Public Engagement)	PRCS; Parks & Recreation Advisory Board
PR-D	Develop programming for parks and public spaces that showcase local art and cultural elements that highlight the community's heritage and diversity.		PRCS (Operations & Maintenance); Parks & Recreation Advisory Board; Lakewood Arts Commission
PR-E	Provide regular reporting on park and open space improvements in the city and progress towards identified goals.		PRCS (Capital Projects); Parks & Recreation Advisory Board
PR-F	Pursue various external funding mechanisms, including federal, state, and private/non-profit grants, to finance park and recreation projects.		PRCS (Capital Projects); Parks & Recreation Advisory Board
PR-G	Ensure the city's website maintains user-friendly information about parks to improve visitor communication and engagement. This can include facility maps, trail maps, details about available amenities, and integration with on-site signage.		PRCS; Administrative Services (Information Technology); Parks & Recreation Advisory Board

### 15.4.10 Public Services

Actions		Related Elements	Lead/Partners	Timeline
PS-A	Conduct regular community outreach activities to educate the public about fire safety and hazardous materials management.	Implementation (Public Engagement)	West Pierce Fire & Rescue; Public Safety Advisory Board	Short-term/ongoing
PS-B	Regularly assess the impact of growth on emergency services to guide changes in management and resource planning.	Capital Facilities and Essential Public Facilities	West Pierce Fire & Rescue; Public Safety Advisory Board	Regular/yearly
PS-C	Coordinate plans to reduce EMS response times to four minutes.		West Pierce Fire & Rescue; Public Safety Advisory Board	Moderate-term
PS-D	Provide regular support from the city for community-based crime prevention programs.		Lakewood Police Department (Specialty Units); Public Safety Advisory Board	Moderate-term
PS-E	Maintain a comprehensive emergency management plan that includes pre-incident and post-incident strategies to address potential disasters.	Energy and Climate Change	City Manager; Public Safety Advisory Board; West Pierce Fire & Rescue; Lakewood Police Department; neighboring communities	Moderate-term
PS-F	Provide for regular engagement with public services providers to assess and address community needs through strategic planning and collaboration.	Implementation (Public Engagement)	West Pierce Fire & Rescue; Lakewood Police Department; City Manager; Public Safety Advisory Board	Short-term/ongoing
PS-G	Provide a framework for regular engagement with the local school district to ensure that school facilities planning can accommodate future students and potentially meet the needs for community facilities.	Implementation (Public Engagement)	Clover Park School District; PRCS (Operations & Maintenance); PRCS (Recreation)	Ongoing
PS-H	Explore the development of new library facilities, services, and outreach programs to meet growing demand, especially in underserved communities.		Pierce County Library System; City Manager	Ongoing

### 15.4.11 Subareas

Actions	Related Elements	Lead/Partners	Timeline
SA-A Develop and implement redevelopment and subarea plans for Springbrook, the Pacific Highway SW corridor, and selected residential arterials.	(all)	CED (Long Range Planning)	Moderate-term
SA-B Regularly monitor development trends and buildable land capacity within subareas and update the City Council on necessary Subarea Plan amendments to help meet subarea growth targets.	Land Use; Housing	CED (Long Range Planning); CED (Development Services)	Regular/yearly



### 15.4.12 Transportation

Actions	Related Elements	Lead/Partners	Timeline
TR-A Amend and regularly update the Lakewood Engineering Design Standards to ensure alignment with desired improvements to streetscapes and local transportation improvements.	Capital Facilities and Essential Public Facilities	PWE (Transportation)	Moderate-term
TR-B Regularly update and amend the city's six-year Transportation Improvement Program according to the priorities included in the Comprehensive Plan.	Capital Facilities and Essential Public Facilities	PWE (Transportation)	Regular/yearly
TR-C Implement a traffic safety program aimed at achieving zero fatalities and serious injuries using a Safe System Approach, with regular reviews and updates based on data analysis.	Public Services	PWE (Transportation); Lakewood Police Department	Moderate-term/ongoing
TR-D Revise and enforce design standards for pedestrian and bicycle facilities to align with national guidelines and local needs	Parks, Recreation, and Open Space; Capital Facilities and Essential Public Facilities	PWE (Transportation); PRCS (Capital Projects)	Short-term
TR-E Continue collaborations with county and regional entities to fund and implement significant multimodal transportation improvements	Capital Facilities and Essential Public Facilities	PWE (Transportation); City Manager	Ongoing
TR-F Develop and implement an ADA Transition Plan for city facilities and transportation infrastructure.	(all)	City Manager; all departments	Short-term
TR-G Provide guidance for Transportation Demand Management (TDM) strategies used by development projects as impact mitigation.	Land Use	PWE (Transportation); CED (Long Range Planning)	Moderate-term
TR-H Coordinate a commute trip reduction plan with local businesses, transit agencies, and other entities to decrease traffic.	Land Use; Economic Development	PWE (Transportation)	Moderate-term
TR-I Implement and regularly update the Non-Motorized Transportation Plan to highlight pedestrian and bicycle infrastructure as integral components of the local multimodal transportation system.	Capital Facilities and Essential Public Facilities	PWE (Transportation); PRCS (Capital Projects)	Moderate-term
TR-J Implement a street light placement policy focused on enhancing pedestrian safety through better lighting, especially in newly developed or redeveloped areas.	Capital Facilities and Essential Public Facilities	PWE (Transportation)	Short-term

Actions	Related Elements	Lead/Partners	Timeline
TR-K Coordinate a review of the potential for local micro-transit and "first mile last mile" services with Pierce County Transit.		PWE (Transportation); Sound Transit; Pierce County Transit; neighboring communities	Moderate-term
TR-L Work closely with WSDOT, neighboring jurisdictions, and regional transit authorities to ensure coherent transportation planning.	Capital Facilities and Essential Public Facilities	PWE (Transportation); WSDOT; Sound Transit; Pierce County Transit; neighboring communities	Ongoing

### 15.4.13 Urban Design

Strategy	Related Elements	Lead/Partners	Timeline	
UD-A	Develop and implement community design guidelines for commercial, industrial, and multifamily residential development. These should consider the design elements and features that give specific areas a distinctive character.	Land Use; Housing	CED (Long Range Planning); CED (Development Services)	Moderate-term
UD-B	Develop an individual identity for the International District through branding, visitor engagement, and city-sponsored events.	Land Use; Economic Development	CED (Economic Development); CED (Long Range Planning); CED (Development Services)	Moderate-term
UD-C	Capitalize on historical sites in the area such as Fort Steilacoom, Lakewood Gardens, and the Lakewood Colonial Theater, as well as other local amenities like the lakes and parks.	Land Use; Parks, Recreation, and Open Space	PRCS (Recreation); Landmarks and Heritage Advisory Board	Moderate-term
UD-D	Provide guidelines and resources to encourage the inclusion of public art from local artists in development projects to enrich the urban environment and celebrate local culture.	Land Use; Housing; Parks, Recreation, and Open Space	PRCS (Operations and Maintenance); Lakewood Arts Commission	Moderate-term
UD-E	Create guidelines for unified design themes and consistent wayfinding for public street facilities to strengthen community identity.	Land Use; Transportation; Parks, Recreation, and Open Space	CED (Long Range Planning); CED (Development Services); PWE (Transportation); PRCS (Operations & Maintenance)	Moderate-term
UD-F	Collaborate with state or regional organizations to develop materials that encourage implementation of Universal Design standards for housing accessibility.	Land Use; Housing	CED (Housing & Community Services); CED (Development Services)	Moderate-term

### 15.4.14 Utilities

Strategy	Related Elements	Partners	Timeline	
UT-A	Maintain a comprehensive schedule to manage and update data on utility corridors and facilities with private utility providers.	Public Services; Capital Facilities and Essential Public Facilities	CED (Long Range Planning); Administrative Services (Information Technology); PWE (Engineering Services)	Short-term/ongoing
UT-B	Develop materials and engage with utility providers to ensure that the placement and planning of all utility facilities align with the goals and objectives of the Comprehensive Plan	Public Services; Capital Facilities and Essential Public Facilities	PWE (Engineering Services)	Short-term/ongoing
UT-C	Plan and implement necessary upgrades to flood control systems to meet NPDES standards.	Natural Environment	PWE	Short-term/ongoing
UT-D	Maintain a clear cost-sharing framework to fairly distribute the costs of storm drain and flood-control improvements among beneficiaries.	Natural Environment; Capital Facilities and Essential Public Facilities	PWE (Capital Projects)	Short-term
UT-E	Create plans for the undergrounding of utilities and coordinate these efforts with other infrastructure projects.	Capital Facilities and Essential Public Facilities	PWE (Capital Projects)	Moderate-term

# 16 Glossary

**Accessory Dwelling Unit (ADU).** A dwelling unit located on the same lot as a single-family housing unit, or duplex, triplex, fourplex, townhome, or other permitted housing unit. These can be “attached” which is located within or attached to the primary unit, or “detached” which consists partly or entirely of a building that is separate from the primary unit and is on the same lot.

**Accident Potential Zones (APZ).** Areas in the vicinity of military airfield runways where an aircraft mishap is most likely to occur if one were to occur. These areas are required to have limited development to prevent significant impacts from air accidents.

**Activity Units (AUs).** A measure of total activity used by PSRC that is calculated as the total of jobs and population.

**Affordable Housing.** Residential housing for households where monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of the household. Affordable housing is typically defined with respect to different income levels based on area median income, with 80% of median income (considered “low income”) typically used as the threshold for affordable rental housing.

**Air Installation Compatibility Use Zone (AICUZ).** A program developed by the Department of Defense to promote public health and safety and protect the operational capability of the air installation through the local adoption of compatible land use controls. These land use controls are intended to promote community growth that is compatible with the airfield operations.

**Americans with Disabilities Act (ADA).** The Act is a 1990 federal law designed to prohibit discrimination against people with disabilities in everyday activities and guarantee equal access to jobs, transportation, public facilities, and services.

**Area Median Income (AMI).** The household income that is assumed to be the median for a household within an area. For the purposes of housing, this is projected by the US Department of Housing and Urban Development and is assumed to represent the median income for a family household of four people. With respect to these calculations, Lakewood is assumed to be part of the Tacoma, WA HUD Metro Fair Market Rent Area.

**Best Available Science (BAS).** The most up-to-date information available for planning and development decision-making, which is defined and required by the Growth Management Act as per RCW [36.70A.172](#).

**Buffer.** An area contiguous with a critical area that is required for the integrity, maintenance, function, and stability of that critical area.

**Bus Rapid Transit (BRT).** A bus-based transportation system that includes additional features to deliver fast and efficient service, such as dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations.

**Capital Facilities.** Capital facilities are tangible assets that generally have a long useful life and include city and non-city operated infrastructure, buildings, and equipment. Under WAC [365-196-415](#), at a minimum, those capital facilities to be included in an inventory and analysis are transportation, water systems, sewer systems, stormwater systems, reclaimed water facilities, schools, parks and recreation facilities, and police and fire protection facilities.

**Center of Municipal Importance (CoMI).** A Center of Municipal Importance is designated to identify a local center or activity node that is consistent with regional and local planning. Such an area is intended to promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or are otherwise located in an established industrial area.

**Climate Adaptation.** Actions taken to adapt to unavoidable impacts as a result of climate change.

**Climate Change.** The change in global and regional climate patterns apparent from the mid- to late-twentieth century onward and attributed largely to increased levels of atmospheric carbon dioxide from the use of fossil fuels.

**Climate Resilience.** The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities.

**Comprehensive Land Use Plan, Comprehensive Plan, or Plan.** A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to Chapter [36.70A](#) RCW.

**Concurrency.** A state planning requirement to ensure that needed services and facilities are in place by the time development is completed and to be occupied, or that funding has been committed to provide such services within 6 years, as per RCW [36.70A.070\(6\)\(b\)](#) and WAC [365-196-840](#).

**Consistency.** A measure of whether any feature of the Comprehensive Plan or a regulation is incompatible with any other feature or a plan or a regulation. The Growth Management Act addresses consistency in three ways: (1) internal consistency of comprehensive plans, (2) consistency of zoning and regulations with the comprehensive plan, and (3) consistency with other jurisdictions.

**Cost Burden.** A measure of the percent of household income spent on housing and housing-related expenditures. Households that spend more than 30% of their gross income on housing, including utilities, are considered “cost-burdened”, while households spending more than 50% of their gross income are considered “severely cost-burdened”.

**Cottage Housing.** Detached residential units on a lot with a common open space that either: (a) is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20% of the lot size as open space.

**Cottage.** A detached, primary dwelling unit with a footprint of 1,000 square feet or less.

**Countywide Planning Policies (CPPs).** Under the Growth Management Act, counties and cities are required to collaboratively develop countywide planning policies to set the general framework for coordinated land use and population planning under RCW [36.70A.210](#).

**Courtyard Housing.** Up to eight attached dwelling units arranged on two or three sides of a yard or a court.

**Covered Employment.** Employment covered under state unemployment insurance which is identified as part of labor statistics in the state. Covered employment does not typically include self-employed workers, proprietors, and other non-insured workers.

**Critical Aquifer Recharge Areas.** Areas that are determined to have a critical recharging effect on aquifers used for potable water.

**Critical Areas Ordinance (CAO).** An ordinance provided under city code to protect the functions and values of ecologically sensitive areas while allowing for reasonable use of private property, through the application of best available science; implement the GMA and the natural environment goals of the Comprehensive Plan; and protect the public from injury and loss due to slope failures, erosion, seismic events, volcanic eruptions, or flooding.

**Critical Areas.** Areas and ecosystems that require protection of resources important to the natural environment, wildlife habitats, and sources of fresh drinking water. Under RCW [36.70A.030](#)(6), there are five types of critical areas: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

**Density.** A measure of the intensity of residential development, usually expressed as the number of people, jobs, or housing units per acre.

**Development Regulation.** Controls placed on the development or land use activities including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, subdivision ordinances, and binding site plan ordinances.

**Displacement.** The relocation of current residents or businesses from their current location due to external factors. Displacement can be physical (e.g., the demolition or removal of a housing unit), economic (e.g., relocation due to rising rents), and/or cultural (e.g., ongoing displacement in a local cultural community hastened due to fewer social connections).

**Duplex.** Two primary attached dwelling units on a lot in any configuration intended for two separate households. Note that a single-family dwelling unit with an attached or detached accessory dwelling unit is not a duplex.

**Dwelling Unit.** One or more rooms located within a structure, designed, arranged, occupied, or intended to be occupied by one or more persons as living accommodations.

**Easement.** A grant by the property owner to the public, a corporation, or persons, of the use of land for a specific purpose and on or over which the owner will not erect any permanent improvements which serve to interfere with the free exercise of that right.

**Environmental Impact Statement (EIS).** A document that identifies potential environmental impacts of a proposed project or action, as required under the State Environmental Protection Act. This can include potential impacts on earth, water resources, plants and animals, land use patterns and environmental justice, plans and policies, population and employment, housing, aesthetics, cultural and historic resources, transportation, public services, and utilities.

**Essential Public Facility.** Capital facilities of a countywide or statewide nature which have characteristics that make them extremely difficult to site. Essential public facilities include, but are not limited to, sewage treatment plants, reservoirs, electrical substations and transmission lines, local airport and port facilities, landfills and solid waste transfer stations, senior high schools, community colleges, four-year colleges and universities, correctional institutions, special population diagnostic or treatment facilities, opioid treatment programs (including both mobile and fixed-site medication units), recovery residences, harm reduction programs (excluding safe injection sites), and inpatient facilities (including substance use disorder treatment facilities, mental health facilities, group homes, community facilities, and secure community transition facilities), stormwater retention or detention facilities serving large drainage basins, and major transit facilities.

**Fish and Wildlife Habitat Conservation Areas.** Areas necessary for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created.

**Floor Area Ratio (FAR).** A measure of development intensity calculated as the gross building area of qualifying improvements on a site divided by the net area of a parcel of property. This is typically expressed as a decimal (not as a percentage).

**Fourplex.** A building consisting of four primary attached dwelling units intended for four separate households on a lot in any configuration.

**Frequently Flooded Areas.** Lands in the floodplain subject to a 1% or greater chance of flooding in any given year. These areas could include, but are not limited to, streams, lakes, wetlands and their associated floodplains, flood fringes or the Federal Emergency Management Agency (FEMA) floodway. A flood hazard area consists of the floodplain, flood fringe, and FEMA floodway.

**Future Land Use.** Policy designations in the Comprehensive Plan that describe use types, densities, and intensities allowed in different areas of the city.

**Future Land Use Map (FLUM).** A required component of the Comprehensive Plan that shows the proposed physical distribution and location of the various land uses during the planning period.

**Geologically Hazardous Areas.** Areas that may not be suited to development consistent with public health, safety, or environmental standards because of their susceptibility to landslides, slope failures, erosion, seismic events, volcanic eruptions, or flooding hazards.

**Goal.** A broad, general statement of the community's desired long-term future state. Goals indicate what ought to exist in the community or what is desired to be achieved in the future.

**Growth Management Act (GMA).** The 1990 State Growth Management Act (Chapter [36.70A](#) RCW), as amended. This statute provides the basis for much of the urban planning in the state of Washington and includes requirements for comprehensive planning for communities.



**Habitat.** The place or type of site where a plant or animal naturally or normally lives and grows.

**High-Occupancy Vehicle (HOV).** A motor vehicle with two or more people traveling in it. This may include carpools, vanpools, and transit.

**High-Capacity Transit (HCT).** Public transportation services within an urbanized region operating principally on exclusive rights-of-way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways (RCW [81.104.015](#)).

**Household.** A group of people, related or unrelated, living within the same housing unit. This can include a person living alone, a family, or roommates.

**Impervious Surface.** A surface that cannot be easily penetrated by water, such as buildings or concrete paving.

**Income-Restricted Housing** or **Rent-Restricted Housing.** Housing units subject to a regulatory agreement, covenant, or other legal document on the property title requiring them to be available to households that can document their incomes as being at or below a set income limit and are offered for rent or sale at below-market rates.

**Infill Development.** Projects that build new structures on vacant or underutilized land in areas that were previously developed, typically without demolishing existing structures.

**Infrastructure.** Public and private physical assets that provide services necessary to support existing and future development, such as roads, public buildings, schools, parks, transportation, water, sewer, surface water and communication systems.

**Level of Service (LOS).** A measure of the performance of a public facility in providing necessary functions to meet public needs and expectations.

**Location Quotient.** The ratio of the proportion of local employment in a sector to the proportion of regional employment in the sector.

**Major Transit Stop.** A stop on a high-capacity transportation system such as commuter rail stops, stops on rail or fixed guideway systems, and stops on bus rapid transit routes.

**Manufactured Home.** A structure designed and constructed to be transportable in one or more sections and built on a permanent chassis, and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities that include plumbing, heating, and electrical systems contained therein.

**Manufactured Housing Community.** A site divided into two or more manufactured home lots for sale or lease and intended for permanent residential use.

**Market-Rate Housing.** Housing which is bought, sold, and/or rented in the open market with no restrictions on the purchase price or rent charged.

**Middle Housing.** Buildings that are compatible in scale and, form, and character with single-family detached houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, townhouses, courtyard apartments, and cottage housing.

**Mixed Use Development.** A project that combines more than one general category use on a site, such as residential, office, or retail. This can include “vertical” mixed-use where these uses are found in the same structure, or “horizontal” mixed-use where different uses are found in adjacent buildings on the same site.

**Mode Split.** The proportion of trips that use different modes of transportation.

**Mode.** A particular category of travel, such as walking, bicycling, driving alone, carpool/vanpool, bus/transit, ferry, or airplane.

**Municipal Code** or the **Lakewood Municipal Code (LMC).** The local law of the municipal corporation of Lakewood, duly enacted by the proper authorities, prescribing general, uniform, and permanent rules of conduct relating to the corporate affairs of the municipality.

**Multicounty Planning Policy (MPP).** An official statement adopted in VISION 2050 to provide guidance for regional decision-making, as well as a common framework for countywide planning policies and local comprehensive plans.

**Multifamily Housing** or **Apartment.** A structure containing five or more attached dwelling units located on a lot.

**Multimodal.** Issues or activities which involve or affect more than one mode of transportation, such as transportation connections, choices, cooperation, and coordination of various modes.

**National Pollutant Discharge Elimination System (NPDES).** A federal permit program created in 1972 by the Clean Water Act which addresses water pollution by regulating point sources that discharge pollutants to waters of the US.

**Nonconforming Use.** The use of a land or structure which was lawful when established but no longer conforms to current regulations. Typically, nonconforming uses are permitted to continue, subject to certain restrictions.

**Nonmotorized Transportation.** Any mode of transportation that utilizes a power source other than a motor, such as bicycling or walking.

**Nonpoint Source Pollution.** Pollution that enters water from dispersed and uncontrolled sources (such as surface runoff) rather than through pipes.

**On-Street Parking.** Parking provided within the public right-of-way of a street.

**Open Space.** A parcel or area of land that is essentially unimproved and devoted to the preservation of natural resources, the managed production of resources, and/or passive or low-impact recreation.

**Permanent Supportive Housing (PSH).** Subsidized, leased housing with no limit on length of stay intended for people who need comprehensive support services to retain tenancy and admissions

practices that can lower barriers to entry related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with off-site voluntary services for behavioral health and physical health conditions intended to help residents retain their housing and be a successful tenant in a housing arrangement, improve their health status, and connect them with community-based health care, treatment, or employment services.

**Planned Action.** A planned action is a development project whose impacts have been addressed by an Environmental Impact Statement associated with a plan for a specific geographic area before individual projects are proposed. Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.

**Planning Period.** The 20-year period following the adoption of a comprehensive plan, or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

**Plex.** A building that consists of two to six primary attached dwelling units intended for separate households on a lot in any configuration.

**Point Source Pollution.** A source of pollutants from a single, identifiable point of conveyance such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source.

**Policy.** A principle, protocol, or proposal for action that supports a related goal. Policies are decision-oriented statements that guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.

**Public Facilities and Services.** Facilities, infrastructure, and services that provide a specific public benefit, including sanitary and storm sewer systems, water supply, energy, public safety, and emergency services, schools, libraries, and other facilities. These facilities and services are provided by governments, contracted for or by governments, or provided by private entities subject to public service obligation.

**Puget Sound Regional Council (PSRC).** The PSRC is a regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization for the four counties. PSRC manages the adopted regional growth strategy, VISION 2050 (see below).

**Redevelopable Land.** Non-vacant parcels currently in use with structures and improvements on the site, but not considered to be at their “highest and best use”. These sites are potential locations for new projects where existing improvements on the site are demolished and new buildings and improvements can be constructed.

**Regional Growth Center.** A mixed-use center formally designated by PSRC that includes housing, employment, retail, and entertainment uses. Regional growth centers are pedestrian-oriented, which allows people to walk to different destinations or attractions and are well-served by transit. Regional growth centers are planned for significant additional growth. Downtown Lakewood is the only PSRC designated regional growth center in the city.

**Regional Growth Strategy.** The approach for distributing population and employment growth within the four-county central Puget Sound region included as part of VISION 2050.

**Regulation.** A rule or directive found in city ordinances or the municipal code that meets the public interest and need and supports the community's framework vision, guiding principles, and goals and policies.

**Right-of-Way.** The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles, or utilities.

**Secure Community Transition Facility (SCTF).** A residential facility for persons civilly committed and conditionally released to a less restrictive environment. A secure community transition facility has supervision and security, and either provides or ensures the provision of sex offender treatment services.

**Shoreline Master Program (SMP).** Local land use policies and regulations that guide the public and private use of Washington shorelines under the State Shoreline Management Act (Chapter [90.58](#) RCW).

**Single-Occupancy Vehicle (SOV).** A motor vehicle occupied only by a driver.

**Single-Family Attached Housing.** A primary dwelling unit designed for occupancy by one household located on a lot and sharing at least one wall with another attached dwelling unit.

**Single-Family Detached Housing.** A primary dwelling unit designed for occupancy by one household located on a lot and not sharing any walls with other primary dwelling units.

**South Sound Military & Communities Partnership (SSMCP).** An organization with a membership consists of more than fifty cities, counties, tribes, nonprofits, corporations, organizations, and JBLM, formed in 2011 to foster communication and mutual benefits related to complex issues affecting the military and civilian communities.

**Special Needs Housing.** Housing that is provided for persons, and their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in their residence. Special needs housing may be permanent, long term or transitional basis.

**Species of Local Importance.** Those species of local concern due to their population status or their sensitivity to habitat manipulation, or that are game species.

**State Environmental Policy Act (SEPA).** The State Environmental Policy Act, or Chapter [43.21C](#) RCW, is the state law passed in 1971 requiring State and local agencies to consider environmental impacts in the decision-making process.

**Stormwater.** Water that falls as rain and flows across the ground, which is typically directed to drains in an urban area to collect the water and eventually direct it to streams, lakes, or other large water bodies.

**Streetscape.** The physical and aesthetic characteristics of a street, including elements such as structures, access, greenery, open space, view, lighting, etc.

**Townhouse.** One of multiple attached primary dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

**Transit.** Motorized public transportation, including public bus, bus rapid transit, and commuter rail.

**Tree Canopy.** The layer of leaves, branches, and stems that provide tree coverage of the ground when viewed from above. See also urban forest.

**Transitional Housing (TH).** A facility that provides housing and supportive services for up to two years to individuals or families experiencing homelessness to enable them to move into independent living and permanent housing.

**Transition Plan.** A plan under the ADA that is required under [28 CFR 35.150](#) to outline the steps necessary to make city facilities more accessible and provide a schedule for compliance under the ADA.

**Transportation Analysis Zone (TAZ).** A unit of geography that is typically used for transportation and utility modeling.

**Transportation Demand Management (TDM).** A program used to maximize travel choices for people and encourage a more efficient use of transportation systems. These strategies are meant to reduce congestion, ease traffic, and improve the range of transportation options available by encouraging carpooling, biking, public transit, or telecommuting.

**Trip Generation.** The number of trips made to and from each type of land use by day. Trip generation provides the linkage between land use and travel.

**Trip.** A one-direction movement which begins at an origin and ends at a destination, which is the typical unit of transportation planning.

**Triplex.** A building consisting of three primary attached dwelling units on a lot in any configuration intended for three separate households.

**U.S. Department of Housing and Urban Development (HUD).** The federal agency responsible for housing programs. HUD sets income limits for metropolitan areas and counties across the country that determine eligibility for income-restricted housing units.

**Undergrounding.** The construction or relocation of electrical wires, telephone wires, and similar facilities underground.

**Undevelopable Land.** Land unsuitable for development due to site conditions and not considered as part of the inventory of development capacity in the city.

**Urban Growth Area (UGA).** An unincorporated area designated under the Growth Management Act to accommodate projected growth over the next 20 years. A UGA may include areas that are provided urban services, such as sanitary sewer and water.

**Urban Growth.** Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses,

rural development, and natural resource lands designated pursuant to RCW [36.70A.170](#). When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

**Urban Forest.** The trees and associated understory plants existing in the city, extending across public property, private property, and the right of way including parks and natural areas, as well as the trees along streets and in yards.

**Vehicle Miles Traveled (VMT).** A measurement of the total miles traveled by all vehicles for a specified time period. For transit, the number of vehicle miles operated on a given route, line, or network during a specified time period.

**VISION 2050.** The long-range growth management, environmental, economic, and transportation strategy for King, Pierce, Snohomish, and Kitsap counties. It was adopted by the Puget Sound Regional Council in October 2020 and is endorsed by more than one hundred member cities, counties, ports, state and local transportation agencies, and Tribal governments within the region.

**Watershed.** All the land and water that drains toward a particular river, stream, or other body of water. A watershed includes hills, lowlands, and the body of water into which the land drains.

**Wetlands.** Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands if permitted by the city.

**Zoning Overlay.** Areas that are subject both to underlying regulations from a zoning district and additional requirements imposed by an overlay district. The overlay district provisions apply if they conflict with the provisions of the underlying zone.

**Zoning.** A category of land use regulations that manage the use and development of land for distinct, identified areas.

A

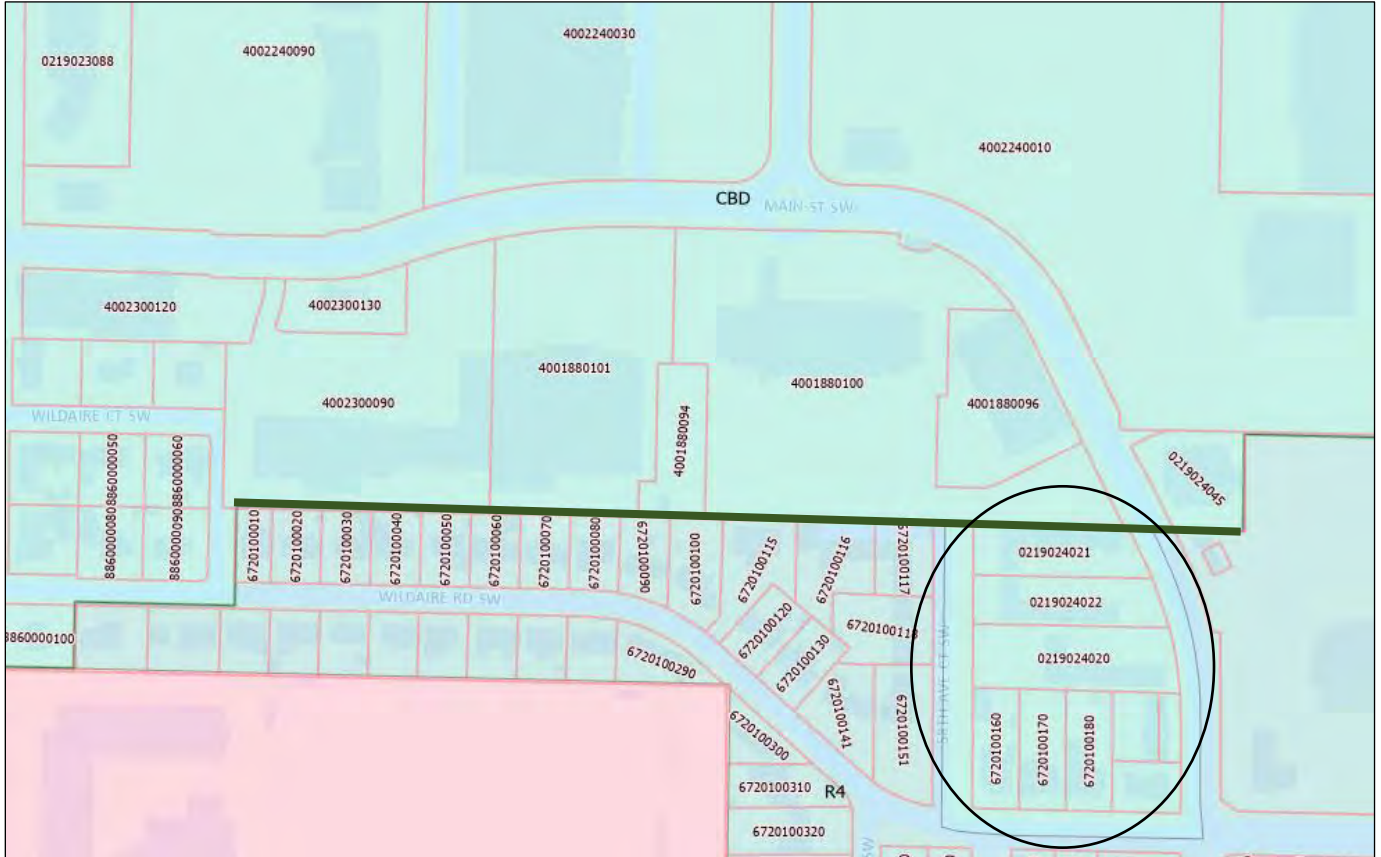
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Expand the southern boundary of the Downtown Subarea to include:

- Parcels 0219024020, -4021 and -4022, and -4024; and
- Parcels 6720100160, -170, -180, -191, -200

Depicted graphically in the map below, the dark green boundary would be adjusted to incorporate the parcels listed above and circled below.



### Rezone parcel 0320311063 from Commercial 2 (C2) to Open Space Recreation 1 (OSR1) for inclusion in Wards Lake Park





# Tillicum-Woodbrook Subarea Plan (TWSP)

**DRAFT | April 2024**

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# Executive Summary

The Tillicum-Woodbrook Subarea Plan (TWSP) represents a significant update and expansion to the original 2011 Tillicum Neighborhood Plan, which now includes the Woodbrook area to reflect their shared community interests and geographical proximity. This strategic planning document is aligned with the City of Lakewood's Comprehensive Plan, detailing specific goals, policies, and actions designed to guide development and enhance community cohesion over the next two decades. The update aims to address uncompleted actions from the previous plan and integrates new objectives based on extensive community feedback and current socioeconomic data.

The TWSP highlights key areas of focus such as housing diversity, economic development, transportation, and environmental resilience, aimed at fostering a sustainable community that accommodates growth while preserving quality of life. Significant changes include initiatives to increase residential density, create new community and civic spaces, and enhance multimodal transportation options to improve connectivity within the subarea and the broader Lakewood region. These efforts are underpinned by the desire to support a thriving community that reflects its rich diversity and historical heritage.

Additional investments in infrastructure and public services are prioritized to support the community's social and economic needs. This includes expanding public access to American Lake, improving local educational facilities, and fostering economic opportunities through strategic partnerships with local businesses and regional agencies. The plan also places a strong emphasis on environmental stewardship, advocating for sustainable development practices and the protection of local natural resources, particularly American Lake and surrounding ecosystems.

The goals outlined in the TWSP include the following:

- Goal #1:** Celebrate the Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library branch as the heart of the Tillicum-Woodbrook Subarea.
- Goal #2:** Increase visibility of Tillicum's and Woodbrook's diverse community by investing in leadership development and the neighborhood's ability to advocate for community needs.
- Goal #3:** Diversify Tillicum's and Woodbrook's housing options to support current residents in Lakewood.

- Goal #4:** Connect Tillicum and Woodbrook to Lakewood and Pierce County through a multi-modal transportation network to increase access to employment and social activities.
- Goal #5:** Increase economic development opportunities within Tillicum and Woodbrook.
- Goal #6:** Protect Tillicum and Woodbrook’s natural environment and increase adaptability and resiliency for Tillicum and Woodbrook as communities significantly impacted by air quality and climate change.

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# Introduction

The Tillicum Neighborhood Plan (TNP) was originally adopted in 2011. In 2022, the City of Lakewood produced a status report of the Tillicum Neighborhood Plan's implementation and adopted an Addendum to the TNP explaining progress to date to make the Plan's vision a reality. While much has been accomplished to realize the visions and priorities discussed in the original Tillicum Neighborhood Plan, many of the plan's Action Items are not yet complete.

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

# Background

## Relationship to the Comprehensive Plan

The City of Lakewood Comprehensive Plan guides the City's overall strategy for growth and development over a twenty-year horizon. It sets the goals and policies for a variety of topics, such as land use, housing, economic development, climate and resiliency, transportation, and the environment. The city has several subarea plans that are recognized in and complement the Comprehensive Plan, including the Tillicum-Woodbrook Subarea Plan, Lakewood Station District Subarea Plan, and Downtown Subarea Plan.

Subarea plans are long-range plans for a specific geography within a jurisdiction. Subarea plans are to be in alignment with the Comprehensive Plan and the City's overall land use strategy but offer the opportunity for more tailored planning to help articulate and implement a subarea's vision, values, and priorities.

## Planning Area

The boundaries of the Tillicum neighborhood and Woodbrook area are provided in **Exhibit 1**. Located in southeast Lakewood, the area is bounded by I-5 and the former Burlington Northern Santa Fe (BNSF) (now owned by Sound Transit) railroad to the southeast, Camp Murray to the southwest, the American Lake shoreline to the northwest, and private gated communities to the northeast.

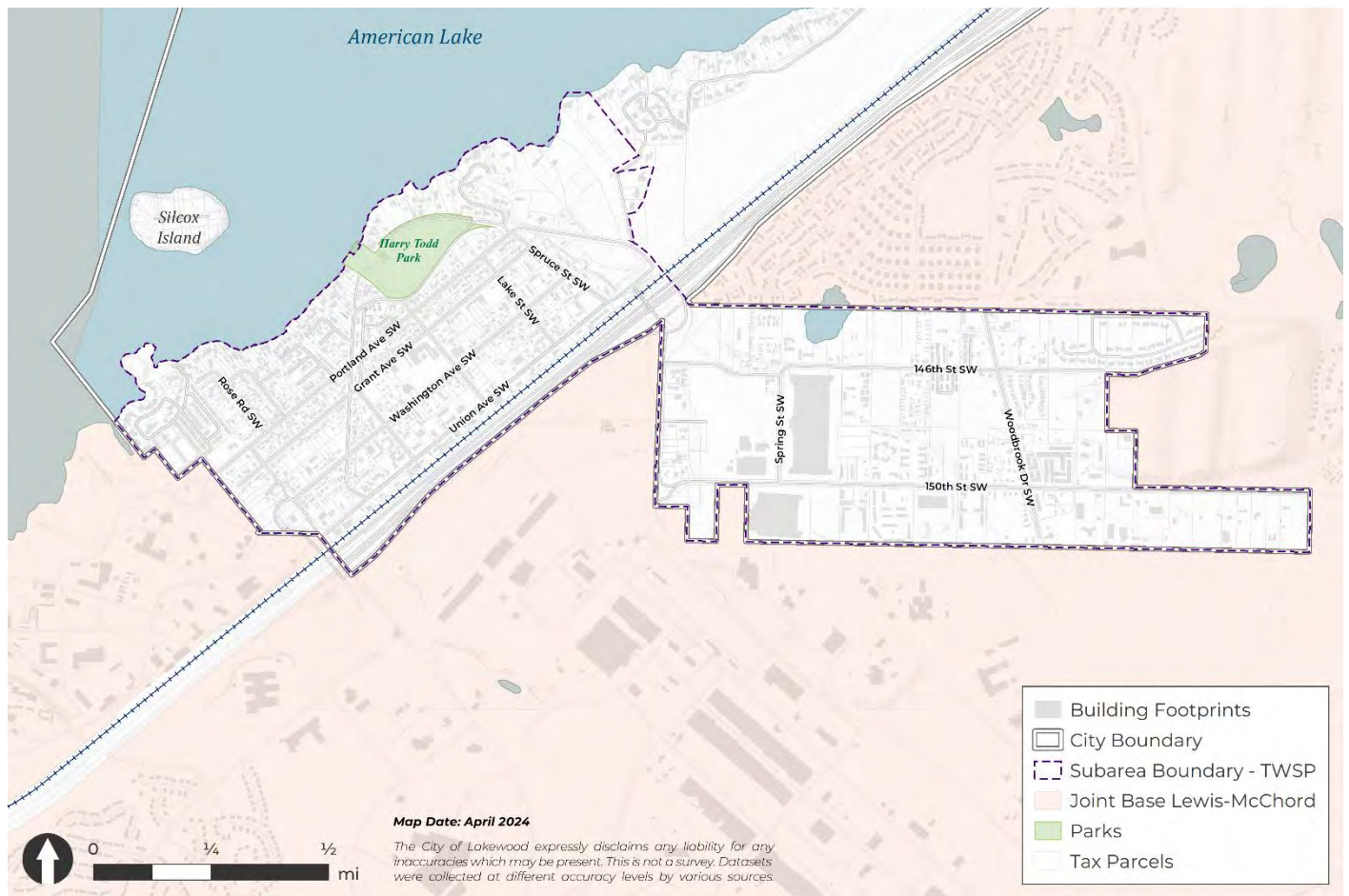
**Exhibit 2** shows current land use in Tillicum and Woodbrook. The western portion of Tillicum includes single-family residential development with a few multi-unit residential buildings. Commercial development is concentrated between Washington Avenue SW and Union Avenue SW, though there are small pockets of commercial uses in the residential areas. There is one park, Harry Todd Park, in the northwest corner of Tillicum. Woodbrook, across I-5 from Tillicum, contains industrial uses, as well as some commercial and multi-unit residential development. The city rezoned many parcels in Woodbrook in the 2010's to reflect the vision of the city that it would be an area for industrial and warehouse uses.

**Exhibit 3** shows key landmarks within the Tillicum-Woodbrook Planning Area. Landmarks are important components of a community and are individual structures or points. They are external points of reference to guide movement and provide orientation. Notable landmarks in the Tillicum-Woodbrook Planning Area include:

- Harry Todd Park
- Thornewood Castle
- Commencement Bay Rowing Club

- Tillicum Elementary School
- Tillicum Pierce County Library
- West Pierce Fire and Rescue Station 23
- YFC Tillicum Youth and Family Center
- Veteran’s Foreign Wars (VFW)
- New Testament Christian Church of Woodbrook
- Woodbrook Community Church Media Ministry
- Woodbrook Stables and Events Center

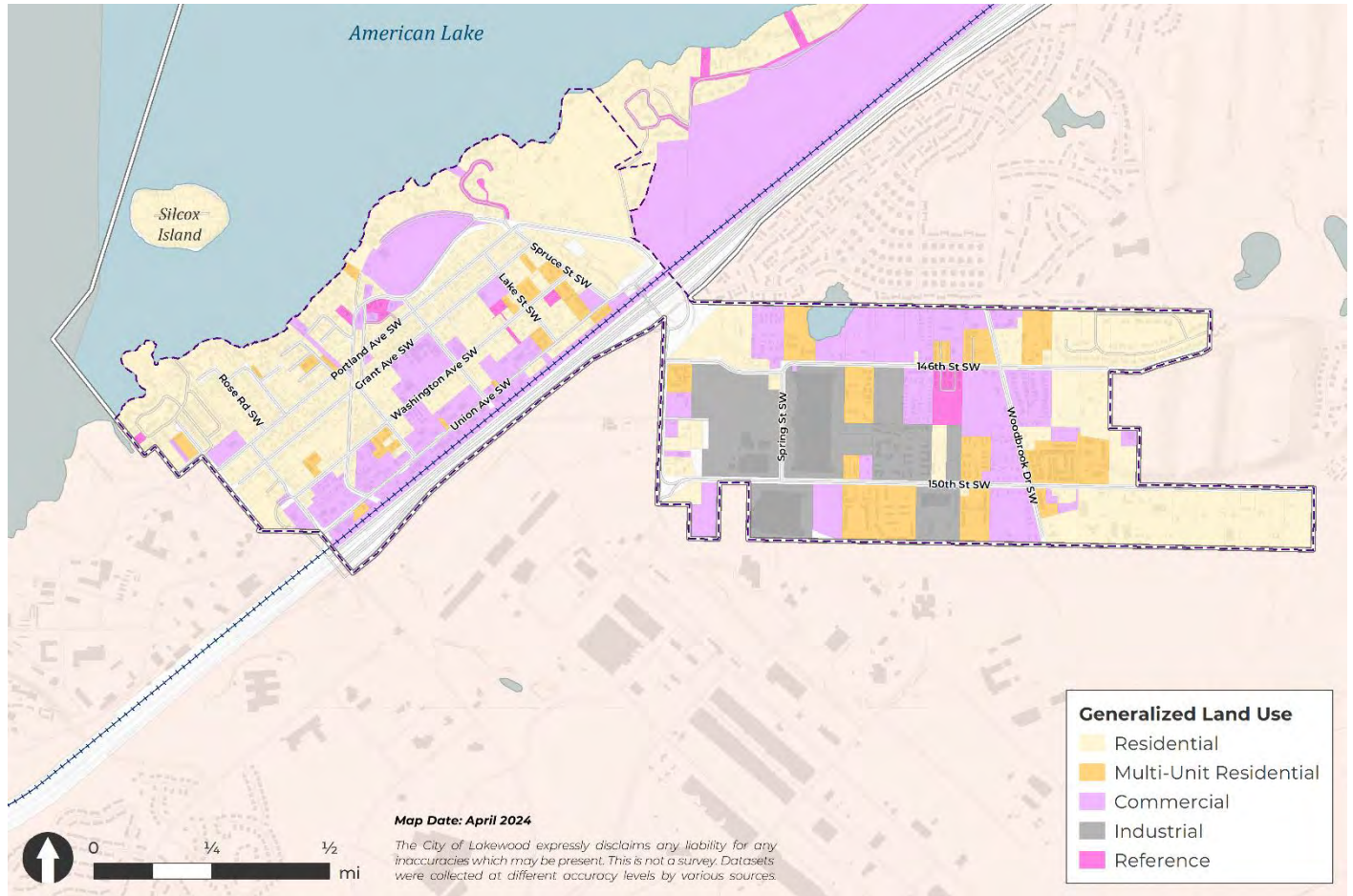
**Exhibit 1. Tillicum-Woodbrook Planning Area.**



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

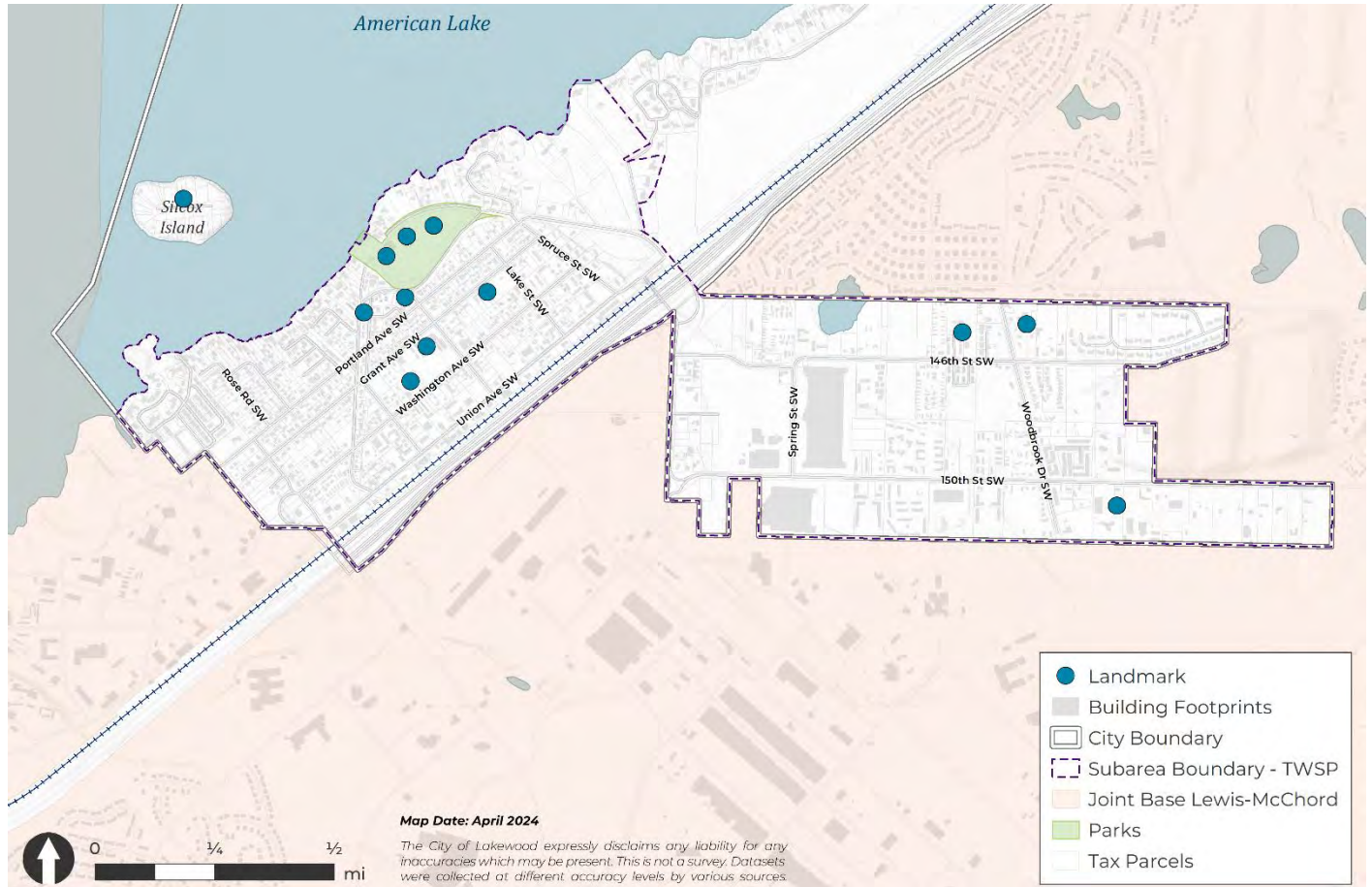


Exhibit 2. General Land Use – Tillicum-Woodbrook Planning Area.



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

**Exhibit 3. Landmarks – Tillicum-Woodbrook Planning Area.**



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

## Planning History

Development in the Tillicum and Woodbrook areas pre-dated the City's 1996 incorporation. Since the Tillicum Neighborhood Plan was developed by the City of Lakewood in 2009, in addition to the extensive sewer extensions that have been brought into Tillicum by the City, several other regional and citywide planning efforts have occurred or are currently underway. Planning efforts focused on the Tillicum-Woodbrook Planning Area are described briefly below. More information on regional and citywide planning efforts can be found in **Appendix A: Tillicum-Woodbrook Existing Conditions Report**.

- **Transportation Improvements (2021-2025):** Washington State Department of Transportation (WSDOT) is developing the Gravelly Thorne Connector, a non-motorized, shared use path that will provide much needed pedestrian and bicycle connection to and from Tillicum without having users on Sound Transit railroad right-of-way or the shoulder of I-5. Despite a two-year delay in schedule due to inflationary impacts and recent WSDOT retirements, construction of the path is expected to be complete in July 2026. Despite the delays, some improvements have been completed, including the creation of a dedicated I-5 northbound auxiliary lane from the Thorne Lane interchange to the Gravelly Lake Drive interchange and a dedicated I-5 southbound auxiliary lane from the Gravelly Lake Drive interchange to the Thorne Lane interchange. These were created specifically to connect the Tillicum and Woodbrook neighborhoods to the rest of the City of Lakewood.
- **Mixed Residential 2 (MR2) Rezone (2022):** In 2022, the City of Lakewood rezoned several properties in Tillicum from Single Family Residential (3) to Mixed Residential 2 (MR2). The MR2 zone, along with the Mixed-Residential 1 (MR1) promotes residential renewal to small-lot detached single-family residential dwellings, attached single-family dwellings, two-family residential development, and small-scale multifamily development. These zones provide for moderate residential density using a variety of urban housing types and designs. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area. Development standards for the Mixed Residential zones are intended to encourage increased residential densities.
- **Tillicum Center of Municipal Importance (COMI) Boundaries Expansion (2022):** In 2022, the City updated the boundaries of the Tillicum COMI to better reflect current land use zoning.
- **Opportunity Zones (2017):** The federal Opportunity Zone program was created through the 2017 Tax Cuts and Jobs Act. This program provides tax incentives through the form of a deferral on capital gains tax to encourage investors to create an Opportunity Zone Fund to invest in businesses and development projects in low-income census tracts. Each state can label up to 25% of low-income census tracts as an Opportunity Zone for investment. Within Lakewood, there are three census tracts that have been identified, including in the TWSP subarea. The goal of the program is to see investment in geographic areas that have historically had a lack of investment to spur economic growth. The hope of the program is to create a pathway for public/private partnerships for new business opportunities. However, there are no real provisions or recommendations on what kind of investment can

be made. Additional outreach and strengthened partnerships between neighborhood leaders and City staff will be critical in establishing a joint vision for what Tillicum and Woodbrook can be in the next 20 years.

- Woodbrook Business Park:** In 2000-1, the City of Lakewood created a 117.5-acre industrial zoned area in Woodbrook to stimulate sewer extension and to bring jobs to the area. Since then, the city has extended the Industrial Zoning to more than 188 acres in Woodbrook and has completed sewer connection improvements in the area. The area is referred to as the Woodbrook Business Park. See **Exhibit 4**.

**Exhibit 4. Woodbrook Business Park – January 2022**



Source: City of Lakewood, 2024.

# Goals and Policies

This section consists of goals, policies, and actions. Goals are broad statements that express the vision for what a community should be and/or offer its residents, workers, and visitors. Policies offer direction for how the City can work towards those goals, and actions are specific things that the City can do to achieve the goals and implement the vision for the community.

This section includes the incomplete “tasks” (now labeled as policies) and actions identified in the 2022 Addendum to the 2011 Tillicum Neighborhood Plan. Edits to these policies and actions are shown to include Woodbrook, reflect updated community feedback, and to reflect lessons learned from the Existing Conditions Report (ECR). These policies and actions have been sorted under six newly developed goals, which were also informed by community feedback and the ECR. For a list of all of the 2011 TNP actions done or ongoing, please see the [2022 Addendum to the 2011 Tillicum Neighborhood Plan](#).

New policies and actions have also been developed to further support each of the six goals and are labeled as such.

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

The Tillicum-Woodbrook Community Center, Tillicum Elementary School, Harry Todd Park, and Pierce County Library offer a variety of services to the community and are gathering spaces for community members to come together. Transportation and land use decisions should support adequate mobility, and social and economic opportunities to support these centers as the lifeline of the neighborhood.

**Policy 1.1** Encourage public and private investment in human services, Tillicum-Woodbrook Community Center, Tillicum Elementary School, and the arts.

*Actions related to Policy:*

- Build administrative and programming capacity of the Tillicum-Woodbrook Community Center through continued partnerships in programming and supporting local planning efforts.
- Identify and encourage financial support to Tillicum-Woodbrook Community Center, including for needed physical improvements.
- Continue to support Tillicum Elementary School in Tillicum as a critical part of the community that should be retained in its current location.

**Policy 1.2** Expand public access to American Lake to increase recreation opportunities for all residents.

*Actions related to Policy:*

- Expand public access to shorelines.
- Identify additional opportunities to provide public access to American Lake within Tillicum, including access for residents with disabilities.
- Invest in non-motorized connections to American Lake from Woodbrook.

**Policy 1.3** Support youth activities and programs.

*Actions related to Policy:*

- Identify and appropriate funding to provide recreational activities and life skills programs for youth.
- Improve facilities in community centers, schools, and parks to provide youth facilities for after-school and weekend activities for youth.

**Goal #2: Increase visibility of Tillicum’s and Woodbrook’s diverse community by investing in leadership development and the neighborhood’s ability to advocate for community needs.**

Compared to Lakewood, Tillicum and Woodbrook are becoming more diverse at a faster pace. The city should continue to bolster its relationship with stakeholders and continue to respond to neighborhood concerns to build the neighborhoods’ identities as a home for families.

**Policy 2.1 Invite all Lakewood residents to visit Tillicum-Woodbrook and celebrate its identity as a family-friendly neighborhood and as a regional destination.**

*Actions related to Policy:*

- Host City events at Harry Todd Park and other community spaces in Tillicum-Woodbrook.
- In partnership with community members and organizations, establish a gateway enhancement program at the entrances to Tillicum and Woodbrook.

**Policy 2.2 Support and encourage community-based leadership development and capacity building through regular communication with neighborhood and civic organizations.**

*Actions related to Policy:*

- Work with the Tillicum-Woodbrook community toward identifying and resolving community issues.
- Engage Tillicum-Woodbrook community members on future planning processes and capital projects.
- Develop clear communication procedures to ensure City staff are accessible to community members and support relationship-building between the city leadership and the community.
- Identify and encourage opportunities for administrative and financial support for community-led planning processes, projects, and initiatives in Tillicum and Woodbrook.

**Policy 2.3 Celebrate Tillicum and Woodbrook’s history.**

*Actions related to Policy:*

- Develop marketing materials, wayfinding, public art, and landmarks that share Tillicum and Woodbrook’s histories.

**Policy 2.4 Ensure residents continue to live in Tillicum and Woodbrook.**

*Actions related to Policy:*

- Engage with community members to better understand displacement risk in Tillicum-Woodbrook.
- Develop anti-displacement strategies informed by the lived experience of community members.
- Promote and distribute information about area housing assistance and programs and health initiatives.
- Support placemaking as a strategy to prevent cultural displacement.

**Policy 2.5 Invest in new community spaces and civic institutions in Woodbrook**

*Actions related to Policy:*

- Seek funding and opportunities for community spaces, civic spaces, and capital facilities in Woodbrook.
- Continue to engage Woodbrook residents on local concerns, and neighborhood priorities.



### **Goal #3: Diversify Tillicum’s and Woodbrook’s housing options to support current residents in Lakewood.**

Tillicum and Woodbrook have higher eviction rates and more cost-burdened households than Lakewood overall. More Tillicum and Woodbrook families also rent, which puts them at a higher risk of displacement than homeowners. Providing additional housing options, supported with partnerships with local and state organizations, can help increase housing opportunities.

#### **Policy 3.1 Encourage and support efforts to increase homeownership.**

*Actions related to Policy:*

- Provide residents with information on State, County, and local programs that support homeownership for first-time home buyers, veterans, and residents with disabilities, such as down payment assistance.
- Support affordable housing developers in building multi- and single-family housing for households with low incomes.

#### **Policy 3.2 Provide a range of housing options to meet community needs.**

*Actions related to Policy:*

- Support the development and preservation of housing for households with very low-, low-, and moderate incomes to support the City in providing capacity for housing at all income levels.
- Plan to encourage a variety of housing options in the city to allow military personnel and their families to live within 30 minutes of the base.
- Invest in housing opportunities for individuals with special needs and for seniors.
- Establish an overlay district to maintain and preserve existing mobile and manufactured homes as affordable housing options, particularly in Woodbrook.
- Encourage infill development<sup>1</sup> that is consistent in scale to surrounding development.
- Develop pre-approved plans for ADUs.
- Update the City’s adopted housing incentives program (LMC 18A.90.050) as appropriate to include a variety of options (e.g., density bonuses, fee waivers, reduced zoning requirements, expedited permitting, etc.). Develop marketing efforts to stimulate use of the City’s program.

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<sup>1</sup> Infill development refers to the process of developing vacant and underutilized land within exiting developed areas.

- Work with the Clover Park School District to address the need for school facilities as redevelopment takes place.

**Policy 3.3 Encourage and support access to affordable, safe, and connected housing options.**

*Actions related to Policy:*

- Support agencies and organizations that provide housing and related services to households with very low-, low-, and moderate-incomes, and encourage their acquisition of affordable rental housing.
- Seek funding opportunities to support local housing and social service providers.
- Encourage and plan for mixed-use development so residents can live near commercial establishments and services.
- Require that on-site amenities such as walkways, trails, or bike paths be connected to adjacent public facilities.
- Establish public programs and/or public-private partnerships to encourage and assist redevelopment of outdated or substandard multi-family dwellings aimed at providing opportunities for affordable housing.
- Partner with community-based organizations on financial subsidies for property and home improvement.
- Discourage new gated communities as an impediment to social integration within neighborhoods.
- Hold joint landlord training sessions with the Tillicum, Woodbrook, and American Lake Gardens neighborhoods.

**Goal #4: Connect Tillicum and Woodbrook to Lakewood and Pierce County through a multi-modal transportation network to increase access to employment and social activities.**

I-5 is the main transportation corridor in Lakewood and runs through the Tillicum and Woodbrook Subarea. About 79% of residents have a commute time of 20 minutes or greater. Compared to Lakewood overall, Tillicum has a higher rate of residents with a commute time between 20-39 minutes. Multimodal transportation improvements (such as improved transit service, bike lanes) could help improve traffic flow and reduce car dependency as a primary form of transportation.

**Policy 4.1 Evaluate on-street parking needs in Tillicum and Woodbrook and implement curb management strategies as needed to ensure public access to businesses and homes in Tillicum and Woodbrook.**

*Actions related to Policy:*

- Study on-street parking needs and opportunities along Union Avenue SW, Berkeley Street SW, and other key arterials in Tillicum and Woodbrook.

**Policy 4.2 Invest in infrastructure to support mobility needs and address mobility barriers of neighborhood residents.**

*Actions related to Policy:*

- Partner with Pierce Transit and Sound Transit on quality capital facilities, adequate lighting, and amenities at bus stops and the planned Sounder train station.
- Improve accessibility and access to bus stops through sidewalks, curb ramps, and other pedestrian amenities in accordance with design guidance from ADA.
- Work with Pierce Transit on innovative transit solutions to improve access to social and employment activities.

**Policy 4.3 Prioritize investments in vehicle infrastructure to support connecting Tillicum and Woodbrook to other parts of Lakewood.**

*Actions related to Policy:*

- Seek a method of providing an “internal” connection between Tillicum and the northern part of the city besides I-5.
- Seek out grants or other means of financing to design and construct improvements to intersections nearest to and serving I-5 interchanges, and work with WSDOT to seek funding for improvements to the interchanges themselves.
- Work with Camp Murray, JBLM, WSDOT, and Sound Transit to ensure development around the new Berkeley Avenue SW/Union Avenue SW intersection.

- Invest in expanded local road networks in Tillicum and Woodbrook to the rest of the city.

**Policy 4.4 Provide opportunities for safe pedestrian and bicycle connections from Tillicum and Woodbrook to other portions of Lakewood.**

*Actions related to Policy:*

- Consider a pedestrian and bicycle trail within Tillicum to safely connect the residential area with the business district.
- Install pedestrian signals on streets with high traffic volumes.

**Policy 4.5 Partner with local and regional transit agencies to provide reliable transit services to neighborhood residents that can increase access to social and economic opportunities.**

*Actions related to Policy:*

- Periodically review and update routes and frequency of transit bus lines with community input.
- Prioritize equitable community engagement to better understand community transportation needs.

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

There are not enough jobs in Tillicum and Woodbrook. The neighborhood has a jobs-to-housing ratio that is well below both the ideal ratio and Lakewood's ratio<sup>2</sup>. There is a strong commercial spine along Union Ave SW and industrial jobs in Woodbrook. Small business technical assistance and land use regulations to support more commercial growth should be explored.

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

*Actions related to Policy:*

- Continue to support and participate in Community Resource Fairs to highlight education, apprenticeship, internship, and job opportunities.
- Improve the workforce pipeline by supporting training for residents of Tillicum and Woodbrook.
- Encourage employers in Woodbrook to hire locally from Tillicum and Woodbrook.
- Require new development utilizing the benefits from Opportunity Zones to create community benefit agreements to ensure public benefit is incorporated.

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

*Actions related to Policy:*

- When possible, provide materials in languages spoken by households in the neighborhood.
- Provide small business technical assistance to small businesses in Tillicum and Woodbrook.

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

*Actions related to Policy:*

- Promote and encourage the development of a grocery store and bank in Tillicum.

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<sup>2</sup> Generally, a jobs-to-housing ratio between 0.75 and 1.5 is considered an ideal balance. As of 2020, Lakewood's ratio was 0.92, whereas the census tract that includes Tillicum and Woodbrook had a ratio of 0.25.

- Work with USPS to locate a contract post office on Union Avenue SW.
- Plan for commercial and mixed-use development to support local businesses, provide basic services in proximity to residents, and build community.
- Identify underutilized and unused properties and support commercial development on these lots.
- Continue utility and infrastructure improvements to support commercial development.
- Work with the Lakewood Water District to perform water delivery system upgrades.
- Prepare a utility plan for Union Avenue SW.
  - Determine the desirability and cost of placing utilities underground.
  - Work with utility purveyors to underground existing utilities.
  - Survey property owners to determine willingness to participate in a local improvement district (LID).
  - Form a LID if property owners are in favor of doing so.
  - Work with present and future developers to ensure conformance with this action.

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

Potential climate impacts to the City of Lakewood and the greater Puget Sound region include extreme heat and precipitation, flooding, and smoke from wildfires. Residents with existing health conditions, older adults, young children, and those with fewer resources may face an increased risk of greater impact. Policies in this plan aim to reduce drivers of climate change and increase community resiliency.

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

*Actions related to Policy:*

- Complete the projects identified in City of Lakewood’s Parks, Recreation and Open Space Master Plan.
- Identify opportunities for additional public/semi-public green space in Tillicum and Woodbrook.
- Support formation of community volunteer groups to steward parks facilities.

**Policy 6.2 Protect water quality in American Lake.**

*Actions related to Policy:*

- Work cooperatively with development interests to protect aquifers and surface water by the gradual extension of sanitary sewers and replacement of stormwater systems with priority for those areas bordering or hydrologically related to American Lake.
- Utilize stormwater management and low-impact development (LID) techniques such as green roofs, rain gardens, and vegetated bioswales to purify water before it enters the ecosystem.

**Policy 6.3 Encourage the use of sustainable materials and building practices.**

*Actions related to Policy:*

- Collaborate with community-based organizations to provide technical assistance/education to developers to encourage greater use of green standards.
- Incorporate smooth land use transitions to prioritize high density residential development along transit and transportation corridors.

# Actions Audit

The 2022 addendum to the 2011 Tillicum Neighborhood Plan identified 30 action items that had not been completed at the time of writing. **Exhibit 5** lists these actions and identifies the priority level assigned by the city and whether the action item will be addressed in the 2024 Comprehensive Plan update. The actions that are not part of the Comprehensive Plan update are addressed and updated in the Tillicum-Woodbrook Subarea Plan, organized under the six stated goals. The city rezoned many parcels in Woodbrook in the 2010’s to reflect the vision of the city that it would be an area for industrial and warehouse uses.

**Exhibit 3** shows key landmarks within the Tillicum-Woodbrook Planning Area. Landmarks are important components of a community and are individual structures or points. They are external points of reference to guide movement and provide orientation. Notable landmarks in the Tillicum-Woodbrook Planning Area include:

- Harry Todd Park
- Thornewood Castle
- Commencement Bay Rowing Club
- Tillicum Elementary School
- Tillicum Pierce County Library
- West Pierce Fire and Rescue Station 23
- YFC Tillicum Youth and Family Center
- Veteran’s Foreign Wars (VFW)
- New Testament Christian Church of Woodbrook
- Woodbrook Community Church Media Ministry
- Woodbrook Stables and Events Center

## Exhibit 5. Tillicum Neighborhood Plan Action Update – Actions Not Completed

Number	Action	Priority (Identified)	Relation to 2024 Update
A-2	Identify and appropriate funding to support the development of community outreach and life skills program for youth utilizing existing community resources such as the Tillicum/American Lake Gardens Community Service Center, PCLS Library, and/or new Youth for Christ center.	High	No- Not addressed in general comprehensive plan update. Addressed in Goal 1.
B-12	Improve facilities in community centers, school, and parks to provide facilities for after-school and weekend activities for youth.	Low (lack of funding)	No. Addressed in Goal 1.



Number	Action	Priority (Identified)	Relation to 2024 Update
<b>A-1</b>	Establish a community leadership team (CLT) comprised of City Council and school board members, residents, property owners, Tillicum businesses, and selected public agencies that serve Tillicum. Explore whether the existing merchants and neighborhood associations could be rechanneled into the community leadership team, or if those associations wish to continue to exist independently.	High	No. Addressed in Goal 2.
<b>B-5</b>	Fund one FTE to prepare and maintain a capital facilities plan to prioritize and direct city capital investment.	High (lack of funding)	There will be a CFP Element or Discussion in the 2024 Comp Plan
<b>C-1</b>	Maintain funding for the neighborhood patrol program in Tillicum to support neighborhood watch groups and provide regular communication with neighborhood and civic organizations.	High	No. Addressed in Goal 2.
<b>C-4</b>	Provide development preapplication packets to the Police Department and include their feedback on design from a CPTED perspective.	High	No. Addressed in Goal 2.
<b>E-1</b>	Develop a marketing program to improve perceptions of the Tillicum neighborhood and promote the neighborhood as a desirable and affordable place to live.	High	No. Addressed in Goal 2
<b>I-1</b>	Produce a brochure on Tillicum’s history.	High	No. Addressed in Goal 2.
<b>D-10</b>	Address the need for on-street parking by small businesses.	Medium	Yes
<b>E-3</b>	Amend the City’s development regulations to enable innovative layouts, designs, and configurations such as Z-lots, great house design, and cottage housing.	High	Yes
<b>E-7</b>	Allow a reduction in the amount of off-street parking based on a parking study prepared by a registered professional engineer.	High	Yes
<b>F-14</b>	Promote community awareness of financial subsidies available from public agencies for property and home improvement.	Medium	No. Addressed in Goal 3.

Number	Action	Priority (Identified)	Relation to 2024 Update
<b>E-10</b>	<p>Prepare a utility plan for Union Avenue SW.</p> <ul style="list-style-type: none"> <li>▪ Determine the desirability and cost of placing utilities underground.</li> <li>▪ Work with utility purveyors to underground existing utilities.</li> <li>▪ Survey property owners to determine willingness to participate in a local improvement district (LID).</li> <li>▪ Form a LID if property owners are in favor of doing so.</li> <li>▪ Work with present and future developers to ensure conformance with this action.</li> </ul>	Medium	No. Addressed in Goal 5.
<b>E-11</b>	Monitor development activity to identify regulatory and/or cost barriers that discourage investment in Tillicum.	Medium	Yes
<b>F-2</b>	Initiate discussions with other agencies to consider a program of reducing/waiving development and/or capacity fees as a means of promoting housing affordability.	High	Yes
<b>F-5</b>	Provide the news media with information about potential apartment closures.	High	No. Addressed in Goal 3.
<b>F-13</b>	Establish an incentive awards program for well-maintained and trouble-free rentals.	Medium	No. Addressed in Goal 3.
<b>F-15</b>	Once sewers have been installed, consider use of the multifamily tax incentive program to target multi-family growth into selected parts of Tillicum.	Medium	Yes
<b>F-16</b>	Hold joint landlord training sessions with the Tillicum and American Lake Gardens neighborhoods.	Low (lack of funding)	No. Addressed in Goal 3.
<b>D-2</b>	Establish bicycle and pedestrian connections between residential areas, Union Avenue SW, and Harry Todd Park.	High	Yes
<b>D-6</b>	Identify bus stops with inadequate lighting and improve lighting at these stops. Examine the need for more shelters and posted schedules. Provide the telephone number of Pierce Transit’s community liaison at bus stops.	Medium	No. Addressed in Goal 4.
<b>D-8</b>	Periodically review and update routes and frequency of transit bus lines with community input. Provide timely notification of route and service changes.	Medium	No. Addressed in Goal 4.
<b>D-11</b>	Establish street design guidelines for other streets including North Thorne Lane SW, Woodlawn Avenue SW, Maple Street SW, West Thorne Lane SW, and portions of Portland Avenue SW and Berkeley Street SW.	Medium	Yes

Number	Action	Priority (Identified)	Relation to 2024 Update
<b>D-13</b>	Monitor and support funding for the Cross-Base Highway project.	Low	Removed; Cross-Base Highway project is no longer active.
<b>D-14</b>	Establish “green street” designations and associated improvements, including sidewalks, landscaping, bike lanes, crosswalks, and lighting, for Union Avenue SW, North Thorne Lane SW, Woodlawn Avenue SW, and West Thorne Lane SW. Seek compatibility between the provision of bicycle lanes and vehicular parking.	Low (lack of funding)	Yes
<b>D-15</b>	Install pedestrian signals on streets with high traffic volumes.	Low	No. Addressed in Goal 4.
<b>D-16</b>	Require commercial, institutional, and multi-family developments to provide protected and secure bicycle parking.	Low	Yes
<b>E-2</b>	Develop and adopt new zoning classifications to implement freeway-oriented commercial on the I-5 side of Union Avenue SW and tailored neighborhood commercial on the opposite side.	High	Yes
<b>E-4</b>	Amend the City’s development regulations to require a greater level of design for small lot residential development and for commercial development located along Union Avenue SW.	High	Yes
<b>E-6</b>	Establish a contract post office on Union Avenue SW.	High	No. Addressed in Goal 5.

**ATTACHMENT B**

# **Lakewood Comprehensive Plan: Policy Audit Appendix**

**WORKING DRAFT | August 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>	<b>LU-3 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 Land Use Designations Map.

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>
<b>Residential</b>		

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 represents 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><b>This appears redundant with the revised explanations above.</b></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]

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 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 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 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 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
LU-40.2 Enforce the City's public facilities master plan process confirming that: 1) appropriate provisions are made for infrastructure and/or services; 2) approval criteria and mitigation measures are incorporated into project approvals; and 3) the safety of the general public, as well as workers at, and visitors to, Western State Hospital is ensured.	<ul style="list-style-type: none"> <li>Revised for clarity and brevity.</li> </ul>	LU-9.2 Implement the city's public facilities master plan process to confirm that these facilities meet standards for appropriate levels of service and the health and safety of the public.
LU-40.3 Avoid as much as possible incompatible uses on the WSH campus which could adversely impact existing uses, adjoining properties, or adversely impact at-risk or special needs populations, including but not limited to children and the physically or mentally disabled.	<ul style="list-style-type: none"> <li>Revised for clarity and brevity.</li> </ul>	LU-9.3 Minimize incompatible uses on the Western State Hospital campus to prevent adverse impacts on existing functions, neighboring properties, and vulnerable groups.
<b>LU-66 Pursue the transition of nonconforming uses and structures to encourage more conforming uses and development patterns.</b>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<b>LU-10 Encourage the transition of nonconforming uses and structures towards compliance with current standards.</b>
LU-66.1 Provide for the continued operation, maintenance, and minor repair of nonconforming uses that were legally established but are no longer in compliance with the Comprehensive Plan or development regulations.	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	LU-10.1 Allow for the continued operation, maintenance, and minor repair of nonconforming uses that were legally established but are no longer in compliance with development regulations.
LU-66.2 Restrict nonconforming uses from increasing their scale or the intensity of the nonconformity.	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	LU-10.2 Prohibit any expansion in the scale or intensity of existing nonconforming uses or structures.
LU-66.3 Require that parcels containing nonconforming uses be brought into compliance at the time these nonconforming uses cease to operate or are significantly damaged.	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	LU-10.3 Require nonconforming uses and structures to be brought into compliance if they cease to operate or site improvements are significantly damaged.
LU-67.4 Allow for replacement, or reduction without meeting current standards, of other nonconformities if bringing the nonconformity into compliance would effectively prohibit that use of the property (e.g., lot size or dimensions are such that standard setbacks could not be achieved, etc.)	<ul style="list-style-type: none"> <li>Revised and combined with other policies.</li> </ul>	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.
<b>LU-67 Facilitate the compliance of other nonconformities with current development standards.</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-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>

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

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-1.1 Periodically review the provision of services and utilities within the city to ensure that service is being provided in accordance with this plan.	<ul style="list-style-type: none"> <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>

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

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-2.1 Deny land use and/or development permit requests when capacity to serve the project is projected to be inadequate, and/or LOS is projected to be unmet, at the time of occupancy.	<ul style="list-style-type: none"> <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]

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

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.

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

Original Goal/Policy	Rationale for Change	Final Goal/Policy
CF-4.3 Coordinate with providers for inclusion of necessary development standards into City development regulations and building codes, and support the providers' enforcement of the adopted standards.	<ul style="list-style-type: none"> <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.



