



A G E N D A

PLANNING COMMISSION

Connie Coleman-Lacadie • Don Daniels • Robert Estrada • James Guerrero • Robert Pourpasand • Paul Wagemann • Christopher Webber

Regular Meeting

Wednesday, June 3, 2015, 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 from May 20, 2015

4. Public Comments

(Members of the audience may comment on items that are not included on the agenda. Each person will be allowed 3 minutes to speak, to a total of 15 minutes per topic. Groups with a designated speaker may have a total of 10 minutes to speak.)

5. Public Hearings

- None

6. Unfinished Business

- None

7. New Business

- 2015 Comprehensive Plan Update - Introduction
(no recommendations)
 - Split designated zoning parcels amendments
- 2015 CPA Site Tour

8. Reports from Commission Members & Staff

(Planning Commission members and staff may make committee reports and announcements relating to items not on the agenda.)

Enclosures: May 20, 2015 Draft Minutes
Staff Report re: 2015 Comprehensive Plan Update with
attachments

Members Only:

Please call Karen Devereaux at 253.983.7767 by Tuesday, June 2, 2015, if you are unable to attend. Thank you.

**The next meeting is tentatively scheduled for Tuesday, June 17, 2015
Joint City Council Meeting**



**PLANNING COMMISSION
REGULAR MEETING
WEDNESDAY, May 20, 2015
Council Chambers
6000 Main Street SW
Lakewood, WA 98499**

Call to Order

Mr. Don Daniels called the meeting to order at 6:30 p.m.

Roll Call

Planning Commission Members Present: Don Daniels, Robert Pourpasand, Connie Coleman-Lacadie, Robert Estrada, James Guerrero, Paul Wagemann and Christopher Webber

Planning Commission Members Excused: None

Planning Commission Members Absent: None

Staff Present: David Bugher, Planning Director; Dan Catron, Principal Planner and Karen Devereaux, Recording Secretary

Council Liaison: Councilmember Mary Moss

Acceptance of Agenda

Mr. Don Daniels requested to revisit voting for Chair and Vice-Chair under the Unfinished Business section on the agenda after Cottage Housing discussion.

Approval of Minutes

Minutes of the meeting held on May 6, 2015, were approved as written by a unanimous voice vote, M/S/C Wagemann/Pourpasand.

Public Comments

Mr. Robert Estrada queried if the commissioners would hear the results or action taken regarding public comments made during a commission meetings. At the last meeting Glen Spieth made a comment directly to the Transportation Division Manager, Ms. Desiree Winkler, because she was presenting the 6 Year TIP to the commission. Mr. Spieth asked the Public Works Department to look at the fog line on the roadway in front of his property on Steilacoom Blvd. The Public Works Department (which is separate from the Planning Department) is responsible to respond and had done so. Ms. Winkler was in attendance again providing a second presentation so she answered Mr. Estrada's question. It was also explained that public comments are allowed on any subject at any meeting but the commissioners may not hear the results if it has no direct correlation to the scope of the commission. In other words, if the request is not something the commission or board is responsible for, they may or may not hear the results of the request.

Mr. Glen Spieth, Lakewood resident, commented that he recently saw contractor trucks from Prime Contractors measuring near the stretch of roadway where he had requested additional striping.

Public Hearing

None

Unfinished Business

Six-Year Transportation Improvement Program (TIP) 2016-2021, 2nd Review

Ms. Desiree Winkler informed the group no real changes were required for the draft TIP. It was noted a few project construction dates were moved up. No projects were removed from, or added to, the list. Ms. Winkler offered to answer any questions and clarify background information. The next step is a 6-Year TIP presentation to City Council at study session on Tuesday, May 26th. A public hearing is tentatively scheduled for July 1, 2015. (The public hearing on the TIP has since been assigned to the City Council.)

Cottage Housing Draft Ordinance

Mr. Dan Catron noted this is the third review of the draft by the commissioners. In response to previous discussions, staff made further adjustments to the draft ordinance to show the program is consistent with the City's Comprehensive Plan and the Washington State Growth Management Act.

Mr. Dan Catron explained the following substantive changes were made to the draft resolution: Provided broad design review authority (and flexibility) at the discretion of the hearing examiner, while at the same time providing a prescriptive option for certain design elements; Deleted requirements for a minimum amount of private open space; Increased maximum cottage unit size to 1,200 sq. ft.; Clarified that cottage units shall not include basements; and Increased maximum size of shared garages to 1,200 sq. ft.

Staff further recommends the Commission schedule a public hearing on the proposed amendments for the June 17th meeting. Environmental official still has time to review any public comments made before the SEPA comment period ends and findings become final on June 18th. There is no appeal on SEPA determinations for legislative acts. The Planning Commission would make recommendation to City Council at some time after the close of the public hearing. Usually the board will take action at the next meeting if all concerns are resolved.

Mr. Dan Catron provided commissioners with a copy of both the SEPA Checklist and the draft SEPA Determination of Non-Significance.

Mr. Robert Estrada requested clarification on the inclusion of basements. Mr. Dan Catron noted he was looking at comparable codes of similar jurisdictions

and stated he added that in consideration of the definition for floor area exempting basements.

Mr. Robert Estrada asked about dates of the SEPA documents. Mr. Dan Catron explained the environmental checklist documents have already been completed. Staff is looking for the environmental official to sign the Determination of Non-Significance on June 4th with a 14-day comment period culminating in a hearing on June 17th. Mr. Dan Catron explained that the commissioner's recommendation to Council is not a final action. 60-day notice to CTED was initiated a few days ago; Council is not allowed to take action during this 60-day period.

Mr. James Guerrero thanked staff for work on revisions. Concerns were voiced over limiting design with requirements of 6/12 or steeper pitch roofs with a small percentage allowed at a lower pitch. Noting that a potential site for cottage housing is near the transit station, Mr. Guerrero also queried the requirement for 1.8 parking spaces per unit and wondered if as a community we want to discourage cars in general and have people move toward mass transit. Mr. Paul Wagemann commented that less parking near a transit station makes sense; however, not enough parking causes other consequences worth discussing.

Mr. Don Daniels commented that builder/developer deals with staff then goes to the Hearing Examiner (HEX). Mr. Dan Catron explained that every cottage housing development will be required to get approval from hearing examiner. Staff works with developers to resolve as many issues as possible before going in front of HEX. Mr. Bugher added that the code is written that the HEX is to give great weight to the recommendation provided by the Community Development Department in the approval process.

Mr. Dave Bugher explained to commissioners this same discussion can happen after the public hearing to get a better understanding of citizen concerns and relevant issues could then be determined. Mr. Bugher queried if commissioners were comfortable with the proposed dates for the public hearing on the matter so staff could move forward. All agreed to hold public hearing on June 17th.

Re-visit of the Vote for Chair and Vice Chair of the Planning Commission

With all commissioners present to participate in a re-vote for Chair and Vice-Chair of the Planning Commission Mr. Don Daniels opened the floor for nominations.

Mr. Paul Wagemann made the motion to keep in place both Mr. Don Daniels as Chair and Mr. Robert Pourpasand as Vice-Chair. The motion was seconded by Mr. Christopher Webber. A voice vote was taken and the motion carried unanimously.

New Business

Community Vision Plan (Final Draft)

Mr. Dan Catron noted this process was started prior to the formation of the commission and members have not been heavily involved in the process thus far, but would play a role in implementation in the future.

Items within the visioning plan include an update of the Comprehensive Plan, update of a sub-area plan for the Central Business District, as well as a Rental Housing Inspection Program which is currently being developed. Mr. Dave Bugher commented that preliminary work of the rental housing inspection program will be revealed in August but no official ordinance or implementation until 2016. Mr. Dan Catron mentioned subsequent work of zoning codes and development amendments the commissioners would be involved with such as pedestrian facilities programs to enhance connectivity of the Lakewood Towne Center for building a better community in the future.

Mr. Dave Bugher asked the members to review the three sections of the visioning plan and be prepared to discuss with Council suggestions of what they view is important for Council to pursue most immediately. It was noted transportation and circulation is a high priority for the community as well as sustainability.

Mr. Robert Estrada pointed out the survey findings may be skewed by the fact 50% of respondents were female, of that 50% were over 55 years of age, and schools and education ranked 4th on the list of priorities. Mr. Paul Wagemann noted the community does feel education is a high priority due to the support received for the school district through votes.

Mr. James Guerrero and Mr. Paul Wagemann commented the photos should showcase local entities such as Harrison Preparatory School, Pierce College, Clover Park Technical College or McGavick Center within the City of Lakewood. Mr. Don Daniels explained that community citizens were on the committee but involved in reviewing content and wording, not the photographs. Mr. Dave Bugher suggested commissioners provide a list of the edits they would like taken under advisement but noted final approval is made by City Council.

Mr. Dave Bugher noted that many of the changes contained in this document would find their way into Chapter One of the Comprehensive Plan as far as overall policy and suggested the commissioners have familiarity with them by the time the commissioners receive the amendments in September or October.

May 26th Joint City Council Meeting – 2015 Work Plan

Commissioners were reminded of the joint meeting with Councilmembers to discuss their work plan and calendar schedule for the year. All commissioners stated they would be in attendance.

Reports from Commission Members and Staff

Staff shared the following project updates:

Mr. Dave Bugher noted Community Development Department staff continues to work on the cost recovery analysis and efforts are being made to re-structure fees to allow for 85% recovery of departmental costs of processing permits.

Mr. Dave Bugher informed the group staff is wrapping up the Community Visioning Plan to facilitate moving forward with the comp plan amendments.

Mr. Dave Bugher apprised the commissioners City Council did adopt changes to the business licensing provisions found in Title V noting there are many substantive changes being made to the business licensing processes of second hand sales.

It was noted that Mr. Dan Catron has spent an incredible amount of time completing the Puget Sound Regional Council Vision 2040 Checklist to obtain transportation funding dollars in the future.

The department is working toward the goal of more permit automation to allow the 2nd floor permit counter customers to check the status of building permits, pay some fees and apply for permit applications online with fillable forms by July 2015.

Next Meeting: June 3, 2015, at 6:30 p.m. in Council Chambers

Agenda items include:

- 2015 Comprehensive Plan Update - Introduction (no recommendations)
 - Split designated zoning parcels amendments
- 2015 CPA Site Tour

Meeting Adjourned at 7:37 p.m.

Don Daniels, Chair
Planning Commission 6/03/2015

Karen Devereaux, Recording Secretary
Planning Commission 6/03/2015



COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

TO: PLANNING COMMISSION

FROM: DAN CATRON, PLANNING MANAGER

MEETING DATE: JUNE 3, 2015 AGENDA ITEM:

SUBJECT: 2015 COMPREHENSIVE PLAN UPDATE- INTRODUCTION

BACKGROUND:

RCW 36.70A.130(4) of the Washington State Growth Management Act (GMA) requires that cities “take action to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements (of the GMA)”. Jurisdictions planning under the GMA (such as Lakewood) are required to review and update their comprehensive plans every eight (8) years. The state schedule requires that Lakewood update its plan by June 30, 2015, however the City has notified the State that the Lakewood amendments are not expected to be finally adopted until the end of 2015.

