A G E N D A

PLANNING ADVISORY BOARD

Don Daniels, Chairman • Bob Zawilski, Vice Chair
• Jeff Brown • Paul Calta • Connie Coleman-Lacadie •
• Jim Taylor

Regular Meeting
Wednesday, October 15, 2014, at 6:30 pm
City Hall, Council Chambers
6000 Main Street SW, Lakewood, Washington

1. **Call to Order**

2. **Roll Call**

3. **Approval of Minutes:**
   - September 17th, 2014
   - October 1st, 2014

4. **Changes to Agenda (if any)**

5. **Public Comments**

6. **Public Hearing(s):**
   - **2014 Comprehensive Plan/Zoning Amendments**

7. **New Business:**
   - **Resolution No. 2014-02** (for Board Voting)
     A RESOLUTION OF THE PLANNING ADVISORY BOARD OF THE CITY OF LAKEWOOD, WASHINGTON, FORMALIZING ITS RECOMMENDATION REGARDING THE 2014 COMPREHENSIVE PLAN/ZONING AMENDMENT PACKAGE AND FORWARDING ITS RECOMMENDATIONS TO THE LAKEWOOD CITY COUNCIL FOR CONSIDERATION AND ACTION

8. **Unfinished Business:**

9. **Reports from Board Members & Staff:**
   (Planning Advisory Board members and staff may make committee reports and announcements relating to items not on the agenda.)

10. **Adjournment**

Enclosures: Agenda
Draft Meeting Minutes from September 3, 2014
Draft Meeting Minutes from October 1, 2014
Staff Memo from Dave Bugher
Resolution No. 2014-02
Exhibits "A" – "N"

Members Only:
Please call Lisa Sanchez at 253.983.7753 by Tuesday, October 14th, 2014, if you are unable to attend. Thank you.

This is the final PAB meeting, stay tuned for the Planning Commission.

PLANNING ADVISORY BOARD
REGULAR MEETING
WEDNESDAY, OCTOBER 1, 2014
Council Chambers
6000 Main Street SW
Lakewood, WA 98499

Call to Order:
The meeting was called to order at 6:30 p.m.

Roll Call:

Planning Advisory Board (PAB) Members Present: 6 – Don Daniels, Chair; Bob Zawilski Vice-Chair, Jim Taylor, Jeff Brown, Paul Calta, Connie Coleman-Lacadie (Arrived @ 6:33pm)

PAB Member Excused: 1 – Doug Babbit,

Staff Present: 3 – Dave Bugher, Assistant City Manager-Development, Dan Catron, Principal Planner, Lisa Sanchez, Recording Secretary,

Council Liaison Present: Mary Moss

Approval of Minutes:
Minutes of the meeting held on September 3, 2014, were unanimously approved M/S/C Brown/Taylor, approved as written.

Changes to Agenda:
Staff requested to move item number 7, "OPMA Training", after Public Comments, item number 5. The board unanimously accepted and approved the change proposed by Staff.

Public Comments:
- Mr. Glen Speith – Lakewood, stated that the City of Lakewood should be owner-occupied, this would be the best path to keep Lakewood in decent shape.

New Business:
- An OPMA Training course was provided by Ms. Heidi Wachter, City Attorney. She noted that the City's legal department is available for assistance with training and/or legal advice for open public meetings.

Public Hearing:
Continuance of 2014 Comprehensive Plan Amendments hearing for written comments.
Mr. Daniels opened the Public Hearing and requested that Mr. Bugher commence Power Point Presentation.

Mr. Bugher commenced with his opening remarks stating that the public record would be open through October 15th for written comments on all CPA's. He noted that Staff is awaiting comments from the Department of Commerce and potential comments from JBLM. He indicated that as we receive comments from the Department of Commerce, Staff may suggest some amendments to the proposed text, although it may not take place until the 2015 update. Lastly, he mentioned that minor amendments would be made to Chapter 7 text amendments including update and new utility maps.

Mr. Bugher began his power point presentation on the proposed text amendments only and detailed chapters 2,3,5 and 7. He noted his perception that the Board has consensus on most of the amendments with exception of Ruby Drive. He then returned the floor back to Chair Don Daniels for discussion or questions from the Board for the proposed amendments.

DRAFT

CPA-2014-01: 7701 Ruby Drive SW – Ruby Apartments: No written comments were received.
CPA-2014-02: 12301 Pacific Highway SW – Clover Creek: No written comments were received.
CPA-2014-03: 11211 41st Avenue SW – WSDOT: Written comments were received and included in agenda.
CPA-2014-04: 8807 25th Avenue SW – Ward's Lake Park: No written comments were received.
CPA-2014-05: 4723 127th Avenue SW – Springbrook Park: No written comments were received.
CPA-2014-06: 13000 Block of Pacific Highway SW – Urban Park II: No written comments were received.
CPA-2014-07: Citywide applicability of Text Amendment of Chapters 2, 3, 5 and 7: No written comments were received

Mr. Zawilski questioned Staff regarding the role the Visioning process will take with the proposed amendments. Mr. Bugher responded that a report is due to the City Council on October 13th that will draw conclusions on what has transpired to date, they will then follow up with subsequent materials on how to keep Visioning up to date and occasionally refresh the materials. He stated that once the report has been concluded, as early as November or December 2014, then in 2015 will begin updating the Comprehensive Plan Chapter 1, add a new section on what was accomplished in 2014, update material changes in Land Use polices and/or map amendments. He also noted what is underway in 2015 are updates to Chapter 2, updates the Utilities/Transportation element in Chapter 7 and additional adjustments in Land Use and Land Use policies.

Upon hearing no other comments or discussion, Mr. Daniels closed Public Hearing, leaving a written only continuance of the Public Hearing until October 15th, 2014.

Unfinished Business: None to report

Reports from Board Members and Staff:

Planning Advisory Board Member Douglas Babbit

- Mr. Bugher reported that Mr. Douglas Babbit resigned his position on the Planning Advisory Board and his position will remain unfilled.

Planning Commission

- Mr. Bugher stated that the City Council has created a Planning Commission which will be in effect soon, and the PAB will be disbanded until the Council has formalized a new Planning Commission. He noted that a new application would be necessary in order to form part of the Planning Commission.
- Mr. Daniels questioned Staff regarding public notice being given for the application to the Commission. Mr. Bugher responded that Adam Lincoln would be sending notification to members who wish to serve.
- Mr. Zawilski questioned Staff as to when the change would occur for the Planning Advisory Board. Mr. Bugher responded that as of October 15th, the Planning Advisory Board would sunset and would potentially be the last meeting of the year as a Board.
- Ms. Coleman-Lacadie questioned Staff if all combined boards (PAB, LTAC and CTAC) would be serving together on the Planning Commission. Mr. Bugher responded that the Planning Commission is a new board that would require re-applying if interested and only 7 members would represent the Commission.

Visioning Workshop

- Mr. Brown commented that he enjoyed the workshop, the materials and interactive nature of the meeting. Mr. Bugher responded that the turn-out was impressive; the comments from the citizens at his table were visionary and overall great feedback was given to the City. Mr. Bugher also noted that the Visioning process is completely digitized and different than past visioning exercises.
- Mr. Daniels mentioned that he'd been told by many citizens that attended, that they liked the immediate response to the surveys as well as very informative as a group to view consensus on many results.

Adjournment: There being no further business, the meeting adjourned at 7:11 PM

Next Meeting: Wednesday, October 15, 2014

Don Daniels, Chair Planning Advisory Board	Lisa Sanchez, Administrative Assistant Planning Advisory Board

DRAFT

PLANNING ADVISORY BOARD
REGULAR MEETING
WEDNESDAY, SEPTEMBER 17, 2014
Council Chambers
6000 Main Street SW
Lakewood, WA 98499

Call to Order:
The meeting was called to order at 6:30 p.m.

Roll Call:

Planning Advisory Board (PAB) Members Present: 5 – Don Daniels, Chair; Bob Zawilski Vice-Chair, Jim Taylor, Jeff Brown, Paul Calta

PAB Member Excused: 2 – Doug Babbit, Connie Coleman-Lacadie

Staff Present: 3 – Dave Bugher, Assistant City Manager-Development, Dan Catron, Principal Planner, Lisa Sanchez, Recording Secretary,

Council Liaison Present: Michael Brandstetter

Approval of Minutes:
Minutes of the meeting held on August 20, 2014, were unanimously approved M/S/C Brown/Zawilski, approved as written.

Changes to Agenda:
Staff requested to move item number 8, "Unfinished Business – Proposed Code Amendments Regarding Satellite Parking Regulations", before the Public Hearings, item number 6. The board unanimously accepted and approved the change proposed by Staff.

Public Comments:
- Mr. Tom Coates, Real Estate Broker, City of Lakewood: Mr. Coates represents a couple interested in building a residential home in Lakewood. Mr. Coates expressed concern with lot sizes available, cost of re-zoning and development associated with a new residential home in the City of Lakewood. He requested that the City review their fees, in relation to new residential development, to attract higher-end residential home buyers.

Unfinished Business:
Proposed Code Amendments Regarding Satellite Parking Regulations
- Mr. Catron referred to August 20th meeting noting that the Board failed to adopt the proposed resolution in a tie vote. The topic is a continuation of that meeting, in further consideration of additional materials and Board deliberation.
- Mr. Steve Burnham, Attorney for Mr. Bardon, provided a brief summary of the applicant's proposed zoning amendment. He addressed Staff's concerns regarding increased intensity of use and reiterated that the proposed amendment would not increase intensity. He stated that the proposed parking lot would be a cyclical business that would positively impact on-street parking by moving it to off-street parking into a well-lit and properly designed satellite parking lot, with appropriate pedestrian access to the Star Lite Swap-Meet. Mr. Burnham introduced Mr. Gaby Espiridon an Aviation Planner with WHPacific architectural/engineering firm that the petitioner retained to substantiate their proposed zone change.
- Mr. Gaby Espiridon, Aviation Planner with WHPacific provided an overview (shown in Exhibit A) of zoning practices in the vicinity of military airfields as it pertains to the petitioner proposed change to the AC2 zone, adding satellite parking.

- Mr. Taylor questioned petitioner about the business operation in the event that the proposed amendment is approved, as to whether it would increase the business in the Star Lite property from the additional parking created. Mr. Burnham stated that it would not increase the current business activity and the proposed parking lot would have very limited use. Mr. Taylor also questioned if the Star Lite would charge for parking. Mr. Bardon responded that there would be a charge for parking due to development and construction of the parking lot.
- In response to Mr. Taylor's last comment, Mr. Bugher noted that the City currently has "no parking" signs posted adjacent to the Star Lite Swapmeet on the north and east side, adjacent to surrounding residential neighborhoods and Mr. Bardon does currently use other properties he owns in the area to provide for overflow parking.
- Mr. Bugher suggested that the PAB first close the public hearing on this topic before any further deliberation or actions are taken. Mr. Daniels, hearing no other comments, closed the public hearing on this topic.
- Discussions ensued on the similarities between paid parking lots in Seatac and what Mr. Bardon was proposing, the possibility of issuing a temporary use permit for a commercial parking lot, and the necessity of the Satellite Parking code. Mr. Bugher requested a ten minute recess for staff to deliberate and address a question proposed by Mr. Brown.

  ******10 minute recess******

- Concluding Staff deliberation, Mr. Bugher noted that a temporary use permit for a commercial parking lot could not be approved in an AC2 zone. He also stated that there is a corresponding C2 zone on the other side of the swap meet (directly across next to the B&I) and a commercial parking lot is allowed subject to a conditional use permit.
- Mr. Taylor made motion to accept draft resolution as presented by Staff. Mr. Brown seconded the motion.
- Mr. Brown commented that he does empathize with the petitioner and suggested that the applicant utilize that parcel of land for other uses allowed in the AC2 zone.
- Mr. Zawilski expressed his support of petitioner creating satellite parking for the Star Lite swap meet and feels that it would benefit the community.

A call for the vote was made by Mr. Daniels:

AYES: Brown, Taylor, Calta
NOES: Daniels, Zawilski,
EXCUSED: Babbit, Coleman-Lacadie

The motion to adopt draft resolution from Staff was approved by a 3 to 2 vote. Resolution No. 2014-01, a resolution of the Planning Advisory Board of the City of Lakewood recommending denial of an amendment to the Land Use and Development Code – Chapter 18A of the Lakewood Municipal Code regarding Satellite Parking Lots, will be forwarded to the City Council for consideration and final decision.

Public Hearing: Continuance of 2014 Comprehensive Plan Amendments
Mr. Daniels opened the Public Hearing and requested that Mr. Bugher commence his opening statement.

Mr. Bugher stated that this was a continuance of Public Hearing from September 3rd, introducing the Comprehensive Plan Amendments and acceptance of public testimony. He noted that Staff has received additional comments since the hearing and has attached them to the packet presented to the Board for their review. Mr. Bugher suggested that the Board close the verbal portion of the Public Hearing and continue with only written testimony through the October 15th, 2014 PAB Meeting.

CPA-2014-01: 7701 Ruby Drive SW – Ruby Apartments:
Mr. Matthew Sweeney – Tacoma, WA, Attorney for Jacob Sampson Developer of the Ruby Apartments, provided testimony addressing rezone justification criteria located in zoning code, noting that the Board has to make findings of fact for each of the eight elements listed in the code in order to uphold or recommend a rezone move forward. He expressed concern that element number seven, in particular, was problematic as the Board would have to make a finding of fact to substantiate a change in circumstances from 2001 when the original zoning code was adopted to today. He summarized the

changes necessary to make a finding of fact by the Board in order to justify the zone change. He stated that the only change in circumstance is that the developer submitted an application for Multi-Family building and it triggered the changes proposed in the amendment. He requested the Board and Staff give consideration to legislating against a particular parcel and parcel owner, noting that it singles out a particular owner.

Mr. Don MacSparan – Lakewood, WA, Representative of the Oakbrook 4th Addition HOA, expressed his appreciation of the City's courage to step forward and support the community of the Oakbrook area. He noted that over 200 people had written or attended the prior public hearing in opposition of this development in their neighborhood. He stated his agreement with the staff report and indicating the change in ownership of the Oakbrook Golf Course was a significant change. He commented that the previous owner was a partner and the property was governed by the 4th Addition. He communicated that the plat of land, although rezoned by the City, was never intended to be anything but open space/recreational and was included in the covenants as only developable as single-family residences.

CPA-2014-02: 12301 Pacific Highway SW – Clover Creek: No public verbal or written comments were received.

CPA-2014-03: 11211 41st Avenue SW – WSDOT: No public verbal or written comments were received.

CPA-2014-04: 8807 25th Avenue SW – Ward's Lake Park: No public verbal or written comments were received.

CPA-2014-05: 4723 127th Avenue SW – Springbrook Park: No public verbal or written comments were received.

CPA-2014-06: 13000 Block of Pacific Highway SW – Urban Park II: No public verbal or written comments were received.

CPA-2014-07: Citywide applicability of Text Amendment of Chapters 2, 3, 5 and 7: No public verbal or written comments were received.

Upon hearing no other comments, Mr. Daniels closed the verbal portion of the Public Hearing, leaving a written only continuance of the Public Hearing until October 15th, 2014.

Mr. Bugher reviewed all of the proposed CPA's with the Board via power point presentation. He noted that most of the proposed Comprehensive Plan Amendments, with the exception of Ruby Drive, are uncontested by the land owners and/or surrounding residents. He noted, on the Ruby Drive Apartments project, that a building permit has been submitted and the project has vested, therefore the City will move forward with processing as a 62-unit apartment complex.

New Business: None to report.

Reports from Board Members and Staff: Mr. Catron mentioned the Visioning Workshop to be held at the Clover Park Technical College – McGavick Center on Tuesday, September 23rd and requested a few volunteers for table captains from the Board. Mr. Catron passed out information to interested Board Members, Daniels/Taylor/Zawilski.

Mr. Catron noted the OPMA training email previously sent on July 27th, stating the requirement for training and Secretary, Lisa Sanchez confirmed that the training could either be completed via internet class or as a group training session with City Attorney, Heidi Wachter. The Board agreed to the group training to be included in the Agenda for the October 1st PAB meeting.

Mr. Daniels questioned Staff on Ordinance 594 that was presented to the Board and requested further information on document. Mr. Bugher explained that the City Council had adopted the ordinance to form a Planning Commission, thereby eliminating the Planning Advisory Board, the Redevelopment Advisory Board and the Citizens Transportation Advisory Committee, and consolidating those functions into the newly formed Planning Commission. He noted that Planning Commission would be meeting more frequently as the commission would be reviewing a broader scope of work. He stated that the board size

would remain at seven members who will be required to reapply for a position on the Planning Commission. He commented that the other boards affected by the ordinance were the Human Services and CDBG Board, which are now consolidated into a nine member board; the remaining boards would stay the same as currently constituted.

Adjournment: There being no further business, the meeting adjourned at 8:17 PM

Next Meeting: Wednesday, October 1, 2014

Don Daniels, Chair
Planning Advisory Board

Lisa Sanchez, Administrative Assistant
Planning Advisory Board

DRAFT

CITY OF
LAKEWOOD

FROM: M. David Bugher, Assistant City Manager / Community Development Director

TO: Lakewood Planning Advisory Board

MEETING DATE: October 15, 2014

SUBJECT: Planning Advisory Board Action on the 2014 Comprehensive Plan/Zoning Amendments.

RECOMMENDATION(S):

1. Close the public hearing on the receipt of written testimony;
2. Review the attached supplemental staff report;
3. Review the comments of the Department of Commerce (to be made available at the meeting);
4. Adopt the attached Resolution with any modifications as deemed appropriate by board members; and
5. Forward the Resolution to the Lakewood City Council.

Attachments:
Supplemental Staff Report
PAB Resolution with exhibits

CITY OF
LAKEWOOD

FROM: M. David Bugher, Assistant City Manager / Community Development Director

TO: Lakewood Planning Advisory Board

MEETING DATE: October 15, 2014

SUBJECT: Staff Report 2014 Comprehensive Plan/Zoning Amendments (Supplement)

On September 17, the board received written and verbal testimony from Matthew L. Sweeney, representing Ruby 62 Holdings, LLC, that Application No. CPA-2014-01 (7702 Ruby Drive SW) that is not consistent with GMA planning goals and does not meet the standards and criteria set forth in the City Code, Section 18A.2.415. Mr. Sweeney's correspondence is attached to the report.

The purpose of this document is to address the concerns raised by Mr. Sweeney. The format of this response is based on Mr. Sweeney's written comments dated September 2, 2014.

Lack of Consistency with the GMA Planning Goals

Goal 1: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

> The subject property is located within the incorporated area of the City of Lakewood. The surrounding area is urban; public facilities and services are readily available whether the type of development is either single family or multifamily.

Goal 2: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

> Staff does not agree that the goal is descriptive of the current situation. The subject property is not undeveloped property per se. The site was used to provide private recreational opportunities to residents of the Oakbrook neighborhood. There was a pool, tennis courts and a clubhouse building. Over time the structures had fallen into disrepair for lack of maintenance and have recently been demolished. Now, the site is proposed to be redeveloped. The question before the board is to the appropriate density, whether it is to remain multifamily or to change density to single family. In any event, whatever the density, the property is located within the City's Urban Growth Area and is not representative of inappropriate conversion.
>
> Staff would also point out that originally the developer wanted to build single family development. The current land use descriptors prohibited that type of development, so the developer moved forward with the current proposal. The comprehensive plan/zoning application before the board would allow the developer to build single family development if he desired to do so.

Goal 4: Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock.

Mr. Sweeney appears to suggest that the current development project, multifamily housing, would promote affordable housing in Lakewood, and that the proposed change to a lesser density would have the opposite effect.

The goal itself is based on a number of factors including population and housing capacity, current housing characteristics, and housing affordability.

GMA requires jurisdictions to show zoned land capacity for their targeted number of new housing units. This capacity includes land that is available for new development, redevelopment, or infill development.

In 1996, Lakewood's incorporation population was established by OFM to be 62,786. With the adoption of Lakewood's comprehensive plan in 2000, a residential land capacity analysis was prepared based on the residential densities established in the Official Land Use Map and implementing land use and development regulations. The 20-year capacity analysis provided for a population growth of 17,500, and 7,107 new residential uses. Thus, Lakewood's planning horizon could accommodate 75,711 people and a total of 32,503 housing units.

However, through the 2000 Census, Lakewood was found to have lost population between its incorporation and the 2000 Census. The federal Census Bureau and OFM had overestimated Lakewood's initial population. As is done yearly for the purpose of allocating of certain state revenues, this estimate is adjusted for each jurisdiction in the state based OFM forecasts. Although Lakewood's yearly OFM estimate had grown considerably by 2000, following the 2000 Census and adjustments after the City requested review, Lakewood's 2000 population was established at 58,293 – considerably lower than the incorporation population. The background information upon which Lakewood's initial comprehensive plan was based had assumed a higher population than was later established via the Census.

In the last major update to the City's comprehensive plan, Lakewood's April 1, 2004 OFM population was estimated to be 59,010. Capacity analysis of the City's initial comprehensive plan designations adopted in 2000 determined the plan to have a build-out capacity of 17,500 new residents. The most significant change to this number came as an outcome of the 2003 amendments to the comprehensive plan, which resulted in 3,962 in lost population capacity due to the redesignations/rezoning. That resulted in an adjusted build-out population of 13,538, or a total population of 72,548 by the year 2020.

In November 2007, OFM published the latest series of GMA population projections, and thereafter, the Puget Sound Regional Council (PSRC) adopted VISION 2040 in May 2008. A review process of population allocations was initiated by the Pierce County Growth Management Coordinating Committee (GMCC), and the Pierce County Regional Council (PCRC). Recommendations on changes to population, housing, and employment targets were submitted to the Pierce County Council.

The Pierce County Council adopted Ordinance No. 2011-36s, revising target and employment growth. Lakewood's 2030 population was adjusted down to 72,000 with corresponding reductions in housing and employment projections. However, the City did not materially change its residential density patterns since adoption of the City's first comprehensive plan in 2000.

As of 2014, a new housing capacity analysis was performed by Pierce County Planning and Land Services for Lakewood based on their buildable lands methodology. Current "built-in" capacity based on existing zoning densities shows a new housing unit capacity of 10,915 which translates into 82,067 persons by 2030.

Lakewood, therefore, has more than adequate residential land available for development to meet the 2030 housing target.

A substantial share (44%) of the housing in Lakewood is already multifamily. This is a larger percentage than in Pierce County (26% multi-family) and Tacoma (36% multi-family).

Lakewood's owner occupied housing stock remains affordable. In 2010, the median value for owner occupied housing was $234,800. This number is slightly higher than Tacoma ($230,100) and lower than Pierce County ($251,400) or Washington State ($272,900).

Lakewood has also enjoyed a lower price growth rate. Between 2000 and 2010, Lakewood's price growth rate was 59%. Pierce County's and Tacoma's price growth rates were 68% and 87%, respectively.

Regarding housing affordability, Lakewood exceeds the county-wide planning policy targets for low- and very-low income housing. Much of the current housing is made up of older tract homes and apartment complexes. Also, rising apartment vacancies has meant more availability of rental stock affordable to this category. Low interest rates have also helped low-income households, mostly those at the high end of this category, to purchase a home. Lakewood lacks upper- and middle-income housing. New single family construction has remained nominal. This in part is a function of land availability and limited housing stock for this group. However, estimates of income and housing suggest that an increase in housing for this segment would be readily absorbed. New single-family homes on infill sites will provide housing for this income segment, while innovative housing types such as small lot detached houses and semi-attached houses, may also be a part of the growth in housing at this income level.

Goal 6: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory acts. Mr. Sweeney also addresses the nonconforming use resulting from a change in land use as being discriminatory and unfair.

The city is not taking private property for a public use. The city is proposing to change the underlying land use designations. Here, Mr. Sweeney may be suggesting that such action falls into the category of being arbitrary and discriminatory; thus, changing the character of the property, so as to deprive his client of all reasonable use of the property.

The developer has submitted development applications including building permits. The project has vested under state and local laws. The city is obligated to issue the permits and allow the development.

A nonconforming use is a use of property that was allowed under the zoning regulations at the time the use was established but which, because of subsequent changes in those regulations, is no longer a permitted use. State law does not regulate nonconforming uses. Local jurisdictions are free, within certain constitutional limits, to establish their own standards for regulation of nonconforming situations.

Nonconforming uses are not illegal; they are generally allowed to continue as is, subject to local restrictions. Nonconforming uses are allowed to continue based on the belief that it would be unfair and perhaps unconstitutional to require an immediate cessation of a nonconforming use.

Lakewood has no amortization schedule in place for nonconforming uses. Lakewood, however, prohibits expansion of nonconforming uses. Uses that become nonconforming as a result of changes in zoning regulations are still subject to reasonable regulations under a city or county's police power to protect the public health, safety, and welfare that are enacted subsequent to the use being established[1].

By their nature, nonconforming uses can be unique and difficult to identify and equitably to regulate. The existing code provides for an appeal process regarding the nonconforming status or replacement when damage or destruction has occurred.

Goal 7: Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

The community and economic development department maintains a detailed review clock for this project. To-date the city has met its obligations as is outlined in the municipal code. Release of the SEPA Threshold Determination, and community design, and zoning certification approvals is forthcoming. Building plans are currently under review, and, in fact, the city hired an outside consultant, to move the permits along faster. There have been delays in permitting due mostly to slow turnaround times caused by the applicant.

The Proposed Amendment does not meet the Standards & Criteria Set Forth in the City Code

Mr. Sweeney cites LMC 18A.02.415 stating that the City has not met the standards and criteria for evaluating proposed amendments to the comprehensive plan. The specific criteria are as follows:

1. The proposed amendment is consistent with the comprehensive plan.

2. The proposed amendment and subsequent development of the site would be compatible with development in the vicinity.

3. The proposed amendment will not unduly burden the transportation system in the vicinity of the property with significant adverse impacts which cannot be mitigated.

4. The proposed amendment will not unduly burden the public services and facilities serving the property with significant adverse impacts which cannot be mitigated.

5. The proposed amendment will not adversely affect the public health, safety and general welfare of the citizens of the city.

6. The entire range of permitted uses in the requested zoning classification is more appropriate than the entire range of permitted uses in the existing zoning classification, regardless of any representations made by the petitioner as to the intended use of subject property.

7. Circumstances have changed substantially since the establishment of the current zoning map or zoning district to warrant the proposed amendment.

8. The negative impacts of the proposed change on the surrounding neighborhood and area are largely outweighed by the advantages to the city and community in general, other than those to the individual petitioner.

[1] Excerpted from MSRC's website.

These criteria are applicable to the zoning component only of all of the proposed map amendments, and not the comprehensive plan.

Staff has taken the opportunity to review the proposal in light of these criteria in the planning advisory board staff report dated September 3, 2014. In this supplemental report, staff adds the following finding to Criteria No. 7:

The level of development activity assumed in 2000, 2004, and as late as 2014, is far less than what has been estimated. The estimates in population growth as determined by the the Office of Finance & Management, and as distributed by the Pierce County Council, show a reduction in future population growth for Lakewood. Lakewood's population has remained static for the last 10 years.

The current "built-in" capacity based on existing zoning densities shows a total city population of 82,067 persons by 2030. Lakewood has a greater population capacity than it had presumed. As such, if the City desires to reduce residential density on this property or others, it has the flexibility to do so.

Since incorporation, residential density continues to be a major topic of concern in this community. On September 23, 2014, the City sponsored a community visioning event where local citizens had the opportunity to distribute future population growth and housing. The results of that exercise will be released in a report to the City Council on October 13, 2014. That report may result in additional follow-up actions where comprehensive plan/zoning amendments are considered to reduce density elsewhere in the community.

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September 2, 2014

City of Lakewood Planning Advisory Board
c/o M. David Bugher
Community Development Director
6000 Main Street SW
Lakewood, WA 98499-5027

RE: Comprehensive Plan Amendment, 7701 Ruby Drive
CPA-2014-01

Dear Mr. Bugher:

I represent Ruby 62 Holdings, LLC and Jacob Sampson, the owner of the parcel subject to the proposed Comprehensive Plan amendment CPA-2014-01. The property owner opposes the proposed amendment and the re-designation of the property from Multifamily to Single Family. The proposed amendment is not consistent with the Planning Goals found in the Growth Management Act, RCW 36.70A.020. The proposed amendment does not meet the standards and criteria set forth in LMC 18A.02.415. The proposed amendment is an outrageous maneuver by the City to try and thwart the development of my client's property consistent with the existing zoning previously adopted by the City Council.

I. THE PROPOSED AMENDMENT IS NOT CONSISTENT WITH GMA PLANNING GOALS

The Growth Management Act sets forth a list of Planning Goals to be followed by the City when adopting or amending the City's Comprehensive Plan. I have included relevant Planning Goals for your review. RCW 36.70A.020 states

> The following goals are adopted to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW 36.70A.040. The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:
>
> (1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
>
> (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into

> sprawling, low-density development.
>
> (4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
>
> (6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
>
> (7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

As you consider amendments to your Comprehensive Plan, you are obligated by law to follow GMA. RCW 36.70A.130 directs:

> (d) Any amendment of or revision to a comprehensive land use plan shall conform to this chapter. Any amendment of or revision to development regulations shall be consistent with and implement the comprehensive plan.

Your Staff Report fails to consider the Planning Goals of GMA in evaluating the proposed amendment. When this parcel was originally designated Multifamily, the City Council must have concluded that the parcel was suitable for such development; as indeed it is. Adequate public facilities and services exist to serve such a development, there is adjacent multifamily housing and the goals of increasing urban densities and providing a variety of housing are clearly furthered.

You note in your Staff Report that the current "Multifamily designation was sought in an effort to comply with GMA requirements for higher density." Those requirements for higher density have not gone away. Under the Countywide Planning Policies the City is obligated to accommodate the population allocated to it. The City should not be throwing away density accommodation by downzoning properties. If anything, Lakewood should be instituting more multifamily designation of properties.

GMA requires protecting property owners from arbitrary and discriminatory actions relating to property rights. Moreover, permits are to be processed in a fair manner to ensure predictability. Here the owner submits a development proposal entirely consistent with the Comprehensive Plan and zoning code and look what happens. While his applications may be vested, he will end up with a nonconforming use at the end of his project. How is this not discriminatory? How is this fair?

II. THE PROPOSED AMENDMENT DOES NOT MEET THE STANDARDS AND CRITERIA SET FORTH IN THE CITY CODE.

This matter is governed by LMC 18A.02.415 that sets forth the standards and criteria for evaluating proposed amendments to the Comprehensive Plan. If this parcel were presently designated for single family and the owner was asking for a multifamily designation, the eight elements of your evaluation criteria would make a lot more sense than when you try to apply them to a downzone action sponsored by the City. If anything, a downzone of a parcel not requested by the property owner should be viewed with particular skepticism especially when the same GMA and Comprehensive Plan policies are in place that were in place when the present designation was adopted.

A rezone requires changes in circumstances from when the original zone designation was established. The have been no change in circumstances save one. The new owner of the subject parcel submitted for a multifamily project. Had he not done so, the City Council would not have been stampeded by project opponents into sponsoring the proposed amendment for this single piece of property. You yourself note that the site is an "edge" property that abuts existing higher densities thus making multifamily entirely appropriate. You cite a couple of Land Use Goals from the comprehensive Plan but I'll wager that these same goals existed when this property was designated multifamily. You unfortunately ignore GMA and Comprehensive Plan goals and policies that seek to encourage greater densities, infill development and population accommodation. This may not be a "spot zone" action in the classic sense but it certainly is a spite zone action.

When a legal and appropriate land use application triggers the call for changes in the zoning of the parcel subject to the application, discrimination, unfairness and arbitrary destruction of property rights and economic expectancies of an owner are the end result. This is very bad for the City as it sends a clear message that Lakewood is willing to destroy rights by changing the land use regulations of a particular property in response to a particular development proposal.

The Planning Advisory Board should stand strong and, recognizing this amendment for what it is, recommend denial of CPA-2014-01.

Thank you for your attention to this matter.

Yours Sincerely,

Matthew L. Sweeney
Attorney for Jacob Sampson
MLS:ms

CITY OF LAKEWOOD
PLANNING ADVISORY BOARD
RESOLUTION NO. 2014-02

A RESOLUTION OF THE PLANNING ADVISORY BOARD OF THE CITY OF LAKEWOOD, WASHINGTON, FORMALIZING ITS RECOMMENDATIONS REGARDING THE 2014 COMPREHENSIVE PLAN/ZONING AMENDMENT PACKAGE AND FORWARDING ITS RECOMMENDATIONS TO THE LAKEWOOD CITY COUNCIL FOR CONSIDERATION AND ACTION

WHEREAS, the Washington State Legislature, through the state Growth Management Act (GMA), intends that local planning be a continuous and ongoing process; and

WHEREAS, following public outreach and involvement, the Lakewood City Council adopted the City of Lakewood Comprehensive Plan via Ordinance No. 237 on July 10, 2000; and

WHEREAS, the Lakewood City Council adopted Title 18A, Land Use and Development Code, of the Lakewood Municipal Code (LMC) via Ordinance No. 264 on August 20, 2001; and

WHEREAS, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Advisory Board following public input, has subsequently amended Lakewood's comprehensive plan annually, including a periodic review required by law in 2004 and is in the process of conducting another periodic review in 2015; and

WHEREAS, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Advisory Board following public input, has subsequently amended Title 18A LMC periodically, either in conjunction with comprehensive plan amendments or on a standalone basis; and

WHEREAS, it is appropriate for local governments to adopt needed amendments to ensure that the plan and implementing regulations provide appropriate policy and regulatory guidance for growth and development; and

WHEREAS, the Growth Management Act, which mandates that the City of Lakewood generate and adopt a Comprehensive Plan, also requires that there be in place a process to amend the Comprehensive Plan; and

WHEREAS, the amendment process for the Comprehensive Plan must be available to the citizens of this City (including corporation and other business entities) on a regular basis. In accordance with RCW 36.70A.130, Comprehensive Plan amendments can be considered "no more frequently than once a year;" and

WHEREAS, this particular amendment "cycle" was advertised, and began on or before March 3, 2014, the deadline for submission for privately initiated Comprehensive Plan amendments; and

WHEREAS, there were no privately initiated Comprehensive Plan amendments; and

WHEREAS, there were City-initiated Comprehensive Plan amendments, Case Nos. CPA-2014-01, CPA-2014-02, CPA-2014-03, CPA-2014-04, CPA-2014-05, CPA-2014-06, and CPA-2014-07; and

WHEREAS, the City-initiated amendments were made pursuant to 18A.2.410; and

WHEREAS, the 2014 Comprehensive Plan/Zoning Ordinance Amendment Package (Case Nos. CPA-2014-01, CPA-2014-02, CPA-2014-03, CPA-2014-04, CPA-2014-05, CPA-2014-06, and CPA-2014-07) is subject to the State Environmental Policy Act (SEPA); and

WHEREAS, 60-day notice has been provided to Joint Base Lewis McChord (JBLM), state agencies, and state agencies have been afforded the opportunity to comment, per RCW 36.70A.106(1); and

WHEREAS, the Lakewood Planning Advisory Board held a public hearing beginning on September 3, 2014, which meeting was properly noticed and open to the public, to review and amend the Lakewood Comprehensive Plan Map and Text, and the Zoning Map; and

WHEREAS, the Lakewood Planning Advisory Board reviewed the 2014 Comprehensive Plan/Zoning Amendments, cumulatively and individually, for consistency with the Growth Management Act, Chapter 36.70A RCW, the City's Comprehensive Plan, and the City's Zoning Regulations, Title 18A; and

WHEREAS, while there are no required findings relative to comprehensive plan map or text amendments, or zoning text amendments, LMC 18A.02.415 sets forth required findings for zoning map amendments.

FINDINGS

The Lakewood Planning Advisory Board makes the following findings for the 2014 Comprehensive Plan/Zoning Ordinance Amendment Package, Case Nos. CPA-2014-01, CPA-2014-02, CPA-2014-03, CPA-2014-04, CPA-2014-05, CPA-2014-06, and CPA-2014-07, and as shown in the attached Exhibits "A" through "M", respectively:

1. These seven amendments, cumulatively and individually, went through a professional review at the City and State level.

2. These seven amendments, cumulatively and individually, were reviewed for compliance with County-wide planning policies.

3. On September 3, 2014, a public hearing was held on the proposed amendments. The public hearing was continued to September 17, 2014.

4. On September 17, 2014, the Planning Advisory Board closed the public hearing for verbal testimony, but left open the public hearing for the receipt of written testimony until October15, 2014.

5. On October 1, 2014, the Planning Advisory Board considered any additional written testimony.

6. On October 15, 2014, the Planning Advisory Board closed the public hearing.

7. Upon closing the public hearing, the following agencies, persons, and/or groups provided testimony as shown in the attached Exhibit "N".

8. The Planning Advisory Board reviewed related environmental documents.

9. The Planning Advisory Board reviewed and discussed the consistency of the 2014 Comprehensive Plan/Zoning Ordinance Amendment Package with the existing Comprehensive Plan and Zoning Regulations.

10. The Planning Advisory Board reviewed and discussed comments received, and recommended to forward to the Lakewood City Council all technical and clerical comments received regarding the proposed amendments for Council review and consideration.

CONCLUSIONS:

A. The Lakewood Planning Advisory Board concludes that the 2014 Comprehensive Plan/Zoning Ordinance Amendments, cumulatively and individually, will not have a significant impact on the environment.

B. The Lakewood Planning Advisory Board has deliberated the merits of the 2014 amendments.

C. The Lakewood Planning Advisory Board has determined that the proposed amendments, cumulatively and individually, further the goals and policies set forth in the GMA and the County-Wide Planning Policies.

D. The Lakewood Planning Advisory Board hereby affirms that it has found that each independent comprehensive plan and zoning map amendment meets the required findings in LMC 18A.02.415 as if fully set forth herein.

E. All procedural and substantive requirements of the GMA have been satisfied.

F. Only CPA-2014-01 drew or caused any substantial amount of public comment.

G. A 60-day notice has been provided to state agencies, and state agencies have been afforded the opportunity to comment, per RCW 36.70A.106(1).

NOW, THEREFORE, BE IT RESOLVED BY THE LAKEWOOD PLANNING ADVISORY BOARD THAT:

Section 1:

The Planning Advisory Board hereby recommends the following actions to the Lakewood City Council relative to the 2014 Comprehensive Plan/Zoning Amendment Package, as appended to this Resolution:

A. Approval of comprehensive plan/zoning amendments CPA-2014-01.
B. Approval of comprehensive plan/zoning amendments CPA-2014-02.
C. Approval of comprehensive plan/zoning amendments CPA-2014-03.
D. Approval of comprehensive plan/zoning amendments CPA-2014-04.
E. Approval of comprehensive plan/zoning amendments CPA-2014-05.
F. Approval of comprehensive plan/zoning amendments CPA-2014-06.
G. Approval of comprehensive plan amendments CPA-2014-07.

Section 2:
The Lakewood Planning Advisory Board hereby directs staff to transmit its recommendations contained herein to the Lakewood City Council in a timely manner to enable its action prior to December 31, 2010.

Section 3:
This resolution shall take effect immediately upon its passage.

PASSED AND ADOPTED at a regular meeting of the City Of Lakewood Planning Advisory Board this 15th day of october, 2014, by the following vote:

AYES: BOARDMEMBERS:

NOES: BOARDMEMBERS:

ABSENT: BOARDMEMBERS:

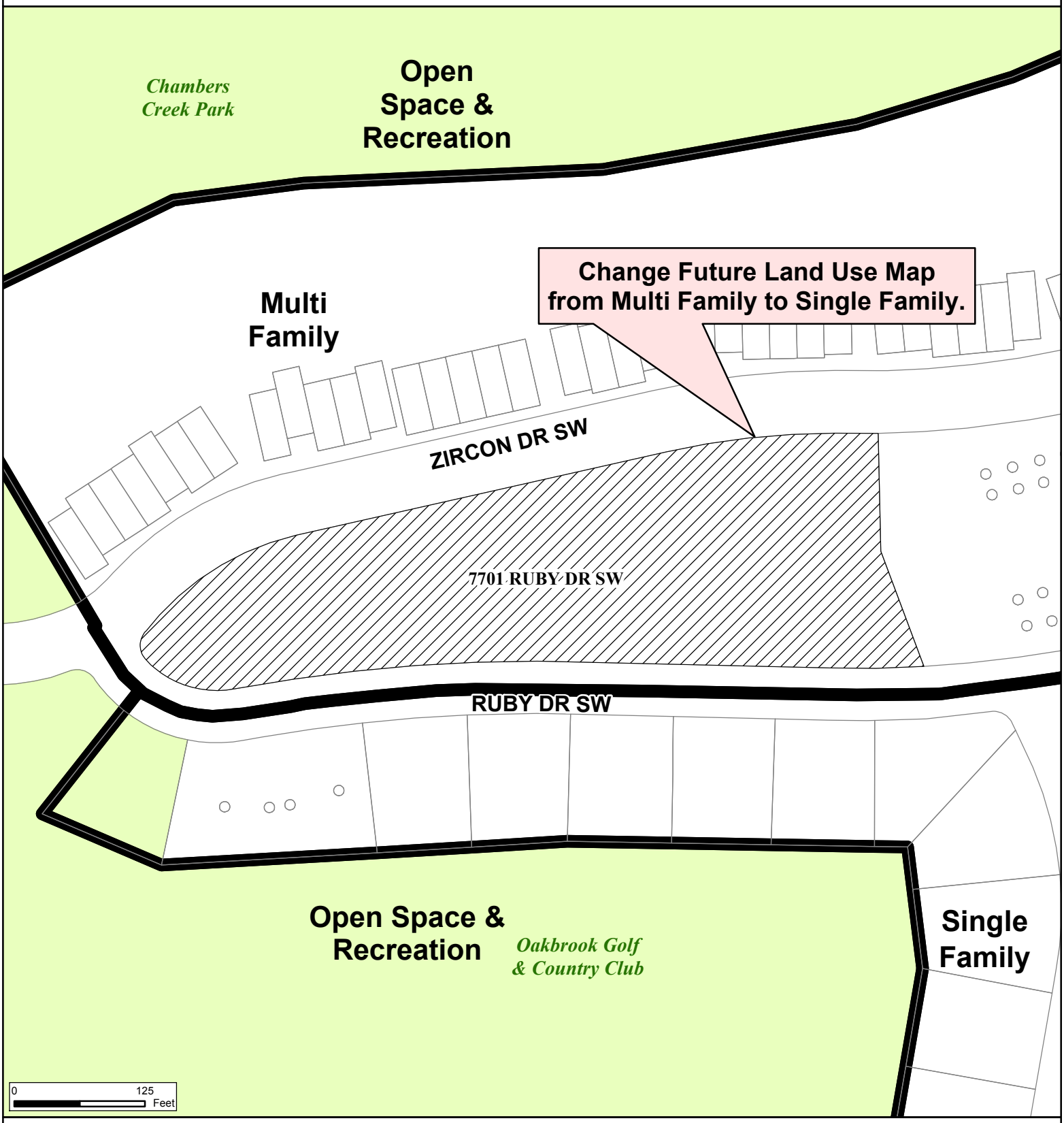
ATTEST:

Don Daniels, Chairman
Lakewood Planning Advisory Board

M. David Bugher
Community Development Director/
Assistant City Manager for Development

EXHIBITS "A – L"

Exhibit "A"
CPA-2014-01
7701 RUBY DR SW



Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-01a.mxd

Tax Parcel

Future Land Use Designation

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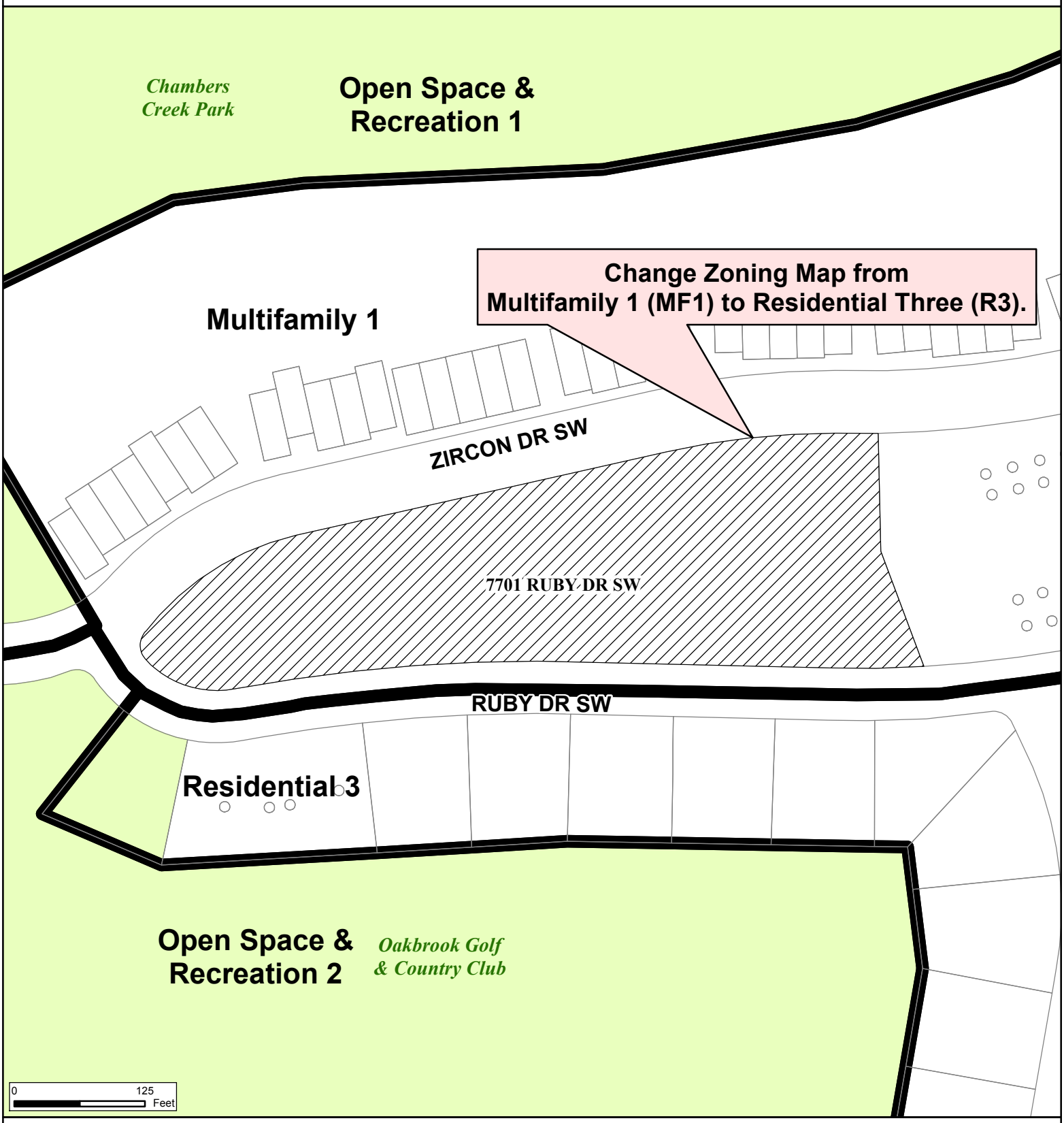
Exhibit "B"
CPA-2014-01
7701 RUBY DR SW



Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-01b.mxd

Tax Parcel

Zoning Classification

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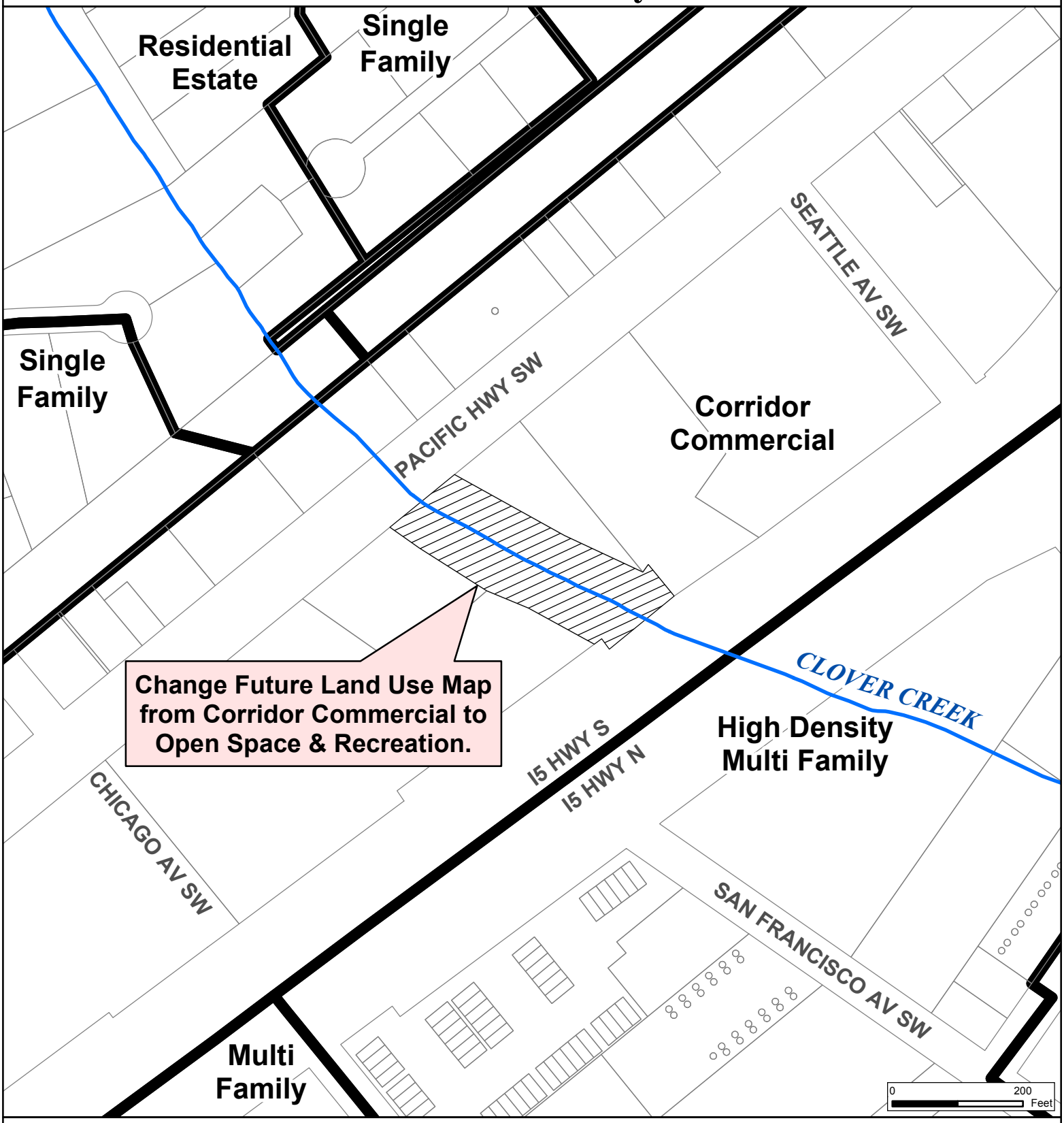
Exhibit "C"
CPA-2014-02
12301 Pacific Hwy SW