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><b>CF-9</b> Administer a process, through design and development regulations, to site essential public facilities that adequately consider impacts of specific uses.</p>	<ul style="list-style-type: none"> <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 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 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 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	
<b>ED-1</b>	<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>	<b>ED-1</b>	<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</b>	<b>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 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>	[REMOVED]
ED-6.1 Where feasible and appropriate, promote freight mobility through grade separation of rail traffic from street traffic and improvement of existing Lakewood road connections.	<ul style="list-style-type: none"> <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>Provide Leadership in Managing Climate Change.</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> 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>
<p>NEW</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 1.3 <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.</p>
<p>[ NEW ]</p> <ul style="list-style-type: none"> <li>Added to address goals under the VISION 2050 plan.</li> </ul>	<p>EC-1.4 <b>Achieve Regional Greenhouse Gas Emissions Goals:</b> Work to achieve regional goals of reducing the emissions of greenhouse gases that contribute to climate change consistent with the goals of VISION 2050 and the Puget Sound Clean Air Agency. These goals are set at reductions of 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050.</p>	

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>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></p>	<ul style="list-style-type: none"> <li>Removed language that could be its own policy under this goal.</li> </ul>	<p>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.</p>
<p>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.</p>	<ul style="list-style-type: none"> <li>Deleted as an operational detail not a policy.</li> </ul>	<p>[REMOVED]</p>
<p>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.</p>	<ul style="list-style-type: none"> <li>Edited for brevity.</li> </ul>	<p>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.</p>
<p>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.</p>		<p>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.</p>
<p>EC 2.4 <b>Expand Regional Passenger Rail</b> Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.</p>		<p>EC 2.3 <b>Expand Regional Passenger Rail:</b> Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.</p>
<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>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> <li>Split from Goal EC-2 as its own policy</li> </ul>	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.
<b>EC-3 Increase Sustainable and Energy-Efficient Systems. Reduce the city's consumption of energy by encouraging energy conservation and supporting the consumption of energy produced by climate-friendly technologies. Reduce the city's overall waste stream by reducing the city's consumption of goods and materials.</b>	<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>	<b>EC-3 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.
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.		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.
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.		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 with partners.
EC-3.3 <b>Promote Solid Waste Reduction and Recycling:</b> Promote waste reduction and recycling to minimize materials that are processed in landfills.		EC-3.3 <b>Promote Solid Waste Reduction and Recycling:</b> Promote waste reduction and recycling to minimize materials that are processed in landfills.
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.		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.
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.	<ul style="list-style-type: none"> <li>Removed as overly broad and covered with other policies.</li> </ul>	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<p>EC-4 <b>Encourage Sustainable Development.</b> Reduce energy consumption by promoting sustainable land uses and development patterns. Pursue infill development opportunities and encourage the construction of higher-density, mixed-use projects around existing public transit infrastructure, schools, parks, neighborhood-serving retail and other critical services. Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.</p>	<ul style="list-style-type: none"> <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.</b> Reduce energy consumption by promoting sustainable land uses and development patterns.</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>
<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>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[NEW]	<ul style="list-style-type: none"> <li>NEW- taken from EC-4</li> </ul>	EC-4.6 <b>Promote Sustainable Practices:</b> Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.
<b>EC-5 Develop a Hazards Management Plan (developing a climate resilient community). While the impacts of climate change on local communities are uncertain, it is important to prepare to respond to major storm events and protect residents and businesses from increased risks of natural disasters. Resilience involves three abilities which are related to hazards management: 1) the ability to absorb strain and preserve functioning despite the presence of adversity; 2) an ability to recover or bounce back from untoward events – as the community becomes better able to absorb a surprise and stretch rather than collapse; and 3) an ability to learn and grow from previous episodes of resilient action.</b>	<ul style="list-style-type: none"> <li><b>Simplified language</b></li> </ul>	<b>EC-5 Develop a Climate Resilient Community.</b> Ensure that the long-term effects of climate change and other hazards are minimized on the community.
<b>EC-5.1 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.	<ul style="list-style-type: none"> <li>Removed for redundancy. Should be done as a part of the comprehensive plan update</li> </ul>	[DELETED]
<b>EC-5.2 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.		<b>EC-5.1 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.
<b>EC-5.4 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. <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> Continue to coordinate and cooperate with the hazards-management community.		<b>EC-5.2 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. <ul style="list-style-type: none"> <li>Ensure that emergency response plans are in place to minimize impacts of future events.</li> <li>Address the needs of vulnerable populations during emergency conditions such as extreme heat or smoke events.</li> <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>



Original Goal/Policy	Rationale for Change	Final Goal/Policy
<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>Add to consider the need for discussions of resilience to comply with state/regional mandates.</li> </ul>	<p>EC-5.4 <b>Plan for Flood Risks.</b> Consider flood risks in the development and management of city infrastructure and facilities.</p>
<p>[NEW]</p>	<ul style="list-style-type: none"> <li>Add to consider the need for discussions of resilience to comply with state/regional mandates.</li> </ul>	<p>EC-5.5 <b>Improve the Urban Tree Canopy.</b> Enhance the quality and sustainability of the urban forest and urban tree canopy to mitigate urban heat island effects, address stormwater drainage concerns, and meet environmental quality goals.</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-5.6 <b>Plan for Climate Resiliency with Public Facilities:</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. As part of this strategy, incorporate climate-resilient designs in public infrastructure, especially city parks, recreation facilities, and buildings.</p>
<p>[ NEW ]</p>	<ul style="list-style-type: none"> <li>Add to consider the need for discussions of resilience to comply with state/regional mandates.</li> </ul>	<p>EC-5.7 <b>Encourage Local Resiliency Efforts:</b> Promote efforts by local businesses to utilize and market climate-resistant features, renewable energy, and other sustainable practices.</p>
<p>[ NEW ]</p>	<ul style="list-style-type: none"> <li>Add to consider the need for discussions of resilience to comply with state/regional mandates.</li> </ul>	<p>EC-5.8 <b>Address Disproportionate Impacts of Hazards:</b> Improve the resilience of overburdened communities to the impacts of climate change through outreach and investment.</p>

Original Goal/Policy	Rationale for Change	Final Goal/Policy
[ NEW ]	<ul style="list-style-type: none"> <li>▪ Add to consider the need for discussions of resilience to comply with state/regional mandates.</li> </ul>	EC-5.9 <b>Provide Information About Local Resiliency:</b> Build awareness in the community about the risks from natural disasters and other emergencies and the public programs intended to address these impacts.

# 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><b>This should be refined to focus on the housing targets by income category.</b></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><b>This should be integrated into targets by household income.</b></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)</b>	<b>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</b>	<b>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
(LU-2)	<b>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]
(LU-2)	<b>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 to 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</b> Maintain and develop partnerships to create and manage affordable housing with nonprofit agencies and other organizations.
	<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</b> Maintain a surplus lands policy that supports development of affordable housing by private, nonprofit, and government organizations.
	<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</b> Use federal and state grants and other funds to support affordable housing goals.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-2.17 Work with other Pierce County cities to address regional housing issues.	<ul style="list-style-type: none"> <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>	<p>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.</p>
<p><b>(LU-2) Provide a variety of housing types and revised regulatory measures which increase housing affordability.</b></p>	<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>	<p><b>HO-4 Support different housing types, designs, and ownership models for options that can meet different housing needs.</b></p>
<p>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.</p>	<ul style="list-style-type: none"> <li>This should be simplified.</li> </ul>	<p>HO-4.1 Support flexible site designs and innovative housing types to help meet housing needs in the community.</p>
<p>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.</p>	<ul style="list-style-type: none"> <li>This should be simplified.</li> </ul>	<p>HO-4.2 Support high-quality building design as part of projects where innovative site or subdivision designs are permitted.</p>
<p>LU-2.23 Encourage the construction of cottages on small lots through incentives such as density bonuses.</p>	<ul style="list-style-type: none"> <li>Combine with the following policy.</li> </ul>	<p>HO-4.3 Encourage the construction of cottages and cottage housing developments with site design incentives.</p>
<p>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:</p> <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>	<p>[REMOVED]</p>

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>[ new ]</p>	<ul style="list-style-type: none"> <li>▪ Add provisions for alternative ownership models to align with new state requirements.</li> </ul>	<p>HO-4.6 Encourage alternative ownership models such as cohousing to support housing access.</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>



Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.	<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>	HO-5.1 Allow special needs housing throughout the city and encourage a distribution of this housing to prevent overconcentration.
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.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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.
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.
[NEW]	<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.

Original Goal/Policy		Rationale for Change	Final Goal/Policy
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.
<b>LU-4</b>	<b>Maintain, protect, and enhance the quality of life of Lakewood's residents.</b>	<ul style="list-style-type: none"> <li><b>Edits for clarity.</b></li> </ul>	<b>HO-7 Support a high quality of life for Lakewood residents.</b>
<b>(LU-4)</b>	<b>Preserve and protect the existing housing stock.</b>	<ul style="list-style-type: none"> <li><b>Remove, as this is not really a strong goal to support quality of life.</b></li> </ul>	<b>[REMOVED]</b>
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]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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]
<b>(LU-4) Improve the quality of multifamily housing choices.</b>	<ul style="list-style-type: none"> <li><b>This objective should be consolidated with broader housing needs.</b></li> </ul>	<b>[REMOVED]</b>
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) Develop and maintain livable neighborhoods with a desirable quality of life.</b>	<ul style="list-style-type: none"> <li><b>This appears redundant.</b></li> </ul>	<b>[REMOVED]</b>
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.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
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]
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>	<b>[REMOVED]</b>
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]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<b>(LU-4) Support those who wish to work from home while preserving the residential character of the residentially designated areas.</b>	▪ This may not require a full goal.	[REMOVED]
LU-4.25 Continue allowing home-based businesses that do not conflict with typical neighborhood functions.	▪ This can be edited for clarity.	HO-7.10 Allow home-based businesses in residential neighborhoods that do not conflict with residential uses.
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.	▪ This policy appears redundant.	[REMOVED]
LU-4.27 Incorporate emergent business trends and state licensure requirements into use standards for home-based businesses.	▪ It is unclear why this would be included in the Plan.	[REMOVED]
<b>(LU-4) Relate development of public amenities such as parks, recreation centers, libraries, and other services to residential neighborhoods.</b>	▪ This should be combined with other capital facilities and amenities policies.	[REMOVED]
LU-4.28 Coordinate capital improvements with targeted growth and expected redevelopment.	▪ This is very vague.	[REMOVED]
<b>(LU-4) Increase the percentage of homeownership in the City.</b>	▪ This has been combined with HO-2 above.	[REMOVED]
LU-4.29 Allow zero lot line developments and flats with common wall construction on separately platted lots in designations that permit attached unit types. Encourage condominium and fee simple townhouse developments with ground access and small yards. Encourage the development of small-detached houses on platted lots or condominium developments where lot areas with yards are established without platting.	▪ This can be broadened, as it appears highly prescriptive. ▪ The intent is combined with the new HO-2.7 above.	[REMOVED]
LU-4.30 Support first time homebuyer programs such as those available through the Washington State Housing Finance Commission and other similar private or not-for-profit programs with similar or better program elements and rates.	▪ Combined with the new HO-2.1.	[REMOVED]
<b>LU-5 Recognize relocation issues brought about by demolition or conversion to another use.</b>	▪ Refine this goal to better reflect the intent of the policies.	<b>HO-8 Mitigate housing displacement and the loss of affordable housing units from development in the city.</b>

Original Goal/Policy		Rationale for Change	Final Goal/Policy
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.
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.	<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>	HO-8.3 Require financial and relocation assistance for people displaced as a result of construction and development projects using federal funds.
		<ul style="list-style-type: none"> <li>Separated from above.</li> </ul>	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.
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.	<ul style="list-style-type: none"> <li>Clarify and condense.</li> </ul>	HO-8.5 Apply CDBG funds as applicable for relocation payments and other relocation assistance.
<b>PS-18</b>	<b>Provide decent affordable housing.</b>	<ul style="list-style-type: none"> <li><b>This has been included under previous goals.</b></li> </ul>	<b>[REMOVED]</b>
PS-18.1	Preserve existing owner-occupied housing stock.	<ul style="list-style-type: none"> <li>This has been covered previously.</li> </ul>	[REMOVED]
	<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>	[REMOVED]
PS-18.2	Expand/sustain affordable homeownership opportunities.	<ul style="list-style-type: none"> <li>This has been covered previously.</li> </ul>	[REMOVED]
	<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>	[REMOVED]

Original Goal/Policy	Rationale for Change	Final Goal/Policy
<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>	[REMOVED]
<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>	[REMOVED]
<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>	[REMOVED]
<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.	▪ Split the policy.	NE-6.7	Work towards a citywide goal of 40% tree canopy cover by the year 2050.
[ new ]		▪ Split the policy in LU-60.4.	NE-6.8	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>

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
LU-61.1	Preserve the amenity and ecological functions of water features through planning and innovative land development.	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>	NE-7.1	Preserve the aesthetic and ecological functions of water features through planning and innovative land development.
LU-61.2	Manage water resources for the multiple uses of fish and wildlife habitat, recreation, flood management, water supply, and open space.	<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> <li>▪ Reworded on suggestion from DNR.</li> </ul>	<p>NE-8.1 Reduce risks to public safety and property from landslides, slope failures, erosion, seismic events, volcanic eruptions, or flooding hazards.</p>



Original Goal/Policy	Rationale for Change	Final Goal/Policy
LU-62.2 Minimize cut and fill modification of topography or hydrological features and functions.	▪ Edited for clarity.	NE-8.2 Limit modifications to topography and hydrological features and functions from cut and fill practices..
LU-62.3 Allow clearing, grading, or other land alteration of property only for approved development proposals.	▪ 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.
<p><b>PS-5 Protect community members from criminal activity and reduce the incidence of crime in Lakewood.</b></p>		
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.
<p><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></p>		
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.	<ul style="list-style-type: none"> <li>Edited for flow.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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>	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	<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.	<ul style="list-style-type: none"> <li>Edited for clarity and brevity.</li> </ul>	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.	<ul style="list-style-type: none"> <li>▪</li> </ul>	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>	<b>SA-1.1</b> 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>	<b>SA-1.2</b> 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>▪ <b>Link the Downtown Subarea Plan to this section</b></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>	<b>DS-1.1</b> 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
<b>[NEW]</b>	<ul style="list-style-type: none"> <li>▪ <b>New goal to summarize intent.</b></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.
<b>[NEW]</b>	<ul style="list-style-type: none"> <li>▪ <b>New goal to summarize intent.</b></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 LS-2 section.</b></li> </ul>	<b>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 LS-3 section.</b></li> </ul>	<b>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 LS-4 section.</b></li> </ul>	<b>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 LS-5 section.</b></li> </ul>	<b>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 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 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 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.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
<b>UD-9: Create a livable, transit-oriented community within the Lakewood Station District through application of urban design principles.</b>	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
UD-9.1: Provide for pedestrian and bicycle connectivity within the Lakewood Station District to the commuter rail station.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[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).	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
UD-9.3: Improve identified civic boulevards, gateways, and green streets within the Lakewood Station District to provide a unifying and distinctive character.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[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.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[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.	<ul style="list-style-type: none"> <li>▪ Considered in policies above.</li> </ul>	[REMOVED]
<b>Tillicum-Woodbrook Subarea</b>		
<b>[FROM SUBAREA PLAN]</b>	<ul style="list-style-type: none"> <li>▪ <b>Goal from Subarea Plan.</b></li> </ul>	<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]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	TW-1.1 Encourage public and private investment in human services, Tillicum-Woodbrook Community Center, Tillicum Elementary School, and the arts.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	TW-1.2 Expand public access to American Lake to increase recreation opportunities for all residents.
[FROM SUBAREA PLAN]	<ul style="list-style-type: none"> <li>▪ Policy from Subarea Plan.</li> </ul>	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]	

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: 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 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: 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: 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 Reduce traffic to meet state, regional, and city environmental and sustainability goals.</b>
<b>T-12: 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



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>▪ Edited for clarity.</li> <li>▪ Includes provisions from RCW 36.70A.070(6)(a)(vii).</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.

Original Goal/Policy	Rationale for Change	Final Goal/Policy
T-14.4: Require the incorporation of non-motorized facilities including bicycle parking, pedestrian-scale lighting, benches, and trash receptacles into new development designs.	▪ Edited for clarity/brevity.	TR-9.4 Require non-motorized transportation improvements such as bicycle parking/lockers and streetscape upgrades as part of new development.
T-14.5: Work with transit providers to provide bike racks and/or lockers at key transit stops and require them as condition of new development.	▪ Note that this requirement specifically focuses on transit agencies.	TR-9.5 Coordinate with transit providers to encourage multimodal “first mile/last mile” connections with supporting improvements like bike racks and lockers.
T-14.6: Coordinate with adjacent jurisdictions to design for coherent bike and pedestrian corridors.	▪ Edited for clarity/brevity.	TR-9.6 Collaborate with neighboring jurisdictions to maintain consistent bike and pedestrian corridor planning and standards.
T-14.7: Adopt a “Complete Streets” ordinance.	▪ Removed as redundant as currently adopted.	[REMOVED]
T-14.8: Take positive steps to improve traffic safety at high accident and/or injury locations.	▪ Edited for clarity/brevity.	TR-9.7 Prioritize traffic safety improvements at locations with high accident rates.
<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>	▪ Edited for clarity/brevity.	<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.	▪ Edited for clarity/brevity.	TR-10.1 Establish flexible parking regulations to balance the need for adequate parking with objectives to decrease traffic.
T-15.2: Consider parking standards that support TDM efforts.	▪ Edited for clarity/brevity.	TR-10.2 Integrate Transportation Demand Management (TDM) considerations in parking regulations and planning.
T-15.3: Allow adjacent or nearby uses that have different peak parking demands such as employment and housing to facilitate shared parking spaces.	▪ Edited for clarity/brevity.	TR-10.3 Permit the use of shared parking for different activities that have varying peak parking needs.
T-15.4: Recognize the capacity of transit service in establishing parking standards.	▪ Edited for clarity/brevity.	TR-10.4 Consider transit service availability when setting parking standards.
T-15.5: Develop and enforce parking lot design standards, identifying requirements for landscaping, walkways, runoff treatment, parking area ratios, lighting, and other elements as needed.	▪ Edited for clarity/brevity.	TR-10.5 Implement parking lot design guidelines that minimize aesthetic, environmental, and public safety impacts.
<b>T-16: Foster the evolution of a Downtown that is compact and walkable and not defined by large expanses of parking lots.</b>	▪ Edited for clarity/brevity.	<b>TR-11 Promote a walkable, pedestrian-friendly Downtown.</b>

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: 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 I-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>Edited for clarity.</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>	<ul style="list-style-type: none"> <li>▪ <b>Revised for clarity.</b></li> </ul>	<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>	▪ Edited for clarity.	<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.	▪ Edited for clarity/brevity.	UT-1.1	Integrate utility corridor and facility data into the city's Geographic Information System (GIS), and ensure this information is regularly updated through consultations with private utility providers.
U-1.2	Coordinate with utility providers to ensure that the general location of existing and proposed utility facilities is consistent with other elements of the Comprehensive Plan.	▪ Edited for clarity/brevity.	UT-1.2	Collaborate with utility providers and other partners 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>	▪ Edited for clarity.	<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.	▪ Edited for clarity/brevity.	UT-2.1	Promote planning for utility services and facilities that are consistent with the growth and development strategies prescribed in the Comprehensive Plan.
U-2.2	Where appropriate, encourage conservation in coordination with other utility providers and jurisdictions.	▪ Edited for clarity/brevity.	UT-2.2	Partner with utility providers on conservation efforts.
U-2.3	Encourage the appropriate siting, construction, operation, and decommissioning of all utility systems in a manner that reasonably minimizes impacts on adjacent land uses.	▪ Edited for clarity/brevity.	UT-2.3	Encourage the siting, construction, operation, and decommissioning of utility systems to minimize adverse impacts on neighboring land uses.
<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>	▪ Removed as duplicative with the previous goal.	<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.	▪ Edited for clarity/brevity.	UT-2.4 Condition development approval on the capacity of existing utility systems to support the development without decreasing levels of service, unless a financial commitment is made to provide service within a specified time frame.
U-3.2 Coordinate the extension of utility services with expected growth and development.	▪ Edited for clarity/brevity.	UT-2.5 Align the extension of utility services with anticipated growth and development patterns.
U-3.3 Coordinate with service providers and other utilities using rights-of-way on the timing of improvements to reduce impacts to communities and to lower the cost of improvements.	▪ Edited for clarity.	UT-2.6 Partner 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.	▪ Edited for clarity.	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>	▪ Edited for clarity/brevity.	<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.	▪ Revised and combined.	UT-3.1 Ensure the proper provision and maintenance of adequate storm and flood control facilities to manage surface flooding and comply with the National Pollutant Discharge Elimination System (NPDES) standards.
U-4.2 Undertake a stormwater management program that meets or exceeds the standards of the National Pollutant Discharge Elimination System (NPDES).	▪	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.	▪ This appears redundant with U-4.1.	[REMOVED]
U-4.4 Implement flood-control improvements that maintain the integrity of significant riparian and other environmental habitats.	▪ Edited for clarity/brevity.	UT-3.3 Maintain the integrity of habitats as part of flood-control improvements.

Original Goal/Policy		Rationale for Change	Final Goal/Policy	
U-4.5	Develop public works policies and design standards which encourage minimizing the development of impervious surfaces.	<ul style="list-style-type: none"> <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.

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 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 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 partners such as 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 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>	[REMOVED]
[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 Work with Puget Sound Energy to align their 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.

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
<p>U-14.4 To the maximum extent possible and based upon applicable regulations, the City should work with the utility companies in preparing a plan for undergrounding utilities in areas where their visual impact is critical to improving the appearance of the City, such as the Downtown and the I-5 Corridor (Pacific Highway SW and South Tacoma Way).</p>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<p>UT-9.4 Work with utility companies to develop strategic plans for the undergrounding of utilities, especially in visually significant areas such as Downtown and the I-5 Corridor.</p>
<p><b>U-15 To the extent practical, screen major utility structures/fixtures.</b></p>	<ul style="list-style-type: none"> <li>Revised for clarity.</li> </ul>	<p><b>UT-10 Use screening and landscaping around major utility structures to balance aesthetic concerns with operational integrity and environmental considerations.</b></p>
<p>U-15.1 The City should work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.</p>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<p>UT-10.1 Collaborate with utility providers to develop comprehensive right-of-way vegetation plans.</p>
<p>U-15.2 The City should require that site-specific utility facilities such as antennas and substations, be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.</p>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<p>UT-10.2 Require utility facilities to be reasonably and appropriately sited and screened to mitigate aesthetic impacts.</p>
<p>U-15.3 The City should work with the utility companies and also support statewide efforts by the Washington Utility and Transportation Commission (WUTC) to devise a method of paying for improvements associated with environmental and aesthetic impacts.</p>	<ul style="list-style-type: none"> <li>Revised for clarity/brevity.</li> </ul>	<p>UT-10.3 Support innovative approaches to fund improvements to address environmental and aesthetic impacts of utility infrastructure.</p>
<p><b>U-16 Promote energy conservation.</b></p>	<ul style="list-style-type: none"> <li><b>This is acknowledged in more detail in the Energy and Climate Change Element.</b></li> </ul>	<p>[REMOVED]</p>
<p>U-16.1 The City shall, at minimum, ensure that its buildings comply with state and federal standards for energy conservation.</p>	<ul style="list-style-type: none"> <li></li> </ul>	<p>[REMOVED]</p>
<p>U-16.2 The City will endeavor to work with utility companies to promote and educate the public about strategies for conserving energy.</p>	<ul style="list-style-type: none"> <li></li> </ul>	<p>[REMOVED]</p>
<p>U-16.2 The city will work with local utility purveyors to convert existing traffic signals to light-emitting diode (LED) lamps and develop a policy to install LED in future traffic signals.</p>	<ul style="list-style-type: none"> <li></li> </ul>	<p>[REMOVED]</p>



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.

# ATTACHMENT C

## Adopt amendments to Lakewood Municipal Code (LMC) Title 14, Environmental Protection

### “CRITICAL AREAS ORDINANCE” Lakewood Municipal Code (LMC) Title 14

Chapter 14.142

#### CRITICAL AREAS AND NATURAL RESOURCE LANDS AUTHORITY, INTENT, AND GENERAL PROVISIONS\*

Sections:

- 14.142.010 Authority and title.
- 14.142.020 Intent.
- 14.142.030 Interpretation.
- 14.142.040 Applicability and mapping.
- 14.142.045 Best Available Science.
- 14.142.050 Permitted uses.
- 14.142.060 Regulated uses/activities.
- 14.142.070 Exemptions and allowed activities.
- 14.142.080 Reasonable use exception.
- 14.142.090 Reasonable use exception and modification of critical area requirements for individual single-family residences.
- 14.142.100 Review Process.
- 14.142.110 Variances.
- 14.142.120 Current use assessment.
- 14.142.130 Compliance provisions.
- 14.142.135 General mitigation requirements.
- 14.142.138 General critical areas report requirements.
- 14.142.140 Appeal procedures.
- 14.142.160 Fees.
- 14.142.170 Title and plat notification.
- 14.142.180 Nonconforming uses, structures, and lots.
- 14.142.190 Administrative procedures and technical criteria.
- 14.142.200 Severability.

\* **Prior legislation note:** Ord. [362](#) repealed provisions concerning critical areas and natural resource lands that were formerly in Chapters 14.138 and 14.142, based on the provisions of Ord. [56](#).

14.142.010 Authority and title.

This title is established pursuant to the requirements of the Growth Management Act (RCW [36.70A.060](#)) and the State Environmental Protection Act (Chapter [43.21C](#) RCW). This title shall be known as the “Critical Areas and Natural Resource Lands Regulations.” [Ord. 362 § 3, 2004.]



#### 14.142.020 Intent.

It is the intent of the critical areas and resource lands regulations to:

- A. Designate and protect critical areas and natural resource lands, including wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, geologically hazardous areas, ~~flood hazard~~frequently flooded areas, and mineral resource lands.
- B. Protect the natural environment, including air and water, to preserve the community's high quality of life.
- C. Protect unique, fragile and valuable elements of the environment, including fish and wildlife habitat; including suitable habitats to maintain native fish and wildlife species within their natural geographic distribution so that isolated sub-populations are not created.
- D. Protect the public against losses from:
  1. Costs of public emergency rescue and relief operations where the causes are avoidable.
  2. Degradation of the natural environment and the expense associated with repair or replacement.
- E. Protect members of the public and public resources and facilities from injury, loss of life, or property damage due to landslides, steep slope failures, erosion, seismic events, or flooding.
- F. Avoid, minimize and mitigate for impacts arising from land development and other activities affecting critical areas to maintain their ecological functions and values including water quality, flood attenuation, habitat, recreation, education, and cultural preservation.
- G. Provide the public with sufficient information and notice of potential risks associated with developing in and adjacent to critical areas.
- H. Implement the goals and requirements of the Growth Management Act and the Lakewood comprehensive plan. [Ord. 362 § 3, 2004.]

#### 14.142.030 Interpretation.

In the interpretation and application of this title, all provisions shall be:

- A. Considered the minimum necessary;
- B. Liberally construed to serve the purposes of this title; and
- C. Deemed neither to limit nor repeal any other powers under state statute. [Ord. 362 § 3, 2004.]

#### 14.142.040 Applicability and mapping.

A. *Applicability.* This title shall apply to all lands, land uses and development activity in the City which are designated as critical areas or natural resource lands by the City, including wetlands. Properties containing critical areas or natural resource lands are subject to this title. When the requirements of this title are more stringent than those of other City codes and regulations, the requirements of this title shall apply.

Where a site contains two or more critical areas, the site shall meet the minimum standards and requirements for each identified critical area as set forth in this title. Critical areas on lands subject to the Washington State Shoreline Management Act (SMA) and regulated by the City's shoreline management regulations shall be regulated under the shoreline provisions and are not subject to the procedural and substantive requirements of this title. Nothing in this section, however, is intended to limit or change the quality of information to be applied in protecting critical areas within shorelines of the state.

Shorelines of the state shall not be considered critical areas under this title except to the extent that specific areas located within such shorelines qualify for critical area designation based on the definition of critical areas provided by RCW [36.70A.030\(5\)](#) and have been designated as such by the City's critical areas regulations.

If the City's shoreline regulations do not include land necessary for buffers for critical areas that occur within shoreline areas, then the City shall continue to regulate those critical areas and their required buffers pursuant to this title.

B. *Mapping.* Maps may be developed and maintained by the City which show the general location of critical areas for informational purposes. The actual presence of critical areas and the applicability of these regulations shall be determined by the classification criteria established for each critical area. [Ord. 590 § 2, 2014; Ord. 362 § 3, 2004.]

#### 14.142.045 Best available science.

- A. *Criteria for best available science.* The best available science is that scientific information applicable to the critical area prepared by local, state or federal natural resource agencies, a qualified scientific professional or team of qualified scientific professionals consistent with criteria established in WAC 365-195-905 through 365-195-925, as amended.
- B. *Protection for functions and value and anadromous fish.* Critical area studies and decisions to alter critical areas shall rely on the best available science to protect the functions and value of critical areas and must give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fish and their habitat, such as salmon and bull trout.
- C. *Absence of valid scientific information.* Where there is an absence of valid scientific information or incomplete scientific information relating to a critical area leading to uncertainty about the risk to critical area function of permitting an alteration of or impact to the critical area, the Director shall take a "precautionary approach" that strictly limits development and land use activities until the uncertainty is sufficiently resolved. To address such uncertainty, the Director may consult with State agencies regarding best available science and agency recommendations. The burden of

proof that the action will cause no net loss or harm to persons or property falls on the applicant or the property owner.

14.142.050 Permitted uses.

Uses permitted on properties designated as critical areas or natural resource lands shall be the same as those permitted in the zone classification shown in the City's Land Use and Development Code unless specifically prohibited by this title. [Ord. 362 § 3, 2004.]

14.142.060 Regulated uses/activities.

A. Unless the requirements of this title are met, the City shall not grant any approval or permission to alter the condition of any land, water or vegetation, or to construct or alter any structure or improvement including but not limited to the following: building permit, commercial or residential; binding site plan; conditional use permit; franchise right-of-way construction permit; site development permit; master plan development; right-of-way permit; shoreline conditional use permit; shoreline environmental redesignation; shoreline substantial development permit; shoreline variance; large lot subdivision, short subdivision; special use permit; subdivision; unclassified use permit; utility and other use permit; variance; zone reclassification; or any subsequently adopted permit or required approval not expressly exempted by this chapter.

B. Compliance with these regulations does not remove an applicant's obligation to comply with applicable provisions of any other federal, state, or local law or regulation. Requirements include but are not limited to those of the U.S. Army Corps of Engineers, Washington Department of Fish and Wildlife, and the Washington Department of Ecology, which must be met prior to commencing activities affecting wetlands, except as addressed in LMC ~~14.162.130~~ 14.162.120 regarding Corps of Engineers Section 404 individual permits.

C. The following activities within a critical area and/or buffer, unless exempted by LMC 14.142.070, shall be regulated:

1. Removing, excavating, disturbing or dredging soil, sand, gravel, minerals, organic matter or materials of any kind;
2. Dumping, discharging or filling;
3. Draining, flooding or disturbing the water level or water table. In addition, an activity which involves intentional draining, flooding or disturbing the water level or water table in a wetland, in which the activity itself occurs outside the wetland and buffer, shall be considered a regulated activity;
4. Driving pilings or placing obstructions, including placement of utility lines;
5. Constructing, reconstructing, demolishing or altering the size of any structure or infrastructure;
6. Altering the character of a wetland by destroying or altering vegetation through clearing, harvesting, cutting, intentional burning, shading or planting;
7. Activities which result in significant changes in water temperature or physical or chemical characteristics of wetland water sources, including changes in quantity of water and pollutant level;
8. Application of pesticides, fertilizers and/or other chemicals, unless demonstrated not to be harmful to wetland habitat or wildlife;

9. The division or redivision of land.

D. The Department may require protection measures or erosion control measures such as temporary or permanent fencing to provide for protection of a wetland and buffer when any of the above activities are proposed on a site, but are not proposed within a wetland and/or buffer. [Ord. 362 § 3, 2004.]

14.142.070 Exemptions and allowed activities.

A. All exempted or allowed activities shall use reasonable methods to avoid potential impacts to critical areas. To be exempt from this Title does not give permission to degrade a critical area or ignore risk from natural hazards. Any incidental damage to, or alteration of, a critical area that is not a necessary outcome of the exempted or allowed activity shall be restored, rehabilitated, or replaced at the responsible party's expense. Exemption from the critical areas code does not exempt an applicant from obtaining all other required permits from the city and/or state agencies.

B. All activities and uses consistent with Title 18A of this code that are not covered under parts C and D of this section shall be required to comply fully with this Title.

C. The following activities are exempt from the provisions of this title:

~~The following activities are exempt from the provisions of this title:~~

1. *Existing Agricultural Activities.* The activities cease to be existing when the area on which they were conducted has been converted to a nonagricultural use or has lain idle both more than five years and so long that modifications to the hydrological regime are necessary to resume agricultural activities, unless the idle land is registered in a federal or state soils conservation program.

~~2. Maintenance or reconstruction of existing roads, paths, bicycle ways, trails, bridges, and associated storm drainage facilities; provided, that reconstruction does not involve significant expansion of facilities. Construction of curbs, gutters, sidewalks or other incidental improvements to existing roadways shall generally be considered to fall within this exemption when undertaken pursuant to best management practices to avoid impacts to critical areas.~~

~~3.2.~~ Activities on improved portions of roads, rights-of-way or easements, provided there is no expansion of ground coverage.

~~4.3.~~ Maintenance or reconstruction of existing regional storm drainage facilities; provided, that reconstruction does not involve expansion of facilities.

~~5.4.~~ For the following utility line activities, when undertaken pursuant to best management practices to avoid impacts to critical areas:

- a. Normal and routine maintenance or repair of existing utility structures or right-of-way.
- b. Relocation within improved rights-of-way of electric facilities, lines, equipment, or appurtenances, not including substations, with an associated voltage of 55,000 volts or less only when required by a local government agency.
- c. Relocation within improved right-of-way of utility lines, equipment, or

appurtenances only when required by a local governmental agency which approves the new location of the facilities.

- d. Installation or construction in improved City road rights-of-way, and replacement, operation, or alteration of all electric facilities, lines, equipment, or appurtenances, not including substations, with an associated voltage of 55,000 volts or less.
- e. Installation or construction in improved City road rights-of-way and replacement, operation, repair, or alteration of all utility lines, equipment, or appurtenances.

- ~~6.—A utility line (any pipe or pipeline that transports any gaseous, liquid, liquefiable or slurry substance, and any cable, line or wire for the transmission of electrical energy, telephone, and telegraph messages, and radio and television communication, not including activities which drain a wetland, but including pipes that convey drainage from one area to another) may be placed in an underground trench within a Category II, III or IV wetland or its buffer. There must be no resulting changes in preconstruction contours, and trench excavation materials that are temporarily sidecast must be stabilized to prevent erosion and sedimentation. All sidecast materials shall be replaced within the trench or removed after 90 days, unless an extension is granted by the Community and Economic Development Department. The trench shall be the minimum size required to construct the utility line. The top 12 inches of the trench shall be backfilled with topsoil from the trench excavation. Trenches in wetlands shall be backfilled with wetland topsoil from the excavation, and appropriate vegetation planted to restore the site to a nearly as practical the pretrenching condition. Trench excavation should be restricted to the dry season. All permits from other regulatory agencies must be obtained.~~
- ~~7.—Reconstruction, remodeling, or maintenance of existing single family residential structures and accessory structures; provided, that cumulative expansion of the building footprint does not increase by more than 25 percent from its size as of October 8, 1991 (the effective date of Pierce County Critical Areas Regulations), and that the new construction or related activity does not further intrude into the critical area or related buffer. The exemption shall not apply to reconstruction which is proposed as a result of structural damage associated with a critical area, such as slope failure in a landslide hazard area.~~
- ~~8.—Reconstruction, remodeling, or maintenance of structures, other than single family structures and accessory structures; provided, that such reconstruction, remodeling, or maintenance does not increase the floor area nor extend beyond the existing ground coverage. The exemption shall not apply to reconstruction which is proposed as a result of site or structural damage associated with a critical area, such as slope failure in a landslide hazard area.~~
- 5. Activities in artificial wetlands, except those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands. In order for an artificial wetland not created to mitigate conversion of wetlands to be exempt from the requirements of this title, it must meet all of the following characteristics:
  - a. It must have been an intentionally created water feature, meaning that it was not the result of an accident or an unexpected by-product of some other intentional act;

- b. It must be located in a formerly non-wetland (upland) site. The applicant shall provide compelling evidence of the former condition of the site, such as a critical areas report prepared in accordance with this chapter, and as determined by the planning director. In instances of questionable or unclear historic condition, the City shall take the approach that is more protective of the resource; and
- a.c. For any work within or adjacent to the feature, the applicant must provide applicable permit approvals or waivers of jurisdiction from state and federal jurisdictional agencies.
- ~~9. Activities affecting Category IV wetlands which are less than 1,000 square feet where the wetland is found to provide no special habitat functions for wildlife or special status plants or plant communities, and the hydrological functions of the exempted wetland are replaced to the satisfaction of the City Engineer.~~
- ~~10.6. Activities in wetlands in areas managed according to a special area management plan or other plan adopted by the City and specifically designed to protect wetland resources.~~
- ~~11.7. Maintenance activities of landscaping and gardens in a wetland buffer, including, but not limited to, mowing lawns, weeding, harvesting and replanting of garden crops, pruning and planting of vegetation to maintain the condition and appearance of the site existing on February 1, 1992.~~
- ~~12.8. Activities designed for previously approved maintenance and enhancement of wetlands.~~
- ~~13. Placement of access roads, utility lines and utility poles across a Category IV wetland and/or a buffer for a Category IV wetland if there is no reasonable alternative.~~
- ~~14.9. Site investigative work necessary for land use application submittals such as surveys, soil logs, percolation tests and other related activities.~~
- ~~15. Emergency action necessary to prevent imminent threat or danger to public health or safety, or to public or private property, or serious environmental degradation. The Department shall review all proposed emergency actions to determine the existence of the emergency and reasonableness of the proposed actions taken.~~
- ~~16.10. Activities undertaken to comply with the United States Environmental Protection Ecology Administrative Enforcement Order pursuant to the Model Toxins Control Act, including the following activities:~~
- ~~a. Remediation or removal of hazardous or toxic substances;~~
  - ~~b. Source control; and~~
  - ~~c. Natural resource damage restoration.~~
- ~~17.11. Control of noxious weeds that are included on the state noxious weed list or listed on the Noxious Weeds Designated for Control or Eradication in Pierce County by the Pierce County Noxious Weed Control Board annual list. Control methods shall be subject to review and approval of an abatement plan by the Department that minimizes the impacts to the critical area and any associated buffers.~~
- ~~18.12. Activities undertaken on the site of an existing holding pond where the water flow and/or water table is controlled by a previously approved pump system.~~
- ~~A. Public storm water retention/detention facilities may be constructed within Category II, III and IV wetlands or their buffers; provided, that the following conditions are met: (1) no untreated storm water is released directly into the~~

~~wetlands; (2) water levels are monitored annually to ensure that preexisting functions and values of the wetland are not significantly lost through fluctuations in wetland hydrology; (3) maintenance activity within the wetland is limited to removal of invasive vegetation and/or removal of sediment accumulation at inflow structures in a manner acceptable to the Community and Economic Development Department; (4) there is no loss of wetland area; (5) all construction activity is conducted in accordance with accepted BMPs; and (6) the storm water management activity shall not adversely affect the hydro-period of the wetland or adversely affect water quality.~~

~~— Storm water conveyance facilities such as bio-swales, culverts, and open trenches, that are not designed to drain wetlands, may be placed within required buffers for Category I, II, III and IV wetlands, subject to meeting the conditions listed above. This conditional exemption would not apply in situations where there are threatened or endangered species, or sensitive plants, unless approved by the State Department of Fish and Wildlife or Department of Natural Resources, respectively. All permits from other regulatory agencies must be obtained.~~

~~B. — A residential building permit for a lot which was subject to previous reports and assessments as required under this title; provided, that the previous reports and assessments adequately identified the impacts associated with the current development proposal.~~

~~The installation of an on-site sewage disposal system for a single or two family dwelling may be permitted within an aquifer recharge area, subject to the issuance of a permit by the Tacoma Pierce County Health Department (TPCHD) according to all Washington State Department of Health and Tacoma Pierce County Board of Health requirements for on-site sewage disposal. The TPCHD shall verify and notify the applicant or applicant's agent that the approval of the on-site sewage disposal system design complies with all Washington State Department of Health and Tacoma Pierce County Board of Health requirements. The development shall otherwise be subject to all of the other requirements and restrictions of this title (including exclusion from other identified critical areas), the Lakewood Municipal Code, and other applicable state and federal law. [Ord. 362 § 3, 2004.]~~

#### 14.142.080 Reasonable use exception.

A. If the application of this title would deny all reasonable use of a site, development may be allowed which is consistent with the general purposes of this title and the public interest.

B. Nothing in this title is intended to preclude all reasonable use of property. An applicant for a development proposal may file a request for a reasonable use exception which shall be considered as a Process III permit action by the City Hearing Examiner at a public hearing, following notice, as required by the City Zoning Code. The request shall include the following information:

1. A description of the areas of the site which are critical areas and/or natural resource lands or within buffers required under this title;
2. A description of the amount of the site which is within setbacks required

by other standards of the Zoning Code;

3. A description of the proposed development, including a site plan;
4. An analysis of the impact that the amount of development described in subsection [\(B\)\(3\)](#) of this section would have on the natural resource land(s) or critical area(s);
5. An analysis of what other reasonable uses with less impact on the natural resource land(s) or critical area(s) and associated buffer(s) are possible;
6. A design of the proposal so that the amount of development proposed as reasonable use will have the least impact practicable on the natural resource land(s) and/or critical area(s);

[7.](#) An analysis of the modifications needed to the standards of this title to accommodate the proposed development;

[7.8.](#) [Demonstration of legal lot status;](#)

[8.9.](#) A description of any modifications needed to the required front, side and rear setbacks; building height; and buffer widths to provide for a reasonable use while providing greater protection to the critical area(s) and/or natural resource land(s); and

[9.10.](#) Such other information as the Department determines is reasonably necessary to evaluate the issue of reasonable use as it relates to the proposed development.

[10.11.](#) The Department will forward a copy of a request for reasonable use exception to the Washington State Departments of Fish and Wildlife and Ecology for review, comment, and recommendation.

C. The Hearing Examiner may approve the reasonable use exception, if the Examiner determines the following criteria are met:

1. There is no other reasonable use to the proposed development with less impact on the natural resource land(s) and/or critical area(s); and
2. The proposed development does not pose a threat to the public health, safety or welfare on or off the site; and
3. Any alteration of the natural resource land(s) and/or critical area(s) shall be the minimum necessary to allow for reasonable use of the property; and
4. The [subject property is an existing legal lot as demonstrated in this section, and the](#) inability of the applicant to derive reasonable use of the property is not the result of actions by the applicant in subdividing the property or adjusting a boundary line thereby creating the undevelopable condition after October 8, 1991 (the effective date of Pierce County Critical Areas Regulations); and
5. The proposal mitigates the impacts on the natural resource land(s) and/or critical area(s) to the maximum extent possible, while still allowing reasonable use of the site.
6. For reasonable use exceptions involving wetlands, the additional requirements of LMC [14.162.090\(D\)](#) shall apply.

D. Where appropriate in the context of LMC [14.142.110](#), the City shall give preference to the modification of the development standards set forth in the Land Use and Development Code (LMC Title [18A](#)) as the first method to accommodate reasonable development on lots constrained by critical areas and/or their buffers. [Ord. 362 § 3, 2004.]



14.142.090 Reasonable use exception and modification of critical area requirements for individual single-family residences.

The purpose of this section is to provide an alternative to the full reasonable use exception process for an individual single-family residence on an existing, legal lot, while minimizing impacts to critical areas. The Director shall have the authority to grant minor variances and/or reasonable use exceptions to modify or waive some or all of the requirements of this chapter in accordance with the provisions of this section, subject to the following procedure:

A. The applicant for the modification or waiver of critical area requirements shall submit any critical area special studies following a preapplication review meeting as well as such other documents or studies, as requested by the Director.

B. The Director may adjust critical area requirements or grant minor variances for single-family residence applications provided:

1. The proposal is the minimum necessary to accommodate the building footprint and access. In no case, however, shall the building footprint and outdoor activity areas encroaching into the critical area or required buffer exceed 7,000 square feet;

2. Access shall be located so as to have the least impact on the critical area and its buffer;

3. The proposal shall be designed to preserve the functions and values of the critical area(s) to the maximum extent possible;

4. Adverse impacts resulting from alterations of steep slopes shall be minimized;

~~4.5.~~ The property is an existing legal lot;

~~5.6.~~ The proposal includes on-site mitigation to the maximum extent possible;

~~6.7.~~ The proposal will not significantly affect drainage capabilities, flood potential, and steep slopes and landslide hazards on neighboring properties; and

~~7.8.~~ The proposal first develops noncritical area land, then the critical area buffer before the critical area itself is developed.

C. The Director may require reasonable, noncompensatory mitigation measures to mitigate and minimize the loss of the functions and values of the critical areas and may impose mitigating conditions to the modification, waiver or variance in order to meet the standards of this subsection.

D. Modifications pursuant to this chapter that relate only to the buffer requirements for single-family residential permits shall be reviewed and decided as a Process 1 determination in conjunction with the building permit application. Modifications that would impinge upon the critical area itself or require an administrative building setback variance shall be reviewed and decided using Process 2 procedures.

E. This section shall not apply to the following critical areas:

1. Steep slope hazard areas that are unmitigatable landslide hazard areas;

2. Steep slope hazard areas of slope greater than 70 percent where either the lot or slope are abutting and above a Class I or II wetland stream, and associated buffer, or an open storm water conveyance system.

14.142.100 Review Process.

A. The Department shall perform a critical areas and natural resource lands

review of any City permit or approval requested for any regulated activity including, but not limited to, those set forth in LMC [14.142.060](#), on a site which includes or is adjacent to or abutting one or more natural resource lands or critical areas and their buffers, unless otherwise provided in this title.

B. As part of all development applications:

1. The Department shall review the information submitted by the applicant to:
  - a. Confirm the nature and type of the natural resource land and/or critical area and evaluate any required studies;
  - b. Determine whether the development proposal is consistent with this title;
  - c. Determine whether any proposed alterations to the site containing natural resource lands or critical areas are necessary;
  - d. Determine if the mitigation and monitoring plans proposed by the applicant are sufficient to protect the public health, safety and welfare consistent with the goals, purposes, objectives and requirements of this title; and
  - d.e. Confirm that the proposed activity or development will result in no net loss of ecological function, pursuant to WAC 365-196-830(4). Mitigation sequencing, if required, shall comply with the mitigation sequencing requirements established in LMC 14.142.135.

C. A threshold determination may not be made prior to Departmental review of any special studies or technical reports required by this title, except where the applicant requests a declaration determination of significance so that environmental review is required.

D. The City may approve, approve with conditions, or deny any development proposal in order to comply with the requirements and carry out the goals, purposes, objectives and requirements of this title.

E. Approval of a development proposal does not discharge the obligation of the applicant or any successors in interest to comply with the provisions of this title. [Ord. 362 § 3, 2004.]

#### 14.142.110 Variances.

Variance applications for exceptions to the development standards of the City's Land Use and Development Code may be used as a method for reducing impacts to critical areas. The City's Hearing Examiner or Community Development Director may consider impacts to critical areas as an undue hardship, and as a basis for finding that unique circumstances apply to a specific property in support of the granting of variances. Variance applications shall be considered by the City according to variance procedures in the City Land Use and Development Code. [Ord. 362 § 3, 2004.]

#### 14.142.120 Current use assessment.

A. The Department shall notify the Assessor-Treasurer's Office when restrictions on development occur on a particular site.

B. The City shall provide the Assessor-Treasurer's Office with relevant information

regarding critical areas and buffering requirements of this chapter in determining the fair market value of the land. Any owner of an undeveloped buffer which has been placed in a separate tract or tracts, protective easement, public or private land trust dedication, or other similarly preserved area may petition the County Assessor-Treasurer's Office to have that portion of land assessed consistent with those restrictions. [Ord. 362 § 3, 2004.]

#### 14.142.130 Compliance provisions.

##### A. General Provisions.

1. The Department shall have authority to enforce this title, any rule or regulation adopted, and any permit, order or approval issued pursuant to this title, against any violation or threatened violation thereof. The Department is authorized to issue civil infraction citations and administrative orders, levy fines, and/or institute legal actions in court including prosecution of misdemeanor violations. Recourse to any single remedy shall not preclude recourse to any of the other remedies. Each violation of this title, or any rule or regulation adopted, or any permit, permit condition, approval or order issued pursuant to this title, shall be a separate offense, and, in the case of a continuing violation, each day's continuance shall be deemed to be a separate and distinct offense. An application for a required permit, when pursued in good faith, shall stay the accumulation of violations. All costs, fees, and expenses in connection with enforcement actions may be recovered as damages against the violator.
2. The Department is authorized to make site inspections and take such actions as necessary to enforce this title. A Department representative may enter private property with the consent of the owner or occupant or pursuant to a warrant.
3. The Department shall have the authority to order restoration, rehabilitation or replacement measures to compensate for the destruction or degradation of critical areas or natural resource lands at the owner's expense.
4. The Department may bring appropriate actions at law or equity, including actions for injunctive relief, to ensure that no uses are made of critical areas or buffers which are inconsistent with this title. Enforcement actions shall include civil infractions, administrative orders, prosecution of misdemeanors, and actions for damages and restoration.
5. *Aiding or Abetting.* Any person who, through an act of commission or omission procures, aids or abets in the violation shall be considered to have committed a violation of this title.
6. Any person found to have violated any provision of this title or who knowingly makes a false statement, representation or certification in any application, record or other document filed or required to be maintained under this title or who falsifies, tampers with, or knowingly renders inaccurate any monitoring device, record or methodology required to be maintained pursuant to this title shall be guilty of a misdemeanor, punishable by up to 90 days in jail and/or a fine of up to \$1,000.
7. Orders and penalties issued pursuant to this section may be appealed as provided for by this title.

##### B. Administrative Orders.

1. The Department may serve an administrative order when any person makes or partakes in any use of land, development or any activity on regulated critical areas and/or buffers in violation of this title. The order shall include the following:

- a. A description of the specific nature, location, extent and time of violation. The order may include the damage or potential damage resulting from the violation.
  - b. A notice that the violation or the potential violation cease and desist or, in appropriate cases, the specific corrective action to be taken within a given time. A civil penalty may be issued with the order.
  - c. *Effective Date.* The cease and desist order issued under this section shall become effective immediately upon receipt by the person to whom the order is directed.
  - d. *Compliance.* Failure to comply with the terms of an administrative order can result in enforcement actions including, but not limited to, the issuance of a civil penalty.
  - e. The order may include specific corrective measures to be taken to mitigate environmental damage.
  - f. The order shall state that a hearing may be requested by an affected party by sending a written request for a hearing to the Hearing Examiner within 10 days of the receipt of said order and upon payment of the applicable appeal fee.
  - g. Failure to comply with the terms and provisions of an administrative order issued under this title shall constitute public nuisance and may be abated and prosecuted according to applicable law including Chapter [8.16](#) LMC and Chapters [7.48](#) and [9.66](#) RCW.
  - h. Administrative orders pursuant to this title shall be served upon the property owner or person or party occupying the property by personal service or by mailing a copy of the order by certified mail, postage prepaid, return receipt requested, to the property owner at the property address or to the mailing address listed upon public records regarding the property. In the event that personal service or certified mail service cannot be completed, or the property owner cannot be identified or located, service of the order may be achieved by posting the administrative order in a conspicuous location upon the property.
2. Any person who undertakes any activity within a regulated critical area or buffer without first obtaining an approval required by this title, or who violates one or more conditions of any approval required by this title, shall be subject to a Class 2 civil infraction citation with a mandatory \$250.00 fine. Any person who violates one or more conditions of administrative order issued under this title may be subject to prosecution for a misdemeanor, and a maximum penalty of 90 days in jail and/or a \$1,000 fine may be imposed. Each violation and, in the case of a continuing violation, each violation and each day of activity without a required approval shall be a separate and distinct violation. An application for a required permit, when pursued in good faith, shall stay the accumulation of violations. The penalty provided shall be appealable as provided by law.

c. *Penalties and Enforcement.* Any person, party, firm, corporation or other legal entity convicted of violating any of the provisions of this title, shall be guilty of a civil infraction or misdemeanor. Each day or portion of a day during which a violation of this title is continued, committed, or permitted shall constitute a separate offense. Any development carried out contrary to the provisions of this title shall constitute a public nuisance and may be enjoined as provided by the statutes of the state of Washington.

D. Suspension and Revocation. In addition to other penalties provided for elsewhere, the Department may suspend or revoke any project permit approval if it finds that the applicant has not complied with any or all of the conditions or limitations set forth in the approval, has exceeded the scope of work set forth in the approval, or has failed to undertake the project in the manner set forth in the approved application. [Ord. 362 § 3, 2004.]

#### 14.142.135 General mitigation requirements

Mitigation must be sufficient to restore impacted functions and values, or compensate for the impacted functions and values, of the critical area and to prevent risk from a hazard posed to a critical area by the proposed activity. Mitigation must not be implemented until after the Department has provided approval of a critical areas report that includes a mitigation plan.

A. Mitigation Sequencing. This section applies to mitigation required with all critical areas reviews, approvals, and enforcement pursuant to this chapter. This section is supplemented with specific measures under sections for particular critical area types. Mitigation for specific development proposals may include a combination of the measures below and must be designed and constructed in accordance with the provisions of this section. Before impacting any critical areas, an applicant must demonstrate that the following actions have been taken in the following sequential order:

1. Avoiding the impact altogether by not taking a certain action or parts of actions;
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps, such as project redesign, relocation, or timing, to avoid or reduce impacts;
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment or by restoring or stabilizing the critical area through natural, engineering, or other methods;
4. Reducing or eliminating the impacts or hazard over time by preservation and maintenance operations during the life of the action;
5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or
6. Monitoring, measuring and reporting the impact to the decision-maker and taking appropriate corrective measures.

A.B. Applicants must first demonstrate an inability to avoid or reduce impacts before the use of actions to mitigate potential impacts will be allowed. No activity or use may be allowed that results in a net loss of the functions or values of a critical area.

C. Type, Location and Timing of Mitigation. Unless it is demonstrated that higher levels of ecological functioning or greater reduction of hazard risk would result from an alternative approach or as otherwise allowed in this chapter, mitigation for adverse impacts must be based on best available science and must be in-kind, on site, and prior to the activities that will disturb the critical area. Mitigation measures that cannot be implemented prior to the critical area impacts must be completed immediately following disturbance and prior to use or occupancy of the action or development. Construction of mitigation projects must be timed to reduce impacts to existing fisheries, wildlife, and flora.

1. The Department may authorize a one-time temporary delay in completing construction or installation of the mitigation when the applicant provides a written explanation from a qualified professional as to the rationale for the delay and satisfactory financial guarantee that the installation will occur. An appropriate rationale would include identification of the environmental conditions that could produce a high probability of failure or significant construction difficulties (e.g., project delay lapses past a fisheries window, or installing plants should be delayed until the dormant season to ensure greater survival of installed materials). The delay must not create or perpetuate hazardous conditions or environmental damage or degradation, and the delay must not be injurious to the health, safety, or general welfare of the public.

14.142.138 General critical areas report requirements.

Critical area reports shall be prepared for nonexempt proposed developments containing critical areas or their buffers. In addition to information required in specific critical area chapters, the critical area reports shall:

A. Be prepared by qualified experts as defined in WAC 365-195-905(4). The following list shows the type of critical area report and the related professional discipline:

1. Wetlands: wetland biologist.
2. Critical aquifer recharge areas: hydrogeologist or geologist.
3. Floodplains: hydrologist or engineer.
4. Geologically hazardous areas: engineer or geologist.
5. Fish and wildlife habitats: biologist.

A.B. Incorporate best available science.

B.C. Cover a study area large enough to understand relationships with important off-site factors and identify any nearby critical area whose buffer extends onto the project site.

D. Contain the following:

1. Name and contact information of the applicant, description of the proposed development, and identification of required permits;
2. Site plan drawn to scale of no less than one inch equals 100 feet showing critical areas, buffers, existing structures, and proposed structures, clearing, grading, and stormwater management;
3. Characterization of critical areas and buffers;
4. Assessment of the probable impact of the development proposal on critical areas;
5. Analysis of site development alternatives;
6. Detailed explanation of how the project is consistent with each of the mitigation sequencing standards identified in LMC 14.142.135;
7. An analysis of the anticipated impacts on functions and values;
8. Evaluation of compliance with this title's substantive requirements applicable to the proposed development;
9. If impacts to the buffer or critical area are proposed the report shall include:
  - a. A strategy for mitigating the impacts, including site selection factors;
  - b. An analysis of the existing and anticipated functions and values at the mitigation site, including an assessment of risks; and
  - c. A review of the best available science relative to the proposed mitigation;
10. Additional information as required in the chapter corresponding to the type of critical area;
11. Documentation of who prepared the report and when, with fieldwork and data sheets;
12. Statement specifying the accuracy of the report and assumptions relied upon;
13. Additional information as required by the director.

E. When the contents of a critical area report determine that a proposed development requires compensatory mitigation and the mitigation approach proposed is acceptable to the city, a separate stand-alone mitigation plan shall be prepared in accordance with the specific requirements of other chapters in this title. The mitigation plan will be submitted once the director accepts the findings of the critical areas report.

14.142.140 Appeal procedures.

Requests for reconsideration and appeals of a decision issued under this title shall be considered by the City according to procedures provided in the City's Land Use and Development Code for the underlying permit or entitlement, or as an appeal of an administrative decision. [Ord. 362 § 3, 2004.]

14.142.160 Fees.

The City shall establish an appropriate fee structure for permit processing and technical review by separate resolution. [Ord. 362 § 1, 2004.]

14.142.170 Title and plat notification.

If more than one critical areas/resource lands exist on the site subject to the provisions of this title, then one notice which addresses all of the critical areas/resource lands shall be sufficient. [Ord. 362 § 3, 2004.]

14.142.180 Nonconforming uses, structures, and lots.

An established use or existing structure that was lawfully permitted prior to adoption of this chapter, but which is not in compliance with this chapter, or a legal lot that does not meet minimum lot area and other dimensional requirements of Title 18A, or that was created or altered prior to February 28, 1996, may continue or be developed subject to the following requirements of Title 18A.

Nonconforming uses:

- Nonconforming uses shall not be expanded, or changed in any way that increases the nonconformity without a permit issued pursuant to the provisions of this chapter;
- Activities or uses which are discontinued for 12 consecutive months shall be allowed to resume only if they are in compliance with this chapter;
- If a structure housing a nonconforming use is destroyed to any extent by fire or other casualty not intentionally caused by the owner, the structure may be rebuilt or restored and the nonconforming use reestablished subject to the following requirements:
  - The nonconformity is certified by the Department;
  - A complete building permit application is filed within one year of such fire or other casualty; and
  - Construction is commenced within one year of such fire or other casualty and is substantially completed within 18 months of the date such damage occurred in conformance with the provisions of the building and fire code then in effect.

Nonconforming structures:

1. Existing structures shall not be expanded or altered in any manner



~~which will increase the nonconformity without a permit issued pursuant to the provisions of this chapter, except one family dwellings and accessory structures may be expanded or altered as provided in LMC 14.142.070(G);~~

~~B.—Activities or uses which are discontinued for 12 consecutive months shall be allowed to resume only if they are in compliance with this chapter; and~~

~~—Nonconforming structures destroyed by fire, explosion, or other casualty may be replaced or restored if reconstruction is commenced within one year of such damage and is substantially completed within 18 months of the date such damage occurred. The reconstruction or restoration shall not serve to expand, enlarge or increase the nonconformity.~~

~~—Nonconforming lots. A nonconforming lot may be developed if permitted by other land use regulations in this or other titles subject to conformity with the Shoreline Master Program as adopted and amended and with all other applicable code requirements;~~

~~—In the Residential 1 through Residential 4 zones, a single family dwelling may be erected on any single legal lot as defined in the Lakewood Municipal Code. A lot shall meet the following criteria, as applicable:~~

~~—A lot created by the subdivision process established in Title 17 in accordance with Chapter 58.17 RCW;~~

~~—A lot that was created prior to February 28, 1996;~~

~~—Any lot that met minimum lot area requirements under the regulations of Pierce County prior to incorporation or annexation into the City of Lakewood; and~~

~~—A lot reduced below minimum lot size requirements as a result of public acquisitions of property.~~

~~—In the mixed residential, multifamily, commercial, or industrial districts, any substandard lot may be used for any of the uses permitted in the respective zone, subject to the requirements of this Title, provided:~~

~~—All such lots meet the definition of “nonconforming lot” as defined in this title and not having been merged or otherwise created illegally;~~

~~—Commercial or industrial lots created through the binding site plan process established in Chapters 17.30 or 17.34 of this code are exempt from this section; and~~

~~a.—The use complies with all other requirements of this title. [Ord. 362 § 3, 2004.]~~

#### 14.142.190 Administrative procedures and technical criteria.

The Department shall develop administrative procedures, including technical requirements, to guide decision making in implementing provisions of this chapter. In particular, the Department shall adopt procedures for determining the category of specific wetlands. In so doing, the Department shall solicit the views of wetland specialists, ecologists, developers and interested citizens. Administrative procedures can be modified from time to time, and can include material by reference to state or federal criteria subject to notice to the public and consideration of public views and input. Administrative procedures shall be made available to the public upon request, and shall be consistent with the provisions of this chapter. Upon request, the

Department shall provide the City Council with copies of all administrative procedures, including modifications, to ensure consistency with the provisions of this chapter. [Ord. 362 § 3, 2004.]

14.142.200 Severability.

If any provision of this title or any of its subsections, or its application to any person or circumstance is held invalid, the remainder of this regulation or the application of the provision to other persons or circumstances shall not be affected. [Ord. 362 § 3, 2004.]

## Chapter 14.146 GEOLOGICALLY HAZARDOUS AREAS\*

Sections:

14.146.010

Purpose.

**14.146.020**

**Designation of erosion and landslide hazard areas.**

**14.146.030**

**Protection standards for erosion and landslide hazard areas.**

**14.146.040**

**Designation of seismic hazard areas.**

**14.146.050**

**Protection standards in seismic hazard areas.**

**14.146.060**

**Designation of mine hazard areas.**

**14.146.070**

**Protection standards in mine hazard areas.**

\* **Prior legislation note:** Ord. [362](#) repealed provisions concerning geologically hazardous areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

#### 14.146.010 Purpose.

The ~~intent behind purpose for~~ the classification and designation of geologically hazardous areas is to classify and designate areas on which development should be prohibited, restricted, or otherwise controlled because of danger from geological hazards. For purposes of this title, geologically hazardous areas include the following: ~~areas susceptible to erosion, and landslide hazard areas sliding, earthquake or other geological events that pose a threat to the health and safety of citizens when incompatible development is sited in areas of significant hazard, and seismic hazard areas and other hazard areas subject to geological events such as coal mine hazards and volcanic hazards including mass wasting, debris flow, rock falls, and differential settlement.~~ [Ord. 362 § 3, 2004.]

#### 14.146.020 Designation of erosion and landslide hazard areas.

A. *General.* Erosion hazard areas are those areas that because of natural characteristics, including vegetative cover, soil texture, slope, gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion ~~and likely to become unstable.~~ Landslide hazard areas are areas potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. ~~Mine hazard areas include those areas underlain by, adjacent to, or affected by mine working such as adits, gangways, tunnels, drifts, or air shafts.~~

#### B. Classification.

##### 1. Criteria.

a. Erosion hazard areas are identified by the presence of vegetative cover, soil texture, slope, and rainfall patterns, or human-induced changes to such characteristics, which create site conditions which are vulnerable to erosion. Erosion hazard areas are those areas that are classified as having moderate to severe, severe or very severe erosion potential by the Soil Conservation Service, United States Department of Agriculture (USDA). The geologic units considered as potential erosion hazards within areas of slopes greater than 15 percent may consist of the following: m (modified land), Qal (alluvium), Qw (wetland deposits), Qb (beach deposits), Qtf (tide flat deposits), Qls (landslide deposits), Qf (fan deposits), the Qvr and Qvs series (Vashon recessional outwash, and Steilacoom Gravel), and Qvi (ice contact deposits). These units are identified because of density and composition. ~~Erosion hazard areas may also include:~~

i. ~~Areas susceptible to rapid stream incision and stream bank erosion;~~

~~ii. Areas located within on-quarter mile of an active fault as indicated on Scientific Investigations Maps (SIM) or described in studies by the United States Geological Survey, Geology and Earth Resources Division of the Washington Department of Natural Resources, or other documents authorized by government agencies, or identified during site inspection.~~

b. Landslide hazard areas are those areas ~~subject to landslide because of any combination of bedrock, soil, slope (gradient), slope aspect, structure, hydrology, or other factors~~ meeting any of the following criteria:

i. Areas of historic failures, ~~such as:~~

~~(A) Those areas delineated by the United States Department of Agriculture~~

Natural Resources Conservation Service as having significant limitation for building site development;

(B) Those areas mapped by the Department of Ecology Coastal Zone Atlas of the Department of Natural Resources slope stability mapping as unstable ("U" or class 3), unstable old slides ("UOS" or class 4), or unstable recent slides ("URS" or class 5); or

(A)(C) Areas designated as quaternary slumps, earthflows, mudflows, lahars, or landslides on maps published by the United States Geological Survey or Washington Department of Natural Resources.

ii. Areas with all three of the following characteristics:

(A) Slopes steeper than 15 percent; and

(B) Hillside intersecting geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; and

(C) Springs or ground water seepage;

iii. Areas that have shown movement during the Holocene epoch (from 10,000 years ago to the present) or which are underlain by mass wastage debris of this epoch;

iii.iv. Slopes that are parallel or sub-parallel to planes of weakness; (such as bedding planes, joint systems, and fault planes); in subsurface materials;

iv.v. Slopes having gradients steeper than 80 percent subject to rockfall during seismic shaking;

vi. Areas potentially unstable as a result of rapid stream incision, streambank erosion, and undercutting by wave action, including stream channel migration zones;

v.vii. Areas that show evidence of, or are at risk from snow avalanches;

vi.viii. Areas located in a canyon or on an active alluvial fan, presently or potentially subject to inundation by debris flows or catastrophic flooding;

viii.ix. Any area with a slope of ~~30~~ 40 percent or steeper and with a vertical relief of 10 or more feet except areas composed of bedrock. A slope is delineated by establishing the toe and top and measured by averaging the inclination over at least 10 feet of vertical relief.;

~~viii. Areas which have a "severe" limitation for building site development because of slope conditions, according to the Soil Conservation Service.~~

2. *Mapping.* Areas meeting the criteria established above may be delineated in, but not limited to, the following documents:

a. ~~Soil Survey of Pierce County Area, Washington, 1979, Soil Conservation Service, United States Department of Agriculture (USDA) For erosion hazard areas, Cities and Counties may consult the United States Department of Agriculture Natural Resources Conservation Service;~~

b. Coastal Zone Atlas for Washington, Washington Department of Ecology;

c. ~~Areas designated as slumps, earthflows, mudflows, lahars, or landslides on~~ Maps published by the United States Geological Survey or Washington Department of Natural Resources Division of Geology and Earth Resources;

d. Geologic Map of the Steilacoom 7.5-Minute Quadrangle, Washington 2003. [Ord. 362 § 3, 2004.]

14.146.030 Protection standards for erosion and landslide hazard areas.

A. *Prohibited Development Areas.* In areas meeting all three of the following characteristics, no structure or disturbance of vegetation is permitted:

1. An area with a slope of 100 percent or steeper (45 degrees); and
2. Hillside intersecting geological contacts with a relatively permeable sediment overlying a relatively impermeable sediment or bedrock; and
3. Springs or ground water seepage.

B. *Regulation – Geotechnical Report Required.* For all regulated activities proposed within landslide and erosion hazard areas, a geotechnical report prepared by a professional geotechnical engineer or geologist licensed by the state of Washington shall be submitted (see subsection [\(B\)\(2\)](#) of this section). Where the applicant can clearly demonstrate to the Department through submittal of a geological assessment (see subsection [\(B\)\(1\)](#) of this section) that the regulated activity or any related site alterations will not occur within the landslide or erosion hazard area or any associated buffers, the requirements for a geotechnical report may be waived. A geological assessment may be prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering or by a professional geologist/hydrologist or soils scientist who has earned a bachelor's degree in geology, hydrology, soils science, or closely related field from an accredited college or university, or equivalent educational training, and has at least five years experience assessing erosion and landslide hazards.

1. *Geological Assessments.*

- a. Should the applicant question the presence of landslide or erosion hazard areas on the site, the applicant may submit a geological assessment.
- b. The geological assessment shall include at a minimum the following:
  - i. A description of the topography, surface and subsurface hydrology, soils, geology, and vegetation of the site; and
  - ii. An evaluation of the analysis area's inherent landslide and erosion hazards; and
  - iii. A site plan of the area delineating all areas of the site subject to landslide and erosion hazards, based on mapping and criteria referenced in LMC [14.146.020](#).

The submittal must include a contour map of the proposed site, at a scale of one inch equals 20 feet or as deemed appropriate by the Department. Slopes shall be clearly delineated for the ranges between 15 and 29 percent, and 30 percent or greater, including figures for aerial coverage of each slope category on the site. When site specific conditions indicate the necessity, the Department may require the topographic data to be field surveyed.

2. *Geotechnical Reports.* The geotechnical report shall be prepared by a professional geotechnical engineer or geologist licensed by the state of Washington, and shall address the existing geologic, topographic, and hydrologic conditions on a site, including an evaluation of the ability of the site to accommodate the proposed activity. The geotechnical report shall include at a minimum the following:

- a. *Site Geology Information Required.*
  - i. *Topographic Data.* Submittal must include a contour map of the proposed site, at a scale of one inch equals 20 feet or as deemed appropriate by the Department. Slopes shall be clearly delineated for the ranges

between 15 and 29 percent, and 30 percent or greater, including figures for aerial coverage of each slope category on the site. When site specific conditions indicate the necessity, the Department may require the topographic data to be field surveyed.

ii. *Subsurface Data.* Submittal must include boring logs and exploration methods; soil and rock stratification, ground water levels and seasonal changes of ground water levels. Subsurface data shall include any evidence of the presence of any organic fill or other conditions that would have the potential to affect buildings or development on the site.

iii. *Site History.* Submittal must include a description of any prior grading, soil instability, or slope failure.

iv. *Seismic Hazard.* Submittal of data concerning the vulnerability of the site to seismic events, including potential for liquefaction of soils.

b. *Geotechnical Engineering Information Required.*

i. Slope stability studies and opinion(s) of slope stability for the predeveloped and post- developed condition. Site specific setbacks and buffers from landslide hazard areas should be based on the results of the stability analysis;

ii. Proposed angles of cut and fill slopes and site grading requirements;

iii. Structural foundation requirements and estimated foundation settlements;

iv. Soil compaction criteria;

v. Proposed surface and subsurface drainage;

vi. Lateral earth pressures;

vii. Vulnerability of the site to erosion;

viii. Suitability of on-site soil for use as fill;

ix. Laboratory data and soil index properties for soil samples; and

x. Building limitations.

Where a valid geotechnical report has been prepared within the last five years for a specific site, and where the proposed land use activity and surrounding site conditions are unchanged, said report may be utilized and a new report may not be required. If any changed environmental conditions are associated with the site, or surrounding the site, the applicant shall submit an amendment to the geotechnical report.

The development proposal may be approved, approved with conditions, or denied based on the Department's evaluation of the ability of the proposed mitigation measures to reduce risks associated with the erosion and landslide hazard area.

3. *Protection – Performance Standards.* The Department shall evaluate all geotechnical reports for landslide and erosion hazard areas to ensure that the following standards are met:

a. *Location and Extent of Development.*

i. Development shall be located to minimize disturbance and removal of vegetation;

ii. Structures shall be clustered where possible to reduce disturbance and maintain natural topographic character; and

iii. Structures shall conform to the natural contours of the slope and foundations should be tiered where possible to conform to existing

topography of the site.

b. *Design of Development.*

- i. All development proposals shall be designed to minimize the building footprint and other disturbed areas within the identified geologically hazardous area;
- ii. All development shall be designed to minimize impervious lot coverage;
- iii. Roads, walkways and parking areas shall be designed to parallel the natural contours;
- iv. Access ways shall be designed to avoid geological hazards to the extent feasible. If hazardous areas cannot be avoided, then hazards shall be mitigated as directed by a professional engineer licensed by the state of Washington.

The Department may approve, approve with conditions, or deny development proposals based on these performance standards.

4. *Protection – Buffer Requirement.* A buffer, consisting of undisturbed natural vegetation, and measured in a perpendicular direction from all landslide and erosion hazard areas, shall be required from the top of slope and toe of slope of all landslide or erosion hazard areas that measure 10 feet or more in vertical elevation change from top to toe of slope, as identified in the geotechnical report, maps, and field-checking. The minimum buffer distance requirements from the top of slope and toe of slope of landslide or erosion hazard areas shall be at least 50 percent the value of the slope's height, not exceeding 15 feet, for structures at the base of a slope and at least 33.3 percent the value of the slope's height, not exceeding 40 feet or as otherwise specified in the International Building Code Section 1808.7 or as otherwise amended; the same as for setbacks from slopes as identified in the International Building Code Section 1805.3, as may be amended by the State Building Code Council; or as indicated by a site-specific geotechnical report. In addition, a setback from the buffer area shall be provided as described in subsection (B)(6) of this section. In no case shall the building setback from the top, sides and toe of a landslide hazard area be less than 10 feet.

To increase the functional attributes of the buffer, the Department may require that the buffer be enhanced through planting of appropriate native species that will provide effective protection against erosion and landslides. The edge of the buffer area shall be clearly staked, flagged, and fenced prior to any site clearing or construction. The buffer boundary markers shall be clearly visible, durable, and permanently affixed to the ground. Site-clearing shall not commence until the engineer has submitted written notice to the Department that buffer requirements of this chapter are met. Field-marking shall remain until all construction and clearing phases are completed, and final approval has been granted by the Department. The identified critical area and buffer shall be placed in a separate critical area tract or tracts, protective easement, public or private land trust dedication, or similarly preserved through an appropriate permanent protective mechanism as determined by the Department.

5. *Modifications to Buffer Width.* When the geotechnical report demonstrates that a lesser buffer distance, and design and engineering solutions, will meet the intent of this chapter, such reduced buffer and design and engineering solutions may be permitted. Should the geotechnical report indicate that a greater buffer



than that required by subsection [\(B\)\(4\)](#) of this section is needed to meet the intent of this chapter, the greater buffer shall be required.