PROPOSED AMENDMENTS/ UPDATES:

The Lakewood Comprehensive Plan was initially adopted in 2000, and updated in 2004. Specific amendments and obvious updates have occurred annually since the initial adoption, so it is not unexpected that the 2015 updates are not especially dramatic. The 2015 updates include the following:

Chapter 1, Introduction- Amendments to Chapter 1 consist primarily of simple updates to language and references. The Chapter 1 update also includes incorporation of conclusions from the City’s 2015 Community Vision Plan. Section 1.2.1 is added to describe the 2015 Vision Plan project. The *Guiding Principles* statement in the original comprehensive plan is proposed to be replaced by the *Community Values* identified in the 2015 Vision Plan. The 2015 update also includes a series of “before and after” comparison pictures based on photos included in the original comprehensive plan. Finally, Section 1.7 is added to describe the 2015 update itself.

Chapter 4, Community Design- Amendments to Chapter 4 are also primarily simple updates and word-smithing. Substantive changes include extending the Civic-Boulevard designation to all of Bridgeport Way (instead of just Pacific Highway to Steilacoom Boulevard), noting the potential for significant modifications of the freeway interchanges in Tillicum, and affirming the City's desire to see a commuter rail station in Tillicum.

It is noted that the City Council has expressed interest in preparing a sub-area plan for the Central Business District (CBD). The CBD, Lakewood Station District, and Tillicum are singled out in the comprehensive plan as urban design focus areas. There are basic "Urban Design Framework" diagrams for each of these areas included in the existing comprehensive plan (which need to be updated at some point). Development of sub-area plans for these areas would be consistent with existing comprehensive plan policies to prepare such plans (and would also be an opportunity to update the basic Urban Design Framework diagrams included in the original comprehensive plan).

Chapter 9, Public Facilities and Improvements- Amendments to Chapter 9 include making explicit the references to the City's 6-year Capital Improvement Plan (CIP), the Legacy Parks Plan, and the master plan documents for private utility companies as part of the City's Capital Facilities element. The 20-year plan portion includes capital-facilities-related goals and policies; and the Capital Improvement Plan, Parks Plan, and utility master plans provide specific short term operational planning. Substantive changes include the addition of Policy CF- 2.10, which directs the City to update the CIP every two years in conjunction with approval of the city budget; update of Policy CF-7.2 to reflect the fact that the Lakewood Police Station building has been constructed; and addition of Policy CF 9.3 providing that the siting of essential public facilities is not categorically prohibited.

Chapter 10, Implementation- Amendments to Chapter 10 are primarily updates to the existing text. Substantive amendments include the explicit policy of supporting the construction of a Sounder commuter rail station in Tillicum.

Chapters 6, 8, and Privately-Initiated Amendments-

Chapter 6 (Transportation), Chapter 8 (Public Services), and a privately initiated amendment by the Lakewood Racquet Club are not included in this introduction. Updates to Chapter 6 (Transportation Element) are being prepared by the City's transportation consultant, and updates to Chapter 8 (Public Services) are being prepared by the City's Human Services Department. Introductions to these portions of the update will be presented separately.

The proposed amendment from the Lakewood racquet Club is complicated by the site's location in a recently designated flood zone. It is not clear how the City must treat the proposed re-designation of the property from an *Open Space and Recreation* designation to a different designation that would allow for increased development in terms of SEPA review. This proposed amendment will also be presented to the Planning Commission at a later date.

DISCUSSION: The 2015 updates use the Department of Commerce Update Checklist and the Puget Sound Regional Council (PSRC) Vision 2040 Plan and corresponding checklist to ensure that the City's plan and update comply with the State and PSRC requirements. Both of

these agencies want to see that the City is accommodating its “fair share” of regional growth as determined through the Pierce County Regional Council (PCRC), and planning for corresponding growth and traffic.

2030 growth targets established for Lakewood include 13,200 additional population (72,000 total), 8,380 additional dwelling units (34, 284 total), and 9,285 additional jobs (38,336 total). The land use element update completed in 2014 indicates that the City has capacity for approximately 10,915 new housing units, and 23,904 in population growth.

Draft Updates

In order to facilitate the commission’s consideration of the proposed comprehensive plan update, rough drafts of the proposed updates are attached. These are incomplete working documents, so some information and references may be missing. The Planning Commission is free to discuss any aspect of the proposed amendments and offer suggestions to staff. The Planning Commission will eventually need to make affirmative findings that the proposed updates are consistent with the City’s comprehensive plan and the Washington State Growth Management Act.

Attachments:

1. Draft Comprehensive Plan Updates
 - a) Chapter 1- Introduction
 - b) Chapter 4- Urban Design
 - c) Chapter 9- Capital Facilities
 - d) Chapter 10- Implementation
2. Department of Commerce Comp Plan Update Checklist (draft)
3. PSRC Comp Plan Update Checklist (draft)

1.0 INTRODUCTION

1.1 What is the Purpose of this Plan?

[Incorporated in 1996, the City of Lakewood](#) is engaged in the process of defining itself, articulating a vision of its future, and shaping its physical substance. This process is ongoing, taking place in City Council meetings, in letters to the editor, in permit requests, in dinner-table discussions, and many other venues. The ultimate blueprint of this vision is this comprehensive plan, which will guide Lakewood's growth and development ~~over the next 20 years~~.

The City of Lakewood has prepared and updated this comprehensive plan, as required by the Washington State Growth Management Act (GMA). Per GMA, comprehensive plans are intended to plan for a 20-year time horizon. The plan will shape Lakewood's growth for the next two decades by:

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

1.2 How Was this Plan Created?

This comprehensive plan is a reflection of the community's values and an expression of its vision for the future. Community-wide visioning sessions held early in the plan's development ([prior to original adoption in 2000](#)) identified characteristics in Lakewood held dear by the participants, and those they thought needed to be changed. A summary of strengths and weaknesses is given in Table 1.1 below, based on the initial visioning sessions and refined during the 2004 review process.

[\[Insert photo? Was aerial view of Bridgeport\]](#)

Table 1.1: Lakewood's Strengths and Weaknesses.

	Strengths	Weaknesses
1	Abundant natural beauty	Despite intermediate improvements, perception of Lakewood as a high-crime area perpetuates
2	High quality of City officials and staff	Older, substandard retail development
3	Good economic potential and business climate	Unattractive gateways to the city
4	Strong civic involvement	Legacy of poor land-use planning
5	Good schools, libraries, and higher education opportunities	Poor quality or non-existent streets, sidewalks and bike paths

The [original](#) visioning exercise went further to identify specific actions the City should take in relationship to some of the issues facing Lakewood. The principal role of these visioning sessions in the comprehensive planning process was to provide City officials and staff a sense of Lakewood's current state and where it should be headed, from the public's perspective. During the period between city incorporation and the [initial](#) adoption of a comprehensive plan, the following priorities have lent guidance to City officials in prioritizing public actions (Table 1.2). Throughout the lengthy comprehensive planning process, these visions have remained as a touchstone for accomplishment. They mark one standard against which the comprehensive plan and a constantly evolving city environment can be measured in years ahead. Again, these ~~were~~ [have been](#) modified and updated as part of the 2004 review process.

Table 1.2: Goals and Recommended Actions Emerging from [1999](#) Visioning.

Action Area	Goal	Prioritized Actions
Capital Facilities	Lakewood has attractive, well designed civic facilities that are a source of pride to the community.	<ul style="list-style-type: none"> • Acquire land base for civic functions • Build a Civic Center • Conduct capital facilities planning
Economic Base	Lakewood supports a strong, diverse employment base.	<ul style="list-style-type: none"> • Make Lakewood 'Lakewood' –more grass, trees, and water • Create a broad economic base through a variety of creative tools
Environment	Lakewood continues to cherish and protect the natural environment including its lakes, woods, and natural amenities.	<ul style="list-style-type: none"> • Cleanse stormwater entering lakes • Protect and make accessible the lakes and woods

Table 1.2: Goals and Recommended Actions Emerging from 1999 Visioning. (cont)

Action Area	Goal	Prioritized Actions
Government	City government in Lakewood functions to preserve and protect the values of its diverse population.	<ul style="list-style-type: none"> • Monitor implementation of zoning code • Amend the zoning process where necessary • Formalize dealing with military bases • Complete the conversion of police services from County contract
Human Services	Lakewood has paid close attention to the needs of all its citizens and provides excellent human services.	<ul style="list-style-type: none"> • Promote youth services • Promote neighborhood interaction
Land Use – Residential	Lakewood has preserved its existing single-family neighborhoods while creating an urban center that supports multi-family residential in planned areas with high levels of public services.	<ul style="list-style-type: none"> • Maintain character of single-family neighborhoods • Promote compact urban center well served by public services • Diversify housing types for emerging markets • Promote mixed use
Land Use – Commercial	Lakewood has both thriving community centers and a downtown. Downtown has become not only the “heart” of the city, but a regional urban center where commerce, culture, and government flourish.	<ul style="list-style-type: none"> • Encourage quality design in commercial construction
Land Use – Amenities	Lakewood is a beautiful city marked by an abundance of parks, open spaces, and attractive, landscaped corridors.	<ul style="list-style-type: none"> • Emphasize open space and preservation of wildlife habitat • Preserve natural area within Ft. Steilacoom Park
Transportation	Lakewood has an excellent, integrated transportation system that supports all modes of transportation – private vehicles, public transportation, bicycles, and walking.	<ul style="list-style-type: none"> • Upgrade streets with sidewalks and landscaping • Add bicycle trails/lanes, especially between park areas • Continue to pursue development of Sound Transit station • Seek funding for 512/100th intersection • Support Cross-Base Highway
Urban Design	Lakewood is now a city with a “heart.” Friendly, diverse neighborhoods with distinct character are now linked to a dynamic unique city center	<ul style="list-style-type: none"> • Encourage more pleasant human environment around development • Encourage

	that is truly a blending of lakes and woods.	contemporary design in redevelopment
Utilities	Utilities have been extended throughout the majority of the city to provide citizens with efficient and reliable services.	<ul style="list-style-type: none"> • Extend sewers to Tillicum & American Lake Gardens • Pursue undergrounding of above-ground utilities city-wide at appropriate level

Representative photos reflecting the strengths and weaknesses that citizens observed during the visioning process (prior to initial adoption of the Comprehensive plan) are presented at the end of this chapter as Figures 1.1 and 1.2. The prioritized actions developed during the 1999 visioning sessions served as a basis for many of the original policies established in Chapter 3.0. At the beginning of each chapter are additional photographs depicting the character of the city at the start of this 20-year plan (in 2000). Both the citizen photos and the additional character photos serve as benchmarks documenting the city at the start of the comprehensive planning process, against which future change can be measured. “Before and After” photo comparisons are added in 2015 to show progress since the initial adoption of this plan. As of 2015, it is clear that a significant amount of change has occurred since incorporation, and the City has made great strides in realizing the values and goals articulated in the original visioning effort.

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1.2.1 2014-15 Community Vision Project

In 2014 the City prepared an updated Community Vision Plan based on a broad community survey and meetings with a variety of community groups and organizations. This information was used to craft an aspirational vision statement, define a set of community values, and articulate a set of actions intended to further those values as the City moves into the future.

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The 2015 Vision Plan includes the following Vision Statement:

Lakewood is a safe, culturally diverse, and beautiful city. As Lakewood grows, we will continue to be one of Washington’s premier places to live, raise a family, and cultivate a business. Our picturesque parks, scenic lakes, protected open spaces, and abundant natural amenities make Lakewood the undiscovered gem of the Puget Sound region. Recognition for Lakewood lies in the outstanding K-12 and higher education institutions within our city and the core values our community is built upon, including family, service, community engagement, and protection of the natural environment. Active and on-going support for America’s service members at Joint Base Lewis-McChord is an explicit mission of the city. Lakewood’s strategic location, robust economy, high-quality public services, and parks and recreation facilities round out the reasons that the City of Lakewood is the perfect place to call home.