Subject Parcel

Tax Parcel

Future Land Use Designation

Lakewood City Limit

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-02c.mxd

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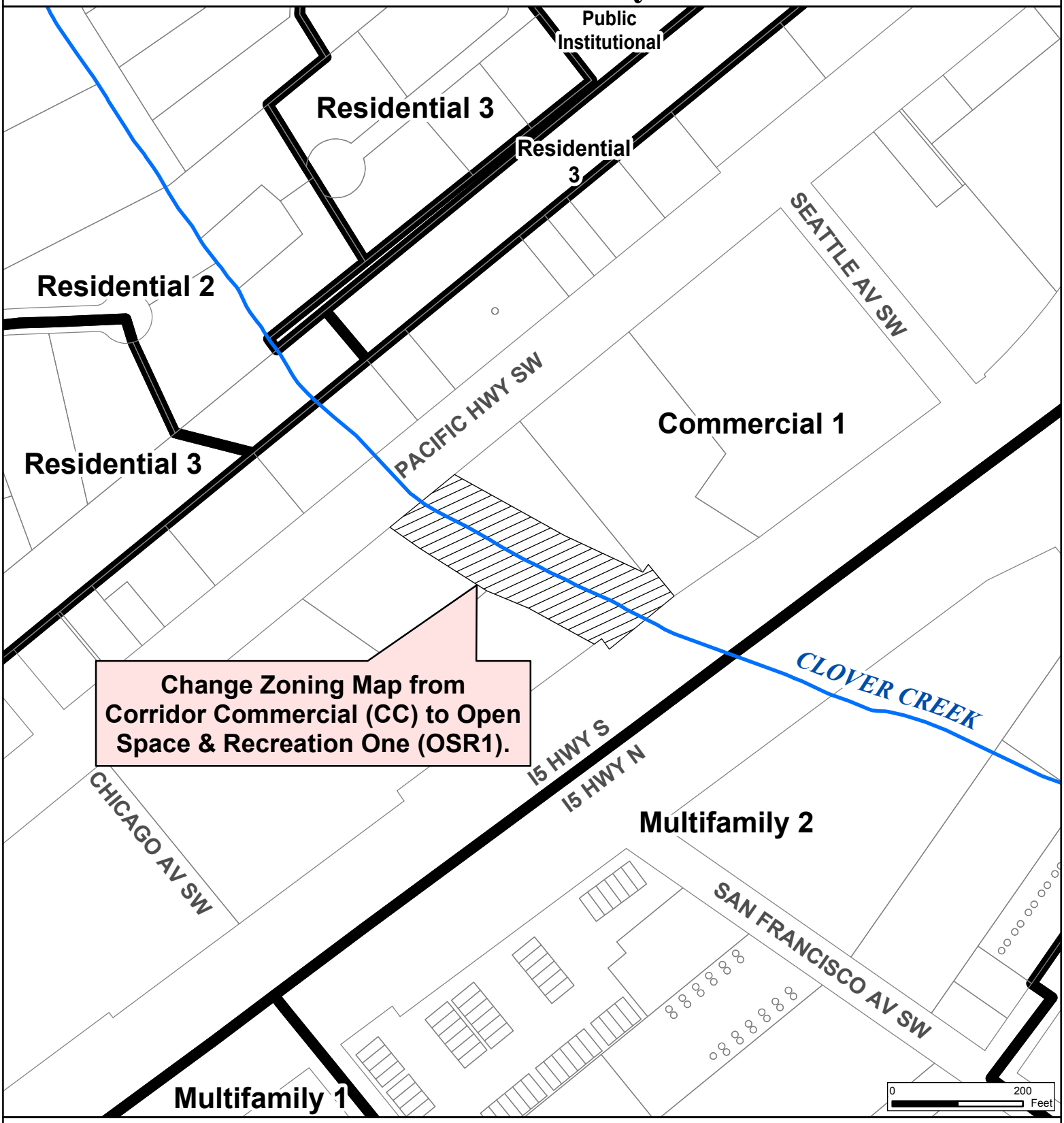
Exhibit "D"
CPA-2014-02
12301 Pacific Hwy SW



Subject Parcel

Tax Parcel

Zoning Classification

Lakewood City Limit

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-02d.mxd

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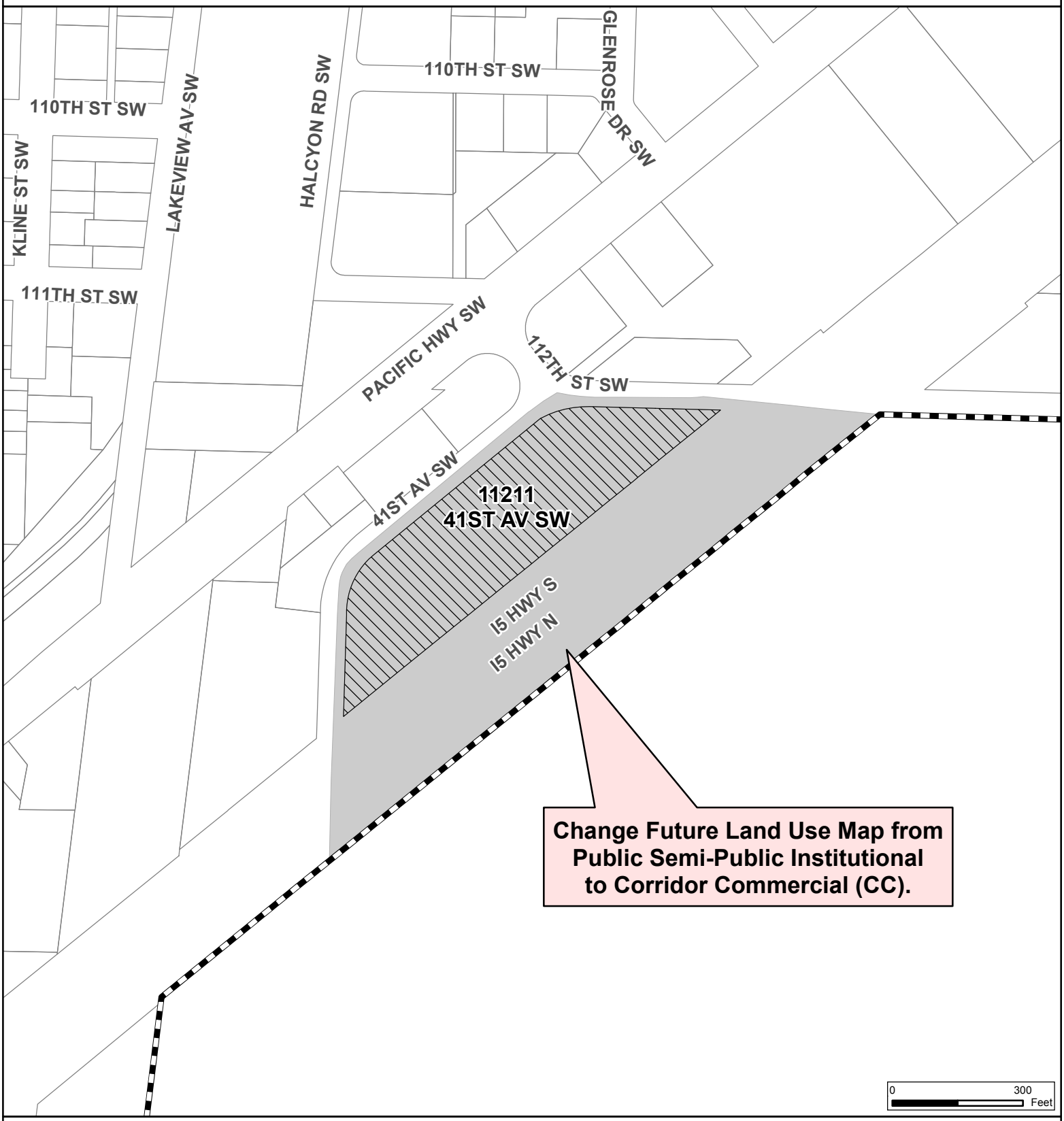
Exhibit "E"
CPA-2014-03
11211 41st Ave SW



Subject Parcel

Area to Change

Tax Parcel

Lakewood City Limit

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-03e.mxd

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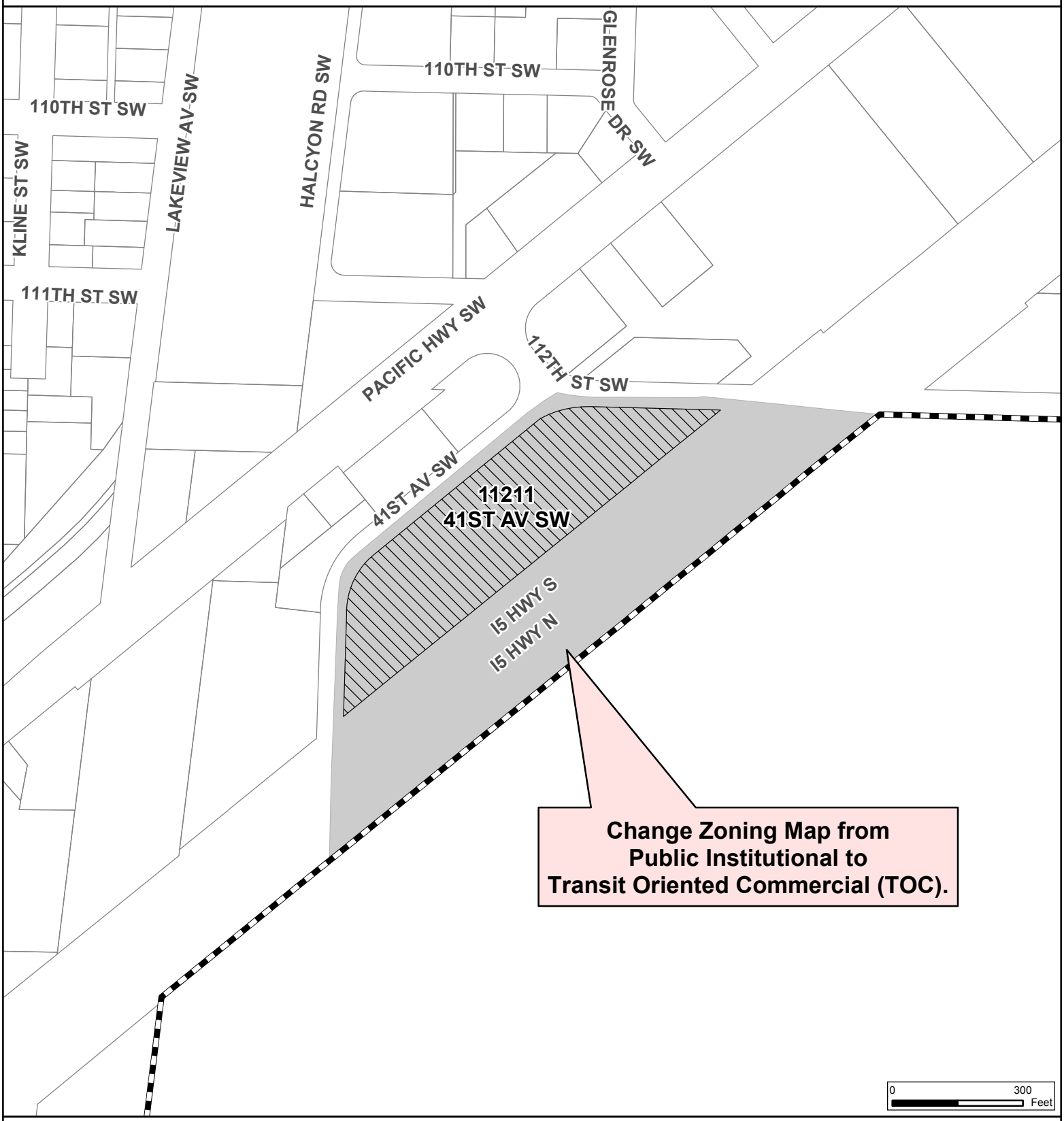
Exhibit "F"
CPA-2014-03
11211 41st Ave SW



Subject Parcel

Area to Change

Tax Parcel

Lakewood City Limit

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-03f.mxd

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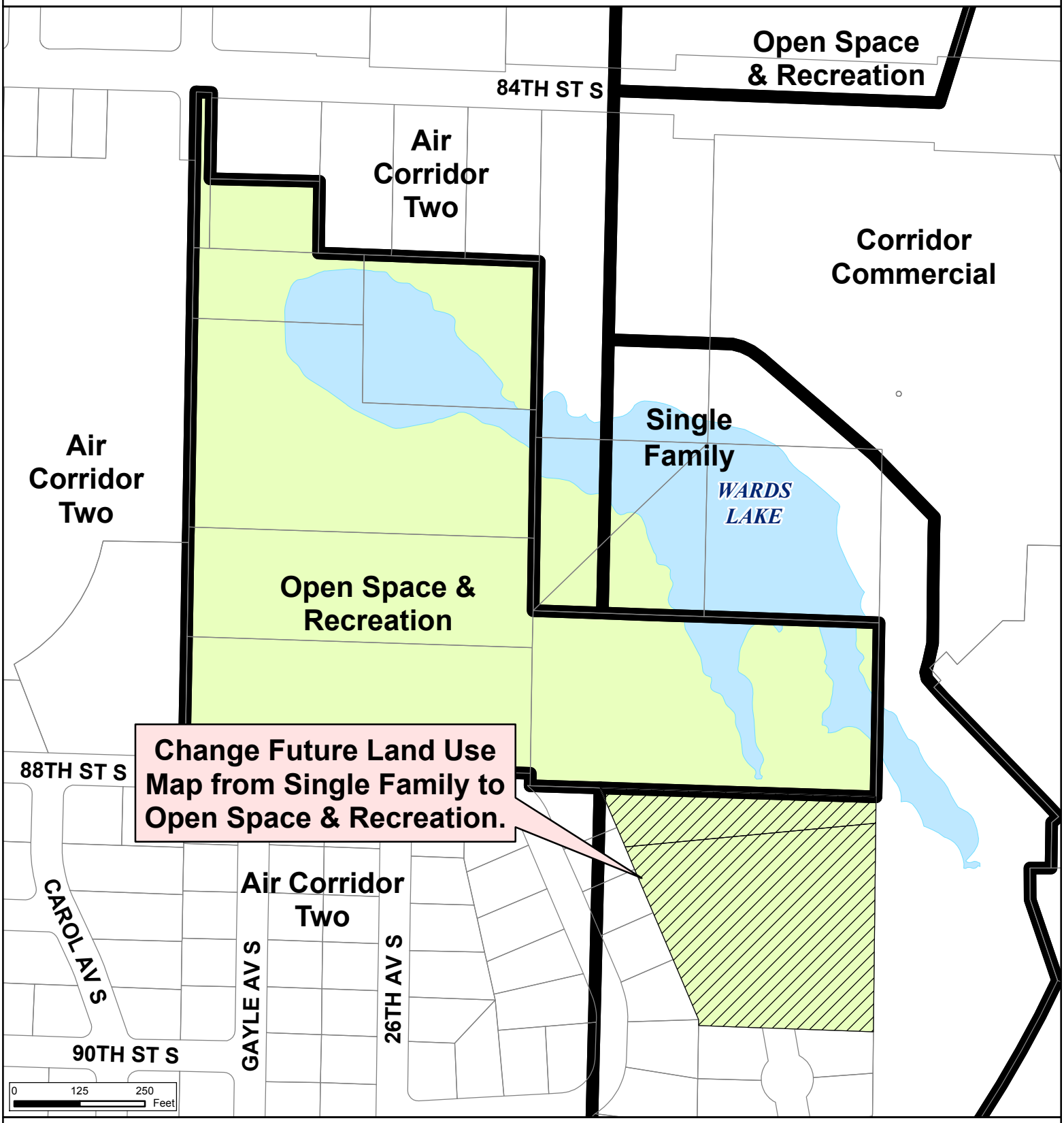
Exhibit "G"
CPA-2014-04
8807 to 8825 25TH AV S



Wards Lake Park

Expansion Area of Wards Lake Park

Tax Parcel

Future Land Use Designation

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-04g.mxd

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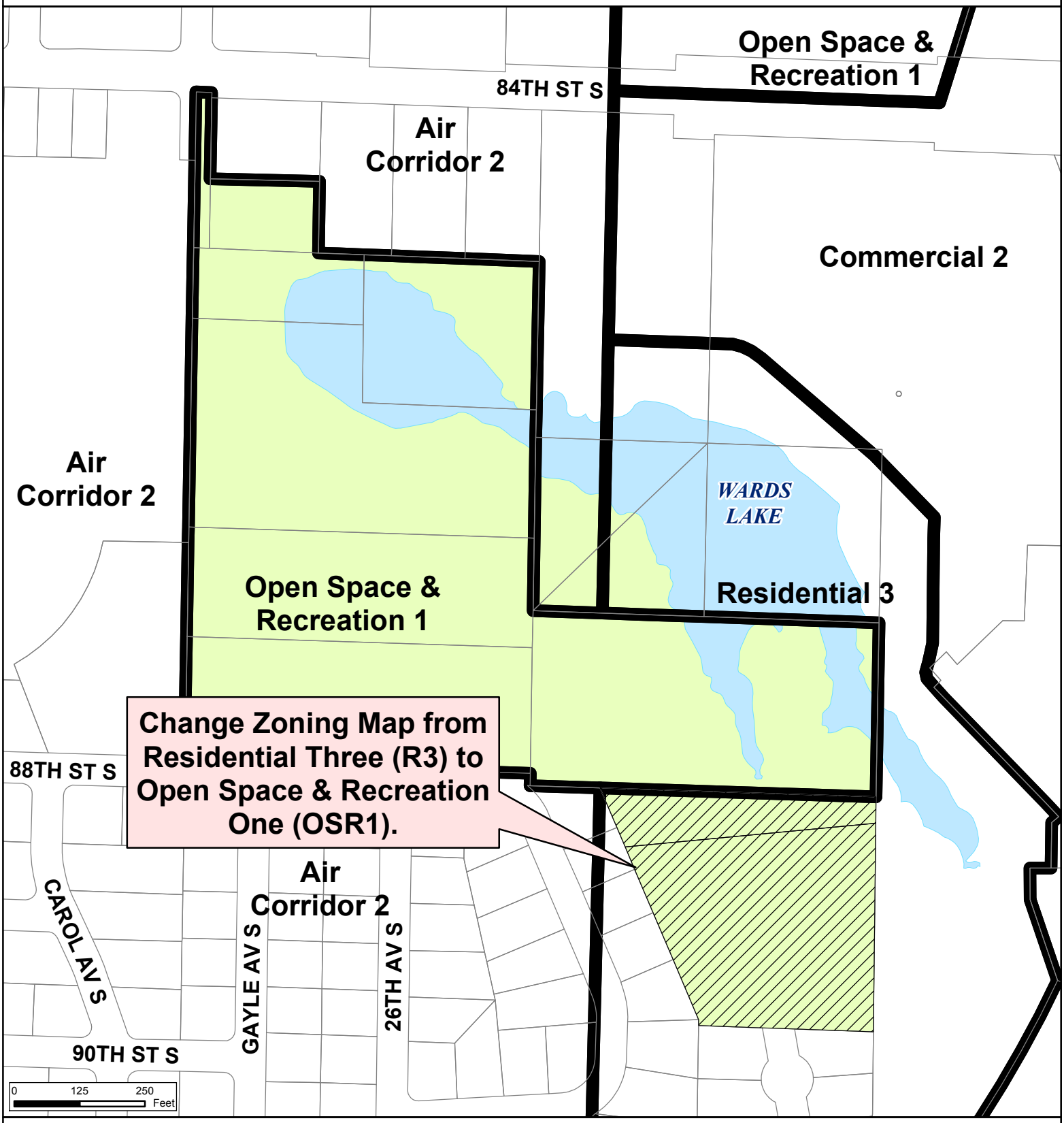
Exhibit "H"
CPA-2014-04
8807 to 8825 25TH AV S



Wards Lake Park

Expansion Area of Wards Lake Park

Tax Parcel

Zoning Classification

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-04h.mxd

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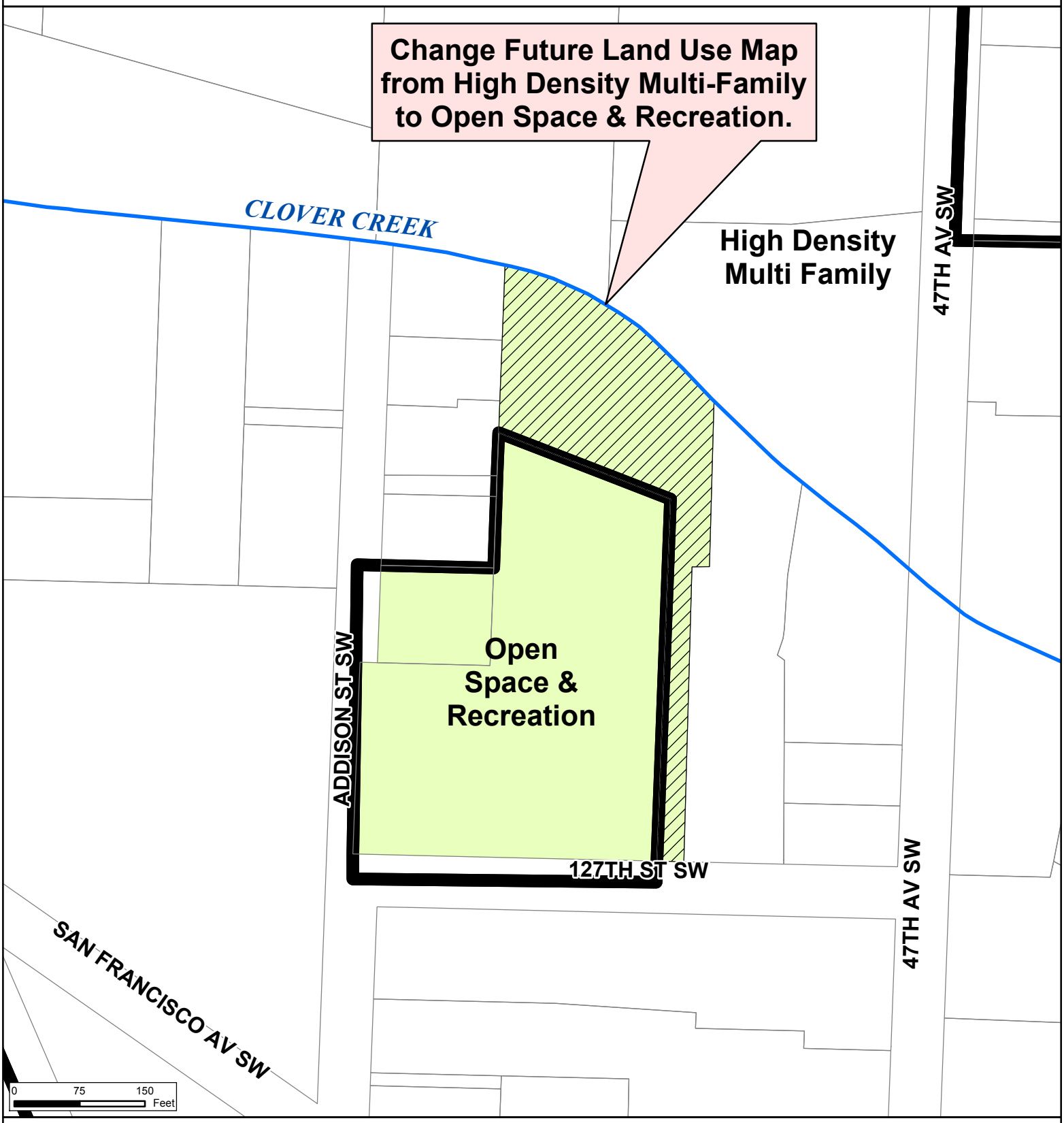
Exhibit "I"
CPA-2014-05
4723 127TH ST SW



Springbrook Park

Expansion Area of Springbrook Park

Tax Parcel

Future Land Use Designation

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-05i.mxd

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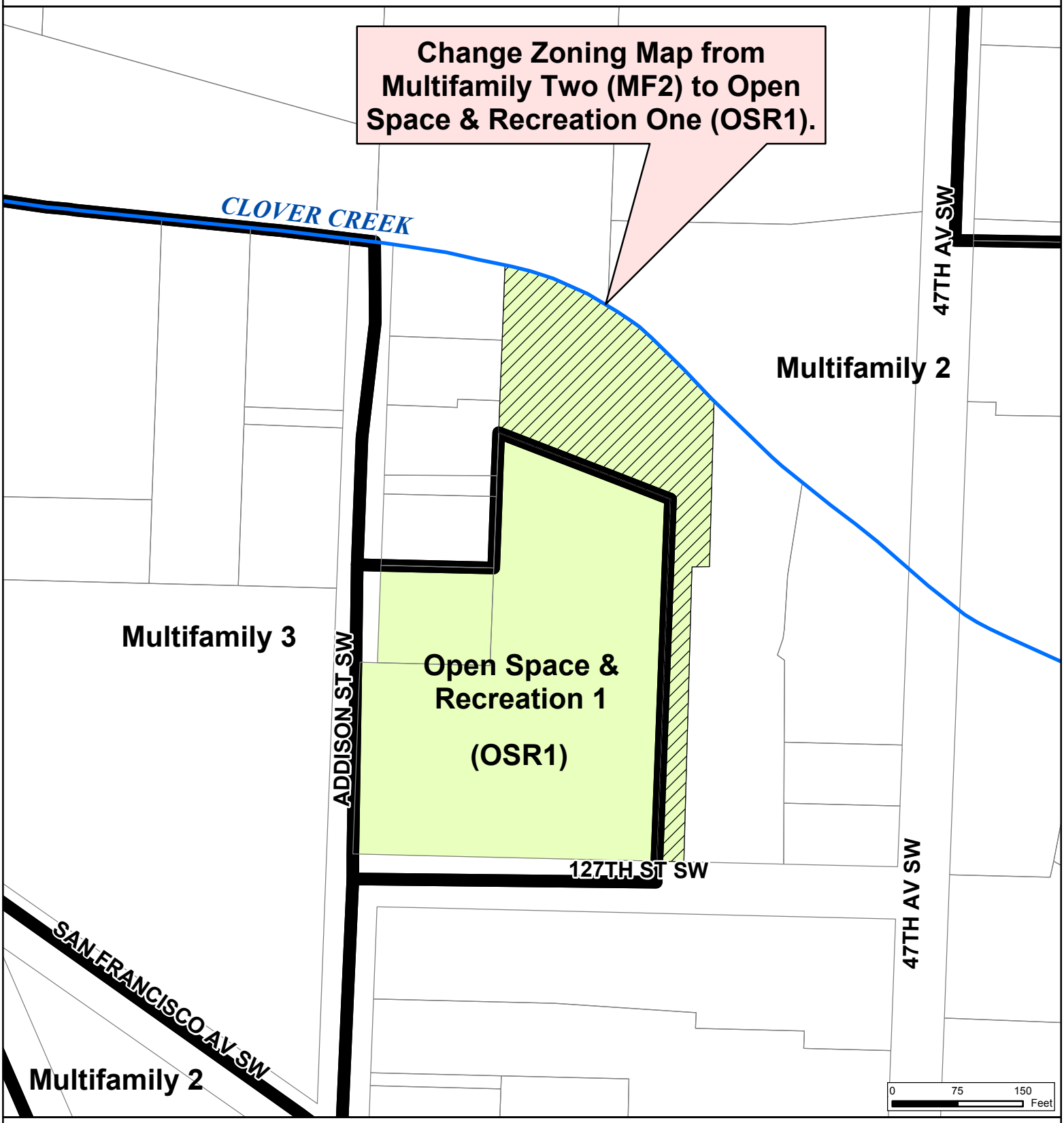
Exhibit "J"
CPA-2014-05
4723 127TH ST SW



Springbrook Park

Expansion Area of Springbrook Park

Tax Parcel

Zoning Classification

Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-05j.mxd

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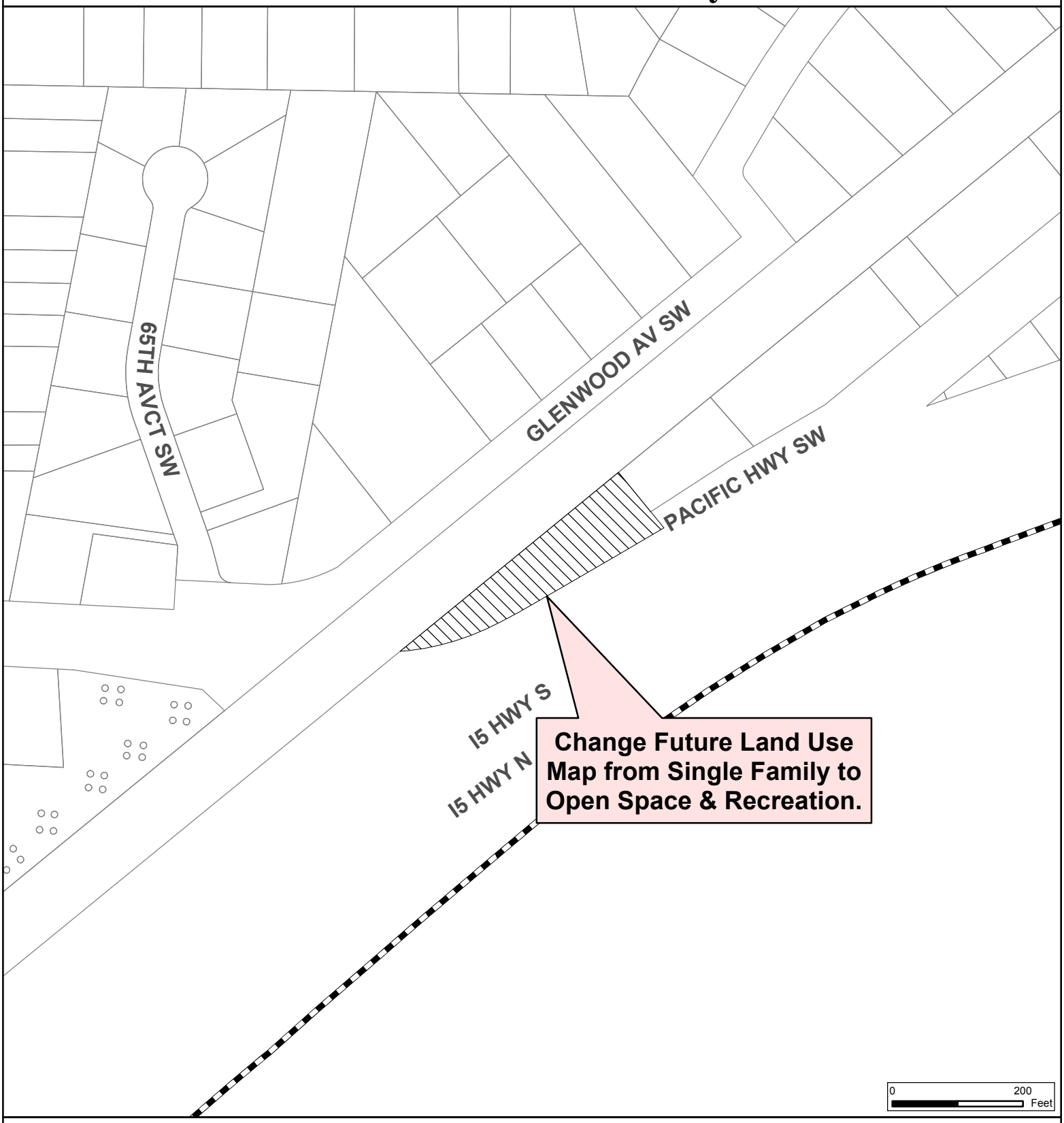
Exhibit "K"
CPA-2014-06
13000 Block of Pacific Hwy SW



Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-06k.mxd

Subject Property

Tax Parcel

Lakewood City Limit

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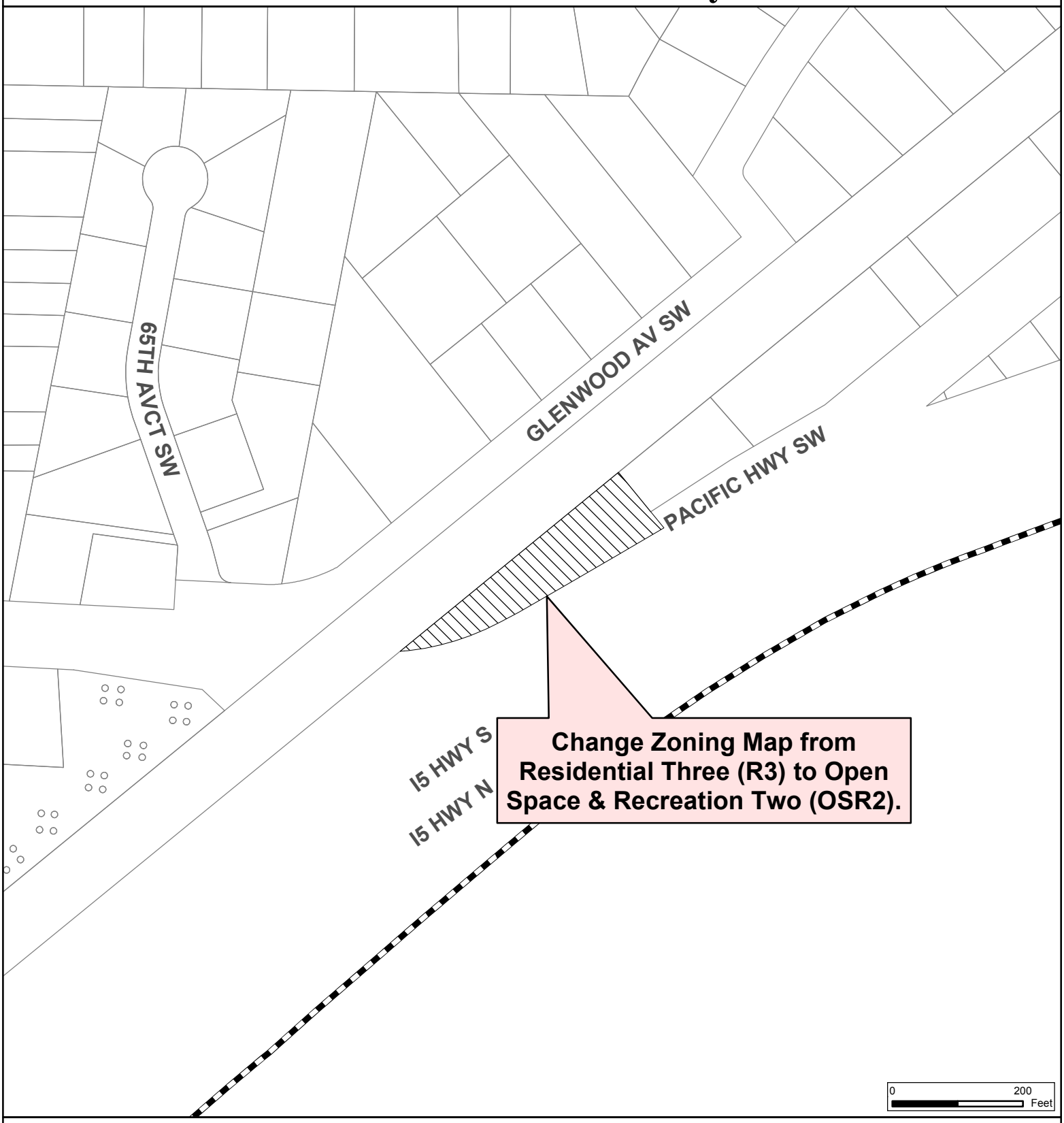
Exhibit "L"
CPA-2014-06
13000 Block of Pacific Hwy SW



Map Date: October 06, 2014

:\projects\cd\CompPlan\Amendments\2014-06l.mxd

Subject Property

Tax Parcel

Lakewood City Limit

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EXHIBIT "M"

CHAPTER 2

OFFICIAL LAND USE MAPS

2.0 _OFFICIAL LAND USE MAPS

2.1 Introduction and Purpose

This chapter includes an 11 X 17 copy of the official map designating desired general future land uses. Please see ~~(~~Figure 2.1~~)~~. _The official land-~~-~~use map is the culmination of a series of conceptual plans that incorporate various features of the different alternatives developed during the comprehensive planning process. _Considerations in the map's development included the general distribution and location of existing land uses, appropriate intensity and density of land uses given current development trends, protection of the quality and quantity of public water supplies, the provision of public services, control of stormwater runoff, ~~and~~ costs and benefits of growth. _This map is the foundation of the comprehensive plan which, when properly implemented, ~~will~~ fulfills the vision of the guiding principles articulated in Chapter 1.

The City's land use designations are described in addition to listing population densities and housing types. Lakewood's urban center is delineated. The Urban Center Map has been prepared in response to countywide and multi-county policy criteria addressed in the land-use chapter.

As a sub-part of the Urban Center Map, a new series of maps have been inserted showing Lakewood's eight Centers of Local Importance (CoLI). Centers of Local Importance, in part, assist the City in obtaining transportation funding.

~~Also included in this chapter is a map delineating Lakewood's the urban center under the regional VISION 2020 plan and the manufacturing/industrial center. Thiese centers are is delineated in response to countywide and multi-county policy criteria addressed in the land- use chapter.~~This chapter includes maps describing the City's Urban Growth Areas (UGAs). UGAs are characterized by existing urban development where future urban growth will be directed. It is anticipated that these areas will be incorporated into the City limits within the next 20 years. UGAs exhibit physical and functional relationships to the City by means of their job and/or housing base and the potential to share City services.

~~Finally, this chapter includes a map indicating urban growth areas (UGAs) for the City of Lakewood over the next 20 years. UGAs are areas characterized by existing urban development where future urban growth will be directed. The map indicates those areas that are likely to be incorporated into the city limits within the next 20 years. These areas bear a physical and functional relationship to the city by means of their job and/or housing base and the potential to share city services.~~

Together, ~~all three of~~ these maps graphically represent the land-~~-~~use element's policies and tie together the comprehensive plan's various elements.

2.2 Land Use Considerations

The land-~~-~~use considerations that guided the land-~~-~~use maps for the C~~c~~ity were based on factors such as patterns of existing development, ~~and~~ local and regional growth rates, ~~and~~ patterns and community needs~~,~~ as described below. _As an officially incorporated C~~c~~ity, Lakewood has been in existence ~~only~~ since 1996. _However, the majority of privately held properties within the C~~c~~ity boundaries are developed and improved. _The overall infrastructure network~~,~~ including transportation, utilities, and open space~~,~~ is largely in place~~,~~ with several notable exceptions. The C~~c~~ity is an extensively developed~~,~~ mature community. _Most future growth will occur as the

result of urban infill and redevelopment of existing properties.

The region has ~~Both Lakewood and its neighboring jurisdictions are currently ce~~experienced ~~ing~~ strong development pressure. The City recognizes the need to develop a land-~~-~~use pattern that channels growth pressures in such a way to promote economic development; provide for the housing needs of a diverse population; maximize the utility of existing infrastructure investment; and protect existing, stable neighborhoods.

Current commercial development patterns are largely representative of typical suburban sprawl, with little in the way of a recognizable downtown core that could tempt citizens to get out of the car, stroll around~~,~~ and linger. ~~Unfortunately, much of this existing sprawl has deteriorated in quality due to age and neglect.~~ Few urban landmarks exist to impart to the C~~c~~ity a distinct sense of character. This lack of a center makes it difficult to grasp a sense of the C~~c~~ity's identity, although considerable progress has been ~~is being~~ made in the redevelopment of Lakewood Towne Center.

Regional growth, along with current zoning inherited from pre-incorporation planning, has placed ~~is placing increased development~~ pressure on Lakewood's ~~stable~~ single-family neighborhoods, gradually eroding their individual qualities while causing stress on transportation and infrastructure networks. There is a need for a ~~rational growth~~ strategy that focuses future development where it is best served by transportation, reinforcing~~es~~ ~~the weak~~ commercial sectors, and providing~~es~~ a broad spectrum of quality housing. ~~types.~~

Recreation and open space will become increasingly prized assets needed to offset the impacts of residential growth. Public open space will become even more 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 resources as well as improved access by Lakewood's citizenry to public lands and waters.

2.3 Land Use Designations

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 C~~c~~ity, its goals and objectives for land use, and other related elements of the plan.

Under the GMA, all zoning, development regulations~~,~~ and other adopted programs and policies must be consistent with communities' adopted comprehensive plans. The official land-~~-~~use map establishes ~~the~~ broad categories of land use that will be detailed into parcel-level distinctions in the zoning ordinance. It will serve 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 map will also be referenced ~~consulted~~ by City staff, consultants, private citizens, developers, and others interested in the C~~c~~ity's future as they make decisions about where to live, work, invest, and conduct business. Each of the distinct land-use designations depicted on the official land-~~-~~use map are~~is~~ described below.

2.3.1 Residential Estate

The Residential Estate designation provides for large single-family lots in specific areas where a historic pattern of large residential lots and extensive tree coverage exists. Although retaining these larger sized properties reduces the amount of developable land in the face of growth, it preserves the historic identity these "residential estates" contribute to the community by providing a range of housing options, preserving significant tree stands ~~and riparian~~

~~environments within stream corridors~~, and instilling visual open space into the urban environment. ~~–~~Most importantly, the Residential Estate designation is used to lower densities around ~~the~~ lakes and creek corridors in order to prevent additional effects from development upon the lakes, ~~and~~ creek habitat and Lakewood Water District wellheads.

Maintenance of these lower land-~~-~~use densities in certain areas west of the lakes also helps maintain reduced traffic volumes as well as ~~and~~ reducing~~e~~ additional traffic safety conflicts in the east-west arterial corridors. These roads are among the most stressed transportation routes in the C~~c~~ity, with expansion opportunities highly constrained due to the lakes.

2.3.2 Single-Family

The Single-Family designation provides for single-family homes in support of established residential neighborhoods. This designation is the primary residential designation in the C~~c~~ity.

2.3.3 Mixed Residential

The Mixed Residential designation provides for a moderate increase in density using a variety of urban housing types and designs. This design-oriented designation promotes residential renewal to small-lot single-family homes, townhouses, duplexes, and small apartment buildings. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types.

2.3.4 Multi-Family

The Multi-Family designation provides for a variety of medium-density housing types and designs. The designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood or neighborhood business district. 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.

2.3.5 High-Density Multi-Family

The High-Density Multi-Family designation provides for high-density housing types and designs that combine urban design elements to enhance the living environment with integration into the central or neighborhood business districts, the Lakewood Station D~~d~~istrict, or neighborhoods. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of ~~the~~ housing into the adjacent neighborhood.

2.3.6 Central Business District (CBD)

The CBD is the primary retail, office, social, urban residential, and government center of the C~~c~~ity. 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 are evident in the urban intensity and composition of the uses in the district. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. The CBD 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 CBD will be developed into 75 percent commercial and 25 percent residential uses.

2.3.7 Corridor Commercial

The commercial corridors along I-5, South Tacoma Way, Pacific Highway SW~~Southwest~~, 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 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.

2.3.8 Arterial Corridor

Lakewood has several single-family neighborhoods adjoining principal and minor arterial streets. The level of existing vehicle activity adversely impacts the livability -of these areas. At the same time, converting these linear neighborhood edges to commercial uses creates a pattern of low-intensity development, perpetuates commercial sprawl, and may pose traffic safety concerns. The Arterial Corridor designation provides an environment for an essentially residential neighborhood while permitting the development of low-intensity, non-nuisance business uses. This designation allows property owners the opportunity to have a small nonresidential use, primarily accommodating limited offices and certain limited manufacturing and personal services, under regulations that will not adversely impact traffic movements and ~~which~~ will assure maximum compatibility with surrounding residential uses.

2.3.9 Neighborhood Business District

Neighborhood Business Districts are intended to foster a sense of urban community in neighborhoods. They provide ~~for~~ 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.

2.3.10 Industrial

Industrial lands are the working area of Lakewood, integrated into the community economically and environmentally while maximizing a regional economic presence based on Lakewood's geographic position. Properties with an Industrial land-use designation are expected to provide family wage jobs to residents and tax revenues to the City. The Industrial designation provides for regional research, manufacturing, warehousing, concentrated business/ employment parks, and other major regional employment uses. Industrial lands depend on excellent transportation, and utility infrastructure and freedom from encroachment by incompatible land uses.

2.3.11 Air Corridor 1 and 2

The Air Corridor areas are affected by Joint Base Lewis McChord (JBLM) McChord Field ~~AFB~~ 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.

2.3.12 Public and Semi-Public Institutional

The Public and Semi-Public Institutional land-~~-~~use designation provides for large and moderate scale governmental uses, special districts, and semi-institutional uses. ~~_~~The designation allows for the specialized needs of providing public services to all areas of Lakewood.

2.3.13 Military Lands

The Military Lands land-~~-~~use designation applies to the portions of the federal and state military installations within the C~~c~~ity. ~~_~~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.

~~2.3.14 Application~~2.3.14 Application of Designations and Population Densities

Lakewood's plan provides for the following densities under its comprehensive plan future land-use designations:

~~**Table X.X.X: Comprehensive Plan Designation by Density and Housing Type**~~

Table 2.1
Comprehensive Plan Designation by Density and Housing Type

Land-Use Designation	Major Housing Types Envisioned	Density[1] Low	Density[1] High	Acres
Residential Districts:				
Residential Estate	Larger single-family homes	1	2	1045.00
Single-Family Residential	Single-family homes	4	6	4083.43
Mixed Residential	Smaller multi-unit housing	8	14	354.21
Multi-Family Residential	Moderate multi-unit housing	12	22	313.59
High Density Multi-Family	Larger apartment complexes	22	40	442.82
Mixed Use Districts:				
Central Business District	High-density urban housing	30	54	289.78
Neighborhood Business District	Multi-family above commercial	12	40	299.61
Arterial Corridor	Live/work units	6	6	18.85
Air Corridor 2	Single-family homes	2	2	235.77
Non-~~R~~residential Districts:				
Corridor Commercial	N/A	--	--	471.48
Industrial	N/A	--	--	752.48
Public/Semi-Public Institutional	N/A	--	--	810.65
Air Corridor 1	N/A	--	--	376.18
Open Space & Recreation	N/A	--	--	1945.26
Military Lands	N/A	--	--	24.95
Total designated area				10969.06
Excluded: Water & ROW	N/A	--	--	1172.14
			TOTAL:	**12,141.20**

As may be derived from this information, over 82% ~~percent~~ of that portion of Lakewood

[1] As expressed in the comprehensive plan ~~n~~ for new development; existing densities are unlikely to match and may already exceed maximums in some cases.

allowing residential uses is dedicated to clearly urban densities, with about 17.5% ~~percent~~ of residentially designated densities constrained by environmental or unique air corridor considerations. ~~.~~ This equates to ~~results in~~ an overall average density of more than 15.5 du/ac throughout those areas designated for residential and mixed uses.

These figures do not capture existing residential densities in areas currently designated for no new residential development, such as, but not limited to, the air corridor. Owing to pre-incorporation zoning practices, the existing land-use patterns in Lakewood are jumbled. Despite being designated for redirection away from residential uses, it is likely that newer or ~~more sound~~sounder housing stock within non-residentially zoned areas will perpetuate beyond the life of this plan.

2.3.15~~4~~ Open Space and Recreation

The Open Space and Recreation designation provides ~~for~~ 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. ~~Local and regional recreation opportunities are included within this designation. Local and regional recreation opportunities are included within this designation.~~ 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 C~~c~~anyon for limited, passive recreational uses. This~~e~~ designation promotes the conservation of public and private sensitive or critical natural resource areas and areas of local interest as open space.