6. *Building Setback and Construction Near Buffer.* Eight-foot minimum setback lines shall be required from the buffer area required in subsection [\(B\)\(4\)](#) of this section, for construction of any impervious surface(s) greater than 120 square feet of base coverage. Clearing, grading, and filling within eight feet of the buffer shall only be allowed when the applicant can demonstrate that vegetation within the buffer will not be damaged.

7. *On-Site Sewage Disposal Systems.* On-site sewage disposal systems, including drain fields within landslide or erosion hazard areas and related buffers as identified in subsection [\(B\)\(4\)](#) of this section, shall meet all requirements of the Tacoma-Pierce County Board of Health and the Washington State Department of Health for on-site sewage disposal (Chapter [246-272](#) WAC).

8. *Erosion Control Plan.* Erosion control plans shall be required for all regulated activities in erosion hazard areas. The erosion control plans shall be consistent with the City Site Development Regulations, Section 3.04.

9. *Notification.*

a. *Title Notification.* The owner of any site within an erosion hazard or landslide hazard area, as identified in LMC [14.146.020](#), on which a development proposal is submitted, shall record a notice with the Pierce County Auditor in the form set forth below:

b. Form of notice:

EROSION OR LANDSLIDE HAZARD AREA NOTICE

Parcel Number: \_\_\_\_\_

Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

Present Owner: \_\_\_\_\_

Notice: This site lies within an erosion or landslide area as defined by Chapter 14. \_\_\_\_\_ of the Lakewood Municipal Code. The site was the subject of a development proposal for application number \_\_\_\_\_

filed on (date) \_\_\_\_\_

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of the erosion or landslide hazard area and any restriction on use.

Signature of Owner(s) (NOTARY

ACKNOWLEDGMENT) \_\_\_\_\_

- c. *Plat Notification.* For all proposed short subdivision and subdivision proposals within erosion hazard or landslide hazard areas, the applicant shall include a note on the face of the plat. The note shall be as set forth below:

Notice: This site lies within or includes an erosion hazard or landslide hazard area as defined in Chapter [14.146](#) of the City Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

[Ord. 362 § 3, 2004.]

14.146.040 Designation of seismic hazard areas.

A. *General.* ~~Seismic hazard areas are areas subject to severe risk of earthquake damage from seismically induced settlement or lateral spreading as a result of soil liquefaction in an area underlain by cohesionless soils of low density and usually in association with a shallow ground water table.~~ Seismic hazard areas must include areas subject to

severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement or subsidence, soil liquefaction, surface faulting, or tsunamis.

*B. Classification.*

1. *Criteria.* Seismic hazard areas are generally those areas susceptible to ground failure during seismic events. Failure can consist of soil liquefaction, slope failure, settlement, ground rupture, or lateral displacement. Settlement and soil liquefaction conditions occur in areas underlain by cohesionless soils, usually fine sand, of low density, typically in association with a shallow ground water table.
2. *Mapping.* Seismic hazard areas may be identified using the maps published by the United States Geological Survey or Washington Department of Natural Resources Division of Geology and Earth Resources and the Geologic Map of the Steilacoom 7.5-Minute Quadrangle, Washington 2003; and the “Preliminary Liquefaction Susceptibility Map of Pierce County, Washington, September 2003” published by the Washington Department of Natural Resources. [Ord. 362 § 3, 2004.]

14.146.050 Protection standards in seismic hazard areas.

A. *Regulation – Geotechnical Report Required.* For all regulated activities, except the construction of wood frame structures under 5,000 square feet, mobile homes, fences, and/or subdivision of property, proposed within seismic hazard areas, a geotechnical report prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering shall be submitted (see subsection [\(A\)\(2\)](#) of this section). Retaining walls may also be excluded from the requirement of a geotechnical report when the height of soil fills on the upper side are not in excess of four feet above the toe of the wall, backfills do not exceed a top surface slope of 4:1 (H:V), and there is no permanent structure existing or proposed within a distance of three times the height of the wall. Where an applicant can demonstrate through submittal of a geological assessment (see subsection [\(A\)\(1\)](#) of this section), that there are no seismic hazards on site, the requirement for the geotechnical report may be waived. A geological assessment may be prepared by a professional geotechnical engineer or by a professional geologist licensed by the state of Washington.

1. *Geological Assessments.*

- a. Should the applicant question the presence of seismic hazard areas on the site, the applicant may submit a geological assessment.
- b. The geological assessment shall include at a minimum the following:
  - i. A description of the topography, surface and subsurface hydrology, soils, geology, and vegetation of the site; and
  - ii. An evaluation of the analysis area’s inherent seismic hazards; and
  - iii. A site plan of the area delineating all areas of the site subject to seismic hazards, based on mapping and criteria referenced in LMC [14.146.040](#).

If the geological assessment demonstrates, to the satisfaction of the Department, that the proposed site is not located in any seismic hazard areas, based upon the criteria set forth in subsection [\(A\)\(1\)\(b\)](#) of this section, then the requirements of this section shall not apply.

2. *Geotechnical Report.* The geotechnical report shall be prepared by a professional engineer licensed by the state of Washington with experience in geotechnical

engineering and shall address the existing geologic, topographic, and hydrologic conditions on a site, including an evaluation of the ability of the site to accommodate the proposed activity. The geotechnical report shall include at a minimum the following:

- a. A discussion of the surface and subsurface geologic conditions of the site;
- b. A site plan of the area delineating all areas of the property subject to seismic hazards, based on mapping and criteria referenced in LMC [14.146.040](#);
- c. A discussion of mitigation measures which can be taken to reduce seismic risks associated from liquefaction, ground shaking, settlement or slope failure with the underlying surficial geology; and
- d. An evaluation of the effectiveness of the proposed mitigation measures. Where a valid geotechnical report has been prepared within the last five years for a specific site, and where the proposed land use activity and surrounding site conditions are unchanged, said report may be utilized and a new report may not be required. If any changed environmental conditions are associated with the site, or surrounding the site, the applicant shall submit an amendment to the geotechnical report.

The development proposal may be approved, approved with conditions, or denied based on the Department's evaluation of the ability of the proposed mitigation measures to reduce seismic risks associated with the underlying surficial geology.

3. *Notification.*

- a. *Title Notification.* The owner of any site within a seismic hazard area as identified in LMC [14.146.040](#), on which a development proposal is submitted, shall record a notice with the Pierce County Auditor in the form set forth below:

Form of Notice:

SEISMIC HAZARD AREA NOTICE

Parcel Number: \_\_\_\_\_

Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

Present Owner: \_\_\_\_\_

Notice: This site lies within a seismic hazard area as defined by Chapter [14.146](#) of the Lakewood Municipal Code. The site was the subject of a development proposal for application number \_\_\_\_\_ filed on (date) \_\_\_\_\_

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of a seismic hazard area and any restrictions on use.

\_\_\_\_\_  
Signature of owner(s) NOTARY

\_\_\_\_\_  
ACKNOWLEDGMENT

- b. *Plat Notification.* For all proposed short subdivision and subdivision proposals within seismic hazard areas, the applicant shall include a note on the face of the plat. The note shall be as set forth below:

Notice: This site lies within a seismic hazard area as defined in Chapter [14.146](#), of the City Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

[Ord. 362 § 3, 2004.]

14.146.060 Designation of ~~other~~ mine hazards areas.

- A. General. Mine hazard areas must include areas underlain by, adjacent to, or affected by mine working such as adits, gangways, tunnels, drifts, or air shafts.
- B. Classification.
1. Criteria. Proximity to development, depth from ground surface to the mine working, and geologic material are factors that should be considered in mine hazard areas.
  2. Mapping. Mine hazard areas may be identified using the Geologic Hazards Map published by the Department of Natural Resources Washington Geologic Survey. [Ord. TBD § TBD.]

14.146.70 Protection standards in mine hazard areas.

- A. Regulation – Geotechnical Report Required. For all regulated activities, except the construction of wood frame structures under 5,000 square feet, mobile homes, fences, and/or subdivision of property, proposed within mine hazard areas, a geotechnical report prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering shall be submitted (see subsection (A)(2) of this section). Retaining walls may also be excluded from the requirement of a geotechnical report when the height of soil fills on the upper side are not in excess of four feet above the toe of the wall, backfills do not exceed a top

surface slope of 4:1 (H:V), and there is no permanent structure existing or proposed within a distance of three times the height of the wall. Where an applicant can demonstrate through submittal of a geological assessment (see subsection (A)(1) of this section), that there are no mine hazards on site, the requirement for the geotechnical report may be waived. A geological assessment may be prepared by a professional geotechnical engineer or by a professional geologist licensed by the state of Washington.

1. Geological Assessments.

- a. Should the applicant question the presence of mine hazard areas on the site, the applicant may submit a geological assessment.
- b. The geological assessment shall include at a minimum the following:
  - i. A description of the topography, surface and subsurface hydrology, soils, geology, and vegetation of the site; and
  - ii. An evaluation of the analysis area's inherent mine hazards; and
  - iii. A site plan of the area delineating all areas of the site subject to mine hazards, based on mapping and criteria referenced in LMC 14.146.060.

If the geological assessment demonstrates, to the satisfaction of the Department, that the proposed site is not located in any mine hazard areas, based upon the criteria set forth in subsection (A)(1)(b) of this section, then the requirements of this section shall not apply.

2. Geotechnical Report. The geotechnical report shall be prepared by a professional engineer licensed by the state of Washington with experience in geotechnical engineering and shall address the existing geologic, topographic, and hydrologic conditions on a site, including an evaluation of the ability of the site to accommodate the proposed activity. The geotechnical report shall include at a minimum the following:

- a. A discussion of the surface and subsurface geologic conditions of the site;
- b. A site plan of the area delineating all areas of the property subject to mine hazards, based on mapping and criteria referenced in LMC 14.146.060;
- c. A discussion of mitigation measures which can be taken to reduce risks associated from mine hazards; and
- d. An evaluation of the effectiveness of the proposed mitigation measures. Where a valid geotechnical report has been prepared within the last five years for a specific site, and where the proposed land use activity and surrounding site conditions are unchanged, said report may be utilized and a new report may not be required. If any changed environmental conditions are associated with the site, or surrounding the site, the applicant shall submit an amendment to the geotechnical report.

The development proposal may be approved, approved with conditions, or denied based on the Department's evaluation of the ability of the proposed mitigation measures to reduce risks associated with the underlying surficial geology.

3. Notification.

- a. Title Notification. The owner of any site within a mine hazard area as

identified in LMC 14.146.060, on which a development proposal is submitted, shall record a notice with the Pierce County Auditor in the form set forth below:

Form of Notice:

MINE HAZARD AREA NOTICE

Parcel Number: \_\_\_\_\_

Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

Present Owner: \_\_\_\_\_

Notice: This site lies within a mine hazard area as defined by Chapter [14.146](#) of the Lakewood Municipal Code. The site was the subject of a development proposal for application number \_\_\_\_\_ filed on (date) \_\_\_\_\_

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of a seismic hazard area and any restrictions on use.

Signature of owner(s) NOTARY

ACKNOWLEDGMENT

b. *Plat Notification.* For all proposed short subdivision and subdivision proposals within mine hazard areas, the applicant shall include a note on the face of the plat. The note shall be as set forth below:

Notice: This site lies within a mine hazard area as defined in Chapter [14.146](#), of the City Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

Chapter 14.150

CRITICAL AQUIFER RECHARGE AREAS\*

Sections:

14.150.010

**14.150.020**

**14.150.030**

**14.150.040**

**Purpose.**

**Designation of aquifer recharge areas.**

**Protection standards in aquifer recharge areas.**

**Hydrogeological assessments.**



**\* Prior legislation note:** Ord. [362](#) repealed provisions concerning aquifer recharge areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

14.150.010 Purpose.

The Growth Management Act requires the City of Lakewood to designate areas and adopt development regulations for the purpose of protecting areas within the City critical to maintaining ground water recharge and quality. The Growth Management Act, Water Pollution Control Act, Water Resources Act of 1971, and the Ground Water Quality Standards require that these actions be taken to protect ground water quality and quantity such that its use as potable water can be preserved for current and future uses. This chapter shall define a scientifically valid methodology by which the City of Lakewood will designate areas determined to be critical in maintaining both ground water quantity and quality. This chapter shall specify regulatory requirements to be enacted when development within these areas is proposed to occur. [Ord. 362 § 3, 2004.]

14.150.020 Designation of critical aquifer recharge areas.

A. *General.* Critical aquifer recharge areas are areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of ground water resources or contribute to the replenishment of ground water.

B. *Classification.* For the purposes of this chapter, the boundaries of the City's aquifer recharge areas are:

1. The boundaries of the two highest DRASTIC zones which are rated 180 and above on the DRASTIC index range, as identified in Map of Ground Water Pollution Potential, Pierce County, Washington, National Water Well Association, U.S. Environmental Protection Agency; and
2. The Clover/Chambers Creek Aquifer Basin boundary, as identified in Draft Clover/Chambers Creek Basin Ground Water Management Program and Environmental Impact Statement, Brown and Caldwell for Washington State Department of Ecology.
3. Any site located within the Clover/Chambers Creek Basin boundary or the two highest DRASTIC zone boundaries is included in the critical aquifer recharge area. [Ord. 362 § 3, 2004.]

C. *Mapping.* Critical aquifer recharge areas and ~~areas of vulnerability~~ may be identified using the following maps from the Pierce County Open Geospatial Data Portal:

1. "Aquifer Recharge Areas" published December 2015 and updated in January 2018.
4. "Aquifer Vulnerable Deep Areas" published May 1996 and updated in October 2017.
2. "Aquifer Clover Chambers Creek" published April 2000 and updated in October 2017.

14.150.030 Protection standards in critical aquifer recharge areas.

A. *Protection Standards:*

1. ~~Regulated activities/facilities may be permitted in a critical aquifer recharge area only if the applicant can demonstrate that the proposed activity will not cause contaminants to enter the aquifer and that the~~

~~proposed activity will not adversely affect the recharging of the aquifer.  
2.—The proposed regulated activity must comply with the water source protection requirements and recommendations of the Federal Environmental Protection Agency and State Department of Health.  
3.—Best management practices shall be required for activities within the designated low and moderate susceptibility zones.  
4.—Based upon available information including that provided by the applicant pursuant to the requirements of this section, the Director shall have discretion to impose conditions designed to prevent degradation of groundwater quality or quantity. Such conditions may include a hydrologic site evaluation, determination of background water quality, quantity, and groundwater levels prior to approval and development of groundwater quality and/or quantity management plans. All conditions shall be based on all known, available, and reasonable methods of prevention, control, and treatment.  
5.—A mitigation plan shall be required to address groundwater impacts identified in the hydrogeologic site evaluation, if such an evaluation is required. The Director may require that the mitigation plan include monitoring, process controls, remediation, and discussion of alternatives.  
6.—Project approval shall be based on the conditions and/or mitigation plan required by the Director.~~

~~E.B.~~ *Exemptions.* In addition to the exemptions listed in LMC [14.142.070](#), the following uses shall be exempt from the requirements of this chapter:

1. Sewer lines and appurtenances.
2. Individual on-site domestic sewage disposal (septic) systems releasing less than 14,500 gallons of effluent per day, subject to permitting by the Tacoma-Pierce County Health Department.

~~E.C.~~ *Plat Notification.* For all proposed short subdivision and subdivision proposals within the City, the applicant shall include a note on the face of the plat. The note shall be as set forth below:

Notice: This subdivision lies within an **critical** aquifer recharge area as defined in Chapter [14.150](#) of the Lakewood Municipal Code. Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation.

~~E.D.~~ *Prohibited Activities.* Because of high potential for contamination, and low potential for remediation of ground waters used as potable water sources, the following uses of land shall be prohibited within the City of Lakewood:

1. Landfills, including hazardous or dangerous waste, municipal solid waste, special waste, and wood waste. Inert and demolition waste landfills may be permitted subject to the requirements of subsection ~~DE~~ of this section.
2. Underground injection wells, except as may be proposed by a public agency for remediation of ground water contamination or aquifer enhancement.
3. Metals mining.
4. New sand and gravel mining.

5. Wood treatment facilities.
6. Storage of more than 70,000 gallons of liquid petroleum or other hazardous substances.

F.E. Regulated Activities. The following land uses may only be permitted after review and approval of a hydrogeological assessment by the Tacoma-Pierce County Health Department. Uses requiring a hydrogeological assessment may be conditioned or denied based upon the TPCHD's evaluation of the hydrogeologic assessment. Other state and federal regulations pertaining to the specific activities listed should be referenced in the hydrogeologic assessment and agency review:

1. Aboveground storage tanks (WAC [173-303-640](#));
2. Automobile washing facilities (Chapter [173-216](#) WAC, DOE Publication WQ-R-95-56);
3. Below-ground storage tanks (Chapter [173-360A](#) WAC);
4. Residential structures housing three or more units and utilizing on-site septic systems (Chapter [246-272](#) WAC, TPCHD Regulations);
5. Sludge land application sites categorized as S-3, S-4 and S-5, as defined above;
6. Animal containment area (Chapters [173-216](#) and [173-220](#) WAC);
7. Inert and demolition waste landfills (Chapter [173-304](#) WAC);
8. Facilities with the potential to generate hazardous waste, including, but not limited to, boat repair facilities, biological research facilities, dry cleaners, furniture stripping, motor vehicle service garages, photographic processing, and printing shops (Chapter [173-303](#) WAC).

F. Protection Standards.

1. Regulated activities/facilities may be permitted in a critical aquifer recharge area only if the applicant can demonstrate that the proposed activity will not cause contaminants to enter the aquifer and that the proposed activity will not adversely affect the recharging of the aquifer.
2. The proposed regulated activity must comply with the water source protection requirements and recommendations of the Federal Environmental Protection Agency and State Department of Health.
3. Best management practices shall be required for activities within the designated low and moderate susceptibility zones.
4. Based upon available information including that provided by the applicant pursuant to the requirements of this section, the Director shall have discretion to impose conditions designed to prevent degradation of groundwater quality or quantity. Such conditions may include a hydrologic site evaluation, determination of background water quality, quantity, and groundwater levels prior to approval and development of groundwater quality and/or quantity management plans. All conditions shall be based on all known, available, and reasonable methods of prevention, control, and treatment.
5. A mitigation plan shall be required to address groundwater impacts identified in the hydrogeologic site evaluation, if such an evaluation is required. The Director may require that the mitigation plan include monitoring, process controls, remediation, and discussion of alternatives.
- 9.6. Project approval shall be based on the conditions and/or mitigation plan required by the Director.

G. *Storage Tank Permits.* The Fire Marshal specifically regulates and authorizes permits for underground storage tanks, pursuant to the Uniform Fire Code (Article 79) and this chapter. The Washington Department of Ecology also regulates and authorizes permits for underground storage tanks (Chapter [173-360A](#) WAC). The TPCHD regulates and authorizes permits for the removal of underground storage tanks (Pierce County Code, Chapter [8.34](#)).

1. *Facilities with Underground Tanks – New Underground Tanks.* All new underground storage facilities used or to be used for the underground storage of hazardous substances or hazardous wastes shall be designed and constructed so as to:

- a. Prevent releases due to corrosion or structural failure for the operational life of the tank;
- b. Be protected against corrosion, constructed of noncorrosive material, steel clad with a noncorrosive material, or designed to include a secondary containment system to prevent the release or threatened release of any stored substance; and
- c. Use material in the construction or lining of the tank which is compatible with the substance to be stored.
- d. The installation of underground storage tanks shall also be subject to state and local permit requirements.

2. *Aboveground Tanks.*

- a. No new aboveground storage facility or part thereof shall be fabricated, constructed, installed, used, or maintained in any manner which may allow the release of a hazardous substance to the ground, ground waters, or surface waters of Lakewood within a [critical](#) aquifer recharge area.
- b. No new aboveground tank or part thereof, with the exception of tanks for potable water, shall be fabricated, constructed, installed, used, or maintained without having constructed around and under it an impervious containment area enclosing or underlying the tank or part thereof.
- c. A new aboveground tank that will contain hazardous substances shall be of double wall construction and shall include a secondary containment system separate from the tank that will hold 110 percent of the tank's capacity. The secondary containment system must be designed and constructed to contain the material stored in the tank. [Ord. 362 § 3, 2004.]

14.150.040 [Hydrogeological assessments Critical area reports –hydrogeological assessment requirements.](#)

A. [A hydrogeological assessment shall be included in a critical areas report prepared in accordance with LMC 14.142.138 if a regulated activity is proposed within a critical aquifer recharge area in accordance with the provisions of this chapter.](#)

B. The hydrogeologic assessment may be submitted by a state of Washington licensed hydrogeologist, or professional engineer with a strong background in geology as demonstrated by course work from an accredited college or university. Persons who believe they are qualified to conduct a hydrogeologic assessment may petition the TPCHD for consent.

- C. The hydrogeologic assessment shall include, but is not limited to:
1. Information sources;
  2. Geologic setting: include well logs or borings used to identify information;
  3. Background water quality;
  4. Ground water elevations;
  5. Location/depth to perched water tables;
  6. Recharge potential of facility site (permeability/transmissivity);
  7. Ground water flow direction and gradient;
  8. Currently available data on wells located within 1,000 feet of site;
  9. Currently available data on any spring within 1,000 feet of site;
  10. Surface water location and recharge potential;
  11. Water source supply to facility (e.g., high capacity well);
  12. Any sampling schedules necessary;
  13. Discussion of the effects of the proposed project on the ground water resource;
  14. Other information as required by the TPCHD.

D. Uses requiring a hydrogeologic assessment may be conditioned or denied based upon the TPCHD's evaluation of the hydrogeologic assessment. Any project denied a permit based upon the Tacoma-Pierce County Health Department's evaluation of the hydrogeologic assessment shall receive a written explanation of the reason(s) for denial and an explanation of measures required, if any, to comply with these regulations. [Ord. 362

§ 3, 2004.]

Chapter 14.154  
FISH AND WILDLIFE HABITAT CONSERVATION AREAS\*

Sections:

- 14.154.010 **Purpose and intent.**
- 14.154.020** Designation of **critical** fish and wildlife habitat conservation areas.
- 14.154.030**
- 14.154.040** Habitat protection standards.
- 14.154.050** Title and plat notification.
- 14.154.060** Habitat protection for rivers and streams.
- 14.154.070** ~~Habitat protection for lakes.~~
- 14.154.080** Habitat protection for ponds.  
Provisions for priority Oregon white oak trees, savannas, and woodlands.
- 14.154.090** Provisions for fish and wildlife, habitat buffers, where required.

**\* Prior legislation note:** Ord. [362](#) repealed provisions concerning fish and wildlife habitat areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

14.154.010 Purpose and intent.

Many land use activities can impact the habitats of fish and wildlife. Where areas of ~~critical~~ fish and wildlife habitat are subject to development, land use shall be managed to protect critical habitats. Managing land use to protect critical habitats is intended to allow proposed development to occur in a manner that is sensitive to the habitat needs of ~~critical~~ fish and wildlife species. The purpose of this chapter is to identify ~~critical~~ fish and wildlife species and habitats and establish habitat protection procedures and mitigation practices that are designed to achieve no “net loss” of species and habitat due to new development or other regulated activities.

As a necessary first step in achieving the necessary protection of ~~critical~~ fish and wildlife species, it is the intent of this chapter to:

- A. Define and identify ~~critical~~ fish and wildlife species and habitats;
- B. Emphasize and encourage education, information and voluntary action to enhance, protect, rehabilitate, and restore ~~critical~~ fish and wildlife species and habitats;
- C. Rely primarily upon existing procedures and laws, such as the State Environmental Policy Act, Chapter [43.21C](#) RCW; the City’s Shoreline Use Regulations; and the Shoreline Management Act, Chapter [90.58](#) RCW, that, directly or indirectly, protect fish and wildlife species and habitats; and
- D. Establish buffers adjacent to rivers, streams, and other identified critical habitat conservation areas and locations to protect ~~critical~~ fish and wildlife habitats.

It is not intended that this chapter repeal, abrogate, or impair any existing law or regulations. If the buffering provisions of this chapter conflict with any existing City law or regulation, the more stringent shall apply. [Ord. 362 § 3, 2004.]

14.154.020 Designation of ~~critical~~ fish and wildlife habitat conservation areas.

- A. *General.* This chapter applies to proposed regulated activities within ~~critical~~ fish and wildlife habitat conservation areas on all public and private lands. ~~Critical~~ fish and wildlife habitat conservation areas are those areas identified either by known point locations of specific species (such as a nest or den) or by habitat areas or both.
- B. *Identification of ~~Critical~~ Fish and Wildlife Species and Habitats.*
  1. *~~Critical~~ Fish and Wildlife Habitat Conservation Areas.*
    - a. *Federal and State Listed Species and Their Associated Habitats.* Areas which have a primary association with federally or state listed endangered, threatened, or sensitive species of fish or wildlife (specified in [50 CFR 17.11](#), [50 CFR 17.12](#), WAC [220-610-010](#) and [220-610-110](#)) and which, if altered, may reduce the likelihood that the species will persist~~maintain and reproduce~~ over the long term. These areas include seasonal ranges and habitat elements.

- b. Habitats and species of local importance, including the following:
    - ~~i. Areas with which state listed monitor or candidate species or federally listed candidate species have a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term.~~
    - ii. Documented habitat areas or outstanding potential habitat areas for fish and wildlife species. These areas include specific habitat types which are infrequent in occurrence in Pierce County and Lakewood, and may provide specific habitats with which endangered, threatened, sensitive, candidate, or monitor species have a primary association, such as breeding habitat, winter range, and movement corridors. These areas include the following:
      - (A) Aspen stands.
      - (B) Biodiversity areas and corridors.
      - (C) Herbaceous balds.
      - ~~(A)~~(D) Priority Oregon white oak woodlands.
      - ~~(B)~~(E) Prairies.
      - ~~(C)~~(F) Old growth/mature forests.
      - ~~(D)~~(G) Caves.
      - ~~(E)~~(H) Cliffs.
      - ~~(F)~~(I) Snag-rich areas, areas and logs.
      - (J) Riparian habitats.
      - (K) Freshwater wetlands.
      - ~~(G)~~(L) Rivers and streams with critical fisheries.
  - c. Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat.
  - d. Waters of the state, including all water bodies classified by the Washington Department of Natural Resources (DNR) water typing classification system as detailed in WAC [222-16-030](#), together with associated riparian areas.
  - e. Lakes, ponds, streams, and rivers planted with game fish by a governmental entity or tribal entity.
  - f. State natural area preserves and natural resource conservation areas as defined, established, and managed by the DNR and WDFW.
2. *Mapping.* The resources listed below provide information on fish and wildlife habitat conservation areas:
- a. Puget Sound Environmental Atlas, Puget Sound Water Quality Authority.
  - b. The following Washington Department of Natural Resources documents and data sources:
    - i. Stream typing maps.
    - ii. Natural Heritage Database and Washington Natural Heritage Program Data Explorer tool.
  - c. The following Washington Department of Fish and Wildlife documents and data sources:
    - i. Priority Habitats and Species Program, including the PHS on the Web maps.
    - ii. Nongame Database.
    - iii. Washington Rivers Information System.
    - iv. Water Resource Index/Inventory Areas (WRIA).
  - d. The following U.S. Fish and Wildlife Services (USFWS) data sources:



- i. Information for Planning and Consultation (IPaC).
- iii.ji. National Wetlands Inventory (NWI), available through <https://www.fws.gov/program/national-wetlands-inventory>.
- ~~d. The following Washington Department of Fisheries documents:~~
- ~~i.iii. Water Resource Index Areas (WRIA). [Ord. 630 § 1, 2015; Ord. 362 § 3, 2004.]~~

14.154.030 Habitat protection standards.

A. *Education and Information.* A voluntary education program to explain the need for and methods of habitat management will help provide for long-term protection and enhancement of ~~critical~~ fish and wildlife habitat conservation areas. By informing citizens of the declining populations of several fish and wildlife species in Pierce County, the diminishing animal habitat available, and the management techniques that individuals can use to preserve and restore fish and wildlife habitat areas, the City can foster good stewardship of the land by property owners.

1. The Department will provide educational materials and lists of additional sources of information to applicants proposing regulated activities in the vicinity of ~~critical~~ fish and wildlife habitat conservation areas. Materials will be selected from a variety of state and local resources.

At a minimum, the City will link applicants to the Washington Department of Fish and Wildlife's Priority Habitat and Species website.

~~2.~~ The Department will accumulate information on the number of proposed activities associated with fish and wildlife habitat conservation areas as identified by this chapter and indicated by county maps to be in the vicinity of identified ~~critical~~ fish and wildlife habitats pursuant to LMC 14.154.020. Information shall include the number of single-family residences and other development occurring in the vicinity of ~~critical~~ fish and wildlife areas. Based on this information, additional regulations may be developed.

B. *Use of Existing Procedures and Laws, Biological Assessments.* The primary procedures used to implement this chapter shall include this chapter itself, the City's Land Use and Development Code, the State Environmental Policy Act (Chapter 43.21C RCW), the City's environmental regulations, ~~the State Shoreline Management Act (Chapter 90.58 RCW), and Best Available Science (BAS) on Priority Habitats and Species from the Department of Fish and Wildlife (WDFW) as required in RCW 36.70A.172 and the City's shoreline management regulations.~~

Regulated activities subject to environmental review shall be reviewed with consideration for impacts on ~~critical~~ fish and wildlife habitat as identified in this title. The Community Development Director may require a biological assessment prepared by a qualified wildlife biologist whenever the Director finds that a project site may contain, affect, or be affected by, species or habitats designated in this chapter. Biological assessments shall be prepared in accordance with LMC 14.154.050(B), and are subject to the review and approval of the Director.

Projects undergoing review for fish and wildlife considerations shall be routed to the Washington Department of Fish and Wildlife, the Washington Department of Ecology, the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers and any other appropriate state and federal agencies. These agencies will have an opportunity to provide specific habitat information on proposed development sites, advise the City of

their jurisdiction and applicable permit requirements, and suggest appropriate project modifications and/or other mitigation.

The City shall give substantial weight to the management recommendations contained ~~in~~ the Washington Department of Fish and Wildlife Priority Habitats and Species Program. [Ord. 775 § 1 (Exh. A), 2022; Ord. 630 § 2, 2015; Ord. 362 § 3, 2004.]

**14.154.040 Title and plat notification.**

For regulated activities where a habitat assessment or habitat management plan has been prepared as part of the proposal's environmental review, the owner of the site shall record a notice of the reports with the Pierce County Auditor so that information is known if the property ownership changes.

A. *Title Notification.* The owner of any site where a habitat assessment or habitat management plan has been prepared for a development proposal shall record a notice with the Pierce County Auditor in the form set forth below:

Form of Notice:

FISH AND WILDLIFE  
HABITAT CONSERVATION  
AREA NOTICE

Parcel Number: \_\_\_\_\_

Address: \_\_\_\_\_

Legal Description: \_\_\_\_\_

Present Owner: \_\_\_\_\_

Notice: This site lies within/contains a ~~critical~~ fish and wildlife habitat conservation area as defined by Chapter 14.154 of the Lakewood Municipal Code. This site was the subject of a development proposal for \_\_\_\_\_ application number \_\_\_\_\_

filed on \_\_\_\_\_ (date).

Restrictions on use or alteration of the site may exist due to natural conditions of the site and resulting regulation. Review of such application has provided information on the location of the fish and wildlife habitat conservation area and any restriction on use.

Signature of Owner(s)

\_\_\_\_\_  
Date

\_\_\_\_\_  
(NOTARY ACKNOWLEDGMENT)

B. *Plat Notification.* For all proposed short subdivision and subdivision proposals within ~~critical~~ fish and wildlife habitat conservation areas, the applicant shall include a note on the face of the plat. [Ord. 630 § 3, 2015; Ord. 362 § 3, 2004.]

#### 14.154.050 Habitat protection for rivers and streams.

Regulated activities proposed along rivers and streams shall provide for habitat protection.

A. **Intent of Riparian Buffers.** The intent of riparian buffers is to protect the following 5 basic riparian functions that influence in-stream and near-stream habitat quality:

1. Recruitment of Large Woody Debris (LWD) to the stream. LWD creates habitat structures necessary to maintain salmon/trout and other aquatic organisms' productive capacity and species diversity.
2. Shade. Shading by the riparian forest canopy maintains cooler water temperatures and influences the availability of oxygen for salmon/trout and other aquatic organisms.
3. Bank integrity (root reinforcement). Bank integrity helps maintain habitat quality and water quality by reducing bank erosion and creating habitat structure and in-stream hiding cover for salmon/trout and other aquatic organisms.
4. Runoff filtration. Filtration of nutrients and sediments in runoff (surface and shallow subsurface flows) helps maintain water quality.
5. Wildlife habitat. Functional wildlife habitat for riparian-dependent species is based

on sufficient amounts of riparian vegetation to provide protection for nesting and feeding.

- 1.6. Contribution of detrital nutrients. Nutrients derived from terrestrial litter, typically from leaves, bark, seeds, cones, flowers, fruits, twigs, and other small plant parts.

B. Riparian Buffers. Habitat protection for fish and wildlife conservation areas shall be provided through buffers.

1. Standard buffers from ordinary high water mark of the water body are as follows:

<b>Water Type</b>	<b>Standard buffer</b>
<u>Type F Waters</u>	<u>150 ft</u>
<u>Type Np Waters</u>	<u>100 ft</u>
<u>Type Ns Waters</u>	<u>100 ft</u>

2. Buffers for Type S shoreline water bodies are provided in the Lakewood Shoreline Master Program (SMP).

B.C. Interrupted buffer. When a riparian buffer contains an existing legally established public or private road, the Director may allow development on the landward side of the road provided that the development will not have a detrimental impact to the stream. The applicant may be required to provide a critical areas report to describe the potential impacts. In determining whether a critical areas report is necessary, the City shall consider the hydrologic, geologic, and/or biological habitat connection potential and the extent and permanence of the buffer interruption.

C.D. Riparian Management Zone buffers. An applicant may choose to conduct a site evaluation of soil conditions prepared by a qualified professional and consistent with current Best Available Science on 200-year site potential tree height as provided by the Washington Department of Fish and Wildlife. If such site evaluation of soil conditions yields a 200-year site potential tree height of a lesser value than the buffers assigned in this section, the applicant may use the lower value in place of the standard buffer.

D. Habitat Protection for Rivers and Streams Shall Be Provided through Buffers.

1. The buffer, consisting of undisturbed natural vegetation, shall be required along all streams, as classified by the DNR water typing classification system (WAC 222-16-030). The buffer shall extend landward from the ordinary high water mark of the water body.

- a. Outside of the buffer removal of native vegetation shall not exceed 35 percent of the surface area of the portion of the site in the regulatory floodplain. Native vegetation within the buffer portion of the property can be counted toward this requirement.

2. The buffer of a river or stream shall not extend landward beyond an existing substantial improvement such as an improved road, dike, levee, or a permanent structure which reduces the impact proposed activities would have on the river or stream.

3. Buffer widths shall be as established by the City of Lakewood Shoreline Master Program (SMP) as contained in Chapter 4, Section C of the SMP.

- 4.1. If a proposed project does not meet the criteria established in Chapter 18A.50 LMC, Article I, a habitat impact assessment shall be conducted in

accordance with subsection (B) of this section, and if necessary, a habitat mitigation plan shall be prepared and implemented in accordance with the provisions of this chapter.

E. *Habitat Impact Assessment.* Unless allowed under Chapter 18A.50 LMC, Article I, a permit application to develop in the special flood hazard area (SFHA), for that portion of any parcel located within the ~~area between the boundary of a buffer as established in the SMP, Chapter 4, Table 2, and the~~ boundary of any buffer as required by the National Marine Fisheries Service's Puget Sound Biological Opinion of September 22, 2008, shall include in a critical area report in compliance with LMC 14.142.138 an assessment of the impact of the project on water quality and aquatic and riparian habitat. In addition to the requirements of LMC 14.142.138, the assessment shall be:

1. A biological evaluation or biological assessment that has received concurrence from the U.S. Fish and Wildlife Service or the National Marine Fisheries Service, pursuant to Section 7 of the Endangered Species Act; or
2. Documentation that the activity fits within a habitat conservation plan approved pursuant to Section 10 of the Endangered Species Act; or
3. Documentation that the activity fits within Section 4(d) of the Endangered Species Act; or
4. An assessment prepared in accordance with the most current Regional Guidance for Floodplain Habitat Assessment and Mitigation, FEMA (Federal Emergency Management Agency) Region X. The assessment shall determine if the project would adversely affect:
  - a. The primary constituent elements identified when a species is listed as threatened or endangered;
  - b. Essential fish habitat designated by the National Marine Fisheries Service;
  - c. Fish and wildlife habitat conservation areas;
  - d. Vegetation communities and habitat structures;
  - e. Water quality;
  - f. Water quantity, including flood and low flow depths, volumes and velocities;
  - g. The channel's natural planform pattern and migration processes;
  - h. Spawning substrate, if applicable; and/or
  - i. Floodplain refugia, if applicable.

F. *Habitat Mitigation Plan.*

1. If the assessment conducted under subsection B-D of this section concludes the proposed project is expected to have an adverse effect on water quality and/or aquatic or riparian habitat or habitat functions, the applicant shall provide a plan to mitigate those impacts, in accordance with the current Regional Guidance for Floodplain Habitat Assessment and Mitigation, FEMA (Federal Emergency Management Agency) Region X.
  - a. If the proposed project is located outside of the protected area, the mitigation plan shall include such avoidance, minimization, restoration, or compensation measures as are appropriate for the situation.
  - b. If the proposed project is located within the protected area, the mitigation plan shall include such appropriate measures as are needed to ensure that there is no adverse effect due to the project. Minimization measures are not allowed in the protected area, unless they, in combination with other measures, result in no adverse effect.

No compensatory mitigation is allowed in the protected area.

2. The plan's habitat mitigation activities shall be incorporated into the proposed project. The floodplain development permit shall be based on the redesigned project and its mitigation components.

~~2.—~~

3. A certificate of occupancy or final inspection approval for a project shall not be issued until all work identified in the biological evaluation, biological assessment, or mitigation plan has been completed or the applicant has provided the necessary assurances that unfinished portions of the project will be completed.

G. *Compensatory Storage.* ~~There shall be no net loss of ecological function through~~ New development shall not reduce the effective flood storage volume of the regulatory floodplain. A development proposal shall provide compensatory storage if grading or other activity displaces any effective flood storage volume. Compensatory storage shall:

1. Provide equivalent volume at equivalent elevations to that being displaced. For this purpose, "equivalent elevation" means having similar relationship to ordinary high water and to the best available 10-year, 50-year and 100-year water surface profiles;
2. Be hydraulically connected to the source of the flooding; and
3. Provide compensatory storage in the same construction season as when the displacement of flood storage volume occurs and before flood season begins.
4. The newly created storage area shall be graded and vegetated to allow fish access during flood events without creating fish stranding sites. [Ord. 726 § 2(Exh. A), 2019; Ord. 659 § 2, 2017; Ord. 630 § 4, 2015; Ord. 362 § 3, 2004.]

~~14.154.060~~ Habitat protection for lakes.

~~A.—Regulated activities proposed on lakes that are urban in character will not be subject to the buffering requirements of this chapter. The following lakes are urban in character:~~

- ~~1.—American.~~
- ~~2.—Gravelly.~~
- ~~3.—Louise.~~
- ~~4.—Steilacoom.~~

~~For proposed regulated activities on lakes that are subject to the State Shoreline Management Act, habitat protection shall be provided through education, voluntary agreements, and existing laws as referenced in LMC 14.154.030(B), and regulation via the City's Shoreline Master Program and shoreline management regulations.~~

~~B.—Regulated activities proposed on lakes that are not subject to the State Shoreline Management Act shall be subject to a 35-foot buffer requirement. The buffer, consisting of undisturbed natural vegetation, shall extend landward from the ordinary high water mark of the water body. Existing laws as referenced in LMC 14.154.030(B) may also affect such proposals. [Ord. 362 § 3, 2004.]~~

14.154.070 Habitat protection for ponds.

A. Regulated activities proposed on ponds deliberately designed and created from dry sites, such as canals, detention facilities, wastewater treatment facilities, farmponds, temporary construction ponds (of less than three years' duration), and landscape amenities will not be subject to the buffering requirements of this section. shall be subject to a 35-foot buffer requirement. The buffer, consisting of

~~undisturbed natural vegetation, shall extend landward from the ordinary high water mark of the pond. Habitat protection for these ponds shall be provided through education, voluntary agreements and existing laws as referenced in LMC 14.154.030(B). Ponds shall be regulated as wetlands where appropriate.~~ [Ord. 362 § 3, 2004.]

- 14.154.080 Provisions for priority Oregon white oak trees, savannas, and woodlands.
- A. No person shall willfully remove, top, damage, destroy, break, injure, mutilate or kill any priority Oregon white oak trees, savannas, and woodlands except as allowed by this chapter.
- B. During building or construction operations, suitable protective measures in LMC 18A.70.320(A) shall be erected around Oregon white oak trees, ~~stands~~savannas, or woodlands which may be subject to injury.
- C. The following activities may be allowed regarding priority Oregon white oak trees, savannas, and woodlands:
1. Removal of diseased trees and trees that present an imminent threat to properties with an approved tree removal permit. The Director may require a written report by a certified arborist assessing the condition of any tree that is purported to be diseased or hazardous. Tree replacement is required at a two-to-one ratio per LMC 18A.70.330.
  2. *Trimming*. Trimming shall be granted when it is determined:
    - a. That trimming is needed for safety or public welfare or to remove diseased or dead branches; or
    - b. That branches hang over an existing building or interfere with utility lines or right-of-way access.
    - c. Utility pruning shall be conducted in accordance with the latest edition of the United States Department of Agriculture's Publication NA-FR-01-95 How to Prune Trees, available at [https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/fsbdev7\\_016046.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fsbdev7_016046.pdf), except that tree pruning for utilities shall be conducted in accordance with the latest edition of the International Society of Arboriculture's Best Management Practices – Utility Pruning of Trees, available at <https://www.seattle.gov/light/vegetation-management/docs/Acrobat%20Document.pdf>.
  3. *Single-Family Property*. If the presence of the priority Oregon white oak tree, savanna, or woodland renders the development of a house or permitted accessory structure infeasible, and the application of incentives in LMC 18A.70.320(J) is insufficient to result in a feasible development, the City may allow removal or trimming of priority Oregon white oak trees and woodlands in order to allow a maximum building footprint of 1,500 square feet for a single-family residence, 1,000 square feet for an accessory dwelling unit, and 1,000 square feet for a detached garage. Additional impervious area for the driveway will be permitted which provides the shortest and most direct access to the house with minimal encroachment or impact into the critical area. The proposal shall demonstrate prior tree removal has met Chapter 18A.70 LMC, Article III in effect at the time, the proposal results in the least possible impact to the critical area to achieve a feasible development, and includes mitigation to offset any impacts to critical areas

consistent with the provisions of this chapter and in accordance with a report prepared by a qualified biologist or certified arborist. The City may require a third-party review of the report at the applicant's expense. A minimum two-to-one replacement ratio shall be applied. See required findings in subsection (C)(5) of this section. If a proposal does not meet the parameters of this paragraph see subsection D of this section.

4. *Commercial, Industrial, Multifamily, Institutional or Other Development.* On nonsingle-family properties where priority Oregon white oak trees, savannas, and woodlands does not exceed one acre in size contiguous and the application of incentives in LMC 18A.70.320(J) is insufficient to result in a feasible development, the City may allow for removal or trimming of priority Oregon white oak trees and woodlands to accommodate a legal use of the property with the least possible impact to the critical area, provided no clearing of trees occurred prior to the application for a land use permit in violation of Chapter 18A.70 LMC, Article III in effect at the time, and provided mitigation is instituted consistent with a report prepared by a qualified biologist or certified arborist. The City may require a third-party review of the report at the applicant's expense. A minimum two-to-one replacement ratio shall be applied. See required findings in subsection (C)(5) of this section. If a proposal does not meet the parameters of this paragraph see subsection D of this section.

5. *Required Findings.* To approve a proposal for a single-family home in subsection (C)(3) of this section or other non-single-family development in subsection (C)(4) of this section, the Director shall find:

- a. The application of incentives in LMC 18A.70.320(J) is insufficient to result in a feasible development.
- b. The development results in the least possible impact to the critical area to achieve a feasible development that accommodates a legal use of the property.
- c. The report and mitigation prepared by a qualified biologist or certified arborist demonstrate to the satisfaction of the Director that mitigation addresses impacts to priority Oregon white oak trees, savannas, and woodlands consistent with the provisions of this chapter. The report and mitigation consider the Washington Department of Fish and Wildlife Priority Habitats and Species Program management recommendations for Oregon white oak woodlands. The report has been reviewed by either the Washington Department of Fish and Wildlife through SEPA review and/or a qualified biologist or certified arborist at the applicant's expense as required by the Director. The City may consult WDFW for additional review as needed.
- d. Prior tree removal has met Chapter 18A.70 LMC, Article III in effect at the time.

D. If the application of this section would deny all reasonable use of property, the applicant may apply for a reasonable use exception pursuant to LMC 14.142.080. [Ord. 775 §1 (Exh. A), 2022.]

#### 14.154.090 Provisions for fish and wildlife, habitat buffers, where required.

A. *Building Setback and Construction Near Buffer.* A minimum setback of eight feet from the buffer shall be required for construction of any impervious surface(s) greater than 120 square feet of base coverage. Clearing, grading, and filling within eight feet of the buffer shall only be allowed when the applicant can demonstrate that vegetation within the buffer will not be damaged.



B. *Marking of the Buffer Area.* The edge of the buffer area shall be clearly staked, flagged, and fenced prior to and through completion of construction. The buffer boundary markers shall be clearly visible, durable, and permanently affixed to the ground.

C. *Fencing from Farm Animals.* The Director shall determine if fencing is necessary to protect the functions and values of the critical area. If found to be necessary, the Director shall condition any permit or authorization issued pursuant to this chapter to require the applicant to install a permanent fence around the habitat conservation area or buffer, when fencing will prevent future impacts to the habitat conservation area. The applicant shall be required to install a permanent fence around the habitat conservation area or buffer when domestic grazing animals are present or may be introduced on site. Fencing installed as part of a proposed activity or as required in this subsection shall be designed so as not to interfere with species migration, including fish runs, and shall be constructed in a manner that minimizes habitat impacts.

D. Enhancements to natural buffers consistent with the education program (such as revegetation or nest boxes) are allowed.

E. *Allowable Activities within Buffers.* The following activities may occur within the buffer after notification to the Department; provided, that any other required permits are obtained.

1. Removal of diseased trees and trees that present an imminent threat to properties. The Director may require a written report by a registered landscape architect, certified nursery professional, or certified arborist assessing the condition of any tree that is purported to be diseased or hazardous.
2. Repair of existing fences.
3. Construction, reconstruction, remodeling, or maintenance of docks and bulkheads as authorized and pursuant to the [shoreline management applicable](#) regulations.
4. Construction of a pervious path for purposes of private access ~~to the shoreline.~~
5. Trimming of vegetation for purposes of providing view corridors; provided, that trimming shall be limited to view corridors of 20 feet or less; and provided, that benefits of the buffer to fish and wildlife habitat are not reduced. Trimming shall be limited to pruning of branches and vegetation. Trimming shall not include felling or removal of trees.
6. Construction of public trails.
7. Roadways, bridges, rights-of-way, and utility lines where no feasible alternative exists, and where the development minimizes impacts on the [stream and buffer area watercourse and RMZ](#). Clear documentation explaining the lack of alternatives and measures taken to minimize impacts on the critical area and buffer shall be provided to the Community and Economic Development Department prior to approval. [Ord. 362 § 3, 2004.]

F. Special provisions—Streams. The following provisions supplement those identified in this chapter and this Ordinance.

1. Activities, uses, and alterations proposed to be located in water bodies used by anadromous fish or in areas that affect such water bodies shall give special consideration to the preservation and enhancement of anadromous fish habitat, including, but not limited to, the following:
  - a. Activities shall be timed to occur only during the allowable work window as designated by the Washington Department of Fish and Wildlife;
  - b. An alternative alignment or location for the activity is not feasible;
  - c. The activity is designed so that it will minimize the degradation of the downstream functions or values of the fish habitat or other critical areas; and
  - d. Any impact to the functions and values of the habitat conservation area are mitigated in accordance with an approved critical areas report and habitat management plan, if applicable.
2. Structures that prevent the migration of salmonids shall not be allowed in the portion of water bodies currently or historically used by anadromous fish. Fish bypass facilities shall be provided that allow the upstream migration of adult fish and shall prevent juveniles migrating downstream from being trapped or harmed.
3. Fills within streams, when authorized, shall minimize the adverse impacts to anadromous fish and their downstream habitat, shall mitigate any unavoidable impacts, and shall only be allowed for water-dependent uses.
4. Activities and uses shall be prohibited in Type F streams and riparian buffers except for the allowable activities and uses listed below.
  - a. Stream Crossings. Stream crossing shall be minimized, but when necessary they shall conform to the following standards as well as other applicable laws (see the Department of Fish and Wildlife, or Ecology):
    - i. The stream crossing is the only reasonable alternative that has the least impact;
    - ii. It has been shown in a critical areas report that the proposed crossing will not decrease the stream and associated buffer functions and values;
    - iii. The stream crossing shall use bridges instead of culverts unless it can be demonstrated that a culvert would result in equal or less ecological impacts;
    - iv. All stream crossings using culverts shall use super span or oversized culverts with appropriate fish enhancement measures. Culverts shall not obstruct fish passage;
    - v. Stream crossings shall be designed according to the Washington Department of Fish and Wildlife Water Crossing Design Guidelines (2013), and the National Marine Fisheries Service Guidelines for Salmonid Passage at Stream Crossings, 2000, or as amended;

- vi. All stream crossings shall be constructed during the summer low flow period between July 1st and August 15th or as specified by the Washington Department of Fish and Wildlife in the hydraulic project approval;
  - vii. Stream crossings shall not occur through salmonid spawning areas unless no other feasible crossing site exists;
  - viii. Bridge piers or abutments shall not be placed in either the floodway or between the ordinary high water marks unless no other feasible alternative placement exists;
  - ix. Stream crossings shall not diminish the flood carrying capacity of the stream;
  - x. Stream crossings shall minimize interruption of downstream movement of wood and gravel;
  - xi. Stream crossings shall provide for maintenance of culverts and bridges; and
  - xii. Stream crossings shall be minimized by serving multiple properties whenever possible.
- b. Utilities. Utility corridors shall not be aligned parallel with any stream channel unless the corridor is outside the buffer, and crossings shall be minimized. Installation shall be accomplished by boring beneath the scour depth and hyporheic zone of the water body where feasible. Crossings shall be contained within the existing footprint of an existing road or utility crossing where possible. Otherwise, crossings shall be at an angle greater than sixty degrees to the centerline of the channel. The criteria for stream crossing shall also apply.
- c. Stormwater facilities. Stormwater facilities provided that they are located in the outer twenty-five percent of the buffer and are located in the buffer only when no practicable alternative exists outside buffer. Stormwater facilities should be planted with native plantings where feasible to provide habitat, and/or less intrusive facilities should be used. Detention/retention ponds should not be located in the buffer.
- d. Floodway dependent structures. Floodway dependent structures or installations may be permitted within streams if allowed or approved by other codes or other agencies with jurisdiction.

- e. Stream bank stabilization. Stream bank stabilization shall only be allowed when it is shown, through a stream bank stability assessment conducted by a qualified fluvial geomorphologist or hydraulic engineer, that such stabilization is required for public safety reasons, that no other less intrusive actions are possible, and that the stabilization will not degrade instream or downstream channel stability. Stream bank stabilization shall utilize bioengineering or soft armoring techniques unless otherwise demonstrated. Stream bank stabilization shall conform to the Integrated Streambank Protection Guidelines developed by the Washington State Department of Fish and Wildlife, 2002 or as revised. Stabilization measures must demonstrate the following:
- i. Natural shoreline processes will be maintained. The project will not result in increased erosion or alterations to, or loss of, shoreline substrate within one-fourth mile of the project area;
  - ii. The stabilization measures will not degrade fish or wildlife habitat conservation areas or associated wetlands; and
  - iii. Adequate mitigation measures ensure that there is no net loss of the functions or values of riparian habitat.
- f. Maintenance of lawfully established existing bank stabilization is allowed provided it does not increase the height or linear amount of bank and does not expand waterward or into aquatic habitat landward.
- g. Clearing or development in riparian habitat areas which is at least one hundred feet from the waterline and separated by a continuous public or private roadway serving three or more lots.
5. Type N Streams. Activities and uses that result in unavoidable and necessary impacts may be permitted in Type Np and Ns streams and buffers in accordance with an approved critical areas report and habitat management plan, and only if the proposed activity is the only reasonable alternative that will accomplish the applicant's objectives.

Chapter 14.158

~~FLOOD HAZARD~~ FREQUENTLY FLOODED AREAS\*

Sections:

14.158.010

**Purpose.**

**14.158.020**

**Designation.**

**14.158.030**

**Protection.**

**14.158.010 Purpose.**

The purpose of this section is to:

- A. Promote the general health, welfare and safety of the City's residents, and protect human life and property from the dangers of flooding.
- B. Prevent the establishment of certain structures and land uses unsuitable for human habitation because of the danger of flooding, unsanitary conditions or other hazards.
- C. Minimize the need for rescue and relief efforts associated with flooding.
- D. Help maintain a stable tax base by providing for sound use and development in flood-prone areas and to minimize prolonged business interruptions, and future blight areas.
- E. Minimize damage to public facilities and utilities located in flood hazard areas.
- F. Ensure that potential home and business buyers are notified that property is in a flood area.
- G. Minimize expenditure of public money for costly flood relief, damage repair and flood control projects.
- H. Ensure that those who occupy frequently flooded areas assume responsibility for their actions.
- I. Qualify the City of Lakewood for participation in the National Flood Insurance Program, thereby giving resident and businesses the opportunity to purchase flood insurance.
- J. Maintain the quality of water in rivers, streams, and lakes and their floodplains so as to protect public water supplies, areas of the Public Trust, and wildlife habitat protected by the Federal Endangered Species Act.
- K. Retain the natural channel, shoreline, and floodplain creation processes and other natural floodplain functions that protect, create, and maintain habitat for threatened and endangered species.
- L. Prevent or minimize loss of hydraulic, geomorphic, and ecological functions of floodplains and stream channels.

- ~~A.—Promote the general health, welfare and safety of the City's residents.~~
- ~~B.—Prevent the establishment of certain structures and land uses unsuitable for human habitation because of the danger of flooding, unsanitary conditions or other hazards.~~
- ~~C.—Minimize the need for rescue and relief efforts associated with flooding.~~
- ~~D.—Help maintain a stable tax base by providing for sound use and development in flood-prone areas and to minimize prolonged business interruptions.~~
- ~~E.—Minimize damage to public facilities and utilities located in flood hazard areas.~~
- ~~F.—Ensure that potential home and business buyers are notified that property is in a flood area.~~
- ~~G.—Minimize expenditure of public money for costly flood relief and control projects.~~
- ~~H.—Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions. [Ord. 362 § 3, 2004.]~~

**14.158.020 Designation.**

- A. The areas of special flood hazard identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood

Insurance Study for Pierce County, and Incorporated Areas” dated March 7, 2017, and any revisions thereto, with an accompanying flood insurance rate map (FIRM), and any revisions thereto, are considered frequently flooded areas and are hereby adopted by reference and declared to be a part of this chapter.

B. The FEMA online flood map contains up-to-date flood hazard information available to the public.

B.C. The flood insurance study and the FIRM are on file at the City of Lakewood, 6000 Main Street SW, Lakewood, WA. The flood insurance study shall be kept on file by the City Engineer. [Ord. 659 § 3, 2017; Ord. 630 § 5, 2015; Ord. 362 § 3, 2004.]

#### 14.158.030 Protection.

A. All development in ~~areas of special flood hazard~~ frequently flooded areas shall be regulated according to the City’s Site Development Regulations, and Chapter 18A.50 LMC, Article I, Flood Hazard Overlay.

B. Regulated activity within frequently flooded areas shall require preparation of a critical area report that complies with LMC 14.142.138 to ensure no-net-loss of floodplain function.

Chapter 14.162  
WETLANDS AREAS\*

Sections:

- 14.162.010 **Purpose.**
- 14.162.020 Designation of wetland areas.**
- 14.162.030 Wetland categories.**
- 14.162.040 Regulated activities.**
- 14.162.050 Exemptions.**
- 14.162.060 Special permitted uses.**
- 14.162.070 Delineation, and wetland analysis requirements.**
- 14.162.090 Protection standards – Establishing buffers.**
- 14.162.100 Protection standards for allowing regulated activities in wetlands and buffers.**
- ~~**14.162.110**~~
- 14.162.120 Mitigation.**
- ~~**New agricultural activities.**~~
- Alternative review process, Corps of Engineers Section 404 individual permits.**
- 14.162.130 Wetland review procedure, fees, and title notification.**



**\* Prior legislation note:** Ord. [362](#) repealed provisions concerning wetland areas that were formerly in this chapter, based on the provisions of Ord. [56](#).

**14.162.010 Purpose.**

The purpose of these regulations is to avoid, or in appropriate circumstances, to minimize, rectify, reduce or compensate for impacts arising from land development and other activities affecting wetlands, and to maintain and enhance the biological and physical functions and values of wetlands with respect to water quality maintenance, storm water and floodwater storage and conveyance, fish and wildlife habitat, primary productivity, recreation, education, and historic and cultural preservation. When avoiding impacts is not reasonable, mitigation shall be implemented to achieve no net loss of wetlands in terms of acreage, function and value. [Ord. 362 § 3, 2004.]

[14.162.020](#) Designation of wetland areas.

Identification of wetlands and delineation of their boundaries pursuant to this chapter shall be done in accordance with the approved federal wetland delineation manual and applicable regional supplements. All areas within the City meeting the wetland designation criteria in that procedure are hereby designated critical areas and are subject to the provisions of this chapter. [Ord. 630 § 6, 2015; Ord. 362 § 3, 2004.]

[14.162.030](#) Wetland categories.

In order to provide information on the functions and values of wetlands in a time- and cost-effective way, wetland analysis reports shall categorize wetlands by their attributes and characteristics. Wetlands shall be rated using the latest adopted version of the Washington State Wetland Rating System for Western Washington published by the Washington State Department of Ecology (“State Wetland Rating System”). The State Wetland Rating System provides the detailed criteria for establishing wetland categories. Wetlands are generally designated as follows:

A. Category I wetlands are those that (1) represent a unique or rare wetland type; or (2) are more sensitive to disturbance than most wetlands; (3) are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; or (4) provide a high level of functions. Generally, these wetlands are not common and make up a small percentage of the wetlands in the region. The following are considered Category I wetlands:

1. Bogs.
2. Mature and old-growth forested wetlands.
3. Wetlands that perform many functions very well: wetlands scoring 23 to 27 points using the Washington State Wetland Rating System for Western Washington, Ecology Publication No. 14-06-029.

B. Category II wetlands are difficult, though not impossible, to replace, and provide high levels of some functions. These wetlands occur more commonly than Category I wetlands, but still need a relatively high level of protection. Category II wetlands in western Washington include wetlands that perform functions well: wetlands scoring between 20 and 22 points using the Washington State Wetland Rating System for Western Washington. Wetlands scoring 20 to 22 points were judged to perform most functions relatively well, or performed one group of functions very well and the other

two moderately well.

C. Category III wetlands are wetlands with a moderate level of functions (scores between 16 and 19 points) using the Washington State Wetland Rating System for Western Washington. Category III wetlands usually have been disturbed in some ways, and are often less diverse or more isolated from other natural resources in the landscape than Category II wetlands.

D. Category IV wetlands have the lowest levels of functions (scores between nine and 15 points) and are often heavily disturbed. These are wetlands that we should be able to replace, and in some cases be able to improve. These wetlands may provide some important functions. [Ord. 630 § 7, 2015; Ord. 362 § 3, 2004.]

#### 14.162.040 Regulated activities.

A list of regulated activities is included in LMC [14.142.060](#). [Ord. 362 § 3, 2004.]

#### 14.162.050 Exemptions.

A list of exempt activities is included in LMC [14.142.070](#). [Ord. 362 § 3, 2004.]

#### 14.162.060 Special permitted uses.

A. The following uses are normally regulated but may be allowed, subject to a Process I administrative determination by the Director, provided the listed criteria are met.

B. *Educational and Recreational Facilities.* Minor structural fill may be allowed for the construction and enhancement of public trails, such as bridging, and trail-related facilities such as benches, interpretive signs, and viewing platforms. Construction of such features on all previously filled areas is allowed. The following conditions must be met:

1. An alternative location outside the wetland is not feasible. Trails and related facilities within wetlands shall, to the extent possible, be placed on other previously disturbed areas;
2. Associated facilities, such as interpretive centers, restrooms, or parking areas are not allowed within wetlands or buffers by this conditional exemption;
3. The fill on which the trails or trail-related facilities is placed is limited to the minimum dimensions necessary for the actual crossing and shall not cover more than 5,000 square feet of wetland area;
4. Project design shall minimize adverse impacts to wetlands/buffers and wildlife habitat. Previous surfaces shall be used;
5. All construction work in the wetland shall be done during the summer dry season (July 15th to October 15th). A time extension may be granted by the Department;
6. Native vegetation disturbed by trail construction activities shall be salvaged and replanted in the disturbed areas to the extent feasible.

C. *Minor Road or Trail Crossings.* Fills for the construction of a road or trail crossing shall be allowed in wetlands or buffers; provided, that crossings of wetlands shall be avoided to the extent possible. Fills for the construction of a road crossing through a Category I wetland shall not be allowed by this conditional exemption. Crossings shall

follow the following criteria:

1. An alternative location outside the wetland is not reasonably feasible;
2. The fill on which the road or trail is placed is limited to the minimum dimensions necessary for the actual crossing;
3. The fill placed in wetlands shall not cover more than 5,000 square feet of wetland area;
4. Crossings shall utilize design which minimizes the adverse impacts to the wetland and hydrology of the existing system;
5. Wetland disturbance shall be limited to no greater than five feet beyond the designated toe-of-fill;
6. All construction work in the wetland shall be done during the summer dry season (July 15th to October 15th). A time extension may be granted in writing by the Department; and
7. Crossings shall serve multiple purposes and properties, whenever possible.

D. *Erosion Control.* Bank stabilization activities necessary for erosion prevention shall be allowed in buffers and Category II, III, and IV wetlands as part of a single and complete project. Bank stabilization projects shall meet all other applicable local, state and federal laws and the following criteria:

1. The minimum amount of material needed for erosion prevention is used;
2. The bank stabilization activity is no more than 500 feet in length, 15 feet high, and will not exceed an average of one-half cubic yard of fill per running foot of bank;
3. No material is placed in any location or manner that may impair surface water movement into or out of any wetland area or other water body;
4. No material is placed in any location or manner that may be eroded by normal or anticipated high flows; and
5. The disturbed area shall be revegetated within 60 days after completion of the project with native species indigenous to the site. Hydro-seeding with approved mix may be used for temporary erosion control.

E. The construction of utility lines and poles in Category II, III or IV wetlands and buffers provided there are no feasible alternatives and impacts are mitigated. [Ord. 362 § 3, 2004.]

#### 14.162.070 Delineation, and wetland analysis requirements.

A. *Wetland Review Procedures – General Requirements.*

1. The ~~Critical Areas Atlas—City Wetland Inventory Maps~~[National Wetlands Inventory \(NWI\) from the United States Fish and Wildlife Service](#) provides an indication of where potential wetlands are located within the ~~county~~[city](#). The actual presence or location of a potential wetland or a potential wetland that has not been mapped, but may be present on or adjacent to a site shall be determined using the procedures and criteria established in this chapter.
2. The Department will complete a review of the ~~Critical Areas Atlas—Wetland Inventory Maps~~[most recent version of the National Wetlands Inventory data available at <https://www.fws.gov/program/national-wetlands-inventory>](#) and other source documents for any proposed regulated activity to determine whether the project area for a proposed single-family dwelling unit or other proposed

development is located in the vicinity of a known wetland. Identification of a potential wetland may also occur as a result of field investigations conducted by Department staff.

3. When the Department's maps, sources, or field investigation indicate that a potential wetland is located within ~~200-225~~ feet of the project area for a proposed one-family dwelling unit or other proposed regulated activities, the Department shall require a wetland verification report to determine whether or not a regulated wetland is present and if so, its relative location in relation to the proposed project area or site. The findings of the wetland verification report shall be documented as outlined in subsections (B)(1) of this section.

4. If Department staff completes a field investigation and determines that no regulated wetlands are present, then wetland review will be considered complete.

5. If it is determined that a wetland exists within ~~165-225~~ feet of a project site, then a wetland analysis report prepared by a qualified professional shall be required. All wetland analysis reports shall include a proposed categorization of the wetland in accordance with the guidelines set forth in LMC 14.162.030, and a calculation of the standard wetland buffer as set forth in LMC 14.162.080.

B. *General Wetland Review.* General wetland review shall include the submittal of a wetland verification report or a wetland analysis report, together with a wetland review fee as established in the City's fee schedule.

1. *Wetland Verification Report.*

a. A wetland verification report shall be submitted when a field investigation or review of the City's Critical Areas Atlas determines that a regulated wetland may be present within ~~200-225~~ feet of the site.

b. A wetland verification report may determine that:

i. No regulated wetland is, in fact, present within ~~200-225~~ feet of the project site; or

ii. Wetlands are identified but are evaluated and found to be nonregulated; or

iii. A regulated wetland is present within ~~200-225~~ feet of the project site, in which case a wetland analysis report may be required to determine the limits of the wetland, its classification and appropriate buffer width and other appropriate mitigations necessary to protect the wetland functions and values; or

iv. A regulated wetland is present; however, categorization can be summarily determined and it is apparent that the standard buffer does not extend within the site.

c. The wetland verification report shall include data sheets, site maps, and other field data and information necessary to confirm wetland presence or absence and category. If nonregulated wetlands are identified, a site plan must be provided that identifies their location.

d. The wetland verification report shall identify and discuss wetland boundaries within the site as well as those that extend off site. Off-site wetlands and associated standard buffers do not have to be marked in the field.

e. Department staff shall review the wetland verification report and either:

i. Accept the report and approve the wetland application; or

ii. Reject the report and require the submittal of a wetland analysis

report.

2. Wetland Analysis Critical Areas Report – additional requirements for wetlands. In addition to the general requirements of a critical areas report as outlined in LMC 14.142.138, the following are critical areas report requirements specific to wetlands:
  - a. If a regulated wetland or its standard buffer extends onto the site, the Department shall require a wetland analysis critical areas report prepared by a qualified professional as required by this title. Information required in a wetland analysis critical areas report is identified in Appendix C of the Critical Areas Regulations—Administrator’s Manual; LMC 14.142.138.
  - b. If the Department determines that a Category I wetland is on site which is associated with documented habitat for endangered, threatened, or sensitive species or for potentially extirpated plant species recognized by state or federal agencies, the Department shall also require the submittal of a habitat assessment report as set forth in LMC 14.154.030(B).
  - c. If the Department determines that additional mitigation is necessary to offset the identified impacts, the applicant shall comply with the additional mitigation requirements set forth in the wetland analysis report, biological assessment, or SEPA determination.
  - d. The Department shall review and approve the wetland analysis critical areas report to determine the appropriate wetland category and buffer, and shall include the wetland in the City’s Wetland Atlas. The Department shall approve the report’s findings and proposals unless specific, written reasons are provided which justify not doing so.
  - e. ~~e.~~ Approval of the wetland review shall be concluded upon a determination that the wetland analysis critical areas report and mitigation plan, if applicable, are thorough and accurate, and meet all requirements of this title. [Ord. 726 § 2(Exh. A), 2019; Ord. 362 § 3, 2004.]

#### 14.162.080 Protection standards – Establishing buffers.

A. *Requirements.* The buffer widths in Table 14.1 have been established in accordance with the best available science. They are based on the category of wetland and the habitat score as determined by a qualified wetland professional using the Washington State Wetland Rating System for Western Washington: 2014 Update, and as amended.

1. The use of the buffer widths in Table 14.1 requires the implementation of the measures in Table 14.2, where applicable, to minimize the impacts of the adjacent land uses.
  1. If an applicant chooses not to apply the mitigation measures in Table 14.2, then a 33 percent increase in the width of all buffers is required. For example, a 75-foot buffer with the mitigation measures would be a 100-foot buffer without them to ensure no-net-loss of wetland functions.
2. The buffer widths in Table 14.1 assume that the buffer is vegetated with a native plant community appropriate for the ecoregion. If the existing buffer is unvegetated, sparsely vegetated, or vegetated with invasive species that do not perform needed functions, the buffer should either be planted to create the appropriate plant community, or the buffer should be widened to ensure that adequate functions of the buffer are provided.
3. The buffer at its narrowest point is never less than either three-quarters of the

required width or 75 feet for Category I and II, 50 feet for Category III and 25 feet for Category IV, whichever is greater.

*Table 14.1 Wetland Buffer Requirements*

Wetland Category	Buffer width (in feet) based on habitat score			
	3-5 points	5	6-7 points	8-9 points
Category I: Based on total score	75 <u>ft</u>	105	165 <u>ft</u>	225 <u>ft</u>
Category I: Bogs and wetlands of high conservation value	190 <u>ft</u>			225 <u>ft</u>
Category I: Coastal lagoons	150 <u>ft (merge with right)</u>		150 <u>ft</u>	225 <u>ft</u>
Category I: Interdunal	225 <u>ft (merge with right)</u>		225 <u>ft</u>	225 <u>ft</u>
Category I: Forested	75 <u>ft</u>	105	225 <u>ft</u>	225 <u>ft</u>
Category I: Estuarine	150 <u>ft</u> (buffer width not based on habitat scores)			
Category II: Based on score	75 <u>ft</u>	105	165 <u>ft</u>	225 <u>ft</u>
Category II: Interdunal wetlands	110 <u>ft (merge with right)</u>		110 <u>ft</u>	225 <u>ft</u>
Category II: Estuarine	110 <u>ft</u> (buffer width not based on habitat scores)			
Category III (all)	60 <u>ft</u>	105	225 <u>ft</u>	225 <u>ft</u>
Category IV (all)	40 <u>ft</u>			

**Table 14.2 Required Measures to Minimize Impacts to Wetlands**

(Measures are required if applicable to a specific proposal)

Disturbance	Activities and Uses that Cause Disturbances	Required Measures to Minimize Impacts
Light	<ul style="list-style-type: none"> <li>• <a href="#">Parking lots</a></li> <li>• <a href="#">Commercial/industrial uses</a></li> <li>• <a href="#">Residential uses</a></li> <li>• <a href="#">Recreation (e.g., athletic fields)</a></li> <li>• <a href="#">Agricultural buildings</a></li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">Direct lights away from wetland</a></li> <li>• <a href="#">Only use lighting when necessary for public safety, and keep lights off when not needed</a></li> <li>• <a href="#">Use motion-activated lights where feasible</a></li> <li>• <a href="#">Use full cut-off filters to cover light bulbs and direct light only where needed</a></li> <li>• <a href="#">Limit use of blue-white colored lights in favor of red-amber hues</a></li> <li>• <a href="#">Use lower-intensity LED lighting</a></li> <li>• <a href="#">Dim light to the lowest acceptable intensity</a></li> </ul>
Noise	<ul style="list-style-type: none"> <li>• <a href="#">Commercial</a></li> <li>• <a href="#">Industrial</a></li> <li>• <a href="#">Recreation (e.g., athletic fields, bleachers, etc.)</a></li> <li>• <a href="#">Residential</a></li> <li>• <a href="#">Agriculture</a></li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">Locate activity that generates noise away from wetland</a></li> <li>• <a href="#">If warranted, enhance existing buffer with native vegetation plantings adjacent to noise source</a></li> <li>• <a href="#">For activities that generate relatively continuous, potentially disruptive noise, such as certain heavy industry or mining, establish an additional 10-foot heavily vegetated buffer strip immediately adjacent to the outer wetland buffer</a></li> </ul>
Toxic runoff	<ul style="list-style-type: none"> <li>• <a href="#">Parking lots</a></li> <li>• <a href="#">Roads</a></li> <li>• <a href="#">Commercial/industrial</a></li> <li>• <a href="#">Residential areas</a></li> <li>• <a href="#">Application of pesticides</a></li> <li>• <a href="#">Landscaping</a></li> <li>• <a href="#">Agriculture</a></li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">Route all new, untreated runoff away from wetland while ensuring wetland is not dewatered</a></li> <li>• <a href="#">Establish covenants limiting use of pesticides within 150 feet of wetland</a></li> <li>• <a href="#">Apply integrated pest management</a></li> </ul>

Table 14.2 Required Measures to Minimize Impacts to Wetlands  
(Measures are required if applicable to a specific proposal)

Disturbance	Activities and Uses that Cause Disturbances	Required Measures to Minimize Impacts
Storm water runoff	<ul style="list-style-type: none"> <li>• <a href="#">Parking lots</a></li> <li>• <a href="#">Roads</a></li> <li>• <a href="#">Residential areas</a></li> <li>• <a href="#">Commercial/industrial</a></li> <li>• <a href="#">Recreation</a></li> <li>• <a href="#">Landscaping/lawns</a></li> <li>• <a href="#">Other impermeable surfaces, compacted soil, etc.</a></li> </ul>	<ul style="list-style-type: none"> <li>• Retrofit storm water detention and treatment for roads and existing adjacent development</li> <li>• Prevent channelized <a href="#">or sheet</a> flow from lawns that directly enters the buffer</li> <li>• <a href="#">Infiltrate or treat, detain, and disperse new runoff from impervious surfaces and lawns</a></li> <li>• Use low <a href="#">intensity-impact</a> development (<a href="#">LID</a>) techniques (for more information refer to the drainage ordinance and manual)</li> </ul>
Pets and human disturbance	<ul style="list-style-type: none"> <li>• <a href="#">Residential areas</a></li> <li>• <a href="#">Recreation</a></li> </ul>	<ul style="list-style-type: none"> <li>• Use privacy fencing OR plant dense vegetation to delineate buffer edge and to discourage disturbance using vegetation appropriate for the ecoregion</li> <li>• Place wetland and its buffer in a separate tract or protect with a conservation easement</li> <li>• <a href="#">Place signs around the wetland buffer every 50-200 feet and at the back of each residential lot in a subdivision</a></li> </ul>
Dust	<ul style="list-style-type: none"> <li>• <a href="#">Tilled fields</a></li> <li>• <a href="#">Roads</a></li> </ul>	<ul style="list-style-type: none"> <li>• Use best management practices to control dust</li> </ul>
Disruption of corridors or connections	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain connections to off-site areas that are undisturbed</li> <li>• Restore corridors or connections to off-site habitats by replanting</li> </ul>

- B. Buffer widths may be modified by averaging, ~~reducing~~, or increasing.
1. Buffer width averaging may be allowed only where the applicant demonstrates the following:
    - a. Buffer encroachment is unavoidable.
    - b. A habitat assessment has been submitted which demonstrates that the site does not provide habitat for any endangered, threatened, or sensitive fish or animal species; or
    - c. For wetlands and/or required buffers associated with documented habitat for endangered, threatened, or sensitive fish or wildlife species, a habitat assessment report has been submitted that demonstrates that the buffer modification will not result in an adverse impact to the species of study.
    - d. The wetland contains variations in sensitivity due to existing physical characteristics; and
    - e. Width averaging will not adversely impact the wetland or critical fish and wildlife habitat; and
    - f. The total buffer area after averaging is no less than the buffer area prior to averaging; and
    - g. The minimum buffer width will not be less than 75 percent of the widths established in subsection [A](#) of this section.