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Not surprisingly, the 2015 Vision Plan reinforces many of the themes identified in the 1999 visioning exercise such as creation of a broad and diverse economic base, provision of high quality public facilities, and protection of the environment. The 2015 Vision Plan acknowledges the core values of family, service, community engagement and protection of the natural environment. However, the 2015 Vision Plan goes even farther and organizes the community’s goals and aspirations around five Community Values. These Community Values are:

Lakewood Community Values

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

The 2015 Vision Plan discusses each of these community values and sets forth over 65 action items intended to move the community toward its vision for the future. Progress on the the realization of these community values is intended to be measured in an annual “report card” using milestones, benchmarks, and metrics set forth in the Community Vision Plan.

1.3 What Principles Guide This Plan?

Lakewood is a place where values that increase our ability to form community are honored and proclaimed: integrity, honesty, rights with responsibility, respect for law and order, mutual respect and care for all citizens, cooperation, and volunteerism. These values were augmented in 2015 with the 5 community values noted above.

As Lakewood continues to evolve-develop as a city, the City seeks to ensure a more successful future for Lakewood's people by working together with vision, focus, and cohesion to provide opportunities for all people to meet their needs and fulfill their aspirations.

City staff and the Planning Advisory Board (PAB), an advisory body to the City Council, used the core values expressed by those participating in the initial visioning process to develop the set of guiding principles for the comprehensive plan, presented on the following page. These principles were developed to serve as a framework, giving structure to and containing the proces. They do not identify specific actions that should be taken, but they are a measuring device against which to gauge decisions. Ultimately, each of the goals and policies contained in the plan relates back to these guiding principles.

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GUIDING PRINCIPLES

People are Lakewood's most vital asset.

A city's livability and prosperity are found in the collective spirit of those who live and work there. Lakewood's community development goals are not merely related to buildings, roads, and such, but to people's quality of life and their pride in and individual contributions to the community.

A sense of place helps define the city.

Putting Lakewood's comprehensive plan to work will help support its most functional areas and continue to improve the physical and social conditions that have resulted in its compromised standing in the regional eye.

Lakewood must be a safe community.

A city and its neighborhoods are underpinned by caring people who watch after each other. Ensuring that there are adequate resources in place to foster public safety will help create a quality place for everybody.

Variety in the built environment helps sustain Lakewood.

Combining land uses that encourage people to live, work, and play in the "new downtown" and the Lakewood Station area will help create a more vibrant life and economy in the city's dominant commercial areas.

Connectivity and movement are essential.

Urban life is improved by facilitating movement, access, and connection for freight, private vehicles, pedestrians, public transportation, and bicycles. Developing a connecting network of streets, sidewalks, and land uses will keep Lakewood's people and products mobile.

Lakewood's urban ecology is important.

A city's natural spaces help make it a desirable place to live. Actively identifying and pursuing opportunities to reestablish a balance between Lakewood's urban and natural systems and restore such natural spaces as creek channels, oak stands, and "rails to trails" possibilities will help overcome past encroachment by development.

New development must contribute.

Holding new development responsible for providing functional infrastructure will offset its impacts on the community and ensure healthy neighborhoods for new residents.

The City must contribute.

Lakewood's public lands and infrastructure — streets, sidewalks, and other public areas — set the stage for life in the city. Targeting public investments into infrastructure and other public projects will create clean, safe, inviting, and well-connected and — maintained facilities for a maximum number of people.

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1.4 What Does this Plan Do?

As a community, Lakewood has been around for a long time, but it was not until incorporation in 1996 that the City began the ambitious effort of charting its own destiny for the first time. The course charted by the City's plan ~~will take~~ Lakewood on a deliberate new direction in clear departure from the incremental approach to planning that prevailed prior to incorporation. Adoption of this plan represents the City's commitment to that new direction, allowing Lakewood to create a community that reflects the values of all its inhabitants.

Development of this plan was a long, complex effort involving the contributions and reflections of members of the community, the PAB, elected officials, and outside experts. The result is a cohesive policy structure to guide the innumerable decisions facing this community as it forges ahead over the next two decades. Because all City regulations are legally required to be consistent with this plan, it gives City government, for the first time, a common starting point for developing regulations, reviewing legislation and proposed projects, and making crucial pending decisions.

A review of this plan was required under state law in 2004. Because the plan was only a little more than three years into its implementation at that time, this was not viewed as an opportunity to deviate from the course set following the arduous process leading up to Lakewood's initial comprehensive plan.

Because every effort was made to make this plan a vital, living document that is relevant in the day-to-day activities of the City over the next 20 years, the required review process focused on evaluating the plan against statutory requirements and making adjustments where needed. To achieve this objective, the goals and policies that comprise the foundation of the plan must be specific enough to direct real actions while remaining sufficiently far-reaching to apply to the unforeseeable future. This is no simple task. The plan's edicts vary in specificity from the details of urban design in the Lakewood Station district to the much more general, longer-range transition of ~~American Lake Gardens~~ [the Woodbrook area](#) from residential to industrial use.

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

1.4.1 Controlling Sprawl

Land use in Lakewood is characterized by sprawl—that all too common pattern of low intensity land use, where housing, businesses, and other activities are widely scattered with no focus. Sprawl, often the result of lax land use controls, results in inefficient use of infrastructure, over-~~dependence on the~~ automobile ~~dependency~~, lack of spatial organization, and urban development that most people perceive as ugly. This plan will reverse this trend through the following:

- New land use designations custom tailored to resolving Lakewood's existing land use problems. In contrast to generic land use controls, each of the land use designations was developed to specifically address the land use issues facing Lakewood. To be applied through new zoning developed in response to this plan, the land use designations address specific types of uses as well as housing and employment densities. The mosaic of designations will direct development intensity and determine where living, working, shopping, and relaxing will occur for the next two decades.

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- Limiting the surplus of commercial land.

Commercial activity has traditionally been distributed throughout Lakewood in a relatively random pattern. Not only is this an extremely inefficient use of land, it ~~contributes to a weak~~ weakens the local economy. This plan restricts new commercial development to specialized nodes and corridors for regional commerce and neighborhood commercial areas as a service to nearby residents and businesses.

- Targeted residential growth in specific neighborhoods.

A number of residential areas will be rejuvenated as high-density neighborhoods supported by public open space, neighborhood commercial centers, and other amenities. The neighborhood targeted for maximum growth is Springbrook. Along with its name change from McChord Gate, this neighborhood will undergo substantial redevelopment at land-efficient densities. With its proximity to employment opportunities at [JBLM McChord Air Force Base \(AFB\)](#) and the central business district (CBD) as well as excellent access via I-5 and commuter rail at Lakewood Station, Springbrook is a natural candidate for high density residential development.

Construction of new townhouses and apartments ~~has been~~ will be catalyzed through provision of amenities such as new parks, open space, and improved infrastructure (including a new water main installed in 2012). Other neighborhoods with substantial growth capacity slated for redevelopment under this plan include the Custer neighborhood in north central Lakewood, the northern portion of Tillicum, and the area around the Lakewood commuter rail station.

- Focused investment.

Public investment will be focused on the areas of the city where major change is desired. ~~Future~~ sSpending will be prioritized to achieve the coherent set of goals established in this plan. As required by law, capital expenditure will be consistent with the comprehensive plan, providing a rational basis for fiscal decision-making. Specifically, public investment will be tied to growth; thus, areas targeted for increased housing and employment density will have top priority for City spending. The City has spent over \$24 million on projects in the Springbrook, Woodbrook and Tillicum areas since 2004, including extension of sanitary sewer service to Tillicum and Woodbrook, extension of water service to Springbrook, and substantial roadway improvements in these areas.

1.4.2 Protecting the Social, Economic, and Natural Environments

While much of the emphasis of this plan is to transform the city, preserving and enhancing its best attributes are also underlying directives. From a broad perspective, Lakewood's environment consists of viable neighborhoods, healthy economic activity, and functioning natural systems. This plan recognizes that to be sustainable, the inter-relationships between these elements must be recognized. ~~each of these environments is interrelated.~~

- Preserve existing neighborhoods.

One of Lakewood's greatest strengths is its established residential neighborhoods. This plan protects these valuable assets through careful management of growth, provision of adequate services, and stewardship of the physical environment.

- Attracting new jobs through a variety of economic development incentives.

To balance residential growth, Lakewood needs to significantly increase its employment base. This will be achieved by protecting existing employment resources and by creating new opportunities. In addition to a host of economic development initiatives, the plan protects industrial resources through designation of an industrial/manufacturing center. New jobs will be facilitated by designating new areas for industrial, office, and high tech growth.

- Addressing public safety in a responsible manner.

Since incorporation, much of Lakewood's budget has been spent on police protection. Under this plan, crime prevention and effective response will remain ~~the City's a~~ top priority of the City.

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- Application of environmental protection measures.

Environmental protection is a major, integral theme [of this plan](#). Environmental values and actions underlie and drive the majority of goals and policies comprising each chapter of the plan. Examples range from land use provisions such as riparian protection to transportation demand management.

- Conversion of a part of [Woodbrook \(American Lake Gardens\)](#) to industrial use.

[Woodbrook American Lake Gardens](#) currently provides substandard housing served by failing septic systems. With this plan targeting residential growth in other neighborhoods, [American Lake Gardens-Woodbrook](#) is a promising opportunity for job creation. This plan envisions a new state-of-the-art industrial [area park](#). ~~Over the 20-year life of the plan, this~~ The assortment of aging and substandard housing and other land uses will be transformed to a major destination for manufacturing, corporate headquarters, and other employment-generating uses making use of excellent access to I-5 and the [planned](#) Cross-Base Highway.

1.4.3 Creation of Place

“There’s no there, there” is a common criticism of many American localities, and Lakewood has been no exception. The traditional icon of place is a recognizable downtown. While many of the basic ingredients for a downtown are already in place in Lakewood, they currently do not work together to create an active, multi-faceted core. This plan is focused on creating a viable, functioning, and attractive community center.

- Continue development of a central business district.

The CBD [is will become](#) the center of commercial and cultural activity for the city. It encompasses both the Lakewood Towne Center and Colonial Center. The area in and around the Towne Center is envisioned as a magnet for intensive mixed use urban development including higher density office and residential uses. At the north end of the CBD, the Colonial Center will serve as the hub of Lakewood’s cultural activity. Higher quality, denser urban redevelopment [is expected within will dominate](#) the district, noticeably increasing social, cultural, and commercial activity. Streetscape and other urban design improvements will make this area more accessible and inviting to pedestrians.

- Development of a special district around Lakewood Station.

The Lakewood Station area [is intended to will](#) become a new high density employment and residential district catalyzed by station-area development opportunities. A dense concentration of urban development with a major concentration of multi-unit housing, [health care services, and employment](#), shopping, ~~and services~~ will be developed within walking distance of the Lakewood commuter rail station. A significant high density, multi-unit residential presence in the center of this area will be encouraged. There will be special emphasis placed on design to enhance the pedestrian environment and create a diverse new urban neighborhood. New open space opportunities consistent with the desired urban character will be prioritized to attract development. [A new pedestrian bridge connection the Lakewood Station to the neighborhood to the north was completed in 2013.](#)

- Increased emphasis on making Lakewood accessible and convenient for pedestrians and bicycle riders.

This plan offers transportation choice by putting walking and bicycling on an equal footing with the automobile. New linked systems of sidewalks, crosswalks, trails, and pathways will not only make alternatives to driving viable for those unable to drive, but a desirable option for those who choose to walk or ride.