2.3.16~~5~~ Lakewood Station District

The Lakewood Station District will act a~~i~~s the multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit's commuter rail service. The Lakewood Station D~~d~~istrict is a transit-oriented development cluster surrounding the Lakewood Station preferred site, which is targeted for major urban growth. This D~~d~~istrict will provide a mixture of intensive land uses and activities supportive of direct regional transportation access via the Lakewood commuter rail station and I-5. It ~~The district~~ functions as an overlay providing additional development standards to foster a high quality, pedestrian-oriented urban environment including ~~. This district also provides~~ incentives to encourage urban scale growth over the life of this plan. The D~~d~~istrict will accommodate a dense mix of office, retail, and high-density residential uses supported by direct regional transportation access.

2.4 Urban Center ~~and Manufacturing/Industrial Center~~ Designation

A key element of the urban growth strategy of the GMA and regional growth strategy is the direction of growth toward centers. Urban Centers are focal points within urban areas intended to complement compact communities providing viable alternatives to sprawl. They are intended to be dominated by relatively compact development, where housing, shopping, and employment are in proximity. Urban Centers are also intended to be the focal points for public investment in transit and other capital improvements.

According to the CWPP, centers are intended to:

- Be priority locations for accommodating growth;
- Strengthen existing development patterns;

- Promote housing opportunities close to employment;
- Support development of an extensive transportation system which reduces dependency on automobiles; and
- Maximizes the benefit of public investment in infrastructure and services.

Within its CWPP, the jurisdictions of Pierce County identified three types of Urban Centers and one manufacturing/industrial center that are applicable and consistent with the Puget Sound Regional Council's (PSRC's) VISION 2040 plan. Lakewood CBD has been designated as an urban center under the CWPP and, by extension, is a recognized urban center under VISION 2040. In the initial iteration of its comprehensive plan, Lakewood identified a manufacturing/industrial center, but this did not go on to be incorporated into the CWPP or recognized by PSRC. Therefore, Lakewood's manufacturing/industrial center was removed at the time of the 2004 review. The Puget Sound Regional Center has since adopted a protocol for designation of new centers, so any additional centers anywhere in the four-county region would need to first undergo that process in order to be recognized.

2.4.1 Urban Center

Urban centers as relatively compact clusters of densely mixed business, commercial, and cultural activity. Urban centers are targeted for employment and residential growth with excellent transportation, including high capacity transit service and major public amenities.

Lakewood has one Urban Center; see Figure 2.2. The boundaries of the Urban Center were drawn to include the most appropriate balance of high-density employment and housing in the City. The Urban Center includes the entire CBD and the majority of the Lakewood Station District. The span of mixed residential and neighborhood commercial connecting the two ends of the Bridgeport corridor are also included. High capacity transit is provided by the existing Pierce Transit Center in Lakewood Towne Center and the Sound Transit commuter rail at Lakewood Station. In addition to the commuter rail station, there is direct high occupancy vehicle (HOV) access to I-5 for bus service, as well as general vehicle on-ramps located nearby at the intersection of Bridgeport Way and I-5. Major public amenities will include improved pedestrian facilities such as design treatments, trails, and parks to be developed concurrent with implementation of the comprehensive plan. Policy language addressing designation of the urban center is located in Section 3.5 of this plan.

2.5 Centers of Local Importance

Centers of Local Importance (CoLI) are designated for the purpose of identifying local centers and activity nodes that are consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or are in an established industrial area. CoLIs are designated by the local government with jurisdiction. Approval by Pierce County, the Pierce County Regional Committee (PCRC), or other state or regional organization is not required. Lakewood has designated adopted eight CoLIs. These are illustrated in Figure 2.3.

2.5.1 Tillicum

The community of Tillicum, Figure 2.4, is designated as a CoLI based on its characteristics as a

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

The Tillicum area includes many of the design features for a Center of Local Importance (CoLI) as described in CWPP UGA-50, including:

- Civic services including the Tillicum Community Center, Tillicum Elementary School, a fire station, JBLM and Camp Murray, the Tillicum Youth and Family Center, and several veterans service providers;

- Commercial properties along Union Ave. SW that serve highway traffic from I-5, personnel from JBLM and Camp Murray, and local residents;

- Recreational facilities including Harry Todd Park, Bills Boathouse Marina, the Commencement Bay Rowing Club, and a WDFW boat launch facility that attracts boaters from around the region;

- Historic resources including Thornewood Castle. Much of the area was developed between 1908 and the 1940s. The street pattern around Harry Todd Park reflects the alignment of a trolley line that served the area in the early 1900's;

- Approximately 62 acres partially developed with, and zoned for, multi-family residential uses; and

- The Tillicum area is subject to specific treatment in the Comprehensive Plan (Section 3.10, Goal LU-52, LU-53 and Policies LU-53.1 through LU-53.4.) Additionally, the City adopted the Tillicum Neighborhood Plan in June 2011.

2.5.2 Fort Steilacoom / Oakbrook

The Fort Steilacoom/Oakbrook area is being designated as a CoLI based on its characteristics as a discrete area providing resources of both local and statewide importance. This Coli is delineated in Figure 2.5. Fort Steilacoom was one of earliest outposts of European settlement in the Northwest. The Fort was later expanded and converted to Western State Hospital. The hospital currently serves approximately 800 patients and employs approximately 1,850 staff. Pierce College was developed on approximately 75 acres of surplus hospital property beginning in 1967. The remaining hospital farmland south of Steilacoom Boulevard became Fort Steilacoom Park in the late 1970s. The designated CoLI area includes Western State Hospital, the Pierce College campus, Fort Steilacoom Park, and commercial and multi-family residential development immediately adjacent to the east.

The designated center area includes many of the design features for a Center of Local Importance (CoLI) as described in CWPP UGA-50, including:

- Civic services, including Western State Hospital, the Oakbrook Fire Station, Pierce College, Custer Elementary and Hudtloff Junior High Schools, commercial areas, recreational areas, cultural facilities and activities, historic buildings and sites, and residential areas;

- Commercial services in the Oakbrook and Thunderbird Plaza shopping centers;

- Recreational resources in Fort Steilacoom Park including Waughop Lake and the Fort Steilacoom Golf Course;

- Cultural and Historic Resources in the Western State Hospital and Fort Steilacoom buildings and the Fort Steilacoom History Museum; and

- Residential resources in the multi-family residential areas north of the Oakbrook and Thunderbird Plaza commercial areas.

Further development at Western State Hospital and Pierce College is guided by master plan documents developed for each entity and implemented through discretionary land use permits (administrative use permits and conditional use permits) issued by the City. Fort Steilacoom Park is managed through the City's Legacy Plan which guides development of the City's parks and recreation programs.

2.5.3 Custer Road / Walmart

The Custer Road/Walmart area, Figure 2.6, is being designated as a CoLI based on its emerging status as a significant urban node of the City. The area is bound by Flett Creek on the west, the Flett Wetlands to the south, Leach Creek and Meadowpark Golf Course to the north, and the City boundary/Calvary Cemetery and Mount Tahoma High School to the east. Custer Road is a Principal Arterial street supporting numerous retail facilities and restaurants. The designated center area includes many of the design features for a Center of Local Importance (CoLI) as described in CWPP UGA-50, including:

- Important commercial resources including a Wal-Mart Superstore, H and L Produce and a variety of resident-serving commercial uses along Custer Road through this area;

- Industrial facilities (Mutual Materials and Sound Glass);

- Residential resources in the underdeveloped areas south of Custer Road which are zoned for multi-family and mixed residential uses.

2.5.4 Lakewood Industrial Park / CPTC

The Lakewood Industrial Park/Clover Park Technical College (LIP/CPTC) area is designated as a CoLI based on its status as an intense industrial and educational activity hub for the City. The boundaries of this CoLI are shown in Figure 2.7. The designated Center area includes many of the design features for a Center as described in CWPP UGA-50, including:

- Civic services: CPTC has an average enrollment of approximately 3,400 students and employs approximately 475 faculty. The CoLI area also includes the Lakewood YMCA, the Lakewood Police Department Headquarters, a fire station, the Clover Park School District Auxiliary Services Center, and the newly constructed Harrison Prepatory Academy serving approximately 1,450 K-12 students.

- Industrial areas: The Lakewood Industrial Park is located on 170 acres and supports 64 businesses with 1,250 employees. The delineated area also includes a Lowe's Home Improvement Center on 100th Street SW. The Lakewood Industrial Park has access to the Sound Transit railroad right-of-way along Lakeview Drive SW.

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

2.5.5 South Tacoma Way

The South Tacoma Way Center, Figure 2.8, is designated as a CoLI based on its commercial significance to the City. Prior to the construction of I-5 in the late 1950's, South Tacoma Way was part of State Route 99, the primary north-south highway through the Puget Sound region. The South Tacoma Way area is now the City's most prolific commercial area and home to a nascent "International District". The area supports the Star-Lite Swap Meet, the B&I marketplace, the Paldo World commercial center, Pierce Transit headquarters, the Grand Central and Macau casinos, and many other commercial centers and businesses.

2.5.6 Springbrook

The area just outside the gate to JBLM on Bridgeport Way SW is designated as a CoLI based on its importance to the City and special status as a compact high-density residential area. The Springbrook Center boundaries are shown on Figure 2.9. The area includes the main access gate to the airfield portion of JBLM. The area currently includes Springbrook Park, CenterForce Industries, neighborhood commercial uses, and approximately 100 acres of multi-family residential zoning currently developed with approximately 1,565 multi-family dwelling units. A new water line has recently been extended to the area which will help accommodate additional growth.

2.5.7 Woodbrook

The central Woodbrook area is proposed to be designated as a CoLI based on its emergence as an important industrial node. Approximately 170 acres have been zoned for industrial uses. Please see Figure 2.10. Sewers have been extended and roadway improvements have been made to accommodate redevelopment of the area with industrial uses and to facilitate traffic using the JBLM Logistics gate at the end of Murray Road SW. Additional improvements are planned. One 45,000 sq. ft. industrial building has been constructed, and approximately 700,000 square foot of additional industrial space has been approved for development. The City adopted the Woodbrook Business Park Development Report in July, 2009, which analyzes development issues and makes recommendations regarding redevelopment of the area with industrial uses.

2.5.8 Lake City West

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

~~the Bridgeport corridor are also included. High capacity transit is provided by the existing Pierce Transit Center in Lakewood Towne CenterMall and in the future by Sound Transit commuter rail at Lakewood Station. In addition to the commuter rail station, there is direct high occupancy vehicle (HOV) access to I-5 for bus service, as well as general vehicle on-ramps~~

~~located nearby at the intersection of Bridgeport Way and I-5. Major public amenities will include improved pedestrian facilities such as design treatments, trails, and parks to be developed concurrent with implementation of the comprehensive plan. Policy language addressing designation of the urban center is located in Section 3.5 of this plan.~~

~~2.4.2 Manufacturing / Industrial Center~~

~~VISION 2020 defines manufacturing/industrial centers as major, existing regional employment areas of intensive manufacturing and industrial land uses which cannot be easily mixed at higher densities with other uses. Land is to be preserved for manufacturing, industry, and related uses; thus, incompatible uses such as "big box" retail, unrelated offices, and residential uses are discouraged. Adequate transportation and utility infrastructure are also critical.~~

~~In keeping with the criteria outlined in VISION 2020 and the CWPP, Lakewood has designated its existing industrial core as a manufacturing/industrial center.[1] The center's boundaries are delineated in Figure 2.2. This area, which consists of the Lakewood Industrial Park and several nearby areas, shares a number of features supporting this designation: a solid industrial employment base, adequate utilities, direct rail access, nearby freeway access, and appropriate buffers between uses. Applicable goals and policies are contained under Section 3.4, Industrial Lands and Uses.~~

2.6~~5~~ Urban Growth Areas (UGA)

The adopted UGA boundaries represent Lakewood's future C~~c~~ity limits. These boundaries were established by Pierce County in 1998 and have not changed. Lakewood's current UGAs are described in Figures 2.12 and 2.13. The UGA boundaries show ~~y indicate~~ the extent to which the C~~c~~ity can expand over the next 20 years. Under the GMA, jurisdictions may not annex additional area into their corporate limits unless it falls within their UGAs and can be provided with urban levels of service for ~~such~~ public services and facilities such as police, water, and sewer. ~~-~~In some cases, urban-type services may already exist in these areas and can be coordinated with existing city services. ~~Figure 2.3 depicts Lakewood's adopted urban growth areas.~~

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

2.6.1 Camp Murray

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

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

Camp Murray is owned by Washington State. There are no residential uses located onsite.

Developed areas encompass about 52% of the installation. The built environment provides statewide wheeled vehicle support, storage buildings, administrative offices, classrooms, a heliport, and a drill field. There are 88 buildings on Camp Murray, approximately a third of which are over 50 years old. Water and sewer facilities are provided by Joint Base Lewis McChord (JBLM).

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

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

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

2.6.2 Joint Base Lewis McChord (JBLM)

JBLM's cantonment area is located within Lakewood's UGA and is shown in Figures 2.14 and 5.15. The cantonment area refers to those areas of land that are designated for urban-scale development both existing and proposed. It includes residential, commercial, industrial and military related uses. Over the past 10 years, JBLM has experienced significant development activity; that activity has been entirely confined to the cantonment area in an effort to maximize and preserve existing military training areas and in some cases to preserve wildlife habitat.

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

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

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

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

2.6.3 Arrowhead-Partridge Glen

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

The annexation report concluded that like most cities, Lakewood continues to operate in a challenging fiscal environment. The effect of the recent recession has been twofold; not only has it impacted tax revenues reliant on new development and consumer spending (i.e. sales tax revenue), it has also exposed a structural revenue problem put in place by the passage of I-747, which limited property tax levy growth to one percent a year. Combined, the reduction in overall tax collections and the limitation on property tax, highlights the City's current fiscal challenge where the cost of municipal services is growing faster than its tax and fee revenues. The challenge for the City is to maintain adequate levels of service without changing tax and fee policies. Regardless of annexation, the City will have to continue to take steps to bring revenues and costs in line in the form of a balanced budget.

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

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

~~2.5.1 Estimated Future Population Growth~~

~~Under the GMA, each county and jurisdiction therein is expected to plan for certain population allocations assigned by the state Office of Financial Management (OFM). Accordingly, in 2002 OFM assigned updated population projections to each GMA county for use in comprehensive planning efforts. Per RCW 43.62.035, the OFM projections are aggregated at the county level and are presented as ranges, consisting of low, medium, and high projections. According to OFM, near-term population growth in Washington is uncertain owing to certain economic losses in the aerospace and computer industries, as well as the post 9-11 national economic environment. OFM states that even long-term growth trends might be expected to deviate the state's traditionally strong historical growth. (At the same time, OFM has attempted to adjust its high-medium-low projections to take this uncertainty into account.)~~

~~In 2003, Pierce County staff worked with the county-wide Growth Management Coordinating Committee and Pierce County Regional Council to disaggregate the estimated county-wide growth by jurisdiction. Both groups and ultimately the Pierce County Council agreed to use the OFM mid-range projection as a control total. The 2022 population allocations adopted by the Pierce County Council as an outcome of this process estimate Lakewood's 20-year growth to be 72,000, representing the addition of 13,707 residents above the adjusted 2000~~

~~Census population of 58,293.~~

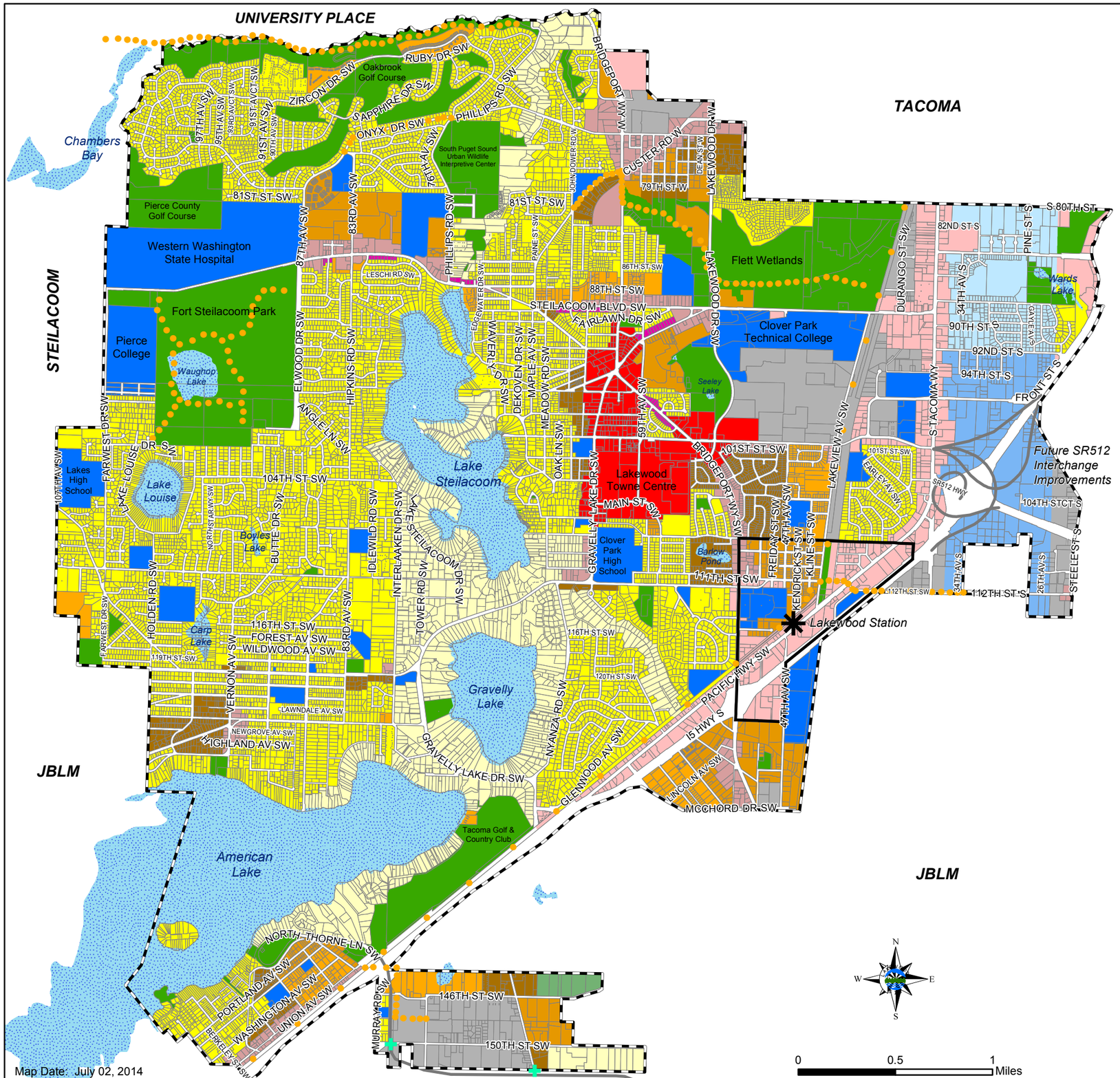
~~Lakewood was found to have lost population between its incorporation and the 2000 Census. In 1996, Lakewood's incorporation population was established by OFM to be 62,786. As is done yearly for the purpose of allocating of certain state revenues, this estimate is adjusted for each jurisdiction in the state based on OFM forecasts. Although Lakewood's yearly OFM estimate had grown considerably by 2000, following the 2000 Census and adjustments after the City requested review, Lakewood's 2000 population was established at 58,293 – considerably lower than the incorporation population. The background information upon which Lakewood's initial comprehensive plan was based had assumed a higher population than was later established via the Census. Lakewood's April 1, 2004 OFM population is estimated to be 59,010. Capacity analysis of the City's initial comprehensive plan designations adopted in 2000 determined the plan to have a buildout capacity of 17,500 new residents. The most significant change to this number came as an outcome of the 2003 amendments to the comprehensive plan, which resulted in 3,962 units in lost capacity owing to the redesignations/rezoning thereunder. This results in an adjusted capacity of 13,538, which still more than accommodates the estimated 12,990 additional residents based on the current OFM population.~~

~~1American Lake Gardens, despite the industrial designation shown in the plan, does not currently meet all of the CWPP manufacturing/industrial center designation policies but may meet the criteria in the future.~~

MAPS

City of Lakewood
Future Land Use Map

Adopted by the City Council under Ord #237
10th day of July, 2000
Amended by the City Council under Ord #266
19th day of November, 2001
Amended by the City Council under Ord #293
2nd day of December, 2002
Amended by the City Council under Ord #322 & #323
17th day of November 2003
Amended by the City Council under Ord #357
1st day of November 2004
Amended by the City Council under Ord #397
7th day of November 2005
Amended by the City Council under Ord #425
18th day of September 2006
Amended by the City Council under Ord #462
the 3rd day of December 2007
Amended by the City Council under Ord #483
the 15th day of December 2008
Amended by the City Council under Ord #500
the 21st day of September 2009
Amended by the City Council under Ord #521
the 8th day of October 2010
Amended by the City Council under Ord #539
the 15th day of August 2011
Amended by the City Council under Ord #552
the 17th day of September 2012



Map Date: July 02, 2014

Future Land Use Designation

- Air Corridor 1
- Air Corridor 2
- Arterial Corridor
- Central Business District
- Corridor Commercial
- High-Density Multi Family
- Industrial
- Public & Semi-Public Institutional
- Multi-Family
- Military Lands
- Mixed Residential
- Neighborhood Business District
- Open Space & Recreation
- Residential Estate
- Single Family

- Potential Cross Base Highway Interchange *
- Off-Street Trail
- City Limit
- Lakewood Station District
- Potential Future Road Improvements
- Tax Parcel

* See the Environmental Impact Statement (EIS) for the Proposed Cross-Base Highway Project for further information regarding potential alignments and interchanges.

Figure 2.1
Future Land Use Map

2.0 OFFICIAL LAND USE MAPS

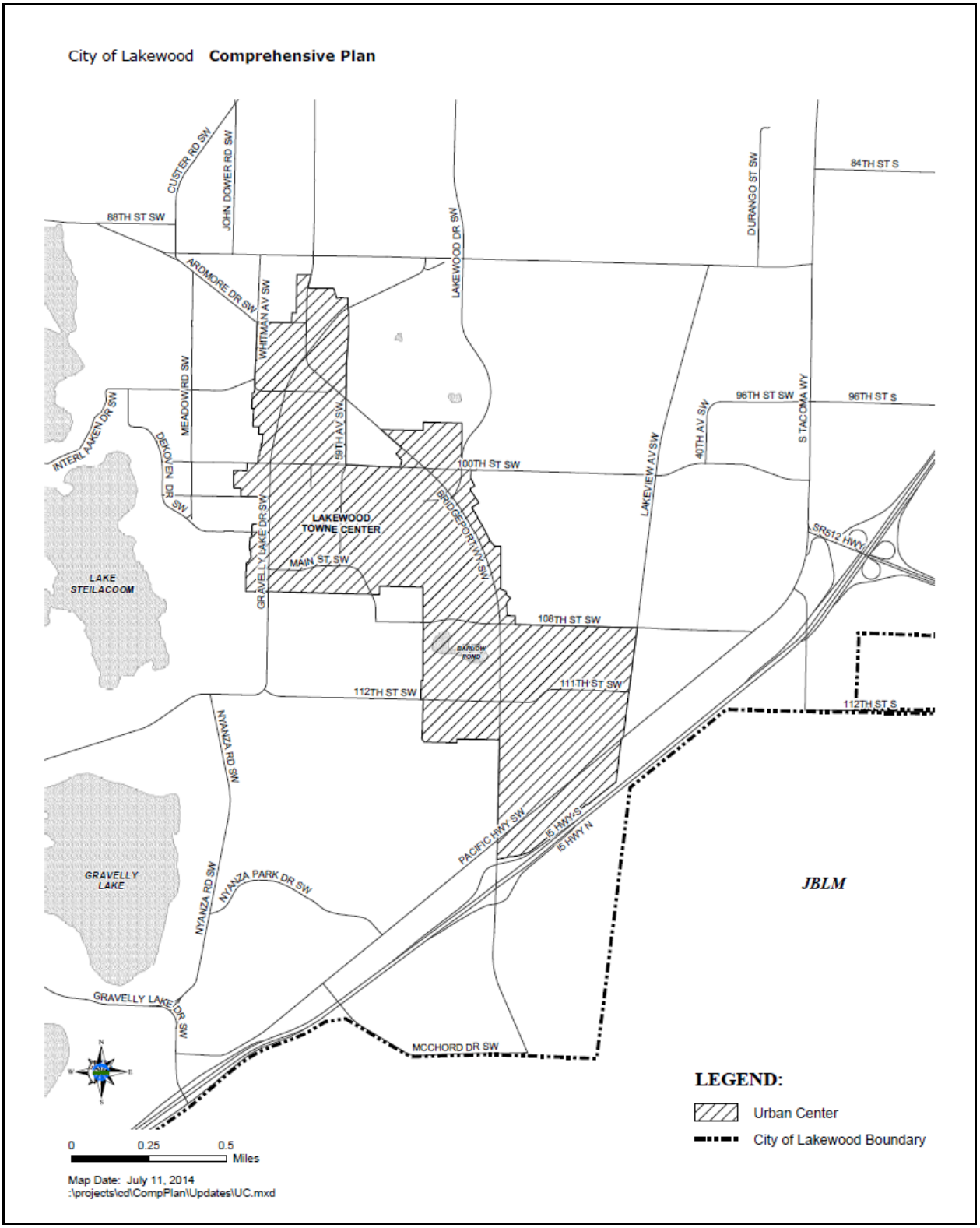


Figure 2.2
Lakewood Urban Center

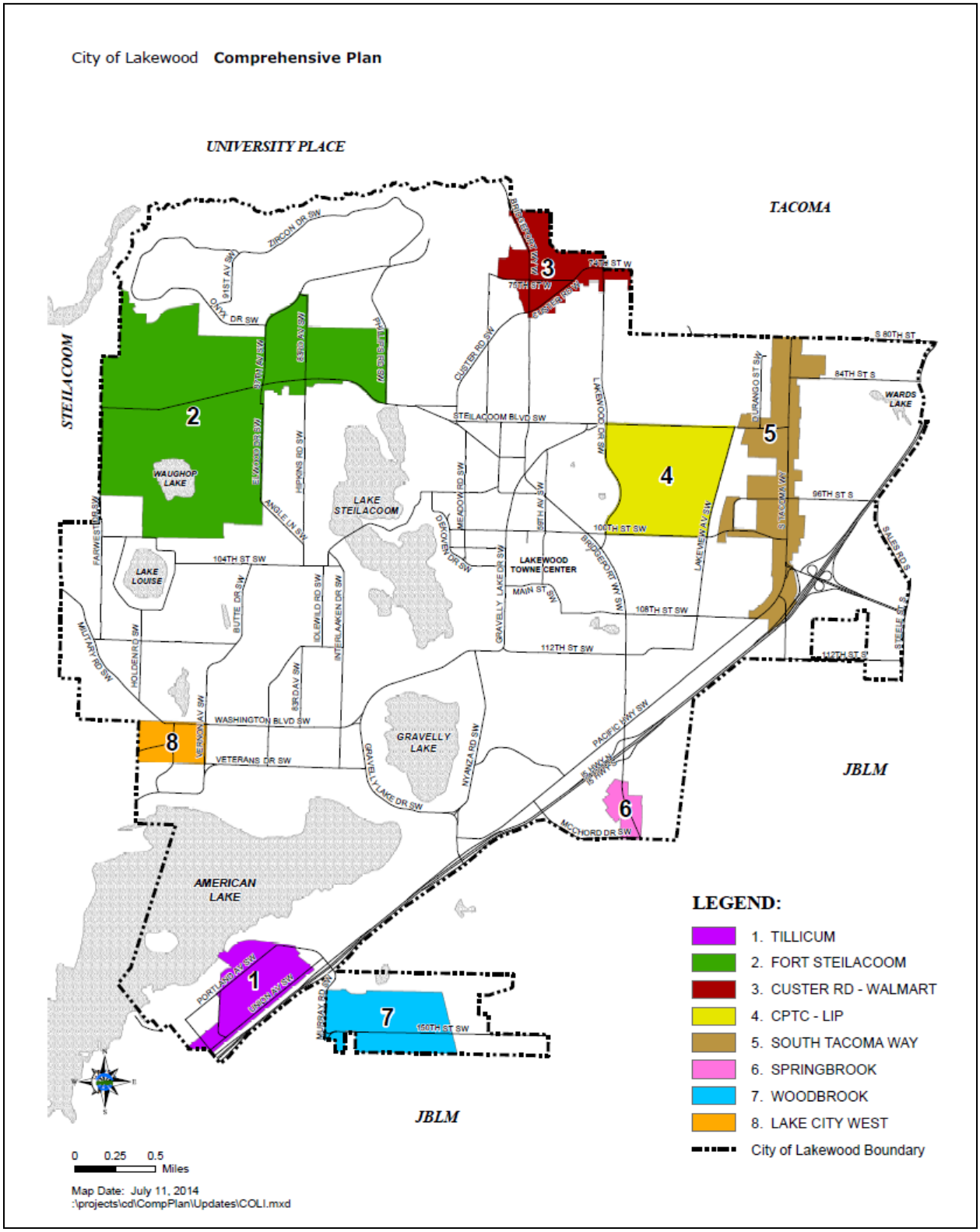


Figure 2.3
City-Wide CoLI

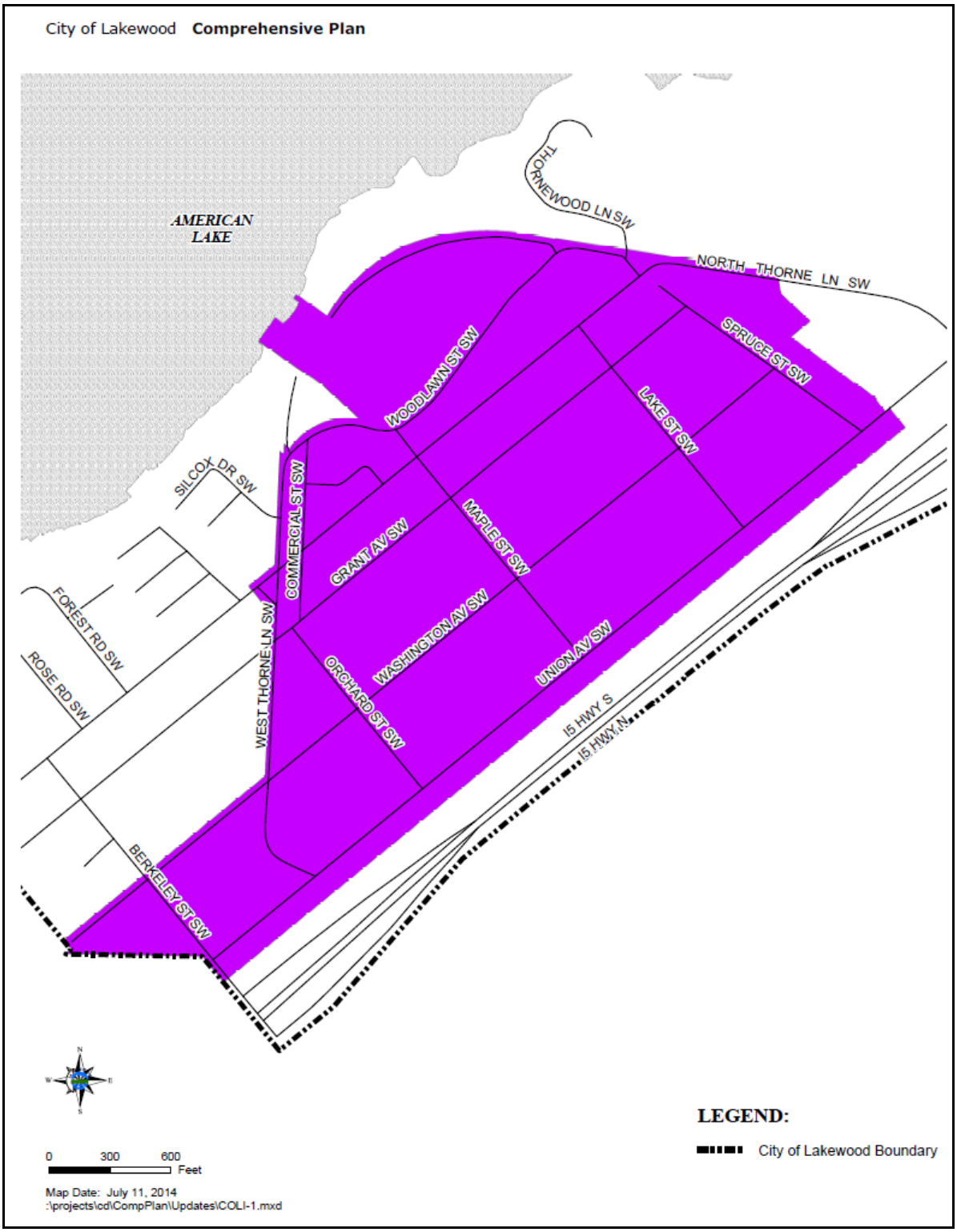


Figure 2.4
Tillicum Center of Local Importance

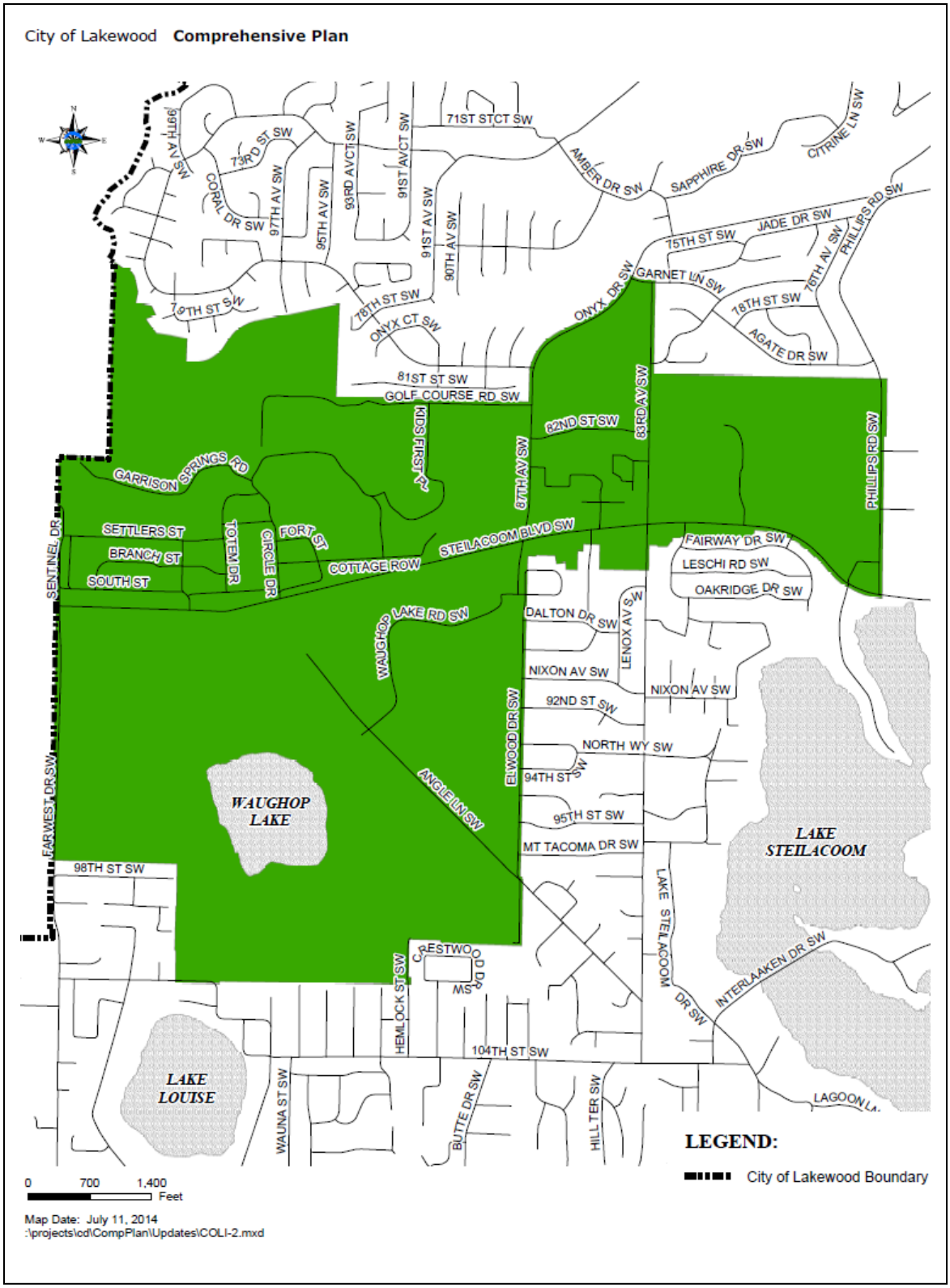


Figure 2.5
Fort Steilacoom Park Center of Local Importance

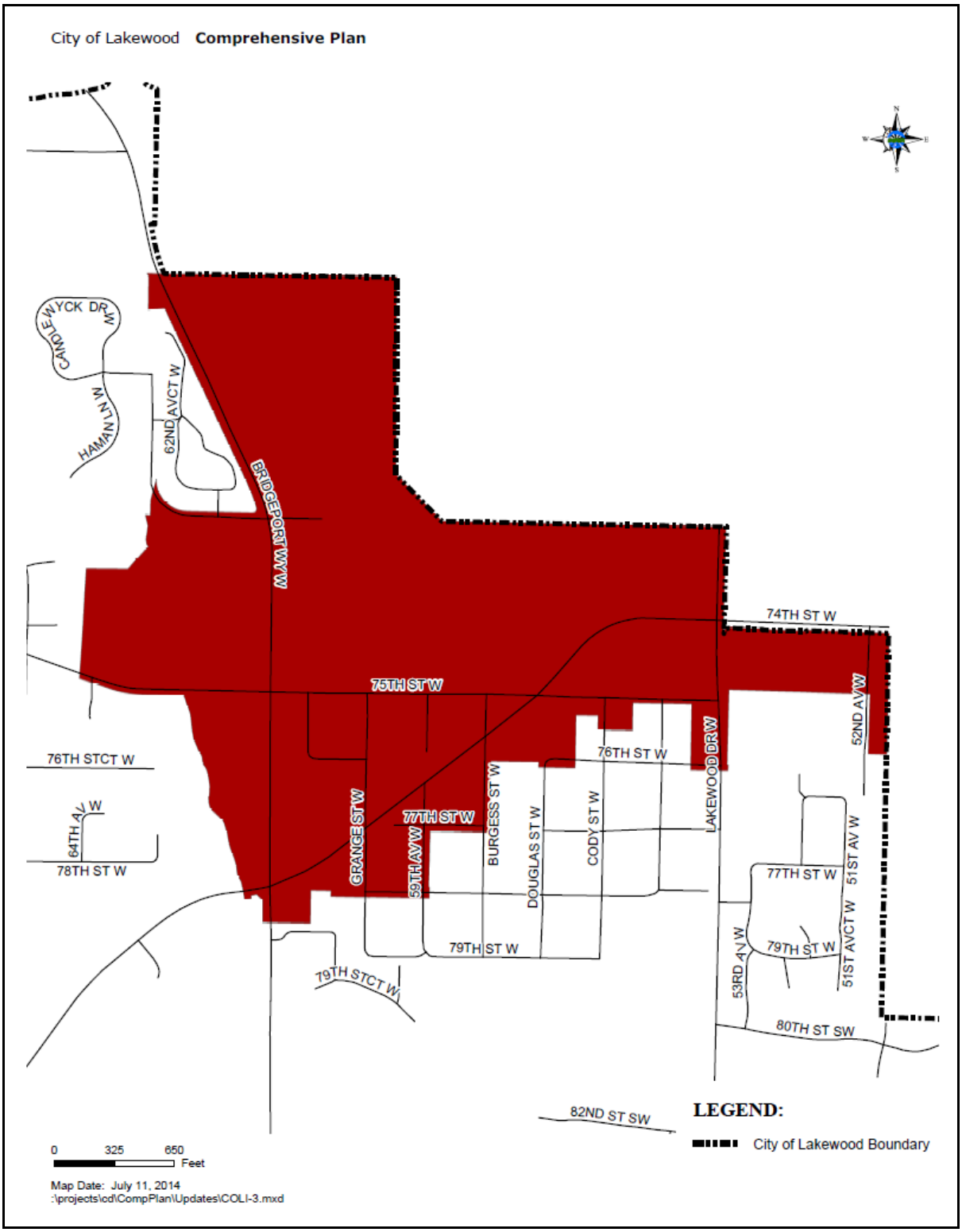


Figure 2.6
Custer Road / Walmart Center of Local Importance

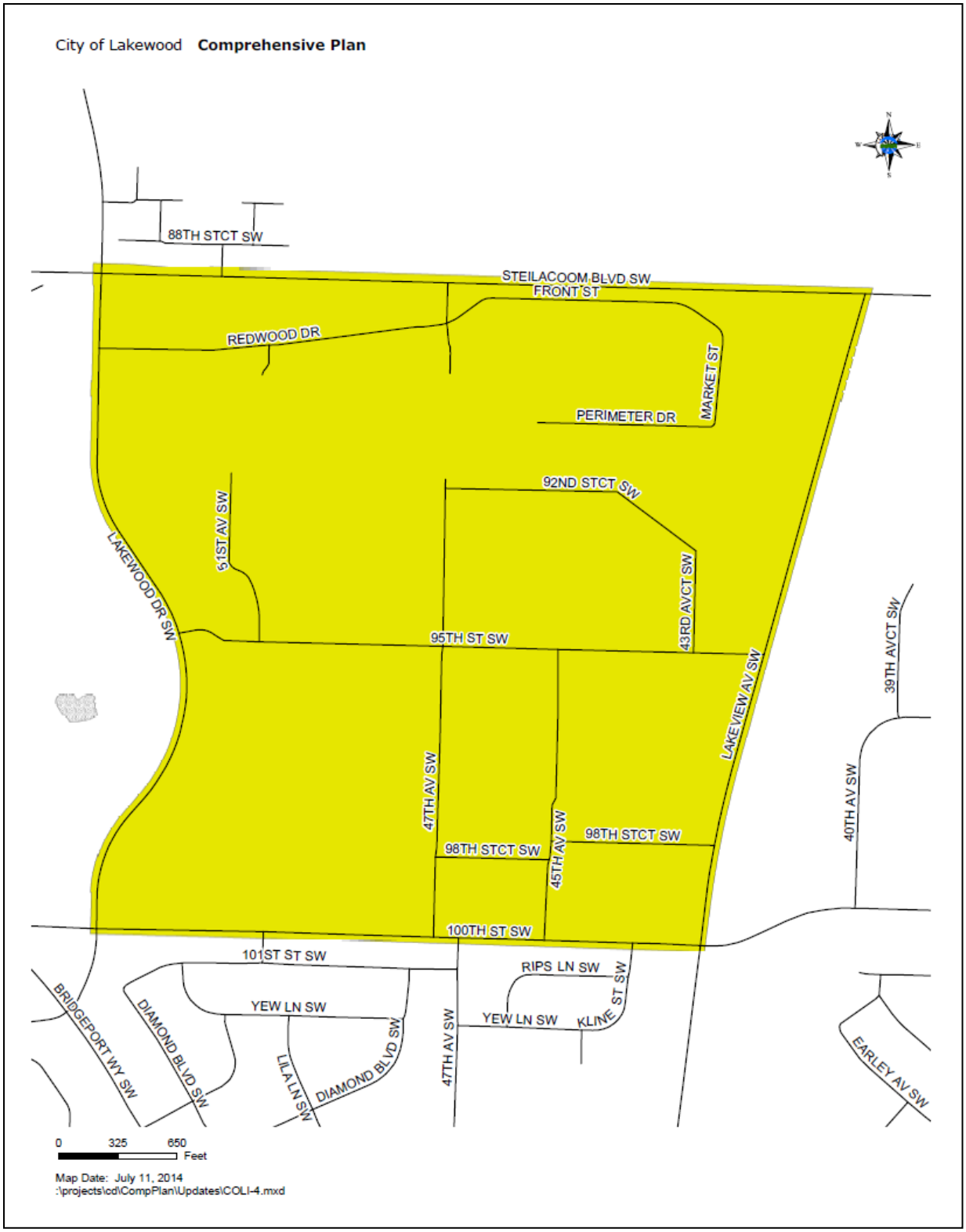


Figure 2.7
Clover Park Technical College / Lakewood Industrial Park Center of Local Importance