- h. The averaging is accomplished within the project boundaries.
- i. Buffer width averaging shall only be permitted where it is shown that there are no feasible alternatives to the site design that could be accomplished without buffer averaging.

~~2.—Buffer width reduction may be allowed only where the applicant demonstrates the following circumstances. Such reduction shall not result in greater than a 25 percent reduction in the buffer width established in subsection A of this section and shall result in a buffer no less than 30 feet in any case:~~

- ~~a.—The proposed buffer area is extensively vegetated and has less than 15 percent slopes, and the reduction will not result in adverse impacts to the wetland; or~~
- ~~b.—The project includes a buffer enhancement plan, as part of the mitigation required by LMC 14.162.100. The buffer enhancement plan shall use plant species which are indigenous to the project area, and shall substantiate that an enhanced buffer will improve the functional attributes of the buffer to provide additional protection for wetland functional values; or~~
- ~~c.—The acreage included in the buffer would substantially exceed the size of the wetland and the reduction will not result in adverse impacts to the wetland or the project includes a buffer enhancement plan which ensures that the reduction will not result in adverse impacts to the wetland.~~

3.2. The Department may require increased buffer width when a larger buffer is necessary to protect wetland functions and values based on local conditions. This determination shall be reasonably related to protection of the functions and values of the regulated wetland. Such determination shall demonstrate that:

- a. A larger buffer is necessary to maintain viable populations of existing species; or
- b. The wetland is used by species listed by the federal government or the state as endangered, threatened, sensitive or as documented priority species or habitats, or essential or outstanding potential sites such as heron rookeries or raptor nesting areas; or
- c. The adjacent land is susceptible to severe erosion and erosion control measures will not effectively prevent adverse wetland impacts; or
- d. The adjacent land has minimal vegetative cover or slopes greater than 15 percent.

- C. Buffers shall be measured perpendicular from the wetland edge.
- D. When buffer boundaries have been determined, they shall be marked in the field by a licensed surveyor. The markers shall be clearly visible, durable, and permanently affixed to the ground.
- E. A building setback line of eight feet shall be required from the edge of a buffer.
- F. Except as otherwise specified, buffers shall be retained in a natural condition.
- G. A wetland buffer shall not be required to extend beyond an existing

substantial improvement such as an improved road, dike, levee, or ~~a permanent structure~~other permanent infrastructure of a linear nature, where the existing improvement obviates the beneficial impact that the buffer would provide for the wetland. In these cases, the edge of said linear infrastructure shall be considered the extent of the buffer if the following are true:

1. the portion of the wetland buffer on the other side of the existing substantial improvement can be shown to provide insignificant function compared to the buffer on the wetland side;
2. the existing substantial improvement cannot be feasibly removed, relocated, or restored to provide buffer functions; and
3. The functional analysis in this sub-section is included in the critical areas report prepared by a qualified professional under the requirements of this chapter.- [Ord. 630 § 8, 2015; Ord. 362 § 3, 2004.]

14.162.090 Protection standards for allowing regulated activities in wetlands and buffers.

A. Regulated activities in Category III and IV wetlands and/or buffers for Category III and IV wetlands may be allowed when the applicant demonstrates to the Department that all adverse impacts to wetlands will be mitigated according to LMC [14.162.100](#).

B. The placement of access roads, utility lines, and utility poles may be allowed in buffers for Category II wetlands if the following conditions are met:

1. There is no feasible alternative location for an access road and/or utilities to the site; and
2. The applicant demonstrates that all adverse impacts to wetlands will be mitigated according to a mitigation plan which complies with LMC [14.162.100](#).

C. The following activities may be allowed in a buffer without a complete mitigation plan if the applicant demonstrates to the Department that all adverse impacts to wetlands will be mitigated according to LMC [14.162.100](#). In cases that require environmental review, a threshold environmental determination may not be made until the Department is satisfied that adequate mitigation will occur. The allowed activities are as follows:

1. One well and necessary appurtenances, including a pump and appropriately sized pump house, but not including a water storage tank (unless the water storage tank can be contained within the pump house), may be allowed on each site in a buffer if all the following conditions are met:
  - a. The pump house is a one-story building with a ground area of less than 220 square feet; and
  - b. The well is more than 75 feet deep; and
  - c. For Category I and II wetlands, the minimum distance from the well and appurtenances to the wetland edge is no less than 50 percent of the buffer widths established in the table in LMC [14.162.080\(A\)](#); and
  - d. Access to the well and pump house shall be by a pervious trail for pedestrian traffic only, or, if necessary, by an unimproved access for a maintenance vehicle.
2. Pervious walkways and trails and associated viewing platforms; provided, that

those pathways are limited to minor crossings having no adverse impact on water quality. They should be generally parallel to the perimeter of the wetland, located only in the outer 25 percent of the wetland buffer area and located to avoid removal of significant trees. They should be limited to pervious surfaces no more than five feet in width for pedestrian use only. Raised boardwalks utilizing nontreated pilings may be acceptable. In the case of Category I wetlands the minimum distance from the wetland edge is no less than 50 percent of the buffer width established in the table in LMC [14.162.080\(A\)](#).

3. The placement of utility lines which do not require excavation, or utility poles, in any part of a buffer for a Category II, III, or IV wetland. They may be placed in a buffer for a Category I wetland; provided, that the minimum distance from the wetland edge is no less than 50 percent of the Category I buffer width established in the table in LMC [14.162.080\(A\)](#).

4. Activities within that area of a buffer in which a direct line to the wetland is obstructed by an existing substantial improvement such as an improved road or a permanent structure, the presence of which significantly reduces the likely impact of the proposed activity on the wetland.

A zoning certification, building permit, and/or site development permit shall not be issued for these regulated activities until the applicant demonstrates to the satisfaction of the Department that all adverse impacts to wetlands will be mitigated according to LMC [14.162.100](#).

D. *Reasonable Use Exception – Category I and II Wetlands.* Regulated activities in Category I and II wetlands and/or buffers for Category I and II wetlands may be allowed only if, following a public hearing, the Hearing Examiner determines that a reasonable use exception is warranted pursuant to LMC [14.142.080](#), and the following criteria are met:

1. No reasonable use with less impact on the wetland is possible; and
2. There is no feasible on-site alternative to the proposed activities, including phasing of project implementation, change in timing of activities, revision of road and lot layout, and/or related site planning and density considerations, that would allow a reasonable economic use with less adverse impacts to wetlands; and
3. The proposed activities will result in minimum feasible alteration or impairment to the wetland's functional characteristics and existing contours, vegetation, fish and wildlife resources, and hydrological conditions; and
4. The disturbance of wetlands has been minimized by locating any necessary activities outside the wetland to the extent possible; and
5. The proposed activities will not jeopardize the continued existence of species listed by the federal government or the state as endangered, threatened, sensitive, or documented priority species or priority habitats; and
6. The proposed activities will not cause significant degradation of ground water or surface water quality; and
7. The proposed activities comply with all state, local and federal laws, including, but not limited to, those related to sediment control, pollution control, floodplain restrictions, and on-site wastewater disposal; and
8. Any and all regulated activities in wetlands and buffers will be mitigated according to LMC [14.162.100](#). The Examiner may require the preparation of a formal mitigation plan; and

9. There will be no damage to nearby public or private property and no threat to the health or safety of people on or off the property; and
10. The inability to derive reasonable economic use of the property is not the result of actions by the applicant in segregating or dividing the property and creating the undevelopable condition after the effective date of this chapter.

E. *Reasonable Use Provision, Categories III and IV Wetlands.* If an applicant for a regulated activity on a Category III or IV wetland and/or associated buffer cannot obtain permission through the procedures described in subsections [A](#) and [C](#) of this section, the activity may be allowed if, following a public hearing, the Hearing Examiner determines the criteria of subsection [D](#) of this section are met. [Ord. 630 § 9, 2015; Ord. 362 § 3, 2004.]

#### 14.162.100 Mitigation.

~~A.—All activities in wetlands and/or buffers shall be mitigated according to this section. Mitigation sequencing is used to determine the type and extent of mitigation and is considered in order of preference, however there may be circumstances when an alternative mitigation strategy is preferable such as a mitigation bank, in lieu fee program, or advance mitigation project that is implemented according to federal and state rules, state policy and state water quality regulations.~~

~~The order of preference for mitigation is:~~

~~A. The mitigation proposed should comply with LMC 14.142.135, as well as the following provisions.~~

~~Avoiding the impact altogether by not taking a certain action or parts of actions, and providing specified buffers and setbacks. Provision of specified buffers and setbacks is the expected method of mitigation unless an activity is listed as exempt, a reasonable use exception has been granted according to the provisions of this chapter, or an appropriate alternative mitigation program has been approved through a formal mitigation plan.~~

~~Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to reduce impacts.~~

~~The following types of mitigation (no order of preference):~~

~~Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;~~

~~Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;~~

~~Compensating for the impact by replacing or providing substitute resources or environments.~~

~~Monitoring the impact and compensation and taking appropriate corrective measures.~~

~~Mitigation for individual actions may include a combination of the above measures.~~

~~B. Methods of Compensatory Mitigation. Mitigation for wetland and buffer impacts shall rely on a method listed below in order of preference. A lower-preference form of mitigation shall be used only if the applicant's qualified wetland professional demonstrates to the Director's satisfaction that all higher-ranked types of mitigation are not viable, consistent with the~~

criteria in this Section.

1. Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions and environmental processes to a former or degraded wetland. Restoration is divided into two categories:

a. Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions and environmental processes to a former wetland. Re-establishment results in rebuilding a former wetland and results in a gain in wetland area and functions. Example activities could include removing fill, plugging ditches, or breaking drain tiles to restore a wetland hydroperiod, which in turn will lead to restoring wetland biotic communities and environmental processes.

a.b. Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions and environmental processes to a degraded wetland. Rehabilitation results in a gain in wetland function but does not result in a gain in wetland area. The area already meets wetland criteria, but hydrological processes have been altered. Rehabilitation involves restoring historic hydrologic processes. Example activities could involve breaching a dike to reconnect wetlands to a floodplain or return tidal influence to a wetland.

2. Establishment (Creation): The manipulation of the physical, chemical, or biological characteristics of a site to develop a wetland on an upland where a wetland did not previously exist at an upland site. Establishment results in a gain in wetland area and functions. An example activity could involve excavation of upland soils to elevations that will produce a wetland hydroperiod and hydric soils by intercepting groundwater, and in turn supports the growth of hydrophytic plant species.

a. If a site is not available for wetland restoration to compensate for expected wetland and/or buffer impacts, the Director may authorize establishment of a wetland and buffer upon demonstration by the applicant's qualified wetland professional that:

i. The hydrology and soil conditions at the proposed mitigation site are conducive for sustaining the proposed wetland and that establishment of a wetland at the site will not likely cause hydrologic problems elsewhere;

ii. Adjacent land uses and site conditions do not jeopardize the viability of the proposed wetland and buffer (e.g., due to the presence of invasive plants or noxious weeds, stormwater runoff, noise, light, or other impacts); and

iii. The proposed wetland and buffer will eventually be self-sustaining with little or no long-term maintenance.

iv. The proposed wetland would not be established at the cost of another high-functioning habitat (i.e., ecologically important uplands).

3. Preservation (Protection/Maintenance). The removal of a threat to, or preventing the decline of, wetlands by an action in or near those wetlands. This term includes activities commonly associated with the protection and maintenance of wetlands through the implementation of appropriate legal and physical mechanisms such as recording conservation easements and providing structural protection like fences and signs. Preservation does not result in a gain of aquatic resource area or functions but may result in a gain in functions over the long term. Preservation of a wetland and associated buffer can be used only if:

- a. The Director determines that the proposed preservation is the best mitigation option;
- b. The proposed preservation site is under threat of undesirable ecological change due to permitted, planned, or likely actions that will not be adequately mitigated under existing regulations;
- c. The area proposed for preservation is of high quality or critical for the health and ecological sustainability of the watershed or sub-basin. Some of the following features may be indicative of high-quality sites:
  - i. Category I or II wetland rating.
  - ii. Rare or irreplaceable wetland type [e.g, peatlands, mature forested wetland, estuaries, vernal pools, alkali wetlands] or aquatic habitat that is rare or a limited resource in the area.
  - iii. The presence of habitat for threatened or endangered species (state, federal, or both).
  - iv. Provides biological and/or hydrological connectivity to other habitats.
  - v. Priority sites identified in an adopted watershed plan.
- c. Permanent preservation of the wetland and buffer shall be provided through a legal mechanism such as a conservation easement or tract held by an appropriate natural land resource manager/land trust.
- b.d. The Director may approve another legal and administrative mechanism in lieu of a conservation easement if it is determined to be adequate to protect the site.

4. Enhancement. The manipulation of the physical, chemical, or biological characteristics of a wetland to heighten, intensify, or improve specific wetland function(s). Enhancement is undertaken for specified purposes such as water quality improvement, flood water retention, or wildlife habitat. Enhancement results in the gain of selected wetland function(s) but may also lead to a decline in other wetland function(s). Enhancement does not result in a gain in wetland area. Enhancement activities could include planting vegetation, controlling non-native or invasive species, and modifying site elevations to alter hydroperiods in existing wetlands. Applicants proposing to enhance wetlands and/or associated buffers shall demonstrate how the proposed enhancement will increase the wetland and/or buffer functions, how this increase in function will adequately compensate for the impacts, and how existing wetland functions at the mitigation site will be protected.

5. Alternative Types of Mitigation/Resource Tradeoffs. The Director may approve alternative mitigation proposals that are based on best available

science, such as priority restoration plans that achieve restoration goals identified in the SMP. Alternative mitigation proposals shall provide an equivalent or better level of ecological functions and values than would be provided by standard mitigation approaches. Alternative mitigation approaches shall comply with all reporting, monitoring, and performance measures of this Section including adherence to mitigation sequencing. The City may consult with agencies with expertise and jurisdiction over the critical areas during the review to assist with analysis and identification of appropriate performance measures that adequately safeguard critical areas. The Director will consider the following for approval of an alternative mitigation proposal:

- a. Clear identification of how an alternative approach will achieve equal or better ecological benefit.
- b. The proposal uses a watershed approach consistent with Selecting Wetland Mitigation Sites Using a Watershed Approach [Western Washington or Eastern Washington (Ecology Publication #09-06-32 or Publication #10-06-007), or as revised].
- c. All impacts are identified, evaluated, and mitigated.
- d. Methods to demonstrate ecological success are clear and measurable.

C. Location of Compensatory Mitigation. Permittee-responsible compensatory mitigation actions shall be conducted using a watershed approach and shall generally occur within the same sub-drainage basin. However, when the applicant can demonstrate that a mitigation site in a different sub-drainage basin is ecologically preferable, it should be used.

The following criteria will be evaluated when determining whether on-site or offsite compensatory mitigation is ecologically preferable. When considering the location of mitigation, preference should be given to using programmatic approaches, such as a mitigation bank or an ILF program.

1. No reasonable opportunities exist on site or within the sub-drainage basin or opportunities on site or within the sub-drainage basin do not have a high likelihood of success based on a determination of the capability of the site to compensate for the impacts. Considerations should include anticipated replacement ratios for wetland mitigation, buffer conditions and required widths, available water to maintain anticipated hydrogeomorphic class(es) of wetlands when restored, proposed flood storage capacity, and potential to mitigate riparian fish and wildlife impacts (such as connectivity);
2. On-site mitigation would require elimination of high-quality upland habitat;
3. Off-site mitigation has a greater likelihood of providing equal or improved wetland functions compared to the altered wetland.
4. Off-site locations shall be in the same sub-drainage basin unless:
  - a. Watershed goals for water quality, flood storage or conveyance, habitat, or other wetland functions have been established by the [City/County] and strongly justify locating mitigation at another site;
  - b. Credits from a state-certified wetland mitigation bank are used as compensation, and the use of credits is consistent with the terms of the certified bank instrument;

c. Fees are paid to an approved ILF program to compensate for the impacts.

7.5. The design for the compensatory mitigation project needs to be appropriate for its position in the landscape. Therefore, compensatory mitigation should not result in the creation, restoration, or enhancement of an atypical wetland.

D. Timing of Compensatory Mitigation. It is preferred that compensatory mitigation projects be completed prior to activities that will impact wetlands. At the least, compensatory mitigation shall be completed immediately following wetland impacts and prior to use or occupancy of the action or development. Construction of mitigation projects shall be timed to reduce impacts to existing fisheries, wildlife, and flora.

1. The Director may authorize a one-time temporary delay in completing construction or installation of the compensatory mitigation when the applicant provides a written explanation from a qualified wetland professional as to the rationale for the delay. An appropriate rationale would include identification of the environmental conditions that could produce a high probability of failure or significant construction difficulties. For example, a project delay that creates conflicts with other regulatory requirements (fisheries, wildlife, stormwater, etc.) or installing plants should be delayed until the dormant season to ensure greater survival of installed materials. The delay shall not create or perpetuate hazardous conditions or environmental damage or degradation, and the delay shall not be injurious to the health, safety, or general welfare of the public. The request for the delay shall include a written justification that documents the environmental constraints that preclude timely implementation of the compensatory mitigation plan. The justification will be verified by the City, who will issue a formal decision.

E. Monitoring. Mitigation monitoring shall be required for a period necessary to establish that performance standards have been met, but not for a period less than five years. If a scrub-shrub or forested vegetation community is proposed, monitoring may be required for ten years or more. The mitigation plan shall include monitoring elements that ensure success for the wetland and buffer functions. If the mitigation goals are not attained within the initially established monitoring period, the applicant remains responsible for managing the mitigation project until the goals of the mitigation plan are achieved.

1.—Avoiding the impact altogether by not taking a certain action or parts of actions, and providing specified buffers and setbacks. Provision of specified buffers and setbacks is the expected method of mitigation unless an activity is listed as exempt, a reasonable use exception has been granted according to the provisions of this chapter, or an appropriate alternative mitigation program has been approved through a formal mitigation plan.

2.—Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to reduce impacts.

3.—The following types of mitigation (no order of preference):

a.—Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;



- b.—Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
- c.—Compensating for the impact by replacing or providing substitute resources or environments.

4.—Monitoring the impact and compensation and taking appropriate corrective measures:

5.1. ~~Mitigation for individual actions may include a combination of the above measures:~~

<b>Category and Type of Wetland</b>	<b>Creation or Reestablishment</b>	<b>Rehabilitation</b>	<b>Preservation</b>	<b>Enhancement</b>
Category I: Mature forested	6:1	12:1	24:1	16:1
Category I: Based on functions	4:1	8:1	16:1	16:1
Category II	3:1	6:1	12:1	12:1
Category III	2:1	4:1	8:1	8:1
Category IV	1.5:1	3:1	6:1	6:1

A.F. Compensatory mitigation for alterations to wetlands shall be used only for impacts that cannot be avoided or minimized and shall achieve equivalent or greater biologic functions. Compensatory mitigation plans shall be consistent with Wetland Mitigation in Washington State – Part 2: Developing Mitigation Plans – Version 1 (Ecology Publication No. 06-06-011b, Olympia, WA, March 2006, or as revised), and Selecting Wetland Mitigation Sites Using a Watershed Approach (Western Washington) (Publication No. 09-06-32, Olympia, WA, December 2009).

6.2. Mitigation ratios shall be consistent with subsection (B)(3) of this section.

7.—~~Mitigation requirements may also be determined using the credit/debit tool described in Calculating Credits and Debits for Compensatory Mitigation in Wetlands of Western Washington: Final Report (Ecology Publication No. 10-06-011, Olympia, WA, March 2012, or as revised).~~

8.3. *Wetland Mitigation Ratios[1].*

<b>Category and Type of Wetland</b>	<b>Creation or Reestablishment</b>	<b>Rehabilitation</b>	<b>Enhancement</b>
Category I: Bog, natural heritage site	Not considered possible	Case-by-case	Case-by-case
Category I: Mature forested	6:1	12:1	24:1
Category I: Based on functions	4:1	8:1	16:1
Category II	3:1	6:1	12:1
Category III	2:1	4:1	8:1
Category IV	1.5:1	3:1	6:1

3. Ratios for rehabilitation and enhancement may be reduced when combined with 1:1 replacement through creation or reestablishment. See Table 1a, Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance – Version 1 (Ecology Publication No. 06-06-011a, Olympia, WA, March 2006, or as revised).

4. The detailed mitigation plan shall be signed by the wetland specialist to indicate that the plan is according to specifications determined by the wetland specialist. A signed original mitigation plan shall be submitted to the Department.

5. Approval of the detailed mitigation plan shall be signified by a notarized memorandum of agreement signed by the applicant and Department Director or designate, and recorded with the County Auditor. The agreement shall refer to all requirements for the mitigation project.

6. The mitigation project shall be completed according to a schedule agreed upon between the Department and the applicant.

7. Wetland mitigation shall occur according to the approved wetland mitigation plan, and shall be consistent with provisions of this chapter.

8. On completion of construction for the wetland mitigation project, the wetland specialist shall notify the Department. The Department will inspect and review the construction project prior to acceptance. [Ord. 630 § 10, 2015; Ord. 362 § 3, 2004.]

~~14.162.110 — New agricultural activities:~~

~~An applicant may use the following procedure to initiate agricultural activities:~~

~~A. — Where the Department determines that a regulated wetland may be present within 150 feet of the proposed activity, the applicant shall select one of the following options:~~

~~1. — The applicant shall provide the Department with a report prepared by a wetland specialist which recommends the appropriate wetland category and includes rationale for the recommendation. The Department will review and approve the wetland category and buffer as follows:~~

<del>Wetla</del>	<del>nd</del>	<b>Buffer</b>
<del>Catego</del>	<del>ry</del>	

I	150 feet
II	100 feet
III	50 feet
IV	25 feet

2.—Alternatively, the Department, upon request, shall determine the appropriate wetland category. The buffer width shall be according to the table in subsection (A)(1) of this section:

B.—The Department will determine whether the activity would intrude into the buffer, the wetland, or both:

1.—If the Department determines that the proposed activity may intrude into the wetland and/or buffer, the applicant shall prepare a delineation report subject to approval by the Department; or

2.—If the Department determines that the proposed activity may intrude only into the buffer, the Department, upon request, shall delineate the wetland.

C.—Following approval of the delineation report or the Department's completion of the delineation, the applicant shall place permanent, clearly visible markers on site at the edge of the buffer. Placement of markers by a licensed surveyor is not required. No regulated activities shall occur within the wetland and/or buffer except as allowed in subsection D of this section. Temporary intrusion into the buffer necessary for construction activities may be allowed if the buffer can be adequately restored. Livestock shall be fenced from the wetland and buffer, unless the requirements of subsection D of this section are met.

D.—Agricultural activities may be initiated:

1.—In a buffer, if the applicant demonstrates to the Department that all adverse impacts to wetlands will be mitigated:

2.—In the wetland after Department approval of the following reports, which shall be prepared by a wetland specialist obtained by the applicant:

a.—A report which recommends the appropriate wetland category and includes rationale for the recommendation, unless the category has already been determined by the Department; and

b.—A wetland delineation report, unless a delineation has already been approved by the Department; and

c.—A best management plan developed by the Pierce County Conservation District or USDA Soil Conservation Service. A wetland specialist shall review the plan and specify mitigation for all impacts to wetlands, other than water quality impacts reviewed by the Conservation District or Soil Conservation Service; and

d.—A report prepared by a wetland specialist which demonstrates that the proposed activity:

i.—Will not jeopardize the continued existence of species listed by the federal government or the state as endangered, threatened, sensitive, or documented priority species or priority habitats;

ii.—Will not cause significant degradation of ground water or surface water quality; and

iii.i. Will not damage public or private property and will not threaten public health or safety. [Ord. 362 § 3, 2004.]

iv.—

14.162.120 Alternative review process, Corps of Engineers Section 404 individual permits.

A. The alternative review process outlined below ~~will~~ may be used in cases where a Section 404 individual permit is required from the U.S. Army Corps of Engineers. (Refer to [33](#) CFR Sections [320.1](#), [323.2\(g\)](#), and [325.5\(b\)\(1\)](#).)

1. The applicant shall notify the Department when the applicant applies for the Section 404 permit or contacts the Corps concerning a specific project.

2. The applicant shall apprise the Department of the Corps' permitting process, including notifying the Department of all hearings or meetings scheduled to discuss the applicant's project, potential mitigation or approval.

3. The review process of the Corps will substitute for the review process outlined in LMC [14.162.130](#) when the protection of the wetland or wetlands in question is equal to or better than the provisions of this chapter or the City's SMP. When protection through the Corps permitting process is lesser than in this chapter or the SMP, the provisions of the latter shall be used.

~~4.~~ The City participation in the Corps' review process does not constitute approval of the applicant's project by the City. The substantive provisions of this chapter are still applicable and authorization of regulated activities will be approved or denied by the Department based upon those provisions. However, the Department shall consider the mitigation requirements as set forth by the commenting agencies during the Corps' review process and shall concur with that mitigation, if it is functionally equivalent with to or more protective than the requirements of this chapter.

5. The applicant shall submit the information specified in LMC [14.162.070](#) and [14.162.100](#) to the Department when filing for the Corps permit. The Department may also require the submittal of any additional information deemed necessary.

~~2.6.~~ *Notice of Application.* A notice of application will be required for any permit applications subject to Chapter [18A.20](#) LMC, Article III. [Ord. 726 § 2(Exh. A), 2019; Ord. 362 § 3, 2004.]

14.162.130 Wetland review procedure, fees, and title notification.

A. *Procedure.* The provisions of this section regarding wetlands regulation shall be incorporated and integrated into other City permitting requirements including, but not limited to, the review and issuance of zoning certifications, site development permits, clearing and grading permits, building permits, environmental reviews under SEPA, administrative and conditional use permits, shoreline permits and subdivisions.

B. *Fees.* Each applicable fee shall be payable at the time the applicant submits an application or document to which a fee applies according to the City's fee schedule.

C. *Notice on Title.* When the City determines that activities not exempt from this chapter are proposed, the property owner shall file for record with the Pierce County Auditor a notice approved by the Department in a form substantially as set forth below. The notice shall provide notice in the public record of the presence of a wetland or buffer, the application of this chapter to the property, and that limitations on actions in or affecting such wetlands and buffers may exist. The notice shall be notarized and shall be recorded prior to approval of any land use proposal for the site.

Notice on title is not required for utility line easements on lands not owned by the jurisdiction conducting the regulated activity.

Form of notice:

WETLAND AND/OR WETLAND BUFFER NOTICE

Tax Parcel  
Number:

Name:

Address:

Legal Description:

NOTICE: This property contains wetlands or wetland buffers as defined by the City Code 14.162. Restrictions on use or alteration of the wetlands or wetland buffers may exist due to natural conditions of the property and resulting regulations.

Signature of owner \_\_\_\_\_

Date: \_\_\_\_\_

(NOTARY ACKNOWLEDGMENT)

*D. Wetland Tract.*

1. Prior to final approval of any development application on a property containing a wetland or wetland buffer, the part of the wetland and/or buffer which is on the site shall be placed in a separate wetland tract or tracts, protective easement, public or private land trust dedication, or similarly preserved through an appropriate permanent protective mechanism as determined by the City. All wetland tracts, protective easements, land trust dedications and other similarly preserved areas shall remain undeveloped in perpetuity, except as they may be allowed to be altered pursuant to this chapter.
2. Prior to final approval of any development application on a property containing a wetland or wetland buffer, the common boundary between a wetland tract, protective easement, land trust dedication, or other similarly preserved area and the adjacent land shall be permanently identified with permanent signs. Sign locations, wording, and size and design specifications shall be as required by the Department.
3. At any time after a wetland tract, protective easement, land trust dedication, or other similarly preserved area has been established, the owner may submit a delineation report to the Department. If the Department determines that a boundary change has occurred, or that a wetland no longer exists, the wetland

tract, protective easement, land trust dedication, or other similarly preserved area may be altered or eliminated, as appropriate. If the Department determines that wetland boundaries have changed or that a wetland has been eliminated due wholly or in part to illegal activity, a change or elimination of wetland tract, protective easement, land trust dedication, or other similarly preserved area shall not be permitted.

4. A wetland tract, protective easement, land trust dedication, or other similarly preserved area is not required for utility lines in easements on lands not owned by the jurisdiction conducting the regulated activity.

E. *Review and Approval.* Provisions for the protection of wetlands in conjunction with regulated activities shall be reviewed and approved by the Department. Approval shall be granted upon a determination that the wetland analysis report and mitigation plan meet all applicable requirements of this chapter, and that the monitoring program and contingency plan are tied to an acceptable financial guarantee to assure that the requirements will be complied with.

F. *Expiration.* Approvals shall be valid for a period of three years from the date of issue unless a longer or shorter period is specified by the Department. An extension of an original approval may be granted upon submittal of a written request to the Department prior to expiration. Prior to the granting of an extension, the Department may require updated studies if, in its judgment, the original intent of the approval is altered or enlarged by the renewal, if the circumstances relevant to the review and issuance of the original permit have changed substantially, or if the applicant failed to abide by the terms of the original approval. [Ord. 362 § 3, 2004.]

Chapter 14.165  
DEFINITIONS

Sections:  
14.165.010

**Definitions.**

#### **14.165.10 Definitions.**

For the purpose of this title, in addition to the definitions in LMC [18A.10.180](#), the following definitions shall apply:

“Abutting” means bordering upon, to touch upon, in physical contact with. Sites are considered abutting even though the area of contact may be only a point.

“Activity” means any use conducted on a site.

“Agricultural activities” means the production of crops and/or raising or keeping livestock, including operation and maintenance of farm and stock ponds, drainage ditches, irrigation systems, and normal operation, maintenance and repair of existing serviceable agricultural structures, facilities or improved areas, and the practice of aquaculture. Forest practices regulated under Chapter [76.09](#) RCW, Title [222](#) WAC are not included in this definition.

“Alluvial geologic unit” means geologically recent stream, lake, swamp and beach deposits of gravel, sand, silt and peat.

“Animal containment area” means a site where two or more animal units of large animals per acre or three- quarters of an animal unit of small animals per acre are kept, and where a high volume of waste material is deposited in quantities capable of impacting ground water resources.

“Animal unit” means the equivalent of 1,000 pounds of animal.

“Applicant” means a person, party, firm, corporation, or other legal entity that proposes a development on a site.

“Aquifer” means a saturated geologic formation which will yield a sufficient quantity of water to serve as a private or public water supply.

“Aquifer recharge area” means areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of ground water resources or contribute significantly to the replenishment of ground water with potential to be used for potable water. For the purposes of this title, all of the area located within the Clover/Chambers Creek Basin boundary or the two highest DRASTIC zone boundaries is included in the aquifer recharge area.

“Aquifer susceptibility” means the ease with which contaminants can move from the land surface to the aquifer based solely on the types of surface and subsurface materials in the area. Susceptibility usually defines the rate at which a contaminant will reach an aquifer unimpeded by chemical interactions with the vadose zone media.

“Base flood” means the flood having a one percent chance of being equaled or



exceeded in any given year, also referred to as the “100-year flood.” The area subject to the base flood is the special flood hazard area designated on flood insurance rate maps as Zones “A” or “V.”

“Base flood elevation” means the elevation of the base flood above the datum of the effective firm. “Basement” means any area of structure having its floor sub-grade (below ground level) on all sides.

“Best management plan” means a plan developed for a property which specifies best management practices for the control of animal wastes, storm water runoff, and erosion.

“Biologist” means a qualified professional for critical area reports who has earned at least a bachelor of science degree in biological sciences from an accredited college or university, and has at least four years of professional experience as a biologist.

“Buffer” means an area contiguous with a critical area that is required for the integrity, maintenance, function, and structural stability of the critical area.

“Building footprint” means the horizontal area measured within the outside of the exterior walls of the ground floor of all principal and accessory buildings on a lot.

“Channel migration area” means that area within the lateral extent of likely stream channel movement due to stream bank destabilization and erosion, rapid stream incision, aggradation, avulsions, and shifts in location of stream channels plus 50 feet.

“Class” means one of the wetland classes used to categorize wetlands by their attributes and characteristics. Wetlands shall be rated using the latest adopted version of the Washington State Wetland Rating System for Western Washington published by the Washington State Department of Ecology.

“Class I injection well” means a well used to inject industrial, commercial, or municipal waste fluids beneath the lowermost formation containing, within one-quarter mile of the well bore, an underground source of drinking water.

“Class II injection well” means a well used to inject fluids: brought to the surface in connection with conventional oil or natural gas exploration or production and may be commingled with wastewaters from gas plants that are an integral part of production operations, unless those waters are classified as dangerous wastes at the time of injection; for enhanced recovery of oil or natural gas; or for storage of hydrocarbons that are liquid at standard temperature and pressure.

“Class III injection well” means a well used for extraction of minerals, including but not limited to the injection of fluids for: in-situ production of uranium or

other metals that have not been conventionally mined; mining of sulfur by Frasch process; or solution mining of salts or potash.

“Class IV injection well” means a well used to inject dangerous or radioactive waste fluids.

“Class V injection wells” means all injection wells not included in Class I, II, III, or IV.

“Classification” means defining value and hazard categories to which critical areas and natural resource lands will be assigned.

“Clearing” means the cutting, moving on site, or removal of standing or fallen timber; the removal or moving on site of stumps; or the cutting or removal of brush, grass, ground cover, or other vegetative matter from a site in a way which exposes the earth’s surface of the site. In addition to the above, clearing is an activity which does not require reforestation per an approved forest practices application/notification issued by the Department of Natural Resources.

“Cliff” means a steep vertical or overhanging face of rock or earth greater than 25 feet in height.

“Compensatory mitigation” means mitigation to compensate for loss of wetland habitat due to filling of wetlands or other regulated activities in wetlands.

“Confined aquifer” means an aquifer bounded above and below by beds of distinctly lower permeability than that of the aquifer itself and that contains ground water under sufficient pressure for the water to rise above the top of the aquifer.

“Confining formation” means the relatively impermeable formation immediately overlying an artesian aquifer.

“Contaminant” means any chemical, physical, biological, or radiological substance that does not occur naturally or occurs at concentrations and duration as to be injurious to human health or welfare or shown to be ecologically damaging.

“Critical aquifer recharge area” means areas that are determined to have a critical recharging effect on aquifers used as a source for potable water, and are vulnerable to contamination from recharge.

“Critical areas” means wetlands, ~~flood hazard~~frequently flooded areas, fish and wildlife habitat conservation areas, aquifer recharge areas, and geologically hazardous areas as defined in this chapter.

“Critical facilities” means those facilities occupied by populations or which handle dangerous substances including but not limited to hospitals, medical facilities; structures housing, supporting or containing toxic or explosive substances; covered public assembly structures; school buildings through secondary including day-care centers; buildings for colleges or adult education; jails and detention facilities; and all structures with occupancy of greater than 5,000 people.

“Degraded” means to have suffered a decrease in naturally occurring functions and values due to activities undertaken or managed by persons, on or off a site.

“Delineation” means identification of wetlands and their boundaries done in accordance with the approved federal wetland delineation manual and applicable regional supplements.

“Delineation report” means a written document prepared by a wetland specialist which includes data sheets, findings of the delineation and a site plan which identifies the wetland boundaries.

“Department” means the City of Lakewood Planning and Public Works Department.

“Designation” means taking formal legislative and/or administrative action to adopt classifications, inventories, and regulations.

“Developed lot” means any lot developed with a primary use and structure(s), not generally subject to further development with additional units or other primary uses.

“Development” means any human-induced change to improved or unimproved real property including, but not limited to, the construction of buildings or other structures, placement of manufactured home/mobile, mining, dredging, clearing, filling, grading, paving, excavation, drilling operations, storage of equipment or materials, subdivision of property, removal of substantial amounts of vegetation, or alteration of natural site characteristics.

“Director” means the Director of the Planning and Public Works Department or his/her designee.

“DRASTIC” means a model developed by the National Water Well Association and Environmental Protection Agency used to measure aquifer susceptibility.

“Dry certificate” means any combination of structural and nonstructural measures that prevent flood waters from entering a structure.

“Earth/earth material” means naturally occurring rock, soil, stone, sediment, or combination thereof. “Ecotone” means a transition area between two adjacent vegetation communities.

“Elevation certificate” means the official form (FEMA form 81-31) used to provide elevation information necessary to ensure compliance with provisions of this title and determine the proper flood insurance premium rate.

“Enhancement” means actions performed to improve the condition of existing degraded wetlands and/or buffers so that the quality of wetland functions increases (e.g., increasing plant diversity, increasing wildlife habitat, installing environmentally compatible erosion controls, removing nonindigenous plant or animal species, removing fill material or solid waste).

“Erosion” means the wearing away of the earth’s surface as a result of the movement of wind, water, or ice.

“Erosion hazard areas” means those areas that because of natural characteristics, including vegetative cover, soil texture, slope, gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

“Excavation” means the mechanical removal of earth material.

“Existing” means those uses legally established prior to incorporation whether conforming or nonconforming. “Extirpation” means the elimination of a species from a portion of its original geographic range.

“Feasible” means, for the purpose of this chapter, that an action, such as a development project, mitigation, or preservation requirement, meets all of the following conditions: (1) the action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results; (2) the action provides a reasonable likelihood of achieving its intended purpose; and (3) the action does not physically preclude achieving the project’s primary intended legal use. In cases where this chapter requires certain actions, unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action’s infeasibility, the Director may weigh the action’s relative public costs and public benefits, considered in the short- and long-term time frames.

“Fill/fill material” means a deposit of earth material, placed by human or mechanical means.

“Filling” means the act of placing fill material on any surface, including temporary stockpiling of fill material. “Fish and wildlife habitat areas” means those areas identified as being of critical importance to maintenance of fish, wildlife, and plant species, including: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes, ponds, streams, and rivers planted with game fish by a

governmental or tribal entity, or private organization; state natural area preserves and natural resource conservation areas.

“Fisheries biologist” means a professional with a degree in fisheries, or certification by the American Fisheries Society, or with five years’ professional experience as a fisheries biologist.

~~“Flood hazard areas” means areas of land located in floodplains which are subject to a one percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and the like.~~

“Flood insurance rate map (FIRM)” means the official map on which the Federal Emergency Management Agency has delineated both the special flood hazard areas and the risk premium zones applicable to the community.

“Flood or flooding” means a general and temporary condition of partial or complete inundation of normally dry land areas from:

1. The overflow of inland or tidal waters; and/or
2. The unusual and rapid accumulation of runoff of surface waters from any source.

“Flood protection elevation” (FPE) means the elevation above the datum of the effective FIRM to which the new and substantially improved structures must be protected from flood damage.

“Floodfringe” means the area subject to inundation by the base flood, but outside the limits of the floodway, and which may provide needed temporary storage capacity for flood waters.

“Floodplain” means the total area subject to inundation by the base flood, including the floodfringe and the floodway areas.

“Floodway” means the channel of a river, or other watercourse, and the land areas that must be reserved in order to convey and discharge the base flood without cumulatively increasing the water surface elevation by more than one foot, and those areas designated as deep and/or fast-flowing water.

“Frequently flooded areas” are lands in the floodplain subject to at least a one percent or greater chance of flooding in any given year, or within areas subject to flooding due to high groundwater. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and areas where high groundwater forms ponds on the ground surface.

“Geological assessment” means an assessment prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering or prepared by a professional geologist, hydrologist, or soils scientist, who has earned the related bachelor’s degree from an accredited

college or university, or equivalent educational training, and has a minimum of five years' experience assessing the relevant geologic hazard. A geological assessment must detail the surface and subsurface conditions of a site and delineate the areas of a property that might be subject to specified geologic hazards.

"Geologically hazardous areas" means areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, ~~may pose a risk are~~ not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

"Geotechnical report" means a report prepared by a professional engineer licensed by the state of Washington with expertise in geotechnical engineering, evaluating the site conditions and mitigating measures necessary to reduce the risks associated with development in geologically hazardous areas.

"Grading" means any excavating, filling, clearing, creating (or combination thereof) of impervious surfaces.

"Ground amplification" means an increase in the intensity of earthquake induced ground shaking which occurs at a site whereby thick deposits of unconsolidated soil or surficial geologic materials are present.

"Ground water" means all water found beneath the ground surface, including slowly-moving subsurface water present in aquifers and recharge areas.

"Ground water management area" means a specific geographic area or subarea designated pursuant to Chapter [173-100](#) WAC for which a ground water management program is required.

"Ground water management program" means a comprehensive program designed to protect ground water quality, to assure ground water quantity, and to provide for efficient management of water resources while recognizing existing ground water rights and meeting future needs consistent with local and state objectives, policies and authorities within a designated ground water management area or subarea and developed pursuant to Chapter [173-100](#) WAC.

"Habitat assessment" means a report prepared by a professional wildlife biologist or fisheries biologist, which identifies the presence of fish and wildlife habitat conservation areas in the vicinity of the proposed development site.

"Habitat management plan" means a report prepared by a professional wildlife biologist or fisheries biologist, which discusses and evaluates the measures necessary to maintain fish and wildlife habitat conservation areas on a proposed development site.

“Habitat of local importance” means an area, range or habitat within which a species has a primary association and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term. Examples include areas of high relative density or species richness, breeding habitat, winter range, and movement corridors. These areas may also include habitats that are of limited availability or high vulnerability to alteration.

The Lakewood City Council may designate specific habitats of local importance by ordinance or resolution.

“Hazardous substance(s)” means any liquid, solid, gas, or sludge, including any materials, substance, product, commodity, or waste, regardless of quantity, that exhibits any of the physical, chemical or biological properties described in WAC [173-303-090](#) or [173-303-100](#).

“Hazardous substance processing or handling” means the use, storage, manufacture, or other land use activity involving hazardous substances, but does not include individually packaged household consumer products or quantities of hazardous substances of less than five gallons in volume per container. Hazardous substances shall not be disposed on site unless in compliance with Dangerous Waste Regulations, Chapter [173-303](#) WAC, and any pertinent local ordinances, such as sewer discharge standards.

“Hazardous waste” means and includes all dangerous waste and extremely hazardous waste as designated pursuant to Chapter [70.300](#) RCW and Chapter [173-303](#) WAC.

1. “Dangerous waste” means any discarded, useless, unwanted, or abandoned substances including, but not limited to, certain pesticides, or any residues or containers of such substances which are disposed of in such quantity or concentration as to pose a substantial present or potential hazard to human health, wildlife, or the environment because such wastes or constituents or combinations of such wastes:
  - a. Have short-lived, toxic properties that may cause death, injury, or illness or have mutagenic, teratogenic, or carcinogenic properties; or
  - b. Are corrosive, explosive, flammable, or may generate pressure through decomposition or other means.
2. “Extremely hazardous waste” means any waste which:
  - a. Will persist in a hazardous form for several years or more at a disposal site and which in its persistent form presents a significant environmental hazard and may be concentrated by living organisms through a food chain or may affect the genetic make-up of humans or wildlife; and
  - b. Is disposed of at a disposal site in such quantities as would present an extreme hazard to humans or the environment.

“Hazardous waste treatment and storage facility” means a facility that treats and stores hazardous waste and is authorized pursuant to Chapter [70.300](#) RCW and

Chapter [173-303](#) WAC. It includes all contiguous land and structures used for recycling, reusing, reclaiming, transferring, storing, treating, or disposing of hazardous waste. Treatment includes using physical, chemical, or biological processing of hazardous wastes to make such waste nondangerous or less dangerous and safer for transport, amenable for energy or material resource recovery.

Storage includes the holding of waste for a temporary period but not the accumulation of waste on the site of generation as long as the storage complies with applicable requirements of Chapter [173-303](#) WAC.

“Historic structure” means a structure that:

1. Is listed on the National Register of Historic Places, the Washington Heritage Register, or the Washington Heritage Barn Register; or
2. Has been certified to contribute to the historical significance of a registered historic district.

“Hydrogeologic assessment” means a report detailing the subsurface conditions of a site and which indicates the susceptibility and potential for contamination of ground water supplies.

“Hydrologic soil groups” means soils grouped according to their runoff-producing characteristics under similar storm and cover conditions. Properties that influence runoff potential are depth to seasonally high water table, intake rate and permeability after prolonged wetting, and depth to a low permeable layer. Hydrologic soil groups are normally used in equations that estimate runoff from rainfall, but can be used to estimate a rate of water transmission in soil. There are four hydrologic soil groups: A, with low runoff potential and a high rate of water transmission; B with moderate infiltration potential and rate of water transmission; C, with a slow infiltration potential and rate of water transmission; and D, with a high runoff potential and very slow infiltration and water transmission rates.

“Hydrologically isolated wetland” means a wetland which:

1. Is not contiguous to any 100-year floodplain of a lake, river or stream; and
2. Has no contiguous surface hydrology, hydric soil or hydrophytic vegetation between the wetland and any other wetland or stream system.

“Hyporheic zone” means a saturated layer of rock or sediment beneath and/or adjacent to a stream channel that contains some proportion of channel water or that has been altered by channel water infiltration.

“Impervious surface” means natural or human-produced material on the ground that does not allow surface water to penetrate into the soil. Impervious surfaces may consist of buildings, parking areas, driveways, roads, sidewalks, and any other areas of concrete, asphalt, plastic, etc.

“Infiltration” means the downward entry of water into the immediate surface



of soil.

“In-kind mitigation” means to replace wetlands with substitute wetlands whose characteristics and functions and values are intended to replicate those destroyed or degraded by a regulated activity.

“Lakes” means impoundments of open water 20 acres or larger in size.

“Landfill” means a disposal facility or part of a facility at which solid waste is permanently placed in or on land and which is not a landspreading disposal facility.

“Landslide” means the abrupt downslope movement of soil, rocks, or other surface matter on a site. Landslides may include, but are not limited to, slumps, mudflows, earthflows, rockfalls, and snow avalanches.

“Landslide hazard areas” means areas which are potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors.

“Large animal” means an animal with an average weight of 100 pounds or more.

“Liquefaction” means a process by which a water-saturated granular (sandy) soil layer loses strength because of ground shaking commonly caused by an earthquake.

“Long-term commercial significance” means the growing capacity, productivity, and soil composition of land which makes it suitable for long-term commercial production, in consideration with the land’s proximity to population areas, and the possibility of more intense uses of land.

“Mineral resource lands” means lands primarily devoted to the extraction of minerals or which have known or potential long-term commercial significance for the extraction of minerals.

“Minerals” means gravel, sand, and valuable metallic substances.

“Mitigation” means to avoid, minimize or compensate for adverse environmental impacts. “Mitigation” includes:

1. Avoiding the impact altogether by not taking a certain action or parts of an action;
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;

5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or
6. Monitoring the impact and taking appropriate corrective measures.

“Natural floodplain functions” means the contribution that a floodplain makes to support habitat, including but not limited to providing flood storage and conveyance, reducing flood velocities, reducing sedimentation, filtering nutrients and impurities from runoff, processing organic wastes, moderating temperature fluctuations and providing breeding and feeding grounds for aquatic and riparian species.

“Natural resource lands” means mineral resource lands which have long-term commercial significance.

“New construction” for flood hazard purposes refers to structures for which the “start of construction” commenced on or after the effective date of the ordinance codified in this title.

“Nonconforming lot” means a legally established lot, the area, dimensions, or location of which met the applicable requirements in effect at the time the lot was created, but which fails by reason of such adoption, amendment, or revision of the Lakewood Municipal Code to conform to the present requirements of the zone in which it is located.

“Nonconforming structure” means a legally established structure or building, the size, dimensions, or setbacks of which met the applicable requirements in effect at the time the building was constructed, but which fails by reason of adoption, amendment, or revision of the Lakewood Municipal Code to conform to the present requirements of the zone in which it is located.

“Nonconforming use” means a legally established use that met the applicable requirements at the time it was established but that fails by reason of adoption, amendment, or revision of the Lakewood Municipal Code to conform to the present requirements of the zone in which it is located.

“Old growth forests” means stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 20 trees/hectare (eight trees/acre) more than 81 centimeters (32 inches) dbh or more than 200 years of age; and more than 10 snags/hectare (four snags/acre) over 51 centimeters (20 inches) diameter and 4.6 meters (15 feet) tall; with numerous downed logs, including 10 logs/hectare (four logs/acre) more than 61 centimeters (24 inches) diameter and more than 15 meters (50 feet) long. High elevation stands (more than 762 meters (2,500 feet)) may have lesser dbh (more than 76 centimeters (30 inches)), fewer snags (more than 0.6/ hectare (1.5/acre)), and fewer large downed logs (0.8 logs/hectare (two logs/acre)) that are more

than 61 centimeters (24 inches) diameter and more than 15 meters (50 feet) long.

“Ordinary high water” means that mark on all lakes, streams, ponds, and tidal water that will be found by examining the bed and banks and ascertaining where the presence and action of water are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on the effective date of this chapter or as it may naturally change thereafter; provided, that in any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining fresh water shall be the mean high water.

“Oregon white oak” means the species *Quercus garryana*, also known as a Garry oak. All references to oak trees in this chapter refer to Oregon white oak. See also “priority Oregon white oak woodland.”

“Oregon white oak savanna” means areas where total canopy coverage of the stand is less than 25% but oak accounts for at least 50% of the canopy coverage present.

“Out-of-kind mitigation” means to replace wetlands with substitute wetlands whose characteristics do not approximate those destroyed or degraded by a regulated activity.

“Perched ground water” means ground water in a saturated zone is separated from the main body of ground water by unsaturated rock.

“Permanent erosion control” means continuous on-site and off-site control measures that are needed to control conveyance and/or deposition of earth, turbidity or pollutants after development, construction, or restoration.

“Permeability” means the capacity of an aquifer or confining bed to transmit water. It is a property of the aquifer and is independent of the force causing movement.

“Permeable surfaces” mean sand, gravel, and other penetrable deposits on the ground which permit movement of ground water through the pore spaces, and which permit the movement of fluid to the ground water.

“Person” means an individual, firm, company, partnership, association, corporation, or other legal entity.

“Ponds” means naturally occurring impoundments of open water less than 20 acres in size and larger than 2,500 square feet which maintain standing water throughout the year.

“Potable water” means water that is safe and palatable for human use.

“Prairies” means open areas predominated by native, drought-resistant, grasses, forbs (flowering nonwoody plants) and herbs. In Pierce County, prairies are an unusual vegetation regime found in areas of extremely well-drained soils.

“Priority Oregon white oak woodland” means stands of oak or oak/conifer associations where canopy coverage of the oak component of the stand is 25%; or where total canopy coverage of the stand is greater than or equal to 25%, but oak accounts for at least 50% of the canopy coverage. The latter is often referred to as oak savanna. In urban or urbanizing areas, single oaks or stands less than 0.4 ha (1 ac) may also be considered a priority when found to be particularly valuable to fish and wildlife.~~forested areas of pure oak, or of oak/conifer associations one acre or larger, and all oak trees located within, where oak canopy coverage of the area is at least 25 percent. Stands of oaks less than one acre in size may also be considered priority habitat when found to be particularly valuable to fish and wildlife (i.e., they contain many cavities, have a large diameter at breast height (dbh), are used by priority species, or have a large canopy).~~

“Private organization” means a nonprofit corporation organized pursuant to Chapter [24.03](#) RCW, which includes the planting of game fish among its purposes for organizing as a nonprofit corporation.

“Protected area” means the lands that lie within the boundaries of the floodway, the riparian habitat zone and the channel migration area. Because of the impact that development can have on flood heights and velocities and habitat, special rules apply in the protected area.

“Public services” include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

“Qualified ground water scientist” means a hydrogeologist, geologist, engineer, or other scientist who meets all the following criteria:

1. Has received a baccalaureate or post-graduate degree in the natural sciences or engineering; and
2. Has sufficient training and experience in ground water hydrology and related fields as may be demonstrated by state registration, professional certifications, or completion of accredited university programs that enable that individual to make sound professional judgments regarding ground water vulnerability.

“Qualified professional” means a person who is a qualified scientific expert with expertise appropriate to the relevant critical areas as determined by the person’s credentials and/or certification, any advanced degrees earned in the pertinent scientific discipline from a recognized university, the number of years of experience in the pertinent scientific discipline, recognized leadership in the discipline of interest, formal training in the specific area of expertise, and field and/or laboratory experience with evidence of the ability to produce peer-

reviewed publications or other professional literature. No one factor is determinative in deciding whether a particular person is a qualified professional.

“Reasonable use” means a legal concept articulated by federal and state courts in regulatory taking cases. In a takings case, the decision-maker must balance the public’s interests against the owner’s interests by considering the nature of the harm the regulation is intended to prevent, the availability and effectiveness of alternative measures, and the economic loss borne by the owner. Public interest factors include the seriousness of the public problem, the extent to which the land involved contributes to the problem, the degree to which the regulation solves the problem, and the feasibility of less oppressive solutions.

“Reasonable use exception” means a process by which the City will consider an applicant’s request for relief from critical area regulations if the applicant demonstrates that strict application of critical area regulations would deny all reasonable use of a property.

“Recessional outwash geologic unit” means sand and gravel materials deposited by melt-water streams from receding glaciers.

“Recharge” means the process involved in the absorption and addition of water to ground water.

“Regolith” means any body of loose, noncemented particles overlying and usually covering the bedrock.

“Regulated activities” include, but are not limited to, any activities which are directly undertaken or originate in a regulated critical area or resource land or their buffer that require any of the following entitlements from the City: building permit, commercial or residential; binding site plan; boundary line adjustment; conditional use permit; franchise right-of-way construction permit; site development permit; master plan development; right-of-way permit; shoreline conditional use permit; shoreline environmental redesignation; shoreline substantial development permit; shoreline variance; large lot subdivision, short subdivision; special use permit; subdivision; unclassified use permit; utility and other use permit; variance; zone reclassification; or any subsequently adopted permit or required approval not expressly exempted by this chapter. Regulated activities also include those specific activities listed in LMC [14.142.060](#).

“Regulatory floodplain” means the area of the special flood hazard area and all protected areas within the jurisdiction of the City of Lakewood.

“Restoration” means the reestablishment of ecological and/or habitat resources and features from a previously disturbed or degraded critical area site.

“Riparian” means of, adjacent to, or living on, the bank of a river, lake, pond, ocean, sound, or other water body.

“Seismic hazard areas” means areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

“Short subdivision” or “short plat” means the division or redivision of land into four or fewer lots, tracts, parcels, sites or divisions for the purpose of sale, lease, or transfer of ownership.

“Site” means a lot, parcel, tract, or combination of lots, parcels, or tracts where a development is proposed.

“Slope” means an inclined earth surface, the inclination of which is expressed as the ratio of horizontal distance to vertical distance.

“Slump” means the downward and outward movement of a mass of bedrock or regolith along a distinct surface of failure.

“Snag-rich areas” means forested areas which contain concentrations of standing dead trees, averaging 10 snags or greater per acre, and averaging greater than 15 inches in diameter at breast height.

“Soil survey” means the most recent National Cooperative Soil Survey for the local area or county by the Soil Conservation Service, United States Department of Agriculture.

“Sole source aquifer” means an area designated by the U.S. Environmental Protection Agency under the Safe Drinking Water Act of 1974, Section 1424(e). The aquifer(s) must supply 50 percent or more of the drinking water for an area without a sufficient replacement available.

“Special flood hazard area (SFHA)” means the land subject to inundation by the base flood. Special flood hazard areas are designated on flood insurance rate maps with the letters “A” or “V,” including AE, AO, AH, A1-99, and VE. The special flood hazard area is also referred to as the area of special flood hazard or SFHA.

“Species of local importance” means species that are of local concern due to their population status or their sensitivity to habitat manipulation.

“Start of construction” for flood hazard purposes includes substantial improvements, and means the actual start of construction, repair, reconstruction, rehabilitation, addition, placement or other ~~improvement~~ that occurred before the permit’s expiration date. The “actual start” is either the first placement of permanent construction of a structure on a site, such as the pouring of a slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation.

Permanent construction does not include land preparation, such as clearing,

grading and filling; nor does it include the excavation for a basement, footing, piers, or foundations or the erection of temporary forms; nor does it include the installation on property of accessory structures not occupied as dwelling units or not part of the main structure. For a substantial improvement, the “actual start of construction” means the first alteration of any wall, ceiling, floor or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

“Stockpiling” means the placement of material with the intent to remove it at a later time.

“Subdivision” or “formal subdivision” means the division or redivision of land into five or more lots, tracts, parcels, sites, or division for the purpose of sale, lease, or transfer of ownership.

“Substantial damage” for flood hazard purposes means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

Substantial damage also means flood-related damages sustained by a structure on two separate occasions during a 10-year period for which the cost of repairs at the time of each such flood event, on the average, equals or exceeds 25 percent of the market value of the structure before the damage occurred.

“Substrate” means the soil, sediment, decomposing organic matter or combination of those located on the bottom surface of a wetland.

“Temporary erosion control” means on-site and off-site control measures that are needed to control conveyance or deposition of earth, turbidity or pollutants during development, construction, or restoration.

“Toe of slope” means a distinct topographic break in slope at the lowermost limit of the landslide or erosion hazard area.

“TPCHD” means the Tacoma-Pierce County Health Department.

“Unconfined aquifer” means an aquifer not bounded above by a bed of distinctly lower permeability than that of the aquifer itself and containing ground water under pressure approximately equal to that of the atmosphere. This term is synonymous with the term “water table aquifer.”

“Underground tank” means any one or a combination of tanks (including underground pipes connected thereto) which are used to contain or dispense an accumulation of hazardous substances or hazardous wastes, and the volume of which (including the volume of underground pipes connected thereto) is 10 percent or more beneath the surface of the ground.

“Urban governmental services” include those governmental services historically and typically delivered by cities, and includes storm and sanitary sewer systems, domestic water systems, street cleaning services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

“Urban growth” refers to growth that makes intensive use of the land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. “Characterized by urban growth” refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

“Utility line” means pipe, conduit, cable or other similar facility by which services are conveyed to the public or individual recipients. Such services shall include, but are not limited to, water supply, electric power, gas, communications and sanitary sewers.

“Vadose zone” is the distance between the land surface and the uppermost aquifer. This distance is also defined as the “depth to water” zone or unsaturated zone.

“View corridor” means an area which affords views of lakes, mountains, or other scenic amenities normally enjoyed by residential property owners.

“Water table” means that surface in an unconfined aquifer at which the pressure is atmospheric. It is defined by the levels at which water stands in wells that penetrate the aquifer just far enough to hold standing water.

“Water typing” means a system for classifying water bodies according to their size and fish habitat characteristics. The Washington Department of Natural Resources Forest Practices Water Typing classification system defines four water types:

1. Type “S” = Shoreline: streams that are designated “shorelines of the state,” including marine shorelines.
2. Type “F” = Fish: streams that are known to be used by fish or meet the physical criteria to be potentially used by fish.
3. Type “Np” = Nonfish Perennial streams.
4. Type “Ns” = Nonfish Seasonal streams.

“Waters of the State” means lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface waters and watercourses within the jurisdiction of the state of Washington.

“Well” means a bored, drilled or driven shaft, or a dug hole whose depth is



greater than the largest surface dimension.

“Wellhead protection area” means the surface and subsurface area surrounding a well or well field that supplies a public water system through which contaminants are likely to pass and eventually reach the water well(s) as designated under the Federal Clean Water Act.

“Wetland” or “wetlands” means areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands generally do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands, if permitted by the City.

“Wetland specialist” means a person with experience and training in wetlands issues, and with experience in performing delineations, analyzing wetland functions and values, analyzing wetland impacts, and recommending wetland mitigation and restoration. Qualifications include:

1. Bachelor of Science or Bachelor of Arts or equivalent degree in biology, botany, environmental studies, fisheries, soil science, wildlife, agriculture or related field, and two years of related work experience, including a minimum of one year of experience delineating wetlands using the Unified Federal Manual and preparing wetland reports and mitigation plans. Additional education may substitute for one year of related work experience; or
2. Four years of related work experience and training, with a minimum of two years' experience delineating wetlands using the Unified Federal Manual and preparing wetland reports and mitigation plans. The person should be familiar with the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, the City Site Development Regulations, the City wetland management policies, and the requirements of this title.

“Wildlife biologist” means a professional with a degree in wildlife, or certification by the Wildlife Society, or with five years' professional experience as a wildlife biologist. [Ord. 775 §1 (Exh. A), 2022; Ord. 758 § 2 (Exh. A), 2021; Ord. 726 § 2(Exh. A), 2019; Ord. 630 § 11, 2015; Ord. 362 § 3, 2004.]

**Adopt a new LMC Title 16, incorporating the Lakewood Shoreline Master Program (LMA Chapter 16.10) and Shoreline Restoration Plan (LMC Chapter 16.20)**

See **Exhibit A**.

**Adopt new definitions in LMC Section 17.02, adopt a new Chapter 17.24 including regulations governing unit lot subdivisions per RCW 58.17.060 (3), and amend LMC Section 17.38.035.**

### **Section 17.02.035 Definitions**

\* \* \*

“Parent lot” means a lot which is subdivided into unit lots through the unit lot subdivision process.

\* \* \*

“Unit lot” means a subdivided lot within a development, created from a parent lot and approved through the unit lot subdivision process.

“Unit lot subdivision” means a subdivision or short subdivision utilizing this section and approved through the unit lot subdivision process.

### **Chapter 17.24 Unit Lot Subdivisions**

#### **17.24.010 Purpose**

The purpose of this chapter is to provide an alternate process for the subdivision of land into unit lots for the creation of townhouse, cottage housing, attached housing, and similar developments. This process allows for fee-simple ownership while applying development standards primarily to a parent site, rather than to the individual lots resulting from a subdivision.

#### **17.24.020 Applicability**

- A. The provisions of this chapter apply exclusively to the subdivision of land for townhouses, cottage housing, attached housing, and similar residential developments. These regulations ensure that development on individual unit lots need not conform to minimum lot area or dimensional standards, provided the overall development of the parent lot meets applicable standards.
- B. A unit lot subdivision is permitted in all zones that permit residential land uses.
- C. A unit lot subdivision creates a relationship between the parent lot and two (2) or more unit lots created.
- D. A unit lot subdivision may be used for any development with two (2) or more dwelling units on parent sites of two (2) acres or less that meet the standards of this section.
- E. Subdivisions with a commercial or other non-residential use seeking similar flexibility must be approved through a binding site plan under Chapter 17.30 LMC.

- F. A unit lot subdivision may be combined with a subdivision or short subdivision so long as the portion of the development utilizing this section meets the requirements of this section.
- G. Existing developments which meet or can be brought into conformance with the requirements of this chapter may submit an application for a unit lot subdivision.

#### **17.24.030 General Requirements**

- A. Parent and unit lots are subject to all applicable requirements of Titles 12 (Public Works), 14 (Environmental Protection), 15 (Buildings and Construction), 16 (Shoreline Master Program), 17 (Subdivisions), 18A (Land use and Development Code), 18B (Downtown Development Code), and 18C (Station District Development Code), except as modified by this section.
- B. Development on individual unit lots do not need to conform to minimum lot area, density, frontage, or dimensional requirements, provided that development on the parent lot conforms to these requirements.
- C. All buildings shall meet all applicable provisions of the building and fire codes.
- D. Required parking for a dwelling unit may be provided on a different unit lot than the dwelling unit if the right to use the parking is formalized by an easement recorded with the county.
- E. Adequate provisions for ingress, egress, emergency services, and utilities must be ensured through recorded easements. Access easements, joint use agreements, and maintenance agreements must be executed for use and maintenance of common areas and recorded with the county.
- F. Portions of the parent site not subdivided for unit lots shall be identified as tracts and owned in common by the owners of the unit lots.
- G. Common areas and facilities, which may include parking and open spaces, shall be maintained by a homeowners' association or the owners of the unit lots.

#### **17.24.040 Application Procedure**

- A. Unit lot subdivisions shall be otherwise processed as subdivisions under this Title.
- B. Unit lot subdivisions creating nine or fewer lots shall be processed as short subdivisions under Chapter 17.22.
- C. Applications for a unit lot subdivision must fulfill the applicable requirements for a subdivision or short subdivision, and also identify:

1. Areas and facilities owned in common by the owners of the unit lots, including garages, parking, vehicle access, and open space;
2. Access easements, joint use and maintenance agreements, and covenants, conditions, and restrictions identifying the rights and responsibilities of property owners and/or the homeowners association for use and maintenance of common areas; and
3. Conformance of the parent lot with all applicable development requirements.

#### **17.24.050 Approval Criteria**

Unit lot subdivisions are subject to approvals based on the requirements for a subdivision or short subdivision, in addition to the following additional criteria:

- A. The requirements provided in this chapter are satisfied.
- B. All common areas should be located/recorded in tracts and owned by undivided interests.
- C. The parent lot is designed to function as one site with respect to, but not limited to, lot access, interior circulation, open space, landscaping, drainage facilities, facility maintenance and parking;
- D. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, and parks and recreation; and
- E. The conditions of use, maintenance and restrictions on redevelopment of shared open space, parking, access and other improvements are identified and enforced by the covenants, easements or other similar mechanisms.

#### **17.24.060 Recording**

The plat recorded with the county for a unit lot subdivision is required include the following in addition to the requirements for a plat in LMC 17.10.025 or short plat in LMC 17.22.020:

- A. A title that includes "Unit Lot Subdivision."
- B. Access easements, joint use and maintenance agreements, and covenants, conditions, and restrictions identifying the rights and responsibilities of property owners and/or the homeowners association for use and maintenance of common areas, including garages, parking, vehicle access, and open space.

C. Notes to acknowledge the following:

1. Approval of the subdivision was based on the review of the development as a whole on the parent lot;
2. Subsequent platting actions or additions or modifications to structures may not create or increase any nonconformity of the parent site as a whole, and shall conform to the approved site plan;
3. If a structure or portion of a structure has been damaged or destroyed, any repair, reconstruction or replacement of the structure(s) shall conform to the approved site development plan;
4. Additional development of the individual lots may be limited as a result of the application of development standards to the parent site;
5. Individual unit lots are not separate buildable sites and additional development may be limited;
6. Subsequent platting actions or modifications may not create or increase nonconformity of the parent site.

**17.38.035 Record of survey.**

\* \* \*

E. The plat map submitted for recording in the Auditor's Office shall contain all survey information required for a record of survey under the "Survey Recording Act," Chapter 58.09 RCW and Chapter 332-130 WAC, together with the following additional signature blocks, which shall be fully executed before approval:

SURVEYOR'S CERTIFICATE

This map correctly represents a survey made by me or under my direction in conformance with the requirements of Survey Recording Act at the request of on , 20\_\_ .

Certificate Number

Surveyor

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

\_\_\_\_\_  
Community Development Director Date

~~CITY ASSESSOR-TREASURER~~

I hereby certify that all state and city taxes heretofore levied against the property described hereon, according to the books and records of my offices, have been fully paid.

\_\_\_\_\_  
Deputy Assessor/Treasurer Date

Reviewed for Segregation

\_\_\_\_\_  
Deputy Assessor/Treasurer Date

**Chapter 18A.10 BASIC PROVISIONS**

Sections:

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

**18A.10.010 Title.**

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



## 18A.10.020 Purpose.

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

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

Specifically, this code is intended to:

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

...

**18A.10.120 Establishment of zoning districts.**

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

Parcels Containing Two (2) or More Zoning Districts.

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

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

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

<b>Name</b>	<b>Symbol</b>
Neighborhood Commercial 1	NC1
Neighborhood Commercial 2	NC2
<b>Commercial</b>	
Transit-Oriented Commercial	TOC
Central Business District	CBD
Commercial 1	C1
Commercial 2	C2
Commercial 3	C3
<b>Military-Related</b>	
Military Lands	ML
Air Corridor 1	AC1
Air Corridor 2	AC2
Clear Zone	CZ
<b>Public/Institutional</b>	
Public/Institutional	PI
<b>Open Space/Recreation</b>	
Open Space and Recreation 1	OSR1
Open Space and Recreation 2	OSR2

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

**Land Use Designation**

**Air Corridor 1 (AC1)**

**Air Corridor 2 (AC2)**

**Arterial Corridor (ARC)**

**Corridor Commercial (CC)**

**Land Use Zoning District**

Clear Zone (CZ)

Air Corridor 1 (AC1)

Air Corridor 2 (AC2)

Clear Zone (CZ)

Air Corridor 1 (AC1)

Air Corridor 2 (AC2)

Arterial Residential/Commercial (ARC)

Transit-Oriented Commercial (TOC) -- only within Lakewood Station District

Commercial 1 (C1)

Commercial 2 (C2)

## Land Use Designation

### Downtown

### High-Density Multifamily (HD)

### Industrial (I)

### Public and Semi-Public Institutional (PI)

### Multifamily (MF)

### Military Lands (ML)

### Mixed Residential (MR)

### Neighborhood Business District (NBD)

### Open Space and Recreation (OSR)

### Residential (R)

## Land Use Zoning District

Commercial 3 (C3)

Central Business District (CBD)

Multifamily 2 (MF2)

Multifamily 3 (MF3)

Industrial Business Park (IBP)

Industrial 1 (I1)

Industrial 2 (I2)

Public Institutional (PI)

Multifamily 1 (MF1)

Military Lands (ML)

Mixed Residential 1 (MR1)

Mixed Residential 2 (MR2)

Neighborhood Commercial 1 (NC1)

Neighborhood Commercial 2 (NC2)

Open Space and Recreation 1 (OSR1)

Open Space and Recreation 2 (OSR2)

Residential 1 (R1)

Residential 2 (R2)

Residential 3 (R3)

Residential 4 (R4)

## D. Purpose and Applicability of Zoning Districts.

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

- a. Purpose. The Residential 1 (R1) ~~and Residential 2 (R2)~~ zoning districts ~~provide for a continuation of large residential lots in specific areas where a pattern of large lots and extensive tree coverage exists. These zoning districts seek to preserve the identity of these residential areas, preserve significant tree stands and riparian environments along lake shores and within stream corridors, and reduce traffic volumes in the east-west arterial corridors.~~ primarily consists of larger residential lots where environmental factors would prevent more intensive development. This includes environmentally sensitive areas where development may impact lakes, creek habitat and Lakewood Water District wellheads.

~~The Residential 3 (R3) and Residential 4 (R4) zoning districts are the City's primary residential zones, which provide for single-family dwellings in established residential neighborhoods. The Residential 4 (R4) designation provides for increased residential~~

density through smaller lot sizes and allowance for residential development comprising two (2) units per lot.

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

The Residential 4 (R4) zoning districts include single-family, middle housing, ADUs, and smaller- and moderate-scale multi-family housing with greater densities and smaller lot sizes. These areas are typically allocated in neighborhoods where housing on individual lots is expected, but the area includes supporting infrastructure, amenities, and services that allow for higher-density development.

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

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

## 2. Mixed Residential Zoning Districts.

- a. Purpose. The Mixed Residential 1 (MR1) and Mixed Residential 2 (MR2) zoning districts promote residential renewal to small-lot detached single-family residential dwellings, attached single-family dwellings, and two-family residential development. Small scale multifamily residential is permitted in the MR-2 zone. These districts provide for moderate residential density using a variety of urban housing types and designs. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. Development standards for the Mixed Residential zoning districts are intended to encourage increased residential densities.
- b. Applicability – Mixed Residential Zoning Districts. The MR1 and MR2 zoning districts are applicable to land designated Mixed Residential in the comprehensive plan.

## 3. Multifamily Zoning Districts.

- a. Purpose. The Multifamily designation supports a mix of low- and moderate-density housing options that provides a variety of options for diverse families and lifestyles. This designation represents a transition to areas that include a greater amount of multifamily housing on larger lots.

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

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

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

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

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

#### 4. Neighborhood Business Zoning Districts.

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

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

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

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

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

#### 5. Commercial Zoning Districts.

- a. Purpose. The Transit-Oriented Commercial (TOC) zoning district is an interactive mixture of uses which focus on regional transportation networks while providing for urban design, people orientation, and connectivity between uses and transportation routes.

The Central Business District (CBD) zoning district is the primary retail, office, social, urban residential, and government center of the City. The complementary and interactive mixture of uses and urban design provides for a regional intensity and

viability with a local character. The regional focus and vitality of the district is evident in the urban density, intensity, and composition of the uses in the district. Local character is reflected in the district's design, people orientation, and connectivity between uses, structures, and public spaces, that foster a sense of community.