- New urban design approaches to raise the aesthetic standards throughout the city.

Lakewood citizens are overwhelmingly in favor of instilling a sense of place for their community by making it more attractive. This plan addresses this sentiment with an entire chapter devoted to urban design. The policies in this chapter will improve the quality of place through specific design treatments both at the city-wide context level as well as at the level of specific targeted neighborhoods.

1.5 How Will this Plan Be Used?

Following adoption ~~in 2000, the this~~ comprehensive plan ~~will be was~~ implemented in large part ~~by through~~ adoption of a number of programs, plans, and codes. Some of these additional documents include:

- A zoning code that ~~will ensure that the City's zoning is~~ consistent with the comprehensive plan land use designations;
- Sub-area, corridor, and gateway plans for specific portions of Lakewood. Sub-area plans have been prepared for Tillicum and the Woodbrook Industrial Park;
- A critical areas ordinance, as defined by the GMA (LMC Title 14A, adopted March 2004); and
- A shoreline master program, as defined by the State Shoreline Management Act (adopted December 2014); and,
- ~~a~~ 6-year capital improvement program (CIP), updated on a regular basis.

Because the GMA requires that these programs and regulations be consistent with the City's comprehensive plan, the plan is particularly important in determining the City's future capital expenditures and how they relate to specific plan goals and policies.

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

Central to the plan is an official land use map, presented in Chapter 2, that delineates the type and intensity of all land uses within the city. This map is accompanied by definitions for all land use designations it includes. Chapter 2 also includes a discussion of Lakewood's urban growth area (UGA) and identifies UGA boundaries. The remaining chapters contain the individual plan elements and their various goals and policies that guide decisionmaking on how Lakewood will grow, look, and function into the future.

1.6 How Does this Plan Relate to GMA and Other Requirements?

Comprehensive plans are intentionally broad and far-reaching. This plan does not address the specifics of individual land uses, localized urban design treatments, or specific programs. Instead, it lays the framework for how such issues will be addressed by City policies and programs in the future.

Under GMA, local comprehensive plans must address certain planning elements including land use, transportation, housing, capital facilities, and utilities. This plan contains a number of chapters that correspond to or otherwise address the GMA's required planning elements. Lakewood has also chosen to prepare several optional elements, addressing the topics of urban design, economic development, and public services.

Tables 1.3 through 1.8 identify the locations of required and optional elements under GMA within this plan. Each chapter generally contains goals and policies, accompanied by explanatory text. Information required by GMA is also contained in a background report, which documents existing conditions and trends in detail; an environmental impact statement (EIS), which analyzes potential environmental impacts as required by SEPA; and the CIP, the City's prioritized list of planned capital expenditures for the next 6 years.

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1.6.1 Land Use

The GMA land use requirements are addressed in several locations. The majority of issues related to land use are addressed in Chapters 2 and 3. Chapter 2 discusses land use designations and locations, while Chapter 3 consists of goals and policies related to the land use designations. In addition, some physical characteristics such as building intensities are addressed at greater detail in Chapter 4 (Urban Design). Future population is estimated according to a development capacity model included in Section 3.3 of the EIS.

Table 1.3: Relationship Between GMA Requirements for Land Use and the Lakewood Comprehensive Plan.

RCW Section & GMA Requirement	Location where Lakewood Comprehensive Plan Complies with Requirement
36.70A.070(1) Population densities (land use element)	<ul style="list-style-type: none"> • comp. plan Section 2.3: Land Use Designations
36.70A.070(1) Building intensities (land use element)	<ul style="list-style-type: none"> • comp. plan Section 2.3: Land Use Designations • comp. plan Section 4.2: Relationship Between Urban Design and Land Use Designations
36.70A.070(1) Estimates of future population growth (land use element)	<ul style="list-style-type: none"> • comp. plan Section 3.2: Residential Lands and Housing 2.3: Land Use Designations
36.70A.070(1) Protection of groundwater quality/quantity (land use element)	<ul style="list-style-type: none"> • comp. plan Section 3.11: Environmental Quality
36.70A.070(1) Drainage/flooding/stormwater runoff (land use element)	<ul style="list-style-type: none"> • comp. plan Section 3.11: Environmental Quality

1.6.2 Housing

Housing issues are addressed in the land use chapter and several other locations. The comprehensive plan land use designations and map (Chapter 2) identify areas of the city targeted for different housing types. The land use chapter (Chapter 3) addresses goals and policies related to a variety of housing issues. Technical analysis of needs and capacity is contained in the background report and the EIS.

Table 1.4: Relationship Between GMA Requirements for Housing and the Lakewood Comprehensive Plan.

RCW Section & GMA Requirement	Location where Lakewood Comprehensive Plan Complies with Requirement
36.70A.070(2)(a) Inventory/analysis of existing/projected housing needs (housing element)	<ul style="list-style-type: none"> • Housing section of background report • EIS Section 3.5 Housing
36.70A.070(2)(b) Statement of goals/policies/objectives/mandatory provision for the preservation/improvement/development of sufficient land for housing (housing element)	<ul style="list-style-type: none"> • comp. plan Section 3.2: Residential Lands and Housing
36.70A.070(2)(c) Sufficient land for housing, including government-assisted, low-income, manufactured, multi-family, group homes, & foster care (housing element)	<ul style="list-style-type: none"> • comp. plan Section 3.2: Residential Lands and Housing • comp. plan Section 2.3: Land Use Designations
36.70A.070(2)(d) Provisions for existing/projected needs for all economic segments (housing element)	<ul style="list-style-type: none"> • comp. plan Section 3.2: Residential Lands and Housing

1.6.3 Capital Facilities

Capital facilities are addressed in Chapter 9 of the comprehensive plan, background report, EIS, and Lakewood 2019-2020 CIP. The required capital facilities issues are addressed in the capital facilities chapter. Technical analysis of needs and capacity is contained in the background report and the EIS.

Table 1.5: Relationship Between GMA Requirements for Capital Facilities and the Lakewood Comprehensive Plan.

RCW Section & GMA Requirement	Location where Lakewood Comprehensive Plan Complies with Requirement
36.70A.070(3)(a) Inventory of existing capital facilities owned by public entities, showing location and capacities (capital facilities element)	<ul style="list-style-type: none"> background report utilities section EIS Section 3.8: Public Services and Utilities
36.70A.070(3)(b) Forecast of future needs for capital facilities (capital facilities element)	<ul style="list-style-type: none"> background report utilities section EIS Section 3.8: Public Services and Utilities
36.70A.070(3)(c) Proposed locations and capacities of expanded/new capital facilities (capital facilities element)	<ul style="list-style-type: none"> Lakewood 20195-20240 CIP
36.70A.070(3)(d) At least a 6-year plan to finance capital facilities (capital facilities element)	<ul style="list-style-type: none"> Lakewood 20195-20240 CIP
36.70A.070(3)(e) Requirement to reassess land use element capital facilities funding falls short (capital facilities element)	<ul style="list-style-type: none"> comp. plan Section 9.4: General Goals and Policies

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1.6.4 Utilities

The most detailed discussion of utility capacity, needs, and locational issues is contained in the utilities section of the background report. The utilities section of the EIS also contains relevant information, especially pertaining to impacts and proposed mitigation associated with this plan. Although the comprehensive plan chapter on utilities includes summary level review of how the plan will accommodate land use changes, the chapter is primarily comprised of goals and policies.

Table 1.6: Relationship Between GMA Requirements for Utilities and the Lakewood Comprehensive Plan.

RCW Section & GMA Requirement	Location where Lakewood Comprehensive Plan Complies with Requirement
36.70A.070(4) General/proposed locations of utilities (utilities element)	background report utilities section EIS Section 3.8: Public Services and Utilities comp. plan Chapter 7.0: Utilities
36.70A.070(4) Capacity of existing/proposed utilities (utilities element)	background report utilities section EIS Section 3.8: Public Services and Utilities comp. plan Chapter: 7.0 Utilities

1.6.5 Transportation

The transportation chapter of the comprehensive plan establishes the overall transportation framework for Lakewood's transportation planning through long-range goals and policies.

Table 1.7: Relationship Between and GMA Requirements for Transportation and the Lakewood Comprehensive Plan.

RCW Section & GMA Requirement	Location where Lakewood Comprehensive Plan Complies with Requirement
36.70A.070(6)(a)(i) Land use assumptions used in estimating travel (transportation element)	<ul style="list-style-type: none"> • comp. plan Section 2.3: Land Use Designations
36.70A.070(6)(ii) Estimated traffic impacts to state transportation facilities (transportation element)	<ul style="list-style-type: none"> • EIS Section 3.6: Transportation
36.70A.070(6)(iii)(A) Inventory of air/water/ground transportation & services (transportation element)	<ul style="list-style-type: none"> • background report transportation section • EIS Section 3.6: Transportation
36.70A.070(6)(iii)(B)&(D) Level of service standards (LOSs) for locally owned arterials & transit routes & actions/requirements for bringing those that don't meet LOSs into compliance (transportation element)	<ul style="list-style-type: none"> • comp. plan Section 6.5: Level of Service Standards and Concurrency
36.70A.070(6)(iii)(C) Level of service standards for state highways (transportation element)	<ul style="list-style-type: none"> • comp. plan. Section 6.5: Level of Service Standards and Concurrency
36.70A.070(6)(iii)(E) Traffic forecasts for at least ten years (transportation element)	<ul style="list-style-type: none"> • EIS Section 3.6: Transportation
36.70A.070(6)(iii)(F) Identification of state/local system needs to meet current/future demands (transportation element)	<ul style="list-style-type: none"> • EIS Section 3.6: Transportation
36.70A.070(6)(iv)(A) Analysis of funding capability (transportation element)	<ul style="list-style-type: none"> • Lakewood 2005-2010 CIP (transportation section)
36.70A.070(6)(iv)(B) Multi-year financing plan based on needs identified in comp. plan (transportation element)	<ul style="list-style-type: none"> • Lakewood 2005-2010 CIP (transportation section)
36.70A.070(6)(iv)(C) Discussion of how funding shortfalls will be handled (transportation element)	<ul style="list-style-type: none"> • EIS Section 3.6: Transportation
36.70A.070(6)(v) Intergovernmental coordination efforts (transportation element)	<ul style="list-style-type: none"> • comp. plan Section 6.1: Introduction and Purpose (Transportation) • comp. plan Section 6.1.1: General Transportation Goals and Policies
36.70A.070(6)(vi) Demand management strategies (transportation element)	<ul style="list-style-type: none"> • comp. plan Section 6.2: Transportation Demand Management

This plan also designates arterial street classifications, identifies bicycle and pedestrian trails, and establishes level of service (LOS) standards. Analysis of traffic, safety, and LOS impacts; road improvements proposed by the state and county; and funding options are contained in the EIS. Specific transportation projects led by the City are listed in the CIP.

1.6.6 Optional Elements

Lakewood opted to include chapters addressing urban design, economic development, and public services, along with the five required elements discussed above. In addition, other issues such as parks and recreation and environmental quality are addressed in the land use chapter. (Economic development and parks and recreation have been added to the GMA as required elements; however, that requirement is currently not in effect per RCW 36.70A.070(9) so still are considered to constitute optional elements being addressed under this plan.

Table 1.8 Relationship Between GMA Optional Elements and the Lakewood Comprehensive Plan.