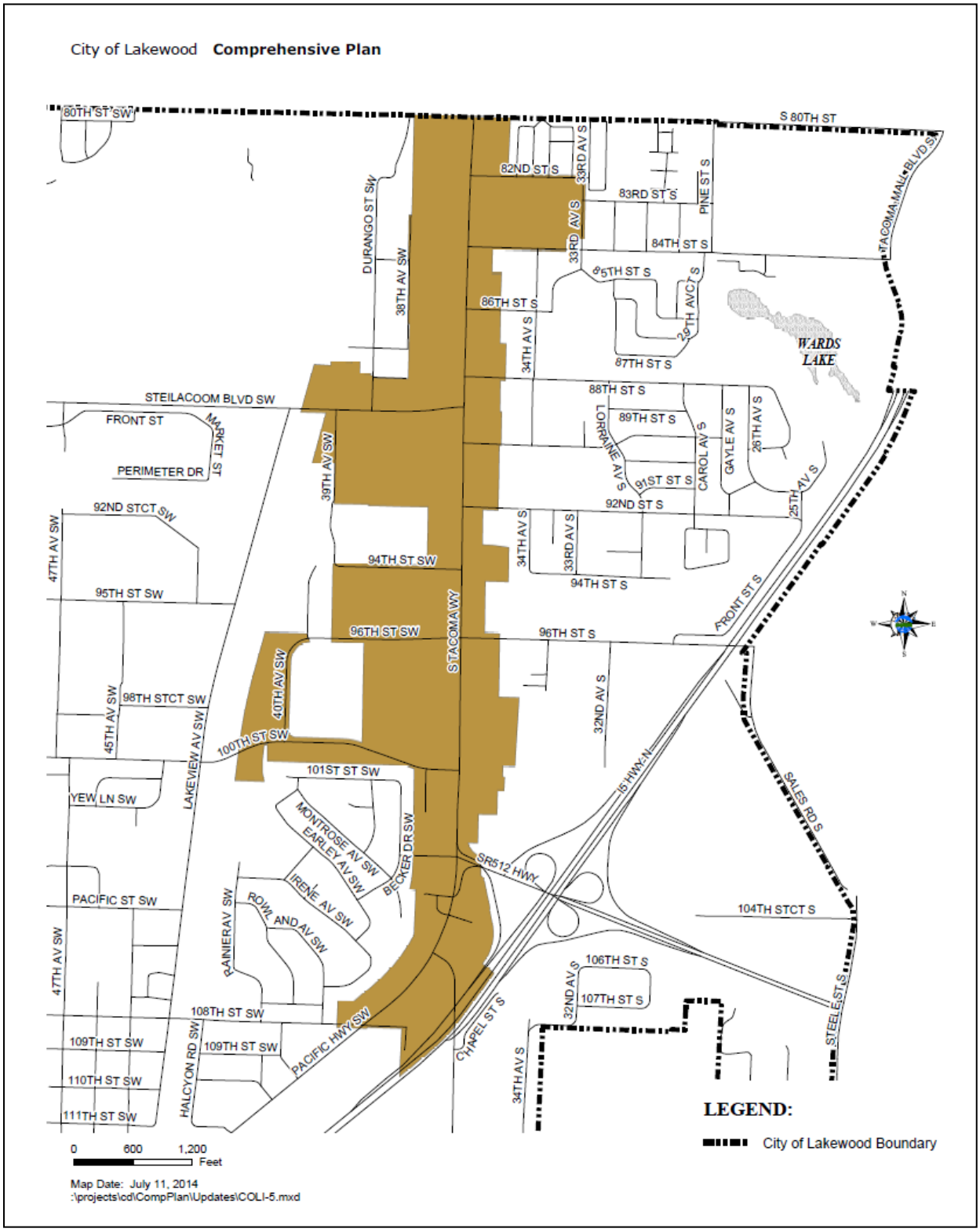


Figure 2.8
South Tacoma Way Center of Local Importance

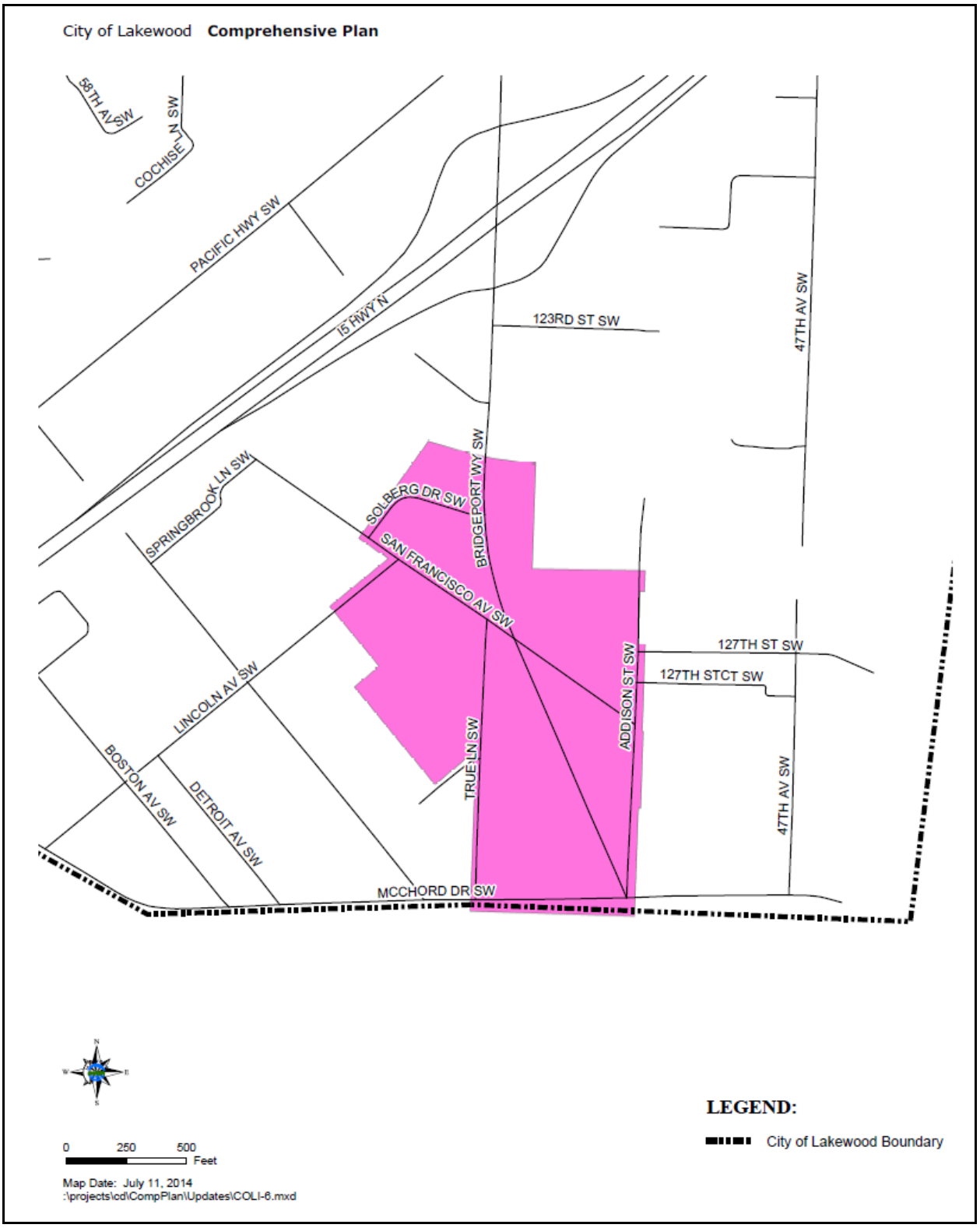


Figure 2.9
Springbrook Center of Local Importance

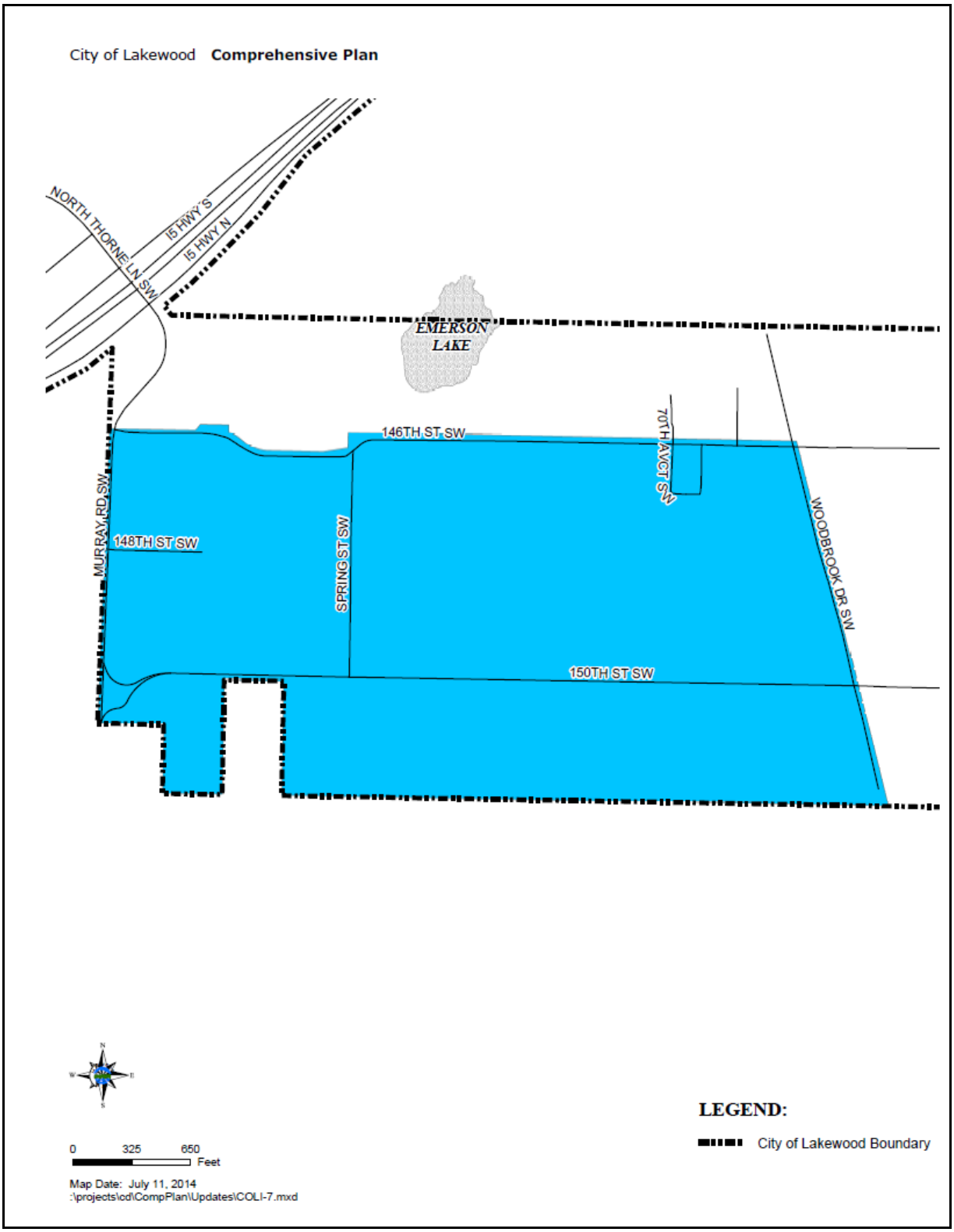


Figure 2.10
Woodbrook Center of Local Importance

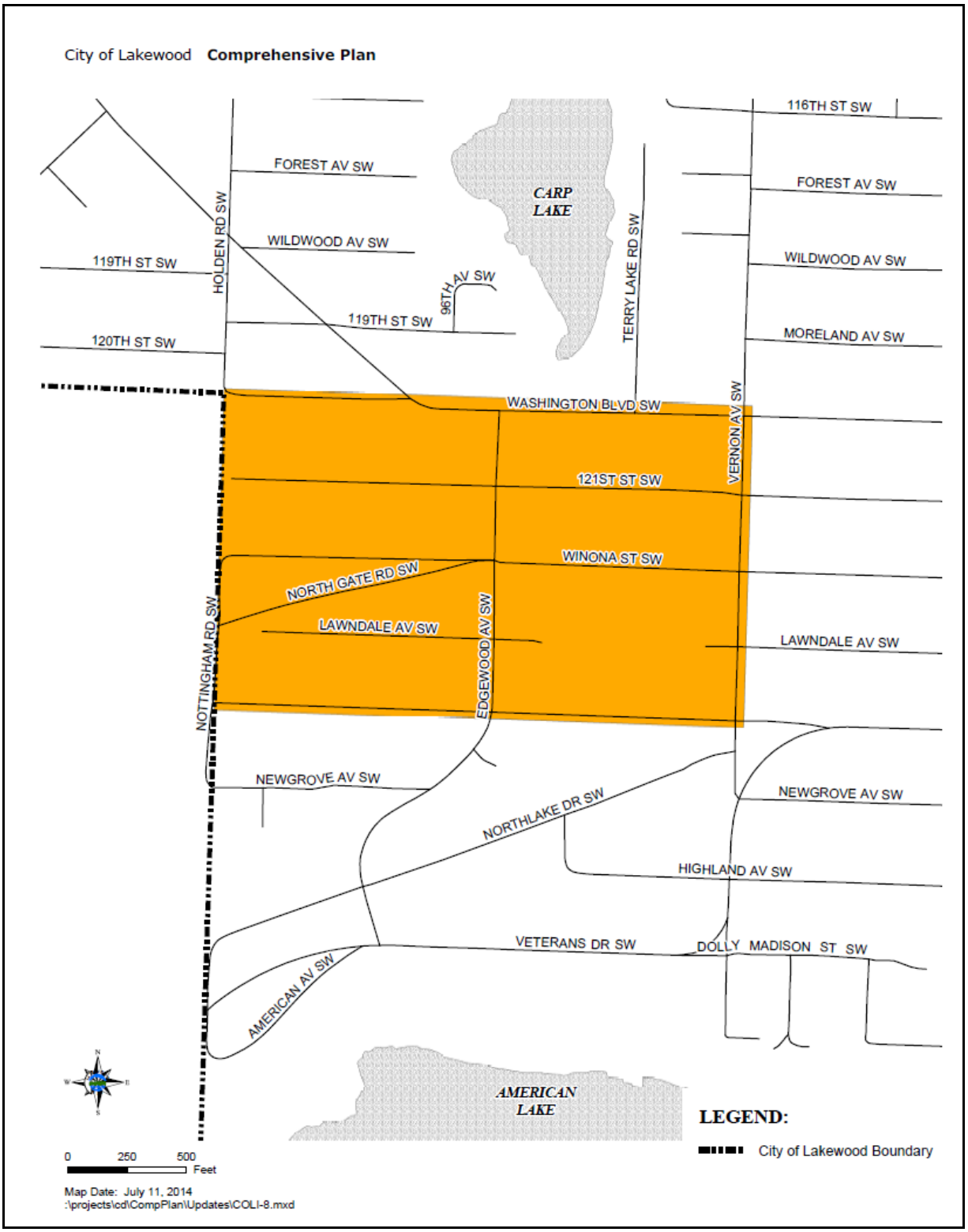


Figure 2.11
Lake City West Center of Local Importance

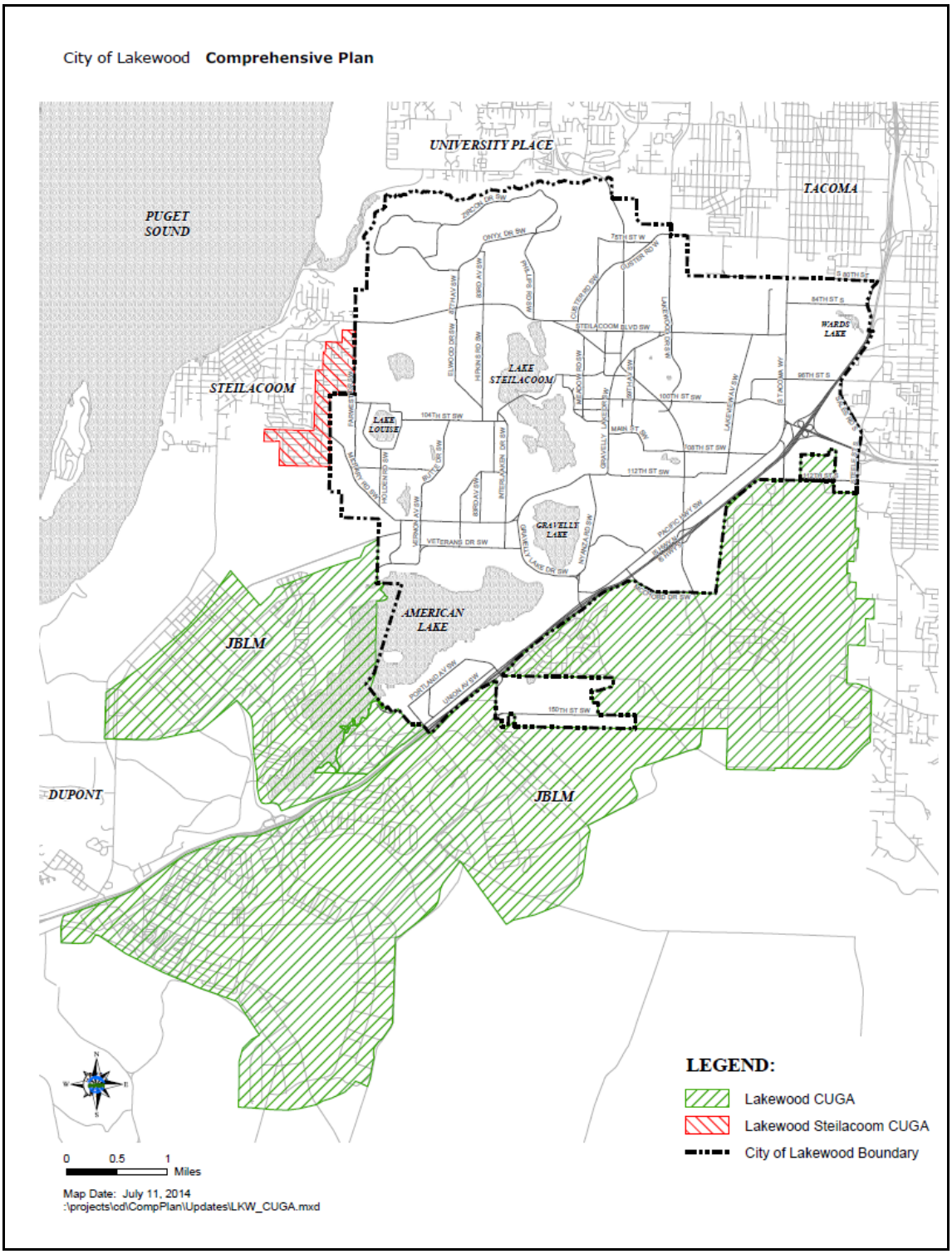


Figure 2.12
Comprehensive Plan Urban Growth Area (CUGA)

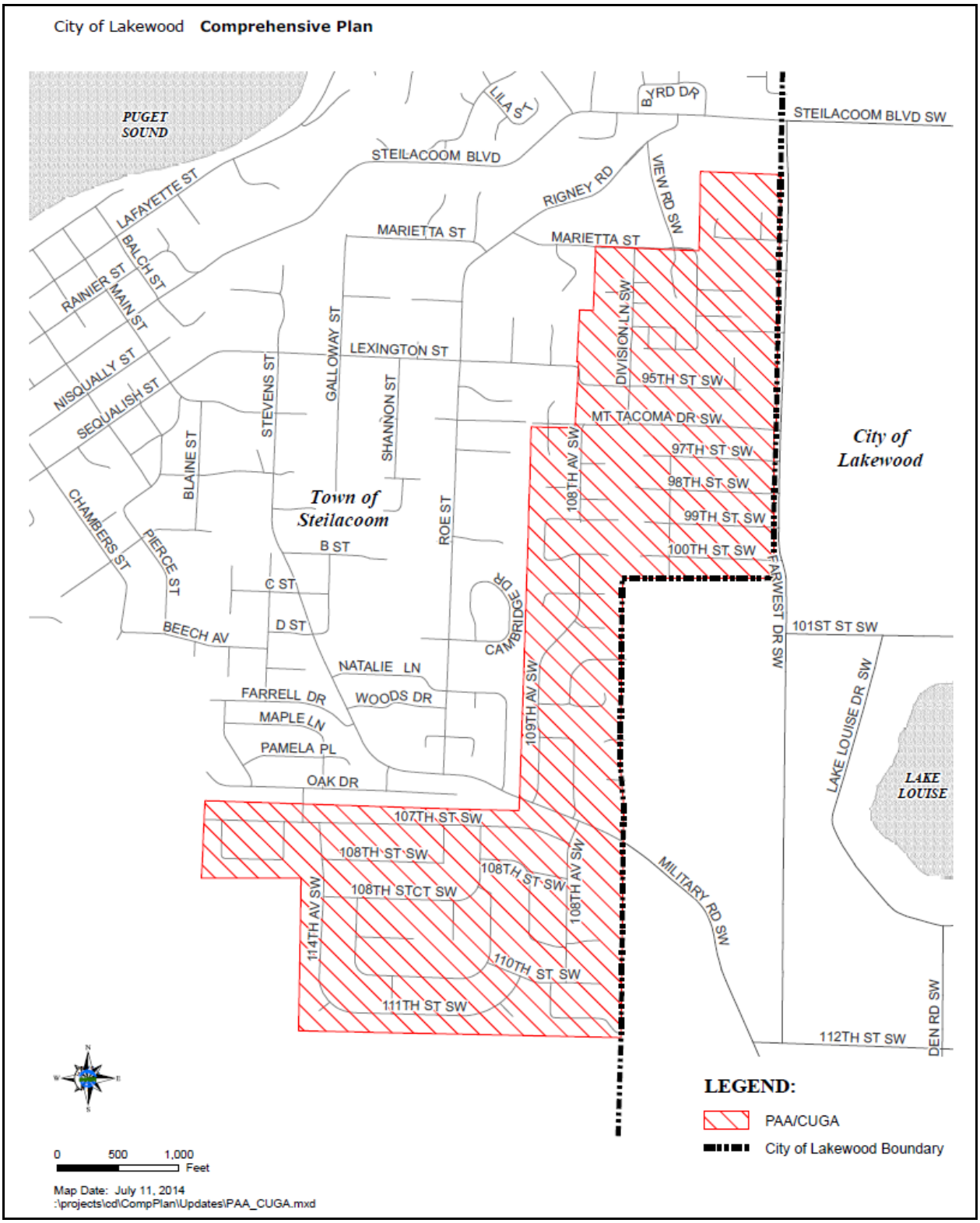


Figure 2.13
Arrowhead-Partridge Glen Potential Annexation Area
Comprehensive Plan Urban Growth Area

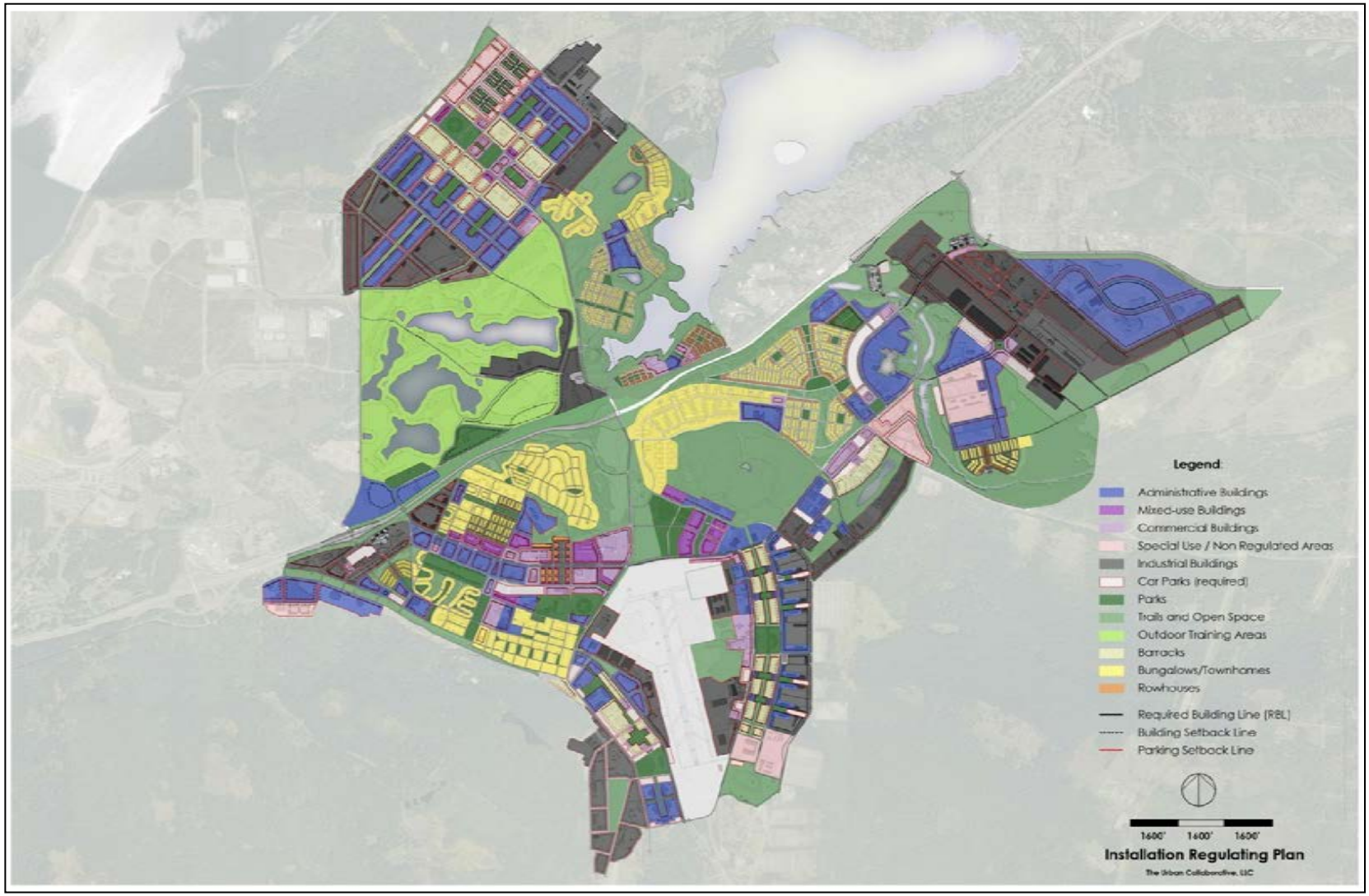


Figure 2.14
Fort Lewis Cantonment Area
(part of JBLM)

Figure 2.15
McChord Field UGA
(part of JBLM)

CHAPTER 3

LAND USE

LAND USE

~~3.0 LAND USE~~

3.1 Introduction and Purpose

This chapter sets the stage for a vibrant, sustainable, family-oriented community through the balanced allocation of land for housing, commerce, industry, recreation, transportation, open space, cultural resources, and other uses. It accommodates growth, while preserving the character of established neighborhoods and protecting them from intrusion of incompatible uses by using innovative land development concepts and techniques. For example, housing and commercial development may be interwoven in some areas where they would mutually benefit one another. Elsewhere, different land uses may remain discrete to meet other goals.

The land-~~-~~use chapter is organized topically. Each section contains an introductory discussion describing the critical issues relating to the topic and identifying Lakewood's strategy for handling these issues. Goals and policies specific to each topic then follow. These 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.

3.2 Residential Lands and Housing

Housing is a central issue in every community, and it plays a major role in Lakewood's comprehensive plan. The community's housing needs must be balanced with maintaining the established quality of certain neighborhoods and with achieving a variety of other goals related to transportation, utilities, and the environment. There are a number of considerations related to housing in Lakewood:

Impact of Military Bases: ~~While regional housing market fluctuations impact housing rent levels and sale prices in Lakewood,~~ Historically, the market demand for affordable housing for military personnel stationed at Joint Base Lewis McChord (JBLM) has had a major impact on Lakewood, and appears to be a major factor in understanding the presence of a large number of apartments in the city. Many of the retired homeowners now living in the community were once stationed at JBLM.

Lakefront Property: The opportunity to build higher valued homes in a desirable setting on the shores of the City's lakes has provided Lakewood with its share of higher-income families, and some of its oldest, most established neighborhoods.

City of Tacoma: Lakewood has been a bedroom community for Tacoma. The City's proximity to Tacoma has positioned it as a primary location for post-World War II tract housing.
~~the large adjacent military bases play an important role in defining the city's unique housing market. Much of the housing stock is oriented to accommodate the relatively transient needs of military families. The private sector has responded to the significant demand for off-base housing by building numerous apartments. In addition, a high percentage of the single-family homes are also rentals. Long-term ownership is also impacted by the bases, as Lakewood also serves as a retirement location for many former military families.~~

Rental Housing: Forty-four percent of Lakewood's ~~The majority of occupied~~ occupied housing units ~~in Lakewood~~ are now rentals. Two trends are at work that combine to make rental housing predominant. First, an abundance of apartment construction prior to incorporation, and, again, the presence of JBLM. ~~Lakewood saw the construction of increasing numbers of apartments are~~

~~being built prior to its incorporation, and many single-family units have been converted from owner-occupied to rentals.~~

Land Availability: In preparing the comprehensive plan, the City analyzed the development capacity of residential land based on the official land-use map. The capacity analysis considered present use, development limitations, market factors, and current land valuations. Only undeveloped (vacant) or very underdeveloped properties were considered. If actual buildout matches this analysis, the added units will meet the growth forecast level adopted by the City. There is adequate land currently planned for multi-family use. ~~Adequacy is based on providing at least half the new units in multi-family uses, which matches the city's current renter/owner ratio.~~ To achieve growth targets, infill development on vacant or underutilized properties will be required. In areas well-served by transportation, public transit, and neighborhood business centers, new housing at higher densities will be encouraged to expand housing choices to a variety of income levels and meet growth targets.

Housing Affordability: The GMA calls for jurisdictions to provide opportunities for the provision of affordable housing to all economic segments of the population. Pierce County has established "fair share" allocations for affordable housing based on the 2010 census. Each city within the County is expected to accommodate a certain portion of the County's affordable housing needs. The City has developed and possesses a number of tools and programs that help provide housing resources to low-income residents. ~~During the comprehensive plan's time horizon, the City needs to monitor housing production and costs to evaluate how it is complying with Pierce County's fair share allocation of affordable units, which will be revised based on the 2000 Census. While Lakewood housing prices and rents are currently affordable, real estate value is rising. There are some tools the City may want to employ in the future to help support housing affordability in Lakewood.~~

Residential lands and housing are addressed in the following sections.~~goals and policies:~~

3.2.1 Housing Overview

Lakewood possesses diverse incomes and housing stock with a wide range of unit types and prices. This includes large residential estate properties, single-family homes of all sizes, older single-family homes and flats, some townhouses, semi-attached houses, low- and mid-rise apartments and high-density apartments scattered throughout the City.

The Housing Element is based on an assessment of Lakewood's current demographics and existing housing stock. It also responds to the State's Growth Management Act (GMA), to the Pierce County Countywide Planning Policies (CWPP), and to other elements of the Comprehensive Plan. Along with the residential sections of the Land Use Element, 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.

~~**Goals and Policies**~~

3.2.~~3~~2 State and Regional Planning Context

Housing is one of the 13 major goals of the Washington State Growth Management Act (GMA). The GMA housing goal is to:

"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities, and housing types, and encourage preservation of existing housing stock."

By GMA mandate, the Housing Element must include:

1. An inventory and analysis of existing and projected housing needs.
2. A statement of goals, policies, and objectives for the preservation, improvement and development of housing.
3. An analysis that identifies sufficient land for housing, including, but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and special needs housing.
4. An analysis that makes adequate provisions for existing and projected needs of all economic segments of the community.

GMA directs that the "plan shall be an internally consistent document." The policies of one element cannot conflict with those of another element. The policy decisions made in each element may either be affected by or direct the other elements. The various elements address housing issues in the following ways.

Land Use Element	Directs where housing locates, its density, and the purpose and character of various land use designations.
Housing Element	Refines and types of housing, provides a strategy for addressing the affordability of housing, and a policy foundation for reaching citywide housing objectives.
Utilities Element	Influences the location of housing, costs, timing of development.
Transportation Element	Influences access to housing, jobs, and services.
Capital Facilities Element	Influences services, quality of life, timing of development

Amendments to the GMA in 1991 require cities and counties to jointly develop countywide housing policies. Pierce County's Countywide Planning Policies, developed by the Growth Management Coordinating Committee, responded to this by establishing a policy that at a minimum of 25% of the growth population allocation be satisfied through the provision for affordable housing. Affordable housing is defined as housing affordable to households earning up to 80 percent of the countywide median income. The current CPP does not set low-income and affordable housing unit growth targets.

3.2.~~4~~3 Countywide Policies

The CWPPs, required by GMA, both confirm and supplement the GMA. The CWPPs for affordable housing promote a "rational and equitable" distribution of affordable housing. They require that jurisdictions do the following regarding housing:

- Determine the extent of the need for housing for all economic segments of the population, both existing and projected for each jurisdiction within the planning period.

- Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation.

- Encourage the availability of affordable housing to all economic segments of the population for each jurisdiction with a goal that at a minimum of 25% of the growth population allocation is satisfied through affordable housing.

- Establish an organization within Pierce County that would coordinate the long-term housing needs of the region. This organization would focus its efforts on planning, design, development, funding, and housing management.

- Jurisdictions should plan to meet their affordable and moderate-income housing needs goal by utilizing a range of strategies that will result in the preservation of existing, and production of new, affordable and moderate-income housing that is safe and healthy.

- Maximize available local, state, and federal funding opportunities and private resources in the development of affordable housing for households.
- Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing.

- Periodically monitor and assess Lakewood's housing needs to accommodate its 20-year population allocation.

The CWPPs also suggest local actions to encourage development of affordable housing. These may include, but are not limited to, providing sufficient land zoned for higher housing densities, revision of development standards and permitting procedures, reviewing codes for redundancies and inconsistencies, and providing opportunities for a range of housing types.

3.2.~~5~~4 Goals Summary

The Housing Element includes four broad goals. Each goal is explained below, along with related information on Lakewood's population, housing stock, and housing growth capacity. Following the discussion is a list of Housing Element objectives and policies. The objectives provide a framework for guiding city actions and housing unit growth, and each objective responds to several goals. The policies that follow each objective further shape and guide City actions and development regulations.

Lakewood's Housing Element goals are:

1. Ensure sufficient land capacity to accommodate the existing and future housing needs of the community, including Lakewood's share of forecasted regional growth.

2. Ensure that housing exists for all economic segments of Lakewood's population.

3. Ensure that there are housing opportunities for people with special needs, such as seniors, people with chronic disabilities, and the homeless.

4. Maintain, protect, and enhance the quality of life of Lakewood's residents.

5. Recognize relocation issues brought about by demolition or conversion to another use.

3.2.~~6~~5 Background on Lakewood's Population and Housing Capacity

GMA requires jurisdictions to show zoned land capacity for their targeted number of new housing units. This capacity includes land that is available for new development, redevelopment, or infill development.

In 1996, Lakewood's incorporation population was established by OFM to be 62,786. With the adoption of Lakewood's Comprehensive Plan in 2000, a residential land capacity analysis was prepared based on the residential densities established in the Official Land Use Map and implementing land use and development regulations. The 20-year capacity analysis provided for a population growth of 17,500, and 7,107 new residential uses. Thus, Lakewood's planning horizon could accommodate 75,711 people and a total of 32,503 housing units.

However, through the 2000 Census, Lakewood was found to have lost population between its incorporation and the 2000 Census. The federal Census Bureau and OFM had overestimated Lakewood's initial population. As is done yearly for the purpose of allocating of certain state revenues, this estimate is adjusted for each jurisdiction in the state based OFM forecasts. Although Lakewood's yearly OFM estimate had grown considerably by 2000, following the 2000 Census and adjustments after the City requested review, Lakewood's 2000 population was established at 58,293 – considerably lower than the incorporation population. The background information upon which Lakewood's initial comprehensive plan was based had assumed a higher population than was later established via the Census.

In the last major update to the City's comprehensive plan, Lakewood's April 1, 2004 OFM population was estimated to be 59,010. Capacity analysis of the City's initial comprehensive plan designations adopted in 2000 determined the plan to have a build-out capacity of 17,500 new residents. The most significant change to this number came as an outcome of the 2003 amendments to the comprehensive plan, which resulted in 3,962 in lost population capacity due to the redesignations/rezoning. That resulted in an adjusted build-out population of 13,538, or a total population of 72,548 by the year 2020.

In November 2007, OFM published the latest series of GMA population projections, and thereafter, the Puget Sound Regional Council (PSRC) adopted VISION 2040 in May 2008. A review process of population allocations was initiated by the Pierce County Growth Management Coordinating Committee (GMCC), and the Pierce County Regional Council (PCRC). Recommendations on changes to population, housing, and employment targets were submitted to the Pierce County Council.

The Pierce County Council adopted Ordinance No. 2011-36s, revising target and employment growth. Lakewood's 2030 population was adjusted down to 72,000 with corresponding reductions in housing and employment projections. However, the City did not materially change its residential density patterns since adoption of the City's first comprehensive plan in 2000.

3.2.~~7~~6 Lakewood's 2030 Housing Capacity

In 2014, Pierce County Planning and Land Services prepared a capacity analysis for Lakewood based on their buildable lands methodology. That model is based on existing land inventories, and a calculation of underutilized parcels based on transportation and land use demand. The accompanying map, Figure 3.1, which originates from the Pierce County 2014 Buildable Lands Report, identifies vacant, vacant single family, and underutilized properties. The analysis shows that by 2030, Lakewood would need to provide 9,565 new

housing units. The data is described in Table 3.1. Current "built-in" capacity based on existing zoning densities and shown in Table 3.2 shows a new housing unit capacity of 10,915.

Table 3.1
City of Lakewood: Housing Unit Needs

2010 Housing Units	2030 Housing Units Needed	Additional Housing Needed ('10-'30)	Plus Displaced Units	Total Housing Units Needed
26,548	34,284	7,736	1,829	9,543

2010 Census
Pierce County Ordinance No. 2011-36s

Table 3.2
City of Lakewood: Housing Unit Capacity

Zoning District	Adjusted Net Acres	Assumed Density	Unit Capacity	Plus 1 Dwelling Unit per Vacant (single-unit) Lot	Housing Capacity
R-1	47.97	1.45	70	3	73
R-2	132.76	2.2	292	12	304
R-3	376.08	4.8	1,805	43	1,848
R-4	71.28	6.4	456	5	461
MR-1	21.65	8.7	188	0	188
MR-2	60.65	14.6	885	3	888
MF-1	46.54	22	1,024	0	1,024
MF-2	67.44	35	2,360	0	2,360
MF-3	31.44	54	1,698	0	1,698
ARC	13.23	15	198	0	198
NC-1	1.59	22	35	2	37
NC-2	15.02	35	526	7	533
TOC	12.78	54	690	0	690
CBD	17.46	54	943	0	613
		-		**Total Housing Capacity**	10,915

2014 Pierce County Buildable Lands Report
Lakewood Community Development Department

Total population was calculated using data from the 2010 Census. Total population was divided by the number of housing units (58,163/26,548) to calculate persons per unit. That number, 2.19, is then multiplied by housing unit capacity, 10,915 (2.19 x 10,915), to arrive at a population of 23,904. This number is then added to Lakewood's 2010 Census population determination, 58,163 (23,904 + 58,163), to arrive at 82,067 by 2030.

The 2014 analysis demonstrates that th[illegible]ising. The capacity of 10,915 units is 1,350 more [illegible]ood, therefore, has adequate residential land available for development to meet the 2030 housing target.

3.2.7 Housing Characteristics

A. Mix of Unit Types

Table 3.3 describes the number and types of housing units in Lakewood. A substantial share (44%) of the housing in Lakewood is multi-family. This is a larger percentage than in Pierce County (26% multi-family) and Tacoma (36% multi-family). See Table 3.4 for a comparison of multifamily units in other Pierce County communities. Since most multi-family units are rentals, this contributes to a slightly higher share of the population renting in Lakewood than in Tacoma. Still, the majority of housing units were single family (51%), mostly detached units. A small, though important, percentage of units in Lakewood were mobile homes.

Table 3.3
Composition of Housing Units in Lakewood: 2010

Unit Type	No. of Units	% of Units	% of County's Units
Single Family	13,488	51%	4.1%
Multi-family	11,600	44%	3.6%
Mobile Homes & Other	1,460	5%	< 1%
	26,548	100%	8.2%

Source:
—2010 US Census

Table 3.4
Comparison of Multifamily Units among Pierce County Cities: 2010

City	% Multifamily Units
Lakewood	44%
Puyallup	40%
Gig Harbor	39%
University Place	37%
Sumner	36%
Tacoma	35%
Steilacoom	29%
DuPont	26%
Bonney Lake	8%
Incorporated Pierce County	35%
Unincorporated Pierce County	11%
Total Pierce County	25%

Source:
—2010 US Census

1. Mobile Homes

The number of mobile homes in Lakewood has declined in recent years. Mobile homes can be an affordable housing option for low income households, both as rentals and as owner-occupied units. However, if not maintained, the condition of the units can easily deteriorate even to the point of being unsafe. Many of Lakewood's mobile homes are in need of substantial repair or are unsuitable for rehabilitation.

The deteriorating condition of mobile homes in Lakewood remains an ongoing concern. Several of the parks are in areas zoned commercial, such as those

along Pacific Highway Southwest have been demolished. As property values increase, there will be corresponding pressure to consolidate properties and redevelop. The antiquated condition of many mobile homes will prevent relocation, in addition to the scarcity of available property.

Washington State requires that manufactured homes be allowed in all residential neighborhoods. Rather than centering in mobile home parks, manufactured homes may be placed on lots in any neighborhood, allowing for an infill of affordable housing, or in new small "mobile home" subdivisions. The units must meet building codes and residential development standards. The City permits manufactured homes in all residential areas (Lakewood Municipal Code 18A.50.180), although many of these areas will still be out of financial reach of current mobile home residents. Still, manufactured housing is a strategy for providing affordable housing as well as preserving existing neighborhood character.

B. Owner Occupied Housing Values

Lakewood's owner occupied housing stock remains affordable. In 2010, the median value for owner occupied housing was $234,800. This number is slightly higher than Tacoma ($230,100) and lower than Pierce County ($251,400) or Washington State ($272,900).

Lakewood has also enjoyed a lower price growth rate. Between 2000 and 2010, Lakewood's price growth rate was 59%. Pierce County's and Tacoma's price growth rates were 68% and 87%, respectively.

C. Housing Age

Lakewood has grown steadily until recently. The fastest growing decades were the 1960s, and the 1970s. This is consistent with Lakewood being a bedroom community and recreational area for those commuting to and from Tacoma. Housing production in the area prior to 1940 was focused in Tacoma and then, as with typical suburban growth patterns, moved to the edges of the city (Tacoma) and areas in the county where land and development costs were lower. A good share (43%) of the current housing in Lakewood was built between 1960 and 1979. Growth was steady through the 1980s and 1990s, but significantly declined in the last 10 years. The decline in growth is representative of Lakewood's built-out nature and a transition from suburban to urban growth. New development will occur through infill and redevelopment of older properties. The median age of housing in Lakewood is 1973.

1. Condition of Housing

There is no current data available on housing condition in Renton. However, the City also is active in funding two programs through the Community Development Block Grants designed to prevent deterioration of housing in Lakewood. The City also inspects for building code violations both pro-actively and based on complaints.

2. Demolitions

Over the past 13 years, a surprising number of demolitions and mobile home park closures have taken place. A total of 576 units have been demolished. The level of demolition shows that redevelopment is occurring, and that slowly, development is

aligning with Lakewood's comprehensive plan land use policies. Many of the housing units that were removed were located in Air Corridor zones (the flight path of McChord Field), "I" lands converting into industrial use, or along the I-5 Corridor commercial or industrial zoning districts. In some cases, houses were removed through dangerous building abatement actions.

D. Housing Tenure

A large share (49%) of Lakewood housing was rented. Some of this is due to the greater percentage of multi-family housing in Lakewood than the county as a whole (44% multi-family in Lakewood compared to 25% in Pierce County). Tenure in Lakewood is consistent with other cities along the I-5 corridor, which ranged from 42% (Renton) to 50.5% (Everett) renter-occupied units. Other cities renter-occupancy rates were: Lacey 39%, Olympia 48%, Kent 46%, and Federal Way 41%.

E. Household Size in Relation to Ownership

Demographic trends provide an indication of future demand for various unit types. According to the 2010 U.S. Census, average household size in Lakewood is 2.36 persons. Lakewood's household size is much smaller than Pierce County (2.59) and similar to nearby Tacoma (2.31). Average household size for owner-occupied housing units in 2010 was 2.40 persons. For renters it was 2.33 persons. This shows no material increase in renter-occupied household size of 2.34 in 2000, and in owner-occupied household size, which was 2.43 in 2000.

F. Age of Residents

The 2010 Census estimated that the median age of the population in Washington was 37.3 years. The median age of the population in Lakewood was a little higher at 36.6. Table 3.5 compares median age for Lakewood, Tacoma, Pierce County, and Washington State.

Table 3.5
Median Age

Location	**Year**		
	1990	**2000**	**2010**
Lakewood		35.0	36.6
Tacoma	31.8	33.9	35.1
Pierce County	31.3	34.1	35.9
Washington State	33.1	35.3	37.3

Source:
2010 US Census

The 2010 Census also found that: 14% of Lakewood's population was of retirement age, a larger percentage than of Tacoma, Pierce County, or Washington State; 61% of the population was working age (20 to 64); and 25% of the population was under the age of 20. Beyond the "Boomer" phenomena, Lakewood has a slightly higher elderly population since it has been a choice retirement community for military retirees.

G. Race/Ethnicity

Lakewood has a very diverse population. Over one-third of residents as of the 2010 census identified themselves as some race other than white alone; and 15% identified themselves as Hispanic.

In recent decades, the census has provided more opportunities for people to describe themselves in terms of race and ethnicity. People are now able to consider the complexity of their racial or ethnic ancestry which results in a more accurate picture. However, it makes comparison of race and ethnicity from census year to census year problematic. Table 3.6 below provides a breakdown on race and ethnicity in comparison to Tacoma, Pierce County, and Washington.

Table 3.6
Race & Ethnicity 2010

Race	Location			
	Lakewood	Tacoma	Pierce County	Washington
White	59%	65%	74%	77%
Black/African American	12%	12%	7%	4%
Native (American Indian, Alaska Native, Native Hawaiian/Pacific Islander, etc.)	4%	3%	3%	2%
Asian	9%	8%	6%	7%
One race, other	7%	5%	4%	5%
Two or more Races	9%	8%	7%	5%
Hispanic	15%	11%	9%	11%

Source:
-2010 U.S. Census

H. Households

There were 24,069 households living in Lakewood at the time of the 2010 census. While the majority (60%) of households in Lakewood consisted of family households, this percentage was lower than in Pierce County and Washington (67% and 64% family households respectively). Lakewood has a greater percentage of non-family households than the county and state. Almost one-third (32%) of all households in Lakewood consisted of people living alone, and 10% of all households consisted of single people aged 65 and over.

Twenty seven percent of all Lakewood households had minor children (under the age of 18) living at home. Almost half (44%) of all family households had minor children living at home. This varied, however, by type of family:

- 36% of married couples had minor children living at home.
- 63% of female family householders with no husband present had minor children living at home.
- 51% of male family householders with no wife present had minor children living at home.

The average size of households in Lakewood was 2.36, a little lower than Tacoma, Pierce County and the state, and consistent with the greater percentage of people living alone in Lakewood than in the county and the state. The declining average household size is a trend experienced nationally. Households are getting smaller for several reasons, including smaller families, childless couples, single parent households, and an increased number of “empty-nesters” as baby boomers age.

I. Group Quarters

There were 1,544 people living in group quarters in Lakewood at the time of the 2010 census, the most recent data available. This was equal to 2.7% of the total population

in Lakewood. Group quarters includes Western State Hospital which is a regional facility serving 19 counties in Washington. There were 794 people counted residing at the psychiatric hospital.

3.2.8 Housing for All Economic Segments

GMA requires all jurisdictions to encourage the availability of housing for all economic segments of the population. These economic segments are defined by the State of Washington and the U.S. Department of Housing and Urban Development (HUD) as follows:

- Upper Income Households at 121% of Median Income and above
- Middle Income Households at 80-120% of Median Income
- Low Income Households at 80% or less of Median Income
- Very Low Income Households at 50% or less of Median Income
- Extremely Low Income Households at 30% or below Median Income

HUD also defines the maximum amount that households should have to pay for housing as 30% of total household income. The CPP consider households that earn less than 80% of county median income, to be in need of less expensive housing. The CPP ask all cities to take action to address existing housing needs, and to create affordable housing for expected population growth.

Housing costs are related to development costs, but are also a function of supply and demand, interest rates, and policies at many levels of government. As the vast majority of housing is supplied by the private sector, local governments use regulatory means to influence the supply, unit types, and affordability of new housing. Local regulations with an impact on the cost of housing include subdivision and road requirements, utility policies, development and mitigation fees, building and energy code requirements, and zoning regulations. In addition, overall permit processing time also affects new home prices.

A. Affordability of Housing in Lakewood

Housing is considered affordable when the cost of housing plus utilities equals no more than 30% of household income. Escalating housing and utilities costs have forced many households to pay considerably more for housing than is affordable or even feasible. While housing costs have increased regionally, income has not increased as the same rate in recent decades.

Increasing housing costs are especially burdensome for low and moderate income households, many of whom are paying more than 30% of household income for housing and utilities. Even when low income households are able to secure housing meeting the 30% of income affordability guideline, they are strapped to meet other expenses that are also increasing in this economy, such as health care, transportation, education, food, and clothing.

Table 3.7 provides a glimpse of household costs for houses with and without a mortgage and for apartment rentals.

Table 3.7
Housing Costs as a Percentage of Household Income

Description		Estimate	Percent
Housing Units with a mortgage		6,732	N/A
	Less than 20.0 percent	2,161	32.1%
	20.0 to 24.9 percent	938	13.9%
	25.0 to 29.9 percent	987	14.7%
	30.0 to 34.9 percent	672	10.0%
	35.0 percent or more	1,974	29.3%
Housing Units without a mortgage		3,970	N/A
	Less than 10.0 percent	1,586	39.9%
	10.0 to 14.9 percent	761	19.2%
	15.0 to 19.9 percent	635	16.0%
	20.0 to 24.9 percent	284	7.2%
	25.0 to 29.9 percent	174	4.4%
	30.0 to 34.9 percent	189	4.8%
	35.0 percent or more	341	8.6%
Gross Rent			
	Occupied units paying rent	13,207	N/A
	Less than $200	126	1.0%
	$200 to $299	76	0.6%
	$300 to $499	505	3.8%
	$500 to $749	4,854	36.8%
	$750 to $999	4,484	34.0%
	$1,000 to $1,499	2,305	17.5%
	$1,500 or more	857	6.5%
Gross Rent as a Percentage of Household Income			
	Occupied units paying rent	12,813	N/A
	Less than 15.0 percent	1,263	9.9%
	15.0 to 19.9 percent	1,433	11.2%
	20.0 to 24.9 percent	1,530	11.9%
	25.0 to 29.9 percent	1,707	13.3%
	30.0 to 34.9 percent	1,028	8.0%
	35.0 percent or more	5,853	45.7%

Source:
US Census, 2007-2011 American Community Survey

Households with a mortgage, 2,646 or 39.3%, are paying more than 30% for housing. For households without a mortgage, 530 or 13.4% are above the 30% bracket. For renters, the numbers are significantly higher - almost 7,000 households or 53.7% of all renters are paying more than 30% of household income for housing. Taken as a whole, 44.7% of all Lakewood households pay above 30% for housing costs.

Table 3.8 estimates housing units by HUD income categories. When compared with the percent of housing affordable to the income categories in 2010, this data indicates that Lakewood has a shortage of housing for middle and upper income households, and a large surplus of very low and low-income housing.

Table 3.8 **Estimate of Lakewood Housing by HUD Income Categories**			
		Percent	**Approximate No. of Housing Units**
Extremely low & very low income	50% of median & below	28%	7,377
Low income	51 to 80% of median	36%	9,353
Middle Income	81 to 120% of median	11%	2,874
Upper Income	Over 120% of median	25%	6,534
	Totals	100%	26,138

Source:
2010 US Census

B. Upper Income Housing

The level of new upper income housing construction was nominal between 2001 and 2010. Structures were single family detached structures. Most of the upper income housing was constructed around the City's lakes on infill properties designated residential estate. As the region becomes more densely populated and the convenience and amenities of urban neighborhoods become increasingly desirable, upper income households could be found in a greater variety of neighborhoods and housing types. Apartment, townhouse, and condominium units may account for a growing share of high-end housing.

C. Middle Income Housing

The middle segment has limited choices for housing in Lakewood. This in part is a function of land availability and limited housing stock for this group. However, estimates of income and housing suggest that an increase in housing for this segment would be readily absorbed. New single-family homes on infill sites will provide housing for this income segment, while innovative housing types such as small lot detached houses and semi-attached houses, may also be a part of the growth in housing at this income level.

D. Low Income Housing

Data would suggest that Lakewood exceeds the CPP targets within this income segment. Much of the housing is made up of older tract homes and apartment complexes. Also, rising apartment vacancies has meant more availability of rental stock affordable to this category. Low interest rates have also helped low-income households, mostly those at the high end of this category, to purchase a home. The City values opportunities for home ownership at this income level, particularly the opportunity to buy a first home.