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

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

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

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

## 6. Industrial Zoning Districts.

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

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

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

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

## 7. Military-Related Zoning Districts.

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

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

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

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

#### 8. Public/Institutional Zoning District.

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

#### 9. Open Space/Recreation Zoning Districts.

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

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

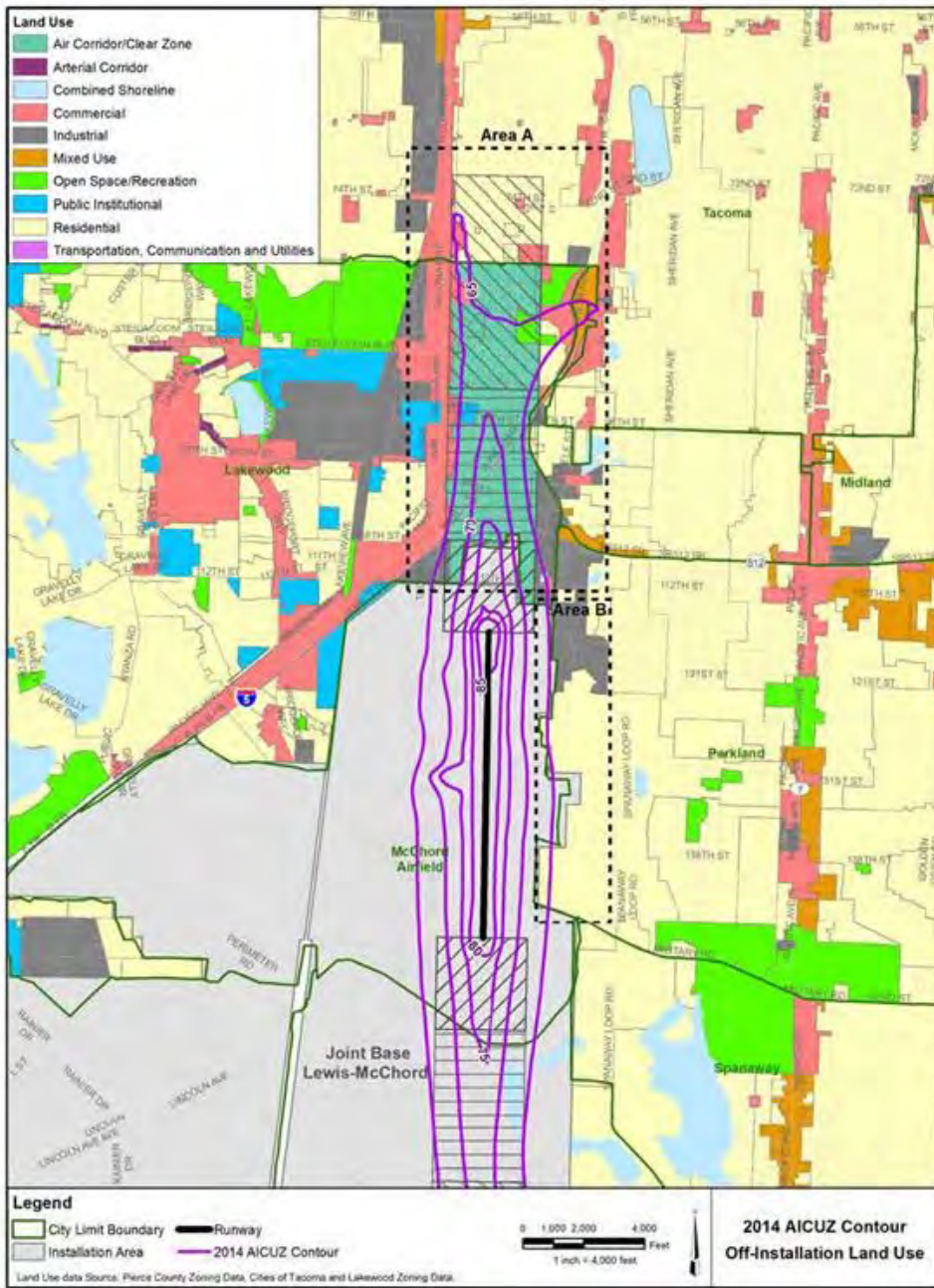
In addition, the OSR1 and OSR2 zoning districts are considered compatible with and may be applied to areas within all other comprehensive plan land use designations. The OSR1 zoning district zoning district may be applied to publicly or privately owned or controlled property used for natural open space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



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

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

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



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

**18A.10.130 Establishment of overlay districts.**

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

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

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

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

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

1. The boundaries of the Flood Hazard Overlay (FHO) district shall be the areas of flood hazards identified by the Federal Insurance Administration in a report entitled: "The Flood Insurance Study for Pierce County, and Incorporated Areas" dated March 7, 2017, and any revisions thereto, with an accompanying Flood Insurance Rate Map (FIRM), and any revisions thereto, are hereby adopted by reference and declared to be a part of this title. (The Flood Insurance Study and the FIRM are on file at the City of Lakewood, 6000 Main Street SW, Lakewood, WA) Lakewood Ordinance No. 659.
2. The boundaries of the Senior Housing Overlay (SHO) district shall be the areas shown as Figure 3.1, Senior Housing Overlay in the Lakewood Ordinance No. 237.
3. The boundaries of the Sexually Oriented Business Overlay (SOBO) district shall be the areas identified and described in Lakewood Ordinance No. 358 "Exhibit A".

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

Figure 1. — Overlay Districts

[Ord. 726 § 2 (Exh. B), 2019.]

...

### **18A.10.180 Definitions.**

...

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

...

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

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

...

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

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

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

...

“Major transit stop” means: (a) A stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW; (b) Commuter rail stops; (c) Stops on rail or fixed guideway systems; or (d) Stops on bus rapid transit routes, including those stops that are under construction.

...

“Permanent residential occupancy” means multifamily housing that provides either rental or owner occupancy for a period of at least one month. This excludes hotels and motels that predominately offer rental accommodation on a daily or weekly basis.

...

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

...

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

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

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

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

...

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

...

“Short-term rental” or “short term vacation rental” means a lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or portion thereof, that is offered or provided to a guest by a short-term rental operator for a fee for fewer than thirty consecutive nights. Short-term rental does not include any of the following:

- (i) A dwelling unit that is occupied by the owner for at least six months during the calendar year and in which fewer than three rooms are rented at any time;

(ii) A dwelling unit, or portion thereof, that is used by the same person for thirty or more consecutive nights; or

(iii) A dwelling unit, or portion thereof, that is operated by an organization or government entity that is registered as a charitable organization with the secretary of state, state of Washington, or is classified by the federal internal revenue service as a public charity or a private foundation, and provides temporary housing to individuals who are being treated for trauma, injury, or disease, or their family members.

"Short-term rental advertisement" means any method of soliciting use of a dwelling unit for short-term rental purposes.

"Short-term rental platform" or "platform" means a person that provides a means through which an operator may offer a dwelling unit, or portion thereof, for short-term rental use, and from which the person or entity financially benefits. Merely publishing a short-term rental advertisement for accommodations does not make the publisher a short-term rental platform.

...

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

...

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

...

## **Chapter 18A.20      ADMINISTRATION**

### Sections:

- 18A.20.005      Definitions.**
- Article I.      Administration**
- 18A.20.010      Applications.**
- 18A.20.015      Preapplication conferences.**
- 18A.20.020      Application fees.**
- 18A.20.030      Complete application form and content.**
- 18A.20.040      Consolidated review of applications.**
- 18A.20.050      Complete permit applications, notice and time periods.**
- 18A.20.060      Effects of project permit application revisions.**
- 18A.20.070      Approval and appeal authorities.**
- 18A.20.080      Review authorities.**
- 18A.20.090      Expiration of approvals.**
- 18A.20.100      Licenses and building permits.**
- 18A.20.105      Violations and enforcement.**
- 18A.20.110      Certificate of occupancy.**
- 18A.20.120      Annexed land.**
- 18A.20.130      Approval of transfer of development rights.**
- Article II.      Nonconforming Uses and Structures**
- 18A.20.200      Purpose.**
- 18A.20.208      Applicability – Nonconformities.**
- 18A.20.210      Preexisting nonconforming lots of record.**
- 18A.20.218      Transfer of ownership – Nonconforming uses.**
- 18A.20.220      Proof of nonconformity.**
- 18A.20.228      Nonconforming uses.**
- 18A.20.230      Nonconforming structures.**
- 18A.20.238      Repairs and maintenance.**
- 18A.20.240      Health or safety improvements.**
- 18A.20.248      Nonconforming parking lots.**
- 18A.20.250      Nonconforming landscaped areas.**
- 18A.20.258      Conditional uses.**
- 18A.20.260      Administrative determinations.**
- 18A.20.268      Review of administrative decisions.**
- Article III.      Public Notice Requirements**
- 18A.20.300      Public notice procedures.**
- 18A.20.310      Public notice framework.**
- 18A.20.320      Repealed.**
- 18A.20.330      Notice of application – Permits.**
- 18A.20.340      Notice of public hearing.**
- 18A.20.350      Optional public notice.**
- 18A.20.360      Joint public hearings.**

- Article IV. Appeals/Reconsiderations**
- 18A.20.400 Specific appeal procedures.**
  - 18A.20.410 Appeals to hearing examiner.**
  - 18A.20.420 Reconsideration of hearing examiner decision.**
  - 18A.20.430 Clarification of hearing examiner decision.**
  - 18A.20.440 No appeals to City Council.**

**18A.20.080 Review authorities.**

The following table describes development permits, the public notice requirements, and the final decision and appeal authorities. See LMC 18A.20.400 et seq. for appeals. When separate applications are consolidated at the applicant's request, the final decision shall be rendered by the highest authority designated for any part of the consolidated application.

<b>KEY:</b>					
Appeal	=	Body to whom appeal may be filed			
Director	=	Community and Economic Development Director			
PC	=	Planning Commission			
HE	=	Hearing Examiner			
CC	=	City Council			
R	=	Recommendation to Higher Review Authority			
D	=	Decision			
O	=	Appeal Hearing (Open Record)			
C	=	Appeal Hearing (Closed Record)			
N	=	No			
Y	=	Yes			
<b>Applications</b>	<b>Public Notice of Application</b>	<b>Director</b>	<b>HE</b>	<b>PC</b>	<b>CC</b>
<b>TYPE II ADMINISTRATIVE</b>					
Binding site plan	Y	D	O/Appeal	N	N
Binding site plan amendment	Y	D	O/Appeal	N	N
Cottage housing	Y	D	O/Appeal	N	N
Environmental review (SEPA) – (SEPA Checklist and Threshold Determination)	Y	D	O/Appeal	N	N
Preliminary and final short plats (2 – 9 lots)	Y	D	O/Appeal	N	N
Shoreline conditional use permit	Y	D	O/Appeal	N	N
Shoreline substantial development permit	Y	D	O/Appeal	N	N
Shoreline variance permit	Y	D	O/Appeal	N	N
Short plat amendment	Y	D	O/Appeal	N	N
Short Term Rental	Y	D	O/Appeal	N	N
Time extension or minor modification to a Type II permit	Y	D	O/Appeal	N	N



...

**18A.20.330 Notice of application – Permits.**

\* \* \*

C. Contents. The notice of application shall include:

1. The case file number(s), the date of application, the date of the determination of completeness for the application and the date of the notice of application.
2. A description of the proposed project action and a list of the project permits included in the application and, if applicable, a list of any studies requested by the review authority pursuant to RCW 36.70B.070.
3. The identification of other required permits that are not included in the application, to the extent known by the City.
4. The identification of existing environmental documents that evaluate the proposed project, and, if not otherwise stated on the document providing notice of application, the location where the application and any studies can be reviewed.
5. A statement of the limits of the public comment period, which shall be not less than fourteen (14) nor more than thirty (30) calendar days following the date of notice of application, and statements of the right of any person to comment on the application, receive notice of and participate in any hearings, request a copy of the decision once made, and any appeal rights. The notice of application shall also specify the first and last date and time by which written public comment may be submitted pursuant to chapter 42.30 RCW.
6. The tentative date, time, place and type of hearing, if any. The tentative hearing date is to be set at the time of the date of notice of the application.
7. The identification of the development regulations that will govern mitigation of any project impacts.
8. The name of the applicant or applicant's representative and the name, address and telephone number of a contact person for the applicant.
9. A description of the site, including current zoning and nearest road intersections, reasonably sufficient to inform the reader of its location.
10. Any other information determined appropriate by the City, such as a determination of significance, if complete at the time of issuance of the notice of application, or the City's statement of intent to issue a determination of nonsignificance (DNS) pursuant to the optional determination of nonsignificance (DNS) process set forth in WAC 197-11-355.

## **Chapter 18A.30      DISCRETIONARY PERMITS**

Sections:

- 18A.30.005      Definitions.**
- Article I.      Comprehensive Plan Amendment**
  - 18A.30.010      Type of action.**
  - 18A.30.020      Plan amendment procedures – Comprehensive plan.**
  - 18A.30.030      Preliminary review and evaluation criteria – Comprehensive plan.**
  - 18A.30.040      Council approval of final docket – Comprehensive plan.**
  - 18A.30.050      Final review and evaluation – Comprehensive plan.**
  - 18A.30.060      Decision criteria for rezone requests – Comprehensive plan.**
  - 18A.30.070      Consistency between the zoning map and the future land use map – Comprehensive plan.**
  - 18A.30.080      Planning Commission and City Council review and adoption process.**
  - 18A.30.090      Timing and exemptions.**
  - 18A.30.100      Notice to County Assessor of changes in comprehensive plan and development regulations.**
- Article II.      Conditional Use Permit**
  - 18A.30.110      Purpose – Conditional use permit.**
  - 18A.30.120      Type of action.**
  - 18A.30.130      Criteria for approval.**
  - 18A.30.140      Conditions of approval.**
  - 18A.30.150      Minor modifications to approved conditional use permits.**
  - 18A.30.160      Time frame for submission of construction permits.**
  - 18A.30.170      SEPA-exempt conditional uses.**
  - 18A.30.180      Compliance – Conditional use permit.**
  - 18A.30.190      Transferability – Conditional use permit.**
  - 18A.30.200      Essential public facilities – Conditional use permit.**
  - 18A.30.210      Special needs housing – Conditional use permit.**
- Article III.      Cottage Housing**
  - 18A.30.220      Purpose – Cottage housing.**
  - 18A.30.230      Applicability.**
  - 18A.30.240      General provisions.**
  - 18A.30.250      Development standards.**
  - 18A.30.260      Open space.**
  - 18A.30.270      Building design standards.**
  - 18A.30.280      Parking.**
  - 18A.30.290      Common area maintenance.**
  - 18A.30.300      Low impact development standards.**
  - 18A.30.310      Modifications.**
- Article IV.      Development Agreement**
  - 18A.30.320      Authority.**
  - 18A.30.330      Process type of action.**

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18A.30.350	Application.
18A.30.360	Timing of public hearings.
18A.30.370	Notice.
18A.30.380	Staff report.
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18A.30.400	Term of agreement.
Article V.	Land Use Review and Approval
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18A.30.480	Notification.
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18A.30.670	Authority.
18A.30.680	Site-specific rezone procedures.
18A.30.690	Collection of rezone applications.
18A.30.695	Quasi-judicial rezone procedures.
18A.30.695.10	Purpose.
18A.30.695.20	Applicability.
18A.30.695.30	Application requirements.
18A.30.695.40	Public notice.
18A.30.695.50	Review.
18A.30.695.60	Burden of proof.

- 18A.30.695.70 Examiner’s authority.**
- 18A.30.695.80 Appeals.**
- 18A.30.695.90 Compliance with conditions.**

**Article VIII. Temporary Use Permits**

- 18A.30.700 Purpose.**
- 18A.30.710 Permitted uses.**
- 18A.30.720 Exemptions.**
- 18A.30.730 Application and authorization.**
- 18A.30.740 Standards.**
- 18A.30.750 Criteria for granting approval.**
- 18A.30.760 Decision.**

**Article IX. (Reserved)**

**Article X. Variance**

- 18A.30.840 Purpose.**
- 18A.30.850 Process type of action.**
- 18A.30.860 Limitations.**
- 18A.30.870 Authority.**
- 18A.30.880 Required findings.**
- 18A.30.890 Additional conditions of approval.**

**Article XI. Unusual Uses**

- 18A.30.900 Purpose.**
- 18A.30.960 Process type of action.**

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**Article I. Comprehensive Plan Amendment**

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**18A.30.020 Plan amendment procedures – Comprehensive plan.**

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

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

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

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

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

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### **18A.30.090 Timing and exemptions.**

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

### **18A.30.XXX Emergency amendments.**

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

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

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

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

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## **Article III. Cottage Housing**

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### **18A.30.250 Development standards.**

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

#### **A. Density.**

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

B. Locational Criteria.

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

C. Site Design.

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

D. Setbacks and Building Separation.

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

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

**18A.30.260 Open space.**

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



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### **18A.30.280 Parking.**

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

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

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#### **Article IV. Development Agreement**

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#### **Article V. Land Use Review and Approval**

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#### **Article VI. Planned Development**

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#### **Article VII. Rezone and Text Amendments**

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#### **Article VIII. Temporary Use Permits**

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#### **18A.30.740 Standards.**

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

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**Article IX. (Reserved)**

**Article X. Variance**

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**Article XI. Unusual Uses**

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## Chapter 18A.40 LAND USES AND INTERPRETATION TABLES

Sections:

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

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### 18A.40.010 Purpose.

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

### 18A.40.020 Interpretation of land use tables.

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

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

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

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

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

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

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

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

**Zoning Classifications**

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

**Zoning Classifications**

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



**Zoning Classifications**

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

**Zoning Classifications**

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

**Zoning Classifications**

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

**Zoning Classifications**

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

**Zoning Classifications**

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

**Zoning Classifications**

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

**Zoning Classifications**

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

**Zoning Classifications**

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

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



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

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

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

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

**18A.40.060 Essential public facilities.**

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

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

**Zoning Classifications**

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

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

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

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

## B. Development and Operating Conditions.

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

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

### 3. Additional Siting Criteria for SCTFs.

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



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

5. Applicability.

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

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

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

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

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

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

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

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

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**18A.40.090 Lodging.**

A. *Lodging Land Use Table.* See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

	Zoning Classifications																						
Lodging	R 1	R 2	R 3	R 4	M R 1	M R 2	M F 1	M F 2	M F 3	A R C	N C 1	N C 2	T O C	C B D	C 1	C 2	C 3	I B P	I 1	I 2	P I	O S R 1	O S R 2
Bed and breakfast guest houses <a href="#">(B)(1)*</a>	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hostels	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-	-	-
Hotels and motels	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	C	P	P	-	-	-	-	-
Short term vacation rentals <a href="#">(B)(2)</a>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-

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

\* Numbers in parentheses reference use-specific development and operating conditions under subsection [\(B\)](#) of this section.

B. *Development and Operating Conditions.*

1. Bed and Breakfast Guest Houses

- a. Bed and breakfast guest houses may be converted from existing residences or newly constructed residences, but shall not contain more than four (4) bedrooms for guests.
- b. Parking for bed and breakfast guest houses shall be limited to that which can be accommodated in the guest house’s garage and driveway. No such garage or driveway shall be wider than that necessary to park three (3) vehicles abreast. No on-street parking shall be allowed.
- c. The establishment shall be operated in such a manner as to give no outward appearance nor manifest any characteristics of a business that would be incompatible with the ability of the neighboring residents to enjoy peaceful occupancy of their properties.
- d. The owner shall operate the establishment and reside on the premises.

e. Meal service shall be limited to serving overnight guests of the establishment. Kitchens shall not be allowed in individual guest rooms.

f. Signs for bed and breakfast uses in the R zones are limited to one (1) identification sign use, not exceeding four (4) square feet and not exceeding forty-two (42) inches in height.

## 2. Short Term Rentals (STRs)

a. An STR property owner is required to obtain a City business license.

b. As a condition of the business license, the STR property owner shall provide a notification letter describing the STR operations, in addition to the means by which to contact the property owner.

c. The STR shall be inspected by the City and Fire District to ensure the facility meets all applicable building and fire code requirements. Any deficiencies shall be corrected prior to the structure being made available for rental.

d. These regulations apply to all STRs proposed or located within a legally established dwelling unit, accessory apartment, or portion thereof.

e. Application procedure.

1. An STR permit application shall be a Type II procedure and processed consistent with LMC 18A.20.080.

2. An STR permit issued to one person or entity shall not be transferable to any other person or entity; nor shall an STR permit be valid at any address other than the one appearing on the permit.

3. An STR permit is considered valid until one or all the following criteria exist:

Ownership changes; or

A valid business license associated with the permit no longer exists.

f. Complete application. A complete STR permit application shall include the following:

1. Completed STR permit application.

2. A verified statement by the applicant that the property affected by the application is in the exclusive ownership of the applicant, or that the applicant has submitted the application with the consent of all owners of the affected property.

3. Written description of the proposed STR operation and affirmation that the proposed operation will meet the general requirements of LMC 18A.40.090 (B)(2).

4. Written description of the proposed location for the STR operation.

5. Number of off-street parking spaces provided at the location, or that are proposed to be dedicated for use by guests of the STR.

6. A completed Good Neighbor Policy form.

7. The STR permit fee as established by the City of Lakewood City Council.

g. Criteria for approval.

1. The proposed operation is found to be consistent with the definition for STR.

2. The application is found to be in compliance with all general regulations required by this chapter.

h. Annual business license renewal. Each annual renewal application of the owner's business license shall include a signed and notarized affidavit in a form approved by the director and the city attorney confirming that the general regulations of LMC 18A.40.090 (B)(2) have been met.

i. General regulations.

1. The STR permittee must maintain a valid STR permit and City of Lakewood business license.

2. The approved STR permit number and City of Lakewood business license shall be posted on every listing advertising or offering the STR, including listings on STR platforms.

3. A STR permittee is allowed only one (1) STR permit in the City of Lakewood.

4. STR permittee, or their designee, shall always be available and able to respond in person, or by telephone, within one hour to complaints, guest concerns, and inquiries.

5. Contact information for the STR permittee, or their designee, shall be clearly posted in a visible location within the main living space of the STR.

6. A good neighbor policy, in a form provided by the City, shall be posted in a visible location within the main living space of the STR. It shall be the responsibility of the applicant to ensure that their guests comply with the policy.

7. All off-street parking required for the primary use of the site shall be made available to guests.

8. On or off premise signs advertising the STR shall not be permitted.

9. STR guests are not permitted to host banquets, parties, or other gatherings for direct or indirect compensation. STR guests are permitted to hold non-commercial gatherings which do not infringe upon the right of the neighboring residents to enjoy a peaceful occupancy of their homes.

10. The STR shall be conducted in such a manner as to give no outward appearance nor manifest any characteristics of a business, in the ordinary meaning of the term, that would infringe upon the right of the neighboring residents to enjoy a peaceful occupancy of their homes.

11. Maximum occupancy shall be regulated consistent with LMC Title 15.

12. The STR shall maintain all applicable performance standards for the zoning district or shoreline environment designation and as otherwise required by local,

state and federal law.

13. The STR shall meet all local, state, and federal requirements regarding licenses and taxes.

14. Enforcement of this chapter shall be conducted consistent with the enforcement of land-use codes chapter of LMC Titles 18A, 18B, and 18C, the enforcement chapter of LMC Title 15, the purpose and policy chapter of LMC Title 5 and all other adopted and applicable enforcement chapters of LMC Titles.

## 18A.40.110 Residential uses.

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

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

**Zoning Classifications**

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

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

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

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



B. Operating and Development Conditions.

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

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

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

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

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

d. The size of an ADU contained within or attached to an existing single-family structure shall be limited by the existing structure's applicable zoning requirements. The gross floor area requirement for both attached and detached ADUs shall be at least 1,000 square feet and no more than 1,200 square feet, excluding the garage. An attached ADU incorporated into a single-family house shall be limited to one thousand (1,000) square feet, excluding garage area. The size of a living space of a detached ADU shall be a maximum of one thousand (1,000) square feet excluding garage.

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

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

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

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

- i. For lots located within one-quarter (1/4) mile of a Pierce Transit bus route; or one-half (1/2) mile of the Sound Transit Lakewood Station, commuter rail or bus rapid transit stop, or other major transit stop providing fixed route service at intervals of at least fifteen minutes for at least five hours during weekday peak hours, and also zoned R1, R2, R3, R4, MR1, MR2, MF1, MF2, or TOC, off-street parking for an ADU may shall not be required provided there is adequate street capacity as determined by the Director, and there is curb, gutter, and sidewalk, constructed to City standards, adjoining the lot where an ADU is proposed. Parking may be required. Adequate street capacity is present if the ADU is in an area with a lack of access to street parking capacity, no physical space impediments, or and no other reasons to support indicate that on-street parking is infeasible for the ADU.
- j. Any legally constructed accessory building existing prior to the effective date of the ordinance codified in this title may be converted to an accessory dwelling unit; ~~provided the living area created within the structure does not exceed one thousand (1,000) square feet, excluding garage area.~~
- ~~k. Where the residential accessory building is detached from an existing single family structure, the building height shall be limited to twenty four (24) feet.~~
- l. If a structure containing an ADU was created without a building permit that was finalized, the City shall require a building inspection to determine if the structure is sound, will not pose a hazard to people or property, and meets the requirements of this section and building code. The ADU application fee will cover the building inspection of the ADU.
- x. Discrete ownership of an ADU may be created through the residential binding site plan and/or condominium declaration process pursuant to Chapter 17.30 LMC and Chapter 64.34 RCW as applicable.

2. Standards – Boarding House.

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

- d. Amortization Schedule. Existing boarding houses have until December 31, 2015, to become compliant with the regulations outlined in this title and LMC Title 5 as it pertains to boarding house.
- e. Additional Standards. The following additional standards are required to be met for any boarding house housing over four (4) unrelated individuals excluding Types 1, 2, 3, 4, and 5 Group Homes in LMC 18A.10.040; hotels and motels as defined in LMC 18A.10.040; and excluding state-licensed foster homes, in addition to the criteria for a conditional use permit under Chapter 18A.30 LMC, Article II.
  - i. Adequate living space based on the International Residential Code standards will be taken into account when a request for more than four (4) unrelated individuals is requested.
  - ii. A designated property manager that is available twenty-four (24) hours a day, seven (7) days a week, is required.
  - iii. The request for more than four (4) unrelated individuals will not adversely impact the surrounding community.
  - iv. General Business License Required. A boarding house falling under this subsection is deemed a business activity and is subject to the requirements of Chapter 5.02 LMC.
  - v. The applicant must adhere to the provisions of the City's noise control regulations found in Chapter 8.36 LMC.
- 3. Cottage housing is permitted subject to Chapter 18A.30 LMC, Article III.
- 4. Dormitories, fraternities and sororities shall be permitted as accessory uses to public or private educational institutions or churches.
- 5. Detached primary dwelling units, or single-family dwelling units, include site-built homes, manufactured homes and modular homes.
  - a. All detached single-family dwellings (including manufactured homes) located in residential zones shall meet all of the following criteria:
    - i. May not have previously had a title granted to a retail purchaser and may not be a used mobile home as defined by RCW 82.45.032(2), now or hereafter amended.
    - ii. Be built to meet or exceed the standards established by 42 U.S.C. Chapter 70 – Manufactured Home Construction and Safety Standards, now or hereafter amended.
    - iii. Be thermally equivalent or better to that required by the state energy code for new residential structures, now or hereafter amended.
    - iv. Be set on and securely attached to a permanent foundation as specified by the manufacturer.

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

- ii. The home occupation shall generate no more than two (2) vehicle trips per hour to the licensed residence; and
  - iii. The home occupation shall not create a public nuisance.
- e. The following activities shall be prohibited:
- i. Automobile, truck, boat and heavy equipment repair;
  - ii. Auto or truck body work or boat hull and deck work;
  - iii. Parking and storage of heavy equipment;
  - iv. Storage of building materials for use on other properties;
  - v. Painting or detailing of autos, trucks, boats, or other items;
  - vi. The outside storage of equipment, materials or more than one (1) vehicle related to the business;
  - vii. Vehicles larger than ten thousand (10,000) pounds gross weight operated out of the premises or parked on the property or on adjacent streets; and
  - viii. Taxicab, van shuttle, limousine or other transportation services, except for office activities; provided all other requirements of this subsection concerning home occupations are met.
- f. Home occupations shall not be allowed in accessory buildings within the rear yard setback.
- g. Home occupations in accessory buildings shall not permit noise to intrude into another residential property at a level at or above forty-five (45) decibels outside the hours of 7:00 a.m. through 6:00 p.m. Monday through Friday, and 9:00 a.m. through 5:00 p.m. on Saturday.
- h. Home occupations are required to obtain a City business license.
8. Mobile and/or manufactured homes are allowed only in mobile/manufactured home parks developed in accordance with subsection (C) of this section.
9. Residential Accessory Building.
- a. The maximum height for residential accessory buildings shall be twenty-four (24) feet.
  - b. Detached residential accessory structures which are less than one hundred twenty (120) square feet in size and not higher than ten (10) feet, including garden sheds or greenhouses or combination of both; children's play equipment; arbors; and gazebos, when placed in a rear half of the lot shall have a minimum three (3) foot setback.

Attached accessory structures shall meet the same setbacks as the main building.

- c. Pools, hot tubs, and similar accessory structures may not be located in the rear or interior yard setbacks.
- d. Vehicle covers and other storage structures that are composed of pipes or poles with a fabric, plastic or other type of cover on the top of the framework are required to meet the development standards for the applicable zoning district, including lot coverage limitations and setback requirements. If the covering on such a structure is metal, wood, hard plastic or other rigid material and the structure exceeds one hundred twenty (120) square feet in size, a building permit is required for the structure. If the structure is used for recreational, sporting or utility vehicle storage, the storage requirements of LMC 18A.60.160, including a parking pad and screening, must be met. Fabric, vinyl, flexible plastic or other membrane material may be utilized to enclose the sides of the structure only if the structure is specifically designed and used for vehicle storage. Such enclosed structures are not exempt from the screening requirements of LMC 18A.60.160. Except as noted above, general storage is prohibited in tents, yurts or other tent-like structures.
- e. Railroad cars, shipping containers, and semi-truck trailers shall not be placed or maintained in any single-family residential, mixed residential, or multifamily residential zoning district. Modified shipping containers or cargo containers approved for use as part of residential construction shall comply with criteria included in LMC 18A.10.180 under "Cargo containers."

10. See LMC 18A.40.120, Special needs housing.

11. Residential accessory uses are secondary, subordinate permitted uses and include the following:

- a. Private docks and mooring facilities as regulated by applicable shoreline management regulations.
- b. Attached carports or garages for the sole use of occupants of premises and their guests, for storage of personal household goods and motor, recreational, and sporting vehicles.
- c. Detached carports or garages are allowed in conjunction with an approved access and driveway.
- d. Other accessory buildings and structures such as hobbyist greenhouses and storage buildings for personal household goods and yard maintenance equipment, but excluding accessory dwelling units, are allowed.
- e. Outdoor storage of one (1) recreational/sporting/utility vehicle, subject to LMC 18A.60.160.
- f. Minor maintenance of a vehicle owned by a resident or a relative of a resident of the site on which the activity is performed, where the activity is not performed for pay or the exchange of goods or services, and subject to the provisions of LMC 18A.60.180.

- g. Hobbyist crop or flower gardens which are noncommercial and serve one (1) or more neighborhood homes on an informal, cooperative basis.
  - h. "Pea patch" or community gardens, "tot lots," private parks and open space set-asides. May include private, on-site composting facility with less than ten (10) cubic yards' capacity.
  - i. On-site underground fuel storage tanks to serve a residential use.
  - j. Antennas and satellite dishes for private telecommunication services.
  - k. Decks and patios.
  - l. Noncommercial recreational facilities and areas, indoor and outdoor, including swimming pools and tennis courts, for exclusive use by residents and guests.
  - m. On-site soil reclamation in accordance with state regulations.
  - n. Retaining walls, freestanding walls, and fences.
  - o. Yard sales.
  - p. Continuation of equestrian uses, which are accessory to a single-family dwelling, already legally existing within the zone at the time of adoption of this title. Maintenance, repair and replacement of existing equestrian structures shall be permitted.
12. Small craft distilleries may contract distilled spirits for, and sell distilled spirits to, holders of distillery licenses, manufacturer's licenses and grower's licenses.
13. Conditions for Foster Care Facilities. Foster care facilities, including foster family homes and group-care facilities, must comply with Chapter 74.15 RCW and hold a business license as required thereunder.

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**18A.40.120 Special needs housing.**

- A. Intent. It is found and declared that special needs housing facilities are essential public facilities which provide a needed community service. Public health and safety require that these facilities be subject to certain conditions.

B. Special Needs Housing Table. See subsection C of this section for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts. See Chapter 18A.50 LMC, Article III, for the emergency housing and emergency shelter overlay (EHESO) district map.

**Zoning Classifications**

Description(s)	R1, R2, R3, R4	MR1, MR2	MF1, MF2, MF3	ARC, NC1, NC2	TOC, CBD	C1, C2, C3	IBP, I1, I2	OSR1, OSR2	PI	ML, CZ, AC1, AC2
Assisted Living Facility	<del>P</del>	<del>EP</del>	P	P	P	P	-	-	-	-
Confidential Shelter (C)(53)	P	P	P	P	P	-	-	-	P	-
Continuing Care Retirement Community	-	<del>EP</del>	P	P	P	P	-	-	-	-
Emergency Housing (1)	-	-	-	-	P	P	-	-	-	-
Emergency Shelter (1)	-	-	-	-	P	P	-	-	-	-
Enhanced Services Facility	-	-	-	C	C	C (C2 zone only)	-	-	-	-
Hospice Care Center	C	C	P	-	-	-	-	-	-	-
Nursing Home	-	C	P	P	P	P	-	-	-	-
Permanent Supportive Housing	P	P	P	P	P	P	-	-	C	-
Rapid Re-Housing	P	P	P	P	P	-	-	-	C	-
Transitional Housing	P	P	P	P	P	P	-	-	C	-
Type 1 Group Home, adult family home (C)(1)	P	P	P	P	P	-	-	-	C	-
Type 2 Group Home	P	P	P	P	P	-	-	-	C	-
Type 3 Group Home	-	C	C	C	C	-	-	-	C	-
Type 4 Group Home	-	-	-	-	-	C (C1 and C2 zones outside Station District Subarea only)	-	-	-	-



Description(s)	Zoning Classifications									
	R1, R2, R3, R4	MR1, MR2	MF1, MF2, MF3	ARC, NCI, NC2	TOC, CBD	C1, C2, C3	IBP, I1, I2	OSR1, OSR2	PI	ML, CZ, AC1, AC2
Type 5 Group Home	-	-	-	C (NC2 zones outside Downtown and Station District Subareas only)	-	C (C2 zones outside Station District Subarea only)	-	-	-	-

P: Permitted Use C: Conditional Use - : Not allowed

\* Numbers in parentheses reference use-specific development and operating conditions under subsection C of this section.

Applications for all uses must comply with all of subsection C of this section's relevant general requirements.

C. Development and Operating Conditions.

1. Adult Family Homes. Adult family homes are permitted, subject to obtaining a state license in accordance with Chapter 70.128 RCW, Chapter 220, Laws of 2020 and the following:

- a. Compliance with all building, fire, safety, health code, and City licensing requirements;
- b. Conformance to lot size, setbacks, building coverage, hard surface coverage, and other design and dimensional standards of the zoning classification in which the home is located.

2. Development Conditions for Special Needs Housing.

a. Applications for special needs housing facilities shall be processed in accordance with the standard procedures and requirements as outlined in Chapter 18A.20 LMC, Article I, and with the following additional requirements:

i. Required Submittals. Applications for special needs housing for special needs housing facilities are public records and shall include the following:

(a) A land use permit application containing all of the required information and submissions set forth in Chapter 18A.20 LMC, Article I;

(b) A copy of any and all capital funding grants or award contracts related to the construction of a new structure or conversion of an existing structure to operate as a special needs housing facility;

(c) Written documentation from the applicant agreeing to hold a public informational community meeting within four (4) weeks, but no sooner than two (2) weeks, from the time of application. The purpose of the community meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed facility.

The community meeting should acquaint the neighbors of the proposed facility with the operators and provide for an exchange of information about the proposal, including the goals, mission, and operation and maintenance plans for the proposed facility; the background of the operator, including their capacity to own, operate, and manage the proposed facility. The meeting is also an opportunity for the community to make the operator aware of the characteristics of the surrounding community and any particular issues or concerns.

The applicant shall provide written notification of the meeting to the appropriate neighborhood council, qualified neighborhood and

community organizations, and to the owners of property located within three hundred (300) feet of the project site.

If the use is proposed in an existing facility, the community meeting shall be held following an inspection of the existing facility per subsection (C)(2)(a)(i)(d) of this section.

- (d) Written request from the applicant to the Fire Marshal and Building Official for an inspection of an existing facility to determine if the facility meets the building and fire code standards for the proposed use. The purpose of this inspection is not to ensure that a facility meets the applicable code requirements or to force an applicant to bring a proposed facility up to applicable standards prior to application for a permit, but instead is intended to ensure that the applicant, the City, and the public are aware, prior to making application, of the building modifications, if any, that would be necessary to establish the use.
  - (e) An operation plan that provides per subsection (C)(5)(b)(i)(c)(iii) of this section information about the proposed facility and its programs, per the requirements of the Community and Economic Development Department.
- ii. Participation in HMIS. All special needs housing facilities should participate in the Pierce County homeless management information system (HMIS).
3. Development Application Process – Residents of Domestic Violence Shelters – Special Accommodations. The Director may grant special accommodation to individuals who are residents of domestic violence shelters in order to allow them to live together in single-family dwelling units subject to the following:
- a. An application for special accommodation must demonstrate to the satisfaction of the Director that the needs of the residents of the domestic violence shelter make it necessary for the residents to live together in a group of the size proposed, and that adverse impacts on the neighborhood from the increased density will be mitigated.
  - b. The Director shall take into account the size, shape and location of the dwelling unit and lot, the building occupancy load, the traffic and parking conditions on adjoining and neighboring streets, the vehicle usage to be expected from residents, staff and visitors, and any other circumstances the Director determines to be relevant as to whether the proposed increase in density will adversely impact the neighborhood.
  - c. An applicant shall modify the proposal as needed to mitigate any adverse impacts identified by the Director, or the Director shall deny the request for special accommodation.

- d. A grant of special accommodation permits a dwelling to be inhabited only according to the terms and conditions of the applicant's proposal and the Director's decision. If circumstances materially change or the number of residents increases, or if adverse impacts occur that were not adequately mitigated, the Director shall revoke the grant of special accommodation and require the number of people in the dwelling to be reduced to six (6) unless a new grant of special accommodation is issued for a modified proposal.
  - e. A decision to grant special accommodation is a Process Type I action. The decision shall be recorded with the Pierce County Auditor.
4. Development Registration Process of Existing Special Needs Housing. The state intends to regularly allocate a number of people the City should expect to accommodate in special needs housing. To ensure that the City is aware of the existing special needs housing operating within the City, those operating special needs housing prior to the effective date of the ordinance codified in this title shall register with the Community and Economic Development Department within one (1) year after the effective date of the ordinance codified in this title. Such registration shall be in a form provided by the Community and Economic Development Department and shall include the following information:
- a. The type of facility;
  - b. The location of the facility;
  - c. The size of the facility, including the number of clients served and number of staff; and
  - d. Contact information for the facility and its operator.
5. General Development and Operating Conditions – Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Development and Operation Conditions.
- a. Purpose and Applicability.
    - i. The purpose of this section is to establish reasonable standards for the safe operation and appropriate siting of emergency housing, emergency shelter, permanent supportive housing, and transitional housing facilities within the City of Lakewood, so as to protect public health and safety for both facility residents and the broader community. This section does not include regulations for foster care facilities or group homes.
    - ii. Supportive housing facilities are allowed in all residential districts, provided they are of a similar scale as surrounding development (e.g., lot coverage, setbacks, impervious surface requirements, building

height, etc.) ~~As the needs of residents increase and/or the size of the facilities increase, such facilities should be located within areas of the City that allow increasing intensity of use and are in proximity of services in accordance with state law.~~

b. Performance Standards.

i. General Requirements for Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Operations and Development Conditions.

(a) General.

- (i) When a site includes more than one (1) type of facility, the more restrictive requirements of this section shall apply.
- (ii) Each facility application will be reviewed through the Type 1 administrative permit review process in Chapter 18A.20 LMC. In considering whether the permit should be granted, the Director shall use the requirements in this code to consider the effects on the health and safety of facility residents and the neighboring communities.
- (iii) All facilities shall comply with all federal, state, county and local requirements to ensure housing safety and habitability. See, e.g., the Pierce County, WA Homeless Housing Program Policy and Operations Manual Chapters 5, 6, 7, and 8.
- (iv) All facilities are subject to the business license requirements under Chapter 5.02 LMC as applicable.
- (v) All facilities must comply with the Building and Construction Code under LMC Title 15. All facilities must also comply with the relevant provisions of LMC Title 18A and with LMC Title 18B or 18C if applicable.
- (vi) All facilities must comply with the provisions of crime prevention through environmental design (CPTED) under LMC 18A.60.090, 18B.500.530 or 18C.500.530 as applicable and permitted under state law; ~~provided, however, that existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to comply with CPTED unless the relevant structural elements of the building are being altered as part of the conversion.~~

(x) Existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to

comply with CPTED requirements unless the relevant structural elements of the building are being altered as part of the conversion.

(b) Site and Transit.

- (i) Facilities shall match the bulk and scale of residential uses allowed in the zone where the facility is located.
- (ii) Exterior lighting must comply with LMC 18A.10.135.8 and 18A.60.095.
- (iii) The minimum number of off-street parking spaces required for each facility will be determined by the Director through the approval process per Chapter 18A.80 LMC, Chapter 18B.600 LMC, or Chapter 18C.600 LMC and taking into consideration factors such as the potential number of residents, site constraints, and impact on the surrounding neighborhood.
- (iv) A description of transit, pedestrian, and bicycle access from the subject site to services must be provided at time of application by the sponsor and/or managing agency.

(c) Facility Operations.

- (i) The sponsor or managing agency shall comply with all relevant federal, state, and local laws and regulations. The facility is subject to inspections by local agencies and/or departments to ensure such compliance and shall implement all directives resulting therefrom within the specified time period.
- (ii) Service providers must provide on-site supervision of facilities and program participants at all times, unless providers demonstrate in the operations plan that another level of supervision will be effective in keeping residents and the public healthy and safe.
- (iii) The sponsor or managing agency must provide the City with an operation plan at the time of the application per subsection (C)(2)(a)(i)(d) of this section that adequately addresses the following elements:
  - (A) Name and contact information for key staff;
  - (B) Roles and responsibilities of key staff;
  - (C) Site/facility management, including security policies and an emergency management plan;
  - (D) Site/facility maintenance;
  - (E) Occupancy policies, to the degree legally applicable, including resident responsibilities and a code of conduct that address, at a

minimum, the use or sale of alcohol and illegal drugs, threatening or unsafe behavior, and weapon possession;

(F) Provision for human and social services, including staffing plan, credentials or certification, and outcome measures;

(G) Outreach with surrounding property owners and residents and ongoing good neighbor policy; and

(H) Procedures for maintaining accurate and complete records.

(iv) Sponsors or managing agencies shall provide the City with accurate, written documentation demonstrating that the agency has applicable experience providing similar services to people experiencing homelessness.

(v) Sponsors or managing agencies shall provide the City with accurate, written documentation demonstrating that the agency has a stable funding source for the facility and any on-site or off-site human and social services offered as part of the operations plan.

ii. Special Conditions for Emergency Housing and Emergency Shelters. In addition to the requirements under subsection (C)(5)(b)(i) of this section, emergency housing and emergency shelters are required to comply with the following:

(a) Facility Standards.

(i) No ~~special needs housing~~ emergency housing or emergency shelter may be located within an eight hundred eighty ~~one thousand~~ (1,000)880 foot radius of another property with emergency housing or an emergency shelter unless sponsored by the same governmental, religious, or not-for-profit agency.

(ii) Emergency housing and emergency shelters must meet all federal, state, county and local requirements to ensure housing safety and habitability, including occupancy requirements under the fire code.

~~(ii) In residential zones, no more than one (1) adult bed per two hundred fifty (250) square feet of floor area is allowed per facility. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.~~

~~(iii) In all other zones, no more than one (1) adult bed per thirty five (35) square feet of floor area is allowed per facility.~~

(b) Facility Operations.

- (i) Trash receptacles must be provided in multiple locations throughout the facility and site. A regular trash patrol in the immediate vicinity of the site must be provided.
  - (ii) No children under the age of eighteen (18) are allowed to stay overnight in the facility, unless: the child is emancipated consistent with Chapter 13.64 RCW; accompanied by a parent or guardian; or the facility is licensed to provide services to this population. If a nonemancipated child under the age of eighteen (18) without a parent or guardian present attempts to stay in a facility not specifically licensed for providing housing to youth, the sponsor and/or managing agency shall immediately contact Child Protective Services and actively endeavor to find alternative housing for the child.
  - (iii) No person under sex offender registration requirements can receive services from a provider, unless providing such services is consistent with the laws, regulations, and/or supervisory requirements related to such persons.
- (c) Facility Services.
- (i) Residents shall have access to the following services on site; if not provided on site, transportation shall be provided:
    - (a) For all facilities, medical services, including mental and behavioral health counseling.
    - (b) For emergency housing facilities, access to resources on obtaining permanent housing and access to employment and education assistance.
    - (c) For emergency shelter facilities, substance abuse assistance.
  - (ii) All functions associated with the facility, including adequate waiting space, must take place within a building or on the site proposed to house the facility.
  - (iii) Facilities serving more than five (5) residents shall have dedicated spaces for residents to meet with service providers.
  - (iv) The sponsor or managing agency shall coordinate with the homelessness service providers for referrals to their program and with other providers of facilities and services for people experiencing homelessness to encourage access to all appropriate services for their residents.
- iii. Special Conditions for Permanent Supportive and Transitional Housing. In addition to the requirements under subsection (C)(5)(b)(i) of this



section, permanent supportive housing and transitional housing are required to comply with the following:

(a) Facility Standards.

- (i) In residential zones, individual facilities ~~shall not have more than eighty (80) dwelling units and~~ are subject to the density standards of residential uses allowed in the zone where the facility is located. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.

(b) Facility Services.

- (i) All residents shall have access to appropriate cooking and hygiene facilities.
- (ii) Facilities serving more than five (5) dwelling units shall have dedicated spaces for residents to meet with service providers.
- (iii) Residents shall have access to the following services on site or shall be provided transportation to such services by the sponsor or managing agency:

- (a) Medical services, including mental and behavioral health counseling.

- (b) Employment and education assistance.

- 6. Abandonment of Special Needs Housing Use. Any existing special needs housing facility that is abandoned for a continuous period of one (1) year or more shall not be permitted to be reestablished, except as allowed in accordance with the standards and requirements for establishment of a new facility. [Ord. 789 § 2 (Exh. A), 2023; Ord. 738 § 2 (Exh. A), 2020; Ord. 726 § 2 (Exh. B), 2019.]

## **Chapter 18A.50      OVERLAY DISTRICTS**

Sections:

- 18A.50.005      Definitions.**
- Article I.      Flood Hazard Overlay (FHO)**
  - 18A.50.010      Purpose.**
  - 18A.50.020      Applicability.**
  - 18A.50.030      Administration.**
  - 18A.50.040      Alteration of water courses.**
  - 18A.50.050      Interpretation of FIRM boundaries.**
  - 18A.50.060      Variances – Flood hazard overlay.**
  - 18A.50.070      Provisions for flood hazard reduction.**
  - 18A.50.080      Allowable activities within the Regulatory Floodplain.**
- Article II.      Senior Housing Overlay (SHO)**
  - 18A.50.110      Purpose.**
  - 18A.50.120      Applicability.**
  - 18A.50.130      Provisions.**
  - 18A.50.140      Monitoring.**
- Article III.      Sexually Oriented Businesses Overlay (SOBO)**
  - 18A.50.210      Purpose and intent.**
  - 18A.50.220      Applicability.**
  - 18A.50.230      Definitions.**
  - 18A.50.240      Findings and legislative record.**
  - 18A.50.250      Sexually oriented business overlays (SOBOS) created.**
  - 18A.50.260      Sexually oriented business location within SOBOS.**
  - 18A.50.270      Processing of applications for licenses and permits.**
  - 18A.50.280      Conforming and nonconforming sexually oriented businesses.**
  - 18A.50.290      Notice to nonconforming sexually oriented business land uses.**
  - 18A.50.300      Expiration of nonconforming status.**
  - 18A.50.310      Notice and order.**
  - 18A.50.320      Provision for conformance.**
  - 18A.50.330      Prohibition and public nuisance.**
- Article IV.      Lakewood Overlay Districts Map**

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### **Article I.    Flood Hazard Overlay (FHO)**

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## Article II. Senior Housing Overlay (SHO)

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## Article III. Sexually Oriented Businesses Overlay (SOBO)

...

## Article XX. Residential Transit Overlay(R/TO)

### 18A.50.XXX Purpose.

To provide additional density in locations with frequent transit service to encourage the use of multimodal transportation options, the Comprehensive Plan defines an overlay area where additional density is allowed close to major transit stops, defined as within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit.

### 18A.50.XXX Applicability.

This article applies at the developer's discretion to land use applications for duplexes and multifamily housing in Residential (R) zoning districts generally within one-quarter (1/4) mile of major transit stops as defined above. The Council has the discretion of changing the boundaries of the overlay to consider access to transit stops and consistency of the boundaries of the overlay.

### 18A.50.XXX Provisions.

A. For lots located within the Residential/Transit Overlay, additional development densities of at least four (4) units per lot are allowed as a maximum base density as per the provisions of RCW 36.70A.635(1)(a)(ii) and LMC 18A.60.030.

B. The timing of updates to the Transit Overlay under the Comprehensive Plan and Municipal Code may be managed under LMC 18A.30.090(A).

## Article ~~IV~~XX. Lakewood Overlay Districts Map

[ MAP INCLUDED ]

[Ord. 726 § 2 (Exh. B), 2019.]

# Chapter 18A.60 SITE PLANNING AND GENERAL DEVELOPMENT STANDARDS

Sections:

- 18A.60.005 Definitions.
- 18A.60.010 Purpose.
- 18A.60.020 Interpretation of tables.
- 18A.60.030 Residential area and dimensions.
- 18A.60.040 Commercial area and dimensions.
- 18A.60.050 Industrial area and dimensions.
- 18A.60.060 Military lands area and dimensions.
- 18A.60.070 Open space area and dimensions.
- 18A.60.080 Public/institutional.
- 18A.60.090 General standards.
- 18A.60.095 Outdoor lighting code.
- 18A.60.100 Building transition area.
- 18A.60.110 Density standards.
- 18A.60.120 Height standards.
- 18A.60.130 Street improvements.
- 18A.60.140 Concurrency.
- 18A.60.150 Gated residential subdivisions.
- 18A.60.160 Outdoor storage of recreational, utility and sporting vehicles accessory to residential uses.
- 18A.60.170 Parking of commercial vehicles accessory to residential uses.
- 18A.60.180 Vehicle service and repair accessory to residential uses.
- 18A.60.190 Outdoor storage and commercial yard surfacing standards.
- 18A.60.195 Storage container standards.
- 18A.60.200 Standards for uses and accessory uses not otherwise listed.

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## 18A.60.030 Residential area and dimensions.

A. Development Standards Table.

	Zoning Classifications								
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3
Density (units per acre)	7.0 / 3.5 / 1.8	10.3 / 5.2 / 2.6	23.3 / 11.7 / 5.9	30.6 / 15.3 / 7.7	22	35			
(B)(1)	1.45-DUA	2.2-DUA	4.8-DUA	6.4-DUA	8.7-DUA	14.6-DUA	22-DUA	35-DUA	54-DUA

**Zoning Classifications**

	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>R4</b>	<b>MR1</b>	<b>MR2</b>	<b>MF1</b>	<b>MF2</b>	<b>MF3</b>
<b>Lot size</b>	25,000 GSF	17,000 GSF	7,500 GSF	5,700 GSF	5,000-GSF /unit No minimum lot size	3,000-GSF /unit No minimum lot size	No minimum lot size	No minimum lot size	No minimum lot size
<b>Building coverage</b>	35%	35%	45%	50%	55%	60%	60%	60%	60%
<b>Impervious surface</b>	45%	45%	60%	70%	70%	75%	70%	70%	70%
<b>Front yard/street setback</b>	25 feet	25 feet	10 feet	10 feet	5 feet	5 feet	15 feet	15 feet	15 feet
<b>Garage/carport setback</b>	30 feet	30 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
<b>Principal arterial and state highway setback</b>	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
<b>Rear yard setback</b>	20 feet	20 feet	10 feet	10 feet	5 feet	5 feet	15 feet	15 feet	15 feet
<b>Interior setback</b>	8 feet	8 feet	5 feet	5 feet	Attached units: 0 feet; Detached units: 5 feet	Attached units: 0 feet; Detached units: 5 feet	8 feet	8 feet	8 feet
<b>Building height</b>	35 feet	35 feet	35 feet	35 feet	35 feet	50 feet	45 feet	65 feet	80 feet
<b>Design</b>	Design features shall be required as set forth in Chapter <a href="#">18A.70</a> , Article I.								
<b>Landscaping</b>	Landscaping shall be provided as set forth in Chapter <a href="#">18A.70</a> , Article II.								
<b>Tree Preservation</b>	Significant tree identification and preservation and/or replacement shall be required as set forth in LMC <a href="#">18A.70.300</a> through <a href="#">18A.70.330</a> .								
<b>Parking</b>	Parking shall conform to the requirements of Chapter <a href="#">18A.80</a> .								
<b>Signs</b>	Signage shall conform to the requirements of Chapter <a href="#">18A.100</a> .								

**B. Specific Development Conditions.**

**1. Residential (R) Maximum Density**

**a. Maximum density requirements for Residential (R) zoning districts are listed as three figures, which are interpreted as follows:**

**i. The first number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots where additional affordable units are provided according to LMC 18A.90.XXX or is located within the Transit Overlay as defined in Article XX Chapter 18A.50 LMC, and do not include critical areas or their buffers as defined under Title 14 LMC.**

**i. The second number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that do not include critical areas or their buffers.**

ii. The third number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that include critical areas or their buffers.

b. For all Residential (R) zoning districts, a minimum of two (2) housing units per lot (excluding accessory dwelling units) are allowed on all lots that meet minimum lot size requirements and do not include critical areas or their buffers, or four (4) housing units per lot where additional affordable units are provided according to LMC 18A.90.XXX or additional units are permitted in locations close to a major transit stop under Article XX Chapter 18A.50 LMC.

**BC.** Tree Preservation Incentives.

1. The Director may reduce a rear yard and/or side yard building setback to compensate for significant or heritage tree preservation; provided, that the setback is not reduced more than five (5) feet, is no closer to the property line than three (3) feet, is the minimum reduction required for tree preservation, and complies with LMC 18A.60.100, Building transition area.
2. The Director may increase the amount of allowable impervious surface by five (5) percent to compensate for the preservation of a significant or heritage tree. [Ord. 794 § 2 (Exh. A), 2023; Ord. 775 § 1 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

**18A.60.040 Commercial area and dimensions.**

A. Development Standards Table.

	Zoning Classifications							
	ARC	NC1	NC2	TOC	CBD	C1	C2	C3
<b>Density (units per acre)</b>	15-DUA	22-DUA	35-DUA	80 54-DUA	80 54-DUA			
<b>Lot size</b>	The minimum lot size for the ARC zoning district is 5,000 gross square feet (GSF), plus 2,750 GSF for each dwelling unit over 1 unit, where applicable.				There is no minimum established lot size for the commercial zoning districts. Proposed uses and their associated densities within these zoning districts, and the applicable community design standards shall be used to establish the minimum lot size for a project.			
<b>Lot coverage</b>	All building coverage and impervious surface maximums stated herein may be reduced at the time they are applied, because of storm water requirements. The maximum lot coverage standards for the commercial zoning districts shall be as follows:							
<b>Building coverage</b>	50%	70%	80%	100%	100%	100%	100%	100%
<b>Impervious surface</b>	60%	80%	90%	100%	100%	100%	100%	100%
<b>Setbacks</b>	The minimum yard setbacks for the commercial zoning districts shall be as follows, except where increased setbacks due to landscaping and building/fire code requirements apply:							
<b>Front yard/street setback</b>	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet

**Zoning Classifications**

	<b>ARC</b>	<b>NC1</b>	<b>NC2</b>	<b>TOC</b>	<b>CBD</b>	<b>C1</b>	<b>C2</b>	<b>C3</b>
<b>Garage/carport setback</b>	20 feet	20 feet	20 feet	0 feet	0 feet	0 feet	0 feet	0 feet
<b>Rear yard setback</b>	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet
<b>Interior setback</b>	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet	0 feet
<b>Building height</b>	40 feet	50 feet	60 feet	90 feet	90 feet	60 feet	60 feet	60 feet
<b>Design</b>	Design features shall be required as set forth in Chapter <a href="#">18A.70</a> LMC, Article I.							
<b>Landscaping</b>	Landscaping shall be provided as set forth in Chapter <a href="#">18A.70</a> LMC, Article II.							
<b>Tree Preservation</b>	Significant tree identification and preservation and/or replacement shall be required as set forth in LMC <a href="#">18A.70.300</a> through <a href="#">18A.70.330</a> .							
<b>Parking</b>	Parking shall conform to the requirements of Chapter <a href="#">18A.80</a> .							
<b>Signs</b>	Signage shall conform to the requirements of Chapter <a href="#">18A.100</a> LMC.							

B. Tree Preservation Incentives.

1. The Director may increase the amount of allowable impervious surface by five (5) percent to compensate for the preservation of a significant or heritage tree. [Ord. 775 § 1 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

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**~~18A.60.090 (G)(1) Prohibited Uses and Development~~**

~~"1. No more than one (1) dwelling shall be permitted per lot in all single family residential zoning districts, except as provided in LMC 18A.40.110(B)(1), or as may be allowed by the specific use regulations of a particular district."~~

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# **Chapter 18A.70      COMMUNITY DESIGN, LANDSCAPING, AND TREE PRESERVATION**

Sections:

- 18A.70.005      Definitions.**
- Article I.      Community Design**
- 18A.70.010      Purpose.**
- 18A.70.020      Applicability.**
- 18A.70.030      Administration.**
- 18A.70.040      Specific uses design standards.**
- 18A.70.050      Special uses design standards.**
- Article II.      Landscaping**
- 18A.70.100      Purpose.**
- 18A.70.110      Applicability.**
- 18A.70.120      Exceptions.**
- 18A.70.130      Plan requirements.**
- 18A.70.140      Landscaping standards.**
- 18A.70.150      Landscaping types.**
- 18A.70.160      Landscaping regulations by zoning districts.**
- 18A.70.170      Street tree standards.**
- 18A.70.180      Water conservation and suggested plant materials.**
- 18A.70.190      Performance assurance.**
- 18A.70.200      Maintenance.**
- Article III.      Tree Preservation**
- 18A.70.300      Purpose.**
- 18A.70.310      Tree removal applicability/exemptions.**
- 18A.70.320      Significant tree preservation.**
- 18A.70.330      Oregon white oak preservation.**
- 18A.70.340      City Tree Fund.**
- 18A.70.350      Definitions.**

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## **Article I.    Community Design**

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## **Article II. Landscaping**

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## **Article III. Tree Preservation**

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## Chapter 18A.80      PARKING

Sections:

<b>18A.80.005</b>	<b>Definitions.</b>
<b>18A.80.010</b>	<b>Purpose.</b>
<b>18A.80.020</b>	<b>General requirements.</b>
<b>18A.80.025</b>	<b>Maintenance.</b>
<b>18A.80.030</b>	<b>Zoning district parking requirements.</b>
<b>18A.80.040</b>	<b>Development standards.</b>
<b>18A.80.050</b>	<b>Loading and unloading.</b>
<b>18A.80.060</b>	<b>Parking incentives.</b>

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### **18A.80.030 Zoning district parking requirements.**

- A. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the Director shall determine the minimum and maximum for the unlisted use. The Director may require that the applicant conduct a parking study to evaluate the parking needs associated with a proposed use.
- B. For conditional uses, as identified and described in Chapter 18A.20 LMC, Article II, the parking requirement shall be as provided in that chapter or as determined by the Hearing Examiner.
- C. Residential Zoning District. Off-street parking requirements for residential districts are located in subsection (F) of this section.
- D. Commercial, Office and Industrial Uses. In commercial, industrial, and mixed use districts, off-street parking requirements shall be as shown in subsection (F) of this section; provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the City, are filed with the Director.
- E. Rounding of Fractions. When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-half (1/2) shall be disregarded and any fraction of one-half (1/2) or over shall be counted as one (1) space.
- F. Parking Standards. Note the parenthetical numbers in the matrix identify specific requirements or other information which is set forth following the matrix in subsection (G).

**PARKING STANDARDS TABLE**

Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H));	Maximum	Required bicycle parking spaces
<b>BUSINESS PARK</b>				
<b>General business park</b>	Per 1,000 square feet	2	4	See offices
<b>COMMERCIAL</b>				
<b>Banks</b>	Per 1,000 gross square feet	2	3	See offices
<b>Billiard halls</b>	Per table	1	2	1 per 20 auto stalls. Minimum of 4
<b>Bowling alleys</b>	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
<b>Commercial recreation</b>	Per 1,000 square feet	3	5	1 per 20 auto stalls. Minimum of 4
<b>Day care, preschools, nursery schools (1)</b>	Per staff member <del>plus one drop-off loading area per 7 students</del>	0.5	1	1 per 25 auto stalls. Minimum of 1
<b>Hotels, motels (2)</b>	Per room or suite. <del>Hotel/motel banquet and meeting rooms shall provide 6 spaces for each 1,000-square feet of seating area. Restaurants are figured separately.</del>	1	2	See retail
	<u>Per 1,000 square feet of seating area of banquet and meeting rooms</u>	<u>6</u>	<u>N/A</u>	<u>See places of assembly without fixed seats</u>
<b>Medical and dental clinic and offices</b>	Per 1,000 square feet of GFA	2	4	See offices
<b>Mini storage</b>	Per 100 units <del>or a minimum of 3 spaces plus 2 for permanent on-site managers</del>	<u>1; or a minimum of 3 spaces plus 2 for permanent on-site managers</u>	<u>N/A</u>	None
<b>Mortuaries, funeral homes</b>	Per 4 seats	1	2	None
<b>Neighborhood commercial shopping area</b>	Per 1,000 square feet	1	2	See retail
	<b>Per 1,000 square feet of GFA</b>			
<b>Office building</b>	· With on-site customer service	2	4	1 per 15 auto stalls. Minimum of 2
	· Without on-site customer service	1.5	3	
<b>Regional shopping centers, food and drug stores</b>	Per 1,000 square feet of GFA	3	6	See retail

**PARKING STANDARDS TABLE**

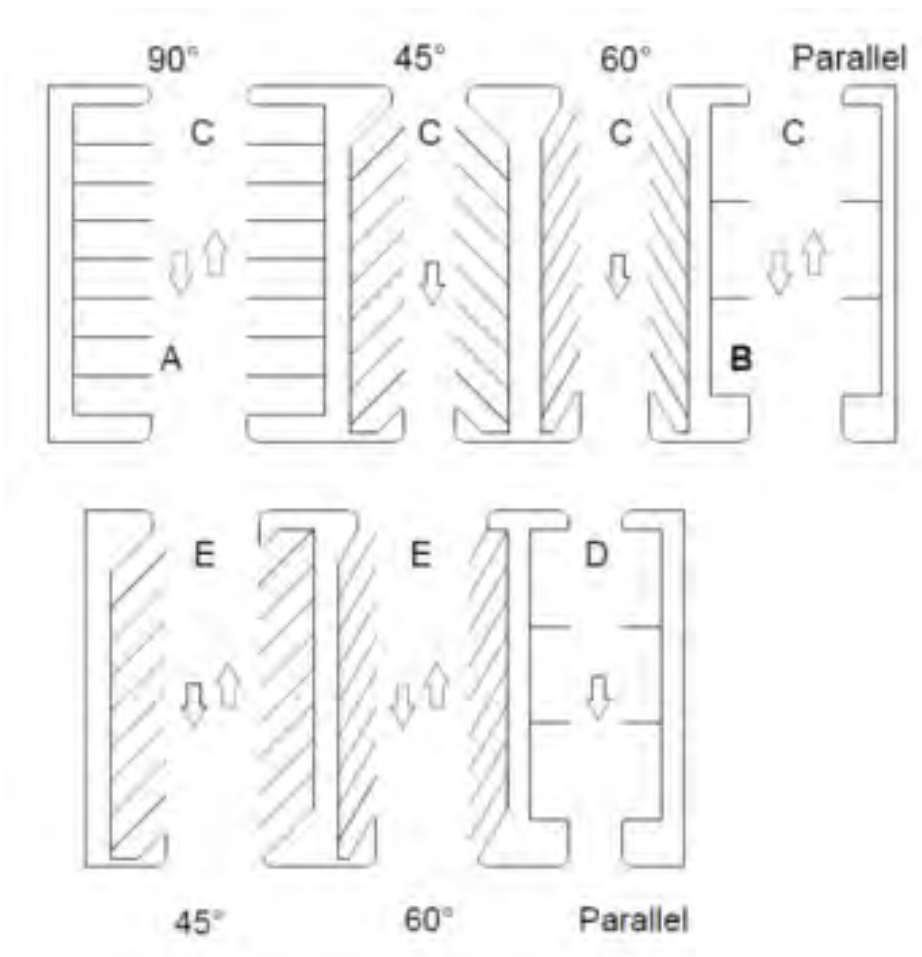
Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H));	Maximum	Required bicycle parking spaces
<b>Restaurants</b>	Per 100 square feet of dining area	1	4	See retail
<b>Retail</b>	Per 1,000 gross square feet	3	6	1 per 20 auto stalls. Minimum of 2
<b>Retail in mixed-use development</b>	Per 1,000 gross square feet	2	4	See retail
<b>Service stations (mini marts are retail uses)</b>	Per employee plus per service bay	0.5	1	None
<b>INDUSTRIAL</b>				
<b>General industrial</b>	Greatest number of employees on a single shift plus one space for each vehicle owned, leased or operated by the company	0.5	1	See offices
<b>Warehouse</b>	<u>Per 2,000 square feet of GFA plus per 400 square feet of GFA used for office or display area</u>	1	N/A	None
<b>INSTITUTIONAL</b>				
<b>Convalescent facilities, nursing homes</b>	Per 2 patient beds	1	3	See offices
<b>Hospital</b>	Per bed	0.5	1	See offices
<b>Libraries</b>	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
<b>Schools, elementary and junior high</b>	Per classroom and office	1	1.5	1 per classroom
<b>Schools, senior high</b>	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per 5 auto stalls. Minimum of 2
<b>PLACES OF ASSEMBLY</b>				
<b>Places of assembly without fixed seats</b>	Per 1,000 square feet of GFA	10	11	1 per 25 auto stalls. Minimum of 2
<b>Places of assembly with fixed seats</b>	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
<b>Stadiums, auditoriums,</b>	Per 4 seats of the permitted assembly occupants.	1	1.5	1 per 25 auto stalls. Minimum of 4

**PARKING STANDARDS TABLE**

Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H));	Maximum	Required bicycle parking spaces
<b>gymnasiums, theaters</b>				
<b>RESIDENTIAL</b>				
<b>Accessory dwelling unit (3)</b>	Per dwelling unit	1	N/A	None
	Per dwelling unit within 1/2 mile of a major transit stop (3)	0 / 1	N/A	None
<b>Affordable housing units within 1/4 mile of transit (any type) (4)</b>	Per dwelling unit within 1/4 mile of frequent transit service (4)	Studio – 0.75	N/A	1 per 7.5 auto stalls. 3 minimum per building
		1 bedroom – 1		
		2+ bedroom – 1.5		
<b>Single-family</b>	Per dwelling unit	2	N/A	None
	Per dwelling unit	2	N/A	None
<b>Duplexes (5)</b>	Per dwelling unit within 1/2 mile of frequent transit service (5)	0	N/A	0.5 per unit
	Per dwelling unit	Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	2
<b>Multifamily structures with four to six units (5)</b>	Per dwelling unit within 1/2 mile of a major transit stop	0	N/A	0.5 per unit
		Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	1 per 10 auto stalls. 2 minimum per building
<b>Multifamily structures with seven or more units (6)</b>	Per dwelling unit	(At least 10% of the total parking spaces must be set aside for unreserved guest parking)	N/A	1 per 10 auto stalls. 2 minimum per building
	Per dwelling unit within 1/2 mile of a major transit stop	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building
<b>Mobile home subdivision</b>	Per dwelling unit	2	N/A	None
<b>Mobile home parks (7)</b>	Per dwelling unit. (In mobile home parks, the parking spaces in excess of 1 per mobile home may be grouped in shared parking areas.)	1.5	N/A	None
<b>Rooming houses, lodging houses, bachelor or</b>	Per occupant	1	3	See multifamily
	Per room within 1/2 mile of a major transit stop	0.75	3	See multifamily

**PARKING STANDARDS TABLE**

Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H));	Maximum	Required bicycle parking spaces
efficiency units (6)				
Senior citizen apartments and housing for people with disabilities	Per 3 dwelling units	1	2	See multifamily
	Per dwelling unit within ¼ mile of frequent transit service (8)	0	N/A	0.25 per unit



**Off-Street Parking Dimension Table**

	45-Degree	60-Degree	90-Degree	Parallel
<b>Parking Stall Width (A)</b>	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')
<b>Parking Stall Depth (B)</b>	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')

### Off-Street Parking Dimension Table

	45-Degree	60-Degree	90-Degree	Parallel
Width of Driveway Aisle (C)	13'	18'	24'	12'
Width of One-Way Access Driveway (D)	14'	14'	14'	14'
Width of Parking Lot Access Driveway (E)	24'	24'	24'	24'

### X. Additional Provisions.

1. For day care, preschools, and nursery schools, one drop-off loading area must be provided per seven (7) students.
2. Restaurants in hotels and motels are managed as a separate use under parking requirements.
3. Accessory dwelling units within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail, bus rapid transit, or actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays, are not required to provide on-site parking spaces if adequate provision of on-street parking facilities is available as determined by the Director.
4. The requirements for reduced parking for affordable housing include the following:
  - a. Housing units must be affordable at fifty (50) percent of area median income or lower.
  - b. The housing unit is located within one-quarter mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day.
  - c. A covenant must be registered on title consistent with the requirements in Chapter 18A.90 LMC that will maintain units as affordable for a minimum of fifty (50) years.
5. For middle housing types, housing units that are within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, are not required to provide on-site parking if adequate provision of on-street parking facilities is available as determined by the Director.
6. For multifamily housing types:
  - a. Housing units within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day are required to provide 0.75 parking spaces per unit or one (1) space per bedroom, to a maximum of two (2) spaces per unit.



b. At least 10% of the total parking spaces must be set aside for unreserved guest parking.

7. In mobile home parks, parking spaces in excess of one (1) per mobile home may be grouped in shared parking areas.

8. For housing units that are specifically for seniors or people with disabilities and are within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day, no on-site parking is required.

[Ord. 772 § 2 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

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### **18A.80.060 Parking incentives.**

- A. When residential uses are combined with commercial uses in the same building, parking requirements may be reduced by twenty (20) percent, except when located within the CBD or TOC zoning districts for which parking requirements ~~are~~ may be reduced by thirty-five (35) percent.
- B. A structured parking space shall count as one and one-half (1.5) parking spaces towards the required number of parking spaces.
- C. When affordable housing is constructed pursuant to Chapter 18A.90 LMC, Housing Incentives Program, the parking space requirements shall be calculated employing any available modifications based upon LMC 18A.90.060.
- D. Shared Use Parking. Joint use of required parking spaces may be permitted where two (2) or more uses on the same site or separate sites in close proximity to one another are able to share the same parking spaces because their parking usage does not materially overlap (e.g., uses primarily of a daytime versus nighttime, or weekday versus weekend nature). Shared parking shall be legally encumbered and shall meet all of the applicable standards of this section pursuant to subsection (E) of this section, Off-Site Parking.
- E. Off-Site Parking. Joint use of required parking spaces may be authorized by the Director if the following documentation is submitted in writing to the Community and Economic Development Department:
  - 1. The names and addresses of the owners and/or tenants that are sharing the parking.
  - 2. The uses that are involved in the shared parking.

3. The location and number of parking spaces that are being shared.
  4. An analysis showing that the peak parking times of the uses occur at different times and/or that the parking area will be large enough for the anticipated demands of both uses.
  5. A legal instrument such as an easement or deed restriction that guarantees continuing access to the parking for both uses which shall be subject to review and approval by the Director.
- F. On-Street Parking Credit. Where adjacent roads are designed for on-street parking and approved by the Public Works Director, parking credit may be given for on-street parking.
- G. Electric Vehicle Charging Parking Provisions. For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five (5) percent of the total required parking spaces. For example, if forty (40) parking spaces are required and two (2) electric vehicle charging stations are provided, the total required parking may be reduced to thirty-eight (38) spaces, yielding thirty-six (36) "regular" parking spaces and two (2) electric vehicle charging parking spaces. Note that in this example the total reduction may not be in excess of two (2) spaces ( $40 \times 5\% = 2$ ), so if three (3) electric vehicle charging stations were provided instead, the total reduction in required parking would still be two (2) spaces, yielding thirty-five (35) "regular" parking spaces and three (3) electric vehicle charging parking spaces.
- H. Phased Reduction of Maximum Parking Standards. One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This reduction in parking can be accomplished by slowly phasing down the maximum allowable number of parking spaces over a period of years. This procedure has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, TDM has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available, and should be evaluated accordingly. ~~This technique should be periodically revisited to consider its viability but should not be implemented until its feasibility for Lakewood is established.~~
1. Minimum Optional Guidelines and Maximum Standards. To promote parking reduction, the optional minimum guideline listed in LMC 18A.80.030(F) serves as a suggested parking number but is not mandatory ~~for automobiles except for single family residential development~~. Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM, available on-street parking, and the potential for shared parking within walking distance and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

2. The number of parking spaces needed to serve a project must be demonstrated to the Director based upon a parking plan considering TDM techniques and other relevant factors. Upon justification to the satisfaction of the Director, whatever number of parking spaces agreed upon shall be the number required, and this shall be an enforceable condition of the approval.
  3. The maximum parking standards may be increased if the Director finds compelling reasons to do so. Such determination shall be at the sole discretion of the Director based upon such factors as unique site or use requirements, historical data of a particular use or other relevant factors indicating additional parking is necessary to properly serve a use or uses at a site.
  4. For large projects where a traffic study is required and the proposal has one hundred (100) or more employees, a comprehensive TDM strategy ~~may be proposed to achieve a reduction in minimum parking listed in LMC 18A.80.030(F)~~ will be a requirement to meet parking needs.
- X. The reduction in parking permitted under TDM shall be commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the Director under this provision include, but are not limited to, the following:

- a. Private vanpool operation;
- b. Transit/vanpool fare subsidy;
- c. Imposition of a charge for parking;
- d. Provision of subscription bus services;
- e. Flexible work hour schedule;
- f. Capital improvements for transit services;
- g. Preferential parking for carpools/vanpools;
- h. Participation in the ride-matching program;
- i. Reduction of parking fees for carpools and vanpools;
- j. Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
- k. Bicycle parking facilities including associated shower and changing facilities;
- l. Compressed work week;

- m. Telecommuting;
  - n. Other techniques and strategies approved by the Site Plan Review Committee.
5. Parking reduction under this subsection must provide information regarding the administration of the program to the Director. The information must include:
- a. Address each individual TDM strategy as part of the transportation impact analysis;
  - b. Provide the City with an estimate of peak hour employees as part of their development application and traffic impact analysis;
  - c. Provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;
  - d. Demonstrate how TDM strategies will be used to minimize the need for parking.
- l. Credit for Tree Preservation. For every significant tree and/or heritage tree preserved within the property, the required number of parking spaces may be reduced by one-half (0.5) spaces, provided the total reduction does not exceed five (5) percent of the total required parking spaces, when combined with all parking incentive credits. [Ord. 775 § 1 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

# Chapter 18A.90 HOUSING INCENTIVES PROGRAM

Sections:

- 18A.90.010** Definitions.
- 18A.90.020** Purpose.
- 18A.90.030** Applicability.
- 18A.90.040** General provisions.
- 18A.90.050** Inclusionary density bonuses.
- 18A.90.060** Development standard modifications.
- 18A.90.070** Fee reduction.
- 18A.90.080** Review process.
- 18A.90.090** Monitoring.