RCW Section & GMA Requirement	Location where Lakewood Comprehensive Plan Complies with Requirement
36.70A.080(1) Optional elements at City's discretion	<ul style="list-style-type: none"> • comp. plan Chapter 4.0: Urban Design • comp. plan Chapter 5:0: Economic Development • comp. plan Chapter 8:0: Public Services

1.6.7 Regional Planning Policies

In addition to the GMA, this plan is required to comply with VISION 20420, the multi-county policies, and Pierce County's County-Wide Planning Policies (CWPP). This plan shares many of the VISION 20420 goals, especially expanding housing choice and increasing job opportunities for community residents. Urban scale neighborhood redevelopment proposed for the Lakewood Station district, Springbrook, Tillicum, and elsewhere exemplifies the type of urban growth envisioned by these regional policies. Numerous other features, including improved pedestrian and bicycle networks, compact urban design types, and balanced employment and housing, further demonstrate this consistency. The goals and policies comprising Lakewood's comprehensive plan also reflect the emphasis of each of the major CWPP issue areas. In particular, the Future Land-Use Map is based on the CWPP's land-use principles. This is reiterated in the corresponding goals and policies associated with the map, which comprise the land-use chapter.

1.7 2015 Update

A substantial update to this plan was completed in 2015. The 2015 updates acknowledged goals that had been met since the plan's initial adoption in 1996, and also took into account the recommendations resulting from a Visioning project in 2014-15. The 2015 updates intend to implement the provisions of Vision 2040, the regional growth strategy put forth by the Puget Sound Regional Council (PSRC).

The primary concept of the regional growth strategy is that development is to be focused into urban areas and "centers". The City of Lakewood is classified as a "core city" and designated as a *Regional Growth Center*, and, as such, is expected to accommodate a large share of the region's growth.

{Add COLIs and recognition of JBLM as regional growth center.}

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4.0

URBAN DESIGN AND COMMUNITY CHARACTER

4.1 Introduction

This chapter describes the community's vision for the development of Lakewood's physical environment. It presents a framework of priority roads, gateways, open space connections, and focus areas, followed by the goals and policies to achieve the vision.

Upon incorporation, Lakewood ceased to be a small part of a larger entity and instead became its own place. With the status of cityhood has come a need for identity and sense of place. Lakewood's citizens have strongly expressed the need for the community to take control of its image, to grow into a recognizable city with a strong civic center, and to eliminate the negative aspects of its past.

In the citizens' visioning sessions that took place at the beginning of the comprehensive planning process, urban design was identified as the most urgent planning issue before the City. This was a significant occurrence, as it is somewhat unusual for urban design to achieve such a high profile when compared to other pressing civic issues such as transportation, public safety, and human services. Participants expressed a desire for a plan that develops a foundation for building a "heart of the city," creates beautiful entrances to the city ("gateways"), creates a legacy of interconnected parks and green spaces, and identifies and preserves the best natural and built features that Lakewood has to offer. They wanted a more pedestrian-oriented city with attractive streets and an environment that helps orient and guide visitors.

This chapter begins the process of fulfilling a community vision of Lakewood as a fully evolved city that combines a defined sense of place and a collective unity of spirit as evidenced by an appealing, functional environment. Five major urban design building blocks are defined in this chapter to work toward this goal. First, urban design needs related to specific land-use categories are discussed. Secondly, the relationship of urban design to transportation planning is presented, and some street classifications related to urban design are presented. Next, a physical framework plan identifies the key elements that define the city's physical structure in terms of its open space network, civic boulevards, and major gateways. Urban design strategies for specific focus areas are presented, along with specific actions for implementation. Finally, overall urban planning goals and policies are identified to guide development of Lakewood's physical environment.

The three urban design focus areas that are singled out for special attention are: the CBD, Lakewood Station district, and Tillicum. These three focus areas are crucial to the city's image and are parts of the city where substantial change is planned that will create a rich mixture of land uses in a pedestrian oriented environment. To achieve this level of change, substantial public investment and standards for private development will be needed.

There are limitations as to how urban design can be addressed at the comprehensive planning level. For this reason, this chapter recommends the future preparation of subarea plans to address priority areas at a scale allowing for the necessary attention to detail. Pending these detailed studies, adherence to the goals and policies shown here will assist the City in carrying out some of its most pressing development priorities such as City Hall construction, continued redevelopment of the Lakewood Mall into Lakewood Towne Center, development of transit oriented residential projects around the Sound Transit commuter rail station, and preservation of strong single-family neighborhoods.

4.2 Relationship Between Urban Design and Land-Use Designations

Particularly desirable urban design features accompany many of the land-use designations discussed in Chapter 2. These features are identified here in relationship to the specific land-use designations, except the CBD and Lakewood Station district, which are presented separately.

4.2.1 Residential Lands

Urban design is especially important in multi-family residential areas to create satisfying and aesthetic places for residents. The following factors should be considered in developing multi-family properties:

Mixed Residential and Multi-Family: Encourage infill development along key pedestrian streets and in proximity to public transit routes or centers. Use design to create a pedestrian scale along key pedestrian streets. Locate parking behind residential buildings with access off alleys, where possible, and limit driveways and curb cuts along key pedestrian streets. Building faces should typically be oriented parallel to the street with setbacks aligned with adjacent buildings. Architectural variety should be encouraged, as should building modulation, emphasis on semi-public, semi-private, and private open space. Building scale, especially in mixed residential areas, should respect physical context. Above all, livability over the long term should be a prime consideration during the project review process.

High-Density Multi-Family: Encourage the development of high-density multi-family residential neighborhoods in proximity to public transit and the commuter rail station. Neighborhood character should reinforce a pedestrian orientation along key pedestrian streets and linkages to commuter rail or public transit. Below grade parking or garages behind buildings, with access from alleys where possible, should be encouraged. Driveways and curb cuts along key pedestrian streets should be limited. Encourage the incorporation of design elements characteristic of older single-family residential areas such as pitched roofs, roof dormers, modulation of building facades, articulated building materials and finishes, and human-scale massing. The result should be an attractive, urban residential neighborhood with wide sidewalks, street trees, and numerous public seating/gathering spots in a combination of private and open space.

4.2.2 Commercial Lands

Urban design is particularly important in commercial areas to create vibrant and interesting places for people to shop, dine, and meet. The following factors should be considered in developing commercial areas:

Corridor Commercial: New commercial development within this designation is likely to continue to be predominantly auto-oriented. Encourage the redevelopment of streets, bicycle paths, transit stops, street trees, and sidewalks along these commercial corridors, and reduce the number of curb cuts and surface parking lots fronting onto streets. Establish building design and signage standards and guidelines to provide a unified, attractive character to these commercial corridors. Visually, these areas are to appear dedicated to commerce but should not be unduly cluttered or chaotic looking. Individual character in areas such as the International District should be promoted.

Neighborhood Business District: Development within this designation serves the immediate surrounding neighborhood with goods and services. These are pedestrian-scaled business districts within close walking distance to medium and high-density residential areas. New development should have a strong pedestrian orientation with improved sidewalks along key pedestrian streets. On-street parking should be provided to assist in slowing traffic through the business district and providing a sense of pedestrian safety. The design of the neighborhood business district should reflect the scale of adjacent residential areas. Streetscape design may emphasize a special neighborhood character and a richer palette of materials, including public artworks. Green

street connections emphasizing pedestrian safety should link neighborhood business districts to surrounding residential neighborhoods. These districts should have the feel of a small village hub which serves as the focus of community life.

4.2.3 Industrial Lands

Industrial areas require less extensive urban amenities, but urban design is still important to create economically viable and attractive industrial sites. The following factors should be considered in developing industrial properties:

Emphasis is on employment-generating uses, including light manufacturing, warehousing and distribution, and business park activities. Perimeter buffer areas should clearly define the site's geographic boundaries, minimizing visual, acoustic, or other impacts to adjacent users, reducing the nuisance potential of these land uses. Sources of noise, dust, light, or other potential nuisances should be sited properly to shield adjacent land uses. Entryways to industrial sites should be visually attractive, as they tend to be the only public expression of design for these uses.

Way-finding is critical for persons making pickups and deliveries at industrial sites. Consequently, signage should clearly identify principal entrances and loading docks for each business. Resistance to theft, vandalism, and personal crimes should also be a prime design consideration. Freight traffic must be accommodated through use of proper turning radii, consolidated access points, adequate turning lanes, turning pockets and sight distances, and clear freeway access routes. The needs of rail access should be accounted for, and conflicts with pedestrians and vehicles minimized. Minimum landscaping standards adequate to prevent large areas of parking from dominating the landscape should be required. Stormwater detention basins should be developed as attractive features of the natural landscape, with attention to appearance, landscaping, biofiltration, and potential for providing wildlife or open space resources.

4.3 Relationship Between Urban Design and Transportation

Transportation networks, together with open space, typically form a framework of public lands that set the stage for city life. While private lands arrayed within this framework account for the bulk of human activity, it is the public networks which often form our deepest image of a city. These networks also typically contain much of the lands in public ownership, giving the city a measure of control over how they appear, how they are used, and what functions they perform. These networks can help fulfill the citizens' desire for a better regional image, more attractive gateways and entrances into the city, better accommodations for foot and bicycle traffic, and increased access to natural and recreation areas.

To help implement the City's aspirations for an attractive and well-ordered streetscape environment, urban design classifications have been identified related to the transportation network. The intent is to identify key features in the city for improvement with regards to civic image, orientation, and pedestrian functioning, rather than create an universal system into which all public rights-of-way (ROW) fit. The principal urban design concepts related to transportation are shown in Table 4.1. Only certain critical streets and intersections have been selected for special attention. These civic boulevards, green streets, and gateways are discussed in the following section.

Table 4.1: Urban Design Street Classifications.

Urban Design Classification	Primary Function	Design Characteristics
Civic Boulevards	To provide a positive civic image and sense of identity along key arterials functioning as entranceways into the city or key commercial areas of the city while maintaining adequate levels of service for high traffic volumes.	Should include full sidewalks with planting strips , curb ramps, crosswalks, and traffic control at all intersections; street trees, attractive street furniture, special attention to bus shelter areas; and decorative lighting. May include planted medians, decorative pavements, on-street parking, and special signal mounting. Should be considered an opportunity for public art.
Green Streets	To provide for a high level of pedestrian function, protect pedestrians from conflicts with vehicles, and provide pedestrian amenities.	Full sidewalks or sidewalks with planting strips; curb ramps, crosswalks, and traffic control at all intersections; street trees; street furniture including seating in appropriate locations; and pedestrian oriented lighting.
Internal Gateways	To create a positive sense of entry into a district, create a sense of neighborhood identity, and provide way-finding and orientation functions.	Significant landscaping, way-finding and orientation devices, public art, special pavements, street furnishings. Finer scale, greater emphasis on pedestrians than with external gateways.
External Gateways	To create a positive sense of entry into the city, as well as providing way-finding and orientation functions.	Significant landscaping, way-finding and orientation devices, public art, special pavements, street furnishings. Larger scale, greater emphasis on vehicular experience than with internal gateways.

Civic Boulevards: These are the key vehicular routes people use to travel through or to districts and neighborhoods. These road corridors should be a priority for improvements to vehicular and pedestrian functioning and safety, and for general streetscape improvements such as street trees, street lighting, landscaping, signage and pedestrian sidewalks, building orientation, and the location of on-street parking. They have been identified as civic boulevards due to the prominent role they play in carrying people into the city and therefore creating an image of the city. The urban design framework plan identifies the following arterials as civic boulevards: the full length of Bridgeport Way, Gravelly Lake Drive from Nyanza Boulevard to Steilacoom Boulevard, 100th Street from South Tacoma Way to Gravelly Lake Drive, and the entirety of S. Tacoma Way and Pacific Highway Southwest, as well as Thorne Lane, Union Avenue, and Spruce Street in Tillicum (Table 4.2).