E. Extremely Low- and Very Low-Income Housing

Within the region, Lakewood exceeds its share of housing within this category. The majority of housing for extremely low- and very low-income households has historically been older housing stock. Some of the community's housing needs that cannot be met by the market are met by the Pierce County Housing Authority (PCHA), and by private non-profit housing providers. These organizations are generally subject to the same land use regulations as for-profit developers; however, they can access an array of federal, local, and charitable funding to make their products affordable to households in the lower income segments.

3.2.9 Housing Resources

Pierce County Housing Authority (PCHA) owns and operates five apartment complexes with a total of 285 units in Lakewood. PCHA manages these properties. Most of the tenants have low to very low incomes. Some tenants receive Section 8 vouchers. In total, as of early 2010, there were 551 PCHA Section 8 certificates or vouchers in use in Lakewood.

In addition to PCHA, there are four low-income housing tax credit apartment complexes totaling 388 units.

There are two small HUD contract housing apartments, 28 units located in Lakewood.

Network Tacoma operates 15 units of affordable housing at the Venture II Apartments located at 5311 Chicago Avenue SW.

The Metropolitan Development Council (MDC) operates four affordable housing units in Tillicum.

The Pierce County Affordable Housing Association (PCAHA) owns a 20 unit, permanent low-income housing apartment complex at 5532 Boston Avenue SW (Manresa Apartments). The property is managed by the Catholic Housing Services.

The Living Access Support Alliance (LASA) operates several programs in Lakewood providing a variety of housing types. LASA operates six units in Lakewood in a partnership with Sound Families, PCHA and social service agencies. Families are provided an apartment along with case management services. A limited number of Section 8 certificates are available to graduates of this program. Ainsworth House is a group house serving 3 to 4 young mothers and their young children. Each mother and child can stay up to 24 months based on program participation. Case management services are provided including parenting, financial education, landlord-tenant rights/laws and other life skills.

Total assisted housing in Lakewood comes to 1,298 residential units. This number represents 10% of the City's rental housing stock.

A. City of Lakewood Housing Assistance

The City of Lakewood provides housing assistance in several programs, including home repair, down payment assistance and blight removal. The City also supports housing indirectly with General Fund dollars in collaboration with community partners. This assistance is primarily for low income families, the elderly, and people with disabilities.

1. Major Home Repair Program

Administered by the City of Lakewood, this program provides up to $25,000 for major home repairs to qualifying low-income homeowners in the form of a 0% interest loan with small monthly payments depending upon income level. Loans in excess of program limitations may be authorized on a case-by-case basis under extenuating circumstances, to address health, safety and emergent situations. The outstanding principal balance may be deferred for up to 20 years as long as the house remains owner-occupied. Since the program's inception in 2000, the City of Lakewood has allocated $1,690,917.10 to make repairs to 72 separate households

throughout Lakewood. Figure 3.2 shows the general locations of homes using the major home repair program.

2. Housing Rehabilitation Program (HOME)

The Housing Rehabilitation Program provides up to $65,000 to qualified low-income homeowners in the form of a 0% interest loan with small monthly payments depending upon income level. Loans in excess of program limitations, up to $75,000, may be authorized to make necessary alterations required to make a home ADA accessible. Any outstanding principal balance may be deferred for up to 20 years as long as the house remains owner-occupied. This program is jointly administered with the City of Tacoma. The Tacoma Community Redevelopment Authority is the governing body for the financing of the Housing Rehabilitation Program. Since 2000, the City of Lakewood has allocated $4,257,244.78 to make necessary code improvements to 67 homes, bringing them into compliance with current building codes. Figure 3.3 shows the general locations of homes using the housing rehabilitation program.

3. Down Payment Assistance

Loans up to $10,000 with 0% interest and small monthly payments, depending on income level, are available to qualified low-income applicants to be used for down payment and closing costs in buying a home. The borrower must invest at least one-half of the required down payment (one-half of the difference between the sales price and the first mortgage loan amount). Outstanding principal balance may be deferred for up to 20 years as long as the house remains owner-occupied. A condition of the down payment assistance program is participation in homeownership counseling classes. These classes assist homebuyers with evaluating financing options, establishing or repairing credit histories, and learning basic home maintenance.

4. Neighborhood Stabilization

Lakewood received two HUD grants, Neighborhood Stabilization Program 1 (NSP1) and Neighborhood Stabilization Program 3 (NSP3), through the State of Washington Department of Commerce, to assist with the demolition and or redevelopment of foreclosed, vacant, or abandoned properties. Through these programs, properties are acquired and rehabilitated or redeveloped with the intent of stabilizing and revitalizing communities that have suffered from foreclosures and abandonment by mitigating the negative impacts of recent economic decline and housing market collapse. By targeting Lakewood's most distressed communities the city hopes to stem declining housing values by maintaining the quality of properties (land or units) and reducing the incidence of blight caused by abandoned and vacant properties. Toward this end, the City has removed blighted structures from 7 properties and has been able to acquire 8 properties, on which 17 new affordable single family residences are to be constructed. Additionally, the City has established a blight abatement fund to reuse any recaptured funds for future blight abatement activities.

B. Other Lakewood Support for Housing

Lakewood continues to partner with many organizations providing and improving housing. Lakewood's partnership with Tacoma-Pierce County Habitat for Humanity has

increased homeownership opportunities for low-income households through new construction and housing rehabilitation. Partners with Habitat, including the City of Lakewood and Rebuilding Together South Sound, work together with limited funding and broad community support, including student volunteers, to provide much-needed housing. In the Tillicum neighborhood alone, Habitat is in the process of constructing 31 new affordable single family residences. The addition of these units constitutes a 21% increase in owner-occupied residences in census tract 72000. Lakewood has also provided financial support for rehabilitation and improvements of properties through various non-profit organizations such as Rebuilding Together South Sound, in addition to properties owned by Network Tacoma, Living Access Support Alliance, and the Pierce County Housing Authority.

The Paint Tacoma-Pierce Beautiful Program, administered by Associated Ministries, organizes community volunteers to paint the homes of low-income elderly and low-income people with disabilities in Lakewood and other locations in Pierce County. Since 2000, 97 homes have been painted in Lakewood under this program. The program is important in helping with home maintenance, but also helps owner-occupants maintain insurance coverage. Some insurance companies base ongoing coverage on the condition of the exterior of the residence, including the condition of the exterior paint, with the assumption that the paint is a barometer for overall condition of the unit. If insurance is cancelled, owners would not be in compliance with their mortgage requirements and could be subject to losing their homes.

Human services funding provides added support for outreach and transitional housing programs provided by organizations such as Living Access Support Alliance, the Tacoma Rescue Mission, Good Samaritan Health, Catholic Community Services, and the YMCA. Funding is also provided to assist individuals with disabilities and emergency respite shelter, as well as shelters for victims of domestic violence.

The City of Lakewood works with public and private landlords to improve their rental properties – through code enforcement and crime-free multi-housing program – and to open blighted properties to new ownership and development. As an incentive, a certification of the Crime-Free Multi-Housing program is provided to managers who successfully complete the program, which are in turn placed on a national registry of properties designated as "crime free" certified units. The city also provides education to landlords and tenants regarding rights and responsibilities under landlord/tenant laws and fair housing laws through the Fair Housing Center of Washington and city staff.

3.2.10 Housing Goals, Objectives, & Policies

GOAL LU-1: Ensure sufficient land capacity to accommodate the existing and future housing needs of the community, including Lakewood's share of forecasted regional growth.

Objective: Maintain a balance in the number of single-family and multi-family housing units, through adequately zoned capacity.

Policies:

LU-1.1: Count new unit types as follows when monitoring the single-family/multifamily balance:

- Count cottages as single-family houses;
- Count semi-attached houses as single-family houses; and

- Count the primary unit in a house with an ADU as a single-family unit.

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.

Objective: Ensure that City fees and permitting time are set at reasonable levels so they do not adversely affect the cost of housing.

Policies:

LU-1.3: Ensure predictable and efficient permit processing.

LU-1.4: Create and maintain utility standards that encourage infill development.

LU-1.5: Create and maintain development standards that reduce the overall cost of housing as long as health and safety can be maintained.

GOAL LU-2: Ensure that housing exists for all economic segments of Lakewood's population.

Objective: Increase housing opportunities for upper income households.

Policies:

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.

LU-2.2: Provide opportunities for large and medium lot single-family development.

LU-2.3: Utilize low-density, single family areas designations to provide opportunities for upper income development.

LU-2.4: Encourage larger lots on parcels with physical amenity features of the land such as views, significant vegetation, or steep slopes.

LU-2.5: Encourage construction of upper income homes on larger existing parcels.

LU-2.6: Encourage the construction of luxury condominium adjacent to the lakes.

LU-2.7: 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.

LU-2.8: Increase public awareness of upper income housing opportunities in Lakewood.

Objective: Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.

LU-2.9: 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.

LU-2.10: Encourage home ownership opportunities affordable to moderate income households.

LU-2.11: Encourage the construction of townhouse, condominium, and rental units affordable to moderate income households in mixed-use developments.

LU-2.12 Continue to provide technical assistance for redevelopment of land in Lake City, Lakeview, Springbrook, and Tillicum.

LU-2.13: Market Lakewood to housing developers.

LU-2.14: Maintain an updated inventory of land available for housing development.

LU-2.15: Pursue public-private partnerships to provide for moderate-income housing.

LU-2.16: Dispense middle-income housing in all areas of the City that have vacant land.

LU-2.17: Ensure that a sufficient amount of land in all multi-family and mixed-use areas of the City is zoned to allow attached housing and innovative housing types.

Objective: Provide a fair share of low-and very-low income housing in the future.

Policies:

LU-2.20: 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.

LU-2.21: 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:

- Fifteen (15) percent of new housing units constructed in the City;
- A number equal to five (5) percent of new housing units, to be met by existing units that are given long-term affordability; and
- A number equal to five (5) percent of new housing units, to be met by existing units that are purchased by low-income households through home-buyer assistance programs.

LU-2.22: Pursue public-private partnerships to provide and manage affordable housing.

- Support non-profit agencies that construct and manage projects within the City;
- Support the role of the Pierce County Housing Authority in providing additional housing;
- Before City surplus property is sold, evaluate its suitability for development of affordable housing; and
- Use federal funds including Community Development Block Grants and HOME funds to support low and moderate income affordable housing.

LU-2.34: Work with other Pierce County cities to address regional housing issues.

LU-2.35: Disperse low-income housing in all mixed-use and multi-family land use designations that allow attached dwelling units.

LU-2.36: 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.

LU-2.37: Reduce existing housing need, defined as the number of existing households that earn 80 percent of county median income, and are paying more than 30 percent of their income for housing, or live in inadequate housing by increasing housing supply for all economic segments of the community.

- Create opportunities for higher income households to vacate existing lower cost units, by creating larger houses on larger lots; and
- 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.

Objective: Provide a variety of housing types and revised regulatory measures which increase housing affordability.

LU-2.38: Support projects including 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.

LU-2.39: 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.

LU-2.40: Encourage the construction of cottages on small lots through incentives such as density bonuses.

LU-2.41: Support standards that allow cottage housing developments with the following features in residential zones, provided the cottages are limited by size or bulk:

- Allow increased density over the zoned density;
- Allow reduced minimum lot size, lot dimensions, and setbacks;
- Allow both clustered and non-clustered cottages;
- Allowing clustered parking; and
- Base the required number of parking spaces on unit size, or number of bedrooms.

LU-2.42: 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:

- Ensure owner occupancy of either the primary or secondary unit;
- Allow both attached and detached accessory dwelling units and detached carriage units, at a maximum of one per single-family house, exempt from the maximum density requirement of the applicable zone;
- Require an additional parking space for each accessory dwelling unit, with the ability to waive this requirement for extenuating circumstances; and
- Allow a variety of entry locations and treatments while ensuring compatibility with existing neighborhoods.

Objective: Continue to allow manufactured home parks and manufactured home subdivisions on land that is specifically zoned for these uses.

LU-2.43: Maintain existing manufactured home developments that meet the following criteria:

- The development provides market rate housing alternatives for moderate and low-income households;
- The housing is maintained and certified as built to the International Building Code and Federal Department of Housing and Urban Development standards; and
- Site planning includes pedestrian amenities, landscaping, and a community facility.

Objective: Allow the use of quality modular or factory-built homes on permanent foundations.

LU-2.44: Allow and encourage the use of "gold seal" modular homes built to the standards of the International Building Code, and "red seal" manufactured homes built to the standards of the Federal Department of Housing and Urban Development in any zone allowing residential uses, as long as the housing meets all applicable City codes, looks similar to site-built housing, and is placed on a permanent foundation.

Goals LU-3: Ensure that there are housing opportunities for people with special needs, such as seniors, people with disabilities, and the homeless.

Objective: Increase the supply of special needs housing.

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 over-concentration, and to ensure uniform distribution throughout all residential and mixed-use zones.

LU-3.2: Support the housing programs of social service organizations that provide opportunities for special needs populations.

LU-3.3 Support the establishment and operation of emergency shelters.

LU-3.4: Support proposals for special needs housing that:

- Offer a high level of access to shopping, services, and other facilities needed by the residents;
- Demonstrate that it meets the transportation needs of residents;
- Helps to preserve low-income and special needs housing opportunities in a neighborhood where those opportunities are being lost; and
- Disperse special needs housing throughout the residential areas of the City.

LU-3.5: Support development proposals by sponsors of assisted housing when applicants document efforts to establish and maintain positive relationships with neighbors.

LU-3.6: 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.

LU-3.7: 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.

LU-3.8: Establish an administrative review process to enable detached ADUs in order to expand ADU capacity.

LU-3.9: To support mobility for those with special needs, locate special needs housing in areas accessible to public transportation.

LU-3.10: Utilize design standards to make special needs housing compatible with the character of the surrounding area.

LU-3.11: Where appropriate, provide density bonuses and modified height restrictions to encourage the development of senior and disabled housing.

LU-3.12: 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.

LU-3.13: Support the provision of emergency shelters and ancillary services that address homelessness and domestic violence and intervene with those at risk.

LU-3.14: 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.

GOAL LU-4: Maintain, protect, and enhance the quality of life of Lakewood's residents.

Objective: Preserve and protect the existing housing stock.

LU-4.1: Preserve existing housing stock where residential uses conform to zoning requirements.

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 cottage housing will be considered.

LU-4.3: Target code enforcement to correct health and safety violations.

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.

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.

LU-4.6: Develop programs to provide financial assistance to low-income residents to assist them in maintaining their homes.

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.

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.

LU-4.9: Identify areas in the City for priority funding for rehabilitation by non-profit housing sponsors.

LU-4.10: Continue City funding of housing rehabilitation and repair.

Objective: Improve the quality of multifamily housing choices.

LU-4.11: Develop regulations guiding appearance, scale, and location of new development to enable a range of dwelling types and amenities.

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.

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.

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.

LU-4.14: Require that on-site amenities such as walkways, trails, or bike paths be connected to adjacent public facilities.

Objective: Develop and maintain livable neighborhoods with a desirable quality of life.

LU-4.15: Promote high quality residential living environments in all types of neighborhoods.

LU-4.16: Promote community identity, pride, and involvement in neighborhoods.

LU-4.17: Continue to support the City's neighborhood program to encourage neighborhood involvement, address local conditions, and provide neighborhood enhancements.

LU-4.18: Protect the character of existing single-family neighborhoods by promoting high quality of development.

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.

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.

LU-4.21: Relate the size of structures to the size of lots in order to create development that fits into a neighborhood.

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.

Objective: Recognize the unique requirements of residences located on busy arterials and other heavily used corridors.

Policies:

LU-4.23: Allow greater flexibility with regard to development standards for residential properties located on busy road corridors.

LU-4.24: Examine where transportation design tools, attractive fences or walls, and landscaping may be used to buffer homes from adjacent traffic.

Objective: Support those who wish to work from home while preserving the residential character of the residentially designated areas.

LU-4.25: Continue allowing home-based businesses that do not conflict with typical neighborhood functions.

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.

LU-4.27: Incorporate emergent business trends and state licensure requirements into use standards for home-based businesses.

Objective: Relate development of public amenities such as parks, recreation centers, libraries, and other services to residential neighborhoods.

Policies:

LU-4.28: Coordinate capital improvements with targeted growth and expected redevelopment.

LU-4.29: Prepare sub-area plans for neighborhoods with the greatest capacity for growth, especially those slated for the highest density, more complex land uses, or greatest change. Priority planning areas are the Lakewood Station District, the CBD, Lakeview, and Tillicum.

Objective: Increase the percentage of homeownership in the City.

LU-4.30: 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.

LU-4.31: 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.

GOAL LU-5: Recognize relocation issues brought about by demolition or conversion to another use.

LU-5.1: On an annual basis, provide a report to policy makers 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.

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.

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.

3.3 Commercial Lands and Uses

The amount and type of available commercial land uses are critical to the proper function~~ing~~ of Lakewood. Commercial ~~lands~~ uses that provide goods and services to the residents represent a major source of employment and are a significant source of revenue for the ~~City~~City. Considerations related to Lakewood's commercial areas include:

Commercial Land Surplus: Lakewood has a large surplus of land in commercial use relative to the ~~city's~~City's population and service area. In general, the official land use map provides

minimal expansion of commercial lands in the ~~city~~City for the next 20 years in order to focus on redevelopment of existing commercial area. Most of the land currently in commercial use is scattered around the ~~city~~City in pockets or spread out along corridors such as Pacific Highway SW~~Southwest~~ and South Tacoma Way. This pattern of dispersed commercial activity has taken the place of a traditional downtown core. This relatively large amount of strip commercial fronting on Lakewood's major arterials presents a significant land-~~-~~use challenge. At the same time, since the comprehensive plan's adoption, identification of appropriate uses along high-traffic arterials has proven challenging when commercial uses are removed from the palette. In some cases, limited extension of linear commercial use may be most appropriate.

Competitiveness: Much of Lakewood's commercial development is older and thus vulnerable to changes in markets and competition from newer developments. At the time of the comprehensive plan's adoption, both t~~T~~he Lakewood Mall and the Colonial Center, the two principal commercial nuclei, we~~a~~re struggling with low market shares and resulting high vacancy rates. Since that time, redevelopment of Lakewood Mall into Lakewood Towne Center and a "power center" concept has reversed the high vacancy rate in this portion of the CBD, and created an impetus for nearby redevelopment.

Redevelopment/revitalization of the commercial areas is addressed by the following goals and policies, as well as related economic development goals and policies found in Chapter 5.

3.3.1 General Commercial Goals and Polices

GOAL LU-16: Strengthen Lakewood's and the region's economy by ~~retaining, intensifying, expanding, and reinvesting in~~ supporting existing businesses and by attracting new uses and businesses.

Policies:

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~~City.

LU-16.2: ~~Ensure dDevelopment and redevelopment that complements adjacent land uses.~~

~~LU-16.3:~~ Establish functional and distinct commercial districts and corridors within the ~~city~~City.

GOAL LU-17: Concentrate commercial development within appropriate commercial areas and clarify the different types of commercial lands.

Policies:

LU-17.1: Address each type of commercial land with unique development standards appropriate to each.

LU-17.2: Promote the CBD as the primary location for businesses serving a ~~city~~Citywide market.

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.

LU-17.4: Promote the corridor commercial areas as the primary locations for larger scale, auto-

oriented businesses serving a regional market.

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 ~~scale~~ at a scale compatible ~~scale~~ with surrounding neighborhoods.

GOAL LU-18: Promote, within commercial districts and corridors, the infill of vacant lands, redevelopment of underutilized sites, and intensification of existing sites.

Policies:

LU-18.1: Concentrate commercial development within existing commercial areas.

LU-18.2: At the time of development or redevelopment of a site, promote ~~the~~ 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.

LU-18.3: Encourage assembly of lands for redevelopment, particularly where undersized parcels contribute to siting problems.

LU-18.4: ~~Prohibit~~ Discourage the piecemeal expansion of ~~strip~~ commercial areas, especially through conversion of lands from residential to commercial ~~uses~~; ~~in contrast to piecemeal strip development,~~ encourage large commercial sites to be developed as a whole.

~~LU-18.5: Limit modification of the commercial lands inventory to required periodic reviews of this plan.~~

LU-18.5~~6~~: Establish an urban renewal area in accordance with the State of Washington's Urban Renewal Law, RCW Chapter 35.81, with boundaries shown in ~~, with boundaries as shown in~~ Figure 3.4.~~.2.~~

~~**3.3.2 Central Business District**~~

~~**GOAL LU-19:** Promote redevelopment of the CBD as a mixed-use urban center that creates a downtown and bolsters Lakewood's sense of identity as a city.~~

~~Policies:~~

~~LU-19.1: Promote the CBD as the primary center for retail, office, public services, cultural activities, urban residential, residential, and civic facilities of Lakewood.~~

~~LU-19.2: Promote an intensity of design and activity that provides for a complementary and interactive mixture of uses in the CBD and extends the hours of use beyond typical working hours.~~

~~LU-19.3: Promote a regional urban intensity of use and design that provides for a complementary and interactive mixture of uses in the CBD.~~

~~LU-19.4: Promote cultural institutions, performing arts uses, and recreational activities within the CBD.~~

~~LU-19.5: Work with Towne Center property owners to remove underlying deed restrictions and/or covenants that prohibit office development, open space, high density residential development and/or mixed use development.~~

~~**GOAL LU-20:** Emphasize pedestrian and bicycle connectivity and transit use within the CBD while accommodating automobiles.~~

~~Policies:~~

~~LU-20.1: Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the CBD and on individual sites.~~

~~LU-20.2: Promote the CBD as a transit hub. Maintain the Pierce Transit Center located in the Lakewood Towne Center.~~

~~LU-20.3: Maintain an appropriate supply of parking in the CBD as development intensifies.~~

~~**3.3.3 Commercial Corridors**~~

~~**GOAL LU-21:** Emphasize the geographic relationship of the commercial corridors to major road networks and the Lakewood Station to promote employment, services, retail, and flex business/light industrial uses linked to the regional access to major transportation networks.~~

~~Policy:~~

~~LU-21.1: Provide for varying intensities and types of employment, services, retail, and business/light industrial uses along designated commercial corridors based on physical characteristics of the roadway network and adjoining land uses.~~

3.3.2 Central Business District

GOAL LU-19: Promote redevelopment of the CBD as a mixed-use urban center that creates a downtown and bolsters Lakewood's sense of identity as a City.

Policies:

LU-19.1: Promote the CBD as the primary center for retail, office, public services, cultural activities, urban residential, and civic facilities of Lakewood.

LU-19.2 Encourage neighborhood businesses that provide daily goods and services in the CBD.

LU-19.3: Promote the CBD as a daytime and nighttime center for social, entertainment, cultural, business and government activity.

LU-19.4: Promote cultural institutions, performing arts uses, and recreational activities within the CBD.

LU-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.

LU-19.6: Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center.

LU-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.

LU-19.8: Consider the use of the City's eminent domain powers to establish public streets and public open spaces in the Towne Center.

LU-19.9: Revise land use and development regulations to require mixed use development within the CBD for any new development excepting standalone commercial pads and service commercial uses.

GOAL LU-20: Emphasize pedestrian and bicycle connectivity and transit use within the CBD while accommodating automobiles.

Policies:

LU-20.1: Accommodate automobiles in balance with pedestrian, bicycle, and transit uses within the CBD and on individual sites.

LU-20.2: Maintain the Pierce Transit Center located in the Lakewood Towne Center.

LU-20.3: Maintain an appropriate supply of parking in the CBD as development intensifies.

LU-20.4: Encourage shared parking agreements within the Towne Center.

3.3.3 Commercial Corridors

GOAL LU-21: Emphasize the geographic relationship of the commercial corridors to major road networks and the Lakewood Station to promote employment, services, retail, and flex business/light industrial uses linked to the regional access to major transportation networks.

Policy:

LU-21.1: Provide for varying intensities and types of employment, services, retail, and business/light industrial uses along designated commercial corridors based on physical characteristics of the roadway network and adjoining land uses.

GOAL LU-22: Provide for automobile, freight, transit, and bicycle mobility within the commercial corridors while ensuring a localized pedestrian orientation.

Policies:

LU-22.1 Ensure that a high level of mobility is maintained on the major road networks within commercial corridors.

LU-22.2 Provide for localized and site-specific pedestrian orientation within the commercial corridors.

LU-22.3 Provide for the eventual reorientation of transportation emphasis away from automobiles within the commercial corridors.

LU-22.4: Examine the potential of breaking up long commercial expanses with office or other non-retail uses.

3.3.4 Neighborhood Business Districts

GOAL LU-23: Foster a strong sense of community through the provision of neighborhood services within neighborhood business districts.

Policies:

LU-23.1: Provide for a mix of activities including residential, retail, office, social, recreational, and local services in neighborhood business districts.

LU-23.2: Encourage residential and mixed residential/commercial uses to situate in 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.

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.

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.

GOAL LU-24: Establish a compact urban character and intensity of use within neighborhood business districts.

Policies:

LU-24.1: Ensure a people orientation in building, site, and street design and development within neighborhood business districts.

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.

~~LU-24.3: Ensure a safe place to live, work, socialize, and shop within neighborhood business districts.~~

LU-24.~~4~~3: Promote urban amenities within the neighborhood business districts and on individual sites.

LU-24.~~5~~4: Promote neighborhood business districts as transit hubs.

LU-24.~~6~~5: Accommodate automobiles, but do not allow them to dominate the neighborhood business districts or individual sites.

3.3.5 Lakewood Station District

GOAL LU-25: Promote the Lakewood Station area as the multi-modal commuter hub of Lakewood.

Policies:

LU-25.1 Coordinate with affected agencies to facilitate the development and operation of the Lakewood Station area as a multi-modal commuter hub.

LU-25.2: Foster the Lakewood Station area's role as a transit-oriented development district~~.~~, recognizing that Lakewood is the residential end of the commute pattern.~~.~~

LU-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.

LU-25.4: Provide incentives for redevelopment of the Lakewood Station area to capitalize on growth and visibility associated with the commuter rail station.

LU-25.5: Prepare a sub-area plan for the Lakewood Station District.

GOAL LU-26: Promote an interactive mixture of activities around the Lakewood Station that focus on the station's regional access.

Policy:

LU-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.

GOAL LU-27: Develop an urban design framework to guide physical development of the Lakewood Station district.

Policies:

LU-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. ~~(see GOAL UD-9).~~

~~LU-27.2 Prioritize completion of existing street grid to ensure connectivity throughout the Lakewood Station district.~~

LU-27.~~3~~2: Create additional public and semi-public open space opportunities to serve residents, employees, commuters and visitors in the Lakewood Station district.

LU-27.~~4~~3: Improve pedestrian and vehicular connections across the railroad tracks, Pacific Highway SW~~outhwest~~, and I-5.

3.3.~~7~~ 6 Commercial Lands Revitalization

At the time of incorporation (1996) much of the ~~City's~~City's commercial land inventory was

characterized as deteriorated or blighted, especially along the I-5 corridor. These areas included several adult entertainment facilities, low-cost motels, older mobile home parks, and massage parlors. The corridor area suffered from high rates of criminal activity. This situation called into question the economic vitality of the businesses located in these areas and of the business community in general. Consequently, there was a lack of investment confidence for the redevelopment of these commercial areas.

Since incorporation the ~~City~~City has focused intensively on addressing the blighted elements of the corridor commercial areas. The ~~City~~City has succeeded in eliminating many of the marginal motels, massage parlors, adult entertainment businesses and deteriorated mobile home parks. The ~~City~~City has also invested heavily in infrastructure along Pacific Highway SW and South Tacoma Way, and has brought in many new businesses. The campaign to rejuvenate and revitalize these areas has taken hold and as a consequence, investment confidence for the area has improved significantly.

~~There are a number of relatively deteriorated sections of commercially designated lands located within the city of Lakewood, specifically along the 1-5 corridor. This situation adds to the perception that these areas are undesirable. It calls into question the economic vitality of businesses currently located in these areas and of the business community in general. Consequently, there appears to be a lack of investment confidence for the redevelopment of these commercially designated lands.~~

GOAL LU-29: Promote a healthier business investment climate by considering methods of addressing and reducing the deteriorated parts of the ~~business community.~~ commercial landscape.

Policy:

LU-29.1: Develop an outreach program for the ethnic business community located along the I-5 Corridor.

LU-29.2~~1~~: W~~W~~ork with property ~~the~~ owners and local businesses ~~operators of businesses~~ to develop a Corridor Plan for South Tacoma Way and Pacific Highway SW. ~~throughout Lakewood, but with an emphasis on the I-5 corridor area, to develop plans and/or strategies that examine and identify the means to rejuvenate and revitalize the most deteriorated sections of these commercial ly designated a~~areas.~~

3.4 Industrial Lands and Uses

One of the keys to effective growth management is maintaining an appropriate level of economic activity – and associated jobs – to complement an expanding residential population. Lakewood must maintain and enhance its industrial vigor through the preservation and expansion of a suitable industrial land base. Land uses that are not compatible with manufacturing, industrial, and advanced technology must be prevented in industrial areas. Direct access to I-5 and rail must be ensured. In addition to the Lakewood Industrial Park, which is designated a manufacturing/industrial center, this plan recognizes existing industrial activity in Springbrook, Flett, northeastern Lakewood, and near the SR 512/I-5 interchange. ~~In the future American Lake Gardens is planned for conversion to a new industrial area.~~

The Woodbrook area is also planned for conversion to a new industrial area. The ~~City~~City

completed the "Woodbrook Business Park Development Report" in July 2009. Approximately 156 acres have been designated and zoned for industrial uses, including the Woodbrook Middle School campus, which is eventually planned to be closed. In addition, sewer service was provided to the area in 2012 and a large traffic circle installed at the intersection of Murray Road SW and 150th Street SW, which are necessary to facilitate industrial redevelopment of the area. Two new large warehouse developments were approved for the area in 2012-13.

3.4.1 General Industrial Land Use Goals and Polices

GOAL LU-30: Encourage industrial development and redevelopment that strengthen the economy of Lakewood and the region through the ~~retention, intensification, and expansion of, and reinvestment in,~~ support of existing industrial uses and the attraction of new complementary uses and businesses.

Policies:

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.

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~~City's industrial areas just because the use is unsightly or is expected to have adverse impacts on adjacent 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.

LU-30.4: Expand the number and type of industrial uses in the ~~city~~City by more intensive 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.

GOAL LU-31: Promote environmentally responsible industrial redevelopment, development, and operations.

Policies:

LU-31.1: Facilitate the integration and/or buffering of industrial -development with adjacent non-industrial areas.

LU-31.2: Ensure that industrial operations are compatible with ~~city~~City and regional freight mobility and multi-modal transportation assets.

LU-31.3 Encourage employment densities sufficient to support alternatives to single-occupant vehicle (SOV) use.

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.

~~3.4.2 Manufacturing/Industrial Center~~

~~In keeping with the criteria outlined in VISION 2020 and the CWPP, Lakewood has designated its existing industrial core, which consists of the Lakewood Industrial Park and several nearby areas, as a manufacturing/industrial center (see Figure 2.2). Criteria supporting this designation include a solid industrial employment base, adequate utilities, direct rail access, nearby freeway access, and appropriate buffers between uses.~~

~~**GOAL LU-32:** Protect Lakewood's existing industrial land base by designating an appropriate manufacturing/industrial center.~~

~~Policies:~~

~~LU-32.1 Designate the Lakewood Industrial Park and immediate vicinity (as shown on Figure 2.2) as a manufacturing/ industrial center.~~

~~LU-32.2 Adopt by reference the CWPP for manufacturing/industrial centers.~~

3.4.~~3~~ 2 ~~American Lake Gardens~~ Woodbrook ~~and Springbrook~~

GOAL LU-~~33~~32: Facilitate the development of industrial uses in ~~American Lake Gardens~~ Woodbrook.~~.~~

Policies:

LU-~~33~~32.1: Facilitate the planned development of the industrial area, actively seeking high employment generating land uses that can capitalize on proximity to regional transportation and markets and nearby military ~~bases~~ installations.~~.~~

LU-~~33~~32.2: Facilitate the provision of adequate infrastructure concurrent with redevelopment.

LU-~~33~~32.3: Encourage assembly of lands for redevelopment, particularly where undersized parcels contribute to siting problems.

LU-~~33~~32.4: In consultation with the Clover Park School District, state education officials, and the ~~City~~City of Lakewood, ~~and the Department of Defense,~~ facilitate a plan to ~~replace~~ close and demolish Woodbrook Middle School.

LU-~~33~~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 ~~strict~~ enforcement of noise and air quality laws.

LU-~~33~~32.6: ~~After appropriate study, designate a~~ 150th Street SW is designated as the principal truck route through Woodbrook.
~~American Lake Gardens, t~~ taking into account the needs of residents and schools. ~~Woodbrook.~~.

3.5 -Urban Center

Lakewood's Uurban Ceenter, Chapter 2, (shown in Figure 2.2) includes the entire CBD, the majority of the Lakewood Station district, and a significant amount of residential and commercial land along the Bridgeport corridor. Designation of this urban center is consistent with the vision of this plan and the region's VISION 2020 2040 strategy.

GOAL LU-3433: Achieve the VISION 2020 2040 Uurban Ceenter criteria.

Policies:

LU-3433.1 Designate the Bridgeport Ceorridor from Pacific Highway SW to the Lakewood Station to Colonial Center (as shown on Figure 2.2) as an Uurban Ceenter.

LU-3433.2 Adopt by reference and implement the Countywide Planning Policies CWPP for Uurban Ceenters.

LU-3433.3: Where necessary to facilitate housing goals, differentiate between the urban center boundaries as shown in Fig. 2.2 and those defined for the purposes of applying multi-family tax incentives under state law.

3.6 Military Lands

Military lands are the portions of the federal and state military installations within or adjacent to the Ceity. 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 CityCity as a host community for the installations.

In addition, the recent growth at JBLM has been of keen interest to the local communities, and in early 2010, the Department of Defense, Office of Economic Adjustment awarded a grant for the region to study the military growth impacts in the area. This study known as the JBLM Growth Coordination Plan generated detailed analyses and recommendations on economics and workforce development, transportation and infrastructure, education, and healthcare and wellness.

Upon completion of the study, the South Sound Military Communities Partnership (SSMCP) was established. The SSMCP is made up of multiple partners whose responsibility is to provide the region with a single point of contact to communicate military-related activities that could affect the South Sound and the Sstate of Washington.

In December 2013, SSMCP members signed a new Memorandum of Agreement, taking on more responsibility for funding and directing the Partnership's efforts beginning in 2014. One of the Partnership's major projects in 2014-2015 will be coordinating the JBLM Joint Land Use Study (JLUS).

GOAL LU-3534: Recognize that military installations, whether federal or state, are unique in character with operations and support structures not typical of civilian land uses.

Policies:

LU-~~35~~34.1: The legislative jurisdiction, unique character of the land uses, and installation planning processes require unique consideration and coordination by the ~~City~~City.

LU-~~35~~34.2: The Official Federal Military Installation Master Plans (established in accordance with applicable federal regulations and Joint Planning Agreements) addressing land use, infrastructure, and services for the portions of federal military installations within the ~~city~~City are adopted by reference to this plan as autonomous subarea plans.

LU-~~35~~34.3: ~~The Official State Military Installation Master Plans (established in accordance with applicable state regulations and Joint Planning Agreements) and administrative use permit addressing land use, infrastructure, and services for the portions of state military installations within the city are adopted by reference as subarea plans.~~

~~LU-35~~34.4: Recognize that u~~U~~nanticipated short-term or permanent changes to the Official Military Installation Master Plans and operations may occur due to national and state emergencies, new military missions, or new technologies, and, thus, the ~~that are not addressed in the~~ Installation Master Plans are subject to change. ~~or this plan.~~

LU 34.4~~5~~: It is the policy of the ~~City~~City of Lakewood to support the presence and continued existence of JBLM. The ~~City~~City shall ~~ould~~ respond to Base Realignment and Closure (BRAC) Commission observations and recommendations, or similar-type organizations, to minimize encroachment issues around the base in order to avoid potential base closure.

LU-34.5~~6~~: In cooperation with surrounding cities and counties, the S~~s~~tate of Washington, federal agencies, tribal organizations, and JBLM, promulgate a Joint Land Use Study (JLUS); the goal of the study is to encourage each jurisdiction to practice compatible development and redevelopment of the areas surrounding military installations which balances military mission requirements with community needs. The JLUS is anticipated to be completed by 2015.

LU-34.7: Continue Lakewood's support of the South Sound Military Communities Partnership.

GOAL LU-~~36~~35: Facilitate the host community relationship with the military installations through ~~city~~City-wide planning for the provision of housing, services, and civilian employees to support the operations on the military installations and to provide a high quality of life for military personnel and their families who live, work, shop, learn, and play in Lakewood.

Policies:

LU-~~36~~35.1: Provide for a variety of housing options in the ~~city~~City to support the housing requirements of the military personnel and their families.

LU-~~36~~35.2: Promote an active planning and funded mitigation effort to improve the isolated communities adjacent to the military installations.

3.7 Air Corridor

The air corridor areas extend northward from the McChord ~~AFB~~ Field runway and are subject to noise and safety impacts of military flight operations. The potential risk to life and property

from the rather unique nature of 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.

GOAL LU-~~37~~36: Minimize the risk to life and property from potential hazards associated with aircraft flight operations associated with McChord ~~AFB~~ Field.~~AFB.~~

Policies:

LU-~~37~~36.1: Upon completion of the Joint Land Use Study, c~~C~~oordinate with JBLM ~~McChord AFB~~ to establish the extent and nature of the air corridors and potential mitigation measures to minimize the risk to life and property.

LU-~~37~~36.2: Control the type, intensity, and design of uses within the air corridors to minimize risks and –impacts.

LU-~~37~~36.3: Identify areas restricted from development due to aircraft accident potential and promote the acquisition of the Clear Zone by ~~McChord AFB~~ the Department of Defense.~~.~~

LU-~~37~~36.4: Coordinate with ~~McChord AFB~~ JBLM to maximize responsiveness of emergency services, including development of joint response teams.

GOAL LU-~~38~~37: Identify appropriate land uses within the air corridors.

Policies:

LU-~~38~~37.1: Promote the conversion of existing higher density housing, including mobile home parks and apartments and other high occupancies, to less intensive land uses.

LU-~~38~~37.2: Encourage the siting of warehousing, storage, open space, and other appropriate land uses within —the air corridors.

GOAL LU-~~39~~38: Minimize the negative impacts of aircraft noise through the manner in which buildings within the air corridors are designed and constructed.

Policies:

LU-~~39~~38.1: Work with ~~McChord AFB~~ JBLM to identify noise impact contours.

LU-~~39~~38.2 Establish corresponding design and construction development regulations to minimize exposure to noise for persons living and working within the air corridors.

3.8 Public and Semi-Public Institutional Land Uses

Lakewood is home to numerous large institutions including public and private colleges and hospitals, as well as a large number of school district properties. These resources offer citizens from Lakewood and surrounding areas vital medical and educational services, adding to the quality of life for the community. In addition, the facilities maintained by these institutions contribute to the public landscape, offering visual and usable open space, significant tree stands, educational historic resources, and a substantial architectural presence. The unique physical scale and public purpose of these institutions warrant a unique land-~~-~~use designation and policy framework.

GOAL LU-~~40~~39: Provide for the harmonious operation of public and semipublic institutional uses within the ~~city~~City.

Policies:

LU-~~40~~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~~City.

LU-~~40~~39.2: ~~Establish~~ Utseilizese 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.

LU-~~40~~39.3: ~~Establish~~ Use ~~Establish~~ 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.

3.9 Western State Hospital (WSH)

Shortly after the ~~City's~~City's incorporation in 1996, the state Department of Social and Health Services (DSHS) completed a master plan for the WSH campus. In 1998, DSHS applied for and received a public facilities permit from the ~~City~~City to formally acknowledge the proposed improvement projects within the master plan. The scope of work under the public facilities permit formed a basis upon which DSHS could then seek capital appropriations for projects upon the WSH Campus. The WSH public facilities permit (LU98059) was approved by the Hearing Examiner on September 22, 1998, and formally ratified by the ~~City~~City after adoption of an interlocal agreement in March 30, 1999. This action permitted DSHS to implement a six year capital facilities plan including the construction of a 163,000 square foot replacement legal offender unit. The plan, in part, was to include the demolition of a women's work release building which in past years was operated by the state Department of Corrections (DOC); demolition was to take place in 2004.

However, the women's work release building was not demolished. In February 2005, the ~~City~~City became aware of a plan by DOC to relocate the Tacoma-based Progress House, a work release facility to the WSH campus, in place of the women's pre-release facility which had been closed. Media surrounding the action made it appear that DOC was not going to pursue a siting process, as required by law, or~~,~~ potentially, ~~City~~City permits to undertake the move. The ~~City~~City, unsure of the actions of DOC, imposed a moratorium on the WSH Campus. The ~~City~~City also instituted revised land use regulations for essential public facilities. Legal action ensued. Both the moratorium and the revised land use amendments were eventually upheld. To-date, the current master plan adopted in 1999 for WSH has never been updated. Only minor additions/alterations have been permitted on the WSH campus.

GOAL LU-~~41.1~~40: Recognize the unique nature of federal patent lands at Western State Hospital ~~-~~and Fort Steilacoom Golf Course.

Policy:

LU-~~41~~40.1: ~~At five-year intervals, review the Western State Hospital Master Plan and the appropriateness of~~ of ~~the Public & Semi-Public Institutional and Open Space & Recreation land-use designations for the hospital property and Fort Steilacoom Golf Course, respectively. The purpose of the review will be to determine the need for amending land-use designations to expand hospital facilities in light of its clients' changing needs.~~ Work with DSHS to update the Western State Hospital Campus Master Plan.

LU-40.2: Enforce the ~~City's~~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.

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.

3.~~9~~10~~9~~ ~~Greenspaces~~Green Spaces, Recreation, and Culture

3.~~9~~10.1 Parks, Open Space, and Recreation – An Overview

The Lakewood community evolved under a regionally focused parks and recreation planning 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~~City's incorporation in 1996, less than 40 acres of park land and facilities were transferred to the ~~City~~City by other public agencies.

Within two years after incorporation, Lakewood adopted its first parks and recreation master plan in March 1998. The master plan was modest in its goals, but did list the ~~City's~~City's priorities:

1) Acquisition of future park and open space sites;
2) Upgrading existing parks sites; and
3) Preservation of natural open space.

The ~~City~~City immediately began ~~in~~ investing in parks and recreation to meet community needs, including new park facilities, sports fields, playground structures, irrigation and turf management, new restrooms and shelters, and various recreation programs and community events. Major renovation projects were initiated. Waterfront access improvements were made on American Lake and an off-leash dog park was established at Fort Steilacoom Park. Recreational programming was directed into underserved areas of the community to meet the complex needs of youth facing social and economic challenges. Large tracts of both public and private property were zoned open space.

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

In view of program expansion, new trends, future needs, and to be eligible for various funding programs, the Department initiated an update to the 2005 Master Plan in mid-2010 and embarked on the development of a 20-year sustainable park and recreation master plan document known as the Lakewood Legacy Plan. In March 2011, a visioning process was established which created vision and mission statements, and strategic goals. The goals are listed below.

Environmental:

Protect the open space needs of future generations through acquisition, development and environmental stewardship.

Create safe access to open space through a connected system of urban, non-motorized trails.

Economic:

Invest in a quality park and recreation system to fuel economic development.

Secure sustainable and diverse funding to acquire, develop, maintain and operate the park and recreation system.

Social:

Build social equity through affordable, inclusive and accessible park and recreation services.

Create a strong, active and healthy community by providing a variety of open space and recreation opportunities.

Cultural:

Celebrate the cultural diversity of our community by providing a wide range of parks and recreation opportunities.

Create a sense of place in our community by incorporating art and history in parks and public spaces.

Organizational:

Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends and performance outcomes.

Make accountable, transparent and responsible decisions by considering the environmental, economic, social and cultural impacts to our community.

The Legacy Plan lays out a road map to guide the future development of park and recreation services, while creating a healthy and sustainable park and recreation system for future residents. It works in concert with the Comprehensive Plan which provides direction for the planning, acquisition, development, and renovation of parks, open space, and recreational

facilities for the years 2014 – 2034. The Legacy Plan was developed with participation from City and service area residents. It identifies existing publicly owned parks and facilities and their needed improvements, opportunities for partnerships, potential funding sources, and a course of action.

The Legacy Plan goals and priorities have been inserted into the Lakewood's Comprehensive Plan. The Legacy Plan's inventory, implementation strategies, and capital facilities planning are also incorporated by this reference.

3.10.2 Park Planning Areas

With over 12,000 acres, Lakewood is made up of diverse neighborhoods traversed by major arterials, lakes and creeks resulting in some areas being isolated from the rest of the City. In certain areas, residents have to cross major roads and water bodies to access the closest park and recreation facilities. The physical barriers can cause inconvenience and create longer trips for residents to travel to their nearest parks and open space.

The Legacy Plan uses these major physical barriers as boundaries to create 10 park planning areas. Through this delineation, residents living within each park planning area will have safe access to and be equitably served by sufficient parks and outdoor recreation opportunities within reasonable walking distance.

The 10 park planning areas are shown in Figure 3.5 which are bisected by:

- I-5;
- Major arterials including Steilacoom Boulevard SW, Washington Boulevard SW, portions of Bridgeport Way SW, Gravelly Lake Drive SW, 100th Street SW and South Tacoma Way;
- Creeks such as Chambers Creek, Leech Creek and Clover Creek; and
- Lakes such as Lake Steilacoom and American Lake.

In terms of the acreage of the park planning areas, they vary considerably ranging from the largest Area 5, with over 2,600 acres to the smallest and isolated, Area 9 of less than 300 acres. Generally speaking, the size bears no significance for the purpose of ensuring equitable, safe and convenient access to park and recreation services. The size and the configuration of any park planning area were solely determined by the alignment and the location of the major physical barriers discussed above.

3.10.~~3~~3 Inventory of Parks and Open Space

Currently, the Parks, Recreation and Human Services Department manages a total of 14 park sites, totaling about 650 acres. The parks range in size from a large Fort Steilacoom Park of over 350 acres, serving visitors from a wide region, to Primley Park of less than 0.2 acre, serving a particular local neighborhood. While the majority of the current park assets are developed and well maintained, there are a few undeveloped or minimally maintained areas. Examples include Lakeland Park, Edgewater Park and some portions of developed parks kept in their natural state for residents to relax and enjoy, such as the well-preserved native oak woodland and meadows in Fort Steilacoom Park and the 20-acre natural area in Wards Lake Park.

The Department offers 15 play structures in various parts of the City. Among the ten parks managed for high-impact recreation purposes, each has at least one playground structure to welcome neighborhood users, such as toddlers learning how to navigate a slide.

Many smaller parks serving local neighborhoods, such as Active Park, Springbrook Park and Washington Park, have basketball courts for causal play. However, major sport facilities such as baseball and soccer fields are mostly provided in larger parks serving a wider community or the entire City/region, such as Harry Todd Park and Fort Steilacoom Park. In total, the City offers seven baseball fields, three soccer fields, five basketball courts, one tennis court and two skate parks.

Ten picnic shelters are provided in six major parks for community use. Four of them are located in Fort Steilacoom Park and two in Harry Todd Park. Fort Steilacoom Park also houses a very popular 22-acre dog park. Figure 3.6 shows the locations of all public open spaces in the City. Figure 3.7 shows park and recreation sources managed by alternative providers.

The City operates three boat launches at American Lake Park, Edgewater Park and Wards Lake Park. Beach access and swim areas are also available at American Lake Park and Harry Todd Park.

The City manages a total of over 51,000 feet of gravel paths, 22,300 feet of asphalt pathways and almost 5,000 feet of cement trails. Trails are provided in all types of parks, for both high and low-impact recreation pursuits. Restrooms in parks are highly desired by the public; however, maintenance and operation costs are a problem. Except Fort Steilacoom Park, which has restrooms open year-round, all other [illegible] in American Lake Park, Harry Todd Park, Kiwanis Park and Wards Lake Park are seasonal.

The City has identified 13 street-ends adjacent to Waughop Lake, Lake Steilacoom, Gravelly Lake, and American Lake. Street-ends could be used for open space and recreation purposes. Figure 3.8 provides locations and lists recommendations for street-ends.

The City offers a wide variety of recreation programs and life-long learning opportunities for all residents in the community. Annually, the City offers over 500 recreation activities with more than 2,500 hours. Programs currently offered comprise a variety of program areas, service areas, types and formats.

Park and recreation services are provided by alternative sources. Figure 3.9 shows the locations of both private and public golf courses found within the immediate vicinity of Lakewood. Schools also provide recreational opportunities throughout the community; Figure 3.10 shows the locations of 26 public schools within Lakewood. Community facilities are identified in Figure 3.11.

Analysis of Park Land and Facilities Needs

3.10.~~3~~4 Park and Recreation Demand

In order to achieve the growth target of the Puget Sound Regional Council (PSRC) Vision 2040, Lakewood was allocated a target population growth of about 72,000 by 2030 and close to 77,000 upon full development. Thus, the Legacy Plan is obliged to address the recreation needs of 72,000 residents by 2030. Since Lakewood is mostly developed, much of the future population growth would likely occur in areas where residential intensification occurs in the form of infill and mixed-use development. Also complicating park planning are three important factors:

1) Fort Steilacoom Park which is a regional park facility serving 900,000 visitors annually;
2) The past practice of deferring park maintenance; and
3) The absence of dedicated funding for park development.