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## 18A.90.050 Inclusionary density bonuses.

A. Rate and Calculation. In return for the inclusion of a number of “qualified,” as defined herein, on-site units dedicated to serving and reserved for occupancy by very low and/or extremely low income, as defined herein, persons, families, or groups qualified units, one (1) additional, on-site market-rate unit is permitted as a bonus for each qualified very low income unit provided that is affordable at fifty (50) percent of area median income or less, and 1.5 additional, on-site market rate units are permitted as a bonus for each qualified extremely low income unit provided that is affordable at thirty (30) of area median income or less, up to a maximum percentage 25% above the maximum density permitted in the underlying zoning district as shown below.

### Inclusionary density bonuses

Zoning district(s)	Maximum density increase as a percentage of the base zoning district
R1, R2, R3, R4	10%
MR1, MR2, ARC, NC1, NC2	15%
MF1, MF2, MF3	20%
CBD, TOC	25%

B. Duration. Prior to the final approval of any land use application for which density bonuses are being sought, the owner of the affected parcels shall deliver to the City a duly executed covenant running with the land, in a form approved by the City Attorney, requiring that the qualified dwellings units created pursuant to this section shall remain as such for a period of at least twenty (20) years from the commencement date. The covenant shall form an enduring contractual

~~agreement between the owner/applicant and the City. The owner/applicant shall be responsible for the cost of preparing and recording the covenant, and the owner/applicant or subsequent owner(s) or operator(s) shall be responsible for administering the covenant. The commencement date shall be the date that the first lease agreement with a qualified renter becomes effective~~ of the certificate of occupancy or final building inspection.

- C. Siting of Units. The qualified units constructed under these provisions shall be integrated and dispersed within the development for which the density bonus is granted. The physical segregation of qualified ~~housing~~ units from unqualified market-rate housing units, or the congregation of qualified ~~housing~~ units into a single physical portion of the development, is prohibited.
- D. Size of Units. The size of the qualified units constructed under the provisions of this ~~chapter~~ section shall be proportionate to the size of the units contained in the entire project; e.g., if fifty (50) percent of the units in the project are one (1) bedroom units and fifty (50) percent are two (2) bedroom units, then the qualified units shall be divided equally between one (1) and two (2) bedroom units.
- E. Appearance of Units. Qualified units shall possess the same style and architectural character and shall utilize the same building materials as market-rate units.
- F. Completion. If a project is to be phased, the proportion of qualified units to be completed with each phase shall be determined as part of the phasing plan approved by the Director. [Ord. 726 § 2 (Exh. B), 2019.]

X. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

### **18A.90.XXX Density bonuses – religious organizations.**

- A. Calculation. In accordance with RCW 35A.63.300 and 36.70A.545, additional housing density is provided for property developed in partnership with religious organizations where all units are reserved for occupancy by qualified households under subsection (B). The density bonus amounts to an increase of twenty-five (25) percent above the density of the underlying zoning district.
- B. Qualified Households. A household may qualify for housing units under this section if:
  - 1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or
  - 2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.
- C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:

1. All housing units in the project are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);
2. The affordable housing development is part of a lease or other binding obligation that requires the development to be used exclusively for affordable housing purposes for at least fifty (50) years from the date of the certificate of occupancy or final building inspection, even if the religious organization no longer owns the property; and
3. The affordable housing development does not discriminate against any person who qualifies as a member of a low-income household based on race, creed, color, national origin, sex, veteran or military status, sexual orientation, or mental or physical disability; or otherwise act in violation of the Federal Fair Housing Amendments Act of 1988 (42 U.S.C. Sec. 3601 et seq.).

D. Rehabilitated Property. The bonus may be applied to the rehabilitation of an existing property.

E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a unit in a qualified project must also be considered a qualified household under subsection (B).

F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

### **18A.90.XXX Density bonuses – residential districts.**

A. Calculation. In accordance with RCW 36.70A.635, additional housing density is provided for all lots in Residential (R) districts where units are reserved for occupancy by qualified households under subsection (B). This density bonus is defined in LMC 18A.60.030(A).

B. Qualified Households. A household may qualify for housing units under this section if:

1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or
2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.

C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:

1. At least twenty-five (25) percent of housing units in the development are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);
2. The qualified units are part of a lease or other binding obligation that requires them to be used exclusively for affordable housing purposes for at least fifty (50) years from the date of the certificate of occupancy or final building inspection;
3. Qualified units have the same style and architectural character and utilize the same building materials as market-rate units;
4. The proportions of qualified units by size constructed under the provisions of this section shall be consistent with the proportion of units by size that are not qualified; and
5. The lot does not include a critical area or buffer as defined under Title 14 LMC.

D. Rounding. For the calculation of required units reserved as qualified units under subsection (C)(1), all fractions are rounded up.

E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a qualified unit must also be considered a qualified household under subsection (B).

F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

### **18A.90.060 Development standard modifications.**

~~In order to accommodate bonus housing units awarded under this program, the~~ The development standards set forth separately in this code may be modified as follows ~~for properties containing qualified housing units~~ for projects receiving bonus housing units under this chapter:

- A. Lot Coverage. Where it does not conflict with surface water management requirements, the maximum percentage of lot coverage may be increased by up to five (5) percent of the total square footage over the maximum lot coverage permitted by the underlying zoning district.
- B. Parking Requirements. For ~~multifamily developments containing qualified housing~~ qualified projects, the percentage of compact parking stalls may be increased up to fifty (50) percent of the total required parking. In addition, for



multifamily developments containing qualified housing dedicated to extremely-low-income, as defined herein, persons, families, or groups, the number of required parking stalls serving such units shall be reduced by fifty (50) percent.

- C. In circumstances where housing serving qualified ~~populations~~ households is located within one quarter (1/4) mile of transit routes and can be shown to generate significantly lower-than-average parking demand, parking requirements may be further reduced at the Director's discretion. The applicant shall be responsible for preparing any additional studies or evaluation required to provide evidence of demand.
- D. Building Height. The maximum building height may be increased by up to twelve (12) feet for those portions of the building(s) at least twenty (20) feet from any property line. [Ord. 726 § 2 (Exh. B), 2019.]

**18A.90.070 Fee reduction.**

~~In order to further stimulate the provision of qualified units under this program, review~~ Review fees for land use applications and building permits for properties containing ~~housing-qualifying units dedicated to serving very low income and/or extremely low income, as defined herein, persons, families, and groups~~ shall be reduced by the percentage shown below at the time of application based on the number of qualified units and maximum incomes for qualified households (adjusted for size). Discounts shall be applicable to the entire scope of the application; ~~including both standard and qualified units, and shall correspond to the percentage of dedicated qualified units in the overall project~~. For properties containing both levels of qualified units, the highest discount shall apply. For projects dedicating in excess of fifty (50) percent of units to qualified housing, a standard seventy-five (75) percent discount shall apply. Any available refunds for applications withdrawn in progress shall also be discounted correspondingly.

% of Qualified Units	Fee Reductions	
	<del>Discount for Very Low Income Qualified Units Affordable at 50% AMI or Below</del>	<del>Discount for Extremely Low income Qualified Units Affordable at 30% AMI or Below</del>
0 – 10 percent	10 percent	15 percent
11 – 20 percent	20 percent	25 percent
21 – 30 percent	30 percent	35 percent
31 – 40 percent	40 percent	45 percent
41 – 50 percent	50 percent	55 percent

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## **Chapter 18A.95      WIRELESS SERVICE FACILITIES**

Sections:

- 18A.95.005      Definitions.**
- Article I.      General**
- 18A.95.010      Purpose.**
- 18A.95.020      Applicability.**
- 18A.95.040      General provisions.**
- 18A.95.050      Controlling provisions.**
- Article II.      Macro Facilities**
- 18A.95.060      Application requirements.**
- 18A.95.070      Procedure for macro facilities permit.**
- 18A.95.080      Review criteria for macro facilities.**
- 18A.95.090      Priority of locations for macro facilities.**
- 18A.95.100      General siting and design requirements for macro facilities.**
- 18A.95.110      Structure-mounted macro facility siting and design requirements.**
- 18A.95.120      Tower siting and design requirements.**
- 18A.95.130      Collocation.**
- Article III.      Eligible Facility Requests**
- 18A.95.140      Purpose.**
- 18A.95.160      Application and review.**
- Article IV.      Small Wireless Facilities**
- 18A.95.170      Application requirements.**
- 18A.95.180      Review criteria.**
- 18A.95.190      Permit requirements.**
- 18A.95.200      Modifications.**
- 18A.95.210      Consolidated permit.**
- 18A.95.220      Design zones for small wireless facilities and deployments on pedestrian poles.**
- 18A.95.230      Small wireless facility design requirements.**
- 18A.95.250      Design requirements for new poles for small wireless facilities, deployments in design zones, and deployments on pedestrian poles.**

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## **Chapter 18A.100    SIGNS**

Sections:

- 18A.100.005    Definitions.**
- 18A.100.010    Purpose – Sign regulations.**
- 18A.100.030    Administration – Sign regulations.**
- 18A.100.040    Prohibited signs.**
- 18A.100.050    General provisions.**
- 18A.100.060    Provisions for permanent signs or continuous displays.**
- 18A.100.070    Provisions for temporary signs.**
- 18A.100.080    Nonconforming signs.**

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# **Title 18B          DOWNTOWN DEVELOPMENT CODE**

Chapters:

- 18B.100          Downtown District**
- 18B.200          Land Use and Zoning**
- 18B.300          Streets and Blocks**
- 18B.400          Site Design, Buildings, and Frontage**
- 18B.500          Landscaping, Open Space, and Green Infrastructure**
- 18B.600          Parking**
- 18B.700          Administration**

## **Chapter 18B.100     DOWNTOWN DISTRICT**

Sections:

- 18B.100.105     Purpose.**
- 18B.100.110     Vision and Objectives.**
- 18B.100.120     The Regulating Plan Map.**
- 18B.100.130     Definitions.**
- 18B.100.140     Relationship to Other Regulations.**

## Chapter 18B.200 LAND USE AND ZONING

Sections:

- 18B.200.210 Application within Downtown District.**
- 18B.200.220 Uses.**
- 18B.200.230 District-Wide Development Standards.**
- 18B.200.240 Colonial District Standards.**
- 18B.200.250 Transition Area Standards.**

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### **18B.200.220 Uses.**

- A. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Downtown District, except in the Low-Impact Mixed-Use Roads district. Permitted uses are subject to the approval of all required development permits; provided, that the following uses are prohibited:
  - 1. Prohibited Agriculture.
    - a. Raising and keeping of animals for agricultural purposes.
  - 2. Prohibited Commercial and Industrial Uses.
    - a. Accessory industrial.
    - b. Auto vehicle sales and rental.
    - c. Building contractor, light.
    - d. Building contractor, heavy.
    - e. Commercial recreation – outdoor.
    - f. Construction/heavy equipment sales and rental.
    - g. Fuel dealer.
    - h. Furniture/furnishings, cabinet shop.
    - i. Furniture/furnishings, equipment store.
    - j. Laundry, dry cleaning plant.
    - k. Manufacturing, assembling and packaging, medium.

- l. Manufacturing, assembling and packaging, heavy.
  - m. Metal product fabrication, machine and welding.
  - n. Mobile home, RV, and boat sales.
  - o. Motion picture production studios.
  - p. Outdoor storage.
  - q. Pawn brokers and secondhand dealers.
  - r. Petroleum product storage and distribution.
  - s. Recycling facility – processing facility.
  - t. Repair service – equipment, large appliances.
  - u. Scrap and dismantling yards.
  - v. Sexually oriented businesses.
  - w. Solid waste transfer station.
  - x. Storage, personal storage facility.
  - y. Swap meet.
  - z. Vehicle services, major repair/body work.
  - aa. Vehicle storage.
  - bb. Warehouse.
  - cc. Warehouse retail.
  - dd. Wholesaling and distribution.
  - ee. Wildlife preserve or sanctuary.
  - ff. Wine production facility.
3. Prohibited Eating and Drinking Establishments.
- a. None.
4. Prohibited Government Services.
- a. Maintenance shops and vehicle and equipment parking and storage areas for general government services.
5. Prohibited Health and Social Services.



- a. Medical service hospital.
  - 6. Prohibited Lodging.
    - a. None.
  - 7. Prohibited Open Space.
    - a. Not applicable.
  - 8. Prohibited Residential Uses.
    - a. Boarding house.
    - b. Detached single-family.
    - c. Two-family residential, attached or detached dwelling units.
    - d. Three-family residential, attached or detached dwelling units.
    - e. Stand-alone residential uses within the Colonial Overlay (C-O) or Town Center Incentive Overlay (TCI-O) districts. Mixed-use development in the C-O and TCI-O incorporating multifamily residential uses is allowed.
    - f. Mobile home park.
    - g. Mobile and/or manufactured homes in mobile home parks.
  - 9. Special Needs Housing.
    - a. Hospice Care Center.
    - ~~b. Type 4 Group Home.~~
    - ~~c. Type 5 Group Home.~~
  - 10. AICUZ.
    - a. Not applicable.
  - 11. Transportation.
    - a. None.
  - 12. Utilities.
    - a. None.
- B. The following uses are allowed provided the conditions listed herein are met:
- 1. Drive-through facilities; provided:

- a. Drive-through facilities are limited to one drive-through lane per establishment;
- b. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
- c. Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;
- d. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:
  - i. Drive-through facilities shall not parallel the Green Street Loop;
  - ii. Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall;
  - iii. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.

C. Conditionally Permitted Uses.

- 1. Pipelines.
- 2. Manufacturing, assembling and packaging, light allowed in the downtown district, except not allowed on retail streets, festival streets, or low-impact mixed-use streets. Where permitted, such uses shall be as part of mixed-use development with commercial, retail, or residential uses.

D. Low-Impact Mixed-Use Roads District. Permitted uses include professional office uses, personal services, private training schools, community and cultural services, single-family residential uses, multiple-family residential uses, and community and cultural services in areas not suitable for general commercial development or adjacent to residential development. The Director may permit other uses consistent with the uses allowed in the NC2 zoning district where the footprint of development and customer visits are compatible with adjacent single-family residential development within or outside the Downtown District. [Ord. 726 § 2(Exh. A), 2019; Ord. 695 § 2 (Exh. B), 2018.]

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## **Chapter 18B.300 STREETS AND BLOCKS**

Sections:

**18B.300.310 Streets and Blocks.**

...

## **Chapter 18B.400 SITE DESIGN, BUILDINGS, AND FRONTAGE**

Sections:

**18B.400.410 Site Design, Buildings, and Frontage.**

...

## **Chapter 18B.500    LANDSCAPING, OPEN SPACE, AND GREEN INFRASTRUCTURE**

Sections:

- 18B.500.510    Basic Standards.**
- 18B.500.520    Special Landscape Treatments.**
- 18B.500.530    Common and Open Space Standards.**
- 18B.500.540    Green Infrastructure.**

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## Chapter 18B.600 PARKING

Sections:

### 18B.600.610 Parking.

### 18B.600.610 Parking.

A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.

#### 18B-600-1. Off-Street Parking Requirements.

Land Use	Parking Requirement	Required Bicycle Parking Spaces
Residential	1 per dwelling unit	<u>1 per 10 auto stalls. 2 minimum per building</u>
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	<u>1 per 15 auto stalls. Minimum of 2</u>
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	<u>1 per 15 auto stalls. Minimum of 2</u>
Street level retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	<u>1 per 8,000 GSF of total retail. Minimum of 2</u>

B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one or more of the following:

1. Reduction Due to Shared Parking at Mixed-Use Sites and Buildings. A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. Reduction Due to Public Parking Availability. The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to 50 percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.
3. Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand. Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, based on collecting local parking data for similar land uses on a typical day for a minimum of eight hours.

C. Parking Location and Design. Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.

- D. Shared Parking. Shared parking is encouraged to support a walkable and pedestrian-oriented CBD where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter 18A.80 LMC.
- E. Public Parking. Public parking is permitted as a principal or accessory use in the Downtown District subject to the frontage and design standards.
- F. Dimensional Standards. Parking stall and circulation design shall meet the standards of Chapter 18A.80 LMC. [Ord. 726 § 2(Exh. A), 2019; Ord. 695 § 2 (Exh. B), 2018.]



## **Chapter 18B.700    ADMINISTRATION**

Sections:

- 18B.700.710    Form-Based Code Review.**
- 18B.700.720    Master Planned Development – Town Center Incentive Overlay.**
- 18B.700.730    Update of Nonconforming Lots.**

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# **Title 18C            STATION DISTRICT DEVELOPMENT CODE**

Chapters:

- 18C.100            Station District**
- 18C.200            Land Use and Zoning**
- 18C.300            Streets and Blocks**
- 18C.400            Site Design, Buildings, and Frontage**
- 18C.500            Landscape, Open Space, and Green Infrastructure**
- 18C.600            Parking**
- 18C.700            Administration**

## **Chapter 18C.100      STATION DISTRICT**

Sections:

- 18C.100.100      Background.**
- 18C.100.105      Purpose.**
- 18C.100.110      Vision and objective.**
- 18C.100.120      The regulating plan map.**
- 18C.100.130      Definitions.**
- 18C.100.140      Relationship to other regulations.**

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## Chapter 18C.200 LAND USE AND ZONING

Sections:

- 18C.200.210 Application within Station District.**
- 18C.200.220 Land use.**
- 18C.200.230 District-wide development standards.**

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### **18C.200.220 Land use.**

A. Allowed and Prohibited Uses. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Station District except for those prohibited uses listed below. Permitted uses are subject to the approval of all required development permits. Uses identified as prohibited below that legally existed prior to the adoption of this code are considered nonconforming.

1. Prohibited uses in the AC1 zoning district:
  - a. None.
2. Prohibited uses in the MF3 zoning district:
  - a. Building and landscape materials;
  - b. Convenience store;
  - c. General retail.
3. Prohibited uses in the NC2 zoning district:
  - a. Auto and vehicle sales/rental;
  - b. Building and landscape materials;
  - c. Solid waste transfer station;
  - d. Vehicle services, major repair/body work.
4. Prohibited uses in the TOC zoning district:
  - a. Accessory caretaker's unit.
5. Prohibited uses in the C2 zoning district:

- a. Auto and vehicle sales/rental;
  - b. Manufacturing, assembling, and packaging, medium;
  - c. Manufacturing, assembling, and packaging, heavy;
  - d. Metal products fabrication, machine and welding;
  - e. Mobile home, RV, and boat sales;
  - f. Recycling facility – processing facility;
  - g. Repair service – equipment, large appliances.
  - h. Vehicle services, major repair/body work;
6. Prohibited uses in the CI zoning district:
- a. Auto and vehicle sales/rental;
  - b. Building and landscape materials;
  - c. Construction/heavy equipment sales and rental;
  - d. Enhanced services facility;
  - e. Equipment rental;
  - f. Fuel dealer;
  - g. Furniture/fixtures manufacturing, cabinet shop;
  - h. Laundry, dry cleaning plant;
  - i. Manufacturing, assembling, and packaging, medium;
  - j. Manufacturing, assembling, and packaging, heavy;
  - k. Mobile home, RV, and boat sales;
  - l. Outdoor storage;
  - m. Pawnbrokers and secondhand dealers;
  - n. Recycling facility – processing facility;
  - o. Repair service – equipment, large appliances;
  - p. Secondhand stores;
  - q. Storage, personal storage facility;
  - r. Type 4 group home;

s. ~~Type 5 group home;~~

- t. Vehicle services, major repair/body work;
- u. Vehicle storage;
- v. Warehouse;
- w. Warehouse retail;
- x. Wholesaling and distribution.

B. Allowed Use Conditions. The following uses are allowed, provided the conditions listed below are met:

1. Uses in the MF3 zone within the LSDS boundary with an approved master plan per LMC 18C.700.720:
  - a. Multifamily use, four (4) or more units;
  - b. Mixed uses, when consistent with the following:
    - i. The commercial use is only permitted on the ground floor of the development; and
    - ii. A minimum ratio of four (4) square feet of multifamily use to one (1) square foot of commercial use is maintained.
2. Drive-through facilities; provided:
  - a. Drive-through facilities are limited to one (1) drive-through lane per establishment;
  - b. Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
  - c. Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;
  - d. Drive-through facilities shall be appropriately and attractively screened from the public right-of-way:
    - i. Drive-through lanes shall only be placed parallel to a road if separated by a distance of thirty (30) feet, or if fully screened by a fifteen (15) foot landscape setback with a designed landscape berm six (6) feet high at center of berm in fifteen (15) foot landscape setback) or three-and-one-half (3.50) foot decorative masonry wall;

- ii. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.

C. Conditionally Permitted Uses.

1. Pipelines.
2. Manufacturing, assembling and packaging, light, is allowed in the Station District, but such uses shall be as part of mixed-use development with commercial, retail, or residential uses.

D. Additional permitted uses in the MF3 zone within the LSDS.

1. Rowhouses.
2. Townhouses.
3. Three (3) family residential, attached. [Ord. 751 § 2 (Exh. B), 2021.]

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## **Chapter 18C.300 STREETS AND BLOCKS**

Sections:

**18C.300.310 Streets and blocks.**

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## **Chapter 18C.400 SITE DESIGN, BUILDINGS, AND FRONTAGE**

Sections:

**18C.400.410 Site design, buildings, and frontage.**

...

## **Chapter 18C.500    LANDSCAPE, OPEN SPACE, AND GREEN INFRASTRUCTURE**

Sections:

- 18C.500.510    Basic standards.**
- 18C.500.520    Special landscape treatments.**
- 18C.500.530    Common and open space standards.**
- 18C.500.540    Green infrastructure.**

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## Chapter 18C.600 PARKING

Sections:

### 18C.600.610 Parking.

### 18C.600.610 Parking.

A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.

**Table 18C.600-1. Off-Street Parking Requirements**

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
Residential	<p><b>Single-family:</b> 2 per dwelling unit</p> <p><b>Accessory dwelling:</b> 1 per dwelling unit; <del>provided, that no additional parking is required or zero</del> when located within one-quarter-half mile of the Sounder Station <u>or a bus rapid transit stop.</u> (RCW <a href="#">36.70A.698</a>)</p> <p><b>Senior citizen apartments:</b> 1 per 3 dwelling units*</p> <p><b>Multifamily housing:*</b></p> <p>Studio – <u>1 per unit</u></p> <p>1+ bedroom – <u>1.25 per unit</u></p> <p>(At least 10% of the total parking spaces must be set aside for unreserved guest parking)*</p> <p><i>*See process in subsection (B) of this section to prepare parking study to reduce further near station.</i></p>	Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC
	Retail, Services, Restaurants	<p>2 per 1,000 GSF minimum;</p> <p>3 per 1,000 GSF maximum</p>
Office	<p>2 per 1,000 GSF minimum;</p> <p>3 per 1,000 GSF maximum</p>	Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC
Street-Level Retail	<p>None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail</p>	Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC
3,000 sq. ft. or less per business		

B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one (1) or more of the following:

1. Reduction Due to Shared Parking at Mixed-Use Sites and Buildings. A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. Reduction Due to Public Parking Availability. The availability of public parking to accommodate the parking demand generated by the site or building. The

City may approve a reduction in the amount of required parking by up to fifty (50) percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.

3. Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand. Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight (8) hours.
4. Reduction for Housing in Proximity to Sounder Station or Bus Rapid Transit (RCW 36.70A.620). When located within one-quarter (0.25) mile of the Sounder Station, a bus rapid transit stop, or a fixed route transit stop receiving transit service at least four times per hour for twelve or more hours per day, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (0.75) space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee. At the discretion of the Director, this may require evidence that there is sufficient on-street capacity to accommodate parking requirements.

This exemption can apply to the following residential uses:

- a. Housing units that are affordable to very low-income or extremely low-income individuals, which may be exempted from parking requirements if serviced by a fixed route transit stop receiving transit service at least twice per hour for twelve or more hours per day;
  - b. Housing units that are specifically for seniors or people with disabilities, which may be provided with an exemption for all parking requirements;
  - c. Market rate multifamily housing.
5. Credit for Tree Preservation. For every significant tree and/or heritage tree preserved within the property, the required number of parking spaces may be reduced by one-half (0.5) spaces, provided the total reduction does not exceed five (5) percent of the total required parking spaces, when combined with all parking incentive credits.

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

In determining whether to grant a parking reduction, the Community Development Director may also consider if the project is proposed in an area

with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

- C. Parking Location and Design. Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.
- D. Shared Parking. Shared parking is encouraged to support a walkable and pedestrian-oriented Station District where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter 18A.80 LMC.
- E. Public Parking. Public parking is permitted as a principal or accessory use in the Station District subject to the frontage and design standards.
- F. Dimensional Standards. Parking stall and circulation design shall meet the standards of Chapter 18A.80 LMC. [Ord. 775 § 1 (Exh. A), 2022; Ord. 772 § 2 (Exh. A), 2022; Ord. 751 § 2 (Exh. B), 2021.]

## **Chapter 18C.700    ADMINISTRATION**

Sections:

- 18C.700.710    Form-based code review.**
- 18C.700.720    Optional master planned development.**
- 18C.700.730    Update of nonconforming lots.**

# Lakewood Comprehensive Plan: Development Regulations

# A

WORKING DRAFT | August 2024

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T E T A T

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# Introduction

## Overview

As part of the updates to the Lakewood Comprehensive Plan, a thorough audit of the existing development regulations is essential to ensure alignment between policies and the Lakewood Municipal Code. This audit will ensure that these regulations do not conflict with the goals and policies of the Comprehensive Plan and can guide Lakewood’s future growth in a sustainable and balanced manner.

This review provides a clear framework for Council, city staff, stakeholders, and the broader community to understand the recommended changes as part of this process. The revisions included provide both the changes necessary to reflect changes in the policies included in the Plan, and other required edits due to adjustments in the Growth Management Act and other enabling state statutes.

## Structure of the Audit

The audit of the City of Lakewood's development regulations is organized into a table format with three main columns, ensuring a clear and effective review process:

- **Original Code:** This column lists the current text of the Lakewood Municipal Code.
- **Rationale for Changes:** This column provides the reasons for proposed changes to the code, linking the adjustments to necessary alignment with the Comprehensive Plan and state statutory changes.
- **Final Edited Code:** This column shows the proposed amended code, with the final text provided in line to allow for comparison with the original code.

This structured table format ensures that the audit process is transparent and easy to understand for decision-makers and stakeholders, focusing particularly on improving housing policies. Note that there is also a full version of the relevant code provided at the end of this document with markups to show the proposed changes. (Note for the August 2024 version that renumbering of the policies has not been performed; this will not be done until the edits have been finalized.)

These edits included the following Titles:

- Title 18A (Land Use and Development Code)
- Title 18B (Downtown Development Code)
- Title 18C (Station District Development Code)

**Note:** T A T A T A T  
E T A T

# Code Audit

## Title 18A LAND USE AND DEVELOPMENT CODE

### Chapter 18A.10 BASIC PROVISIONS

Revisions	Rationale for Change
<b>18A.10.010 Title.</b>	
This title shall be <del>shall be</del> known and may be cited as the “Lakewood Land Use and Development Code,” hereinafter referred to as “this title” or “this code.” [Ord. 726 § 2 (Exh. B), 2019.]	<ul style="list-style-type: none"><li>▪ Proofing change.</li></ul>
<b>18A.10.020 Purpose.</b>	
...	
Specifically, this code is intended to:	
A. Foster improved relationships and harmony among land uses in order to overcome past, haphazard development patterns.	
B. Preserve the qualities of those residential neighborhoods that offer desirable living environments, while encouraging improvement to others whose character undermines good-quality living conditions.	
C. Diminish the reliance of current development patterns on automobile use and, over time, integrate multi-modal transportation opportunities into new development and redevelopment to support pedestrians, bicycles, and transit as well as cars.	
<u>X. Plan for housing to ensure affordability across all income levels, support different housing types to meet a range of household needs, and support the preservation of existing affordable housing stock.</u>	<ul style="list-style-type: none"><li>▪ Provide a clear policy note in this document to highlight the importance of housing.</li></ul>
D. Provide for adequate public facilities and services to support land development.	
E. Promote social and economic well-being through integration of aesthetic, environmental, and economic values.	
F. Encourage protection of environmentally critical or historically significant resources.	
G. Ensure provision of adequate space for <del>housing,</del> commercial/industrial endeavors, and other activities necessary for public welfare.	

**Revisions**

**Rationale for Change**

H. Provide for effective and equitable administration and enforcement of the regulations contained herein. [Ord. 726 § 2 (Exh. B), 2019.]

...

**18A.10.120 Establishment of zoning districts**

...

B. Each zoning district and the abbreviated designation suffix are listed below. See subsections (C) and (D) of this section and Chapter 18A.40 LMC for more details about each zoning district.

[ TABLE ]

- This table is adjusted to rename “Single-Family Residential” to “Residential”. Changes that allow middle housing in these areas means that the name should be broader in scope.

C. Relationship between Comprehensive Plan Future Land Use Map Designations and Zoning Districts.

[ TABLE ]

D. Purpose and Applicability of Zoning Districts.

1. ~~Single-Family~~ Residential Zoning Districts.

- “Single-Family Residential” is renamed to “Residential” as changes that allow middle housing in these areas means that the name should be broader in scope.

a. Purpose. The Residential 1 (R1) ~~and Residential 2 (R2)~~ zoning districts ~~provide for a continuation of large residential lots in specific areas where a pattern of large lots and extensive tree coverage exists. These zoning districts seek to preserve the identity of these residential areas, preserve significant tree stands and riparian environments along lake shores and within stream corridors, and reduce traffic volumes in the east-west arterial corridors, primarily consists of larger residential lots where environmental factors would prevent more intensive development. This includes environmentally sensitive areas where development may impact lakes, creek habitat and Lakewood Water District wellheads.~~

- This has been rewritten as R1 zones will remain as larger lots, but should be targeted to areas where critical areas prevent additional development. In this case, R2/R3 should be combined.

~~The Residential 3 (R3) and Residential 4 (R4) zoning districts are the City’s primary residential zones, which provide for single-family dwellings in established residential neighborhoods. The Residential 4 (R4) designation provides for increased residential density through smaller lot sizes and allowance for residential development comprising two (2) units per lot.~~

- This is removed to realign R2 and R3, and provide a new definition for R4 areas.

The Residential 2 (R2) and Residential 3 (R3) zoning districts accommodate a range of detached and attached housing types, including middle housing, accessory dwelling units (ADUs), and smaller- and moderate-scale multi-family housing.

- This is added to indicate that R2 and R3 zones will largely accommodate middle housing options given the increased density allowed on individual lots.

## Revisions

## Rationale for Change

The Residential 4 (R4) zoning districts include single-family, middle housing, ADUs, and smaller- and moderate-scale multi-family housing with greater densities and smaller lot sizes. These areas are typically allocated in neighborhoods where housing on individual lots is expected, but the area includes supporting infrastructure, amenities, and services that allow for higher-density development.

- This is added to acknowledge that the revised density of R4 zones is now comparable to the previous MR1/MR2 zones, and can accommodate additional development.

b. Applicability. The R1, ~~and R2, R3, and R4~~ zoning districts are applicable to lands designated Residential ~~Estate~~ in the comprehensive plan.

- “Residential Estate” is removed under this new land use framework.

~~The R3 and R4 zoning districts are applicable to lands designated Single-Family in the comprehensive plan.~~

- See above. All single-use residential zones are now included under one category.

...

### 3. Multifamily Zoning Districts.

a. Purpose. The Multifamily designation supports a mix of low- and moderate-density housing options that provides a variety of options for diverse families and lifestyles. This designation represents a transition to areas that include a greater amount of multifamily housing on larger lots.

- An introduction is provided to be consistent with other sections.

The Multifamily 1 (MF1) zoning district provides for a variety of medium-density housing types and designs offering a wide choice of living accommodations for families of diverse composition and lifestyles. The designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood. ~~Urban design elements such as private and public open space, pedestrian orientation and connections, and security are integrated into the housing to create a high standard of community cohesion and character.~~

- The urban design elements are removed as these are not a defining characteristic specifically of the MF zones.

The Multifamily 2 (MF2) zoning district provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. ~~Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.~~

- The urban design elements are removed as these are not a defining characteristic specifically of the MF zones.

The Multifamily 3 (MF3) zoning district is intended to integrate urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/residential districts. The MF 3 zoning districts are predominantly located adjacent to land zoned NC2, CBD, or SD.

...

### 18A.10.130 Establishment of overlay districts.

...

## Revisions

## Rationale for Change

B. Each overlay district and the abbreviated designation suffix are listed below.

[ TABLE ]

The boundaries of overlay districts are shown on the City's official Overlay Districts Map included in Article XX Chapter 18A.50, which is included below as Figure 1 and hereby adopted as part of this title, and are further described as follows:

- This adds the transit overlay district and specifically highlights the article that discusses the overlay districts in more depth to ensure that the map is not duplicated.

...

X. The boundaries of the Transit (T) overlay shall be areas designated as Residential that are found within one-quarter (1/4) mile of a major transit stop for bus rapid transit (BRT) and commuter rail. These areas allow for increased residential densities beyond what is allowed under Residential designations for locations once service is available.

- This incorporates the transit overlay into the development regulations. Note that this is done versus providing a simple distance measure to ensure that the city has the flexibility to change the boundaries as needed.

...

### 18A.10.180 Definitions.

...

"Accessory dwelling unit (ADU)" means a habitable dwelling unit added to, created within, or detached from and on the same lot with a single family dwelling, a single-family housing unit, duplex, triplex, townhome, or other housing unit that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

- This removes the conflict in the definition with the attached/detached ADU definition below, which indicates that they may be provided with other types of housing units.

...

"Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household's monthly income. ~~For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low- or moderate-income households. If not otherwise defined, affordable housing means housing that is within the means of:~~

- This definition is provided to clarify the term affordable housing to be consistent with statute and Department of Commerce recommendations.

1. Households in rental units earning sixty (60) percent of area median income or less; or

2. Households in ownership units earning eighty (80) percent of area median income or less.

...

"Emergency amendment" means any proposed change or revision to the Comprehensive Plan due to a situation that requires expeditious action to preserve the health, safety or welfare of the public; and when adherence to the annual amendment process would be further detrimental to public health, safety or welfare. Emergency amendments may be reviewed and acted upon outside the annual amendment review cycle.

- Added to provide a clear definition for the revised section on emergency amendments.

## Revisions

## Rationale for Change

“Emergency housing” means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. ~~RCW 36.70A.030(9)~~. Emergency housing is not a group home under LMC Title 18A, 18B, or 18C.

- Remove RCW reference as it is currently incorrect.

“Emergency shelter” means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations. ~~RCW 36.70A.030(10)~~. Emergency shelter facilities are not a group home under LMC Title 18A, 18B, or 18C.

- Remove RCW reference as it is currently incorrect.

...

“Permanent supportive housing” means subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors ~~(RCW 36.70A.030(19))~~. ~~Permanent supportive housing does not mean multifamily housing projects with fewer than fifty (50) percent of the units providing permanent supportive housing.~~ Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

- This definition is provided to clarify the term to be consistent with statute and Department of Commerce recommendations.
- Remove RCW reference as it is currently incorrect.

...

“Qualified household” means a household which has been assessed to meet the eligibility requirements to rent or purchase a qualified unit.

- This provides a definition to support Chapter 18A.70 LMC.

“Qualified project” is a residential or mixed-use development which includes qualified units and receives a bonus under Chapter 18A.90 LMC.

- This provides a definition to support Chapter 18A.70 LMC.

Revisions	Rationale for Change
<p>“Qualified unit” means residential housing <del>for rental occupancy which, as long as the same is occupied by a very low income or extremely low income, as defined herein;</del> requires payment of monthly housing costs, including utilities other than telephone, of no more than thirty (30) percent of <del>the resident’s or residents’ income(s) household income.</del> If not otherwise specified, these units shall be affordable to households with incomes of:</p> <ol style="list-style-type: none"> <li>1. Sixty (60) percent of area median income adjusted for household size for rental housing; or</li> <li>2. Eighty (80) percent of area median income at the time of sale adjusted for household size for owner-occupied housing.</li> </ol>	<ul style="list-style-type: none"> <li>▪ This clarifies the definition included in the Code and highlights the definition given the different possible income levels where this can be applied.</li> </ul>
<p>“Religious organization” means the <u>federally protected practice of a recognized religious assembly, school, or institution that owns or controls real property.</u></p>	<ul style="list-style-type: none"> <li>▪ This definition is provided to clarify the term to be consistent with statute and Department of Commerce recommendations.</li> </ul>
<p>“STEP housing” means <u>emergency shelter, transitional housing, emergency housing and permanent supportive housing.</u></p>	<ul style="list-style-type: none"> <li>▪ New definition provided to be consistent with Department of Commerce guidelines.</li> </ul>
<p>“Transitional housing” means a project that provides housing and supportive services to homeless persons or families for up to two (2) years and that has as its purpose facilitating the movement of homeless persons and families into independent living (RCW 84.36.043(2)(c)). <del>Transitional housing does not mean multifamily housing projects with-</del> This definition does not apply if fewer than fifty (50) percent of the units <u>in a multifamily project are</u> providing transitional housing.</p>	<ul style="list-style-type: none"> <li>▪ Edited for clarity.</li> </ul>

## Chapter 18A.20 ADMINISTRATION

(no change)

## Chapter 18A.30 DISCRETIONARY PERMITS

Original Goal/Policy	Rationale for Change
<p><b>Article I. Comprehensive Plan Amendment</b></p>	
<p><b>18A.30.020 Plan amendment procedures – Comprehensive plan.</b></p>	<ul style="list-style-type: none"> <li>▪ This section was difficult to read as a single paragraph, and has been split into subsections for readability.</li> </ul>
<p><u>X.</u> Individual and agency initiated proposals to amend the Lakewood Comprehensive Plan shall be submitted to the Department on forms provided by the City.</p>	

**Original Goal/Policy**

**Rationale for Change**

X. Proposals may be submitted at any time; however, to be considered in the same calendar year, they must be submitted by the deadline set by the City Council, unless otherwise specifically authorized by the City Council.

X. All proposals shall be considered collectively once each year except in the case of an emergency as determined by the City Council (see LMC 18A.30.090, Timing and exemptions).

X. The comprehensive plan amendment calendar shall be approved by the City Council. No fee shall be charged at this proposal stage.

X. The Department shall maintain a log or docket of all such proposals including a summary of the proposal, the principal proponent’s name and address, the date on which the proposal was submitted, and its review status. [Ord. 726 § 2 (Exh. B), 2019.]

...

**18A.30.090 Timing and exemptions.**

A. The City will consider proposed amendments to the comprehensive plan only once each year, except when amendments are adopted as part of:

...

3. The response to an existing emergency, as specified in LMC 18A.30.XXX;

▪ This is included to reference new code language regarding emergency amendments.

...

5. The resolution of an appeal filed with the Growth Management Hearings Board or with a court; ~~or~~

6. The amendment of a capital facilities element that occurs concurrently with the adoption or amendment of the City budget; or

7. An update to the Transit Overlay under Article XX Chapter 18A.50.XXX consistent with changes in transit service.

▪ This is added to ensure that changes in transit can be reflected immediately and do not require waiting for the yearly update.

...

**18A.30.XXX Emergency amendments.**

▪ This section has been added to be consistent with [RCW 36.70A.130\(2\)\(b\)](#).

A. Emergency amendments to the Comprehensive Plan are those required in situations where regulatory action is needed to provide for the immediate protection of public health, safety, and welfare; and when adherence to the annual amendment process would be further detrimental to public health, safety or welfare.

▪ This provides a definition for an emergency under [RCW 36.70A.130\(2\)\(b\)](#) and [WAC 365-196-640](#). Note that there is no definition of “emergency” in Chapter RCW 36.70A, although this is specifically managed differently from a development moratorium.

B. The process to amend the Comprehensive Plan will be initiated by the City Council upon adoption of a resolution specifying the nature of the emergency.

▪ This is consistent with the process provided in [WAC 365-196-640](#).



**Original Goal/Policy**

**Rationale for Change**

C. Emergency amendments will be assessed by City staff at the direction of Council and reviewed by the Planning Commission at a public hearing consistent with the requirements of LMC 18A.30.030. A subsequent recommendation from the Planning Commission on the proposed emergency amendment will be forwarded to the City Council.

▪ This is consistent with the process provided in [WAC 365-196-640](#).

D. The City Council will evaluate the proposed emergency amendments based on recommendations of the Planning Commission. The Council may take action on the proposed emergency amendment after a public hearing.

▪ This is consistent with the process provided in [WAC 365-196-640](#).

...

**Article III. Cottage Housing**

**18A.30.250 Development standards.**

Cottage housing development shall be subject to the following development standards:

A. Density.

1. In the R1 and R2 zoning districts, cottage housing development shall be allowed a density not to exceed ~~three (3)~~ 1.5 times the base density allowed in the underlying zone.

▪ This has been adjusted given the increases in density required under [RCW 36.70A.635\(1\)\(a\)](#).

~~2. In R3 and R4 zoning districts, cottage housing developments shall be allowed a density not to exceed two (2) times the base density allowed in the underlying zone.~~

▪ This has been removed given the increases in density required under [RCW 36.70A.635\(1\)\(a\)](#).

...

**18A.30.280 Parking.**

A. A minimum of two (2) parking spaces per cottage shall be provided for the entire development. An additional fifteen (15) percent of total required spaces shall be designated for guests. If the lot is within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, no parking is required if adequate provision of on-street parking facilities is available as determined by the Director.

▪ This has been changed to reflect the adjustments in parking requirements for areas located close to major transit stops as per [RCW 36.70A.635\(6\)\(d\)](#). Note that cottage housing is considered "middle housing" under [RCW 36.70A.030\(26\)](#).

...

**Article VIII. Temporary Use Permits**

**18A.30.740 Standards.**

...

E. No temporary use shall occupy a site or operate within the City for more than forty-five days (45) days within any calendar year, except as follows:

...

**Original Goal/Policy**

**Rationale for Change**

3. Hosting the homeless by a religious organization is permitted for a total of six months during a year, with a three-month separation required between continuous hosting terms of a maximum of four months at any one time.

- This is adjusted to account for the requirements on timing included under [RCW 35A.21.360\(d\) and \(e\)](#).

...

**Chapter 18A.40 LAND USES AND INTERPRETATION TABLES**

**Original Goal/Policy**

**Rationale for Change**

...

**18A.40.010 Purpose.**

The purpose of this chapter is to establish permitted land uses for the City of Lakewood. The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied, or maintained. The use is considered permanently established when that use will be or has been in continuous operation for a period exceeding sixty (60) days, except that in no case shall a transitory accommodation, which may be allowed to operate continuously for a period of up to ~~ninety (90)~~ one hundred twenty (120) days. A use which will operate for sixty (60) days or less, and hosting the homeless by religious organizations, are considered temporary uses and are subject to the requirements of Chapter 18A.30 LMC, Article VIII. All applicable requirements of this code, or other applicable state or federal requirements, shall govern a use located within the Lakewood City limits. [Ord. 756 § 2, 2021; Ord. 726 § 2 (Exh. B), 2019.]

- This is adjusted to account for the requirements on timing included under [RCW 35A.21.360\(d\) and \(e\)](#).

...

**18A.40.020 Interpretation of land use tables.**

...

F. If a parenthetical designation number "(B)(-)" appears in the box describing the use, or in the box at the intersection of a column and a row, the use is subject to specific development and/or operational requirements which may be in addition to or in place of general requirements of this and other applicable titles. Such use-specific requirements typically follow the table and correspond to the number in the table, although some such requirements, such as those for specialized senior housing, are set forth in separate chapters.

- This has been changed to acknowledge that the designation may differ for the summary table included in this section and provide consistency accordingly.

**Original Goal/Policy**

**Rationale for Change**

G. Any proposed use not listed in the land use table(s) shall be classified by the Director as permitted, conditional, or not permitted, based on the listed use to which the proposed use is most similar. Where there is a question regarding the inclusion or exclusion of a particular proposed use within a particular zoning district, use category, or use type, the Director shall have the authority to make the final determination. If the Director determines that the proposed use is not similar to any use in the land use table(s), the proposed use shall not be permitted.

~~The determination of the Director shall be appealable to the Hearing Examiner as set forth in Chapter 18A.20 LMC, Part IV.~~

~~The Director shall report interpretation decisions to the Planning Commission when it appears desirable and necessary to amend this title.~~

- This has been split between different subsections to aid in readability.

X. The determination of the Director shall be appealable to the Hearing Examiner as set forth in Chapter 18A.20 LMC, Part IV.

- This has been added as noted above.

X. The Director shall report interpretation decisions to the Planning Commission when it appears desirable and necessary to amend this title.

- This has been added as noted above.

...

X. Summary Land Use Table. This table provides a summary of the land use tables included in this chapter, excluding open space. In cases where there are differences between this table and other land use tables in this chapter, the other table will take precedence. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

[ NEW TABLE + FOOTNOTES ]

- This summary table has been added at the request of the city. Two points will need to be considered with managing this section going forward:

First, if this is essentially a duplicate chart in the code, there will be a need to ensure that there are no conflicts between this table and the individual use tables. (And that any conflicts can be resolved clearly, as noted in this provision.)

Second, the land uses included specifically for parks and open space do not map well to other categories and should be treated differently.

Over the longer term, the city may consider consolidating Chapter 18A.40 to only include the summary table, but this would likely involve a more detailed review of code references in the document which would be challenging to manage as part of changes from a Comprehensive Plan update.

**18A.40.060 Essential public facilities.**

A. Essential Public Facilities Land Use Table. See LMC 18A.40.060(B) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

[ TABLE ]

- This table has been edited to include “Organic materials (OM) management facilities”, as per [RCW 36.70A.142](#). Note that while this is not required until January 1, 2025, this should be included if these developments regulations are not updated by that point.

B. Development and Operating Conditions.

...

**Original Goal/Policy**

**Rationale for Change**

2. Except for special needs housing, existing electrical transmission lines of higher voltage than 115 kV, and military installations, essential public facilities shall require a conditional use permit. In addition to the regular conditional use permit review criteria, the following shall apply:

...

g. Distribution of Essential Public Facilities. In considering a proposal, the City shall examine the overall distribution of essential public facilities within greater Pierce County to avoid placing an undue burden on any one community, especially overburdened communities as defined under RCW 70A.02.010(11).

- This provides an update that explicitly includes a mention of "overburdened communities" as defined under [RCW 70A.02.010\(11\)](#). This is consistent with objectives in the Comprehensive Plan to manage racially disparate impacts in the community.

...

k. Proposed Impact Mitigation. The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies), including consideration of overburdened communities. Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures shall be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

- This provides an update that explicitly includes a mention of "overburdened communities" as defined under [RCW 70A.02.010\(11\)](#). This is consistent with objectives in the Comprehensive Plan to manage racially disparate impacts in the community.

**18A.40.110 Residential uses.**

A. Residential Land Use Table. See LMC 18A.40.110(B) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

[ TABLE ]

- Additional allowances for middle housing types are provided to ensure compliance with [RCW 36.70A.635\(5\)](#).
- Duplex/triplex uses have been adjusted to allow them to be accommodated across all residential zones.
- Four- to sixplex uses have been separated from other multifamily uses to allow them to be accommodated across all residential zones to meet requirements under [RCW 36.70A.635\(5\)](#).

B. Operating and Development Conditions.

1. Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the following restrictions:

a. ~~One (1)~~ Up to two (2) ADUs shall be allowed as ~~an~~ accessory uses in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit. ADUs shall not be included in the density calculations. A lot shall contain no more than ~~one two (12)~~ ADUs.

- This has been updated to consider requirements under [RCW 36.70A.681\(1\)\(c\)](#).

Original Goal/Policy	Rationale for Change
<p>x. <u>Lots designated with critical areas or their buffers shall be allowed up to one (1) ADU as an accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit.</u></p>	<ul style="list-style-type: none"> <li>This considers the exception under <a href="#">RCW 36.70A.681(4)</a>, and ensures that larger lots that may have more than one ADU.</li> </ul>
...	
<p>e. <del>An ADU shall be designed to maintain the appearance of the principal dwelling as a single-family residence.</del></p>	<ul style="list-style-type: none"> <li>This considers the limitation on design requirements under <a href="#">RCW 36.70A.681(f)(h)</a>.</li> </ul>
...	
<p>g. The design of an attached ADU, including the facade, roof pitch and siding, shall be complementary to the principal dwelling unit, <del>so as not to be obvious from the outside appearance that it is a separate unit from the principal dwelling unit.</del></p>	<ul style="list-style-type: none"> <li>This considers the limitation on design requirements under <a href="#">RCW 36.70A.681(f)(h)</a>.</li> </ul>
<p>h. A minimum of one (1) off-street parking space shall be required for the ADU, in addition to the off-street parking required for the principal dwelling, pursuant to LMC 18A.80.030(F). Such parking shall consist of a driveway, carport, garage, or a combination thereof, located on the lot they are intended to serve.</p>	<ul style="list-style-type: none"> <li>Note that this is consistent with <a href="#">RCW 36.70A.681(2)</a>.</li> </ul>
<p>i. For lots located within one-quarter (1/4) mile of a Pierce Transit bus route; <del>or one-half (1/2) mile of the Sound Transit Lakewood Station, commuter rail or bus rapid transit stop, or other major transit stop providing fixed route service at intervals of at least fifteen minutes for at least five hours during weekday peak hours, and also zoned R1, R2, R3, R4, MR1, MR2, MF1, MF2, or TOC,</del> off-street parking <del>for an ADU may</del> shall not be required provided there is adequate street capacity <del>as determined by the Director, and there is curb, gutter, and sidewalk, constructed to City standards, adjoining the lot where an ADU is proposed. Parking may be required.</del> Adequate street capacity is present if the ADU is in an area with <del>a lack of</del> access to street parking capacity, <del>no</del> physical space impediments, <del>or</del> <u>and no</u> other reasons to <del>support</del> <u>indicate</u> that on-street parking is infeasible for the ADU.</p>	<ul style="list-style-type: none"> <li>This retains the existing relaxation of parking requirements, and includes the conditions under <a href="#">RCW 36.70A.681(f)(c)</a>.</li> </ul>
...	
<p>k. <del>Where the residential accessory building is detached from an existing single family structure, the building height shall be limited to twenty four (24) feet.</del></p>	<ul style="list-style-type: none"> <li>This is not permitted under <a href="#">RCW 36.70A.681(f)(g)</a></li> </ul>
...	
<p>x. <u>Discrete ownership of an ADU may be created through the residential binding site plan and/or condominium declaration process pursuant to Chapter 17.30 LMC and Chapter 64.34 RCW as applicable.</u></p>	<ul style="list-style-type: none"> <li>This ensures that there is clarity that this is not prohibited under <a href="#">RCW 36.70A.681(f)(k)</a>. Note that no changes to subdivision/condo regulations have been proposed, as the process may align with the current framework.</li> </ul>

2. Standards – Boarding House.

**Original Goal/Policy**

**Rationale for Change**

a. Parking Requirements. At a minimum, there must be one (1) off-street parking stall per occupant, or 0.75 space per room if the lot is within one-quarter (1/4) mile of a commuter rail or bus rapid transit stop. An owner may reduce the off-street parking requirement if an affidavit is signed that an occupant does not own a vehicle.

▪ This relaxation of parking requirements is intended to generally align with [RCW 36.70A.620](#).

**18A.40.120 Special needs housing.**

....

B. Special Needs Housing Table. See subsection C of this section for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts. ~~See Chapter 18A.50 LMC, Article III, for the emergency housing and emergency shelter overlay (EHESO) district map.~~

▪ Mention of the EHESO is removed, as the underlying zoning designations meet the necessary requirements.  
▪ Edits to the table are provided to include special needs housing in additional areas and remove type 4 and 5 group homes from areas as defined in the Subarea Plans.

[TABLE]

C. Development and Operating Conditions.

5. General Development and Operating Conditions – Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Development and Operation Conditions.

a. Purpose and Applicability.

...

ii. Supportive housing facilities are allowed in all residential districts, provided they are of a similar scale as surrounding development (e.g., lot coverage, setbacks, impervious surface requirements, building height, etc.) ~~As the needs of residents increase and/or the size of the facilities increase, such facilities should be located within areas of the City that allow increasing intensity of use and are in proximity of services in accordance with state law.~~

▪ This has been edited for clarity.

b. Performance Standards.

i. General Requirements for Emergency Housing, Emergency Shelter, Permanent Supportive Housing, and Transitional Housing Operations and Development Conditions.

(a) General.

(vi) All facilities must comply with the provisions of crime prevention through environmental design (CPTED) under LMC 18A.60.090, 18B.500.530 or 18C.500.530 as applicable and permitted under state law. ~~provided, however, that existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to comply with CPTED unless the relevant structural elements of the building are being altered as part of the conversion.~~

▪ Edited to indicate that CPTED requirements are suggested in all areas and required where state law does not prohibit them.  
▪ Separated the final sentence to a new provision below.

**Original Goal/Policy**

**Rationale for Change**

(x) Existing buildings being converted to emergency housing, emergency shelter, permanent supportive housing or transitional housing shall not be required to make structural changes solely to comply with CPTED requirements unless the relevant structural elements of the building are being altered as part of the conversion.

- Separated for readability.

...

ii. Special Conditions for Emergency Housing and Emergency Shelters. In addition to the requirements under subsection (C)(5)(b)(i) of this section, emergency housing and emergency shelters are required to comply with the following:

(a) Facility Standards.

(i) No ~~special needs housing~~ emergency housing or emergency shelter may be located within an ~~eight hundred eighty one thousand (1,000,880)~~ foot radius of another property with emergency housing or an emergency shelter unless sponsored by the same governmental, religious, or not-for-profit agency.

- Per [Commerce HB 1220 guidance \(Book 2\)](#), maximum spacing should not exceed 880 feet.
- Note that this excludes other “special needs housing”, which may encompass a broader range of housing types outside (ii).

(ii) Emergency housing and emergency shelters must meet all federal, state, county and local requirements to ensure housing safety and habitability, including occupancy requirements under the fire code.

- This is included to highlight the potential role for using the fire code to enforce occupancy requirements.

~~(iii) In residential zones, no more than one (1) adult bed per two hundred fifty (250) square feet of floor area is allowed per facility. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.~~

- The definition of “reasonable occupancy requirements” under [RCW 35A.21.430](#) has not been included. Relying on capacity limitations under the fire code as indicated above may have a stronger foundation if these requirements are identified as being arbitrary.

~~(iii) In all other zones, no more than one (1) adult bed per thirty five (35) square feet of floor area is allowed per facility.~~

- The definition of “reasonable occupancy requirements” under [RCW 35A.21.430](#) has not been included. Relying on capacity limitations under the fire code as indicated above may have a stronger foundation if these requirements are identified as being arbitrary.

...

iii. Special Conditions for Permanent Supportive and Transitional Housing. In addition to the requirements under subsection (C)(5)(b)(i) of this section, permanent supportive housing and transitional housing are required to comply with the following:

(a) Facility Standards.

(i) In residential zones, individual facilities ~~shall not have more than eighty (80) dwelling units and~~ are subject to the density standards of residential uses allowed in the zone where the facility is located. For the purposes of this section the following zones are considered residential zones: R1, R2, R3, R4, MR1, MR2, MF1, MF2, and MF3.

- The definition of “reasonable occupancy requirements” under [RCW 35A.21.430](#) has not been included. Relying on capacity limitations under the fire code as indicated above may have a stronger foundation if these requirements are identified as being arbitrary.

Original Goal/Policy

Rationale for Change

...

## Chapter 18A.50 OVERLAY DISTRICTS

Original Goal/Policy

Rationale for Change

...

**Article XX. Transit (T)**

- This section implements the increased density identified under [RCW 36.70A.635](#).

**18A.50.XXX Purpose.**

To provide additional density in locations with frequent transit service to encourage the use of multimodal transportation options, the Comprehensive Plan defines an overlay area where additional density is allowed close to major transit stops, defined as within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit.

- This links to the requirements under [RCW 36.70A.635](#) and the definition under the Comprehensive Plan

**18A.50.XXX Applicability.**

This article applies at the developer's discretion to land use applications for duplexes and multifamily housing in Residential (R) zoning districts generally within one-quarter (1/4) mile of major transit stops as defined above. The Council has the discretion of changing the boundaries of the overlay to consider access to transit stops and consistency of the boundaries of the overlay.

- This is aligned with the requirements under [RCW 36.70A.635](#). Note that other districts where housing is allowed can generally include more than four units per acre.

**18A.50.XXX Provisions.**

A. For lots located within the Transit Overlay, additional development densities of at least four (4) units per lot are allowed as a maximum base density as per the provisions of RCW 36.70A.635(1)(a)(ii) and LMC 18A.60.030.

- While this is aligned with the requirements under [RCW 36.70A.635](#), this needs to be careful as the provisions of LMCC 18A.30.090(A) and (B) include allowable housing as units per acre and not as units per lot.

B. The timing of updates to the Transit Overlay under the Comprehensive Plan and Municipal Code may be managed under LMC 18A.30.090(A).

- Note that adjustments to this overlay should be made due to the availability of transit and not the

## Chapter 18A.60 SITE PLANNING AND GENERAL DEVELOPMENT STANDARDS

Original Goal/Policy

Rationale for Change

...

**18A.60.030 Residential area and dimensions.**

A. Development Standards Table.

[ TABLE ]

- This table is changed to account for the increased density required under [RCW 36.70A.635](#). The conditions are specified under (B)(1)(a) below.

**B. Specific Development Conditions.**

**1. Residential (R) Maximum Density**



**Original Goal/Policy**

**Rationale for Change**

a. Maximum density requirements for Residential (R) zoning districts are listed as three figures, which are interpreted as follows:

▪ This is done as the requirements under [RCW 36.70A.635](#) provide for three different situations: development where affordable housing is provided or it is close to transit, general increases in density under the section, and situations where these requirements do not apply due to critical areas or buffers.

i. The first number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots where additional affordable units are provided according to LMC 18A.90.XXX or is located within the Transit Overlay as defined in Article XX Chapter 18A.50 LMC, and do not include critical areas or their buffers as defined under Title 14 LMC.

▪ This represents areas where four units per acre are allowed. Note that this is translated into densities based on minimum lot sizes for these areas.

ii. The second number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that do not include critical areas or their buffers.

▪ This represents general increases in density to two units per acre. Note that this is translated into densities based on minimum lot sizes for these areas.

iii. The third number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that include critical areas or their buffers.

▪ Note that these densities are consistent with current values and represent situations where [RCW 36.70A.635](#) does not apply due to critical areas or buffers.

b. For all Residential (R) zoning districts, a minimum of two (2) housing units per lot (excluding accessory dwelling units) are allowed on all lots that meet minimum lot size requirements and do not include critical areas or their buffers, or four (4) housing units per lot where additional affordable units are provided according to LMC 18A.90.XXX or additional units are permitted in locations close to a major transit stop under Article XX Chapter 18A.50 LMC.

▪ This ensures that the strict requirements of [RCW 36.70A.635](#) are maintained in development regulations.

**18A.60.040 Commercial area and dimensions.**

A. Development Standards Table.

[TABLE]

▪ Densities for the MR zones are increased, as as-of-right densities in R4 zones could exceed them if they are not adjusted.  
▪ Densities for TOC and CBD zones are increased to be more consistent with the subarea plans in Titles 18B and 18C, as well as assumptions provided regarding densities.

**Chapter 18A.80 PARKING**

**Original Goal/Policy**

**Rationale for Change**

...

**18A.60.030 Residential area and dimensions.**

...

F. Parking Standards. Note the parenthetical numbers in the matrix identify specific requirements or other information which is set forth following the matrix in subsection (G).

▪ This has been added to remove text information from the table and to be consistent with other tables previously found in the code.

## Original Goal/Policy

## Rationale for Change

[ TABLES ]

- The table has been adjusted for consistency with the format.
- Reduced parking requirements for multifamily housing from [RCW 36.70A.620](#), including very low income, disabled, and senior housing has been incorporated into this table.
- Reduced parking requirements for middle housing under [RCW 36.70A.635\(6\)\(d\)](#) have been incorporated.
- Reduced parking requirements for accessory dwelling units under [RCW 36.70A.681\(2\)](#) have been included.

### X. Additional Provisions.

1. For day care, preschools, and nursery schools, one drop-off loading area must be provided per seven (7) students.

- These provisions were included in the table and have been pulled out separately.

2. Restaurants in hotels and motels are managed as a separate use under parking requirements.

- These provisions were included in the table and have been pulled out separately.

3. Accessory dwelling units within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail, bus rapid transit, or actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays, are not required to provide on-site parking spaces if adequate provision of on-street parking facilities is available as determined by the Director.

- This represents considerations for reduced parking requirements for accessory dwelling units under [RCW 36.70A.681\(2\)](#).

4. The requirements for reduced parking for affordable housing include the following:

- This represents considerations for reduced parking requirements for affordable multifamily housing from [RCW 36.70A.620](#).

a. Housing units must be affordable at fifty (50) percent of area median income or lower.

b. The housing unit is located within one-quarter mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day.

c. A covenant must be registered on title consistent with the requirements in Chapter 18A.90 LMC that will maintain units as affordable for a minimum of fifty (50) years.

5. For middle housing types, housing units that are within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, are not required to provide on-site parking if adequate provision of on-street parking facilities is available as determined by the Director.

- This represents considerations for middle housing under [RCW 36.70A.635\(6\)\(d\)](#).

### 6. For multifamily housing types:

a. Housing units within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day are required to provide 0.75 parking spaces per unit or one (1) space per bedroom, to a maximum of two (2) spaces per unit.

- This represents considerations for reduced parking requirements for market-rate multifamily housing from [RCW 36.70A.620](#).

b. At least 10% of the total parking spaces must be set aside for unreserved guest parking.

- These provisions were included in the table and have been pulled out separately.

## Original Goal/Policy

## Rationale for Change

7. In mobile home parks, parking spaces in excess of one (1) per mobile home may be grouped in shared parking areas.

- These provisions were included in the table and have been pulled out separately.

8. For housing units that are specifically for seniors or people with disabilities and are within one-half (1/2) mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day, no on-site parking is required.

- This represents considerations for reduced parking requirements for senior/special needs multifamily housing from [RCW 36.70A.620](#).

### 18A.80.060 Parking incentives.

A. When residential uses are combined with commercial uses in the same building, parking requirements may be reduced by twenty (20) percent, except when located within the CBD or TOC zoning districts for which parking requirements ~~are~~ may be reduced by thirty-five (35) percent.

- Edited to ensure this is voluntary (if required).

...

H. Phased Reduction of Maximum Parking Standards. One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This reduction in parking can be accomplished by slowly phasing down the maximum allowable number of parking spaces over a period of years. This procedure has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, TDM has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available, and should be evaluated accordingly. This technique should be periodically revisited to consider its viability but should not be implemented until its feasibility for Lakewood is established.

- Edited to reinforce that TDM can currently be used if desired.

1. Minimum Optional Guidelines and Maximum Standards. To promote parking reduction, the optional minimum guideline listed in LMC 18A.80.030(F) serves as a suggested parking number but is not mandatory ~~for automobiles except for single family residential development.~~ Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM, available on-street parking, and the potential for shared parking within walking distance and other factors. The minimum number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

- This is only considered for auto parking spaces. The potential for TDM for single-family housing is possible and should not be excluded completely, but note that this is at the discretion of the Director.

...

4. For large projects where a traffic study is required and the proposal has one hundred (100) or more employees, a comprehensive TDM strategy ~~may be proposed to achieve a reduction in minimum parking listed in LMC 18A.80.030(F)~~ will be a requirement to meet parking needs.

- This makes the provision of a TDM to ensure parking needs are met mandatory if a traffic study is required and the development will include a significant number of employees.

**Original Goal/Policy**

**Rationale for Change**

X. The reduction in parking permitted under TDM shall be commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the Director under this provision include, but are not limited to, the following:

[LIST]

- Edited for clarity.

**Chapter 18A.90**

**HOUSING INCENTIVES PROGRAM**

**Original Goal/Policy**

**Rationale for Change**

...

**18A.90.050 Inclusionary density bonuses.**

A. Rate and Calculation. In return for the inclusion of ~~a number of "qualified," as defined herein, on-site units dedicated to serving and reserved for occupancy by very low and/or extremely low income, as defined herein, persons, families, or groups~~ qualified affordable units, one (1) additional, on-site market-rate unit is permitted as a bonus for each qualified ~~very low income~~ unit provided that is affordable at fifty (50) percent of area median income or less, and 1.5 additional, on-site market rate units are permitted as a bonus for each qualified ~~extremely low income~~ unit provided that is affordable at thirty (30) of area median income or less, up to ~~a maximum percentage 25%~~ above the maximum density permitted in the underlying zoning district ~~as shown below~~.

~~{ TABLE }~~

B. Duration. Prior to the final approval of any land use application for which density bonuses are being sought, the owner of the affected parcels shall deliver to the City a duly executed covenant running with the land, in a form approved by the City Attorney, requiring that the qualified ~~dwellings units~~ created pursuant to this section shall remain as such for a period of at least twenty (20) years from ~~the commencement date. The covenant shall form an enduring contractual agreement between the owner/applicant and the City. The owner/applicant shall be responsible for the cost of preparing and recording the covenant, and the owner/applicant or subsequent owner(s) or operator(s) shall be responsible for administering the covenant. The commencement date shall be the date that the first lease agreement with a qualified renter becomes effective~~ of the certificate of occupancy or final building inspection.

- 
- 
- Given the provision of two extra market-rate housing units for one affordable unit in Residential zones, limiting the maximum number of affordable units in ARC, MR, and MF zones below 25% would be inconsistent. This provides a uniform 25% for all multifamily zones.
- Revisions to provide consistency in defining bonuses in terms of percent AMI.
- This table has been removed, as per above.
- This shortens the regulation, and provides a date for the commencement of the covenant that is clearer for record-keeping purposes.

## Original Goal/Policy

## Rationale for Change

C. Siting of Units. The qualified units constructed under these provisions shall be integrated and dispersed within the development for which the density bonus is granted. The physical segregation of qualified ~~housing~~ units from unqualified market-rate housing units, or the congregation of qualified ~~housing~~ units into a single physical portion of the development, is prohibited.

- Edited for consistency of term.

D. Size of Units. The size of the qualified units constructed under the provisions of this ~~chapter~~ section shall be proportionate to the size of the units contained in the entire project; e.g., if fifty (50) percent of the units in the project are one (1) bedroom units and fifty (50) percent are two (2) bedroom units, then the qualified units shall be divided equally between one (1) and two (2) bedroom units.

- Minor change to consider that this chapter includes other incentives.

...

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this chapter.

- This provision ensures that bonuses from the different sections of the chapter cannot be stacked.

### **18A.90.XXX Density bonuses – religious organizations.**

- This section implements the provisions of [RCW 36.70A.545](#). While this is not mandatory, this should be considered as it must be allowed.

A. Calculation. In accordance with RCW 35A.63.300 and 36.70A.545, additional housing density is provided for property developed in partnership with religious organizations where all units are reserved for occupancy by qualified households under subsection (B). The density bonus amounts to an increase of twenty-five (25) percent above the density of the underlying zoning district.

- This bonus is consistent with the bonuses provided above.

B. Qualified Households. A household may qualify for housing units under this section if:

1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or

- This provision has a lower income threshold for rental housing.

2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.

C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:

1. All housing units in the project are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);

2. The affordable housing development is part of a lease or other binding obligation that requires the development to be used exclusively for affordable housing purposes for at least fifty (50) years from the date of the certificate of occupancy or final building inspection, even if the religious organization no longer owns the property; and

- Note that the 50-year duration is the minimum required under [RCW 36.70A.545\(1\)\(b\)](#).

## Original Goal/Policy

## Rationale for Change

3. The affordable housing development does not discriminate against any person who qualifies as a member of a low-income household based on race, creed, color, national origin, sex, veteran or military status, sexual orientation, or mental or physical disability; or otherwise act in violation of the Federal Fair Housing Amendments Act of 1988 (42 U.S.C. Sec. 3601 et seq.).

- This is required under [RCW 36.70A.545\(1\)\(c\)](#).

D. Rehabilitated Property. The bonus may be applied to the rehabilitation of an existing property.

- This is required under [RCW 36.70A.545\(6\)](#).

E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a unit in a qualified project must also be considered a qualified household under subsection (B).

- This is included to ensure long-term affordability of ownership units after the initial sale. While it is not required, it is good practice to ensure that these units are maintained as affordable.

F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.

- This is included to ensure long-term affordability of rental units, even if the project is transferred to another property owner.

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this section.

- This provision ensures that bonuses from the different sections of the chapter cannot be stacked.

### **18A.90.XXX Density bonuses – residential districts.**

- This provision implements the bonus density provided under [RCW 36.70A.635\(1\)\(a\)\(iii\)](#).

A. Calculation. In accordance with RCW 36.70A.635, additional housing density is provided for all lots in Residential (R) districts where units are reserved for occupancy by qualified households under subsection (B). This density bonus is defined in LMC 18A.60.030(A).

- This connects this measure to the relevant code.

B. Qualified Households. A household may qualify for housing units under this section if:

1. For rental units, the household has an income of sixty (60) percent of area median income, adjusted for household size; or

- This provision has a lower income threshold for rental housing versus owner-occupied housing. This bonus is limited to 80% of AMI under [RCW 36.70A.545](#).

2. For ownership units, the household has an income of eighty (80) percent of area median income at the time of sale, adjusted for household size.

- This maintains the income limit for owner-occupied units.

C. Qualified Projects. An affordable housing development is allowed to receive the bonus described in subsection (A) provided that:

1. At least twenty-five (25) percent of housing units in the development are qualified units set aside for or occupied exclusively by qualified households as defined in subsection (B);

- This adapts the requirement for one unit per lot as affordable to situations where larger lots could accommodate more housing units under a density-based measure.

2. The qualified units are part of a lease or other binding obligation that requires them to be used exclusively for affordable housing purposes for at least fifty (50) years from the date of the certificate of occupancy or final building inspection;

- This is included to ensure long-term affordability of ownership units after the initial sale. While it is not required, it is good practice to ensure that these units are maintained as affordable.

## Original Goal/Policy

## Rationale for Change

3. Qualified units have the same style and architectural character and utilize the same building materials as market-rate units;

- This ensures that the affordable units are not substantively different from market-rate units.

4. The proportions of qualified units by size constructed under the provisions of this section shall be consistent with the proportion of units by size that are not qualified; and

- This ensures that the affordable units are not substantively different from market-rate units.

5. The lot does not include a critical area or buffer as defined under Title 14 LMC.

- This excludes lots with critical areas from consideration as per [RCW 36.70A.545\(8\)\(a\)](#).

D. Rounding. For the calculation of required units reserved as qualified units under subsection (C)(1), all fractions are rounded up.

- This adapts the requirement for one unit per lot as affordable to situations where larger lots could accommodate more housing units under a density-based measure.

E. Resale of Owner-Occupied Units. Subsequent to the initial sale of a unit, a household purchasing a qualified unit must also be considered a qualified household under subsection (B).

- This is included to ensure long-term affordability of ownership units after the initial sale. While it is not required, it is good practice to ensure that these units are maintained as affordable.

F. Covenant on Title. Prior to the final approval of any land use application for which the density bonus is being sought under this section, the owner of the affected parcels shall deliver to the City a duly executed covenant recorded on title in a form approved by the City Attorney stipulating the conditions provided under this section.

- This is included to ensure long-term affordability of units. While it is not required, it is good practice to ensure that these units are maintained as affordable.

G. Exclusivity of Bonus. This incentive cannot be used in conjunction with other density bonuses defined in this section.

- This provision ensures that bonuses from the different sections of the chapter cannot be stacked.

### **18A.90.060 Development standard modifications.**

~~In order to accommodate bonus housing units awarded under this program, the~~ The development standards set forth separately in this code may be modified as follows ~~for properties containing qualified housing units for~~ projects receiving bonus housing units under this chapter:

- This clarifies that these changes to development standards are specific to projects receiving bonuses under this chapter.

...

B. Parking Requirements. For ~~multifamily developments containing qualified housing~~ qualified projects, the percentage of compact parking stalls may be increased up to fifty (50) percent of the total required parking. In addition, for multifamily developments containing qualified housing dedicated to extremely-low-income, as defined herein, persons, families, or groups, the number of required parking stalls serving such units shall be reduced by fifty (50) percent.

- Edited to streamline the requirements as the provision for qualified housing is tied to the overall section requirements.

C. In circumstances where housing serving qualified ~~populations~~ households is located within one quarter (1/4) mile of transit routes and can be shown to generate significantly lower-than-average parking demand, parking requirements may be further reduced at the Director's discretion. The applicant shall be responsible for preparing any additional studies or evaluation required to provide evidence of demand.

- Edited for consistency of terms.

...

**18A.90.070 Fee reduction.**

~~In order to further stimulate the provision of qualified units under this program, review~~ Review fees for land use applications and building permits for properties containing ~~housing-qualifying units dedicated to serving very low income and/or extremely low income, as defined herein, persons, families, and groups~~ shall be reduced by the percentage shown below at the time of application ~~based on the number of qualified units and maximum incomes for qualified households expressed as a percent of area median income (adjusted for size)~~. Discounts shall be applicable to the entire scope of the application, ~~including both standard and qualified units, and shall correspond to the percentage of dedicated qualified units in the overall project~~. For properties containing both levels of qualified units, the highest discount shall apply. For projects dedicating in excess of fifty (50) percent of units to qualified housing, a standard seventy-five (75) percent discount shall apply. Any available refunds for applications withdrawn in progress shall also be discounted correspondingly.

- This text has been edited to maintain consistency with the other sections of this chapter.

[ TABLE ]

- Note that the table has been edited to be consistent with the text above.

## Chapter 18A.95 WIRELESS SERVICE FACILITIES

(no change)

## Chapter 18A.100 SIGNS

(no change)



# Title 18B DOWNTOWN DEVELOPMENT CODE

## Chapter 18B.100 DOWNTOWN DISTRICT

(no change)

## Chapter 18B.200 LAND USE AND ZONING

Original Goal/Policy	Rationale for Change
...	
<b>18B.200.220</b> <b>Uses.</b>	
A. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Downtown District, except in the Low-Impact Mixed-Use Roads district. Permitted uses are subject to the approval of all required development permits; provided, that the following uses are prohibited:	
...	
9. Special Needs Housing.	
a. Hospice Care Center.	
<del>b. Type 4 Group Home.</del>	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
<del>c. Type 5 Group Home.</del>	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
...	