Table 4.2: Civic Boulevards.
Table 4.2: Civic Boulevards

Civic Boulevards	Locations
Bridgeport Way	Full length
Gravelly Lake Drive	from Nyanza Boulevard to Steilacoom Boulevard
100th Street	from South Tacoma Way to Gravelly Lake Drive
S. Tacoma Way/ Pacific Hwy SW	All (except So. Tac. Way extension)
Thorne Lane	from I-5 to Union Avenue
Union Avenue	from W. Thorne Lane to Spruce Street
Spruce Street	from Union Street to N. Thorne Lane

Key Pedestrian Streets or Trails (“Green Streets”): This term identifies streets that function as preferred pedestrian routes between nodes of activity, trails that link open space areas, or streets with a distinctive pedestrian-oriented character, such as a shopping street. Key pedestrian streets should have wide sidewalks; streetscape features such as street trees, benches, wayfinding signage, and pedestrian-oriented street lighting; and safe street crossings. The framework plan identifies pedestrian-friendly green streets in several areas including the CBD where they are important to create a downtown atmosphere. Lastly, Lakewood’s Legacy parks plan identifies a system of off-street trails to be developed that link the city’s major open spaces.

Table 4.3: Key Pedestrian Routes.
Table 4.3: Key Pedestrian Routes.

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Thunderbird pedestrian link	Oakbrook	Private corridor through Thunderbird Oakbrook Plaza
Phillips Road	Oakbrook	Steilacoom Blvd. to 81 st St.
Lakewood Town Center	CBD	Various pedestrian links within LTC property
Lakewood Drive	CBD	Bridgeport Way to Steilacoom Blvd.
Steilacoom Blvd.	CBD	Lakeview Drive to 63 rd Ave.
63rd Ave.	CBD	Steilacoom Blvd. to Motor Ave.
Mt. Tacoma Drive	CBD	Seeley Lake to Silver St.
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.

Waverly Drive	Lakewood Center	72 nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Drive
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length
San Francisco Ave.	Springbrook	Bridgeport Way to 49 th Ave.
49th Ave.	Springbrook	San Francisco Ave. to 127 th St.
127th St.	Springbrook	49 th Ave. to 47 th Ave.
Bridgeport Way	Springbrook	123 rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127 th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length
Custer Road	Flett	Bridgeport Way to Lakeview Blvd.
75th Street West	Flett	Bridgeport Way to Dean St.
79th Street West	Flett	59 th Ave. to Dean Street
59th Ave.	Flett	79 th Street to 75 th Street
Burgess Street	Flett	79 th Street to 75 th Street
Douglas Street	Flett	79 th Street to Custer Street
Cody Street	Flett	79 th Street to 75 th Street
Dean Street	Flett	78 th Street to 75 th Street

Gateways: Gateways are the major access points and entrances to a city. They contribute to the public's mental image of a city and provide people with clues to wayfinding and orientation. This function can be strengthened by making them more memorable and identifiable through special design features such as landscaping, signage, lighting, paving patterns, and architectural treatment. A summary of proposed internal and external gateways is identified in Table 4.4. Most external gateways in the plan are along I-5, with several located at the city's northern and western boundaries. Three internal gateways are recognized in the area of the CBD: the intersections of 100th Street and Lakewood Boulevard at Bridgeport Way; 100th Street at Gravelly Lake Boulevard; and most importantly, Gravelly Lake Boulevard at Bridgeport Way.

Table 4.4: Gateways.
Table 4.4: Gateways.

Internal Gateways	Locations
Gravelly Lake Drive	At Bridgeport Way
Intersections of 100th Street and Lakewood Boulevard	At Bridgeport Way
100th Street	At Gravelly Lake Drive
External Gateways	
Union Ave	Fort Lewis Gate
Union Ave	Thorne Lane
Bridgeport Way	Pacific Highway SW
South Tacoma Way/ Pacific Highway SW	SR 512 Interchange
84th Street	I-5 Interchange

Bridgeport Way	Leach Creek (University Place border)
Steilacoom Blvd.	Town of Steilacoom border
South Tacoma Way	80 th Street (Tacoma border)
Nyanza Boulevard	I-5 Interchange

4.4 Citywide Urban Design Framework Plan

With incorporation, Lakewood inherited an established system of transportation and open space networks. With improvement, they can help fulfill the citizens' desire for a better regional image, more attractive gateways into the city, better pedestrian and bicycle accommodations, and better access to natural and recreation areas. A citywide urban design framework plan illustrating these design components is shown in **Figure 4.1**. This framework plan focuses on the following main elements.

Landmarks: Landmarks are reference points in or outside the city. They help orient people and create the city's identity. Lakewood landmarks identified in this plan include:

- Colonial Center
- Flett House
- Boatman-Ainsworth
- Settlers Cemetery
- Fort Steilacoom
- Thomewood Manor House
- Lakewood Mall
- Lakewood Gardens
- Lake Steilacoom Bridge
- City Hall*
- Lakewood Station*

* potential future landmarks

Although they have no official protected status at this time, landmarks serve as important catalysts for neighborhood building. The plan also shows the opportunity to create several new landmarks with the recent development of a new City Hall and Lakewood Station.

Activity Nodes: Activity nodes are key destinations that attract human activity such as employment, shopping, civic functions, and public open spaces such as parks. These areas are usually memorable places in the minds of residents. No attempt was made to identify activity nodes in the framework plan, as they are widespread and varied in nature. However, among the most prominent are the three identified as urban design focus areas (the Central Business District, Lakewood Station, and Tillicum) which are shown on Figure 4.1, and discussed in depth in Section 4.5.

Open Space/Parks/Landscape Buffers: Open spaces, parks, and landscaped buffers contribute to a city's image, provide a public amenity, and offer visual relief from the built environment. Major open spaces such as Seeley Lake, the Flett Wetlands, or the beach park at Harry Todd Park in Tillicum are existing open space areas that contribute to the quality of Lakewood's urban environment. New open space amenities should be developed as part of new commercial development and public facilities to add to the network of parks and open spaces within the city. These may be small pocket parks, civic plazas, green corridors, buffers, or habitat restoration.

4.5 Focus Area Urban Design Plans

Three areas of the city were selected for a focused review of urban design needs: the CBD, the Lakewood Station district, and Tillicum. These areas were singled out for their prominence, for the degree of anticipated change, and for the rich mixture of land uses within a limited space, calling for a higher level of urban design treatment. Each area is discussed in terms of a vision for that area, its needs, and proposed actions to fulfill those needs and realize the vision. A graphic that places those identified needs and proposed actions in context accompanies the discussion.

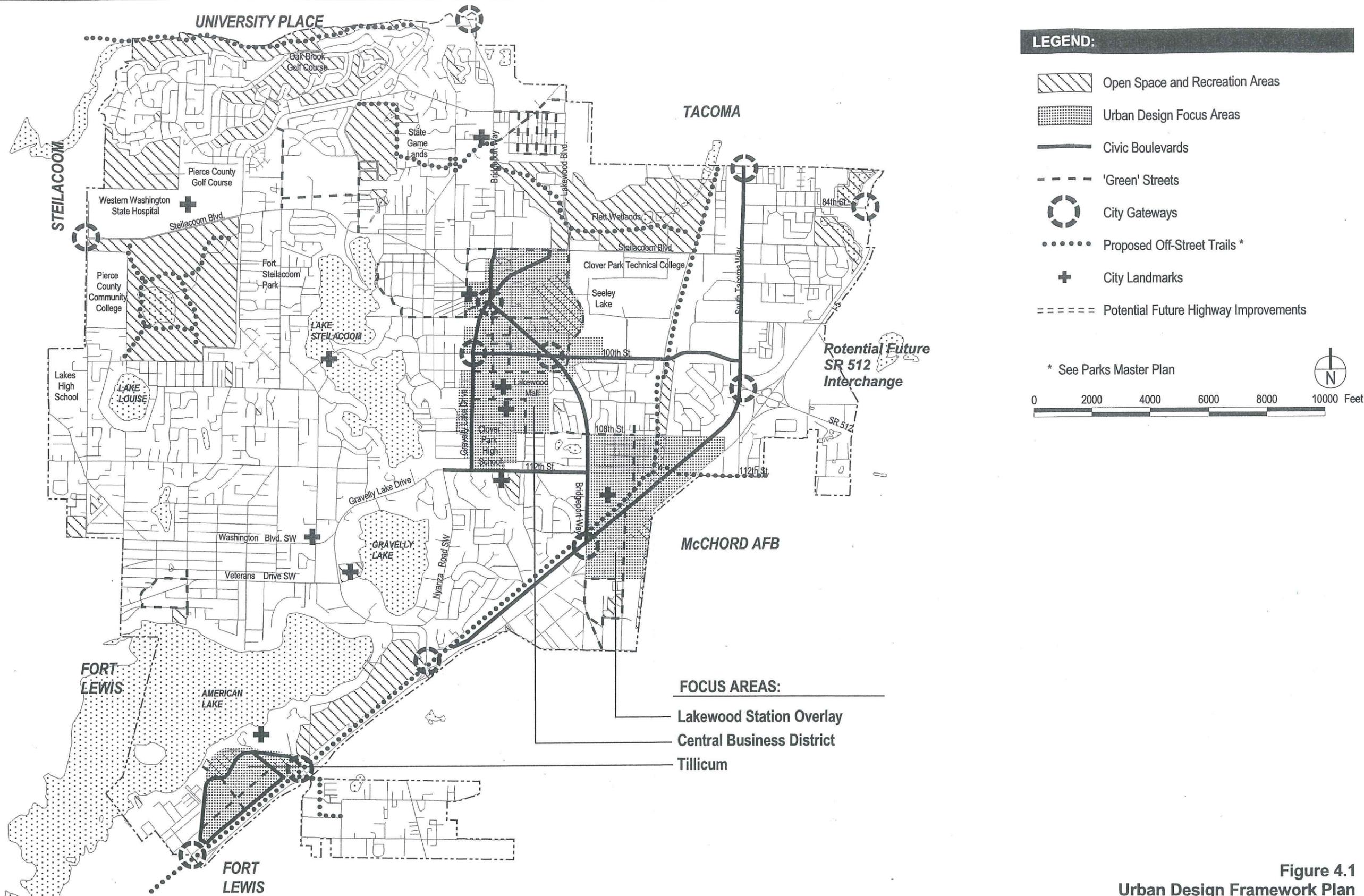


Figure 4.1
Urban Design Framework Plan

Source: Pierce County GIS / Lakewood Parcel Survey Database / EDAW Inc., 1999.

4.5.1 Central Business District

A major goal of this comprehensive plan is to create a downtown in the CBD, redeveloping it into a rich urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. The CBD has significant economic assets such as the Lakewood Towne Center, historic and cultural assets such as the Colonial Center, nearby open space assets such as Seeley Lake, civic assets such as Clover Park High School and City Hall, and other major retail and entertainment assets. There is a strong street pattern, including the intersection of three of the city's major civic boulevards: Bridgeport Way, Gravelly Lake Drive, and 100th Street.

To create a downtown atmosphere, a number of land use and infrastructure changes will be needed, including:

- intensification of land use within the CBD, including some higher density residential infill;
- development of more urban civic amenities, including park space, civic plazas, and recreation opportunities;
- establishment of pedestrian linkages between the Colonial Center and Lakewood Towne Center; and
- creation of an urban streetscape with pedestrian-oriented spaces, buildings that define street edges, and high quality design in the streetscape.