The Legacy Plan, therefore, takes a different approach in estimating future park demand. Preparation of the Legacy Plan relied heavily on the 2010 community-wide needs assessment survey prepared by an outside consultant, Management Learning Laboratories. A questionnaire based on focus group meetings with different segments of the community, members of the parks staff, and recreation providers in Lakewood. Once the questionnaire was completed it was mailed to a random sample of residents. The data from the survey was analyzed to produce a set of recommendations.

Major Findings:

The issues important to the respondents include neighborhood parks and family based recreation. While there were other areas of importance as well, overall, this community is interested in recreating with families in their local parks. Special events appear to be of importance to respondents. In general, a set of trends emerged in terms of programs and facilities. Although not in a specific hierarchical order, the following are the top issues that the City will want to address in the near-future and long-term:

- Neighborhood parks
- Safety and security of facilities
- Cleanliness of facilities
- Preservation of open space
- Family-based programs
- Cooperation with other entities including schools and businesses
- Quality of staff in terms of professionalism and courtesy
- Engage in fund raising through solicitation of sponsorships
- Programming for younger children with before and after school opportunities
- Better advertise location of facilities and programs

The needs assessment also examined Level of Service (LOS) to determine if there were a sufficient number of neighborhood parks located within the City to meet future population demand as well as identification of possible service duplications and gaps.

Survey participants were asked how far they were willing to walk to recreation facilities. Respondents to the needs assessment indicated a willingness to walk 18-21 minutes to a park ore recreation area which constitutes a 0.75-mile service radius. Consequently, this Legacy Plan incorporates a 0.75-mile walking distance as the LOS for neighborhood parks equipped with playground facilities.

The new 0.75-mile LOS was applied to each of the 10 Lakewood park planning areas to determine any park service area duplications and gaps using GIS mapping of walkways, sidewalks, and other linkage networks.

Based on this assessment, Lakewood has three residential areas that are potentially underserved:

- North section of planning area 2 west of Bridgeport Way – which may be serviced by acquiring neighborhood park lands adjacent to Chambers Creek Regional Plan and/or by acquiring private park land near the Oakbrook County Club or the private Oakbrook Pool on Ruby.

- East section of planning area 8 east of Gravelly Lake – which could be serviced by developing a trail system around Gravelly Lake linking existing neighborhood parks and/or by developing a school-park at Tyee Park Elementary School.

- East section of planning area 10 east of I-5 – which may be serviced by developing and/or acquiring and redeveloping residentially zoned land adjacent to the industrial area. Woodbrook Middle School property has been rezoned industrial reserve.

Figure 3.12 illustrates the underserved areas based on 20 minute walk radius.

3.10.~~3~~5 Intergovernmental Coordination Opportunities

Currently, the parks, recreation and human services department has collaborated with close to one hundred 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 and the Clover Park School District to develop a neighborhood-school park at Lake Louise Elementary School.

On the programming side, the department works with many agencies including the local school district, Pierce College and Pierce County, in addition to 40 nonprofit and local interest groups. Over 30 private organizations provide sponsorship and assist in joint marketing programs.

There are different forms of partnership agreements in place governing how relationships are managed. In some cases, these collaborations take the form of informal "handshakes" and in other situations, an interlocal agreement. While most partnerships are informal, the City has established interlocal agreements with Pierce County to rent space at the Lakewood Community Center and to maintain Fort Steilacoom Park. A third interlocal agreement is in place with the local school district to use a local elementary school site as a neighborhood-school park.

Volunteers are also important. Their contribution to overall operations is significant. Volunteers assist with dog park monitoring, are used as senior ambassadors, and perform invasive plant removal and general park maintenance. In 2013, volunteers provided over 7,000 hours of service.

Another important resource that supports annual basic park maintenance is the City's Work Crew program. Created as an alternative sentencing program in the municipal court system to reduce jail housing costs, the work crew offenders perform community service hours in lieu of jail time and fines. Although the number of participants varies from week to week and season to season, the work crew provides about 10,000 hours each year in park maintenance support.

Work crew participants regularly support daily park rounds (litter and garbage removal, basic vandalism repairs and graffiti removal, parking lot clean up, weeding, and raking chips in the playgrounds) and provide seasonal clean up and special project support.

In monetary terms, volunteers and work crew participants together contribute $220,000 to parks operations.

GOAL LU-41: Protect the open space and water access needs of future generations through acquisition, development and environmental stewardship.
~~Plan for parks, open space, trails, and recreational activities for the citizens of Lakewood.~~

Policies:

LU-41.1: Assess open space needs within each park planning area.

LU-41.2: Develop partnership and acquisition strategies to address open space deficiencies.

LU-41.3: Customize park design through the preparation of master site designs to ensure open space and water access needs are met.

LU-41.4: Protect public open space and water access for future use.

LU-41-5: Promote environmental stewardship by promoting public awareness, maximizing the use of public space for environmental education, and exploring the feasibility of developing environmental education centers.

~~LU-42~~41.1: ~~Identify the recreational needs of the community and provide for those needs within the existing land- use pattern and funding capacity of the City.~~

~~LU-42~~41.2: ~~Update parks, recreation, trails, and open space plan (parks plan) and map to be consistent with comprehensive plan. Maintain updated parks plan and map that set priorities for those facilities and services.~~

~~LU-42~~41.3: ~~Rely on the goals and objectives of the parks plan to direct new park/open space/recreation acquisition and programming and levels of service.~~

~~LU-42~~41.4: ~~Identify general and specific locations of potential open space and parks acquisition within the city that correspond to the needs identified in the parks plan.~~

~~LU-42~~41.5: ~~Link parks planning with transportation corridor (streetscape, trail, and gateway) planning to create a network of active and passive greenspaces.~~

~~LU-42~~41.6: ~~Examine methods to begin addressing deficiencies in park and open space resources relative to existing and planned growth through acquisition of additional resources.~~

~~LU-42~~41.7: ~~Increase public shoreline access through enhancement of existing street ends and acquisition of waterfront land for development of shoreline parks.~~

GOAL LU-~~43~~42: Create safe access to open space through a connected system of urban, nonmotorized trails. ~~Provide specific consideration in the parks capital improvement program for implementation of the parks plan in areas of the city projected for growth, urban intensification, or where urban redevelopment is targeted.~~

Policies:

LU-~~43~~42.1: Develop a connected system of nonmotorized trails throughout the ~~city~~City.~~Develop parks standards to provide for a variety of parks and recreation options and designs to address the difficulty of acquiring large parcels of land.~~

LU-~~43~~42.2: Develop off-street trails within ~~city~~City parks to encourage physical activity for park visitors.~~Further integrate the parks plan and comprehensive plan in coming years as redirected growth patterns become apparent.~~

LU-~~43~~42.3: Develop trails and linear urban parks within development sites to improve trail connectivity.

LU-42.4: Secure resources for trail development and maintenance.~~Assist redevelopment and revitalization of distressed neighborhoods and areas within the city through thoughtful placement and improvements of parks and recreational activities.~~

GOAL LU-~~44~~43: Invest in a quality park and recreation system to enhance economic benefit.
~~Maintain publicly owned parks, open space, and recreation facilities in a quality fashion to encourage and enhance their use.~~

Policies:

LU-~~44~~43.1: Create public spaces and amenities in the CBD to support downtown businesses and residents.~~Provide for maintenance of landscaping and structures, including graffiti removal, trash service and litter pick-up, restroom cleaning, and mowing.~~

LU-~~44~~43.2: Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.~~Provide for efficient irrigation of landscaping.~~

LU-~~44~~43.3: Invest in Fort Steilacoom Park and Fort Steilacoom Golf Course to support regional use and generate economic benefit.~~Initiate an "adopt-a-park" program to enable service organizations or other groups or individuals to participate in caring for local parks.~~

LU-43.4: Promote tourism at regional and community parks and water access areas.

LU-43.5: Ensure ~~city~~City parks are safe and clean to enhance the value of nearby properties.

GOAL LU-~~45~~44: Secure sustainable and diverse funding to acquire, develop, maintain and operate the park and recreation system. ~~Promote the conservation of natural open space within the city.~~

Policies:

LU-~~45~~44.1: Develop a long-term financial plan to support a sustainable park and recreation system.

~~Identify, protect, and conserve critical areas, natural areas, wildlife habitat, and other appropriate natural environments through the Open Space and Recreation~~

~~designation.~~

LU-~~45~~44.2: Seek creative funding sources to meet the open space, water access and program needs of the community. ~~Provide a range of methods to designate, conserve, and maintain natural open space. The methods may include but are not limited to:~~

~~- Ownership or acquisition by the City or other jurisdiction or public agency.~~
~~- Ownership or acquisition by private or public conservation organizations.~~
~~- Dedication and contribution.~~
~~- Purchase of development rights or conservation easements.~~
~~- Tax relief.~~
~~- Development regulations.~~

LU-~~45~~44.3: Create a legacy campaign to solicit funds to implement a comprehensive park and recreation system.

~~The May 1997 Chambers Creek Properties Master Site Plan formally acknowledged in the 2000 joint procedural agreement between Pierce County and the Cities of University Place and Lakewood addressing land use, infrastructure, and services for Pierce County's Chambers Creek Properties, which lie within both cities, is adopted by reference to this plan as an autonomous subarea plan for that portion of the Chambers Creek Properties falling within Lakewood's jurisdictional boundaries.~~

GOAL LU-~~46~~45: ~~P~~Provide affordable, inclusive and accessible park and recreation services ~~city~~Citywide.

~~romote the development of urban open space and amenities where there are no opportunities for natural open space.~~

Policies:

LU-~~46~~45.1: Include a wide variety of quality programs to meet the diverse needs of the community.~~Provide for urban open space within areas of intensive development to break up the intensity of development and to provide localized amenities.~~

LU-~~46~~45.2: Increase access to recreation opportunities in underserved areas.

LU-45.3: Seek creative alternatives to ensure program affordability.

LU-45.4: Ensure equitable access to parks across the ~~city~~City.

LU-45.5: Facilitate and encourage the use of public transit and active transportation to access ~~city~~City parks and recreation programs.

LU-45.6: Seek public support for affordable, inclusive and accessible park and recreation services.~~Promote a variety of natural and created open space designs based on the type and design of the development.~~

GOAL LU-~~47~~46: Create a safe, strong, active and healthy community by providing a variety of open space and recreation opportunities.~~Develop a community trails system composed of pedestrian/bike paths, off-street trails, and neighborhood bike routes.~~

Policies:

LU-~~47~~46.1: Provide a wide range of park and open space amenities and facilities to support a safe and healthy community.~~Provide for implementation of trail systems in the transportation plan.~~

LU-~~47~~46.2: Ensure park and facility design and maintenance support a safe and healthy community.~~Provide for connection of Lakewood's trails with adjacent jurisdictions and their facilities.~~

LU-~~47~~46.3: Develop policies to support active living and healthy communities.~~Provide connections of Lakewood's trails with those identified within the Chambers Creek Properties Master Site Plan.~~

GOAL LU-~~48~~47: Acknowledge Lakewood's cultural diversity by providing a wide range of park and recreation opportunities.~~Require private parks, recreation facilities, and open space in conjunction with new development.~~

Policy:

LU-~~48~~47.1: Raise cultural awareness by showcasing community cultures through recreation programming, supporting special events, displaying cultural art in parks and public places, and developing new partnerships with organizations that represent diverse ethnic backgrounds. ~~Use development standards to ensure the provision and sustained maintenance of such facilities as private open space, on-site amenities, and "pocket parks" in conjunction with new development.~~

GOAL LU-4~~9~~8: Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends, performance outcomes and statutory requirements.

Policies:~~Identify and carry out cooperative arrangements to provide and enhance parks and recreation areas.~~

~~Policies:~~

LU-48.1: Maintain plan update cycle to ensure plan relevancy.

LU-48.2: Track performance outcomes to assess factors affecting plan implementation.

LU-48.3: Incorporate program evaluations and performance management into daily operations and annual work programs.

LU-48.4: Encourage the use of best practices in the management and operation of the parks and recreation system.

~~LU-49~~48.1: ~~Provide for joint use of school recreational and community facilities through agreements with the Clover Park School District, Pierce College, and Clover Park Technical College.~~

~~LU-49~~48.2: ~~Coordinate with adjoining jurisdictions and agencies for the provision of regional~~

~~parks, recreation, and open space.~~

~~LU-4948.3: Provide, through agreements with private individuals, groups, organizations, or public/private agencies, for the cooperative use of private recreational assets and activities to benefit the citizens of Lakewood.~~

~~LU-4948.4: Where possible, support private providers through formal and informal liaisons, funding opportunities (when available), and endorsement in seeking other funding and, where possible, enlist their knowledge and assistance in public projects.~~

~~LU-4948.5: Provide recreation programs, principally through partnerships with the school district, the County Parks and Recreation Department, and possibly private entities, that are keyed to existing park sites.~~other organizations to ensure that a comprehensive range of services is provided.

3.10.6~~9.2~~ Arts, Culture, and History

Arts, cultural activities, and historic preservation have a tremendous potential to improve the quality of life in Lakewood. These attributes can be incorporated at the development level in a variety of ways through architecture and development amenities to enliven public and private places and make them more appealing.

GOAL LU-~~50~~49: Create a sense of place by encouraging private contributions and incorporating art and history in parks and public spaces.~~Provide for various forms of art throughout the city.~~

Policies:

LU-49.1: Create visually appealing gateways by integrating art work, way-finding signs and landscaping at ~~city~~City entry points and along major thoroughfares.

LU-49.2: Incorporate art and history in public spaces and support local art exhibits and performances throughout the ~~city~~City.

LU-49.3: Install interpretive signs with interactive features in parks and public facilities to show and tell the history of the area.

LU-49.4: Display art work in various locations to reflect the unique character of neighborhoods and the community.

LU-49.5: Provide opportunities for program participants to showcase completed (visual and performing) art work in public spaces and events.

LU-49.6: Support the development of performing arts facilities in or near the CBD.

LU-49.7: Address on-going maintenance and operation impacts before installing art displays in ~~city~~City parks and public spaces.

~~LU-5049.1: Employ design standards to incorporate public art into the built environment.~~

~~LU-5049.2: Provide for art in public buildings and places.~~

~~LU-5049.3: Support private individuals' and groups' arts and culture efforts through formal~~

~~and informal liaisons.~~

GOAL LU-~~51~~50: Recognize and support historically significant sites and buildings.

Policies:

LU-~~51~~50.1: ~~Prepare~~ Maintain an inventory of historic resources and a process for designating significant resources to guide preservation of significant properties and/or buildings.

LU-~~51~~50.2: Provide for methods such as monuments, plaques, and design motifs to recognize and/or commemorate historic structures or uses.

LU-~~51~~50.3: Support private individuals and groups working to preserve Lakewood's history through formal and informal liaisons.

3.~~10~~ 11 Isolated Areas

Lakewood has three significant areas that are geographically isolated from the rest of the ~~city~~City: Springbrook, Woodbrook ~~American Lake Gardens~~, and Tillicum. ~~-~~The first two are separated from the rest of the ~~city~~City by I-5 and are bordered on several sides by fenced military installations. The third is geographically contiguous to other parts of the ~~city~~City, but there are no direct road connections between Tillicum and other Lakewood neighborhoods.

As a result of this isolation, all three neighborhoods exhibit signs of neglect. Historically, ~~B~~both Woodbrook ~~American Lake Gardens~~ and Tillicum lack~~ed~~ sewer ~~systems,~~systems. Beginning in June 2009, sewer trunk lines were installed in parts of both communities. Figure 3.13~~BLANK~~ shows the locations of ~~the~~ major trunk lines in Lakewood-proper. Figure 3.14 shows the recently constructed sewer lines in Tillicum and Woodbrook. ~~sewer lines.~~ A small percentage of the Woodbrook properties and about one half of the Tillicum properties are connected, respectively, to sewers. It is the ~~City's~~City's policy to connect all properties located within these neighborhoods to sewers based on available funding.

~~and~~ M~~m~~most property is old, run down, and undervalued. Springbrook is dominated by a chaotic assortment of land uses arranged according to a dysfunctional street pattern. Despite relatively high-density housing, Springbrook's residents lack schools, ~~parks,~~ or even basic commercial services. Given the multitude of crime and health problems plaguing these areas, unique approaches are needed for each neighborhood and are presented in the goals and policies below. Additional recommendations for Tillicum are included in Chapter 4, while Chapter 5 addresses economic development in Woodbrook. ~~American Lake Gardens.~~

GOAL LU-~~52~~51: Minimize the impacts of geographic isolation of the Tillicum, Springbrook, and Woodbrook ~~American Lake Gardens~~ areas and focus capital improvements there to upgrade the public environment.

Policies:

LU-~~52~~51.1: Provide for commercial and service uses for the daily needs of the residents within the neighborhoods.

LU-~~52~~51.2: Support the expansion of recreation and open space.

LU-~~52~~51.3: Provide pedestrian and bicycle paths within the neighborhoods and which connect to other –neighborhoods.

GOAL LU-~~53~~52: Improve the quality of life for residents of Tillicum.

Policies:

LU-~~53~~52.1: –Enhance the physical environment of Tillicum through improvements to sidewalks, pedestrian-oriented lighting, street trees, and other pedestrian amenities.

LU-~~53~~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.

LU-~~53~~52.3: Identify additional opportunities to provide public access to American Lake within Tillicum.

LU-~~53~~52.4: Seek a method of providing alternate connection between Tillicum and the northern part of the ~~city~~City besides I-5.

LU-52.5~~4~~: Implement and as necessary update the Tillicum Community Plan.

GOAL LU-~~54~~53: Improve the quality of life for residents of Springbrook.

Policies:

LU-~~54~~53.1: Promote higher residential densities in those portions of Springbrook that are most convenient to Lakewood Station, designated open space, and road and transit access.

LU-~~54~~53.2: Promote integration of Springbrook with Lakewood Station through improved pedestrian facilities, bicycle trails, and roadway connections, with special emphasis on 47th Avenue.

LU-~~54~~53.3: Protect residential areas in Springbrook from highway impacts through additional buffering –measures, including acquiring open space easements adjacent to I-5.

LU-~~54~~53.4: Protect the riparian habitat and water quality of the portions of Clover Creek flowing through —Springbrook with riparian setbacks and other methods.

LU-~~54~~53-5: Seek opportunities to provide public access to the portions of Clover Creek within Springbrook to —better interrelate the neighborhood and natural environment.

LU-~~54~~53.6: Enhance the physical environment of Springbrook through improvements to sidewalks, open space and trails, pedestrian-scale lighting, street trees, and other pedestrian amenities.

LU-~~54~~53.7: Create a neighborhood business district at the intersection of Bridgeport Way and San Francisco Avenue.

LU-~~54~~53.8: Designate gateway entrances at Bridgeport Way, New York Avenue, and 47th Avenue, and implement urban design measures to establish their gateway character.

~~LU-5453.9: During the redevelopment of portions of Springbrook from residential to industrial, facilitate relocation assistance to residents as residential lands convert to industrial uses.~~

GOAL LU-~~55~~54: Seek a smooth and efficient transition from residential to industrial use for American Lake Gardens.

Policies:

LU-~~55~~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~~City-sponsored land-use re-designation.

LU-~~55~~54.2: Protect adjacent residential uses outside the ~~city~~City, including those associated with JBLM~~McChord AFB~~, from the impacts of industrial redevelopment through appropriate buffering measures.

LU-54.3: Seek a means of promoting sewer extension to Woodbrook ~~American Lake Gardens~~ either as a integral part of or in order to spur industrial redevelopment.

3.~~11~~ 12 Environmental Quality

As Lakewood developed into an urban environment, much of the natural quality of the area was degraded and, in some instances, lost. In the future, enhancement and protection of the remaining natural environment will contribute significantly to the quality of life of Lakewood's citizens and deter the image of a "paved-over" urban environment.

Over the past several years, the City has taken steps to improve the environmental quality of the community. In 2004, Lakewood adopted new critical areas policies and revised environmental protection regulations. In 2014, Lakewood also adopted an updated shoreline management plan.

3.~~11~~12.1 Environmental Critical Areas

GOAL LU-~~56~~55: Provide appropriate protections for recognized environmental critical areas.

Policies:

LU-~~56~~55.1: ~~Adopt new~~~~Develop critical area regulations to protect the full spectrum of environmentally-sensitive resources.~~

~~LU-5655.2: Establish specific, science-based, citywide criteria as standards for identification of environmentally-sensitive resources.~~

~~LU-5655.3: Map recognized environmental critical areas using the City's geographic information system (GIS) database.~~

~~LU-5655.4:~~ Develop a natural resources program adequate to provide education, project review, code interpretation, and enforcement capabilities.

3.~~11~~12.2 Habitat Protection

GOAL LU-~~57~~56: Provide for the protection, conservation, and enhancement of habitat areas for fish and wildlife.

Policies:

LU-~~57~~56.1: Integrate environmental considerations into all planning efforts and comply with all state and ~~-~~federally mandated environmental legislation.

LU-~~57~~56.2: Identify endangered or threatened species occurring within the ~~city~~City and preserve their habitat.

~~LU-5756.3: Provide fish and wildlife habitat of sufficient diversity and abundance to sustain existing indigenous fish and wildlife populations.~~

LU-~~57~~56.~~4~~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~~City.

LU-~~57~~56.~~5~~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.

LU-~~57~~56.5~~6~~: Preserve and protect native vegetation in riparian habitats and integrate suitable native vegetation ~~-~~in residential and commercial landscapes.

LU-~~57~~56.6~~7~~: Identify specific programs of stream restoration for Chambers, Clover, and Flett creeks.

LU-~~57~~56.7~~8~~: Identify the potential for restoring additional stretches of Ponce de Leon Creek.

LU-56.8: Provide fish and wildlife habitat of sufficient diversity and abundance to sustain existing indigenous fish and wildlife populations.

3.~~11~~12.3 Shorelines

GOAL LU-~~58~~57: Preserve the natural character and ecology of shorelines while balancing public access and recreational opportunities.

Policies:

LU-~~58~~57.1: Preserve the ecology and wildlife habitat characteristics of shorelines.

LU-~~58~~57.2: Expand public ownership of shorelines and opportunities for access to lakes.

LU-~~58~~57.3: Post all lake public access points to help ensure safe use of the lakes during reasonable hours.

~~LU-5857.4: Update the City's Shoreline Master Program (SMP) in compliance with the State's Shoreline Management Act (90.58 RCW Shoreline Management Act of 1971) and Pierce County Shoreline Management Regulations (Ord. 97-84) to address regulated shorelines,~~

~~including all major lake and stream shores.~~

~~LU-5857.5: Update the City's SMP to reflect the need to comply with the recent Endangered Species Act listing of Puget Sound Chinook Salmon and other anadromous fish species listings and the related 4(d) rules promulgated by the National Marine Fisheries Service (NMFS).~~

~~LU-5857.6:~~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).

3.~~11~~12.4 Flood Management

GOAL LU-~~59~~58: Preserve the natural flood storage function of floodplains.

Policies:

LU-~~59~~58.1: Promote non-structural methods in planning for flood prevention and damage reduction.

LU-~~59~~58.2: Protect life and property by restricting development within the 100-year floodplain.

LU-~~59~~58.3: Minimize fill of 100-year floodplains and require the retention of flood water storage ~~capacity~~capacity.

LU-~~59~~58.4: Acquire vacant lands and/or underdeveloped properties within the Flett Creek Basin. ~~for the development of detention basins upland of flood-prone areas such as northeast Lakewood and elsewhere.~~

3.~~11~~12.5 Wetland Protection

GOAL LU-~~60~~59: Preserve and protect wetlands in the ~~city~~City.

Policies:

LU-~~60~~59.1: Regulate development to protect the functions and values associated with wetland areas.

LU-~~60~~59.2: Avoid impacts and mitigate wetland impacts consistent with federal and state laws.

LU-~~60~~59.3: Provide for long-term protection and "no net loss" of wetlands by function and values.

LU-~~60~~59.4: Consider wetlands banking as a method to mitigate the potential loss of wetland functions.

~~LU-6059.5: Revise the City's interim development regulations to comprehensively address the need to protect wetland areas and functions from impacts associated with development.~~

3.~~11~~12.6 Urban Forestry

GOAL LU-~~61~~60: Institute an urban forestry program to preserve significant trees, promote healthy and safe trees, and expand tree coverage throughout the ~~city~~City.

Policies:

LU-~~61~~60.1: Establish an urban forestry program for the ~~city~~City.

LU-~~61~~60.2: Promote planting and maintenance of street trees.

LU-~~61~~60.3: Provide for the retention of significant tree stands and the restoration of tree stands within the ~~city~~City.

3.~~11~~12.7 Water Quality

GOAL LU-~~62~~61: Enhance and protect water quality.

Policies:

LU-~~62~~61.1: Preserve the amenity and ecological functions of water features through planning and innovative land development.

LU-~~62~~61.2: Manage water resources for the multiple uses of fish and wildlife habitat, recreation, flood management, water supply, and open space.

LU-~~62~~61.3: Maintain and protect surface water quality as defined by federal and state standards and rehabilitate degraded surface water.

LU-~~62~~61.4: Monitor quality of water draining into all public water bodies. Coordinate with the data needs of lake management (see Policy LU-62.7).

LU-~~62~~61.5: ~~Work cooperatively with development interests to protect aquifers and surface water by the gradual extension of~~ Extend sanitary sewers to unsewered areas of Lakewood with priority for those areas bordering or hydrologically related to American Lake.

LU-~~62~~61.6: Support initiatives to reduce impervious surfaces, prevent surface erosion, decrease the use of fertilizer and pesticides, and prevent contamination of stormwater runoff.

LU-~~62~~61.7: Prepare lake management studies for Lake Louise, Gravelly Lake, Waughop Lake and Lake Steilacoom to determine pollutant sources.

LU-~~62~~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.

LU-~~62~~61.9: Work cooperatively with local water districts to maximize protection of wellheads and aquifers. Support ongoing efforts to:

- Educate citizens and employers about Lakewood's dependency on groundwater.
- Establish and maintain public awareness signs delineating the boundaries and key access points to the Lakewood Water District's wellhead protection areas.

- Maintain groundwater monitoring programs.
- Implement a well decommissioning program for all unused wells.
- Coordinate planning and review of drainage, detention, and treatment programs within wellhead protection areas.

LU-~~62~~61.10: Modify development regulations to limit impervious surfaces in aquifer recharge areas.

LU-~~62~~61.11: Cooperate with local water districts, adjoining jurisdictions, and military installations ~~bases t~~to:

- Develop and implement a common system to reflect land use risks across all wellhead protection areas.
- Establish and maintain an integrated regional wellhead protection data mapping, analysis, and updating system.
- Enhance stormwater drainage, detention, and treatment programs.

3.~~11~~12.8 Geological Risk Management

GOAL LU-~~63~~62: Protect the natural topographic, geologic, and hydrological function and features within the ~~city~~City.

Policies:

LU-~~63~~62.1: Protect life and property from seismic hazards.

LU-~~63~~62.2: Minimize cut and fill modification of topography or hydrological features and functions.

LU-~~63~~62.3: Allow clearing, grading, or other land alteration of property only for approved development proposals.

LU-~~63~~62.4: Minimize land erosion through best management practices.

LU-~~63~~62.5: Prohibit development of steep or unstable slopes.

3.~~11~~12.9 Air Quality

GOAL LU-~~64~~63: Meet federal, state, regional, and local air quality standards through coordinated, long-term
strategies that address the many contributors to air pollution.

Policies:

LU-~~64~~63.1: Promote land use and transportation practices and strategies that reduce the levels of air-polluting emissions.

LU-~~64~~63.2: Ensure the retention and planting of trees and other vegetation to promote air quality.

LU-~~64~~63.3: Limit wood burning generated air pollution through restrictions of wood burning fireplaces in new and replacement construction.

3.~~11~~12.10 Noise

GOAL LU-~~65~~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.

Policies:

LU-~~65~~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.

LU-~~65~~64.2: Work with JBLM ~~McChord AFB~~ to minimize noise exposure at McChord Field and development of noise attenuation programs within the air corridors.

LU-~~65~~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.

LU-~~65~~64.4: Work with the Washington State Department of Transportation (WSDOT) ~~or successor agency~~ to mitigate freeway and highway noise, while addressing aesthetic concerns.

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.

LU-~~65~~64.6~~5~~: Integrate natural vegetation and design considerations in noise mitigation and attenuation projects to promote aesthetic concerns.

3.~~11~~12.11 Hazardous and Toxic Materials Management

GOAL LU-~~66~~65: Minimize the danger of use, storage, and transportation of hazardous and toxic materials within the ~~city~~City.

Policies:

LU-~~66~~65.1: Provide for the declaration and analysis of the use, storage, and transportation of hazardous and toxic materials within the ~~city~~City. Identify specific routes for the transportation of hazardous materials in the ~~city~~City.

LU-~~66~~65.2: Protect life, property, and the environment from exposure to hazardous and toxic materials.

LU-~~66~~65.3: Enforce international building and fire codes, and work with businesses to make sure that proper inventories of hazardous materials are provided.

3.~~12~~ 13 Nonconformities

Lakewood is a largely built-out urban area. The historic pattern of land use has occurred in a haphazard manner in many portions of the community. As the ~~City~~City ~~institutes~~ continues to implement its plan for the future, some existing development will no longer conform to this plan and regulations. Existing development may fail to conform in terms of the way the land is being used, compared to uses allowed under the area's zoning ("nonconforming uses"), or it may fail

to conform to specific development standards such as setbacks, height, bulk, signage, or other regulatory aspects ("other nonconformities"). This section outlines the ~~City's~~City's intent in addressing nonconformities of both types.

3.~~12~~13.1 Conversion of Nonconforming Uses

GOAL LU-~~67~~66: Pursue the transition of nonconforming uses and structures to encourage more conforming uses and development patterns. ~~Facilitate the conversion of nonconforming uses to the identified land- use designation.~~

Policies:

LU-~~67~~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.
~~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.~~

LU-~~67~~66.2: Restrict nonconforming uses from increasing their scale or the intensity of the nonconformity.

LU-~~67~~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.

3.~~12~~13.2 Compliance

GOAL LU-~~68~~67: Facilitate the compliance of other nonconformities with current development standards.

Policies:

LU-~~68~~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.

LU-~~68~~67.2: Restrict other nonconformities from increasing the scale or the intensity of the nonconformity.

LU-~~68~~67.3: Require that other nonconformities be brought into compliance at the time they are significantly —damaged or replaced.

LU-~~68~~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.)

LU-~~68~~67.5: Encourage the assembly of substandard lots whose platted size do not realistically allow them to———meet contemporary development standards.

3.~~12~~13.3 Other Considerations

GOAL LU-~~69~~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.

Policies:

LU-~~69~~68.1: Identify specific areas where strict abatement of nonconforming uses could be contrary to other ~~City~~City goals and policies that are determined to be of a higher immediate priority.

LU-~~69~~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.

~~LU-69~~68~~.3: Utilize siting standards specifically relating to sexually oriented adult businesses in lieu of these standards when dealing with such nonconformities.~~

CHAPTER 5

ECONOMIC DEVELOPMENT

(Existing Chapter 5 was deleted in its entirety and replaced with new text)

CHAPTER 5 - ECONOMIC DEVELOPMENT

5.1 Introduction

The Growth Management Act (GMA) includes economic development as one of its basic goals and it is a theme that runs throughout the GMA. It considers the need to stimulate economic development throughout the state, but requires that these activities be balanced with the need to protect the physical environment. It encourages the efficient use of land, the availability of urban services, and the financing strategies necessary to pay for infrastructure. Finally, the GMA mandates that communities do their planning and then provide the zoning and regulatory environment so that appropriate development can occur. It recognizes that while the public sector can shape and influence development, it is the private sector that generates community growth.

The Puget Sound Regional Council (PSRC) has also adopted region-wide goals and objectives to guide multi-jurisdictional transportation and land use policies that will be implemented through local comprehensive plans. Economic development is implicit in many of the goals and objectives of VISION 2040. The VISION 2040 strategy emphasizes that continued economic stability and diversity is dependent upon public and private sector collaboration to identify needs, business existing retention and expansion, and the creation of new businesses.

VISION 2040 designates growth centers and manufacturing/industrial centers. These centers are prioritized for economic development and transportation funding. The safe and reliable movement of people, goods and services, and information through the region is recognized as crucial for the region's economic well-being.

Pierce County, through its growth management planning policies and process, re-emphasizes the economic development implications of growth management. The Countywide Planning Policies (CWPPs) promote the creation of a healthy and diverse economic climate. The CWPPs describe the need to strengthen, expand, and diversify the economy. They encourage protection of our natural resources and enhancement of our human resources through education and job training. The CWPPs also speak of the need to make an adequate supply of land available for economic development by providing necessary infrastructure, but also to encourage the redevelopment of underutilized properties.

Within this policy framework, Lakewood has outlined a vision of its economic development future. Its vision is to transform itself from a largely bedroom-community of the City of Tacoma and Joint Base Lewis McChord into a diversified, full-service, and self-contained city. However, in doing so, it is important to remember that Lakewood is part of the larger Puget Sound economy, and therefore, this transformation will depend in large part on the market forces at work within the greater region. To achieve this vision, the City must:

- Continue to expand its infrastructure;
- Protect Joint Base Lewis McChord from urban encroachment as a means to fend off future Base Realignment and Closure rounds;
- Retain existing businesses and attract new businesses to build a diverse economic base;
- Create new trade-based jobs;
- Foster redevelopment of the City from a fractured low-scale, suburbanized district to a more pedestrianly friendly, full-scale urban community; and
- Produce a housing stock that attracts new residents.

The potential is there. Lakewood's unique location along the I-5 Corridor and its juxtaposition near Joint Base Lewis McChord and the Port of Tacoma, combined with its relationship within the Central Puget Sound region, represent significant opportunities.

5.2 Existing Conditions and Trends

Lakewood is a mature suburb whose basic land use pattern of suburban sprawl has shaped its economy. That pattern has resulted in an abundance of commercial zoning, simultaneously with inadequate commercial concentrations have resulted in some very spread-out, linear commercial areas. The layout of older businesses along arterials is problematic because of the lack of non-vehicular amenities and parking, and is further complicated by access difficulties and a competing need to increase right-of-way width for improvements. Unlike other cities of its size, it does not have an established downtown. These forces have shaped Lakewood's existing economy.

The City's position as a "bedroom community" means that often people are leaving or returning to the City, or may be driving through the City as they travel to an adjacent community, but the lack of a central core or sense of place leaves them without a focused destination point within the City. In capitalizing on Lakewood's existing concentration of commercial assets, the ongoing efforts to establish a downtown will help people connect with local businesses.

Lakewood competes in a regional market that includes Tacoma, South Hill, and even Olympia and Federal Way. National chains are well represented in this market as a whole, to the extent that some find they are "competing with themselves" in the various malls. In the past, cutbacks in locations have often focused on Lakewood rather than other areas where not only commercial development is strong, but the housing market is vibrant and median incomes are greater.

Because Lakewood is landlocked by the military bases and is largely built out, it is unlikely to experience much expansion to the east of I-5; therefore, revitalization will occur as redevelopment of existing lands. Lakewood's economic focus rests with establishing strong redevelopment strategies.

Economic development encompasses jobs as well as spending. It is important to capitalize on the growth plans of existing private sector employers such as St. Clare Hospital and Lakewood Industrial Park to stimulate job creation, as well as marketing the community for new business locations. Industrial redevelopment opportunities in Woodbrook are intended to act as a stimulus for this.

To establish a more stable and diverse economic base, Lakewood must focus on coordinating and establishing partnerships, implementing capital facilities funding programs that support redevelopment, developing market strategies for specific industries, improving upon its housing stock, and redeveloping vacant and underutilized commercial/industrial properties.

By its nature, economic revitalization is a long-term, incremental effort. Together with complementary land use and transportation goals and policies, an economic development program will help redefine Lakewood's image; provide a basis for relationships with developers, business operators, and lenders to invest in the community, and create a foundation for the City's future economy.

5.2.1 General Patterns of Existing Development

5.2.2 Demographics

Lakewood has historically been a bedroom community because of its proximity to services and employment and relatively low cost of living. While the number of jobs in the City has increased by over 2,000 since 2003, over 80% of residents commute beyond City boundaries for work.

Population has remained nearly unchanged since 2000. Lakewood's population stands at 58,569 , with 63.7% being White, 17.4% Hispanic or Latino, 11.0% Black or African American, 8.6% Asian, and others of two or more races. The average age is 37.0, slightly higher than Pierce County (35.8), and Tacoma (35.1) and lower than Washington State (37.3).

According to the most recent US Census data, Lakewood's median household income is $42,241. This number represents a modest 18% increase since 2000. However, this number is lower than the United States ($53,046; +27%), Pierce County ($59,105; +30%), and Tacoma ($50,439; +34%). Per capita income at $20,569 is higher than Tacoma ($19,130). Unique to Lakewood is that the Average Family Income and Average Married-Couple income are both higher than the listed comparisons, at $75,980, and $91,673 respectively. This difference is due to the disproportionate number of high income families, and low to very low income families in Lakewood.

5.2.3 Lakewood's Regional Role

Lakewood is situated along strong transportation networks. It is bordered by one of the largest military installations in the United States, just minutes away from Puget Sound and the Port of Tacoma, and 35 miles from SeaTac International Airport. The City is a major transportation hub for the lower Puget Sound Region with the Lakewood Station and Sounder commuter rail system directly connecting Lakewood to Seattle and Tacoma.

Adjacent to I-5 and SR512, Lakewood has access to populations beyond its borders. Lakewood is an easy driving distance between two large metropolitan areas, Seattle and Portland. The I-90 major east-west route connecting Seattle with Chicago and Boston is only 40 miles away. There is convenient access to three ports – the Port of Seattle, the Port of Tacoma and the Port of Olympia. Sound Transit's commuter rail is close to the I-5/SR512 intersection on Pacific Highway and provides the ability to live in Lakewood and commute to locations north of Lakewood.

Two military bases are at Lakewood's eastern and southern borders, Camp Murray and Joint Base Lewis McChord (JBLM). JBLM is one of the largest military installations in the United States. Proximity to military bases provides access to over 55,000 soldiers and their families. Current and potential military contracting opportunities attract businesses that work on JBLM or Camp Murray and/or have locations in the vicinity. They lodge in City hotels, reside in the community, and buy goods and services from local companies. There remains a significant need for access to off base restaurants, shopping, and various services

Amenities and educational opportunities are significant considerations for many companies when considering a new location. Culture, innovation, creativity, and quality of life for employers will become increasingly important for the next generations of workers and leaders. Pierce College and Clover Park Technical College offer access state-of-the-art

facilities and educational opportunities. In recent years, the City has enhanced its recreational opportunities by expanding and improving parks and recreational activities. Lakewood manages Fort Steilacoom Park, a 340-acre regional park facility, located adjacent to Pierce College. The park is popular with the community and region as a whole. About 900,000 people visit the park annually.

Lakewood plays a key role in commerce and trade with its industrial properties. The Lakewood Industrial Business Park (IBP) offers 2.5 million square feet of leasable space. There are approximately 64 companies in the park employing 1,200–1,300 people, making this IBP the 4th largest for-profit employer in Pierce County. Transportation, warehousing and distribution are primary uses with some manufacturing, retail, and wholesale trade operations. Approximately 150 acres in the Woodbrook area have been zoned for industrial use. Industrial lands are also available in the Woodworth Industrial Park, and northeast Lakewood in the vicinity of Durango Street SW and South Tacoma Way.

- Industry sectors expected to have significant increases in the area include:
- Construction, both new and rehabilitation of existing properties;
- Transportation, warehousing and distribution;
- Health care and education;
- Professional business services;
- Professional, scientific and technical Services; and
- Manufacturing.

Growth in these areas will be largely natural to support aging population, population growth, JBLM needs for off-base housing, demand for export/import trade companies, a desire for higher wage jobs with higher economic impacts, and increasing technology related efficiencies.

5.2.4 Joint Base Lewis-McChord (JBLM)

JBLM is the largest Army installation in the Western United States, and it is the second largest employer in the entire State of Washington. Its presence is recognized throughout Pierce and Thurston Counties and Washington State as a significant economic benefit to the South Puget Sound. In turn, communities surrounding JBLM enhance the quality of life for military personnel and families by providing high quality neighborhoods, schools, recreation opportunities, and other services.

Recent United States Congress and Department of Defense actions have enhanced JBLM's position as a "Power Projection Platform" with a specific focus on the Stryker Brigade Combat Teams. With this designation, JBLM has experienced significant population growth to support its mission. Since 2003, nearly 40,000 people have arrived at JBLM and more continue to arrive. The total military-connected population is estimated to be 136,000 by 2016.

In early 2010, the Department of Defense, Office of Economic Adjustment awarded a grant for the region to study the military growth impacts in the area. A planning document emerged called the JBLM Growth Coordination Plan. The Coordination Plan has three intended uses:

- To provide regional service providers with more information about JBLM population and employment they can use to better support military families in the region;

- To provide JBLM and community providers with recommendations for leveraging the economic opportunities of base expansion and for providing adequate off-base support services; and

- To provide public agencies with a consolidated document that provides supporting data for the opportunities and needs identified that can support future grant applications, and inform decision-makers of the urgency for implementation and benefits to both JBLM and the larger region.

The Plan also recommended establishing a new JBLM regional partnership. That partnership was established in May 2011 via a memorandum of agreement (MOA) as the South Sound Military Communities Partnership or SSMCP. The original MOA was superseded by a second MOA in early 2014.

The SSMCP provides a framework for collaboration in the South Sound region between local governments, military installations, state agencies, and federal agencies to better coordinate efforts in areas such as: military relations; transportation and land use planning; environmental protection; emergency preparedness; grant applications; health care; population forecasting; workforce development; education; housing; and economic development.

One of the major assignments of the SSMCP is to update the 1992 Joint Land Use Study (JLUS) for Pierce and Thurston counties. This update process began in 2014 and is expected to be completed in 2016. The JLUS identifies actions that can and should be taken jointly by the surrounding community and military installation to solve existing encroachment problems and prevent future ones.

In 2012, the Department of Defense (DOD) issued a new Defense Strategic Guidance Report, *Sustaining U.S. Global Leadership: Priorities for the 21st Century Defense*, to identify strategic interests and guide defense spending in light of the transition in the role of American forces in Afghanistan and reductions in federal spending.

To implement this new strategy, the Secretary of Defense has indicated that the Joint Force of the future will be smaller and leaner, but at the same time be more technologically advanced and agile, flexible, and ready to act.

Current trends in public defense strategy continue to promote and advocate the need for reductions in federal spending which have a direct impact on the military and defense supply chain at the state and local level.

In 2013, the Department of the Army released a Programmatic Environmental Assessment (PEA) for Army 2020 Force Structure Realignment proposing a potential Army military and Army civilian population loss of 8,000 at JBLM. Thereafter, in June 2014, a Supplemental Programmatic Environmental Assessment (SPEA) was released. The SPEA increased population loss to 16,000. In response, the SSMCP has partnered with the Washington Military Alliance (WMA) to study impacts to industries statewide and region-wide. Companies at risk will receive assistance in diverting revenue streams away from DOD contracting.

5.2.5 Economic Base

Lakewood's retail trade areas capture both resident and non-resident shoppers. Overall, the City has a retail surplus of 130 percent. However, Lakewood has significant room to grow its per capita retail sales. In Pierce County, per capita retail sales is highest in Gig Harbor ($604.41), followed by Fife ($504.45), Sumner ($374), Puyallup ($370.45), Roy ($212.68), Ruston ($194.02), Tacoma ($179.55), and Lakewood ($133.53). The local population shops elsewhere for automobiles and other high ticket items, high end apparel, some personal care, and general merchandise.

As of 2014, sales tax and retail spending have regained pre-recession numbers despite employment being down to 3.4% from its 2006-08 peak. Currently, retail sales tax provides 23.7% of General Fund operating income to the City of Lakewood.

5.2.6 Workforce

Jobs and the economy are subject to broad economic trends within and beyond the Puget Sound region. Washington State experienced an economic downturn in 2001, recovered and peaked in 2008, and has since suffered a difficult recession. Lakewood's employment data shows that it is making progress toward reaching pre-recession employment levels. Three-year US Census Bureau ACS estimates show an employment peak of 23,638 (2006-08) dropping 6.9% to 22,706 (2007-09) and slowly rising 3.6% to 23,523 (2010-12).

As of March 2014, Lakewood's unemployment rate was 8.1 percent which is higher than Pierce County (7.8%), Washington State (6.3%) and the United States (6.7%). This is due to the low income neighborhoods of Springbrook, Tillicum, and Woodbrook where the average unemployment rate is approximately 25%.

Table 5.1 provides information on 2010 employment estimates based on industries, as well as providing earnings data for males and females. Tables 5.2 and 5.3 list Lakewood's top employers. Lakewood's largest employers are Health Care and Education (23.4%) followed by Retail Trade (15.0%). Table 5.4 compares employment and poverty rates for Lakewood, Tacoma, Pierce County, and the state of Washington.

TABLE 5.1 2010 Employment Estimates City of Lakewood						
Industry	Lakewood , Washington					
	Total	Male	Female	Median earnings (dollars)	Median earnings for male	Median earnings for female
	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Civilian employed population 16 years and over	22,769	52.2%	47.8%	$30,123	$35,400	$25,912
Agriculture, forestry, fishing and hunting, and mining:	184	58.7%	41.3%	$27,436	$35,417	$27,308
Construction	1,748	90.8%	9.2%	$33,814	$33,708	$37,981
Manufacturing	1,875	70.4%	29.6%	$39,544	$48,520	$28,073
Wholesale trade	650	75.2%	24.8%	$33,346	$35,795	$31,605
Retail trade	3,355	38.8%	61.2%	$19,590	$25,556	$16,623
Transportation and warehousing, and utilities:	1,307	72.8%	27.2%	$40,964	$41,435	$40,000
Information	196	41.8%	58.2%	$19,879	$37,000	$18,625
Finance and insurance, and real estate and rental and leasing:	1,170	48.5%	51.5%	$36,819	$37,303	$36,346
Professional, scientific, and management, and administrative and waste management services:	2,007	68.0%	32.0%	$26,106	$29,254	$24,222
Educational services, and health care and social assistance:	5,141	28.0%	72.0%	$34,739	$40,625	$32,984
Arts, entertainment, and recreation, and accommodation and food services:	2,376	44.7%	55.3%	$17,291	$17,604	$17,131
Other services, except public administration	908	39.4%	60.6%	$19,236	$40,673	$17,703
Public administration	1,852	67.5%	32.5%	$49,028	$51,627	$44,454

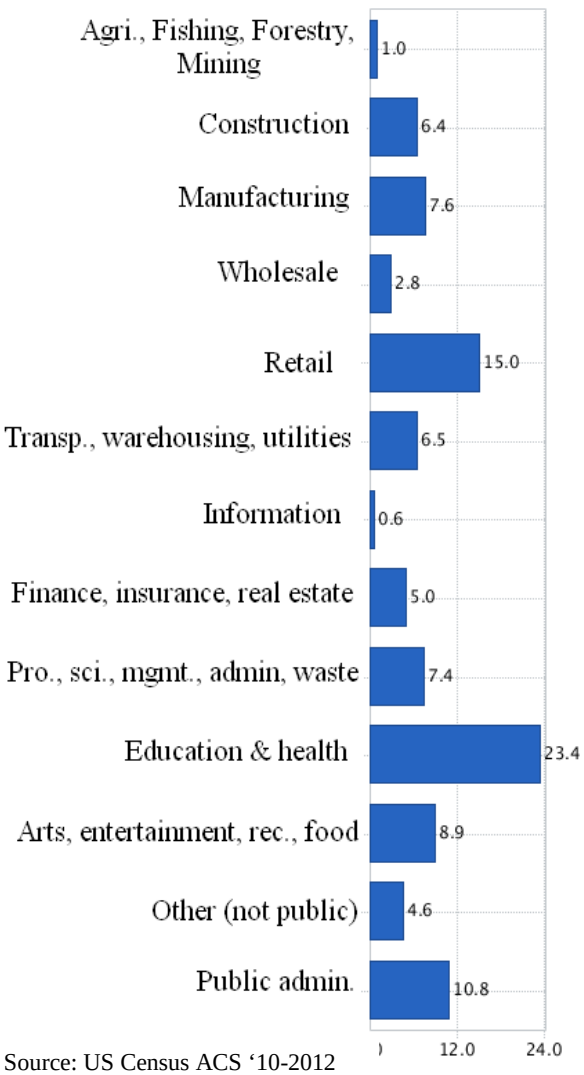
Source: U.S. Census Bureau, 2010

TABLE 5.2
2013 Lakewood Top Employers

Company Name	Emp.
JBLM*‡	55000
Madigan Army Hospital*‡	5100
Clover Park School District*	1833
Western State Hospital*	1750
Camp Murray*‡	1000
Pierce College*	887
St Clare Hospital	848
Pierce Transit*	827
Aacres WA LLC	436
McLane Northwest	425
Clover Park Tech College	400
Walmart	372
Greater Lakes Mental Health	300
St Andrews Management Svc	300
City of Lakewood*	248
Centerforce	230
City Beverages	200
Dameron Property Mgmt.	186
Harborstone Credit Union	184
Target	180
Columbia Bank	170
Great American Casino	160
Lowe's Home Improvement	210
Safeway	140
Chips Casino Lakewood	130
Macau Casino	110
Comfort Design Windows & Doors	100
Lakewood Ford	100
Tacoma Roofing & Waterproofing	100
Tactical Tailor	100
Print Northwest	100
First Transit	100

* Public Sector ‡ Regional

TABLE 5.3
Employment Percentage by Industry



Source: US Census ACS '10-2012

TABLE 5.4 Unemployment & Poverty Data								
US Census ACS 2010-12	Washington		Pierce County		Lakewood		Tacoma	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
EMPLOYMENT								
In labor force	3,525,446	65.1%	414,323	65.9%	28,579	60.0%	103,886	65.3%
Civilian labor force	3,477,803	64.2%	397,775	63.3%	26,817	56.3%	101,681	63.9%
Employed	3,130,464	57.8%	351,526	55.9%	22,844	48.0%	88,427	55.6%
Unemployed	347,339	6.4%	46,249	7.4%	3,973	8.3%	13,254	8.3%
Armed Forces	47,643	0.9%	16,548	2.6%	1,762	3.7%	2,205	1.4%
Percent Unemployed	(X)	10.0%	(X)	11.6%	(X)	14.8%	(X)	13.0%
Median household income ($)	57,966	(X)	57,837	(X)	43,801	(X)	49,556	(X)
POVERTY %								
All families	(X)	9.3%	(X)	8.8%	(X)	12.7%	(X)	13.6%
All people	(X)	13.7%	(X)	12.4%	(X)	18.4%	(X)	17.8%

Source: U.S. Census Bureau, 2010-2012 American Community Survey

5.2.7 Employment Base

Table 5.5 in part provides an inflow/outflow analysis which shows the count and characteristics of worker flows in to, out of, and within Lakewood. Lakewood's labor force equals 25,251 persons. Of that amount, 80% commute to jobs outside the City, and 20% live and work in Lakewood. Table 5.5 also provides historical information of jobs by earnings, and the number of jobs by industry sector. Health care and social assistance, educational services and retail trade are the top three employers. Excepting for health care, the percentages of jobs by sector have not changed significantly over the past 10 years. This situation is likely tied to the current economy and the community's built-out nature.