## Chapter 18B.300 STREETS AND BLOCKS

(no change)

## Chapter 18B.400 SITE DESIGN, BUILDINGS, AND FRONTAGES

(no change)

## Chapter 18B.500 LANDSCAPING, OPEN SPACE, AND GREEN INFRASTRUCTURE

(no change)

## Chapter 18B.600 PARKING

Original Goal/Policy	Rationale for Change
...	
<b>18B.600.610 Parking.</b>	
A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.	<ul style="list-style-type: none"><li>▪ This section has been amended to include bike parking requirements consistent with the general requirements in Chapter 18A.610.</li></ul>

## Chapter 18B.700 ADMINISTRATION

(no change)

# Title 18C STATION DISTRICT DEVELOPMENT CODE

## Chapter 18C.100 STATION DISTRICT

(no change)

## Chapter 18C.200 LAND USE AND ZONING

Original Goal/Policy	Rationale for Change
...	
<b>18C.200.220 Land use.</b>	
A. Allowed and Prohibited Uses. All residential uses, civic uses, and commercial uses and their respective uses and their related accessory uses as defined in Chapter 18A.40 LMC are permitted within the Station District except for those prohibited uses listed below. Permitted uses are subject to the approval of all required development permits. Uses identified as prohibited below that legally existed prior to the adoption of this code are considered nonconforming.	
...	
6. Prohibited uses in the C1 zoning district:	
...	
<del>r. Type 4 group home;</del>	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
<del>s. Type 5 group home;</del>	▪ This use has been removed from consideration in these areas in the land use tables in Chapter 18A.40.
...	

## Chapter 18C.300 STREETS AND BLOCKS

(no change)

## Chapter 18C.400 SITE DESIGN, BUILDINGS, AND FRONTAGE

(no change)

## Chapter 18C.500 LANDSCAPE, OPEN SPACE, AND GREEN INFRASTRUCTURE

(no change)

# Chapter 18C.600 PARKING

Original Goal/Policy	Rationale for Change
<b>18C.600.610 Parking.</b>	
A. Off-Street Parking Requirements. The following off-street parking requirements supersede the requirements in Chapter 18A.80 LMC. Uses not listed below must comply with the requirements in Chapter 18A.80 LMC.	
[ TABLE ]	
B. Parking Reductions or Increases. The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one (1) or more of the following:	
...	
<p>4. Reduction for Housing in Proximity to Sounder Station or Bus Rapid Transit (RCW 36.70A.620). When located within one-quarter (0.25) mile of the Sounder Station, <u>a bus rapid transit stop, or a fixed route transit stop receiving transit service at least four times per hour for twelve or more hours per day</u>, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (0.75) space per unit, as justified through a parking study prepared to the satisfaction of the Community Development Director or their designee. <u>At the discretion of the Director, this may require evidence that there is sufficient on-street capacity to accommodate parking requirements.</u></p>	<ul style="list-style-type: none"> <li>This expands these provisions to be consistent with the requirements included under <a href="#">RCW 36.70A.620</a>.</li> </ul>
<p><u>This exemption can apply to the following residential uses:</u></p>	
<p>a. Housing units that are affordable to very low-income or extremely low-income individuals, <u>which may be exempted from parking requirements if serviced by a fixed route transit stop receiving transit service at least twice per hour for twelve or more hours per day;</u></p>	<ul style="list-style-type: none"> <li>This includes the provisions for affordable housing included in <a href="#">RCW 36.70A.620(1)</a> that allow for lower thresholds of transit service.</li> </ul>
<p>b. Housing units that are specifically for seniors or people with disabilities, <u>which may be provided with an exemption for all parking requirements;</u></p>	<ul style="list-style-type: none"> <li>This includes the provisions for senior housing included in <a href="#">RCW 36.70A.620(2)</a> that allow for no parking. Note that parking for staff/visitors may still be required and should be considered as per on-street capacity as noted above.</li> </ul>
<p>c. Market rate multifamily housing.</p>	
...	

# Chapter 18C.700 ADMINISTRATION

(no change)

**TECHNICAL MEMORANDUM**

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Date:	August 2, 2024
To:	City of Lakewood, Planning and Public Works
Cc:	Tiffany Speir, Planning Division Manager
From:	Laura Jones, Environmental Planner Dan Nickel, Principal of Planning
Project Name:	Lakewood SMP 2024

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## Stream Buffers Assessment

### Purpose of Memorandum

In accordance with the Washington State Growth Management Act (GMA), the purpose of this memorandum is to briefly review the applicable Best Available Science (BAS) related to stream buffers and consider recommended changes to the Lakewood Municipal Code (LMC) Title 14: Environmental Protection for the protection of riparian ecosystems. Specifically, this review evaluates the Washington Department of Fish and Wildlife (WDFW) Riparian Management Zone (RMZ) guidance and provides a technical analysis of existing buffers. Further, this technical memorandum is intended to provide an overview of the WDFW RMZ guidance, recommend updates to the Title 14.154.050: Habitat Protection of Rivers and Streams, and document how proposed changes comply with state law (WAC 365-195-915(1)(c)) which requires that when departures from the best available science are made in polices and regulations, scientifically based, reasoned justifications should be provided in the record.

This memo does not review WDFW guidance as it pertains to the Lakewood Shoreline Master Program (SMP), governed by the Shoreline Management Act (Chapter 90.58 RCW). Any locally initiated SMP amendment to update critical area protections within the shoreline jurisdiction will be evaluated separately and consistent with Washington State Department of Ecology procedural guidance.

The City's objective is to be consistent with state laws to ensure no net loss of critical areas functions and values while balancing all state law requirements by identifying a practical and predictable approach to application review of critical area requirements in LMC Title 14.

### *Executive Summary:*

WDFW Guidance recommends that a Riparian Management Zone (RMZ) width (i.e. stream buffer) be set at a minimum distance of 100 feet, to achieve 95% or more removal efficacy of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen (Rentz et al. 2020).

Additionally, as demonstrated in Figure 1. *FEMAT Curves*, cumulative effectiveness may be achieved at roughly 75% Site Potential Tree Height (SPTH<sub>200</sub>). The proposed City of Lakewood buffers shown in Table 2 meet the minimum 100-foot width recommendation for Type Np and Ns streams and 75% SPTH<sub>200</sub> for Type F streams. These dimensions should achieve 95% removal of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen.

In an analysis of riparian zone ordinances, Wenger and Fowler (2000) support using approaches that allow some flexibility in how policies are implemented on a parcel scale. Whereas variable-width policies provide greater flexibility and adaptability to address site-specific conditions, it is noted that fixed buffer widths are more easily established, require a lesser degree of scientific knowledge to implement, and generally require less time and money to administer (Castelle, 1998). Thus, although stream and riparian conservation measures should be based on BAS, some level of policy interpretation must be made by a local jurisdiction.

The proposed fixed-width buffers will meet or exceed the WDFW SPTH<sub>200</sub> buffers along Chambers Creek and Flett Creek along the northern City limits as well as other small sections of other streams. This should provide enhanced protection of these streams and ensure no net loss of critical habitat or ecological function.

Other streams such as Clover Creek, Ponce De Leon Creek, and sections of stream near Wards Lake are proposed to have a smaller buffer than WDFW's SPTH<sub>200</sub> RMZ model. This should not have a negative impact or result in a net loss of ecological function from the existing condition as these areas of the City are already built out and there is little land available for development. The areas around Lake Louise, Ponce De Leon Creek, and Clover Creek consist primarily of residential uses and utilizing the SPTH<sub>200</sub> RMZ model would likely have little to no benefit over the use of fixed buffers as these areas are already built out. Regulations focused on redevelopment and enhancement of existing buffer conditions may have a higher likelihood to improve riparian ecological functions in the City of Lakewood.

## Regulatory Framework

The Growth Management Act (GMA) requires counties and cities to designate critical areas and adopt policies and regulations for the protection under RCW 36.70A.040 and Washington Administrative Code (WAC) 365-196-830. WAC 365-196-830(2) requires critical areas and ecosystems protection including Fish and Wildlife Habitat Conservation Areas (FWHCA).

Further, RCW 36.70A.172 requires that "*in designating and protecting critical areas under this chapter, counties and cities shall include the best available science in developing policies and development regulations to protect the functions and values of critical areas.*"

Current BAS from WDFW is summarized in the publication, *Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications* (Quinn et al. 2020) with WDFW implementation guidance summarized in the publication, *Riparian Ecosystems, Volume 2: Management Recommendations* (Rentz et al. 2020). To assist in the implementation of the updated guidance, WDFW also released a Riparian

Management Zone Checklist for Critical Areas Ordinances in April 2023 with an addendum in August 2023. The RMZ checklist is intended to be a voluntary technical assistance tool that is supplemented with the Department of Commerce’s CAO Checklist.<sup>1</sup>

WDFW Riparian Ecosystems Volume 2: Management Recommendations (Rentz et al. 2020) states, *“Local governments are encouraged to use information provided through PHS to guide critical area ordinance (CAO) updates and other land use policies, plans, or regulations. More specifically, WDFW advises using the information in this PHS Riparian Volume 2 for designating riparian areas as Fish and Wildlife Habitat Conservation Areas (FWHCAs) and protecting them for their inherent value, rather than just as buffers for rivers and streams. This is because riparian areas are so important for helping sustain endangered, threatened, and sensitive species; providing habitat connectivity for both aquatic and terrestrial wildlife; and for their critical role in protecting salmonid habitat (WAC 365-190-130).”* As current BAS, WDFW’s Volume 1 document must be considered when developing policies and regulations to protect critical area functions and values consistent with criteria under (WAC 365-195-915).

Further, the broader goals of the GMA must also be considered. The GMA includes 13 goals under RCW 36.70A.020 including the topics of urban growth, reduce sprawl, transportation, housing, economic development, property rights, permits, natural resource industries, open space and recreation, environment, citizen participation and coordination, public facilities, and services, as well as historic preservation. In 2023 through HB 1181, the state legislature expanded the GMA goals to 15 by including climate change and resiliency, and shorelines of the state. RCW 36.70A.040 notes GMA’s planning goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans, development regulations and regional planning.

## WDFW Guidance & Riparian BAS Review

### Overview

A Riparian Management Zone (RMZ) is a scientifically based description of the area adjacent to rivers and streams that has the potential to provide full function based on the Site Potential Tree Height (SPTH) (Rentz et. al 2020). RMZ is another term for a stream and its protective buffer. WDFW guidance recommends characterizing RMZs as delineable, regulatory critical areas and designating them as FWHCAs. The guidance recommends jurisdictions incorporate the following into their CAO (Rentz et al. 2020):

- Watershed-scale management considerations;
- Specific guidance for how to delineate a RMZ;
- Include Channel Migration Zones (CMZs) in the delineation of a RMZ;
- Establish a monitoring and adaptative management framework; and
- Consider the needs of relevant terrestrial species.

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<sup>1</sup> [Washington Department of Commerce Growth Management Critical Areas](#) dated December 2022.

In the delineation of a RMZ, WDFW has prepared a SPTH<sub>200</sub> model to establish RMZ widths based on conditions, using soil types. The SPTH<sub>200</sub> of an area is defined as “...the average maximum height of the tallest dominant trees (200 years or more) for a given site class.” (Rentz et al. 2020, as defined by FEMAT, 1993 p. V-34). The SPTH<sub>200</sub> model is supported by WDFW’s GIS-based online mapping tool<sup>2</sup> developed to assist in the determination of the SPTH<sub>200</sub> based on specific ecoregions. The WDFW guidance recommends the SPTH<sub>200</sub> model be applied for determining RMZ widths for all streams, regardless of stream type or size. Based on WDFW’s Volume 1, the guidance suggests that there are no significant differences in riparian ecosystem functions along non-fish-bearing streams relative to fish-bearing streams (Rentz et al. 2020). Riparian functions, for all stream types, include support for aquatic and riparian-obligate wildlife; corridors for wildlife movement; inputs of matter and energy that benefit wildlife habitat; connection between riparian vegetation and geomorphic processes; and cool water contributions to downstream reaches (Rentz et al. 2020). As such, maintaining significant riparian ecosystem functions through increased regulatory protections along non-fish bearing streams will also benefit fish-bearing streams. WDFW guidance further notes impacts of climate change in Washington State including increased stream temperatures that are anticipated to further increase with time. Implementation of the guidance is intended to improve climate resiliency and provide increased protection of riparian ecosystems functions and values.

Where the SPTH<sub>200</sub> or the width of the riparian vegetative community is less than 100 feet, WDFW recommends assigning a RMZ minimum width of 100 feet to provide adequate biofiltration and infiltration of runoff for water quality protection from most pollutants and to consider other habitat-related factors. A 100-foot-wide buffer is estimated to achieve 95% overall pollution removal and approximately 85% surface nitrogen removal to protect water quality (Rentz et al. 2020). WDFW also recommends measuring RMZ widths from the outer edge of the channel migration zone, where present, or from the Ordinary High-Water Mark (OHWM) where a channel migration zone is not present.

Additionally, WDFW guidance emphasizes the importance of watershed-scale management to better achieve ecosystem protection and restoration (Rentz et al. 2020). Anthropogenic changes at the watershed-scale can reduce protection of aquatic habitat and riparian ecosystems functions. For example, stormwater inputs from impervious surfaces without mitigation can increase peak stream flows, alter channel form, and can reduce the capacity of riparian areas to remove pollutants (Rentz et al. 2020). Additionally, culverts that block fish passage can reduce stream network connectivity and in turn reduce available habitat. Policies and regulations should consider watershed-scale protection efforts to improve the protection of ecosystem functions and values.

In April 2023, WDFW released a RMZ Checklist to help jurisdictions review regulations for consistency with the RMZ guidance that was recently amended in August 2023. The RMZ Checklist includes consideration of incorporating standards for RMZ delineation, RMZ width based on water quality and SPTH, habitat connectivity and Priority Habitats and Species protections, mitigation sequencing, restoration incentives, and adaptive management. WDFW recommends maintaining the most

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<sup>2</sup> WDFW RMZ Online Mapping Tool: [Priority Habitats And Species: Riparian Ecosystems and the Online SPTH Map Tool \(arcgis.com\)](https://arcgis.com)



protective provision when regulatory conflicts occur. To support ecosystem functions, WDFW recommends jurisdictions encourage and incentivize riparian restoration that goes 'above and beyond' minimum requirements<sup>3</sup>.

As described in WAC 365-196-380, "Avoidance is the most effective way to protect critical areas. If development regulations allow harm to critical areas, they must require compensatory mitigation of the harm. Development regulations may not allow a net loss of the functions and values of the ecosystem that includes the impacted or lost critical areas." To meet this requirement, the regulations must ensure that no net loss of riparian ecological function is achieved, and that adequate mitigation sequencing is required beginning with avoidance as the first consideration.

### *Buffer Functions & Values*

The intent of critical area policies and regulations are to ensure no net loss of ecological functions and values comply with WAC 365-196-380. This no net loss requirement serves as a benchmark to evaluate BAS and identify gaps by reviewing existing development regulations to determine if updates are needed. The City must also give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries (WAC 365-195-925).

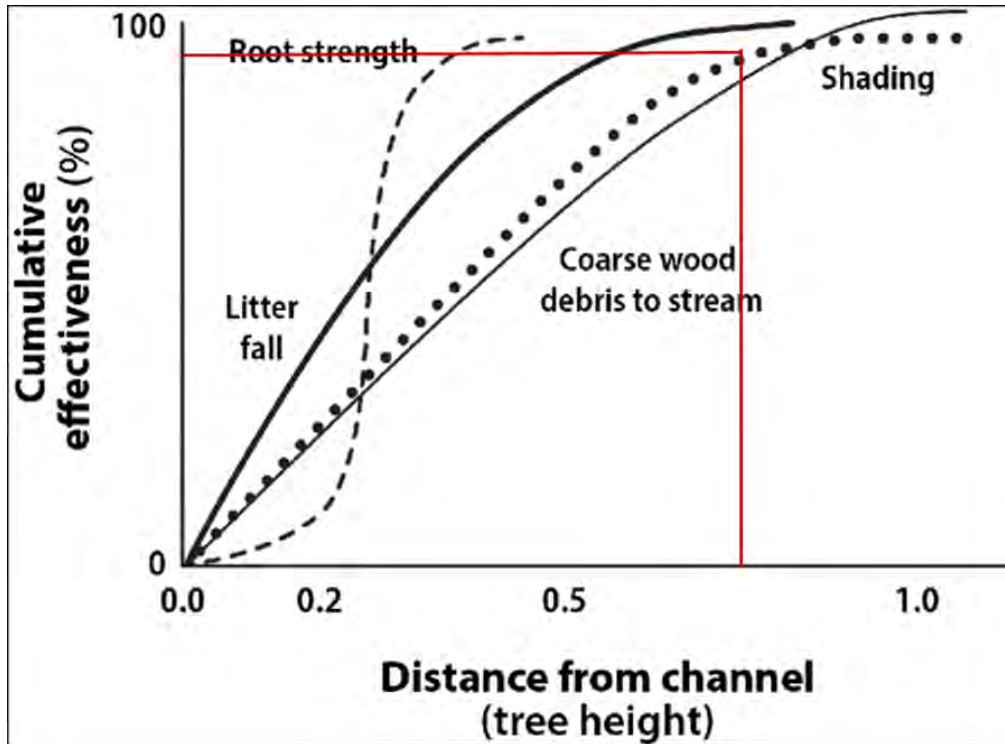
Figure 1 provides a graphical representation of the Forest Ecosystem Management Assessment Team<sup>4</sup> (FEMAT) curves, similar to that included in WDFW's recommendations for establishing the bounds of RMZs (Quinn et al. 2020). The curves show the percentage of full function for riparian habitat attributes with increasing distance from a stream channel. The "FEMAT Curves" are a generalized conceptual model describing contributions of four key riparian ecosystem functions to aquatic ecosystems as the distance from a stream channel increases.

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<sup>3</sup> Recommendations are included in the [WDFW August 2023 RMZ Checklist Addendum](#)

<sup>4</sup> "In 1993, a group of experts (Forest Ecosystem Management Assessment Team [FEMAT]) was convened to develop a conceptual model to determine how to protect riparian areas in forested landscapes. This model has come to be known as the FEMAT curves (FEMAT 1993). Though this model is over 25 years old, it continues to be one of the most useful conceptual models informing riparian management (Rentz et al. 2020)."

Figure 1. FEMAT Curves



Source: FEMAT 1993

Note: "Tree height" refers to average height of the tallest dominant tree (200 years old or greater), referred to as site potential tree height (SPTH).

Rentz et al. (2020) includes this graphic to justify recommending one full SPTH for the width of a RMZ to attain "full" riparian function. An examination of the graphed habitat functions shown in the red intersection lines demonstrates that most of the four referenced functions level off before reaching one full SPTH from the channel, indicating that cumulative effectiveness may be achieved at roughly 75% SPTH. Exceptions to this include coarse wood recruitment, but only a slight improvement of cumulative effectiveness is shown beyond approximately 0.75 SPTH. Where old-growth conditions no longer exist within a buffer or RMZ, up to 200 years would be needed for this added small percentage of habitat benefit to accrue. Figure 1 indicates that the majority of RMZ function is experienced at 70-80% of SPTH, with only slight, if any, improvements beyond that. Cumulative effectiveness can be achieved with a width of no less than 75% of one full SPTH, as is demonstrated by the FEMAT curves, though arguably, some additional small gains for aquatic habitat would be realized even beyond 100% SPTH.

Overall, the highest rates of return on aquatic habitat function generally occur at and near the streambank and diminish from there with distance. However, it is acknowledged that the FEMAT curves only evaluate four ecological functions for the benefit of aquatic species. The WDFW guidance

references that RMZs can also provide habitat for many terrestrial wildlife species including movement corridors and that regulations should consider their protection, as well as aquatic habitat. Since riparian protections benefit both aquatic and terrestrial wildlife species, concentrating protections around riparian areas may be an efficient use of resources (Rentz et al. (2020)).

To evaluate the range of SPTH that would likely be experienced in Lakewood, a random sampling of SPTH values for each predominate tree species in the region were documented to determine the corresponding range of SPTH based on the WDFW web-based mapping tool. It should be acknowledged that the list below is not an exhaustive evaluation. The following ranges of values were found for the range of SPTH in feet for various dominant forest types, with Douglas-fir being the predominant species and red alder present to a lesser extent, predominately along Chambers Creek and Flett Creek.

Table 1. Range of sample SPTH values in Lakewood

Species	SPTH Range
Douglas-fir	187-196 feet
Red Alder	105 feet

Habitat and wildlife corridor functions are critical for supporting endangered, threatened, and sensitive species. These corridors provide habitat connectivity for aquatic and terrestrial wildlife and serve a critical role in protecting salmonid habitat as described in WAC 365-190-130 and WAC 365-195-925.

WDFW categorizes riparian ecosystems as a Priority Habitat. WDFW's Priority Habitats and Species (PHS) program provides recommended designation maps through an online mapping tool<sup>5</sup> and provides performance standards for FWHCA.

Outside of the PHS program, federal protections are also in effect, including the Migratory Bird Treaty Act and the Endangered Species Act (ESA). The ESA provides federal protection for fish, wildlife, and plants that are listed as threatened or endangered species. The ESA also provides methods for adding species to and removing species from the list of threatened and endangered species and prepares and implements plans to aid in their recovery, including the issuance of permits for otherwise prohibited activities.

The WDFW guidance recommends RMZ width be based on the STPH according to site specific conditions, with no less than 100 feet to protect water quality. This 100-foot minimum RMZ width is referenced for the pollution removal function to meet the target of 95% removal for most pollutants. However, there are several variables that impact the overall effectiveness of the riparian area to remove pollutants. Several variables may impact the ability of the RMZ to effectively remove pollutants based on the site-specific conditions, including the type of pollutant, slope, and vegetation structure (Quinn et al. 2020). The WDFW guidance discusses that ecosystem structures and processes responsible for pollutant removal functions of riparian areas are complex, can be spatially and temporally variable, and

<sup>5</sup> [Priority Habitats And Species: Riparian Ecosystems and the Online SPTH Map Tool \(arcgis.com\)](https://www.wdfw.wa.gov/priority-habitats-and-species-riparian-ecosystems-and-the-online-spth-map-tool)

are dependent on site-level environmental conditions (Quinn et al. 2020). As such, the effectiveness of the stream buffers within the City of Lakewood can vary depending on local conditions.

Volume 1 (Quinn et al. 2020) discusses that nearly all research and literature reviews focus on how riparian buffer widths affect pollutant removal efficacy. The primary conclusions include that removal efficacy increases as buffer width increases, topographic slope and vegetation type are strongly correlated with the efficacy of removal, and the relationship between removal efficacy and buffer width is highly variable based on the site conditions (Quinn et al. 2020).

The WDFW Guidance recommends that an RMZ width be set at a minimum distance of 100 feet, to achieve 95% or more removal efficacy of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen (Rentz et al. 2020). The guidance emphasizes that the WDFW values nitrogen removal the same as other pollutants, but that literature indicates that the risk of excess nitrogen and efficacy of removal based on the site-specific conditions can be highly variable. To address this, the guidance recommends that in instances where upland uses contribute excess nitrogen, at locations with steep slopes, areas of high land use intensity, or poorly drained soils, increasing the 100-foot minimum pollution removal distance should be considered to provide additional protection of water quality functions (Rentz et al. 2020).

Streams receive surface, subsurface, and groundwater flow inputs. Subsurface and groundwater stream inputs infiltrate the ground prior to discharge. Infiltration is known to provide some pollutant removal through chemical and biological processes, including attachment to soil, microbial degradation, and plant uptake. Some contaminants can move through shallow subsurface soil and groundwater. Pollutant transport rates vary based on site-specific conditions (Quinn et al. 2020).

The state water typing system is described in WAC 222-16-030. The stream types addressed include:

- Type S (Shorelines of the State),
- Type F (Fish bearing streams),
- Type Np (Non-fish perennial streams), and
- Type Ns (Non-fish seasonal streams).

This system is used by many local jurisdictions and state agencies, including WDFW, Washington State Department of Ecology, and Washington Department of Natural Resources (DNR). DNR has prepared water typing maps for the referenced stream types for forested areas of the state based on a multiparameter, field-verified geographic information system (GIS) logistic regression model as described in WAC 222-16-030. The model is used to identify fish habitat by using geomorphic parameters intended to achieve a 95% accuracy in separating fish and non-fish habitat streams. In the case where a stream type is unknown or if there are questions regarding accuracy, field verification is recommended by a qualified consultant or WDFW Habitat Biologist. In the City of Lakewood's 2023 draft CAO update, it was recommended the City incorporate the state's stream typing system.

The recent WDFW guidance suggests shifting away from this typing system and focusing on the SPTH<sub>200</sub> model. However, the state stream typing system will still be utilized for forest practices, determining fish passage culverts/fish presence, as well as federal and other state permitting practices.

Moving away from stream typing all together and transitioning to a soil-based model may cause conflicts. Additionally, eliminating the stream classifications may result in a reduction in standards compared to current conditions for fish bearing streams.

### *WDFW's SPTH<sub>200</sub> Tool Review*

As previously referenced, WDFW's online GIS-based mapping tool provides 200-year SPTH values statewide largely based on ecosystem type. The online tool contains designated SPTH values for forested ecoregions and selected urban areas based on the National Resource Conservation Service (NRCS) soil polygons. However, in areas of dryland ecosystems, the SPTH<sub>200</sub> tool derives a RMZ width based on delineation using three factors including SPTH<sub>200</sub> (if trees are present), the riparian vegetative community, or pollution removal function (WDFW SPTH Tool). There are also areas that have no SPTH<sub>200</sub> values associated with them that must be evaluated at a site-specific level with coordination of a WDFW Habitat Biologist to determine the appropriate RMZ width.

The online tool uses the 200-year site-potential tree height for most species, extrapolated based on soil type. WDFW considers the SPTH as the maximum height attainable within the typical life span for short lived species (maximum age of approximately 100 years).<sup>6</sup>

Challenges encountered when using the WDFW SPTH Mapping Tool include:

- No parcel information.
- NRCS soil data to determine SPTH<sub>200</sub> values are from 1955 and were collected on a regional basis.
- Soil data and associated SPTH information is missing in some areas of the City.
- Channel Migration Zone (CMZ) mapping is integrated.
- Stream data may be less accurate than the other existing GIS databases, particularly for urban areas.
- A single parcel may contain multiple SPTH<sub>200</sub> values, resulting in a variable RMZ widths.
- No implementation guidance is provided to support parcel-specific applications.

The issues above make parcel-specific implementation on a project application basis challenging. A lack of parcel boundaries could lead to interpretation issues or inaccuracies with application to an individual property. The soil data utilized to determine SPTH<sub>200</sub> values is 68 years old and was not conducted for parcel-level accuracy. There are also gaps in soil data in certain areas, resulting in no SPTH<sub>200</sub> provided, and certain soil types do not have an inferred SPTH<sub>200</sub> associated with them. Since the SPTH<sub>200</sub> can vary across a parcel the accuracy of the data is imperative for ensuring state law requirements are met. If the data is inaccurate, lacks precision, or has gaps, this can cause issues with the implementation of RMZ delineations and can lead to variations in effectiveness. The irregular soil class boundaries are also difficult to interpret without an overlay of SPTH<sub>200</sub> values, and additional technical review. These gaps are anticipated to be difficult for landowners and regulatory staff to predict or verify without substantial effort.

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<sup>6</sup> [Priority Habitats And Species: Riparian Ecosystems and the Online SPTH Map Tool \(arcgis.com\)](#)

The WDFW guidance does not include recommendations for how jurisdictions should address all these issues. Where data gaps occur, users are instructed to contact local WDFW Habitat Biologists to determine the RMZ width based on other site conditions. We anticipate this may result in extended permit review times. Additionally, this may also increase the need for subjective interpretations, and increase resources needed to resolve by both WDFW as well as City permit review and enforcement programs. It's also unclear from the guidance what implementation methods WDFW recommends at a project-by-project level and what methods would be applied in those instances to ensure predictability.

The WDFW SPTH<sub>200</sub> model lacks detailed guidance for application of the online tool or a supporting model ordinance. Without detailed guidance, users and jurisdictions have the potential to interpret the tool differently. For example, along streams with more than one dominant tree species, multiple SPTH<sub>200</sub> widths would apply. In these situations, it may be difficult or confusing to determine which SPTH to apply to determine the regulatory RMZ width. Similarly, when RMZ widths change along the length of a stream due to changes in soil types and associated SPTH<sub>200</sub>, it is unclear how the transition would be administered during the permitting process. It is unclear if the delineation boundary when RMZ widths abruptly change should be extrapolated as a perpendicular line or as an arc from the mapped change. This interpretation could meaningfully alter the RMZ on a property and could be applied inconsistently. The guidance also does not note what to do when the RMZ interacts with wetlands, or floodplains as other regulatory requirements will be triggered. This may cause conflicts or interpretation issues at the application level.

## Discussion and Recommendations for CAO Update

The current CAO references the Shoreline Master Program (SMP) for the identification of stream buffers (including lakes and streams) as listed in SMP Chapter 4, Section C, Table II. These current buffer requirements do not consider the state water typing system described in WAC 222-16-030. While the recent WDFW guidance suggests shifting away from the state water typing system and focusing on the SPTH<sub>200</sub> model, it has been recommended under LMC 14.154.050(B) to incorporate this stream typing system to remain in alignment with forest practices, determining fish passage culverts/fish presence, as well as federal and other state permitting practices.

The current buffers outlined in the SMP range from a minimum of 65' in shoreline residential and urban stream protection designations to 150' for conservancy and natural designations. These existing buffer requirements are not in complete alignment with BAS and guidance from WDFW to use a SPTH model that uses parcel specific conditions. However, in an analysis of riparian zone ordinances, Wenger and Fowler (2000) support using approaches that allow some flexibility in how policies are implemented on a parcel scale. Whereas variable-width policies provide greater flexibility and adaptability to address site-specific conditions, it is noted that fixed buffer widths are more easily established, require a lesser degree of scientific knowledge to implement, and generally require less time and money to administer

(Castelle, 1998). Thus, although stream and riparian conservation measures should be based on BAS, some level of policy interpretation must be made by a local jurisdiction.

If fixed-width buffers are implemented, buffers should be sufficiently wide to ensure that riparian buffers are effective under a range of variable conditions and meet the intent of local regulations. The following fixed-width buffers have been recommended based on existing buffers requirements, existing development, WDFW SPTH<sub>200</sub> recommendations, and adaptability of the City to adopt and regulate these buffers.

Table 2. Standard buffers from ordinary high water mark of the water body (draft regulations to LMC 14.154.050(B)(1))

<b>Water Type</b>	<b>Standard buffer</b>
Type F Waters	150 ft
Type Np Waters	100 ft
Type Ns Waters	100 ft

As discussed earlier in this memorandum the WDFW Guidance recommends that an RMZ width be set at a minimum distance of 100 feet, to achieve 95% or more removal efficacy of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen (Rentz et al. 2020). Additionally, as demonstrated in Figure 1. *FEMAT Curves*, most of the four referenced functions level off before reaching one full SPTH from the channel, indicating that cumulative effectiveness may be achieved at roughly 75% SPTH. The proposed buffers shown in Table 2 meet the minimum 100-foot width recommendation and 75% SPTH<sub>200</sub> for the tallest Douglas-fir sites. While these buffers are below the recommendations from WDFW they still will achieve 95% removal of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen while providing a cumulative effectiveness.

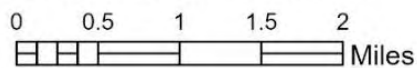
The image below shows an analysis of proposed fixed-width stream buffers versus WDFW SPTH<sub>200</sub> buffer recommendations and stream locations within the City of Lakewood.

Figure 2. Proposed Regulatory Buffer Widths Compared to SPTH<sub>200</sub> RMZ Values



- Streams with out SPTH Value
- 100 Ft (SPTH)
- 101 - 150 Ft (SPTH)
- 151 - 200 Ft (SPTH)
- 201 - 220 Ft (SPTH)
- 221+ Ft (SPTH)
- Regulatory buffer larger than or equal to SPTH RMZ
- Regulatory buffer less than SPTH RMZ
- City Limits

**City of Lakewood**  
Regulatory buffer widths compared to  
SPTH<sub>200</sub> RMZ values





The proposed fixed-width buffers will meet or exceed the WDFW SPTH<sub>200</sub> buffers along Chambers Creek and Flett Creek along the northern limit as well as other small sections of other streams. This should provide enhanced protection of these streams and ensure no net loss of critical habitat or ecologic function.

Other streams such as Clover Creek, Ponce De Leon Creek, and sections of stream near Wards Lake are proposed to have a smaller buffer than the SPTH<sub>200</sub> RMZ model. This should not have a negative impact or result in a net loss of ecological function from existing conditions as these areas of the City are already built out and there is little land available for development. The areas around Lake Louise, Ponce De Leon Creek, and Clover Creek consist primarily of residential uses and utilizing the SPTH<sub>200</sub> RMZ model would likely have little to no benefit over a fixed buffer approach as these areas are already built out. Regulations focused on redevelopment and enhancement of existing buffer conditions may have a higher likelihood to improve riparian ecological functions.

The below table show the miles of streams within the city and how the proposed fixed-width buffers compare to the WDFW SPHT<sub>200</sub> recommended buffers. **Note, in all cases, the stream buffers presented in Table 2 should provide 95% or more removal efficacy of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen for all streams in the City of Lakewood with these minimum stream buffer dimensions.**

Table 3. Length of Streams that Meet or Exceed SPTH<sub>200</sub> RMZ Values.

Type	Miles			Feet		
	Meets or exceeds SPTH <sub>200</sub>	Less than SPTH <sub>200</sub>	Grand Total	Meets or exceeds SPTH <sub>200</sub>	Less than SPTH <sub>200</sub>	Grand Total
F	4.8	4.5	9.3	25,317	23,536	48,853
N	0.2	3.7	3.7	1,117	19,326	20,443
Grand Total	5	8.1	13.1	26,433	42,862	69,295

## Conclusions

This technical memorandum is intended to review and summarize approaches to regulating critical area requirements based on the WDFW RMZ Guidance and BAS. The summary of findings and recommendations include:

### *Recommendation 1:*

- The current Lakewood Municipal Code Title 14 has not adopted the most recent state water typing system.
  - For consistency of application, it is recommended that the existing stream types be updated to the state typing system contained within WAC 222-16-030 and that the stream protections be evaluated to ensure no net loss of ecological function.
- Type S waters should continue to be regulated under the Lakewood Shoreline Master Program (SMP) pursuant to Chapter 90.58.030 RCW as part of Lakewood Municipal Code Title 14

### *Recommendation 2:*

- For increased consistency with the WDFW guidance, and to provide equivalent or greater riparian protections based on existing conditions, it is recommended the City include the proposed riparian protection area widths provided in Table 2 above, proposed in LMC 14.154.050(B)(1).

Recommendation 2 is supported by the following:

- The riparian protection areas vary by stream classification to allow for predictable and consistent implementation at the permit application level.
- Buffers will protect the inherent value of the FWHCAs.
- If harm to critical areas is anticipated, the LMC requires compensatory mitigation of the harm while requiring no net loss of the functions and values of the ecosystem that includes the impacted or lost critical areas.

## References

- Castelle, A.J. & Johnson, A.W. (1998). Riparian vegetation effectiveness. In *Abstracts from the Salmon in the City conference*. Center for Urban Water Resources Management, University of Washington. Quinn, T., G.F. Wilhere, and K.L. Krueger, technical editors. Updated 2020. *Riparian Ecosystems, Volume 1: Science synthesis and management implications*. in W. D. o. F. a. Wildlife, editor., Olympia, WA.
- Rentz, R., A. Windrope, K. Folkerts, and J. Azerrad. 2020. *Riparian Ecosystems, Volume 2: Management Recommendations*. Habitat Program, Washington Department of Fish and Wildlife, Olympia.
- Washington Administrative Code (WAC). *WAC 222-16-010: General Definitions*.  
<https://apps.leg.wa.gov/wac/default.aspx?cite=222-16-010>
- Washington Department of Fish and Wildlife (WDFW). April 2023 (Amended August 2023). *Riparian Management Zone Checklist for Critical Area Ordinances, A Technical Assistance Tool*. (RMZ Checklist). <https://wdfw.wa.gov/sites/default/files/2023-08/rmr-cao-checklistaddendum.pdf>
- Wenger, S.J. and Fowler, L., 2000. Protecting stream and river corridors: creating effective local riparian buffer ordinances. University of Georgia.

## ATTACHMENT F

### **18B.700.720 Master Planned Development – Town Center Incentive Overlay.**

A. *Purpose.* The purpose of a master planned development in the Downtown District Subarea is to provide the developer and the City the opportunity to implement the ~~e~~Downtown ~~p~~Plan in way that could not be achieved through strict application of the standards in this chapter. It also allows for the development of larger, more complex, and multi-phased projects to develop with certainty.

B. *Applicability.* Development within the Town Center Incentive Overlay Downtown Subarea may apply for a master plan for the development of ~~10~~ five (5) or more acres.

**Update all references to the Public Works Engineering Department (PWE) or its Director and the Community & Economic Development Department (CED) or its Director in LMC Titles 14, 16, 17, 18A, 18B, and 18C with references to the Planning & Public Works Department (PPW) or its Director.**



# Lakewood

## 2024 Periodic Review

### **8/12/24 City Council Meeting**

Tiffany Speir, Planning Division Manager  
Planning & Public Works Department

# City Council Schedule

## ✓ 7/22 study session:

- Overview of 10-year Comprehensive Plan periodic review process per state law, Commerce, and PSRC
- Overview of plans and policy updates
  - o Comprehensive Plan
  - o Downtown, Station District, and Tillicum-Woodbrook Subarea Plans
- Overview of changes to Housing zoning and regulation

## 8/12 study session:

- Downtown Transportation Mitigation Fee (TMF) program
- Short-Term Rentals (STRs)
- Critical Area and Shoreline Regulations
- Overview of development regulation changes

## 8/19: Public hearing on entire 2024 Comprehensive Plan package

## 8/26 study session:

- Follow up to any questions asked by City Council on 7/22 or 8/12
- Council discussion re 8/19 public hearing comments

## 9/3: Continuation of the public hearing on entire 2024 Comprehensive Plan package

## 9/9 study session is on:

- Follow up to any questions asked by the City Council on 8/26
- Review of City responses to 8/19 and 9/3 public hearing comments
- Discussion of any potential amendments to the 2024 Comprehensive Plan package

## 9/16 Council takes action via three ordinances on:

- Plans and Policies
- Development Regulations
- Update to Downtown Subarea Plan master planned community regulations (different effective date than the 2024 Comprehensive Plan package)

## **24CPPR Package**

### **2024 Policy and Plan Updates**

- Reorganized Comprehensive Plan with updated Goals, Policies, Zoning, Background Documents and Appendices and Policy Audit
- 2024 Tillicum-Woodbrook Subarea Plan replacing 2011 Tillicum Neighborhood Plan
- Updates to Downtown Subarea Plan to correct inconsistencies and update boundary
- Updates to Station District Subarea Plan to remove Lakewood Landing

### **2024 Development Regulations Updates**

- Critical Areas Ordinance (CAO) Amendments (LMC Title 14) to comply with best available science and regulate riparian areas outside of the shorelines of the state
- Adding a new LMC Title 16 to incorporate the City's Shoreline Master Program and Shoreline Restoration Plan into the municipal code;
- Updates in Title 17 regarding unit lot subdivisions
- Other 24CPPR-required Regulation Amendments in LMC Titles 18A, 18B, and/or 18C
- Short Term Rental (STR) Regulations first considered in 2023
- Public Noticing Regulations (HB 1105)
- Other technical amendments

## **Downtown Transportation Mitigation Fee (TMF) Program**

# Transportation Mitigation Fee (TMF) Analysis

**The Transportation Mitigation Fee (TMF) was established as a Downtown Subarea development incentive.** It is a way to fund transportation improvements needed because of new growth while eliminating the need for private development to conduct traffic analyses, saving applicants both time and money.

**The TMF was never meant to address the full cost of identified Downtown transportation infrastructure improvements**

- as adopted by the City Council in Resolution 2019-11, 50% of costs are to be funded through the TMF and the other 50% through public funds.



# Transportation Mitigation Fee (TMF) Calculation

## Reasoning behind TMF Program

By basing fees on the number of trips to a development during the peak PM hour, uses with higher trip generation pay more than those with fewer trips.

On the other hand, these developments are not having to engage in their own SEPA traffic studies, thereby saving applicants time and money.

# Transportation Mitigation Fee (TMF) Project List: 2018

2018-2023 City Six-Year TIP	Downtown Subarea Plan – Additions
<p>Per current plan. The City's 6-year TIP (2018-2023) includes the following relevant improvement projects:</p> <ul style="list-style-type: none"> <li>▪ 2.69B – Gravelly Lake Drive Road Diet b/w Bridgeport and Steilacoom (4 lanes to 3 lanes with bicycle lanes)</li> <li>▪ 2.72 – 100<sup>th</sup> St &amp; Lakewood Dr. curb, gutter, sidewalks, new signal</li> <li>▪ 2.82 – New sidewalk east side of 59<sup>th</sup> Ave from 100<sup>th</sup> St to Bridgeport Way</li> <li>▪ 3.13 – Install a traffic signal at Gravelly Lake Drive / Avondale Road</li> <li>▪ 5.7 – Improve non-motorized connections on Motor Ave b/w Whitman and Gravelly Lake Dr.</li> <li>▪ 9.16 – 59<sup>th</sup> Ave pavement restoration from Main St to 100<sup>th</sup> St</li> <li>▪ 9.22 – 100<sup>th</sup> St pavement restoration from 59<sup>th</sup> Ave to Lakeview Ave</li> </ul>	<p><b>In addition to the six-year TIP:</b></p> <ul style="list-style-type: none"> <li>▪ Retain Bridgeport Way SW as primary vehicle entrance-strengthen gateway</li> <li>▪ Retain 100th Street SW as a primary east-west vehicle connection between I-5 and subarea</li> <li>▪ Modify cross section of Gravelly Lake Blvd. Study, 4, -lane cross sections with left turn pockets between Bridgeport and Nyanza Road SW to allow for improved bicycle and pedestrian facilities</li> <li>▪ Conversion of Lakewood Towne Center Blvd as A public street</li> <li>▪ Lakewood Towne Center Blvd at 59th Ave SW, consider roundabout</li> <li>▪ Reduce 59th Avenue SW to two lanes, allowing for bicycle facilities</li> <li>▪ Addition of new street connections to support walkability. Alternative 1 assumes fewer connections based on phasing or property owner preferences, compared with Alternative 2. Consider 400 feet as the desired maximum block lengths throughout Subarea.</li> </ul>

## Transportation Mitigation Fee (TMF) Project Costs (2018)

PROJECT	TITLE	COST IN 2018 \$	PLANNED ACTION SHARE 50%
1	Gravelly Lake Dr SW Revised Section: 4-lane section plus median/turn lane shown in the Downtown Plan concept #3A	\$19,410,000	\$9,705,000
2	Conversion of Lakewood Towne Center Blvd as Public Street	\$5,096,000	\$2,548,000
3	Lakewood Towne Center Blvd at 59th Ave SW, Roundabout	\$2,402,000	\$1,201,000
4	Reduce 59th Ave SW to two lanes, allowing for bicycle facilities (sharrows)	\$189,000	\$94,500
5	Gravelly Lake Dr / Avondale Rd SW New Signalized Intersection	\$1,178,000	\$589,000
6	100th St SW / Bridgeport Way SW	\$649,000	\$324,500
7	100th St SW / Lakewood Dr SW	\$8,000	\$4,000
8	100th St SW / Lakewood Dr SW: Convert westbound through-left lane to left only to remove split phase	\$13,000	\$6,500
<b>Total</b>		<b>\$28,944,000</b>	<b>\$14,472,500</b>

**Note:** The City of Lakewood has been awarded a **\$1,100,000 federal RAISE Planning and Preconstruction Activities Grant** to examine the existing and currently planned transportation network within the Downtown Subarea.

**The grant will fund a report with updated recommendations for motorized and non-motorized transportation safety and capacity-building capital projects to pursue in the Downtown**

The RAISE-funded report is expected in 2026.

## Transportation Mitigation Fee (TMF) Calculation

The private transportation mitigation fee (\$2,174 per trip) was calculated by using the gross number of “PM peak hour vehicle trips” (a total of 6,658 from all planned Downtown growth through 2035) in relation to 50% of the \$28,945,000 in 2018-estimated costs of the subarea’s required mitigation transportation projects.

$$(\$28,945,000 \text{ costs} \times .5) \div 6,658 \text{ trips} = \mathbf{\$2,174 \text{ per peak PM hour trip}}$$

Each development type’s traffic numbers are determined from the Institute of Traffic Engineers (ITE) Trip Generation Manual. The ITE keeps track of the traffic created by all types of businesses, the setting of the business, urban, rural, shopping mall, size of the building, weather conditions, etc.

Applicants can also provide their own traffic analysis if they do not agree with the ITE Manual numbers.

# Transportation Mitigation Fee (TMF) Calculation

The amount an actual Downtown Subarea project must pay as its TMF is calculated per:

- **the type of use** (Commercial? Residential? Mixed Use? Specific use from relevant type?) in question; and
- **the number of vehicle trip ends** the specific use generates on streets included on the DSAP's transportation improvement list during the "PM peak hour" time frame (between 4 - 6 pm) as estimated in the ITE Trip Generation Manual (latest edition).

## TMF Calculation Examples:

The biggest factor in setting a TMF is how much traffic a type of business will add to the evening rush hour (“PM Peak hour,” between 4 and 6 pm):

- a 1,000 square foot **daycare facility** will add 11.12 cars into rush hour  
 $\$2,174 \text{ per trip} \times 11.12 \text{ trips} = \$24,175 \text{ TMF} \times \text{actual square footage ratio}$
- a 1,000 square foot **drive-through coffee stand** will add 75.00 cars into rush hour  
 $\$2,174 \times 75 \text{ trips} = \$163,050 \times \text{actual square footage ratio}$
- a 1,000 square foot **general office building** will add 1.15 cars into rush hour  
 $\$2,174 \times 1.15 \text{ trips} = \$2,500.10 \times \text{actual square footage}$

## 2019 Transportation Mitigation Fee (TMF) Administrative Policy

In part due to City Council concerns re the amount of TMFs proposed for certain developments, Lakewood CED and PWE adopted a TMF administrative policy in 2019 that has resulted in a significantly lower amount of funds collected from private development than the original program envisioned.

- Non-profit, temporary uses are exempt from TMFs.
- An applicant shall be entitled to a credit against the TMF for the value of any dedication, improvement, and offsite construction completed by the applicant and linked to the project.
- If a business locates within the DSAP area in an existing building or on a redeveloped site, a TMF will be calculated for the location even if a prior use paid a TMF. **No time limit on how long ago the last use may have occupied space.**
- **In existing spaces, applicants are only charged for the net new trips generated by the new business.** The PM Peak Hour trip rate of the proposed use and prior use are compared. Should a proposed use generate equal or fewer new trips than the previous use, **no** private TMF is assessed.



## Transportation Mitigation Fee (TMF) Collections

Transportation Mitigation Fee (TMF) Collections to Date

**Approximately 0.5% of the total 2018-estimated costs (\$28,944,000) for all identified Downtown transportation projects has been collected to date.**

Private TMFs collected under Administrative Policy - 7/31/24: \$121,730

- Estimated Private TMFs without Administrative Policy - 4/30/24: \$1,094,382

~11% of the 50% private TMF share for developments in the Downtown since 2019 anticipated under the TMF program has been collected.

No funds have been set aside for the public share to date.

**Note: The City must return any unspent private TMF fees after 10 years to the current owner of a property.** The first TMF fees were paid in 2019, so fees will need to be returned starting in 2029 if not yet spent on an identified Downtown transportation mitigation project.

## Planning Commission TMF Program Recommendations

1. It is recommended that the City Council **change or terminate the current Downtown Subarea TMF program.**
2. It is recommended that the City Council use the current TMF balance of **\$121,730.40** toward the cost to **install a signal at the intersection of Gravelly Lake Drive and Avondale Road SW.** The 2018 estimated total cost of this signal is \$1,178,000.

# TMF Program Update Options for City Council Consideration

## 1) **Direct changes to the current TMF administrative policy**, including but not limited to:

- changing “baseline” year for TMF calculation (e.g., change from when building built to when TMF program established (2019));
- adding a time limit for how long a space may remain vacant and still have past trip generation used as a credit against a new business (e.g., 12 months); and/or
- reducing TMF or exempting certain uses from TMF collection (additional legal analysis required before staff could provide a recommendation.)

## 2) **Change the share of project costs between private and public sources:**

- Current split = 50% / 50%;
- Any percentage split allowed per City Council direction.

# TMF Program Update Options for City Council Consideration

## 3) **replace the SEPA-based TMF program with other funding sources:**

- RAISE construction grant(s) once the results of the RAISE Planning Grant report is complete;
- general government funds to cover 100% (or some other percentage in combination with other fees and grants) of transportation costs;
- state and regional transportation grants (generally an unlikely source for funding the types of improvements);
- a Citywide traffic impact fee (assessed across the City versus just in the Downtown) - could be used for transportation projects anywhere in Lakewood in proportion to how much impact a development would have

# TMF Program Update Options for City Council Consideration

## 4) **Implement concurrency actions in the Downtown Subarea:**

- preserve the City's current levels of service (LOS) by restricting Downtown subarea development unless and until transportation improvements are constructed per GMA; or
- change the transportation LOS on the Downtown transportation system, thereby eliminating the need for transportation mitigation in the subarea.

## City Recommendation regarding the TMF Program

It is recommended that the City Council direct changes to the TMF administrative policy per Option 1 and possibly Option 2 described above, but defer eliminating or changing the TMF program overall until after the results of the RAISE planning grant report are known and can inform a new transportation funding program.

The RAISE report will provide updated costs for identified Downtown transportation projects as well as possibly identify new projects. It is estimated that the RAISE grant report will be completed in 2026.

## Planning Commission On-Street Parking Recommendations

The Planning Commission also recommended that the City Council consider whether to update the City's current **street design standards, including allowing parking in residential areas**, as well as the City's capital improvement funding policies and practices, in order to be able to identify revenues to mitigate the anticipated transportation and parking impacts in Lakewood's historically single-family areas.

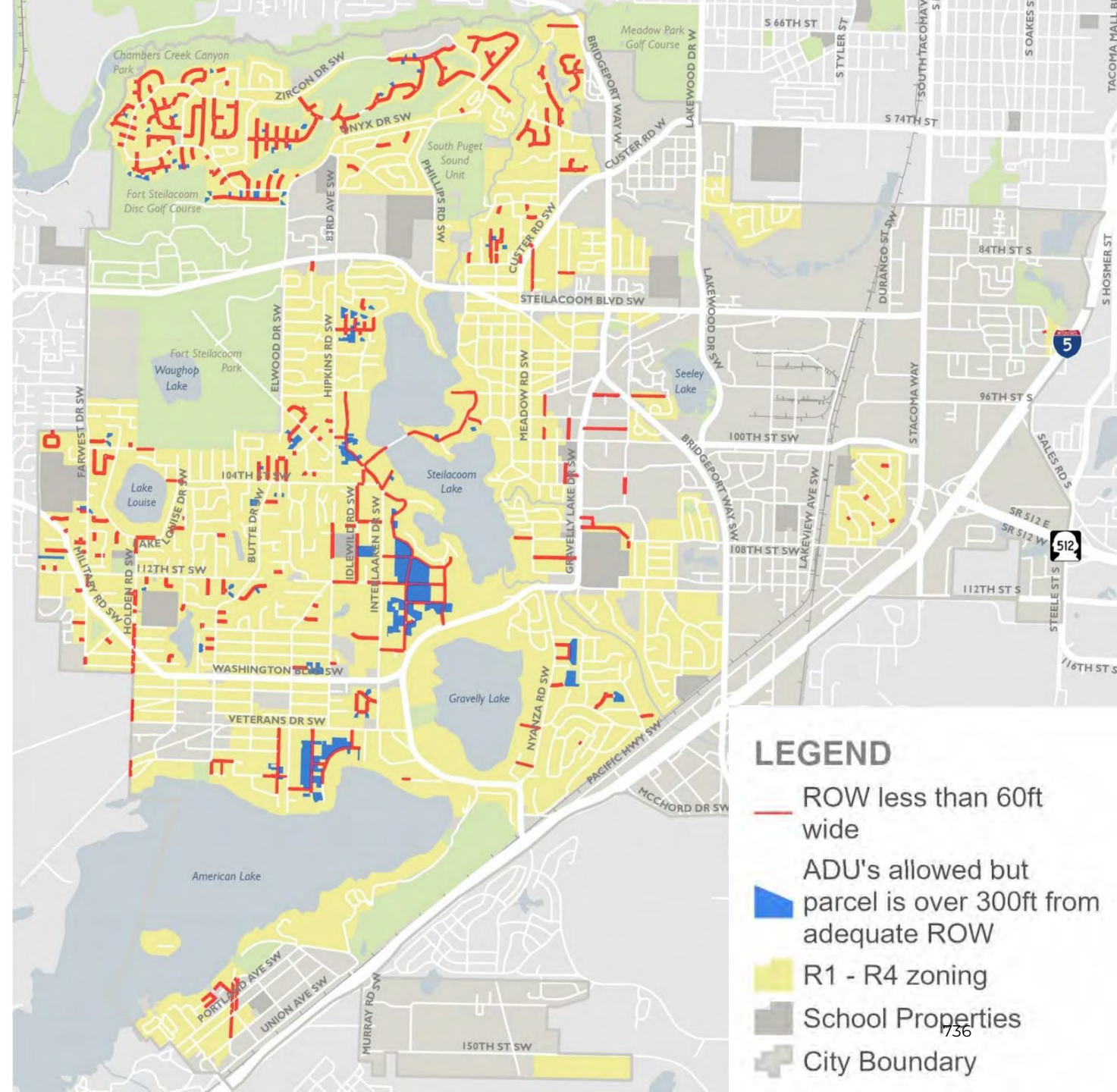
If directed to do so, the City could begin work on reviewing the City's street design standards and parking regulations in 2025 and beyond.

## On-Street Parking Safety Issues

Significant safety issues stemming from increased on-street parking could arise on City roadways that were not originally designed for on-street parking, particularly those with a right-of-way (ROW) narrower than 60 feet.

On-street parked vehicles on these roadways may contribute to significant safety issues, such as reduced sight distances, increased risk of dooring collisions for people biking, or preventing adequate space for two-way travel.

It's possible that other roadway segments might have significant safety issues related to on-street parking, even if they have a ROW wider than 60 feet.





## **Short Term Rental Regulation Updates**

## Short Term Rental (STR) Regulation Updates

Short-Term Rentals (STRs) are defined as those with rental periods of less than 30 days. They can be included in any type of housing unit. Currently, Lakewood allows STRs in all land use zones except Commercial 1-3, Industrial Business Park, Industrial 1 and 2, Public and Semi-Public Institutional, and Open Space Recreation 1 and 2.

In 2023, the City Council took no action on the proposed STR development regulations that were recommended by the Planning Commission; rather, it postponed consideration on the discussion regarding all STR-related issues until the 24CPPR process.

The current draft 24CPPR package contains the 2023 proposed amendments related to STRs at LMC 18A.10, 18A.20, and 18A.40, including:

- Updated definitions and existing STR regulations to be consistent with state law; and
- The 2024 Planning Commission's recommendation that Short Term Rentals (STRs) be allowed in Accessory Dwelling Units (ADUs)

## Short Term Rental (STR) Regulation Updates

The 24CPPR package also contains new proposed STR regulations at LMC Chapters 18A.10 and 18A.40, including changes to LMC 18A.40.090 based on Gig Harbor's STR regulations:

- Creation of a “short-term rental” (“STR”) land use type that will be reviewed and approved administratively with appeals considered by the Hearing Examiner.
- Allowance of STRs in all land use zones where dwelling units are allowed.
- Allowance of only one STR permit per operator.
- Establishment of performance standards for STRs.

See page 576 of the August 12 Staff Report for more details

# Short Term Rental (STR) Regulation Updates

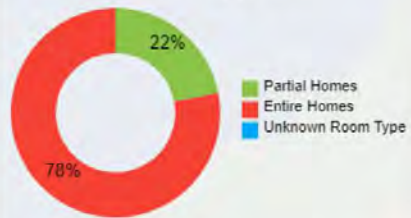
**As of May 2024, there are 146 unique STRs in Lakewood**

- November 2023: 136 units
- April 2021: 71 units

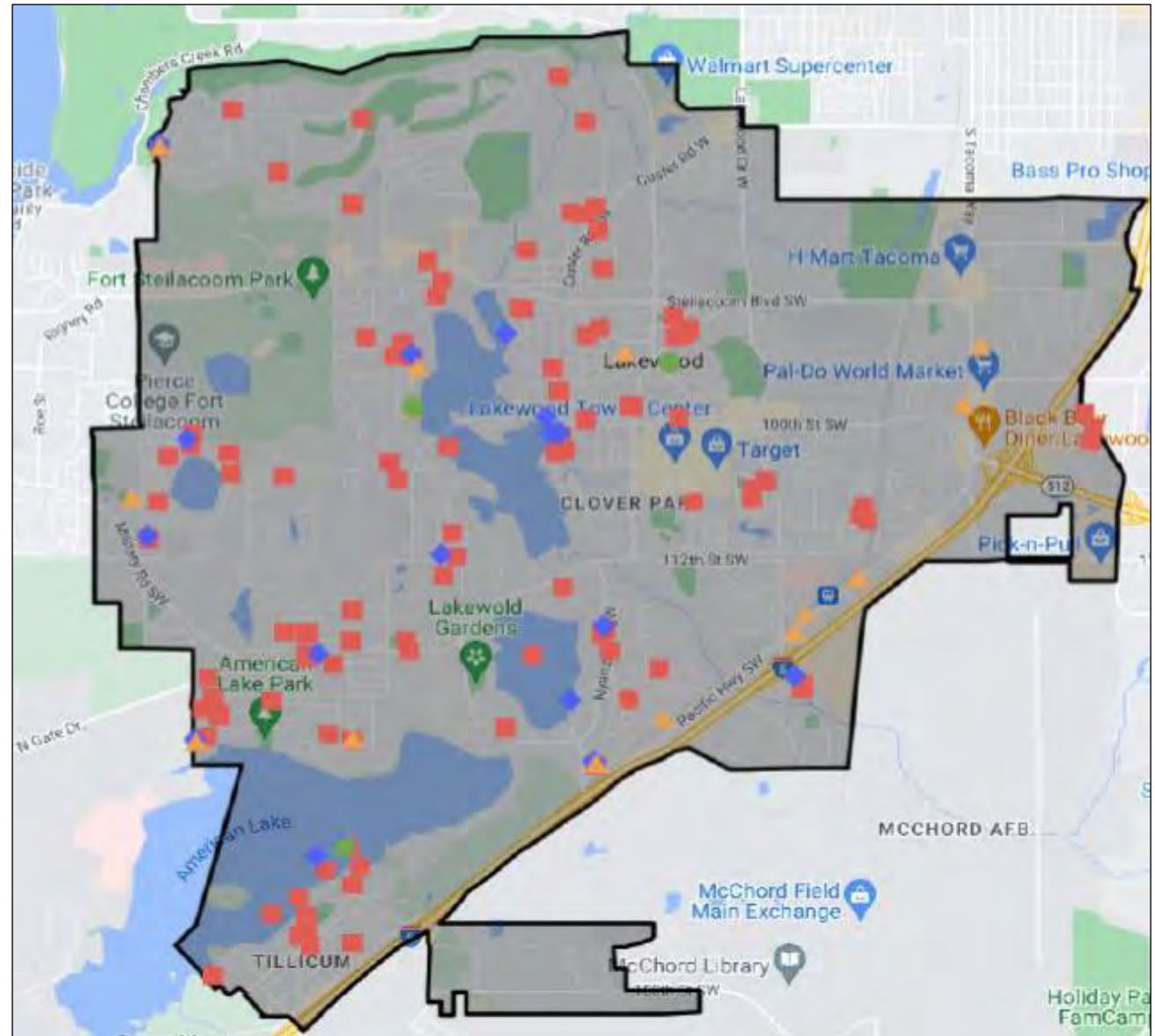
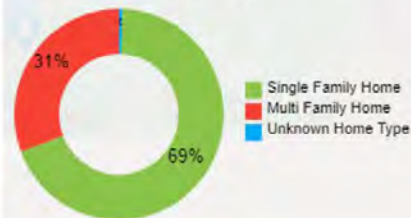
Median Nightly Rate  
(USD)

**\$96**

Unit Types



Listing Types



## Short Term Rental (STR) Regulation Updates

In 2024, the City has begun incorporating STRs into the [rental housing safety program \(RHSP\)](#).

Rental properties must register (\$12 per year per unit for the rental business license) with the RHSP and are required to be inspected once every five years (the initial RHSP inspection is free; if a unit fails inspection, the re-inspection fee is \$125.)

Owners email [rentals@cityoflakewood.us](mailto:rentals@cityoflakewood.us) to schedule the inspection. The rental registration site address is: <https://slate.tolemi.com/lakewood-wa/reg/rental>

More details about the RHSP are at <https://cityoflakewood.us/rental-housing-safety-program/>

# **Shoreline Area and Critical Area Development Regulation Updates**

# Critical Area Ordinance (CAO) and Shoreline Master Program (SMP) Update

Lakewood adopted its critical areas ordinance (**CAO**) (see **LMC Title 14** generally and Chapter 14.154 for Fish and Wildlife Habitat Areas) in **2015**. It adopted its Shoreline Master Program (**SMP**) (currently a stand-alone document that will be incorporated into the LMC as part of the 2024 periodic review at **LMC Title 16**) in **2019**.

In **2020**, the Washington Department of Fish and Wildlife (WDFW) came out with new guidance ((Rentz et al. 2020)) – not legal requirements – for protection of riparian areas that heavily emphasizes a shift in terminology from the concept of “stream buffers” to “riparian management zones” (RMZs).

## **Lakewood’s current CAO and SMP are interconnected:**

- the CAO
  - uses the SMP’s buffer widths for river and stream habitat protection buffers; and
  - identifies which lakes are regulated under the SMP or the CAO.

**In 2024, the City is updating its CAO to reflect best available science (BAS) now available and to directly regulate critical areas not governed under the SMP.**

## State Law: Growth Management Act\* and Shoreline Management Act\*\*

All Lakewood shoreline uses and development - including residential development - **shall be** located, designed, constructed, and mitigated to result in **no net loss of ecological functions necessary to sustain shoreline natural processes.**

\*RCW 36.70A.480 (4) \*\*RCW 90.58.620 (1)(b)

Source of Science: *Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications*, WDFW, 2020

Lakewood **must include the best available science (BAS) in developing policies and development regulations to protect the functions and values of critical areas.** In addition, Lakewood must give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

RCW 36.70A.172 (1)

Lakewood may use information that local, state or federal natural resource agencies have determined represents the BAS.

WAC 365-195-905

Source of Science: *Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications*, WDFW, 2020



# Current Shoreline Master Program (SMP) Regulates “Shorelines of the State” -

All "shorelines," "shorelines of statewide significance," and critical areas in shorelines of the state

## SHORELINES:

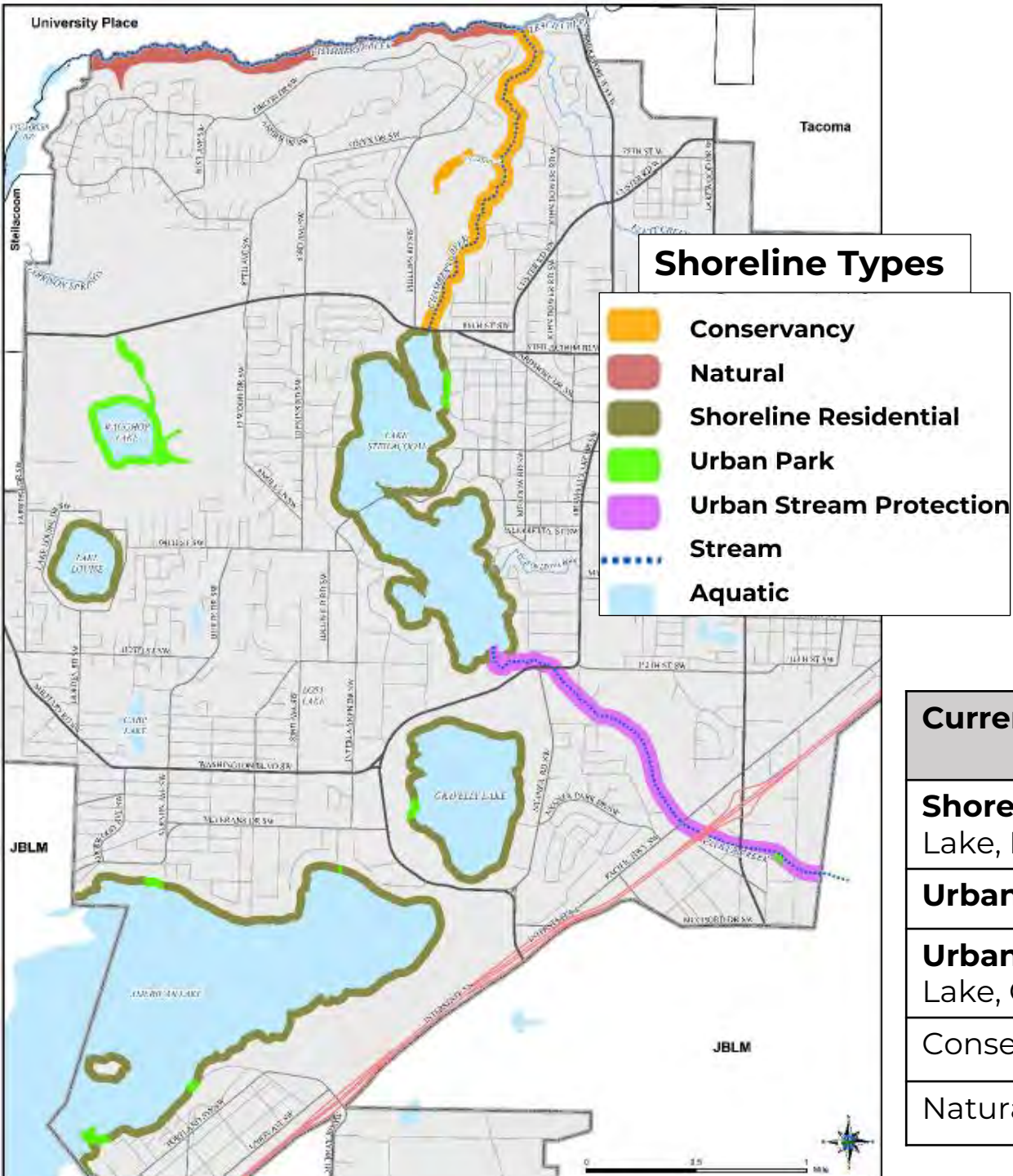
- Gravelly Lake, Lake Louise, Steilacoom Lake, and Waughop Lake;
- Chambers Creek;
- Shorelands (within 200 ft of OHWM)

Critical  
Areas

## SHORELINES OF STATEWIDE SIGNIFICANCE:

- American Lake (1,000+ acres);
- Clover Creek (1,000+ cu/ft/sec mean annual flow);
- Shorelands (within 200 ft of OHWM)

Critical  
Areas



# Current Lakewood Shoreline Master Program Shoreline Types and Setback or Buffer Widths

## Note:

- **Setback** requirements apply to all lakes.

- **Buffer** requirements apply to streams. (Along streams, an *additional 8 ft. building setback* shall apply to edge of the buffer per Critical Area standards.)

Current SMP Shoreline Type	Current Setback or Buffer
<b>Shoreline Residential</b> (American Lake, Gravelly Lake, Lake Louise, Steilacoom Lake)	<b>65 ft</b>
<b>Urban Stream Protection</b> (Clover Creek)	<b>65 ft + 8 ft</b>
<b>Urban Park</b> (Waughop Lake; parts of American Lake, Gravelly Lake, & Lake Steilacoom)	<b>100 ft</b>
Conservancy (Chambers Creek)	<b>150 ft + 8 ft</b>
Natural (Chambers Creek)	<b>150 ft + 8 ft</b>

**“Riparian”** means of, on, or pertaining to the banks of a river, stream or lake.

**“Riparian Management Zone (RMZ)”** means a scientifically based description of the area adjacent to rivers and streams that has the potential to provide full function based on the SPTH [site potential tree height] conceptual framework.

**“Buffer”** means the area adjacent to a shoreline or critical area that separates and protects the area from adverse impacts associated with adjacent land uses.

**“Setback”** is a required open space and means the distance a building structure is placed behind a specified limit such as a lot line or RMZ.