Key to this vision for the CBD is continuation of the successful and creative evolution of Lakewood Towne Center. Specific actions the City can take in support of this redevelopment include assistance with strengthening the street grid within the CBD, including specific streetscape improvements along major civic boulevards; good transportation planning, including a strong transit link between the CBD and the new commuter rail station; and good land-use planning, working with the development community to promote residential growth within the CBD where it is close to available jobs and services.

The urban design framework plan depicting some of the potential land-use and urban design changes in the CBD is shown in [Figure 4.2](#). Some of the specific urban design actions shown in that figure that may occur as the CBD develops are as follows:

Landmarks/Activity Nodes: Streetscape enhancements to the intersection of Gravelly Lake Drive and Bridgeport Way would create a positive image of the city, with new landscaping, crosswalks, signal poles, central island, signage, and other treatments.

Civic Boulevards: The framework plan identifies various safety and image-oriented streetscape improvements to Bridgeport Way, Gravelly Lake Drive, and 100th Street, including the use of landscaped medians in the current turning lanes, crosswalks, undergrounding of utilities, and general aesthetic improvements. Improvements to the intersection of Bridgeport Way with Lakewood Boulevard and 100th Street would improve visibility and access to the Towne Center.

Green Streets: For the network of pedestrian-oriented streets identified in between the Colonial Center and the Towne Center, improvements would be made to increase pedestrian interest and safety, such as curb ramps, street trees, crosswalks, and lighting.

Open Space: Improved access and recreational opportunities are shown for Seeley Lake Park. The development of smaller urban parks within the CBD could occur through density bonuses to private

developers in exchange for development of public open space.

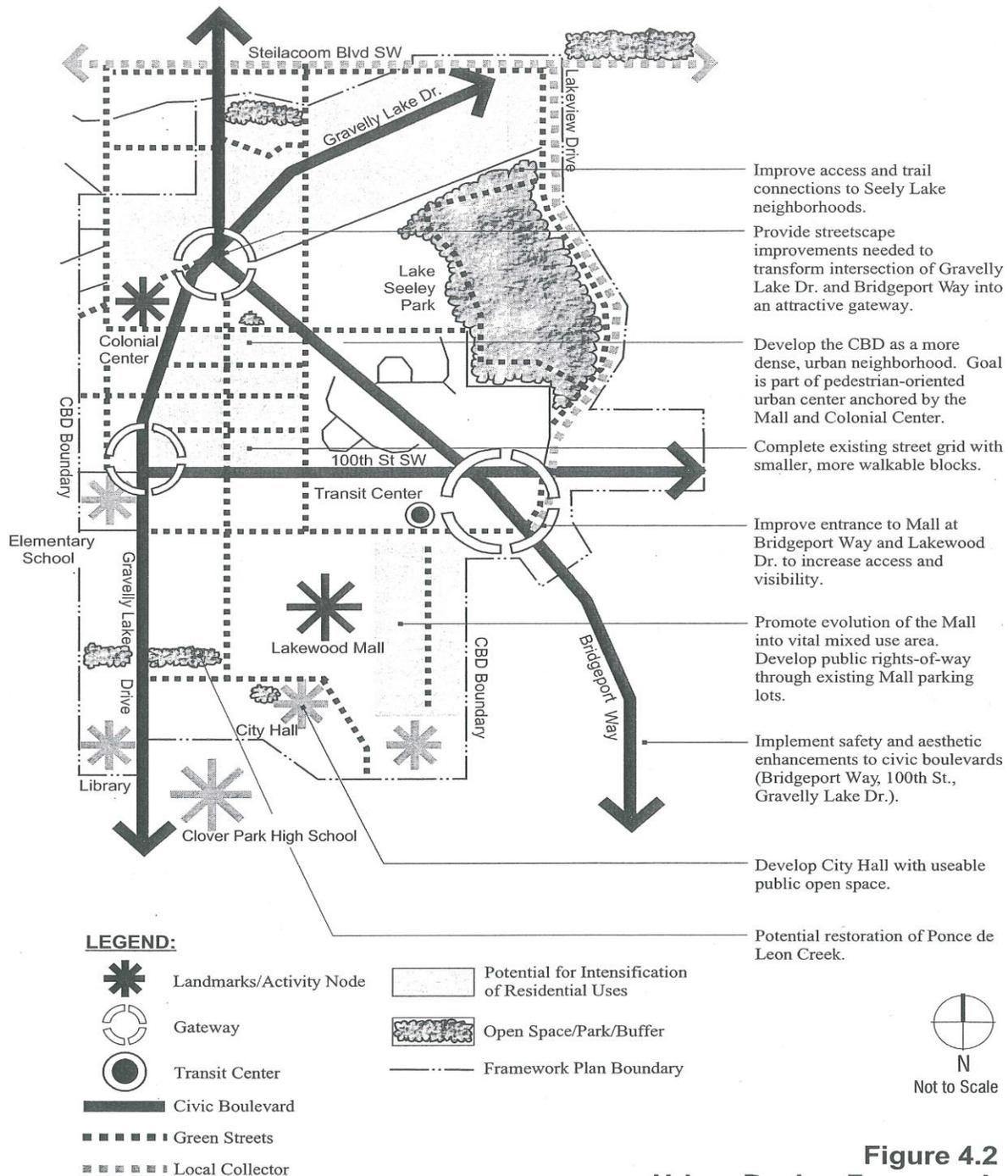


Figure 4.2
Urban Design Framework
for Central Business District (CBD)

SOURCE: EDAW, Inc. 1999.

July 2000

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4.5.2 Lakewood Station District

Development of the Sound Transit commuter rail station (“Lakewood Sounder Station”) on Pacific Highway Southwest represents a major investment of public funds in Lakewood. It also presents the potential for major land use change as the private market responds to the opportunities presented by increased transportation options. The comprehensive plan defines the Lakewood Station district as a transit-oriented neighborhood with higher density residential uses, medically oriented businesses, and other commercial uses responding to increased transportation access in the area.

The commuter rail station combines a substantial park-and-ride lot and transit transfer center with the rail station to create a multi-modal transportation hub. Parking for a large number of vehicles, as well as improved transit and pedestrian access, will assist in the transformation and redevelopment potential for the commercial corridor along Pacific Highway Southwest. A newly constructed pedestrian bridge and pedestrian amenities on Kendrick Street to the north of the Sounder Station, together with high-density multi-family residential zoning set the stage for redevelopment of the area with transit-oriented residential development. New sidewalks and streetscape elements such as lighting and landscaping will improve the visual quality and public safety of the area around the station.

Other changes envisioned within the Lakewood Station district include:

- the strengthening and completion of the street grid north of St. Clare Hospital and east of Bridgeport Way;
- development of an open space corridor adjacent to the railroad tracks as part of a greater citywide system; and
- expansion of the street grid in Springbrook to allow for connections between 47th Street and Bridgeport Way.

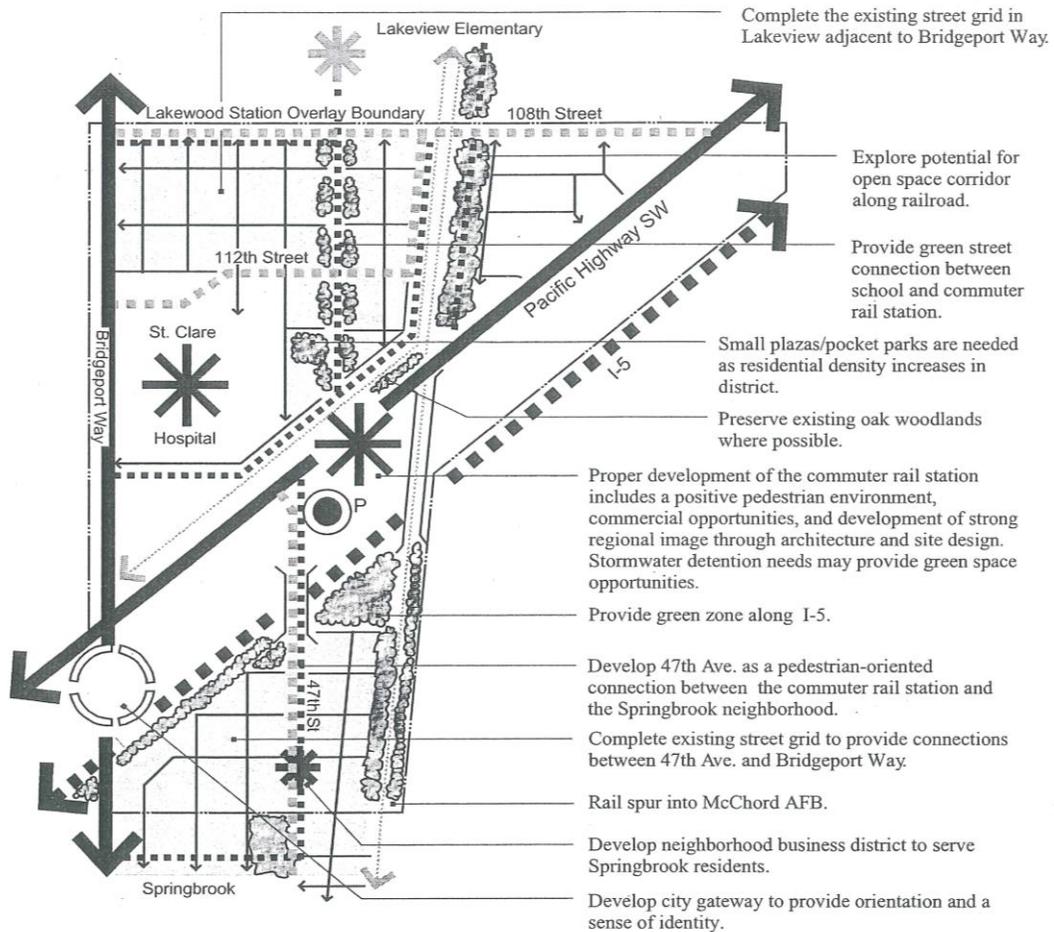
The urban design framework plan graphic depicting some of the potential land-use and urban design changes in the Lakewood Station area is shown in **Figure 4.3**. Some of the specific urban design actions shown which may occur as the Lakewood Station district develops over the next 20 years are as follows:

Landmarks/Activity Nodes: The Bridgeport Way intersection with I-5, arguably the most important and visible access point into the city, would be redeveloped and landscaped into a graceful entrance on both sides of Pacific Highway Southwest. The commuter rail station and related architecture, including the garage structure, could present a memorable regional image, while simultaneously functioning to mediate the transition in scale between the station and the neighborhood to the north.

Civic Boulevards: Bridgeport Way, Pacific Highway Southwest, and 112th Street would receive various safety and image-oriented streetscape improvements, including the use of landscaped medians in the current turning lanes, improved crosswalks, undergrounding of utilities, and general aesthetic improvements. The intersection of Bridgeport Way with Pacific Highway Southwest in particular is suited for potential improvements related to creating a positive gateway image for Lakewood.

Green Streets: Several important pedestrian connections would be made along existing streets to increase pedestrian interest and safety, including curb ramps, street trees, crosswalks, lighting, and other improvements. A pedestrian connection along Kendrick Street, which acts as a spine connecting the commuter rail station to Lakeview School, would facilitate use of the playground as a neighborhood park. Another important connection between the station area and Springbrook could be made through improvements along 47th Avenue, including the bridge, which could become a significant second access point to Springbrook.