5.2.8 Retail & Lodging Development

In 1998, the Community Shopping Center, now known as Lakewood Pavilion was built at the corner of 100th and Bridgeport Way. It has since been remodeled to include Rite Aid, Multicare, Verizon, Radio Shack, AT & T, restaurants, and other small retailers.

In 2001, the enclosed portion of Lakewood Mall was demolished, leaving anchor stores largely intact and making way for Lakewood Towne Center which opened in 2002. Bed, Bath & Beyond, Burlington Coat Factory, Pier One Imports, Ross, and Old Navy were among the new long-term tenants to open stores in the center. In 2009, both Gottschalks and Joe's closed leaving two large box stores empty. In 2013, the Gottschalks building was demolished to make way for new restaurants set to open in 2015.

Lakewood Towne Center is a site of open air destination with four distinct components: A City Hall as its centerpiece; a power center; an entertainment center; and a neighborhood center, all of which need further development to create a greater sense of place and gathering area for the community and visitors.

The International District is located along South Tacoma Way, from the City's entrance at 80th Street to the North and the 512 interchange to the South. Although Korean settled and developed, the area is a mix of cultures, restaurants, grocery, and other retail. Paldo World, Boo Han Market, and HMart are the most prominent stores along this corridor. The Great American Casino to the South, at the 512, was built in 2007. This district currently brings in more retail sales tax to the City than any other combined area in the City. The district is also the focus of major redevelopment, particularly at the City's entrance.

In 2008/2009, the City conducted both a hotel study and market analysis on Pacific Highway from 108th to Bridgeport. Development followed with the construction of Candlewood Suites, Lakewood Station and Pedestrian Bridge, Lakewood Ford, and the Nisqually Market. In 2012, LaQuinta Inn was converted to a Holiday Inn, and the Sounder Train service was extended to Lakewood Station. In 2013, Kenworth Northwest built a state-of-the-art new truck sales and service facility. A mobile home park was closed in preparation for two Marriott Hotel properties, one of which is planned for construction in 2015.

Numerous older motels have been closed along South Tacoma Way and Pacific Highway in anticipation of redevelopment.

In 2008, Walmart opened a new supercenter at the City's entrance to the Northwest on Bridgeport Avenue, and Lowes opened on 100th and Lakewood Drive. In 2014, Hobby Lobby and Big Lots opened at 100th and Bridgeport, site of the former Kmart store.

The Colonial Shopping Center, which included a former QFC, was purchased by an equity firm in 2013. It is currently being re-designed. New tenants are being recruited to the site.

5.2.9 Office Development

There is some office space within the business parks, along major corridors and, small office space within the Central Business District. The most significant office developments have been medical facilities, a professional services office on Main Street SW, and the new Harborstone Credit Union. Office buildings have constituted minimal new development. This may be a future focus as business and healthcare campuses develop.

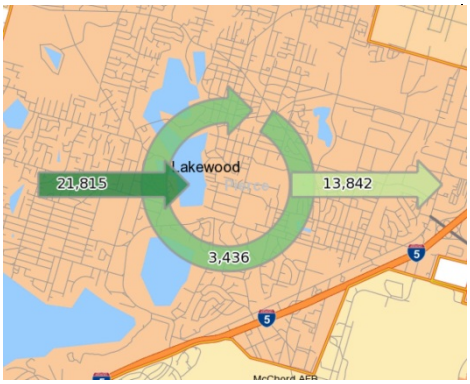
5.2.10 Commercial Enterprise

Lakewood Industrial Park added over 400,000 square feet of industrial space to its 2.5 million square feet of space. Zoning was changed in the Woodbrook area to allow for a new 150 acre Industrial Business Park (IBP). A 440,000+ square foot manufacturing/ warehouse use building has been approved in the IBP. Existing manufacturing/warehouse space is available in the Durango industrial area. Manufacturing is slightly expanding on other industrial lands. The Air Corridor may cause some businesses to move, depending upon JBLM future plans.

TABLE 5.5
Inflow / Outflow Analysis & Area Jobs by Industrial Sector

Lakewood Inflow / Outflow Report
Source: Employment Security

	Count	Share
Employed in the Selection Area	25,251	100.0%
Living in the Selection Area	17,278	68.4%
Net Job Inflow (+) or Outflow (-)	7,973	-



In-Area Labor Force Efficiency (All Jobs)

	Count	Share
Living in the Area	17,278	100.0%
Living and Employed in the Selection Area	3,436	19.9%
Living in the Area, Employed Outside	13,842	80.1%

Area Jobs

	2011		2007		2003	
	Count	Share	Count	Share	Count	Share
Total All Jobs	25,251	100.0%	24,453	100.0%	23,163	100.0%

Jobs by Earnings
Source: Employment Security

	2011		2007		2003	
	Count	Share	Count	Share	Count	Share
$1,250 per month or less	6,308	25.0%	6,719	27.5%	7,343	31.7%
$1,251 to $3,333 per month	9,664	38.3%	9,835	40.2%	9,872	42.6%
More than $3,333 per month	9,279	36.7%	7,899	32.3%	5,948	25.7%

	2011		2007		2003	
Jobs by NAICS Industry Sector	Count	Share	Count	Share	Count	Share
Ag, Forestry, Fishing, Hunting	12	0.0%	13	0.1%	5	0.0%
Mining, Oil, Gas Extraction	0	0.0%	0	0.0%	0	0.0%
Utilities	59	0.2%	54	0.2%	68	0.3%
Construction	953	3.8%	1,252	5.1%	842	3.6%
Manufacturing	776	3.1%	886	3.6%	966	4.2%
Wholesale Trade	866	3.4%	1,127	4.6%	1,105	4.8%
Retail Trade	3,212	12.7%	3,076	12.6%	2,908	12.6%
Transport / Warehousing	1,996	7.9%	1,621	6.6%	1,318	5.7%
Information	189	0.7%	199	0.8%	172	0.7%
Finance and Insurance	624	2.5%	836	3.4%	800	3.5%
Real Estate and Leasing	528	2.1%	653	2.7%	564	2.4%
Prof, Scientific, and Tech Services	909	3.6%	653	2.7%	643	2.8%
Management of Companies	117	0.5%	51	0.2%	38	0.2%
Admin & Support, Waste Mngmt	510	2.0%	665	2.7%	851	3.7%
Educational Services	3,621	14.3%	3,281	13.4%	3,543	15.3%
Health Care and Social Asst	5,998	23.8%	4,982	20.4%	4,682	20.2%
Arts, Entertainment, and Rec	617	2.4%	804	3.3%	663	2.9%
Accommodation, Food Services	2,344	9.3%	2,294	9.4%	2,086	9.0%
Other (excluding Public Admin)	1,375	5.4%	1,388	5.7%	1,430	6.2%
Public Administration	545	2.2%	618	2.5%	479	2.1%

5.2.11 Residential Development

Lakewood has 26,924 households with a vacancy rate of 10.5 percent. The median home value is $223,800, with homeowner costs of $1,671/month. The median rental rate is $826. The percent of owner occupied properties in Lakewood is 21.2% below the national average, and rental properties are 29.62% above the national average. As of March 2014, there were 149 active listings, 28.2% of which were distressed. Fifty percent of the housing stock is between the age of 1969 and 1979. There is a disproportionate amount of middle income housing (11%) as compared to the rest of Pierce County. Sixty-four percent of housing is low to very low income while 25% is upper income.

Since 2000, single family and multifamily development has been moderate. A fairly significant number of blighted homes, multifamily units, and mobile homes have been demolished.

TABLE 5.6
Residential Construction: 2000-2014

Subject	NEW SFR	SFR Remodel	Multifamily	Multifamily Remodel	Multifamily Proposed 2014	Single Family Proposed 2014
Valuation	$117,335,162.12	$28,378,757.26	$80,999,084.66	$6,141,315.22	--	--
Number of Projects	533	147	106 (398 units)	23	323 Units	109
Average Value	$220,141.02	$193,052.77	$764,142.31	$267,013.71	--	--

Source: Lakewood Community Development Department

TABLE 5.7
Comparison of Housing Data: Washington, Pierce County, Lakewood & Tacoma

Subject	Washington		Pierce County, Washington		Lakewood		Tacoma	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
HOUSING OCCUPANCY								
Total housing units	2,901,351	2,901,351	326,979	326,979	26,924	26,924	85,273	85,273
Occupied housing units	2,624,689	90.5%	299,514	91.6%	24,085	89.5%	77,704	91.1%
Vacant housing units	276,662	9.5%	27,465	8.4%	2,839	10.5%	7,569	8.9%
Owner-occupied units	1,648,396	1,648,396	183,852	183,852	10,874	10,874	39,704	39,704
Median (dollars)	256,500	(X)	235,700	(X)	223,800	(X)	211,500	(X)
MORTGAGE STATUS								
Owner-occupied units	1,648,396	1,648,396	183,852	183,852	10,874	10,874	39,704	39,704
Housing units with a mortgage	1,180,916	71.6%	139,923	76.1%	6,852	63.0%	30,884	77.8%
Housing units without a mortgage	467,480	28.4%	43,929	23.9%	4,022	37.0%	8,820	22.2%
GROSS RENT	953	(X)	987	(X)	826	(X)	909	(X)

Source: U.S. Census Bureau, 2010-2012 American Community Survey

5.2.12 Institutional, Educational, Cultural, and Recreation Development

Residents and surrounding communities come to Lakewood for comprehensive healthcare options. Lakewood's St. Clare Hospital recently completed a $15.5 million renovation to support the areas growing patient population. The hospital offers state-of-the-art primary care, orthopedics, therapy, diagnostics imaging, a chronic pain center, and a cancer center.

Multicare and medical specialists also serve the community. An influx of national dental chains has entered the market. Western State Hospital offers a wide range of mental health services, psychiatric treatments, and a recovery center.

Lakewood has two colleges, Pierce College and Clover Park Technical College, with a combined attendance of over 16,500.

Pierce College offers 39 certificate programs, e-learning, running start, worker retraining, and continuing education. Clover Park Technical College (CPTC) offers 40 programs, including aerospace, advanced manufacturing, health sciences, human services, business, hospitality, science, technology, engineering, transportation and trades.

The Clover Park School District has 31 schools and an enrollment of 11,947 students in PK-12 programs. Nearly a quarter of the population, 5 and older speaks a language other than English.

Educational attainment information is listed in Table 5.8.

The City of Lakewood is one of 100 schools across the nation to have received the America's Promise Award. The award is given to cities that meet high standards in five areas: caring adults, safe places, healthy start, effective education, and opportunities to help others. The City has received this award several years in a row. The school district partnership is integral to the future of our citizens.

TABLE 5.8
Educational Attainment

	Lakewood	Tacoma	Pierce County	Washington State	United States
Population 25 and over	39,979	131,732	519,965	4,507,469	308,745,538
Less than 9th grade	4.4%	4.7%	3.0%	4.1%	6.0%
9th to 12th grade, no diploma	8.7%	7.3%	6.5%	5.9%	8.2%
High school graduate (includes Equivalency)	27.8%	29.0%	29.2%	23.6%	28.2%
Some college, no degree	29.3%	25.0%	27.7%	25.3%	21.3%
Associate's degree	9.1%	9.2%	9.9%	9.5%	7.7%
Bachelor's degree	14.2%	15.9%	15.5%	20.2%	17.9%
Graduate or professional degree	6.6%	8.8%	8.2%	11.4%	10.6%

Source: U.S. Census Bureau, 2012 5-year average

Lakewood's Sister Cities Association develops and promotes activities that support exchanges of delegations, educational and informational exchanges and events including the Annual International Festival and Artfest.

The City of Lakewood Parks, Recreation and Human Services Department maintains 14 parks and offers events throughout the year. SummerFest is held annually and includes a sprint triathlon. The parks department also works with the Community Garden program, Healthy Start, the Senior Activity Center, and human services to create livable communities where all individuals have access to the resources they need. A Legacy Parks Plan prepared by the parks, recreation, and human services department has been adopted by Council.

5.3 Summary

Lakewood is defined by its location – a suburb of Tacoma, adjacent to one of the largest military installations in the United States, and connected by I-5 and State Highway 512. It is a mature suburb with 80% of its workforce leaving the community every day. Lakewood's economy is based on retail, education, and health care systems. The community's housing stock is older and less vibrant than surrounding communities.

Yet, the City has many bright spots:

- The redevelopment of the Lakewood Towne Center in 2002 helped revitalize the City's core.
- Much of the highway oriented commercial development has been starting to undergo redevelopment.
- Over the past 14 years, $200 million was invested in new schools and health care facilities. Pierce College and Clover Park Technical College added health sciences and technical buildings, and completed renovations. New elementary schools, the Hudtloff Middle School and Harrison Preparatory School were constructed. Saint Clare/Franciscan Health care facilities, Multicare and other medical and dental offices have grown to meet increasing demand.
- Over $20 million in new infrastructure improvements have been made in Tillicum and Woodbrook.
- Major corridor investments have taken place including the establishment of the Sounder Station adjacent to the I-5 Corridor. Additional road projects are also planned - Berkley interchange, Union Avenue, and on Bridgeport Way from I-5 to the Springbrook neighborhood.

In the future, Lakewood must establish a more stable and diverse economic base, focus on coordinating and establishing partnerships, implementing capital facilities funding programs that support redevelopment, developing market strategies for specific industries, improving upon its housing stock, redeveloping vacant and underutilized commercial/industrial properties, and enhancing the City's regional image as a desirable community offering a high quality environment for living and working.

5.4 Lakewood's Competitive Position in the Region

Many of the existing urban development patterns are already set within the South Sound, and Pierce and Thurston counties. It is within this geographic area that Lakewood vies with other cities and Pierce County in relation to economic development. These cities include Tacoma, Lacey, Puyallup, Federal Way and Pierce County.

Table 5.9 compares each of these areas current market niches, as well as their opportunities and challenges, in order to help understand how Lakewood relates to its neighbors. Tacoma and Puyallup provides the region's stiffest competition for regional retailers and retail establishments. Lakewood finds itself "in the middle" between these two markets, but also having to compete with retail sales located on JBLM. Lodging appears underrepresented and based on past reports, this is a niche that Lakewood has yet to capitalize.

Lakewood does experience a "competitive" relationship with several nearby municipal governments that must be taken into account. Tacoma is the county leader with respect to

economic development. Tacoma is an older city that has made many efforts to improve its downtown, and image, often at the expense of Lakewood, for more than a quarter of a century. Tacoma has an aggressive economic development mission. The city has devoted its own funds, as well as state and federal grants, to stimulate economic development. Tacoma has a strategic location on the highway system and a strong port.

One of the biggest challenges that faces Lakewood is infrastructure, particularly as it relates to utilities. Three power purveyors have boundaries that all come together within Lakewood. Parts of the service areas are disputed. In addition, water and sewer are provided by two separate entities, the Lakewood Water District, and the Pierce County Public Works & Utilities Department. This current situation complicates many aspects of development.

In summary, any program of economic development for Federal Way must monitor conditions and trends in Tacoma and elsewhere, and act decisively and aggressively to increase Lakewood's strategic position.

TABLE 5.9
Summary of Economic Conditions in the South Sound

Location	Current Niche	Opportunities	Challenges
Lakewood	-Retail Trade -Health Care -Education (2 colleges) -Regional park -Lakewood Industrial Park	-Construction -Manufacturing -Professional, scientific and technical services -Leisure/hospitality -No local B&O tax	-Five different utility providers -Infrastructure -Unemployment -Housing -Image -Lack of a walkable downtown
Tacoma	-Growth culture -Industrial infrastructure -Neighborhoods -Institutional capacity -Port of Tacoma	-Advanced technology -Cultural attractions -Entertainment	-Congestion -Class-A office space -Unskilled workforce -Underserved retail -B&O tax
Lacey	-Retail trade -Healthcare and social services -Accommodations -Food services -IT/communications -Warehouse/distribution	-Retail Trade; Gateway Project -Class A office space -Industrial lands	-Urban densities -Infrastructure costs -Congestion/transportation
Puyallup	-Retail trade -Automobile sales -Downtown community -Health care services	-Health care services -Professional & business services -Medical devices and technologies -Advanced material manufacturing -Green technologies	-Buildable lands -Diversification -Workforce to support health care services -Congestion/transportation
Pierce County	-Military-related employment -Health care services -Aerospace -Industrial land -Tourism	-Aerospace -Urban Waters -Research (UW) -Clean -Technology/innovation -Global health -Cyber security	-Preservation of agricultural lands -Transportation networks -Cyber security -Harbor maintenance tax -Business related taxes & expenses
Federal Way	-Regional Mall -Weyerhaeuser -Vacant Land &	-Weyerhaeuser -Retail Trade -Land Assembly & re-	-Distance from I-5 and major economic concentrations -Low-scale development

TABLE 5.9 Summary of Economic Conditions in the South Sound			
Location	**Current Niche**	**Opportunities**	**Challenges**
	redevelopable land	development -Centrally located between Seattle and Tacoma	-Wetlands -Boeing reduction -Vacant office buildings -Congestion/transportation

5.5 Summary of Achievements

- The establishment of Lakewood's own police department.
- Installation of over $20 million in water and sewer infrastructure in Tillicum and Woodbrook.
- Required $1.5 million in mitigation measures to offset the relocation of the main entrance into Camp Murray.
- Over $5 million in improvements to the Berkeley Bridge and Union Avenue SW.
- Over $5 million in new road improvements to Pacific Highway SW.
- Construction of the Sounder Station including parking garage and pedestrian overpass.
- In 2002, the redevelopment of the Lakewood Mall into the Lakewood Towne Center.
- Recruitment of National retailors to the CBD and the South Tacoma Way Corridor.
- The location of Tactical Tailor to Lakewood.
- The removal of blighted buildings and structures on South Tacoma Way and Pacific Highway SW.
- Construction of a Wal-Mart Super Center on Bridgeport Way, including $1.5 million in new road improvements.
- Construction of the new Kenworth Truck Dealership on Pacific Highway SW.
- Construction of Lakewood Ford on Pacific Highway SW.
- Installation of major park upgrades at Fort Steilacoom Park.
- Extensive new road improvements on Murray Road SW, including a new roundabout, 59th Street SW, 104th Street SW, and Bridgeport Way from the northerly City limits to Gravelly Lake Drive SW.

5.6 Economic Development Strategy for Lakewood

As with many cities, Lakewood will have limited funds with which to pursue its economic development goals. The City's policy makers will have to use its resources in a focused and prioritized manner to have a positive impact on the local economic base. Table 5.10 summarizes how Lakewood will implement an appropriate economic development strategy.

TABLE 5.10 Economic Development Areas and Actions					
Location	**Who initiates action?**	**What land uses are being encouraged?**	**How are they encouraged?**	**Reasons**	**Timing**
Central Business District	Public with private support.	Mixed use. Office development. Expanded open space.	Formation of public/private partnerships. Transportation infrastructure.	Increased property values & tax base. New job creation & existing business expansion.	As appropriate for market
South Tacoma Way Corridor	Public with private support.	Maximize retail – facilitate build out & improve quality.	Removal or redevelopment of blighted, underutilized properties.	Removal of blighted conditions. Increased property values & tax base. New job creation & existing business expansion	Emphasis 0-5 years.
Pacific Hwy Corridor	Public with private support.	Auto-oriented retail. Destination retail. Expanded regional commercial. Maximize retail – facilitate build out & maintain quality.	Removal or redevelopment of blighted, underutilized properties.	Increased property values & tax base. New job creation & existing business expansion.	As appropriate for market.
Springbrook	Public with private support.	Neighborhood commercial. High quality residential. Expanded open space.	Removal or redevelopment of blighted, underutilized properties. New utility & transportation infrastructure.	Removal of blighted conditions. Increased property values & tax base.	As appropriate for market.
Tillicum	Public with private support.	Auto-oriented retail. Neighborhood commercial. Residential redevelopment (preference is increased homeowner-ship).	Aggressive infrastructure investment. New housing programs to encourage home ownership	Removal of blighted conditions. Improved housing stock. Increased property values & tax base.	Emphasis 0-5 years.
Woodbrook	Public with private support.	Industrial development including logistical, manufacturing, distribution, & warehousing.	Formation of public/private partnerships. Aggressive infrastructure investment	Expansion of City tax base. Creation of new jobs	Emphasis 0-5 years.
Lakeview	Public with private support.	Residential redevelopment.	Removal or redevelopment of blighted, underutilized properties. Housing programs to	Removal of blighted conditions. Improved housing stock. Increased property	Emphasis 0-5 years.

TABLE 5.10 Economic Development Areas and Actions					
Location	**Who initiates action?**	**What land uses are being encouraged?**	**How are they encouraged?**	**Reasons**	**Timing**
			encourage home ownership. Increased densities. Capital improvements for gradual redevelopment & infill.	values & tax base.	
Lake City	Public with private support.	Residential redevelopment (preference is increased homeowner-ship).	Removal of blighted, underutilized properties. Housing programs to encourage home ownership. Capital improvements for gradual redevelopment & infill.	Removal of blighted conditions. Improved housing stock. Increased property values & tax base.	Emphasis 0-5 years.

5.7 Economic Goals and Policies

The City of Lakewood will not wait for market forces alone to create the future, but will act to shape and accelerate the evolving market trends in the direction of its vision. The City will pursue the following goals and policies to implement economic development.

City's Overall Role in Economic Development

Goal ED-1: Maintain a strong, proactive position toward economic development that promotes a positive civic image.

Policies:

ED-1.1: Increase the retail sales tax base of the City.

ED-1.2: Encourage public-private partnerships which further public goals while advancing 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.

ED-1.4: Review and respond to emerging issues, pending legislation, and provide guidance with regards to special projects and economic development initiatives.

ED-1.5: Encourage development or maintenance of business recruitment programs.

ED-1.6: Encourage development or maintenance of business expansion and retention programs.

ED-1.7: Where feasible and appropriate, assist the business community in the collection of data relative to economic development.

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.

ED-1.9: Continue to pursue aggressive public safety programs designed to protect residents, businesses, and their investments.

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.

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.

Permitting

GOAL ED-2: Ensure a responsive and efficient business licensing and building permitting process.

ED-2.1: Establish a permit process system that is fair and timely while promoting the public health, safety, and general welfare.

ED-2.2: Work with adjacent cities and Pierce County on consistency among regulatory codes.

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.

ED-2.4: Promote a results-oriented permit process, which consolidates review timelines, eliminates unnecessary steps, and maintains a strong customer service approach.

ED-2.5: Provide targeted assistance to businesses that may be unsophisticated in permitting and licensing requirements.

ED-2.6: Allocate sufficient resources to process development projects quickly and efficiently.

Housing

Goal ED-3: Encourage increased ownership and quality housing throughout the City.

Policies:

ED-3.1: Encourage home ownership to increase the number of invested stakeholders in the community.

ED-3.2 Expand the homeownership opportunities for existing residents in neighborhoods with homeownership rates are lower than the regional average.

ED-3.3: Expand quality of middle income housing products.

ED-3.4: 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.

ED-3.6: Require owners, investors, and occupants, to be responsible for maintenance of the housing stock.

ED-3.7: Ensure that owners, managers, and residents of rental property improve the safety, durability, and livability of rental housing.

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.

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.

ED-3.10: Promote housing opportunities that build a sense of community, civic involvement, and neighborhood pride.

Infrastructure

GOAL ED-4: Leverage public infrastructure for private investment.

Policies:

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.

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.

ED-4.3: Work with community development on signage and frontage improvements and regulations that enhance the community and promote economic development.

ED-4.4: Use HUD programs (CDBG allocations and the Section 108 loan program) to help fund infrastructure improvements.

Focused Redevelopment Emphasis

Goal ED-5: Promote the revitalization/redevelopment of the following areas within Lakewood: 1) the Central Business District; 2) the South Tacoma Way & Pacific Highway Corridors; 3) Springbrook; 4) Tillicum/Woodbrook; 5) Lakeview (Lakewood Station District); and 6) Lake City.

Policies:

ED-5.1: Where appropriate, develop and maintain public-private partnerships for revitalization.

ED-5.2: Pursue regional capital improvement opportunities within these specific areas.

ED-5.3: Promote the concentration of commercial uses and cultural activities in the Central Business District with the intent of increasing and maintaining the vitality of the community.

ED-5.4: Promote industrial land development at the Woodbrook Business Park.

ED-5.5: Continue existing programs to expand sewers throughout Tillicum and Woodbrook.

ED-5.6: Expand commercial development along Pacific Highway SW by converting lands designated Public/Institutional into commercial uses.

ED-5.7: Expand housing ownership opportunities.

ED-5.8: Identify and implement strategies to foster small business development and expansion.

ED-5.9: Aggressively market the Central Business District as a place to live, shop, and do business.

ED-5.10: Encourage mixed use developments within the Central Business District and Lakeview.

ED-5.11: Remove blighted buildings from residential neighborhoods.

ED-5.12: Promote single family development in Lake City and Tillicum.

ED-5.13: Develop and implement a sub-area plan for Springbrook.

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.

Manufacturing/Industrial Areas

GOAL ED-6: Ensure the logistical functions of Lakewood’s industrial districts are not impaired by conflicts with other transportation system users.

Policies:

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.

ED-6.2: Pursue regional capital improvement opportunities that will benefit Lakewood's industrial districts.

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.

Joint Base Lewis McChord

GOAL ED-7: Protect the mission of, and ensure the long-term viability of Joint Base Lewis McChord.

Policies:

ED-7.1: Maintain the South Sound Military Communities Partnership.

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.

ED-7.3: Work with federal, state, and local agencies to fund the acquisition of properties deemed unsafe in the Clear Zone.

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.

ED-7.5: 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.

ED-7.7: Conduct industry justification and economic diversification studies in response to drawdown and potential loss of Department of Defense contracts.

CHAPTER 7

UTILITIES

~~7.0 UTILITIES~~
CHAPTER 7 – UTILITIES

7.1 Introduction

Utilities are critical to ensuring Lakewood's viability as a place to live, work, and conduct business and pleasure. Utilities in Lakewood supply drinking water, electricity, and communications and rid homes and businesses of sewage, solid waste, and excess stormwater. The purpose of this chapter is to ensure that adequate utilities will be available, maintain an equitable level of service, guarantee public health and safety, promote efficiencies and economies of scale, and foster coordination with regional and independent utility systems.

Utilities addressed in this chapter include stormwater, sanitary sewer, water, electricity, communications, solid waste, and natural gas. Background data used in the development of these goals and policies and specific capital programs to implement them are included in the 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 EIS. This chapter is primarily concerned with goals and policies pertaining to each utility category.

7.1.1 General Goals and Policies

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

Policies:

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

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

GOAL U-~~1~~2: Provide an adequate level of public utilities in response to and consistent with land use, environmental protection, and redevelopment.

Policies:

U-~~1~~2.1: Utility services and facilities must be consistent with the growth and development concepts directed by the comprehensive plan.

U-~~1~~2.2: Where appropriate, encourage conservation in coordination with other utility providers and jurisdictions.

U-~~1~~2.3: Encourage the appropriate siting, construction, operation, and decommissioning of all utility systems in a manner that reasonably minimizes impacts on adjacent land uses.

GOAL U-~~2~~3: Provide and maintain safe, reliable, and adequate utility facilities and services for the city's current and future service area to meet anticipated peak demands in an efficient, economically, and environmentally responsible manner.

Policies:

U-~~2~~3.1: Condition development approval on capacity of utility systems to serve the development without decreasing established LOS, or on a financial commitment to provide service within a specified time frame.

U-~~2~~3.2: Coordinate the extension of utility services with expected growth and development.

U-~~2~~3.3: Coordinate with service providers and other utilities using rights-of-way on the timing of improvements to reduce impacts to communities and to lower the cost of improvements.

U-~~2~~3.4: Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better.

7.2 Stormwater

The City of Lakewood provides stormwater service to the entire city. Figure 7.1 depicts the locations of the City's stormwater systems. The City maintains close working relationships with adjacent stormwater utilities, including the City of Tacoma and Pierce County Public Works and Utilities. These working relationships are essential because stormwater conveyed from portions of Tacoma and portions of unincorporated Pierce County ultimately reaches, and is conveyed through, City-owned facilities.

The City will ensure that adequate storm drainage facilities exist to accommodate growth by finding existing deficiencies, regularly updating its stormwater planning, and adopting a set of development standards that require developers to fund and install appropriate storm drainage facilities. Additional information is contained in the background report and Section 3.11 of the EIS.

GOAL U-~~3~~4: Provide efficient, cost-effective, and environmentally sound surface water and flood control facilities to protect existing and future land uses to preserve public safety and protect surface and groundwater quality.

Policies:

U-~~3~~4.1: Ensure that adequate storm drain and flood-control facilities are provided and properly maintained to alleviate surface flooding during storm events.

U-~~3~~4.2: Undertake a stormwater management program that meets or exceeds the standards of the National Pollutant Discharge Elimination System (NPDES).

U-~~3~~4.3: Provide for maintenance and upgrade of existing public storm drainage systems and flood control facilities and for construction of expanded public storm drain systems and flood control facilities to protect existing and future development.

U-~~3~~4.4: Implement flood-control improvements that maintain the integrity of significant riparian and other environmental habitats.

U-~~3~~4.5: Develop public works policies and design standards which encourage minimizing the

development of impervious surfaces.

U-~~3~~4.6: Seek land acquisition opportunities in areas of the C~~c~~ity targeted for future growth and increasing density for stormwater storage functions to compensate for increasing impervious surface.

U-~~3~~4.7: Support lake management studies for Lake Steilacoom, Gravelly Lake, and Lake Louise to determine pollutant ~~sources~~ sources~~(coordinate with Policy LU–62.7).~~.

U-~~3~~4.8: Participate in ongoing water quality monitoring programs for all public drainage systems that discharge into lakes and streams.

U-~~3~~4.9: Develop and implement a state-approved Comprehensive Storm Water Management Program.

U-~~3~~4.10: Cooperate with the Pierce County Conservation District Stream Team Program to provide water quality education to the community.

GOAL U-~~4~~5: Ensure that the costs of improvements to the storm drain and flood-control system are borne by those who both contribute and benefit.

Policies:

U-~~4~~5.1: Require that on-site treatment of stormwater generated by new development is adequate to meet the requirements of the City's stormwater management and site development manual and that such facilities are constructed coincident with new development.

U-~~4~~5.2: Costs for improvements to existing storm drain and flood control facilities associated with a new development shall be borne by the developer through payment of fees or by actual construction of the improvements.

U-~~4~~5.3: Consider formation of benefit assessment districts and community facilities districts, where appropriate, in which those who benefit from specific local storm drain and flood-control improvements pay a proportionate share of the costs.

GOAL U-~~5~~6: Minimize the impact of poor storm drain performance upon transportation infrastructure.

Policies:

U-~~5~~6.1: Ensure the timely removal of debris from storm drains.

U-~~5~~6.2: Consider and seek funding for public projects to resolve roadway flooding problems in areas that ——are poorly served by storm drains.

U-~~5~~6.3: Require adequate storm drainage in conjunction with new development.

7.3 Sanitary Sewers

Sewer service in the City of Lakewood is almost entirely provided by Pierce County Public Works and Utilities. Sewer service was recently expanded to serve the Tillicum and Woodbrook communities. The Town of Steilacoom provides sewer service to Western State Hospital.

Steilacoom has indicated that its facilities serving the Western State Hospital currently have additional growth capacity. The City of Tacoma provides sewer service to the Flett subdivision, and to commercial and residential users located in northeast Lakewood (80th Street and 84th Streets located near the northern city limits.). Chapter 3, Figure 3.137.2 describes the locations of all major sewer trunk lines within Lakewood.

As shown on Figure 7.1, the Tillicum and American Lake Gardens neighborhoods do not have sewer service and rely on individual septic systems. The area immediately north of Pierce College and north of 101st Street SW, as well as the area along Clover Creek near Cochise Lane, are remain unsewered. Since the adoption of the City's Comprehensive Plan in 2000, sewer trunk lines have been installed in Tillicum and Woodbrook. as well. To increase residential density in Tillicum and convert American Lake Gardens to the industrial use directed in this plan, both neighborhoods will require sewer systems. (A discussion of these systems is included in Section 3.11 of the EIS.)

GOAL U-76: Ensure efficient, cost-effective, and environmentally sound sewage collection and treatment to protect public health and maintain safe and high quality groundwater reserves and protect riparian and other wildlife habitat.

Policies:

U-67.1: Provide leadership to Pierce County to ensure that sewer connection fees and monthly charges are adequate to fund maintenance of existing facilities, and collect monies toward operation, maintenance, repair and replacement of existing facilities.

U-67.2: Provide leadership to Pierce County in evaluating and accommodating increased demand by upgrading existing facilities and/or constructing new collection and treatment improvements.

GOAL U-78: Ensure that new growth is served by sewers, and pursue a citywide system to eliminate current service deficits.

Policies:

U-78.1: Ensure that public sewage treatment and collection systems are installed and available for use coincident with new development.

U-78.2: Continue current efforts to extend sewers throughout all of Woodbrook and Tillicum.

U-78.3: Encourage extension of sewer service to Woodbrook and portions of Tillicum slated for density increases or changes in use consistent with the adopted Comprehensive Plan Future Land Use Map (see Policy LU-62.5).

U-78.4 Enforce Ordinance No. 530, requiring sewer mandatory sewer connections throughout the city.

U-78.5: Work with Pierce County to develop a plan that would provide sewer services to pockets of unsewered properties interspersed throughout the city's core.

U-78.6: Work with Pierce County to establish a priority for sewering properties located within the Arrowhead-Partridge Glen Neighborhood, Lakewood's westerly urban growth area.

U-~~7~~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-~~7~~8.8 Where feasible, utilize grant funding sources to extend major sewer lines.

U-~~7~~8.9: Require projects located beyond the reasonable reach of existing sewer service construct dryline sewers within roadways and adopt covenants requiring that they connect to sewers when available.

U-~~7~~8.10 Issue building permits in sewered areas only when sewer capacity is available.

U-~~7~~8.11: Enable existing uses to continue utilizing individual and/or community septic systems, provided that soil conditions will support their use, until sewers are available.

U-~~7~~8.12: Ensure that sewer permits are processed in a timely manner by Pierce County.

U-~~7~~8.13: Solicit private industrial developers willing and able to finance the extension of sanitary sewers to Woodbrook.

U-~~7~~8.14: Ensure that public sewage treatment and collection systems are installed and available for use —concurrent ~~coincident~~ with new development.

~~U-7.2: Work with Pierce County to establish a priority for sewering bypassed urban areas located within the city (American Lake Gardens and Tillicum).~~

~~U-7.3: Require projects located beyond the reasonable reach of existing sewer service construct dryline sewers within roadways and adopt covenants requiring that they connect to sewers when available.~~

~~U-7.4: Issue building permits in sewered areas only when sewer capacity is available.~~

~~U-7.5: Enable existing uses to continue utilizing individual and/or community septic systems, provided that soil conditions will support their use, until sewers are available.~~

~~U-7.6: Ensure that sewer permits are processed in a timely manner by Pierce County.~~

~~U-7.7: Encourage extension of sewer service to American Lake Gardens and portions of Tillicum slated for density increases (see Policy LU-62.5).~~

~~U-7.8: Solicit private industrial developers willing and able to finance the extension of sanitary sewers to American Lake Gardens.~~

7.~~3~~ 4 Water

Water service in the City of Lakewood is almost entirely provided by the Lakewood Water District. Small portions of the north and northeast sections of the city are served by the City of Tacoma, the Parkland Light and Water Company, and Southeast Tacoma Mutual Water

Company.

Figure 7.~~2~~3 shows the water systems service areas, in addition to the location of groundwater pump stations. No surface water, desalinated water, or recycled water is used. The aquifers are at different depths, generally of glacial origin and tend to be coarse-grained and highly permeable. Recharge (replenishing) of the aquifers comes from local rainfall or snowmelt in the Clover/Chambers drainage basin. Some of the aquifers will most likely receive some additional deep underflow ranging from the south Puyallup/Graham area westward to the Puget Sound.

The Lakewood Water District was formed in 1943. The District originally leased its water supply and distribution facilities from the Federal Works Agency, from whom it later purchased the facilities. At that time, the facilities consisted of four wells, three storage tanks, and approximately 41 miles of water main serving approximately 270 connections. The District began its first groundwater drilling efforts in 1943. The District has grown steadily ever since residential and commercial development occurred within its service area. Facilities now include 13 storage tanks and 34 groundwater wells, of which 30 are active. In 2010, the District served approximately 16,425 service connections and had approximately 250 miles of water main.

The District's existing retail and wholesale water service areas, which are the same as the District's future service area. The District's retail water service area includes most of the City of Lakewood's city limits, portions of the Town of Steilacoom and portions of unincorporated Pierce County. The District's wholesale water service area includes the retail water service areas of Pierce County Water Cooperative member systems. The District supplies wholesale water to the City of Steilacoom and Summit Water and Supply Company and has contracts to provide wholesale water to the Rainier View Water Company and Spanaway Water Company.

The average demand per capita in the District's retail water service area between 2004 and 2010 was 139 gallons per person per day, which is a nearly 6% reduction compared to the average per capita demand of 147 gallons per day in the 2006 plan.

Lakewood's sole source of water is from underground aquifers supplied by 30 active groundwater wells. These wells have sufficient capacity and water rights to meet current and future demands. However, many of the District's supply facilities have aging mechanical equipment and aging site piping that needs replacing.

In recent years, the District has experienced an increase in distribution system leakage, which it is taking steps to reduce. The steps include conducting leak detection audits, calibrating and replacing water source and service meters and replacing aging water mains which are suspected to have leaks. Figure 7.4 shows the Water Districts water line replacement program as of 2013.

Redevelopment within the District's retail water service area will increase the service area population and demands. Within the 20-year planning period of this plan, the District's retail water service area is anticipated to grow by approximately 13,186 people, or 22%. The increase in total water system demands is anticipated to increase by this same percentage.

All of the water from the District's wells is chlorinated before it enters the distribution system. Re-chlorination is also used at the District's Western State and American Lake Gardens storage tanks to maintain adequate chlorine residual in the stored water. The

District does not fluoridate its water supply.

The District's water system has 12 pump stations. Each pump station serves one of three purposes: Pumping water from a reservoir to the system where the elevation of the reservoir is too low to gravity feed into the system; Continuously pumping water into a pressure zone for maintaining adequate pressures where the pressure zone doesn't have a tank for maintaining pressures; and Pumping water from a lower pressure zone to a higher pressure zone where the higher pressure zone has one or more tanks to maintain pressures.

The District's water system has 13 active storage facilities. Two tanks have been abandoned. The Washington Boulevard was abandoned by the District several years ago. The Tillicum Elevated Tank has also been abandoned for several years, but remains standing for the sole purpose of supporting cell phone antennas. The storage system meets current and future system needs, but many facilities are aging.

The District's Retail Water Service Area (Lakewood) contains approximately 250 miles of water main ranging in size from less than 2-inches to 16-inches in diameter. Much of the water main (approximately 39 percent) within the service area is 8-inch diameter and an additional 18 percent of District's water main is larger than 8-inch diameter.

Approximately 73% of the water main in the system is asbestos cement (AC). The District has an ongoing program to replace this older AC water main. All new water main installations are ductile iron water main in accordance with the District's current development and construction standards.

The average life expectancy of water main in the District's system is generally estimated at 50 years. This is partly due to the AC pipe material of much of the water system and also due to the numerous water mains that were cut and repaired with couplings and fittings as part of a large sanitary sewer system utility local improvement district (ULID) in the early 1980s. Approximately 47 percent of water main within the system was constructed before the 1960s and is reaching the end of its design life expectancy.

In 2014, the District officially instituted a 50-year water main rehabilitation and replacement program. The program would replace approximately 180-miles of the 256-mile system, in addition to replacing over 16,000 water meters. Total project cost in 2014 dollars is $180 million. Figure 7.~~3~~4 illustrates the status of the program as of 2014. The District has also implemented a capital facilities plan to upgrade and expand services to meet the City's economic development priorities.

The District has advanced a capital improvement program (CIP). The CIP has recommended major maintenance and replacement needs of the existing system at an annual rate of $3.65 million minus water main replacement which is funded separately. Capital improvements have been proposed in six categories:

- Water Main Improvements - improvements to existing water mains as well as adding new water mains to improve capacity and reliability.

- Pressure Control Station Improvements - improvements to the system's pressure control stations to improve and sustain pressure.

- Pump Station Improvements - improvements focused on updating the District's pump stations to improve reliability, aesthetics, usefulness, safety and serviceability.

- Tank/Reservoir Improvements - improvements include renovating older tanks as well as replacing entire tanks due to age.

- Well Capacity & Reliability Improvements - improvements focused on updating existing well facilities to improve overall performance.

- Miscellaneous Improvements - program-level planned work required to comply with various state and federal water regulations.

~~Water service in the City of Lakewood is almost entirely provided by the Lakewood Water District. Small portions of the north and northeast sections of the city are served by the City of Tacoma, Parkland Light and Water Company, and Southeast Tacoma Mutual Water Company. Water system service areas are illustrated on Figure 7.2.~~

~~The Lakewood Water District has completed a water system plan, which contains a system analysis for projected demands through 2017. Each of the other water purveyors has a current water system plan, approved by the Washington State Department of Health. Approval requires planning to meet 20-year projections for the purveyors' entire service areas, of which only a small fraction is within the City of Lakewood. State law requires that water system plans be consistent with local land-use plans and that they be updated every six years. Additional information and supporting analysis is contained in the background report and in Section 3.11 of the EIS.~~

~~7.4.1 Lakewood Water District~~

~~The Lakewood Water District provided an analysis of source, storage, and booster pump station adequacy to meet projected future demands. The District indicates that its 44.9 million gallons per day (MGD) of source capacity will meet future supply needs, that its 26.8 million gallons of storage will meet future storage needs, and that booster pumping capacity is adequate. The District is working on updating its projected capital improvements through 2010.~~

~~Construction of new water system facilities in the Tillicum area is planned to ensure that both fire flow and supply needs are met as growth occurs. These planned improvements include replacement of the Tillicum Reservoir, construction of a 12-inch main along Union Avenue, and installation of other eight-inch water mains in the neighborhood. Additional discussion of water supply issues is contained in the background report.~~

7.4.~~2~~ 1 Other Water Purveyors

Minor portions of the city are served by the Southeast Tacoma Mutual Water Company, ~~the Parkland Light and Water Company,~~ and the City of Tacoma. Continued service to these areas is expected to be adequate for the 20-year planning period. Western State Hospital provides its own water service. There are also private wells servicing existing mobile home parks scattered throughout Lakewood. ~~Continued service to these areas is expected to be adequate for the 20-year planning period.~~

7.4.~~3~~ 2 Goals and Policies

GOAL U-~~8~~9: Ensure a safe and adequate water supply for the citizens of Lakewood with adequate storage and distribution treatment facilities to support projected growth in demand.

Policies:

U-~~8~~9.1: Ensure that new growth does not exceed adequate water supply and appropriate infrastructure levels. Appropriate water pressure shall require a minimum of 40 pounds per square inch (psi) and a maximum of 85-90 psi, and fire flows of 1,500 gallons per minute (gpm).

U-~~8~~9.2: Coordinate with other entities to conduct studies to evaluate the aquifer and its long-term capabilities.

U-~~8~~9.3: Coordinate with private water providers and appropriate governmental agencies prior to approval –o~~o~~f new development entitlements.

U-~~8~~9.4: Coordinate the construction of interties with adjoining water purveyors to enhance the City's water supply and fire flow capacity.

GOAL U-~~9~~10: Minimize water consumption through site design, the use of efficient systems, and other techniques.

Policies:

U-10~~9~~.1: Require incorporation of water conservation features such as low-flow toilets, showerheads, and faucets in the design of all new construction.

U-~~9~~10.2: Promote drought-tolerant landscaping (xeriscaping) through development standards.

U-~~9~~10.3: Encourage industrial and commercial users to incorporate appropriate water conservation measures such as recycling into their operations.

GOAL U-~~10~~11: Ensure that the costs of new water facilities are borne by those who benefit.

Policy:

U-~~10~~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.

7.5 Electricity

Lakewood is served by three electric utilities. In general, Tacoma Power serves the northern sections of the city, Lakeview Light and Power serves the eastern sections, and Puget Sound Energy (PSE) serves the western sections.[1] Approximate electric service areas are illustrated in Figure 7.~~4~~5. ~~7.3. Additional information is contained in the background report and in Section 3.11 of the EIS.~~

7.5.1 Lakeview Light and Power

Lakeview Light and Power serves a large portion of eastern Lakewood, including most areas south of Steilacoom Boulevard and east of Bridgeport Way. Lakeview Light and Power's service area also includes the Springbrook neighborhood, most of the area south of 112th Street SW and east of Nyanza Road SW, and some areas between Gravelly Lake Drive and Bridgeport Way SW.

Approximately one-third of the projected population growth and two-thirds of the projected employment growth will occur in the Lakeview Light and Power service area. Lakeview Light and Power does not anticipate requiring any new facilities to accommodate this projected population and employment growth, provided that the future commercial and/or industrial development is not substantially more energy intensive on a per-job basis than existing commercial and industrial development in the city.

7.5.2 Tacoma Power

Tacoma Power serves most areas north of Steilacoom Boulevard. South of Steilacoom Boulevard, Tacoma Power provides service to Pierce College, Lakes High School, Lakewood Towne Center, and other areas east of Lake Steilacoom and west of the Lakeview Light and Power service area. Tacoma Power has indicated that additional substation and feeder facilities will be needed to meet projected 20-year growth, and that it continues to monitor municipal growth projections and update its utility planning accordingly.

7.5.3 Puget Sound Energy

Puget Sound Energy (PSE) serves most areas south of Steilacoom Boulevard that area west of Lake Steilacoom and Gravelly Lake. Additionally, PSE serves the Tillicum and Woodbrook ~~American Lake Gardens~~ neighborhoods. Its Operations Planning Department is responsible for identifying future facility needs and uses information provided by Lakewood and other jurisdictions, monitoring of residential development permits, and commercial/industrial land-use applications as tools to maintain a system-wide long range plan for electric facilities. The purveyor has indicated that facilities exist to accommodate proposed residential development, as well as proposed industrial development in the Woodbrook ~~American Lake Gardens~~ area, provided that industrial development would not create certain above average industrial load demands on the existing system, on either an average or peak demand basis~~s~~.

~~1 Each utility was contacted in the preparation of this document and has provided information regarding its ability to provide electric utility service for projected growth within its individual service area.~~

New Construction: In 2010 through 2012, PSE rebuilt and relocated 4.5 miles of 55 kV transmission line to the current 115 kV standard from South Tacoma Way to the Gravelly Lake substation in Lakewood. Beginning in 2015 PSE will install a new 115 kV circuit breaker at the Gravelly Lake substation (8304 Washington SW, Lakewood). The work will be performed within the existing substation footprint. The upgrades increase reliability and serve to meet the growing demand for power within the region.

There are no other major projects being planned; however, new projects may come about due to: New or replacement of existing facilities to increase capacity requirements resulting from new construction and conversion from alternate fuels; main replacement to facilitate improved maintenance; or replacement or relocation of gas facilities caused by municipal and state projects.

7.5.4 Goals and Policies

Goal U-~~11~~12: Ensure that an adequate electrical supply at a fair and reasonable cost is available to support existing and future land uses in the city.

Policies:

U-~~11~~12.1: Require that new development be contingent on the ability to be served with adequate electrical facilities and service.