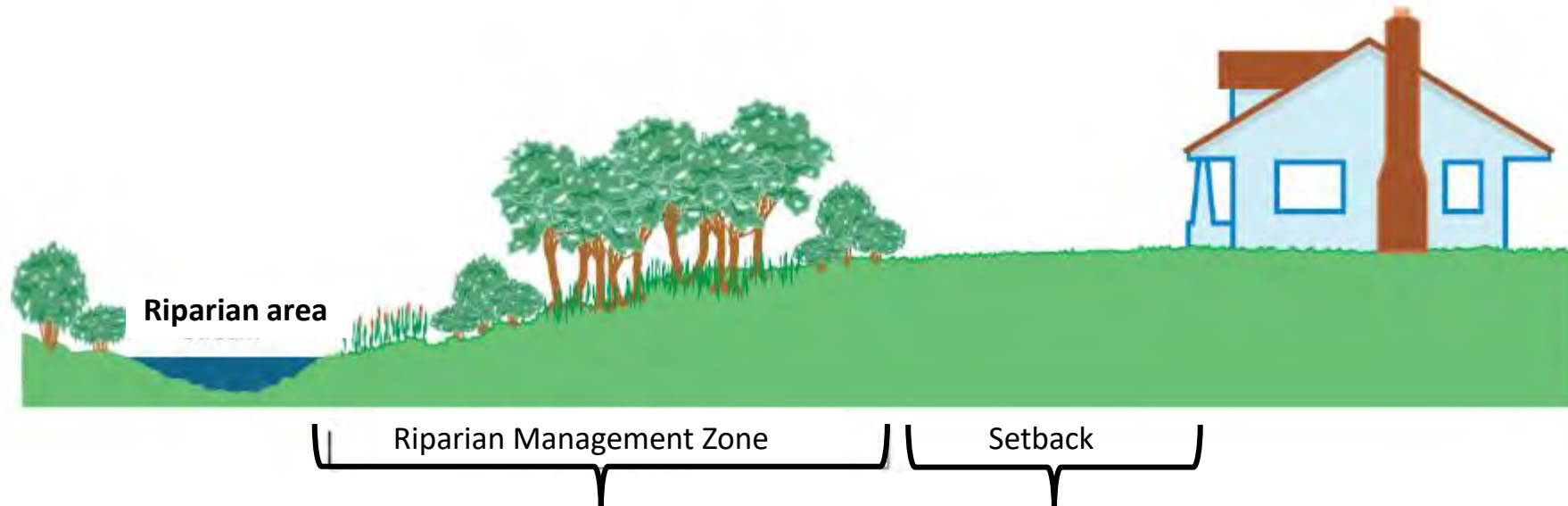


Image Source: [mcleanwater.org](http://mcleanwater.org)

# 24CPPR Package: Updating Lakewood Regulations governing Waterbodies

## **SHORELINE MASTER PROGRAM (LMC TITLE 16) WITH EXISTING BUFFERS AND SETBACKS FOR SHORELINES OF THE STATE:**

- American Lake, Gravelly Lake, Lake Louise, Steilacoom Lake, Waughop Lake;
- Chambers Creek, Clover Creek;
- Shorelands (within 200 ft of OHWM)

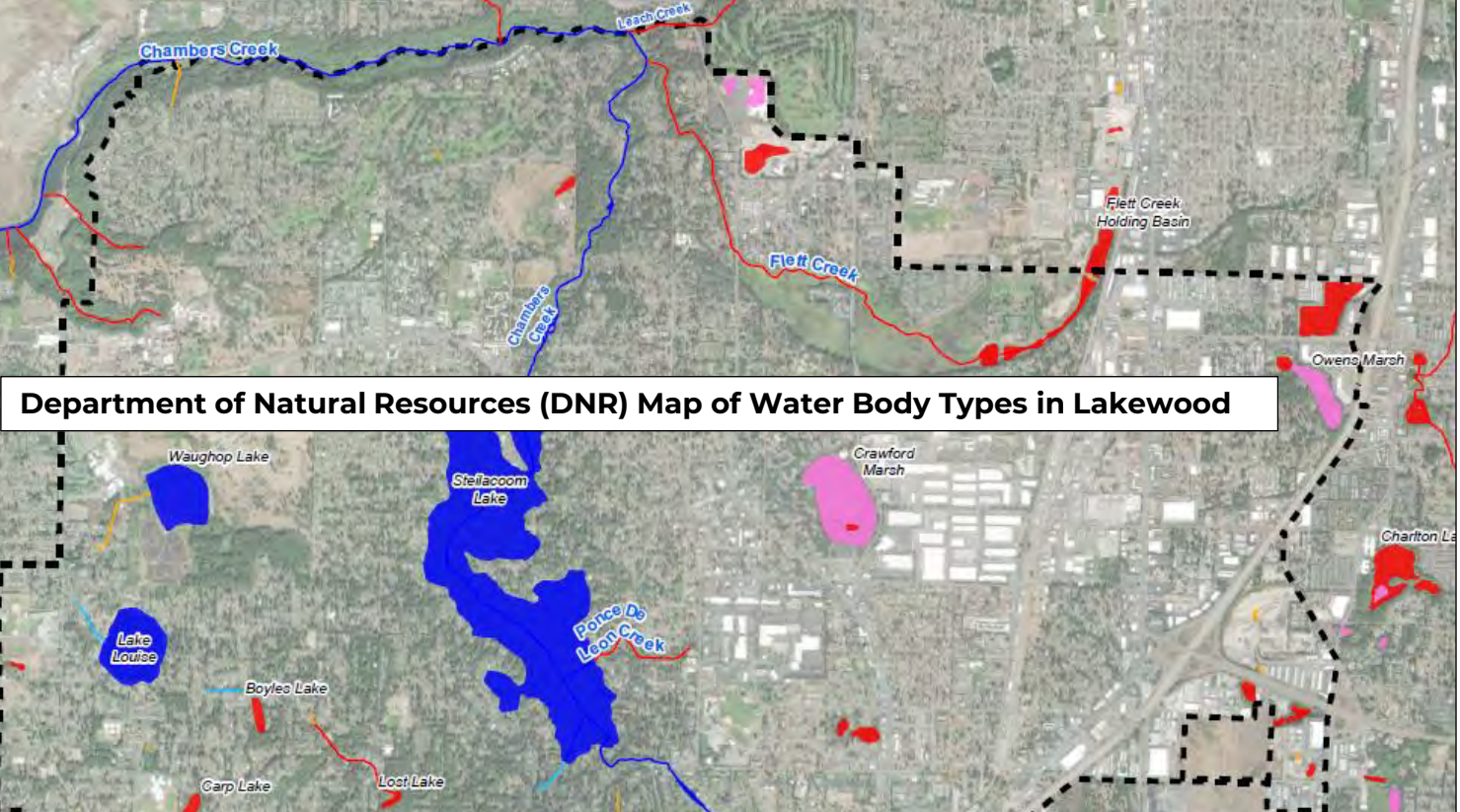
**Critical  
Areas**

## **CRITICAL AREAS ORDINANCE (LMC TITLE 14) WITH RIPARIAN MANAGEMENT ZONE WIDTHS ON WATERBODIES THAT ARE NOT SHORELINES OF THE STATE:**

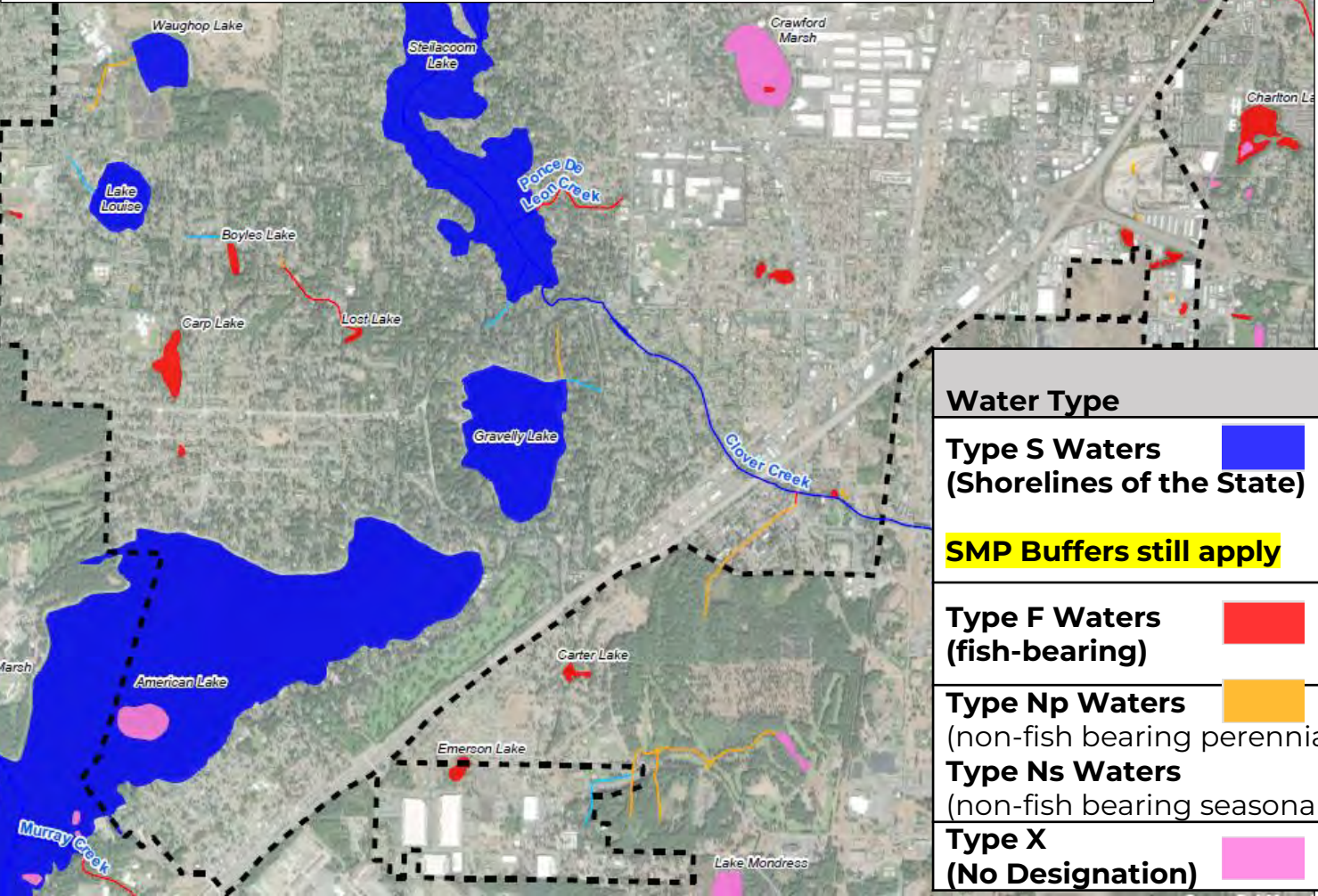
- Boyles Lake, Carp Lake, Emerson Lake, Lost Lake;  
- Flett Creek, Ponce de Leon Creek;
- Unnamed Tributaries for Gravelly Lake, Lost Lake, Waughop Lake, Chambers Creek, Clover Creek;
- Unnamed Type Np/Ns/X Waterbodies




**Critical  
Areas**

# Recommended Shorelines of the State Buffers and Riparian Buffers







Department of Natural Resources (DNR) Map of Water Body Types in Lakewood



Water Type	Buffer Width	Water Bodies
Type S Waters (Shorelines of the State) 	65 feet	American Lake, Gravelly Lake, Lake Louise, Stellacoom Lake, Waughop Lake, and Clover Creek;
SMP Buffers still apply	150 feet	Chambers Creek
Type F Waters (fish-bearing) 	150 feet	Boyleo Lake, Lost Lake, Carp Lake, Emerson Lake, Flett Creek, Ponce de Leon Creek, and unnamed Type F waters
Type Np Waters (non-fish bearing perennial) Type Ns Waters (non-fish bearing seasonal)	100 feet	Tributaries for Waughop Lake, Lost Lake, Gravelly Lake, Chambers Creek, Clover Creek, and unnamed Type Np/Ns waters
Type X (No Designation) 	100 feet	Crawford Marsh, Owens Marsh, unnamed Type X waters

# Summary of Riparian Buffer Options

Water Type	Water Bodies	Existing Buffers/Setbacks	Draft 6/12/24 Buffers (WDFW)	Draft 6/26/24 Buffers (City)
<b>Type S Waters</b>  (Shorelines of the State) <b>SMP Buffers still apply</b>	American Lake, Gravelly Lake, Lake Louise, Steilacoom Lake, <u>Waughop Lake</u>	65 ft	65 ft	65 ft
	----- Clover Creek	65 ft + 8 ft	65 ft + 8 ft	65 ft + 8 ft
	----- Chambers Creek	150 ft + 8 ft	150 ft + 8 ft	150 ft + 8 ft
<b>Type F Waters</b>  (fish-bearing)	Boyles Lake, Lost Lake, Carp Lake, Emerson Lake, Flett Creek, Ponce de Leon Creek, and unnamed Type F waters	Outside of Shorelines of the State = CAO governs, but refers to SMP for widths	<b>200 ft in CAO</b>	<b>150 ft in CAO</b>
<b>Type Np Waters</b>  (non-fish bearing perennial) <b>Type Ns Waters</b> (non-fish bearing seasonal)	Tributaries for: <u>Waughop Lake</u> , Lost Lake, Gravelly Lake, Chambers Creek, Clover Creek	Outside of Shorelines of the State = CAO governs, but refers to SMP for widths	100 ft in CAO	100 ft in CAO
	----- Unnamed Type Np/Ns waters		100 ft in CAO	100 ft in CAO
<b>Type X</b> (No Designation) 	Crawford Marsh, Owens Marsh	Outside of Shorelines of the State = CAO governs, but refers to SMP for widths	100 ft in CAO	100 ft in CAO
	----- Unnamed Type Np/Ns waters		100 ft in CAO	100 ft in CAO

SMP = Shoreline Master Program  
 CAO = Critical Areas Ordinance  
 BAS = Best Available Science

# Critical Area Ordinance (CAO) and Shoreline Master Program (SMP) Update

The City supports the Planning Commission-recommended buffer options for areas outside of SMP regulation because:

- the stream typing is consistent with WAC 365-190-130 and WA Department of Natural Resource's (DNR's) water typing as included in WAC 222-16-030;
- the proposed standard riparian buffers help to ensure permit predictability consistent with the GMA planning goal at 36.70A.020(7): "Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability;"
- the Planning Commission-recommended option supports the permitting requirements of 2024 ESSB 5290 "Concerning consolidating local permit review processes;" and
- per the GMA, critical area buffers are to protect the current functions and values of critical areas, and the recommended buffers do so (see technical memorandum discussion below.)

## Riparian Buffer Background Report

Lakewood hired FACET NW (professional wetland biologists and critical area protection specialists) to work with the City on a background report (see page 681 of the Staff Report) to support the recommended 150-foot buffering width for Type F water bodies versus the 200-foot buffer recommended by WDFW. In summary, the report finds that:

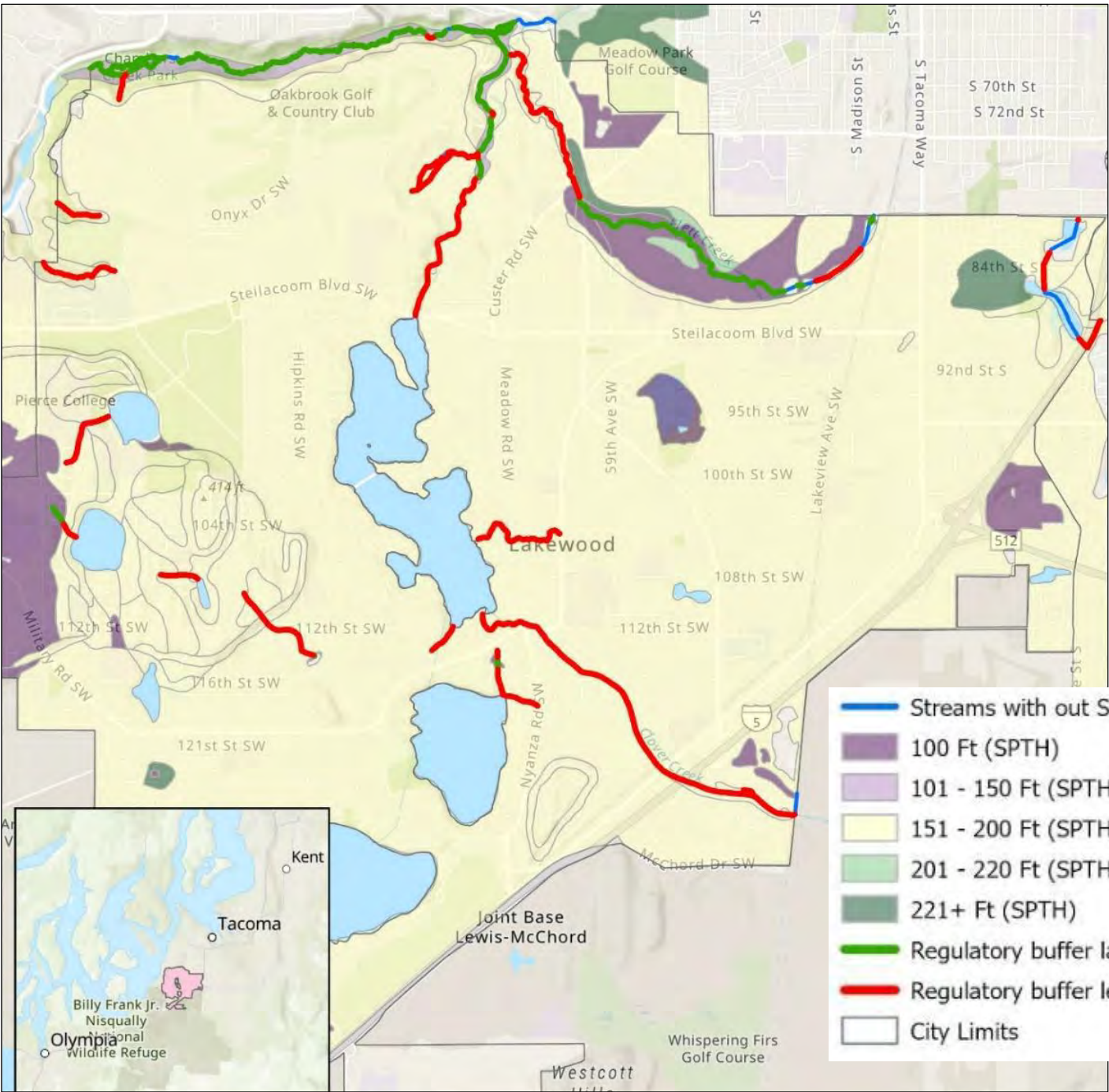
- The proposed fixed-width buffers along Chambers Creek and Flett Creek in the north of Lakewood will meet or exceed the WDFW Site Potential Tree Height<sub>200</sub> (SPTH<sub>200</sub>) buffers. This should provide enhanced protection of these streams and ensure no net loss of critical habitat or ecologic function;
- The narrower buffers on Clover Creek, Ponce De Leon Creek, and sections of stream near Wards Lake should not have a negative impact or result in a net loss of ecological function as these areas of the City are already built out and there is little land available for development; and
- Utilizing the SPTH<sub>200</sub> RMZ model around Lake Louise, Ponce De Leon Creek, and Clover Creek consist primarily of residential uses and would likely have little to no benefit as these areas are already built out. Regulations focused on redevelopment and enhancement of existing buffer conditions may have a higher likelihood to improve riparian ecological functions.



# Riparian Buffer Background Report

The map depicts the miles of streams within Lakewood and how the proposed fixed-width buffers compare to the WDFW-recommended riparian buffers.

**In all cases, the City-proposed stream buffers presented should provide 95% or more removal efficacy of phosphorous, sediment, and most pesticides, and an 80% removal efficacy for nitrogen for all streams.**



## Summary of Other CAO Amendments

The following list summarizes the other draft amendments to LMC Title 14 related to critical areas regulation:

- Updated Wetlands definition per RCW 36.70A.030 (21) (see LMC 14.165.010);
- Updated Geologically Hazardous Areas definition per RCW 36.70A.030 (14) (see LMC 14.165.010);
- Updated Fish & Wildlife Habitat Conservation Area definition per RCW 36.70A.030 (6) (see LMC 14.165.010);
- Updated Priority Habitat & Species Management Recommendations per WDFW's Website Resources and WAC 365-190-130(2)(a) (see LMC Chapter 14.154);
- Updated Species Listings per 1) WDFW's Threatened and Endangered Species list and U.S. Fish and Wildlife Service's Information for Planning and Consultation resources for up-to-date information on all state and federal listed species and 2) Puget Sound Partnership's Salmon Recovery website; and
- Updated CAO Monitoring and Adaptive Management Program – encouraged in WAC 365-195-905(6). See Commerce's Monitoring and Adaptive Management Chapter in the Critical Areas Handbook (June 2018).

**Note:** A separate locally-initiated Shoreline Master Program (SMP) Update (LMC Title 16) will be conducted in the fall of 2024 strictly limited to reconciling the SMP with the changes in the City's 2024 Critical Areas Ordinance (LMC Title 14.)

Information is available at <https://cityoflakewood.us/smp/>

There will also be a separate set of amendments to LMC Title 14 presented to the City Council later in 2024 to clarify required processes for buffer amendments.

## **Other Development Regulation Amendments**

# 2024 Development Regulations Updates

## **New LMC 17.02 Definitions and a new Chapter 17.24 “Unit Lot Subdivisions” is included in the 24CPPR package**

- Complies with RCW 58.17.060(3)’s requirement that short plat regulations need to allow for unit lot subdivisions

## **Lot Subdivision for Middle Housing in Single Family Zones**

Under RCW 58.17.060(3) as amended in 2023, short plat regulations need to allow for unit lot subdivisions:

(3) All cities, towns, and counties shall include in their short plat regulations **procedures for unit lot subdivisions allowing division of a parent lot into separately owned unit lots**. Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots.LMC

# 2024 Development Regulations Updates

## 18A.10 Basic Provisions

- Replace “Single Family” Land Use designation with “Residential” designation
- Update descriptions of R1-R4 zones to reflect changes per HB 1120, HB 1110, and HB 1337
- Update descriptions of Air Corridor Zones vs Accidental Potential Zones related to JBLM
- Create Transit Overlay to reflect higher residential densities and different parking rules within ½ mile of major transit stop (commuter rail or bus rapid transit)
- Various updates to Definitions

# 2024 Development Regulations Updates

## 18A.20 Public Noticing Regulations (HB 1105 Amendments)

When a public agency, as defined under the OPMA, is required to solicit public comment for a statutorily specified period of time and provide notice that it is soliciting public comment, the **agency must specify the first and last date of the comment period and the time by which written comments may be submitted.**

Amendments proposed to:

- 18A.20.330 (C)(5)
- 18A.20.340 (A)(10) and (B)(1)

# 2024 Development Regulations Updates

## 18A.30 Discretionary Permits

- Timing of allowed Comprehensive Plan amendments
- Updating base density allowed in cottage housing to 1.5 in R1 and R2 zones; removing cottage housing increased densities in R3 and R4 zones
- Allowance of hosting of the homeless by a religious organization per state law (6 mos./yr max with 3 mo. separation after 4 mos.)



# 2024 Development Regulations Updates

## 18A.40 Land Uses and Interpretation Tables

- Changing allowed transitory accommodation time frame from 90 days to 120 days per state law
- Allow “organic material management facilities” in C1, C2, IBP, I1, and I2 zones
- Locate essential public facilities with recognition of effects on historically overburdened communities (defined in RCW 70A.02.010(11).)
- Allowing middle housing and ADUs in historically single-family areas per HB 1110 and HB 1337
- Updating ADU design requirements to match that of single family housing
- Limiting ADU parking requirements in areas within ¼ mile of major transit stop
- Allowance of discrete ownership of ADU per state law
- Remove Type 4 and Type 5 Group Homes from allowed uses in Downtown and/or Station District Subareas
- Updates to required conditions for emergency housing and shelter facilities per state law

# 2024 Development Regulations Updates

## 18A.50 Overlay Districts

- Creation of Transit Overlay to clarify where Residential Transit zones, higher densities per lot, plus different parking standards are located

# 2024 Development Regulations Updates

## 18A.60 Site Planning and General Development Standards

- Updated densities per lot in R1, R2, R3 and R4 zones based on presence or absence of critical areas, distance from major transit stops, and whether 1+ units are affordable (i.e., below market rate)
- Updated densities in MR1, MR 2, MF1, MF2 and MF3 zones
- Removal of minimum lot sizes in MR1 and MR 2 zones
- Increase of allowed residential densities in TOC zone (Station District Subarea) and CBD zone (Downtown Subarea)

# 2024 Development Regulations Updates

## 18A.80 Parking

- Clarifications to commercial parking standards
- Updated residential parking standards to reflect new middle housing and ADU allowances on single family lots
- Strengthening requirements for Transportation Demand Management (TDM) strategies for larger employers (100+ employees)

# 2024 Development Regulations Updates

## 18A.90 Housing Incentives Program

- Updating inclusionary density bonuses up to increase of to 25% above base zone density in all zones for inclusion of low- or extremely low-income housing in project and making this density bonus exclusive of any other bonus density options in chapter
- New density bonus discussion for affordable housing created in partnership with religious organizations
- Density bonuses for units affordable to those at 60% or 80% AMI

# 2024 Development Regulations Updates

## Downtown Subarea Form-Based Code (LMC Title 18B)

- Removal of Type 4 and Type 5 Group Homes from allowed uses
- Addition of required bicycle parking space regulations
- The option to use a master planned development is expanded from just the Towne Center District to all areas of the Downtown Subarea\*
- The minimum threshold for master planned developments is reduced from ten (10) acres to five (5) acres.\*

\*These recommended changes are based on the results of the 3<sup>rd</sup> Biennial Review of the Downtown Plan and its pace of implementation as well as the City Council's identification of economic development in, and the revitalization of, the Downtown as top priorities of the City; expanding where master planned developments can be done, as well as reducing their minimum acreage, will incentivize more, and more rapid, development and redevelopment in the Downtown.

# 2024 Development Regulations Updates

## **Station District Subarea Form-Based Code (LMC Title 18C)**

- Removal of Type 4 and Type 5 Group Homes from allowed uses
- Updates to ADU parking regulation for lots within ½ mile of major transit stop

# City Council Schedule

- **August 19: Public Hearing #1**
- **August 26: Study Session**
- **September 3: Public Hearing #2**
- **September 9: Study Session if needed**
- **September 16: Action**



# Thank you



<https://cityoflakewood.us/24periodicreview/>



**TO:** Lakewood City Council

**FROM:** John Caulfield, City Manager *John E. Caulfield*

**PREPARED BY:** Troy Pokswinski, Capital Projects Division Manager

**THROUGH:** Jeff Rimack, Planning and Public Works Director

**DATE:** August 12, 2024

**SUBJECT:** Lakewood Station Access Improvement (LSAI) Project

**ATTACHMENTS:** LSAI Draft Interlocal Agreement with Sound Transit

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**Overview:** Sound Transit has been planning improvements to benefit and encourage the use of bus and commuter train facilities at Lakewood Station. These improvements include gaps in sidewalks, lighting, ADA ramps, and bike lanes. As Sound Transit moves forward from the planning to the implementation stage, the City has been approached to enter into an agreement with Sound Transit to design and construct \$31.6 million of these improvements.

**Background:** Voters approved Sound Transit 2 (ST2) in 2008, which included the Lakewood Station Access Improvement project. The aim of the project was to make improvements to Lakewood Station, a public transportation hub located at 11424 Pacific Highway. The station is home to the Sounder commuter train system as well as Sound Transit Express buses. A 600-space parking garage for commuters was constructed and opened in 2008. The City constructed a pedestrian bridge to encourage ridership from Kendrick Street to the station in 2012 utilizing funding from Sound Transit. Road, bike, and sidewalk improvements along 111<sup>th</sup> Street SW and 112<sup>th</sup> Street from Bridgeport Way to Kendrick Street were constructed in 2021 using similar funding for a similar purpose.

While completing their planning phase, Sound Transit determined that a change in ridership pattern following the Covid-19 pandemic had reduced

the necessity to expand parking and that structured parking was unaffordable with the current financial plan. Sound Transit staff recommended a list of various non-motorized improvements to improve access and encourage ridership in the at the station. Both the City of Lakewood and Sound Transit Board of Directors have concurred with the approach to improve access to the station. On March 24, 2024, the Sound Transit Board of Directors adopted a resolution amending the ST2 plan for the LSAI and approved the recommended non-motorized improvement projects.

The planning level estimates from Sound Transit have put the value of these improvements at \$54 million. ST2 program statutes state improvements must be completed prior to April 2030. With the wide range of projects to be installed prior to that deadline, Sound Transit staff has coordinated with the City to partner and meet the timeline requirements. A draft interagency agreement is attached that outlines the City's responsibilities in delivering \$31.6 million of the projects.

**Current Status:** A resolution will be read at the Sound Transit System Expansion Committee meeting on August 8 for recommendation to the Board of Directors to adopt the baseline schedule and budget for the LSAI project. A motion at the same meeting is scheduled to be discussed authorizing the chief executive officer to execute the attached interlocal agreement.

The Sound Transit Board of Directors is expected to take action on the motion to approve the LSAI schedule and budget. Sound Transit staff has acknowledged the timeline and the desire to execute the agreement as soon as the Board of Directors and Lakewood City Council are in concurrence on the agreement. Once the agreement is fully executed, City staff is prepared to implement the design and construction plan discussed in this briefing.

**LAKWOOD STATION ACCESS IMPROVEMENTS  
FUNDING AGREEMENT**

**BETWEEN CITY OF LAKEWOOD AND THE CENTRAL PUGET SOUND  
REGIONAL TRANSIT AUTHORITY**

**GA 0100-23**

This Funding Agreement (“Agreement”), entered into between the City of Lakewood, (hereinafter "the City"); and the Central Puget Sound Regional Transit Authority, (hereinafter "Sound Transit," collectively the “Parties” and individually a “Party”);

WHEREAS, the Sound Transit 2 (“ST2”) high-capacity transit system expansion plan was approved by the voters in November 2008 and included the Lakewood Station Access Improvements project, (hereafter “Project”); and

WHEREAS, the ST2 Plan included access to improvements to the Lakewood Station which primarily consisted of a parking structure;

WHEREAS, the ST2 Plan authorizes the Board to amend the ST2 Plan and the Lakewood Station Access Improvements project to construct identified alternatives to the parking structure to meet rider access demands and needs if the original scope is deemed impracticable or unaffordable;

WHEREAS, due to changed ridership patterns following the Covid-19 pandemic, the originally contemplated parking garage is impracticable to meet the stated project purpose of enhancing rider access to the station, and structured parking is unaffordable within the allocated project estimate in the financial plan;

WHEREAS, Sound Transit staff recommended that non-motorized and transit stop improvements be carried forward for further design and construction and that the surface parking lot not advance;

WHEREAS, the City of Lakewood agreed with this approach, documented in a Letter of Concurrence signed in April 2023; and

WHEREAS, in on March 24, 2024, the Sound Transit Board of Directors adopted Resolution R2024-04, amending the ST2 Plan to select and implement the Lakewood Station Station Access Improvement project, selecting the Lakewood Station access improvements, a set of non-motorized and transit stop improvements, as the Project to be Built.

NOW THEREFORE, in consideration of the terms, conditions, covenants, and performances contained herein, or attached and incorporated and made a part hereof, it is mutually agreed as follows:

**1. GENERAL**

- 1.1. Eligible Improvements for Reimbursement. The intent of this Agreement is to establish the terms and conditions for the Eligible Improvements to be performed for the Project during the duration of this Agreement. Attached hereto is **Exhibit A**, Scope of Work and Deliverables which outlines the activities, products and general capital improvements eligible for funding by Sound Transit. Funds may be expended on Eligible Improvements identified in **Exhibit A**, up to the “not to exceed” amount outlined in Section 1.2 below. **Exhibit B** is the Conceptual Engineering Report and provides additional detail on the elements listed in **Exhibit A**.
- 1.2. Agreement Not-to-Exceed Amount. The total amount of the Agreement shall not exceed \$31,625,000.00. No payments will be made in excess of the established not-to-exceed (NTE) amount according to the Project Description outlined in Section 2.1 below.
- 1.3. Schedule. All improvements will be complete by April 30, 2030. Sound Transit will close the Project at the end of 2030 and will not reimburse for work that occurs after this date.

The funding provided by Sound Transit does not include federal funding.

## 2. PROJECT DESCRIPTION

- 2.1. The Project is in Lakewood as identified in **Exhibit A**, Scope of Work and Deliverables and further described in **Exhibit B** – Conceptual Engineering Report. Sound Transit funding will support two Phases:
  - 2.1.1. Design Phase. The City will design the nonmotorized station access improvements. The Design Phase is expected to require \$3,150,000.00 of the total Not-to-Exceed amount noted in Section 1.2. To be reimbursed for the Design Phase, the City must provide the following: 1) **Exhibit C**, Project Schedule; and 2) **Exhibit D**, Cost Estimate.
  - 2.1.2. Construction Phase for Priority 1 Improvements. Construction for Priority 1 Improvements are expected to require \$28,475,000.00 of the total Not-to-Exceed amount noted in Section 1.2. To be reimbursed for the Construction Phase for Priority 1 Improvements, the City must provide the following: 1) updated **Exhibit A** Scope of Work and Deliverables; 2) updated **Exhibit C**, Project Schedule; and 3) updated **Exhibit D**, Cost Estimate.
  - 2.1.3. Construction Phase for Priority 2 Improvements. If available funding remains after the completion of the Construction Phase for Priority 1 Improvements, Sound Transit will consider funding a Construction Phase for Priority 2 Improvements identified in **Exhibit A** up to the No-to Exceed amount noted in Section 1.2. Prior authorization by Sound Transit is required for any work that starts on Priority 2 Improvements. The City must also provide the following: 1) **Exhibit C**, Project Schedule; and 2) **Exhibit D**, Cost Estimate.

### 3. PROJECT MANAGEMENT

3.1. Designated Representatives. The City and Sound Transit have designated formal points of coordination for this Agreement. The Designated Representatives shall communicate at least quarterly to discuss the status of the tasks to be performed, ensure the improvements are within the not-to-exceed budget parameters noted in Section 2 and on schedule for completion by the end of April 2030 as required by Section 1.3. Designated Representatives will also identify upcoming decisions related to the Project, provide any information or input necessary to inform those decisions, and resolve any issues or disputes related to the Project consistent with this Agreement.

The Designated Representatives are:

CITY OF LAKEWOOD

SOUND TRANSIT

Heather Pedersen

Project Manager – DECM

206-553-3593

Heather.pedersen@soundtransit.org

The Parties may change designated representatives by written notice to the other Party during the term of the Agreement.

3.2. Program Plan. The City will develop a plan that includes the scope of the improvements being delivered, a delivery schedule (see Exhibit C for an example) and a proposed budget (Exhibit D) for each improvement before beginning work. This Program Plan will be used to measure progress as outlined in the Reporting Requirements in Section 3.3.

3.3. Reporting Requirements. The City is required to submit a Quarterly Progress Report to Sound Transit’s Designated Representative to include the below elements (**Exhibit E**: Template for Reporting Requirements). The report may include supporting documentation (photos, City documentation, financial information, etc.).

3.3.1. Project Update. Schedule and cost status of improvements (including Priority 1 and 2 Improvements as applicable). The update will also include the status of meeting the April 30, 2030 completion date.

3.3.2. Assessment of on-going risks. The City will notify Sound Transit of any issues that may affect the Project Schedule and overall implementation of the Project.

3.3.3. Project Funding. Summary of expenditures during reporting period and expected expenditures in the subsequent reporting period.

3.4. Eligible Costs. Eligible costs include actual costs identified in **Exhibit A**, Scope of Work and Deliverables.

- 3.5. Project Schedule. The Parties agree to the project schedule identified in **Exhibit C**, Project Schedule. The City shall complete all work and deliverables of the Project no later than one year after the expected project completion date shown in **Exhibit C**, Project Schedule, unless otherwise mutually agreed in writing by both Parties. The City is responsible for notifying Sound Transit of any material changes to the Project Schedule and rationale for the change in writing as part of its quarterly reporting requirements.
- 3.6. The City Work. The City is solely responsible for the final design, permitting, bidding, construction, project and construction management of all applicable Project elements including, but not limited to, procurement and construction contract administration. The City is responsible for all costs relating to the operations or maintenance of service and capital improvements related to the Project upon its completion. The City will be the owner of the completed Project. Sound Transit is not responsible for funding any service operations or for maintenance of any improvements implemented under this Agreement.
- 3.7. Signage. Any identification signage used during the Project shall identify Sound Transit as a funding partner.
- 3.8. Project Closeout. Before payment of the final invoice, the City and Sound Transit will meet to ensure final deliverables are complete in accordance with **Exhibit A**, Scope of Work and Deliverables.
- ~~3.8.3.9. Permitting Support. City of Lakewood will expedite review and issuance of any permits necessary to construct improvements that are part of the Lakewood Station Access Improvements Project.~~

#### 4. INVOICING

- 4.1. The City will submit monthly invoices and supporting documentation that align with the Scope of Work and Deliverables for payment (See **Exhibit F**, Invoice Template). The invoices must include the Sound Transit purchase order number provided by Sound Transit.
- 4.2. The City will submit its invoices with the required documentation, in two .pdf files, via email to [accountspayable@soundtransit.org](mailto:accountspayable@soundtransit.org) (and carbon copying Sound Transit's Designated Representative). Invoices will be paid within thirty (30) calendar days of Sound Transit's receipt of the invoice with acceptable and complete supporting documentation.
- 4.3. The City agrees that within forty-five (45) calendar days of the City's acceptance of work for each Phase to submit a final (closing) invoice for that phase.
- 4.4. If Sound Transit determines that an invoice lacks sufficient documentation to support payment, Sound Transit will notify the City of its determination and request that the City provide additional documentation. Sound Transit may withhold payment of the invoice until supporting documentation is provided, however such approval shall not be unreasonably withheld.

## 5. TERM, SUSPENSION, AND TERMINATION

5.1. Term. This Agreement shall take effect upon the last date of signature by the Parties as set forth below. This Agreement shall remain in effect until 180 consecutive days following Project completion, unless extended by mutual written agreement of the Parties, superseded by a future agreement, or suspended or terminated in accordance with this Section 5.

5.2. Termination by Sound Transit. Sound Transit may terminate this Agreement by written notice under the following circumstances:

5.2.1. If work as defined in **Exhibit A** is not completed by one year after the expected project completion date shown in **Exhibit C**, Project Schedule, unless otherwise agreed to by the Parties.

5.2.2. If the City fails to make progress towards completing the Project and the City has not provided adequate assurances of its desire or ability to complete the Project and commence operations.

If the Agreement is terminated under this Section 5.2, the City shall reimburse Sound Transit the full amount of all payments it made to the City under this Agreement within ninety (90) calendar days of the date of termination. The City may ask for an extension of time to complete the Project for good cause. Sound Transit's agreement to extend the completion will not be unreasonably withheld.

5.3. Termination by Either Party. Either Party may terminate this Agreement for cause if the other Party fails to fulfill its material obligations under this Agreement in a timely manner or breaches any material provision of this Agreement and the Dispute Resolution Process has failed to reach resolution within the timelines described therein. The Party wishing to terminate this Agreement for cause will provide the other Party with written notice of its intent to terminate and will give the other Party an opportunity to correct the failure to perform or breach within thirty (30) calendar days of the notice or within such longer period as may be necessary in the event that correction cannot reasonably be accomplished within thirty (30) calendar days. If the failure or breach is not corrected or cured, this Agreement may be terminated by the aggrieved Party by giving ninety (90) calendar days' notice to the other Party.

5.4. Except as provided in this Section, a termination by either Party will not extinguish or release either Party from liability for costs or obligations existing as of the date of termination. Any costs incurred prior to proper notification of termination will be borne by the Parties in accordance with the terms of this Agreement.

## 6. INDEMNITY

6.1. To the maximum extent permitted by law, the City will hold harmless from, and indemnify and defend Sound Transit (including its board members, officers, directors and employees)



(the “Indemnified Parties”) from and against any and all claims, demands, losses, lawsuits, actions, or liability of any kind or nature, arising out of or relating to the City’s design, construction, maintenance or operation of the Project, including claims by the City’s employees. **The City SPECIFICALLY ASSUMES POTENTIAL LIABILITY FOR ACTIONS BROUGHT BY THE CITY’S OWN EMPLOYEES OR FORMER EMPLOYEES AGAINST ANY INDEMNIFIED PARTY, AND FOR THAT PURPOSE THE CITY SPECIFICALLY WAIVES ALL IMMUNITY AND LIMITATIONS ON LIABILITY UNDER THE WORKERS COMPENSATION ACT, RCW TITLE 51, OR ANY INDUSTRIAL INSURANCE ACT, DISABILITY BENEFIT ACT OR OTHER EMPLOYEE BENEFIT ACT OF ANY JURISDICTION THAT WOULD OTHERWISE BE APPLICABLE IN THE CASE OF SUCH CLAIM. THIS INDEMNITY OBLIGATION SHALL NOT BE LIMITED BY ANY LIMITATION ON THE AMOUNT OR TYPE OF DAMAGES, COMPENSATION OR BENEFITS PAYABLE BY OR FOR THE CITY OR A CONTRACTOR UNDER WORKERS’ COMPENSATION, DISABILITY BENEFIT OR OTHER EMPLOYEE BENEFITS LAWS. THE CITY RECOGNIZES THAT THIS WAIVER WAS SPECIFICALLY ENTERED INTO AND WAS THE SUBJECT OF MUTUAL NEGOTIATION. PROVIDED, HOWEVER, THE CITY’S WAIVER OF IMMUNITY BY THE PROVISIONS OF THIS PARAGRAPH EXTENDS ONLY TO CLAIMS AGAINST THE CITY BY SOUND TRANSIT, AND DOES NOT INCLUDE, OR EXTEND TO, ANY CLAIMS BY THE CITY’S EMPLOYEE(S) DIRECTLY AGAINST THE CITY.** The foregoing indemnity applies only to the extent of the City’s negligence.

- 6.2. The City further agrees to assume the defense of the Indemnified Parties with legal counsel acceptable to Sound Transit, whose acceptance shall not be unreasonably withheld. In all legal or claim proceedings arising out of, in connection with, or incidental to the City’s work or that of its contractors, subcontractors of any tier, suppliers, consultants and sub-consultants, the City shall pay all defense expenses, including attorney fees, expert fees, and costs incurred directly or indirectly on account of such litigation or claims, and shall satisfy any judgment rendered in connection therewith. The City may settle any suit, claim, action cost, loss penalty or damages, subject to the approval of Sound Transit, whose approval shall not be unreasonably withheld, if such settlement completely and forever extinguishes any and all liability of the Indemnified Parties. In the event of litigation between the Parties hereto to enforce the rights under this provision, reasonable attorney fees shall be allowed to the prevailing Party.
- 6.3. Each Party agrees to bear full responsibility for any and all tax liabilities owed that may arise in relation to this Agreement, and each Party will fully indemnify and hold the other Party, its officers, agents and employees harmless from any tax liability owed by the other Party arising from or related to the transactions set forth herein, including, but not limited to, any taxes, penalties, fines, and/or interest that are assessed by any tax authority against the indemnifying Party and further including all attorney fees and costs incurred in response to any claims or assessments by any tax authority against indemnifying Party, its officers, agents and employees.

6.4. The obligations in this Section will survive termination or completion of this Agreement as to any claim, loss or liability arising from events occurring prior to such termination or completion.

## 7. AUDITS

7.1. Each Party will maintain accounts and records, including contract and financial records that sufficiently and accurately reflect all direct and indirect costs of any nature expended for work performed under this Agreement to ensure proper accounting for all monies paid to the City by Sound Transit. These records will be maintained for six (6) years after termination or expiration of this Agreement unless permission to destroy them is granted by the Office of the Archivist pursuant to RCW Chapter 40.14 and agreed to by the Parties.

7.2. The City will make all Project records available for Sound Transit inspection upon prior written reasonable request. Audits may be performed by Sound Transit or its independent public accountants to ensure compliance with and enforcement of this Agreement. Should the audit determine that funds from Sound Transit have been used for expenses that were ineligible, then Sound Transit shall provide a copy of the auditor's determination to the City. If the City agrees with the determination, then the City will reimburse Sound Transit the amounts found to have been ineligible. If the City disputes the auditor's determination, then the matter shall be referred to the Dispute Resolution Process set forth in Section 9.

## 8. INSURANCE

8.1 Coverage. During the construction phase of any eligible elements within the Project, The City shall provide primary insurance coverage in the amounts that it deems necessary for construction projects of similar size and cost. If The City is self-insured, it shall provide to Sound Transit's risk manager a certificate of self-insurance. The City shall require their contractor(s) and sub-contractors to obtain and maintain insurance in amounts and types suitable to protect Sound Transit and the City from exposures presented by the work performed under this Agreement. The minimum insurance requirements during the entire term of this Agreement are set forth below:

a) Commercial General Liability in the amount of two million dollars (\$2,000,000) each occurrence limit, two million dollars (\$2,000,000) general aggregate limit, and \$2,000,000 products and completed operations coverage, covering bodily injury including death, personal injury, property damage, Employers' Liability and contractual coverage endorsements, and utilize insurers and coverage forms acceptable to Sound Transit.

b) Commercial Auto Liability coverage for bodily injury and property damage utilizing insurers and coverage forms acceptable to Sound Transit, with a limit of at least one million dollars (\$1,000,000) combined single limit.

c) Worker's Compensation insurance coverage, where applicable, shall comply with State of

Washington Labor and Industries requirements.

d) Builders Risk coverage will be the responsibility of all contractors and subcontractors.

e) Pollution Liability (if there is any potential environmental liability exposure) in the amount of one million dollars (\$1,000,000) each occurrence and two million dollars (\$2,000,000) aggregate.

f) Professional Liability (if there is a potential professional liability exposure) in the amount of one million dollars (\$1,000,000) per claim.

8.2 Certificates. With the exception of self-insurance, certificates of insurance must name Sound Transit as an "Additional Insured," and shall reference the number and title of this Agreement. All insurance coverage obtained by the City or its contractors and subcontractors must name Sound Transit, its officers and employees as "additional insured's" and contain "severability of interest" (cross liability) provisions. The City's and the contractor's insurance policies shall be primary to and not contributing with any insurance or self-insurance that may be carried by Sound Transit and waive their right of Subrogation against Sound Transit. Certificates of Insurance, including the Additional Insured Endorsements, Waiver of Subrogation Endorsements and Primary and Non-Contributory Endorsements, will be provided to Sound Transit before the start of any work performed under this Agreement.

## 9. DISPUTE RESOLUTION

9.1. Any disputes or questions of interpretation of this Agreement or the performance of either Party under this Agreement that may arise between Sound Transit and the City shall be governed under the dispute resolution provisions in this Section 9. The Parties agree that neither Party may take or join any action in any judicial or administrative forum to challenge the other Party's performance under this Agreement until the dispute resolution process in this Section 9 has been exhausted.

9.2. The Parties agree that cooperation and communication are essential to resolving issues efficiently. The Parties agree to use their best efforts to prevent and resolve potential sources of conflict at the lowest level possible.

9.3. Either Party may refer a dispute to the dispute resolution process by providing written notice of such referral to the other Party's Designated Representative. The Parties agree to use their best efforts to resolve disputes arising out of or related to this Agreement using good faith negotiations by engaging in the following dispute resolution process should any such disputes arise:

- a. Level One - Sound Transit's Designated Representative and the City's Designated Representative shall meet to discuss and attempt to resolve the dispute in a timely

manner. If they cannot resolve the dispute within fourteen (14) calendar days after referral of that dispute to Level One, either Party may refer the dispute to Level Two.

- b. Level Two - Sound Transit's Deputy Executive Director, Project Management & Program Strategy, and the City's Departmental Leads shall meet to discuss and attempt to resolve the dispute in a timely manner. If they cannot resolve the dispute within fourteen (14) calendar days after referral of that dispute to Level Two, either Party may refer the dispute to Level Three.
  - c. Level Three - Sound Transit's Executive Director, Design, Engineering, and Construction Management or Designee and the City's Department Directors or Designee shall meet to discuss and attempt to resolve the dispute in a timely manner.
- 9.4. In the event the dispute is not resolved at Level Three within fourteen (14) calendar days after referral of that dispute to Level Three, the Parties are free to file suit, seek any available legal remedy, or agree to alternative dispute resolution methods such as mediation. At all times prior to resolution of the dispute, the Parties shall continue to perform any undisputed obligations and make any undisputed required payments under this Agreement in the same manner and under the same terms as existed prior to the dispute. Notwithstanding anything in this Agreement to the contrary, neither Party has any obligation to participate in mediation or any other form of alternative dispute resolution following completion of Level Three of the process described herein. A Party may decline to participate in such proceeding for any reason or no reason.

## 10. LEGAL PROVISIONS

- 10.1. Warranties. By execution of this Agreement, both Parties warrant that they have the full right and authority to enter into and perform this Agreement, and that by entering into or performing this Agreement, they are not in violation of any law, regulation, or agreement; and that the execution, delivery and performance of the Agreement has been duly authorized by all requisite corporate action, and that the signatories hereto, which have signed on each Parties behalf, are authorized to sign this Agreement.
- 10.2. No waiver. Neither Party will be relieved of its obligations to comply promptly with any provision of this Agreement by reason of any failure by the other Party to enforce prompt compliance, and such failure to enforce will not constitute a waiver of rights or acquiescence in the other Party's conduct.
- 10.3. Costs. Each Party will be responsible for its own costs, including legal fees, incurred in negotiating or finalizing this Agreement, unless otherwise agreed in writing by the Parties. If either Party brings any claim or lawsuit arising from this Agreement, each Party will pay all its legal costs and attorney's fees and expenses incurred in defending or bringing such claim or lawsuit, including all appeals, in addition to any other recovery or award provided by law; however, nothing in this paragraph will be construed to limit the Parties' rights to indemnification.

- 10.4. Public Records. Each Party shall be responsible for its own public records and public records requests.
- 10.5. Notices. All notices required under this Agreement must be in writing and addressed to the Designated Representative. All notices must be either: (i) delivered in person, (ii) deposited postage prepaid in the certified mails of the United States, return receipt requested, (iii) delivered by a nationally recognized overnight or same-day courier service that obtains receipts, or (iv) delivered electronically to the other Party's Designated Representative. However, notice under Section 5, termination, must be delivered in person or by certified mail, return receipt requested.
- 10.6. The Parties may not unreasonably withhold requests for information, approvals or consents provided for in this Agreement; provided, however, that approvals or consents required to be given by vote of the Sound Transit Board or the City Council are recognized to be legislative actions. The Parties will take further actions and execute further documents, either jointly or within their respective powers and authority, to implement the intent of this Agreement. The City and Sound Transit will work cooperatively with each other to achieve the mutually agreeable goals as set forth in this Agreement.
- 10.7. Time is of the essence in every provision of this Agreement. Unless otherwise set forth in this Agreement, the reference to "days" shall mean calendar days unless otherwise noted. Any reference to "working days" shall exclude any legal holidays and weekend days. If any time for action occurs on a weekend or legal holiday, then the time period shall be extended automatically to the next business day.
- 10.8. No joint venture or partnership is formed as a result of this Agreement. No employees, agents or subcontractors of one Party shall be deemed, or represent themselves to be, employees of any other Party.
- 10.9. This Agreement has been reviewed and revised by legal counsel for both Parties and no presumption or rule that ambiguity shall be construed against the Party drafting the document applies to the interpretation or enforcement of this Agreement. The Parties intend this Agreement to be interpreted to the full extent authorized by applicable law.
- 10.10. Amendments. Except as otherwise provided, this Agreement may be amended only by a written instrument executed by each of the Parties hereto.
- 10.11. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and all counterparts together shall constitute but one and the same instrument.
- 10.12. Severability. In case any term of this Agreement is held invalid, illegal, or unenforceable in whole or in part, by a court of law, the Parties will reform the agreement to satisfy the original intent of the Parties.

**IN WITNESS WHEREOF**, each of the Parties has executed this Agreement by having its authorized representative affix her/his name in the appropriate space below:

SOUND TRANSIT

CITY

By: \_\_\_\_\_  
Deputy CEO

By: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to form:

Approved as to form:

By: \_\_\_\_\_  
Sound Transit Legal Counsel

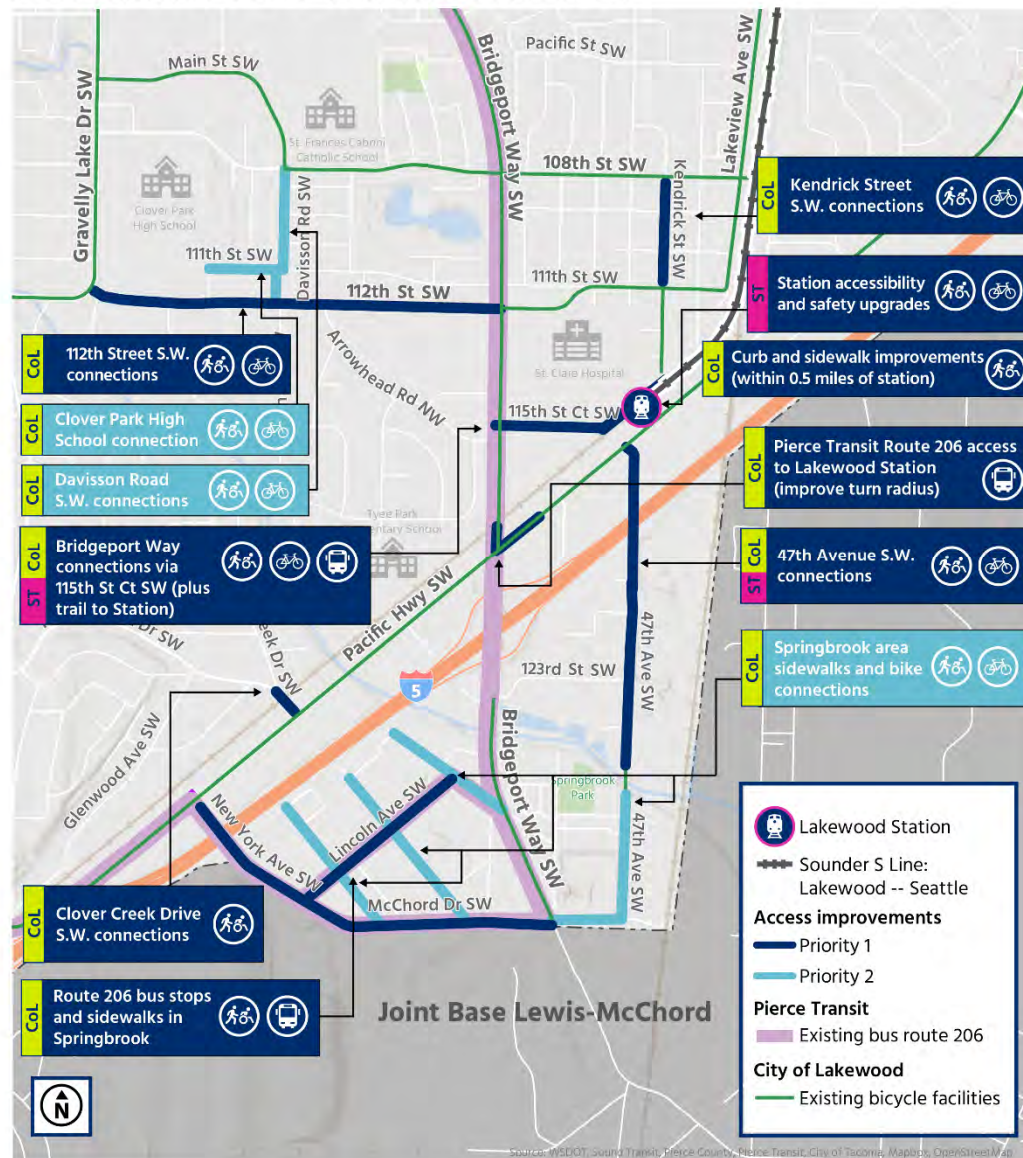
By: \_\_\_\_\_  
City Legal Counsel

**Exhibit List:**

- Exhibit A: Scope of Work and Deliverables
- Exhibit B: Conceptual Engineering Report
- Exhibit C: Project Schedule
- Exhibit D: Cost Estimate
- Exhibit E: Template for Reporting Requirements
- Exhibit F: Sound Transit Invoice Form

Exhibit A: Scope of Work and Deliverables

**LAKWOOD ACCESS –  
RECOMMENDED IMPROVEMENTS**



The map shows the approximate location of Priority 1 (shown in dark blue) and 2 (shown in light blue).

The Priority 1 improvements to be constructed by City of Lakewood (indicated by CoL label) are:

- o **Bridgeport Way connections via 115<sup>th</sup> St Ct SW** – adds a pedestrian/bike activated signal, curb ramps and crosswalk at the intersection of Bridgeport Way SW and 115<sup>th</sup> St. Court SW. On 115<sup>th</sup> St. Court SW adds sidewalks and curb ramps on the north side of the street and bike sharrows.
- o **47<sup>th</sup> Ave SW sidewalk connections** – north of the bridge over I-5 adds a southbound bike lane, northbound sharrows, and sidewalks on the west side of 47<sup>th</sup> Ave. SW. South of the bridge over I-5, adds sidewalks on the west side of the street, bike sharrows, and a mill and overlay of the street.
- o **Station area curb and sidewalk improvements** - improve curbs and sidewalks within a half mile radius of the station area.
- o **112<sup>th</sup> SW connections** – adds sidewalks, curb ramps, gutter, planting strips and bike lanes on the south side between Gravelly Lake Dr. and Highland St. SW and on both sides from Highland St. SW to Bridgeport Way SW.
- o **Kendrick St SW connections** – rebuilds Kendrick St. SW from 111<sup>th</sup> St. SW to 108<sup>th</sup> St. SW including sidewalks, curb ramps, gutter, lighting, bike lanes and speed humps.
- o **Route 206 bus stops and sidewalks in Springbrook** – improves access to the Pierce Transit bus route 206 by completing sidewalks and upgrading curb ramps to meet ADA standards on Lincoln Ave. SW, McChord Dr. SW/New York Ave. SW (north side only and raised curb and gravel shoulder on the south side).
- o **Clover Creek Dr SW connections** – adds new sidewalks and curbs between Hillcrest Dr. SW and Pacific Hwy. SW exclusive of work within ST ROW.
- o **Pierce Transit Route 206 bus stop at Lakewood Station** – modify the intersection of Pacific Hwy. SW and Bridgeport Way to improve the bus turning radius, which makes a Pierce Transit stop at the station more feasible.

Additionally, if funding remains after the above improvements are designed and constructed, the following Priority 2 set of non-motorized improvements would be delivered:

- o **Davisson Rd SW connections:** rebuild the street and add bike lanes, sidewalks, and curb ramps on Davisson Rd. SW from 108<sup>th</sup> St. SW to 111<sup>th</sup> St. SW and Highland St. SW from 111<sup>th</sup> St. SW to 112<sup>th</sup> St. SW.
- o **Clover Park High School connections** – rebuild 111<sup>th</sup> St. SW next to Clover Park High School to include bike lanes, sidewalks and curb ramps from 60<sup>th</sup> Ave. SW to Highland St. SW.
- o **Springbrook area sidewalk and bike connections** - complete sidewalks, upgrade curb ramps and add bike lanes on Boston Ave. SW, Chicago Ave. SW, San Francisco Ave. SW, 47<sup>th</sup> Ave SW from 127<sup>th</sup> St. to McChord Dr. SW, McChord Dr. SW from Bridgeport Way to 47<sup>th</sup> Ave. SW.



**Exhibit B: Conceptual Engineering Report**

DRAFT

**Exhibit C: Project Schedule**

<b>Project Element</b>	<b>Start Date</b>	<b>End Date</b>
<b>Priority 1 Improvements</b>		
Bridgeport Way connections via 115 <sup>th</sup> St Ct SW	4/2026	12/2027
47 <sup>th</sup> Ave SW sidewalk connections	6/2026	1/2029
Station area curb and sidewalk improvements	1/2026	12/2026
112 <sup>th</sup> SW connections	10/2024	4/2026
Kendrick St SW connections	6/2025	12/2026
Route 206 bus stops and sidewalks in Springbrook	10/2024	11/2027
Clover Creek Dr SW connections	8/2025	5/2028
Pierce Transit Route 206 bus stop at Lakewood Station	5/2027	6/2027
<b>Priority 2 Improvements</b>		
Davisson Rd SW connections	5/2028	6/2029
Clover Park High School connections	5/2028	6/2029
Springbrook area sidewalk and bike connections	1/2028	12/2029

DRAFT

**Exhibit D: Cost Estimate**

<b>Project Element</b>	<b>Design</b>	<b>Construction</b>
Priority 1 Improvements		
Bridgeport Way connections via 115 <sup>th</sup> St Ct SW	\$260,000	\$2,270,000
47 <sup>th</sup> Ave SW sidewalk connections	\$235,000	\$3,275,000
Station area curb and sidewalk improvements	\$40,000	\$70,000
112 <sup>th</sup> SW connections	\$185,000	\$3,575,000
Kendrick St SW connections	\$170,000	\$1,750,000
Route 206 bus stops and sidewalks in Springbrook	\$1,225,000	\$7,905,000
Clover Creek Dr SW connections	\$150,000	\$800,000
Pierce Transit Route 206 bus stop at Lakewood Station	\$40,000	\$60,000
<b>PRIORITY 1 TOTAL</b>	<b>\$2,305,000</b>	<b>\$19,705,000</b>
Priority 2 Improvements		
Davisson Rd SW connections	\$170,000	\$1,550,000
Clover Park High School connections	\$110,000	\$840,000
Springbrook area sidewalk and bike connections	\$565,000	\$6,380,000
<b>PRIORITY 2 TOTAL</b>	<b>\$845,000</b>	<b>\$8,770,000</b>
<b>TOTAL</b>	<b>\$3,150,000</b>	<b>\$28,475,000</b>

## Exhibit E: Template for Reporting Requirements

[Project Name]  
**PROJECT REPORT**

**GA 0100-23**

Reporting Period: \_\_\_\_\_  
Submitted By: \_\_\_\_\_

1. **Project Update.** Status of major activities in the reporting period, both current and upcoming.
  
2. **Assessment of on-going risks.** The City will notify Sound Transit of any issues that may affect the Project Schedule, Project Scope, and overall implementation of the Project.
  
3. **Summary of expenditures during reporting period.** Summary of expenditures toward eligible improvements during reporting period, and expected expenditures in the subsequent reporting period.

### Exhibit F: Sound Transit Invoice Form

Invoice No. \_\_\_\_\_ Dated: \_\_\_\_\_

TO: Sound Transit  
Accounts Payable  
401 S Jackson Street  
Seattle, WA 98104  
[accountspayable@soundtransit.org](mailto:accountspayable@soundtransit.org)

Attention: Accounts Payable and Sound Transit Designated Representative

Re: Agreement Title: \_\_\_\_\_ (required)  
Agreement Number: \_\_\_\_\_ (required)  
PO Number: \_\_\_\_\_ (required)

The City’s authorized representative certifies that Sound Transit’s pro rata share of costs under this invoice is \$ \_\_\_\_\_, and is due and payable to the City in accordance with the provisions of the Agreement, and is supported by the attached invoice and supporting documentation. *[Identify the element(s), and the amounts by element, for which the amount due applies]*

The City makes the following representations and warranties to Sound Transit in connection with the Invoice:

- All work performed to date has been, unless otherwise specifically stated by the City, performed in accordance with the terms and conditions of this Agreement.
- The amount specified above has been computed in accordance with, and is due and payable under, the terms and conditions of the Agreement, has not been the subject of any previous invoice (unless disputed or rejected for payment) and is not the subject of any pending invoice from the City.

Any liability of Sound Transit arising from these representations and warranties are governed by the terms and conditions of the Agreement.

City  
By: \_\_\_\_\_ Date: \_\_\_\_\_  
*[Name, Position]*

# Lakewood Station Access Improvements





# Project Background

- Project to improve parking and overall access to the station was authorized by voters as part of ST2 in 2008.
- Late in the planning stages, Sound Transit staff observed that parking was ample to meet the needs of the current and projected near term future demand and that insufficient funding was available for structured parking expansion.
- Sound Transit staff shifted their focus to improving ridership and access for non-motorized transportation to Lakewood Station.
- Following an extensive public outreach process, a list of prioritized projects has been developed and approved by the Sound Transit Board of Directors earlier this year for implementation.
- Sound Transit staff has coordinated with the City to assist in the \$31.6 million design and construction with a tight timeline to complete the various projects.

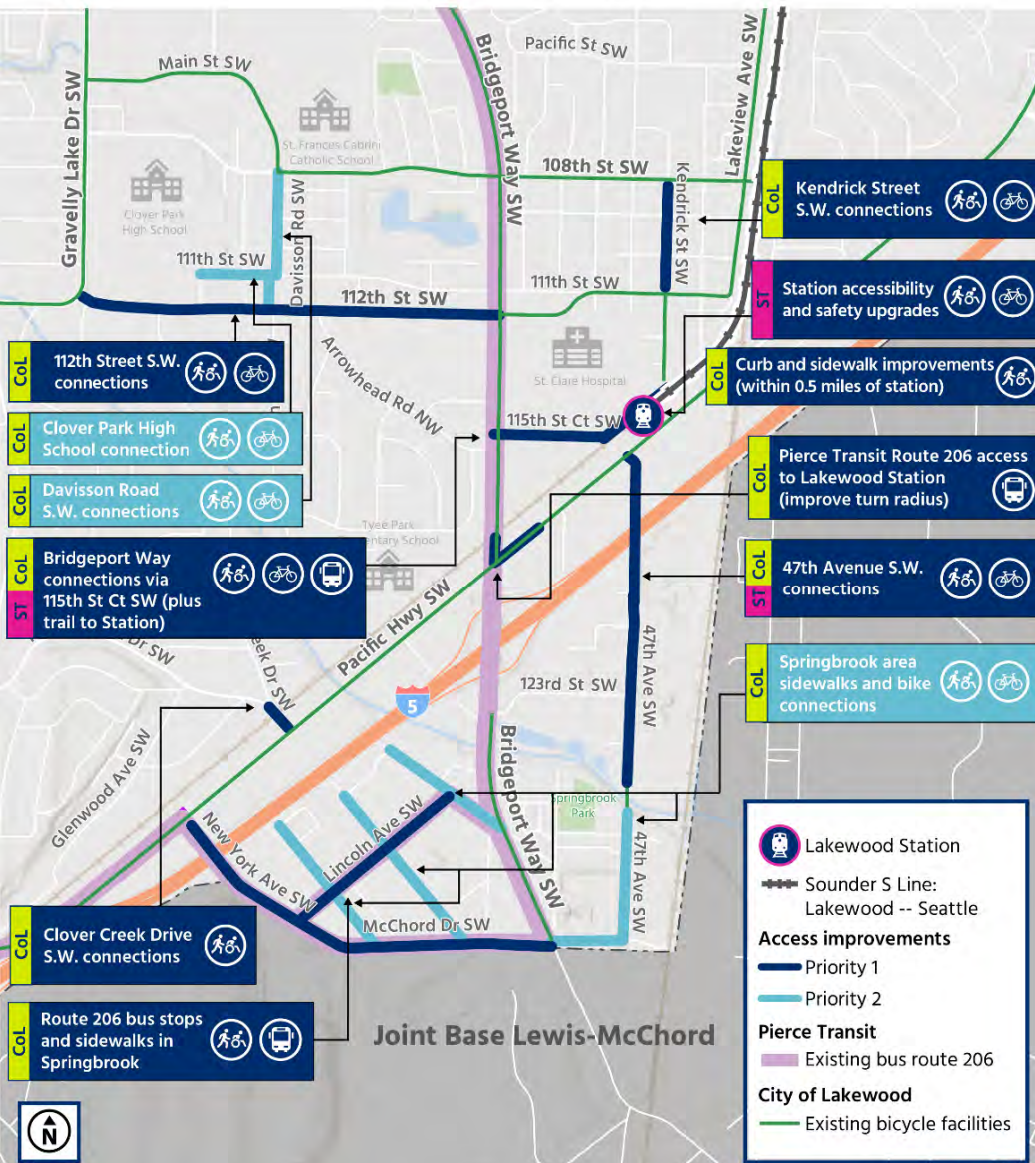
# LSAI Projects to be Completed by City of Lakewood Under ILA

## PRIORITY 1 Projects:

- Bridgeport Way Connections Via 115<sup>th</sup> St Ct SW
- 47<sup>th</sup> Avenue SW Sidewalk Connections
- Station Area Curb and Sidewalk Improvements
- 112<sup>th</sup> SW Connections
- Kendrick Street SW Connections
- Route 206 Bus Stops and Sidewalks in Springbrook
- Clover Creek Drive SW Connections
- Pierce Transit Route 206 Bus Stop at Lakewood Station

## PRIORITY 2 Projects:

- Davisson Road SW Connections
- Clover Park High School Connections
- Springbrook Area Sidewalk and Bike Connections





# #1 New York Avenue/McChord Drive – Pacific Highway to Bridgeport Way

ST Priority 1: Route 206 Bus Stops and Sidewalk in Springbrook

City Estimate: \$6,630,000

Schedule: 10/2024 – 9/2026

- Remove I-5 bridge railings and replace with crash rated barrier.
- Widen New York overcrossing over I-5 with 6' sidewalk and pedestrian rail along north side of bridge.
- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along north side, 5' gravel path along south side.
- New storm drainage
- Aluminum streetlights

CLOVER PARK

## #2 112<sup>th</sup> Street SW – Gravelly to Bridgeport

ST Priority 1: 112<sup>th</sup> Street Connections

City Estimate: \$3,760,000

Schedule: 10/2024 – 4/2026

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- 5' Bike lanes along both sides
- New storm drainage
- Aluminum streetlights

An aerial photograph of a residential neighborhood with a grid of streets. A vertical yellow bar highlights a specific street segment. The houses are mostly single-story with dark roofs and some trees. The overall scene is a typical suburban residential area.

## #3 Kendrick Street SW – 111th to 108th

ST Priority 1: Kendrick Street SW Connections

City Estimate: \$1,920,000

Schedule: 5/2025 – 12/2026

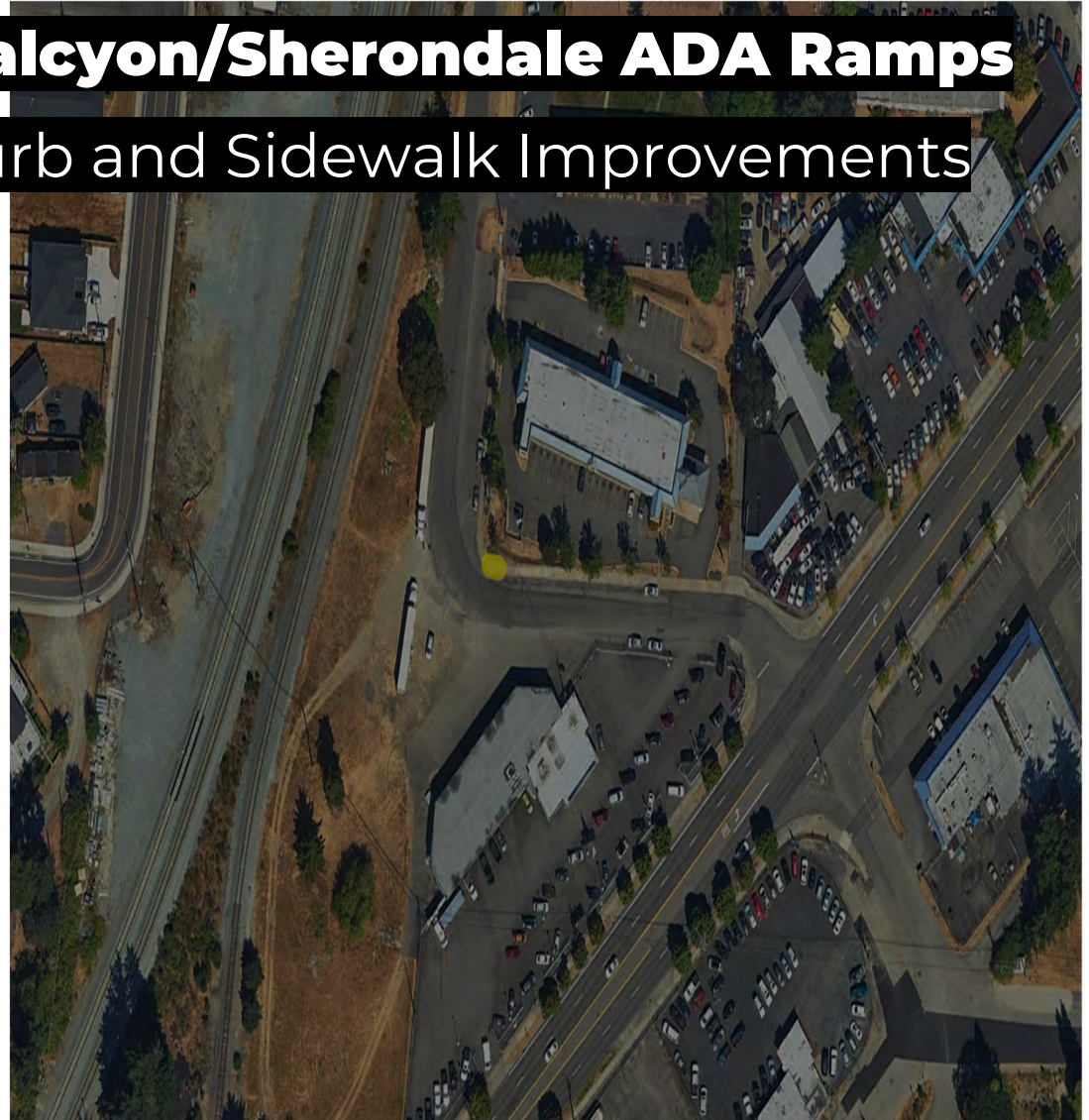
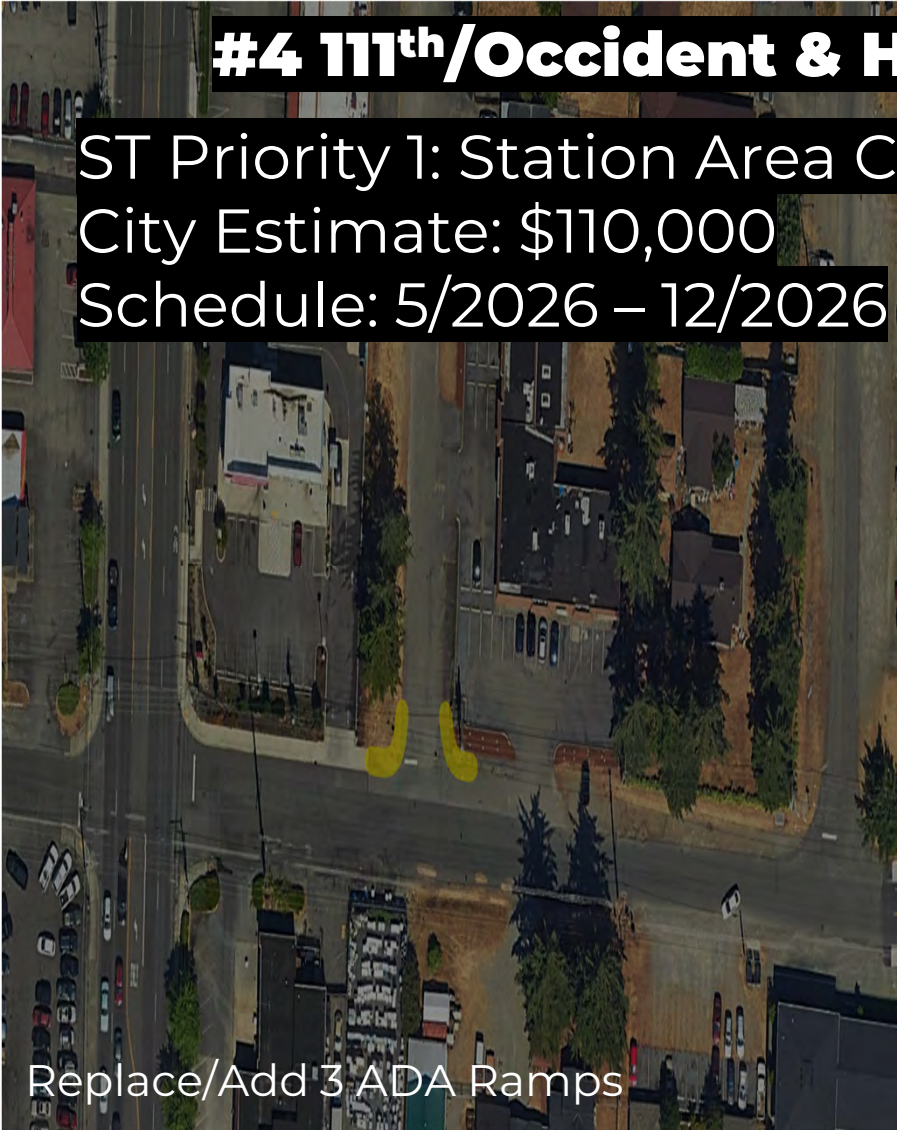
- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- 5' Bike lanes along both sides
- New storm drainage
- Aluminum streetlights

# #4 111<sup>th</sup>/Occident & Halcyon/Sherondale ADA Ramps

ST Priority 1: Station Area Curb and Sidewalk Improvements

City Estimate: \$110,000

Schedule: 5/2026 – 12/2026



## #5 115<sup>th</sup> St Ct – Bridgeport to ST ROW

ST Priority 1: Bridgeport Way Connections via 115th

City Estimate: \$2,530,000

Schedule: 6/2026 – 12/2027

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- Bike Sharrows along both sides
- New storm drainage
- Aluminum streetlights
- Enhanced Crossing/Traffic Signal at Bridgeport/115th

## #6 Lincon Avenue – McChord to San Francisco

ST Priority 1: Route 206 Bus Stops and Sidewalks in Springbrook

City Estimate: \$2,500,000

Schedule: 10/2026 – 11/2027

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- New storm drainage
- Aluminum streetlights

## #7 Bridgeport/Pacific Highway Intersection

ST Priority 1: PT Rt 206 Bus Stop at Lakewood Station

City Estimate: \$100,000

Schedule: 1/2027 – 6/2027



- Reconstruct NE right turn lane at the intersection of Pacific Highway and Bridgeport Way intersection to accommodate buses.

# #8 Clover Creek Drive – Pacific Highway to Hillcrest

ST Priority 1: Clover Creek Drive Connections

City Estimate: \$950,000

Schedule: 4/2027 – 5/2028



- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- New storm drainage
- Aluminum streetlights
- Exclusive of work within the railway to be performed by Sound Transit



## #9 47<sup>th</sup> Ave – Clover Creek to Pacific Highway

ST Priority 1: 47<sup>th</sup> Avenue SW Sidewalk Connections

City Estimate: \$3,510,000

Schedule: 6/2027 – 1/2029

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- 5' Bike along west side north of the bridge
- Sharrows will be added on east side north of the bridge and both sides south of the bridge
- New storm drainage
- Aluminum streetlights
- Exclusive of the bridge overcrossing of 47<sup>th</sup> and I-5 to be performed by ST
- ROW needed South of the bridge



## #10 San Francisco/Chicago/Boston

ST Priority 2: Springbrook Area Sidewalk and Bike Connections

City Estimate: \$5,305,000

Schedule: 1/2028 – 12/2029

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- 5' Bike Lanes along both sides
- New storm drainage
- Aluminum streetlights

## #11 Davisson/Highland – 112<sup>th</sup> to 108<sup>th</sup>

ST Priority 2: Davisson Rd SW Connections

City Estimate: \$1,720,000

Schedule: 6/2028 – 12/2029

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- 5' Bike Lanes along both sides
- New storm drainage
- Aluminum streetlights



## #12 47<sup>th</sup> Avenue/McChord Drive – Bridgeport to Clover Cr.

ST Priority 2: Springbrook Area Sidewalk and Bike Connections

City Estimate: \$1,640,000

Schedule: 12/2028 – 12/2029

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- 5' Bike lanes along both sides
- New storm drainage
- Aluminum streetlights

An aerial photograph of a residential neighborhood. A school building with a red roof and a green field is visible on the left. A yellow highlight is drawn on a street in the lower-left quadrant. The rest of the image shows a grid of streets with houses and trees.

## #13 111<sup>th</sup> Street – 60<sup>th</sup> to Highland

ST Priority 2: Clover Park High School Connections

City Estimate: \$950,000

Schedule: 1/2029 – 12/2029

- Reconstructed pavement
- Curbs along both sides
- 6' Sidewalk along both sides
- 5' Bike lanes along both sides
- New storm drainage
- Aluminum streetlights