U-1~~1~~2.2: The City hereby incorporates by reference PSE's GMA Electrical Facilities Plan into this utilities element as now existing or hereafter amended or adopted.

GOAL U-~~12~~13: Provide appropriate locations for electrical service lines and facilities while protecting public health and safety from associated hazards.

Policies:

U-~~12~~13.1 Prevent encroachment of housing and other incompatible uses under power lines and into electrical utility corridors.

U-~~12~~13.2: Regulate development to protect public health and welfare in areas containing electrical facilities that generate significant electro-magnetic fields.

U-~~12~~13.3: Coordinate with local purveyors to develop future facility maps for the location of transmission lines, high-voltage distribution lines, and substations.

U-~~12~~13.4: Work with local purveyors to ensure that existing electrical facilities are protected from encroachment, that electrical facilities do not cause negative aesthetic or health impacts on the community, and that adequate electrical facilities are available to meet the needs of future development.

U-~~12~~13.5: Pursue the undergrounding of existing above-ground electrical facilities and ensure the undergrounding of new electrical facilities.

GOAL U-~~13~~14: C~~C~~oordinate ~~e~~ utilities undergrounding with new development, redevelopment, and street projects.

U-~~13~~14.1: Where feasible, time undergrounding of utilities to coincide with major street projects.

U-~~13~~14.2: Seek financing for utilities undergrounding in conjunction with road improvement financing.

U-~~13~~14.3: ~~Where feasible, require undergrounding of utilities in conjunction with new development.~~To the maximum extent possible and based upon applicable regulations, the City should require the undergrounding of utility distribution lines in new subdivisions, new construction, and significantly reconstructed facilities, consistent with all applicable laws.

U-1~~3~~4.4: 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 Central Business District and the I-5 Corridor (Pacific Highway SW and South Tacoma Way).

GOAL U-15~~4~~: To the extent practical, screen major utility structures/fixtures.

U-1~~4~~5.1: The City should work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.

U-1~~4~~5.2: The City should require that site-specific utility facilities such as antennas and substations, be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.

U-1~~3~~5.3: The City should work with the utility companies and also support statewide efforts by the Washington Utility and Transportation Commission (WUTC) to devise a method of paying for improvements associated with environmental and aesthetic impacts.

GOAL U-1~~5~~6: Promote energy conservation.

U-1~~5~~6.1: The City shall, at minimum, ensure that its buildings comply with state and federal standards for energy conservation.

U-1~~5~~6.2: The City will endeavor to work with utility companies to promote and educate the public about strategies for conserving energy.

U-1~~5~~6.2: 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.

7.6 ~~Communications~~Telecommunications

In general, the telecommunications (cable/phone/internet) industry has changed

considerably in recent decades, due to both federal deregulation and technological advancements. A student project at the University of Texas at Austin adeptly describes the state of the telecommunications industry:

> "The [late 1990s/early 2000s] have witnessed historic changes in the realm of communications technology. Government policy makers have struggled to keep up with rapidly evolving Internet, telephone, and cable television technology, trying to generate an effective regulatory balance that ensures consumer protection and facilitates the efficient deployment of new technology by eager companies. One of the most important responses to the changes in the telecommunications sector, the Federal Telecommunications Act of 1996, offered a decrease in government regulation as a response to the uncertainties of technological innovation. Since the passage of the Act, the degree of monopoly power and market concentration the telecommunications sector has been on the rise."

In part, the project examines the proliferation of telecommunications providers since the AT&T breakup and emergence of "Baby Bells" in the 1980s and industry competition that has evolved since then. This offers a framework for not only the telecommunications utilities available in Lakewood, but throughout communities nationwide. Where a past study such as this might have listed individual providers in a prospective annexation area, consumers now have a myriad of choices.

Many telecommunications providers now focus on "bundling" in their marketing, to entice customers to obtain their phone, internet (including wi-fi), and television (many including digital video recording and on-demand/pay-per-view) access through a single purveyor. Comcast Xfinity, DirecTV, and DISH Network are common examples in this region. At least one provider is incorporating home security monitoring into its program as well. Some customers opt for cellular service instead of the "land-line" phones available in bundled services. Still others might use smart phones for both phone and internet via data plans. As a result of deregulation, the wealth of providers and service options available, and the diversity of consumer preferences, telecommunications services available within the City have not been assumed to be limited to a single or most prominent provider.~~Qwest Communications provides local standard telephone service and local long distance service to the city. As federal telecommunications deregulation has progressively occurred, numerous providers now offer long-distance service either via dial-in access codes or prepaid calling cards, and likewise cellular phone coverage is provided by a growing number of carriers. Cable service is provided throughout the city by Comcast, which also provides high-speed internet service, while many apartment complexes are also served by satellite master antenna systems.~~

GOAL U-17~~6~~~~4~~: Accommodate ongoing improvements in communications systems and promote state-of-the-art facilities.

Policies:

U-1~~6~~7.1 Ensure that development regulations are consistent with public service obligations imposed upon private utilities by federal and state law.

U-1~~6~~7.2: Process permits for private utility facilities in an efficient and timely manner, in accordance with franchise agreements, development regulations, the Lakewood

Comprehensive Plan, and adopted codes.

U-1~~6~~7.3: The City will encourage and work with telecommunication and cable companies to develop fiber optic cable networks and to increase interconnectivity between different networks.

U-1~~6~~7.4: The City will endeavor to work with utility companies and other public institutions, such as the school district, and local community and technical colleges to develop a full range of community information services, available to citizens and businesses through the telecommunication network.

U-1~~6~~7~~4~~.5~~1~~: Support new advances in telecommunications systems that will create a better informed public, —foster economic vitality, and reduce demand on the region's street system.

U-1~~6~~7~~4~~.6~~2~~: Ensure that zoning regulations do not unnecessarily hinder establishment of in-home offices ~~and~~ and ——————businesses that take advantage of electronic communications.

U-1~~6~~7~~4~~.7~~3~~: ~~Promote creation of facilities such as "telework stations" in convenient locations where individuals may lease or buy space for business use without physically commuting to farther away businesses.~~Encourage the use of smaller telecommunications facilities that are less obtrusive and can be attached to existing utility poles other structures without increasing their height.

~~U-14.4: Promote teleworking options for employees involved in citywide programs.~~

~~U-14.5: Ensure that new buildings and structures do not block existing access to radio and microwaves.~~

~~U-14.6: Ensure that new cellular towers, public and private satellite dishes, and other similar facilities are appropriately located and/or screened to minimize visual impacts.~~

U-1~~6~~7~~4~~.8~~7~~: Develop programs to protect communications facilities during disasters or emergencies.

~~U-14.8: Require undergrounding and, where feasible, joint trenching for any new telephone, cable television, and/or fiber optic lines.~~

U-1~~6~~7~~4~~.9: Promulgate regulations to meet federal requirements yet protect the community from ——————undesirable impacts of cell towers, public and private satellites dishes, and other similar facilities.

U-1~~6~~7.10 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.

7.7 Solid Waste

State law requires counties, in coordination with their cities, to adopt comprehensive solid waste plans for the management, handling, and disposal of solid waste for twenty years, and to update them every five years. Cities may choose to be joint participants in the plan, delegate planning to the county, or do their own plan. In Pierce County, waste management and recycling activities for all jurisdictions, including Lakewood, are coordinated under the umbrella of the Tacoma-Pierce County Solid Waste Plan.

There are three separate collection and disposal systems in the County:

- The County's system includes the unincorporated areas of the county and 19 cities and towns using the County's disposal system;

- Tacoma, as a joint participant in the plan, has its own collection utility and disposal system and the Town of Ruston operates its own collection utility, but has an inter-local agreement with Tacoma for disposal and an inter-local agreement with the County adopting the Solid Waste Plan; and

- Joint Base Lewis McChord uses the Fort Lewis disposal system but coordinate with the County on public outreach and education programs about waste reduction and recycling.

Currently in Lakewood, waste is collected by Waste Connections, a private company under contract with the City. Waste Connections offers residents solid waste and recycling collection programs.

Waste Connections also operates a transfer station located at 3902 Steilacoom Boulevard. The facility operates two 114-cubic yard (25-ton) transfer trailers which service both drop box (primarily construction material) and route collection vehicle waste. About 60% of the waste collected by Waste Connections is handled at this transfer station. The remainder is hauled by collection vehicle to Hidden Valley. The Hidden Valley facility is not open for public disposal, but does have a public drop-off site for recyclables (no buyback).

An update of the Solid Waste Plan was adopted in 2000, and a supplemental document was adopted in 2008. Lakewood signed and inter-local agreement with Pierce County pursuant to the Plan. Under this agreement, the County has responsibility for overall planning, disposal and waste reduction and recycling education. Cities are responsible for collections and the development of any recycling program specific to their jurisdiction.

7.8 Hazardous Waste

The Tacoma-Pierce County Local Hazardous Waste Management Plan was adopted by all jurisdictions in 1991. The Plan is administered by the Tacoma-Pierce County Health Department. County health staff indicate that the Plan is anticipated to be updated in 2015. The Hazardous Waste Plan was developed in accordance with RCW 70.105 to "address hazardous waste currently exempt from the State's Dangerous Waste Regulations". This type of waste is mostly household hazardous waste or small quantities from commercial generators. The Tacoma-Pierce County Health Department, Pierce County, and the City of Tacoma provide coordinated management of services, collection, and public outreach for all residents of the county for household hazardous waste.
~~Solid waste removal in Lakewood is provided by a City-contracted certified solid waste company, Harold LeMay Enterprises. Harold LeMay incorporates two operating services within the City of Lakewood. Lakewood Refuse Service, Inc. (LRI) serves a majority of the city, while Pierce County Refuse Company serves a portion of the area west of Far West Drive and east of South Tacoma Way. Each operating service offers discounts to customers who enter their~~

~~recycling program. Recently, other providers were given the opportunity to service projects under development in the city, provided that they pay franchise fees and meet certain other conditions.~~

~~The Lakewood transfer station, located in the Lakewood Industrial Park, is owned by Lakewood Refuse Service, Inc. From the transfer station, solid waste is currently hauled to the Roosevelt Regional Landfill. The former Hidden Valley landfill site is available for disposing organic, compostable debris.~~

~~The 1997 Tacoma-Pierce County Solid Waste Management Plan states that its own goals and policies must be in compliance with and coordinated with the goals and policies of the Pierce County Comprehensive Land Use Plan, as well as coordinated with the goals and policies of other jurisdictions.~~

GOAL U-18~~75~~: Provide for an economical, convenient, environmentally balanced, and integrated solid waste reduction, recycling, and disposal system.

Policies:

U-17~~8~~5.1: Develop and implement comprehensive residential and commercial recycling and composting programs that are convenient and efficient, and that divert the broadest possible range of materials from the landfill.

U-17~~8~~5.2: Promote public and private recycling efforts and organizations.

U-17~~8~~5.3: Support and participate in interagency cooperative efforts with governments, businesses, and institutions in planning and implementing solid waste management programs.

U-17~~8~~5.4: Develop and implement a safe, convenient, and environmentally sound residential hazardous waste collection, recycling, and disposal program.

7.9~~8~~ Natural Gas

Puget Sound Energy (PSE) is the sole natural gas provider for the city of Lakewood. It is estimated that PSE currently serves over 13,100 customers within the City of Lakewood.

Natural gas comes from wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to PSE's gas station.

Supply mains then transport the gad from the gate stations to district regulators where pressure is reduced to less than 60 psig. The supply mains are made of welded steel pipe that has been coated and is cathodically protected to prevent corrosion. These mains range in size from 4 " to 20".

Distribution mains are fed from district regulators. They range is size from 1-1/4" to 8" and the pipe material is either polyethylene (PE) or wrapped steel (STW).

Individual residential service lines are fed by the distribution mains and 5/8" or 1-1/8" in diameter. Individual commercial and industrial service lines are typically 1-1/4", 2" or 4" in diameter.

The company's ~~Its~~ Operations Planning Department is responsible for identifying future facility needs (based on information provided by municipalities), monitoring residential development

permits, and implementing commercial/industrial land-use applications using these tools to maintain a system-wide long range plan for natural gas facilities. The purveyor has indicated that facilities exist to accommodate proposed residential development, as well as proposed industrial development in the American Lake Gardens area, provided that industrial development would not create certain above average industrial load demand on the existing system, either on an average or peak demand basis. ~~Major nNatural gas lines are illustrated in Figure 7.~~5.~~4.~~

As regulated by the WUTC, natural gas is not considered a necessity like electricity; rather, it is a utility of convenience. Customer hookup to the distribution system is determined by the WUTC. PSE natural gas service is a demand driven utility and as such is prohibited from passing the cost of new construction on to the existing rate base. As driven by demand, PSE installs service for new construction and conversion from electricity or oil to natural gas.

GOAL U-1~~8~~9~~6~~: Ensure an adequate, safe, and orderly supply of gas energy to support existing and future land uses in the city.

Policies:

U-1~~8~~9~~6~~.1: Work with the purveyor to ensure that adequate natural gas facilities are available to meet the demands of existing and new development.

U-1~~8~~9~~6~~.2: Work with the purveyor to ensure that facilities are designed and sited to be compatible with adjacent land uses in the city of Lakewood.

U-1~~8~~9~~6~~.3: Prepare land-use ordinances to protect gas line utility corridors.

U-1~~8~~9~~6~~.4: Encourage joint trenching among gas and other utility purveyors.

MAPS

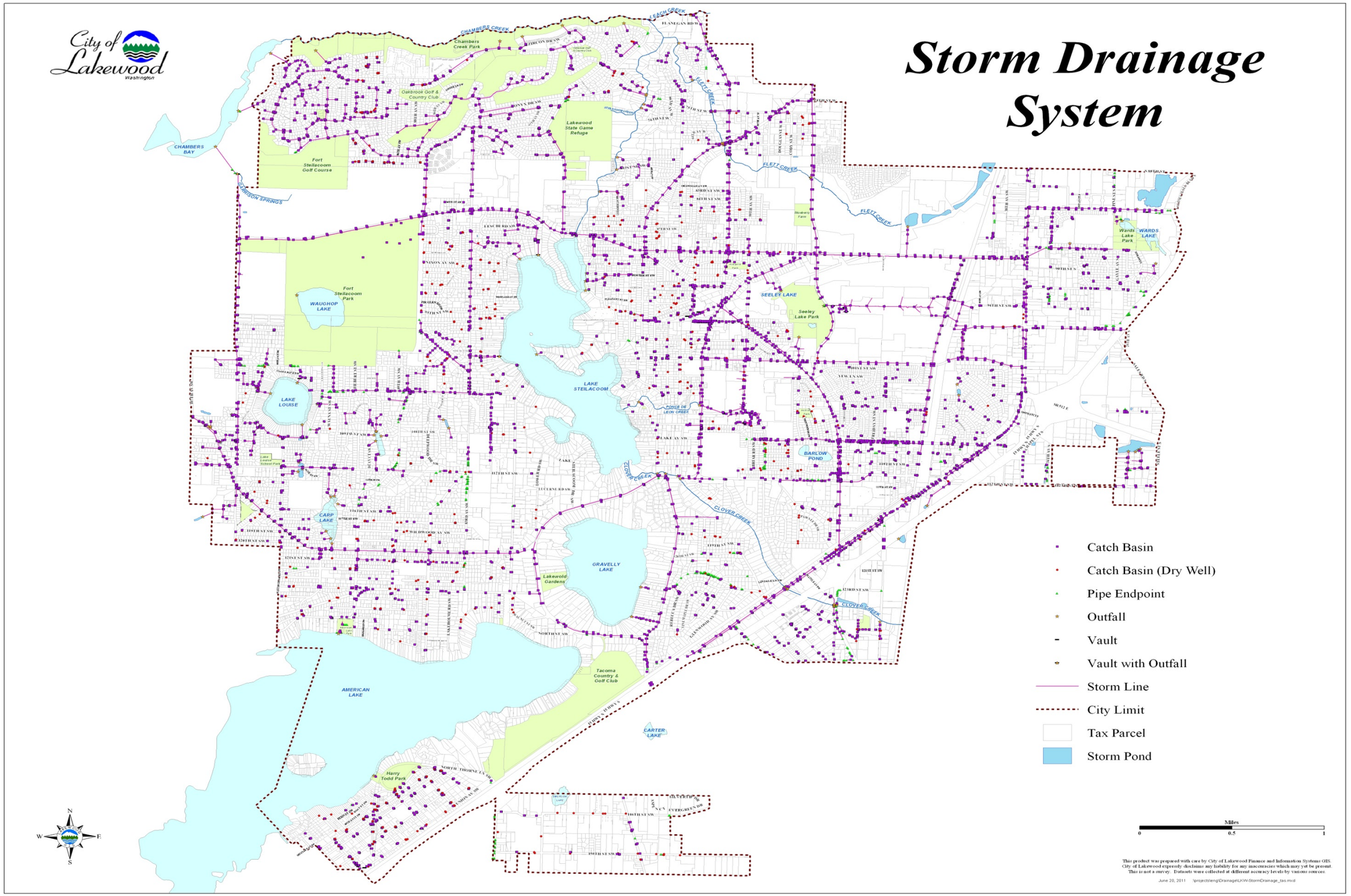
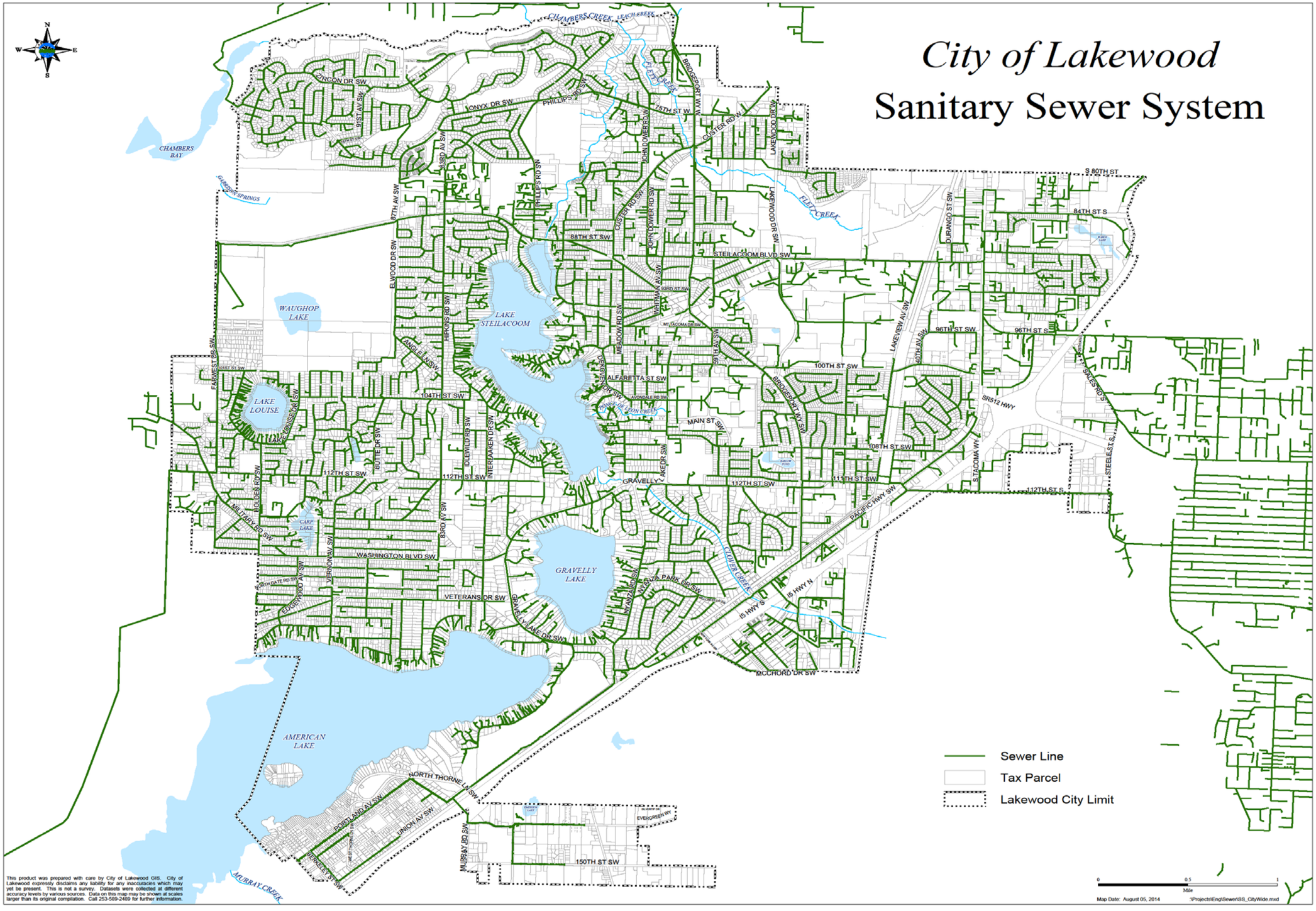


Figure 7.1
Stormwater Systems

Figure 7.2
Sanitary Sewer System



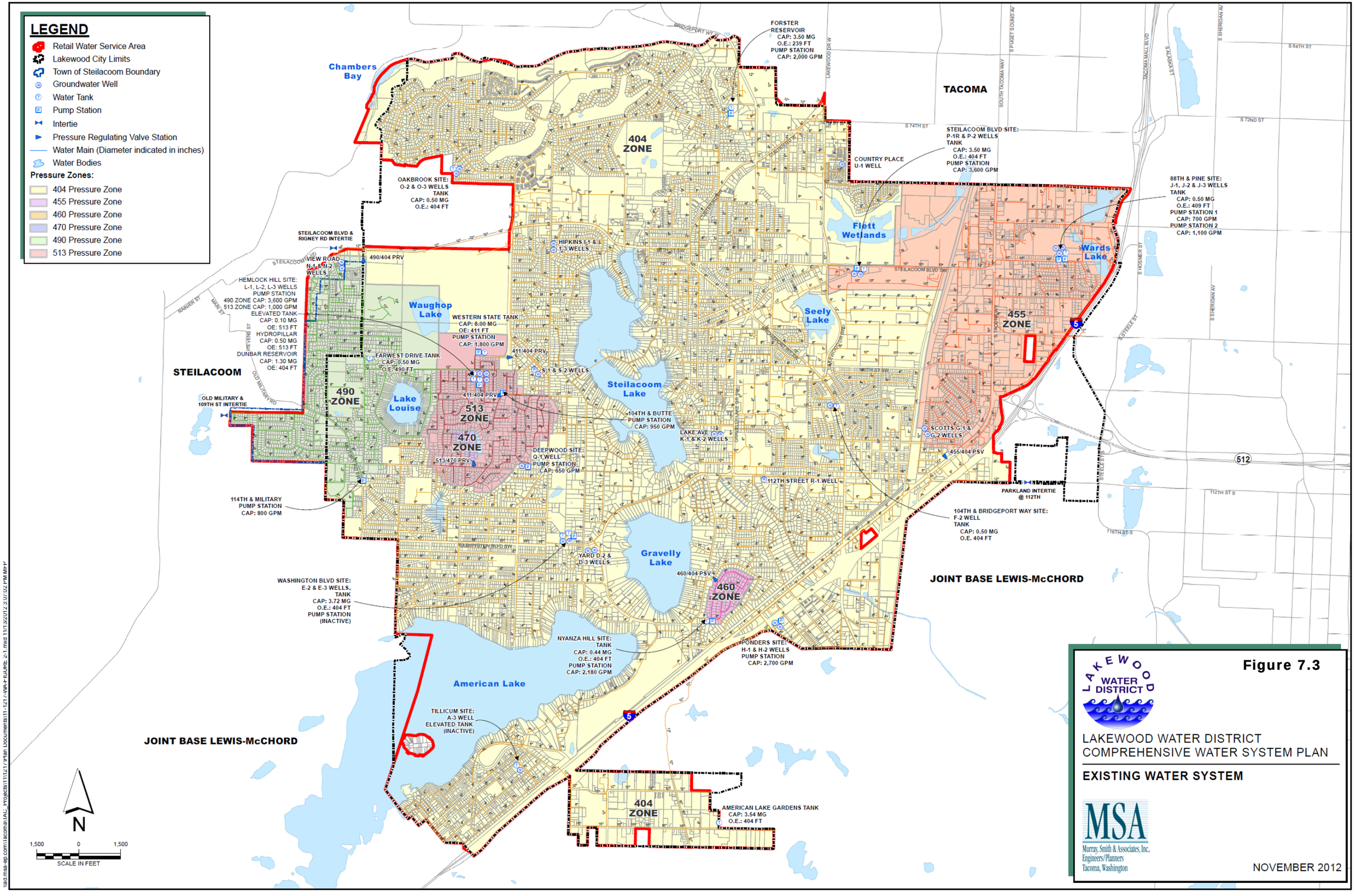

LEGEND
Retail Water Service Area
Lakewood City Limits
Town of Steilacoom Boundary
Groundwater Well
Water Tank
Pump Station
Intertie
Pressure Regulating Valve Station
Water Main (Diameter indicated in inches)
Water Bodies
Pressure Zones:
404 Pressure Zone
455 Pressure Zone
460 Pressure Zone
470 Pressure Zone
490 Pressure Zone
513 Pressure Zone
Chambers Bay
TACOMA
STEILACOOM
JOINT BASE LEWIS-McCHORD
JOINT BASE LEWIS-McCHORD
404 ZONE
455 ZONE
490 ZONE
513 ZONE
470 ZONE
460 ZONE
404 ZONE
Waughop Lake
Lake Louise
Steilacoom Lake
Seely Lake
Flett Wetlands
Wards Lake
Gravelly Lake
American Lake
FORSTER RESERVOIR
CAP: 3.50 MG
O.E.: 239 FT
PUMP STATION
CAP: 2,000 GPM
COUNTRY PLACE
U-1 WELL
STEILACOOM BLVD SITE:
P-1R & P-2 WELLS
TANK
CAP: 3.50 MG
O.E.: 404 FT
PUMP STATION
CAP: 3,600 GPM
88TH & PINE SITE:
J-1, J-2 & J-3 WELLS
TANK
CAP: 0.50 MG
O.E.: 409 FT
PUMP STATION 1
CAP: 700 GPM
PUMP STATION 2
CAP: 1,100 GPM
OAKBROOK SITE:
O-2 & O-3 WELLS
TANK
CAP: 0.50 MG
O.E.: 404 FT
STEILACOOM BLVD &
RIGNEY RD INTERTIE
VIEW ROAD
N-1 & N-2
WELLS
490/404 PRV
HIPKINS I-1 & I-3 WELLS
HEMLOCK HILL SITE:
L-1, L-2, L-3 WELLS
PUMP STATION
490 ZONE CAP: 3,600 GPM
513 ZONE CAP: 1,000 GPM
ELEVATED TANK
CAP: 0.10 MG
OE: 513 FT
HYDROPILLAR
CAP: 0.50 MG
OE: 513 FT
DUNBAR RESERVOIR
CAP: 1.30 MG
OE: 404 FT
WESTERN STATE TANK
CAP: 8.00 MG
OE: 411 FT
PUMP STATION
CAP: 1,800 GPM
411/404 PRV
FARWEST DRIVE TANK
CAP: 0.50 MG
O.E.: 490 FT
S-1 & S-2 WELLS
411/404 PRV
OLD MILITARY &
109TH ST INTERTIE
104TH & BUTTE
PUMP STATION
CAP: 950 GPM
LAKE AVE
K-1 & K-2 WELLS
SCOTTS G-1 &
G-2 WELLS
455/404 PSV
DEEPWOOD SITE:
Q-1 WELL
PUMP STATION
CAP: 650 GPM
513/470 PRV
112TH STREET R-1 WELL
PARKLAND INTERTIE
@ 112TH
114TH & MILITARY
PUMP STATION
CAP: 800 GPM
104TH & BRIDGEPORT WAY SITE:
F-2 WELL
TANK
CAP: 0.50 MG
O.E. 404 FT
YARD D-2 &
D-3 WELLS
460/404 PSV
WASHINGTON BLVD SITE:
E-2 & E-3 WELLS,
TANK
CAP: 3.72 MG
O.E.: 404 FT
PUMP STATION
(INACTIVE)
NYANZA HILL SITE:
TANK
CAP: 0.44 MG
O.E.: 404 FT
PUMP STATION
CAP: 2,180 GPM
PONDERS SITE:
H-1 & H-2 WELLS
PUMP STATION
CAP: 2,700 GPM
TILLICUM SITE:
A-3 WELL
ELEVATED TANK
(INACTIVE)
AMERICAN LAKE GARDENS TANK
CAP: 3.54 MG
O.E.: 404 FT
N
1,500 0 1,500
SCALE IN FEET
LAKEWOOD WATER DISTRICT
LAKEWOOD WATER DISTRICT
COMPREHENSIVE WATER SYSTEM PLAN
EXISTING WATER SYSTEM
MSA
Murray, Smith & Associates, Inc.
Engineers/Planners
Tacoma, Washington
NOVEMBER 2012

Figure 7.3

CHAPTER 7 – UTILITIES

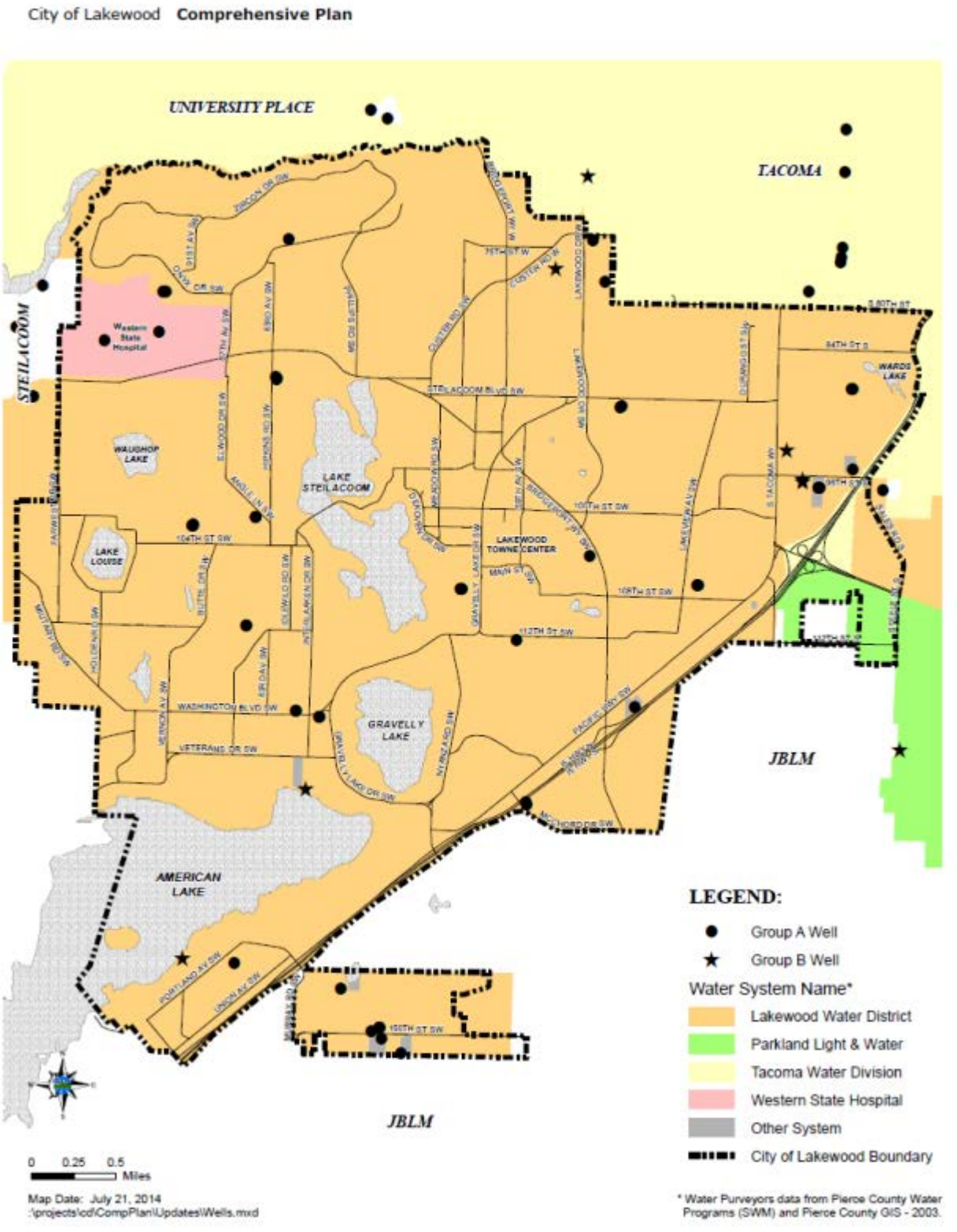


Figure 7.~~2~~3

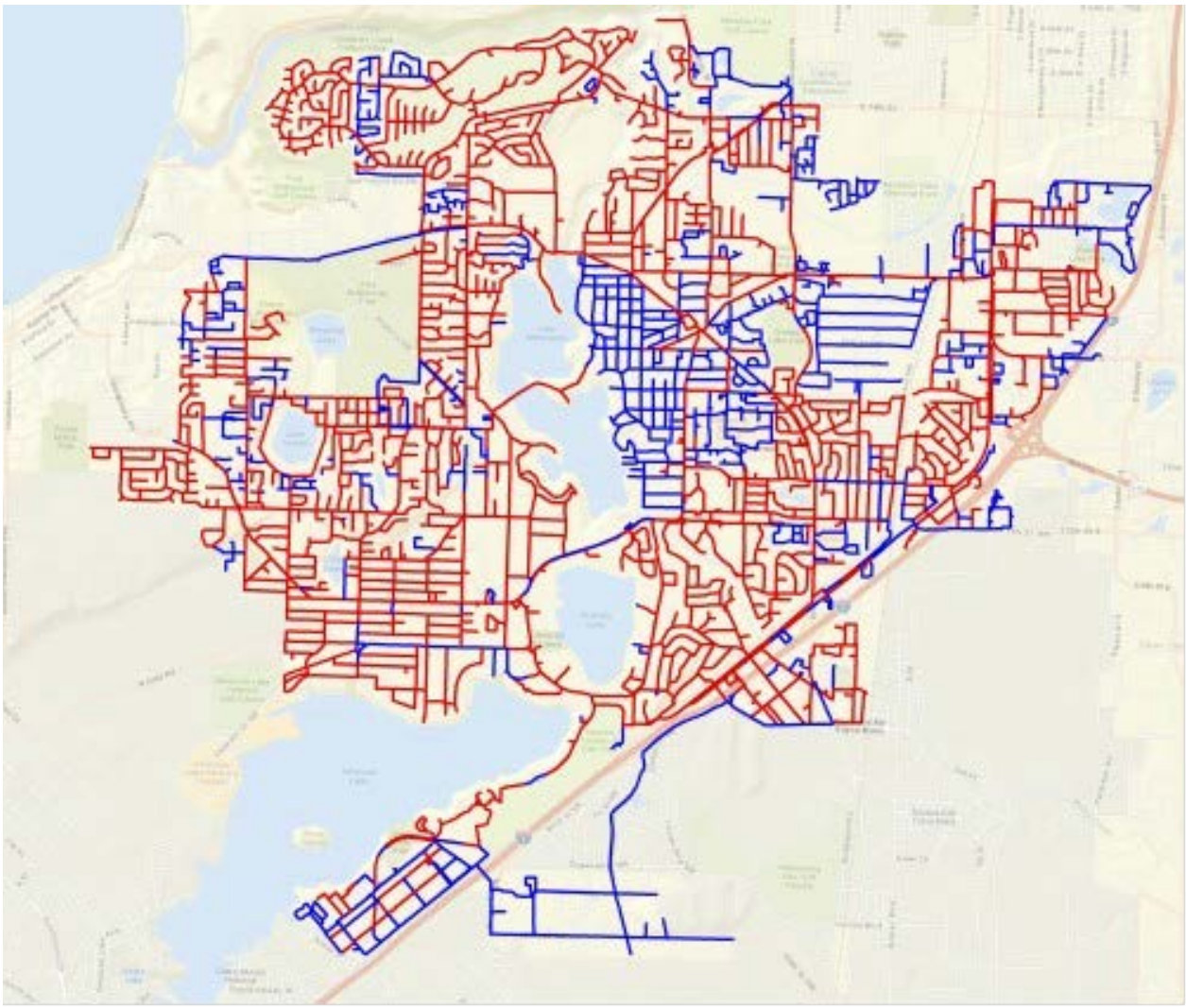


Figure 7.~~3~~4
Waterline Replacement

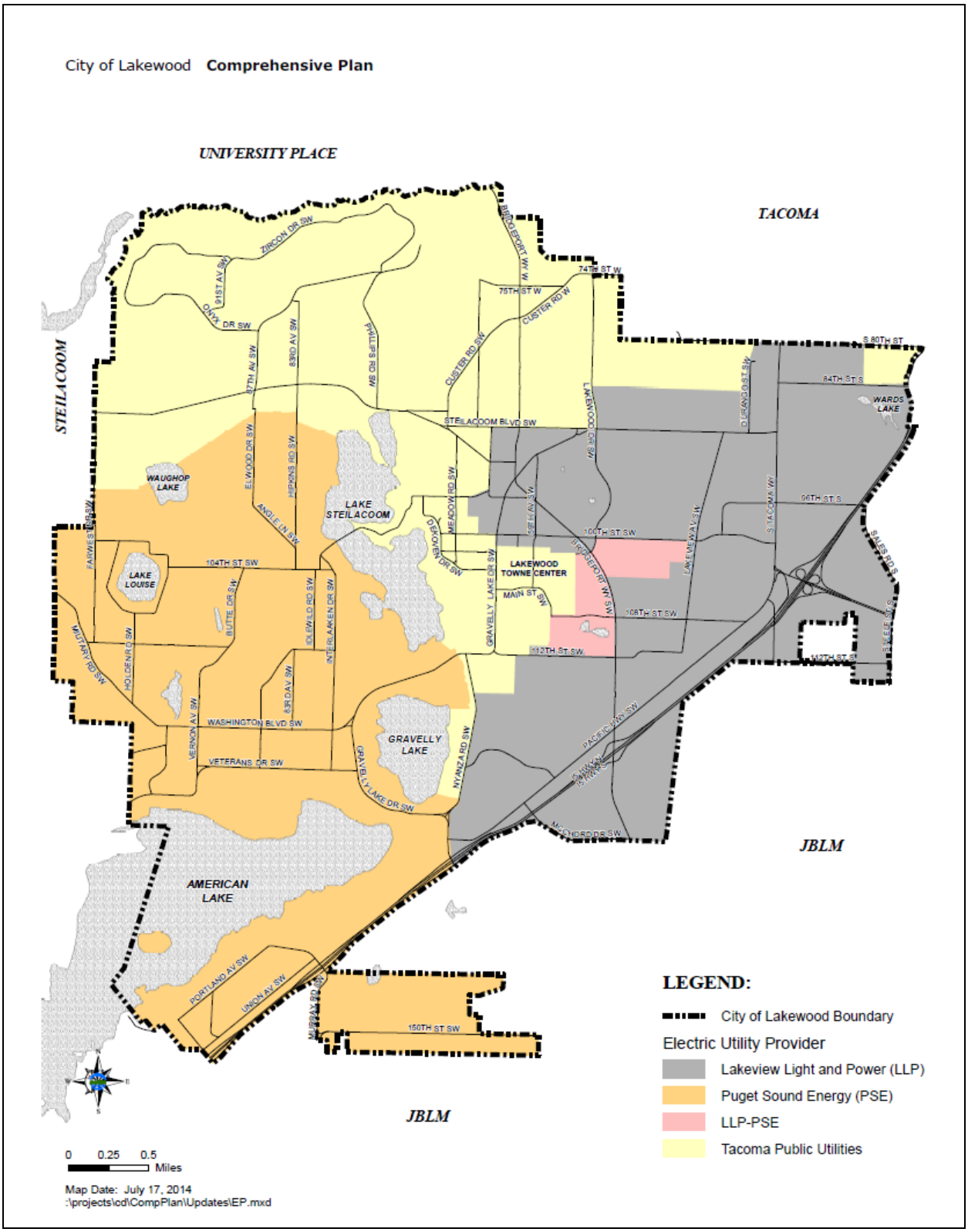


Figure 7.~~4~~5
City of Lakewood Electrical Power Purveyors

EXHIBIT "N"

EXHIBIT "N"

CPA-2014-01: 7701 RUBY DRIVE SW - Ruby Apartments

PUBLIC HEARING TESTIMONY: 9/3/14

IN FAVOR OF CPA-2014-01:

1 Eric Greeson
2 Ken Karch
3 Nancy Dilworth
4 Judy Swortz
5 Linda Hauser
6 Lisa Klinkhammer
7 Kim Welsh
8 Steve Sloboda
9 Virgil Wells
10 Glen Spieth
11 Don MacSparran
12 Kathy Theoe
13 Steve Swortz
14 Andy Franco
15 Wally Christopherson
16 Steve Bicker
17 Patty Jones
18 Ed Mitchell
19 Mary Farrington
20 Robin Miller
21 Sylvia Allen
22 Myles Schneider
23 Karen MacNally

IN OPPOSITION OF CPA-2014-01:

1 Matt Sweeney
2 Jacob Sampson

EXHIBIT "N"

CPA-2014-01: 7701 RUBY DRIVE SW - Ruby Apartments

EMAILED PUBLIC COMMENTS: 7/30 - 9/3/14

	First	Last	Email or Physical Address	Date
1	Edward Abbey	& Judy Ashley	hellojashley@yahoo.com	8/14/2014
2	Georgeanna	Abbott	jandgeo3@comcast.net	8/7/2014
3	Sylvia	Allen	sylviahallen@hotmail.com	8/13/2014
4	Robert	Allen	sylviahallen@hotmail.com	8/13/2014
5	Robert G. & Alice L.	Anderson	bob-alice-a@comcast.net	8/4 & 8/6/2014
6	L. Sue	Bailey	lsuebailey@gmail.com	8/14/2014
7	Stephen	Bicker	sgbicker@gmail.com	8/7/2014
8	Margaret	Bicker	margaret.j.bicker@gmail.com	8/7/2014
9	Brett	Carlson	Brett.carlson@nwasset.com	8/12/2014
10	Chere	Clark	cclark1712@msn.com	8/15/2014
11	Susan	Coolbaugh	susancool@qwest.net	8/12/2014
12	Ted	Cooley	dandtcooley@comcast.net	8/12/2014
13	Erika	Cox	emyers1210@gmail.com	8/14/2014
14	Michael	Craig	okmikeyc@yahoo.com	8/14/2014
15	Frank	Dell	fngdell2@comcast.net	8/6/2014 x2
16	Kari & Bob	Dew	bnkdew@gmail.com	8/12/2014
17	Nancy	Dilworth	NancyEDilworth@aol.com	8/29 & 8/11/2014
18	William	Edwards	bill.edwards@comcast.net	8/7/2014
19	Eric & Nicole	Greeson	grizzly.greeson@gmail.com	8/14 & 8/15/2014
20	Michael and Lina	Hampson	mlhampson@earthlink.net	8/10/2014
21	Jim	Hatfield	jhatfield@merchantsmetals.com	8/8/2014
22	Linda	Hauser	lindahauserster@gmail.com	8/6/2014
23	Ernest and Theresa	Heller	ernestheller@comcast.net	8/7/2014
24	Dennis and Doris	Hudson	ddhud123@comcast.net	8/9/2014
25	Sheila	Ingle	s.ingle1@yahoo.com	8/13/2014
26	Darcy	Janzen	djanzen2010@gmail.com	8/14/2014
27	Leanna	Jensen	leannajensen@comcast.net	8/6/2014
28	Clarene	Johnson	clarene735@comcast.net	8/9/2014
29	Kenneth	Karch	DeltaJunky@aol.com	8/14/2014
30	Lisa	Klinkhammer	lisa.klinkhammer@gmail.com	8/15/2014
31	Katherine	Knudson	katherineknudson@earthlink.net	8/5 & 8/14/2014
32	Cindy	Langhorne	cindy@caringambassadors.org	8/8/2014
33	Don	MacSparran	don_macsparran@msn.com	8/4/2014
34	Carmen	Maddalosso	cmaddalosso@yahoo.com	8/15/2014
35	Michele	Maddalosso	michele_maddalosso@yahoo.com	8/12/2014
36	James and Anita	McCue	jhmccue@yahoo.com	8/7/2014
37	Guy & Laura	McFadden	mckid4@comcast.net	8/13/2014
38	Robert	Miller	bobnjoan59@comcast.net	8/8/2014
39	Daniel	Munoz	m7311@comcast.net	8/15/2014
40	Edwin	Nieves	nieves.edwin@gmail.com	8/15/2014
41	Edward	Porter	edporter@comcast.net	8/6/2014
42	Virginia	Rankin	grankin@comcast.net	8/5/2014
43	Robert	Remen	robertremen8@gmail.com	8/5/2014
44	Ron	Robydek	robyrh@gmail.com	8/14/2014

EXHIBIT "N"

	First	Last	Email or Physical Address	Date

CPA-2014-01: 7701 RUBY DRIVE SW - Ruby Apartments (continued)

45	Mark & Janice	Rogers	janice.lynn.rogers@gmail.com	8/15/2014
46	Patrick	Rutledge	Patrick@Rutledge.net	8/11 & 8/12/2014
47	Linda	Rutledge	Linda@Rutledge.net	8/11 & 8/12/2014
48	Diana	Scamporlina	dgscamp@wamail.net	8/12/2014
49	Daniel	Scamporlina	djscamp@wamail.net	8/12/2014
50	Linda	Shehan	lshehan@yahoo.com	8/13/2014 x 2
51	Stan	Sherwood	stnshrwd@comcast.net	8/15/2014
52	Steve	Sloboda	sloboda@windermere.com	8/5/2014
53	Dugald & Norita	Stewart	dugald.stewart@comcast.net	8/13/2014
54	Darrel	Stutesman	dstutesman@msn.com	8/11/2014
55	Judy	Swortz	judyswortz@comcast.net	8/4/2014
56	Forrest	Tyree	ftyree@uw.edu	8/14/2014
57	Liesl	Vander Aarde	LRVA@comcast.net	8/14/2014
58	Bret	Wagner	bretw@sitedevelopmentinc.net	8/7/2014
59	Elizabeth	Willis	eaw34@comcast.net	8/14/2014
60	Marvin	Willis	marvin@lakewoodwillis.com	8/11/2014
61	Heinz	Zöller	hjzoller@gmail.com	8/7/2014
RECEIVED AFTER 9/3 HEARING				
62	Ken	Karch	DeltaJunky@aol.com	9/9/2014
63	Jonathan	McFadden	mcfaddja@alumni.plu.edu	9/4/2014
64	Jonathan	McFadden	mcfaddja@alumni.plu.edu	9/4/2014
65	Don	MacSparran	don_macsparran@msn.com	9/4/2014
66	Jonathan	McFadden	mcfaddja@alumni.plu.edu	9/3/2014

MAILED PUBLIC COMMENTS: 7/30 - 9/3/14

1	Bert & Sue	Stibbe		8/11/2014
2	Bret	Wager	7706 Ruby Dr. SW, Lakewood, WA 98498	8/11/2014
3	Cathy	Liala	8402 Onyx Dr SW, Lakewood, WA 98498	8/12/2014
4	Constance	Bender	7208 Zircon Dr SW, Lakewood, WA 98498	8/12/2014
5	Elizabeth & Neal	Sobania	7815 Sapphire Dr SW, Lakewood, WA 98498	8/12/2014
6	Jeanette	Hurlow		8/12/2014
7	J.F. Bud	Karen Truebenbach	7102 Turquoise Dr SW, Lakewood, WA 98498	8/12/2014
8	Mrs. Jacqueline	Walker	7501 Ruby Dr SW H-202, Lakewood, WA 98498	8/13/2014
9	Alice	Anderson	6912 Citrine LN SW, Lakewood, WA 98498	8/13/2014
10	Patrick & Linda	Rutledge	7610 Ruby Dr SW, Lakewood, WA 98498	8/13/2014
RECEIVED AFTER 9/3 HEARING				
11	Robert G & Alice L.	Anderson	6912 Citrine LN SW, Lakewood, WA 98498	9/6/2014
12	Helen	McNeeley	jamsbary@centurylink.net	9/8/2014
13	Sylvia	Allen	sylviahallen@hotmail.com	9/8/2014

EXHIBIT "N"

CPA-2014-02: 12301 Pacific Highway SW – Clover Creek

EMAILED PUBLIC COMMENTS: 7/30 - 10/15/14

	First	Last	Email	Date
1	Mat	Shaw	mat@officesandlofts.com	9/3/2014

EXHIBIT "N"

CPA-2014-03: 11211 41st Avenue SW – WSDOT

EMAILED PUBLIC COMMENTS: 7/30 - 10/15/14

	First	Last	Email	Date
1	Kelly	McMullan	McMullk@wsdot.wa.gov	8/20/2014
2	Thanh	Nguyen	NguyeTh@wsdot.wa.gov	8/21/2014
3	George	Kovich	KovichG@wsdot.wa.gov	9/19/2014

EXHIBIT "N"

CPA-2014-06: 13000 Block of Pacific Highway SW – Urban Park II

MAILED PUBLIC COMMENTS: 7/30 - 10/15/14

	First	Last	Address	Date
1	C.A.	Lewicki	13001 65th Ave Ct. SW, Lakewood 98499	9/2/2014