Open Space: A number of significant public open space opportunities could be realized in the course of station area development. Stormwater retention facilities developed in conjunction with the station would provide open space, as would the proposed linear park developed adjacent the Burlington Northern ROW. One or more small pocket parks could be developed in conjunction with future development. Freeway buffers along the I-5, primarily on the east side, would create additional green space.



LEGEND:

- Landmarks/Activity Node
- Gateway
- Transit Center
- Civic Boulevard
- Green Streets
- Local Collector
- Potential for Intensification of Residential Uses
- Open Space/Park/Buffer
- Framework Plan Boundary



Figure 4.3
Urban Design Framework
for Lakewood Station District

SOURCE: EDAW, Inc. 1999

July 2000

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4.5.3 Tillicum

The Tillicum neighborhood functions as a separate small village within Lakewood. Accessible only by freeway ramps at the north and south end of the area, it has its own commercial sector; moderately dense residential development; and an elementary school, library, and park. Tillicum is a very walkable neighborhood with a tight street grid and relatively low speed traffic. Harry Todd Park is one of the largest City-owned parks, and Tillicum is one of the few neighborhoods in the city with public waterfront access.

In public meetings discussing alternative plans for the city, Tillicum emerged as a neighborhood viewed as having significant potential for residential growth over the next 20 years. With a traditional street grid, significant public open space and lake access, and strong regional transportation connections, there is a major opportunity for Tillicum to evolve into a more urban, pedestrian-oriented community. This is further enhanced by the long-range potential for a commuter rail station and new highway connection to the east.

Because of recent extension of sewer service to the area, the development of multi-family housing in Tillicum is now possible. In addition to sewer development, there are other actions the City can take in support of the development of multi-family housing in Tillicum including: development of a long-range plan for Harry Todd Park and implementation of specific improvements to expand sewer capacity;

- development of a pedestrian connection between the park and commercial district along Maple Street, with sidewalks, curb ramps, crosswalks, lighting, and other improvements;
- improvements at the I-5 interchanges to create attractive, welcoming gateways; and
- a pedestrian/bikeway easement north along the railroad or through the country club to other portions of Lakewood.

The proposal by Amtrak to locate high-speed passenger rail service through the area (the Point Defiance Bypass project) will result in significant modifications to the freeway interchanges in Tillicum. These modifications should be designed in conjunction with improvements to I-5 to address congestion.

The urban design framework plan for Tillicum is shown in [Figure 4.4](#). Some of the specific urban design actions which could be undertaken in Tillicum include:

Landmark/Activity Nodes: The northern entrance into Tillicum, as well as the only entrance into Woodbrook, is at the Thorne Lane overpass and I-5. It would be improved as a civic gateway, with landscaping, road improvements, signage, and other elements as needed. This interchange may be significantly redesigned in conjunction with the Point Defiance Bypass and I-5 congestion management projects.

Civic Boulevards: As the main entrance road into Tillicum and the perimeter road embracing multi-family development, Thorne Lane would be improved as a civic boulevard. Development intensification in Tillicum would occur east of Thorne Lane, with W. Thorne Lane marking the initial southern boundary of the sewer extension to keep costs in check. Potential improvements of Union Street in support of commercial functions would include such elements as pedestrian improvements, parking, landscaping, lighting, and other functional items. Long-range planning would also identify site requirements for the planned future commuter rail stop and propose a strategy to fulfill this need |

Green Streets: Maple Street would be improved as a green street to provide a pedestrian-oriented connection

between American Lake and Harry Todd Park at one end, and the commercial district/future rail station at the other. In between, it would also serve the school and the library. It would serve as a natural spine, gathering pedestrian traffic from the surrounding blocks of multi-family housing and providing safe access to recreation, shopping, and public transportation.

Open Space: Harry Todd Park would be improved by upgrading existing recreation facilities and constructing additional day use facilities such as picnic shelters and restrooms. A local connection between Tillicum and the Ponders Corner area could be built along an easement granted by various landowners, principally the Tacoma Country and Golf Club and Sound Transit/ Burlington Northern Railroad.

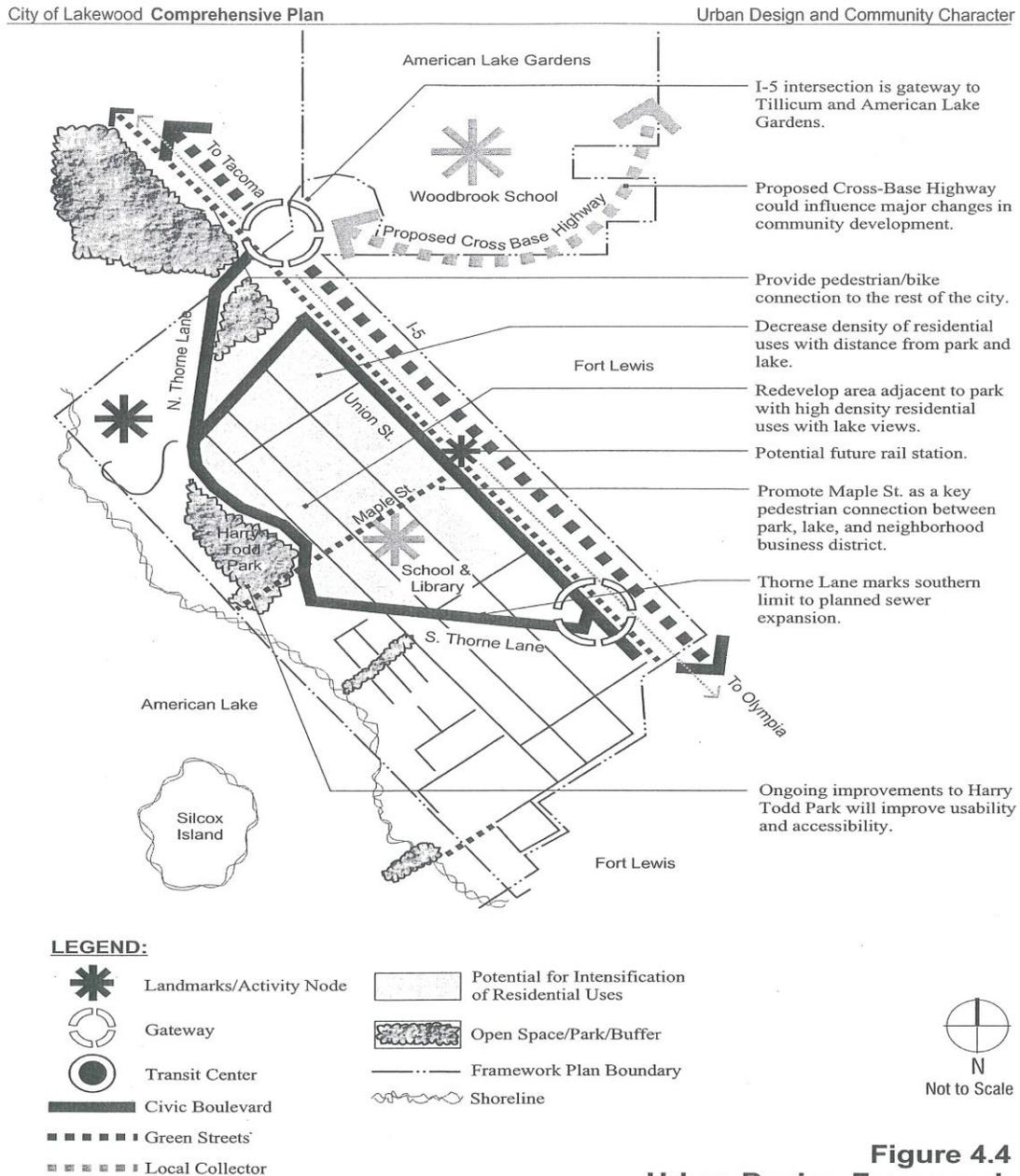


Figure 4.4
Urban Design Framework
for Tillicum

4.6 Goals and Policies

GOAL UD-1: Design streets and associated amenities so that they are an asset to the city.

Policies:

- UD-1.1: Provide attractive streetscapes with street trees and sidewalks, planting strips, shelters, benches, and pedestrian-scale lighting in appropriate locations.
- UD-1.2: Clearly define and consistently apply a reasonable threshold for requiring developer improvements in development regulations.
- UD-1.3: Require sidewalks on both sides of all new streets, except local access streets in industrially designated areas that are not on existing or planned transit routes and where there is a low projected level of pedestrian traffic.
- UD-1.4: Design intersections to safely accommodate both pedestrian and vehicular traffic. Construct intersections with the minimum dimensions necessary to maintain LOSs and to meet emergency services needs, discouraging the construction of turning lanes where they would deter pedestrians.
- UD-1.5: Develop and apply appropriate traffic-calming tools to control traffic volume and speed through identified neighborhoods.
- UD-1.6: Work with transit providers to incorporate transit stops and facilities at appropriate intervals along transit routes.
- UD-1.7: Include curb ramps for sidewalks at all intersections to assist wheelchairs, strollers, and cyclists.

GOAL UD-2: Establish a system of gateways and civic boulevards to provide identity to the city, foster appropriate commercial uses, and enhance the aesthetic character of the city.

Policies:

- UD-2.1: Identify streets to be treated as civic boulevards and provide appropriate design improvements.
- UD-2.2: Identify intersections to be treated as major gateways and provide appropriate design improvements.

GOAL UD-3: Employ design standards to ease the transition of scale and intensity between abutting residential uses and between residential areas and other uses.

Policies:

- UD-3.1: Use buffers, landscaping, and building design and placement to ease the transition of scale and intensity between abutting residential uses of different densities and between residential areas and other uses.
- UD-3.2: Work with WSDOT to identify solutions to buffering the visual and acoustic impacts of I-5 and the railroad on sensitive neighborhoods.

GOAL UD-4: Employ design standards to improve the auto-dominant atmosphere that dominates commercial corridors.

- UD-4.1 Encourage the redevelopment of streets, bicycle paths, transit stops, street trees, and sidewalks along commercial corridors.
- UD-4.2 Reduce the number and width of curb cuts and surface parking lots fronting on commercial streets.
- UD-4.3 Establish building design and signage standards and guidelines to provide a unified, attractive character to commercial corridors.
- UD-4.4 Promote individual neighborhood character in areas such as the International District.

GOAL UD-5: Establish a system of gateways and civic boulevards to provide identity to the city, foster appropriate commercial uses, and enhance the aesthetic character of the city.

Policies:

UD-5.1: Provide appropriate design improvements to treat the following streets as civic boulevards:

- the full length of Bridgeport Way ;
- Gravelly Lake Drive from Nyanza Road to Steilacoom Boulevard;
- 100th Street from Gravelly Lake Drive to S. Tacoma Way;
- S. Tacoma Way and Pacific Highway Southwest from the Tacoma city limits to Ponders Corner;
- 112th Street from Nyanza Road to Bridgeport Way;
- N. Thorne Lane from I-5 to Portland Street;
- W. Thorne Lane between Portland Street and Union Avenue;
- Portland Street between N. Thorne Lane and W. Thorne Lane;
- Union Avenue from Berkeley Avenue to Spruce Street; and
- Spruce Street from Union Avenue to Portland Avenue.

UD-5.2: Provide appropriate design improvements to treat the following intersections as major gateways:

- South Tacoma Way at Tacoma city limits;
- 84th Street at I-5;
- SR 512/I-5 at South Tacoma Way;
- Bridgeport Way at South Tacoma Way/I-5;
- Nyanza Boulevard at I-5;
- N. Thorne Lane at I-5;
- Steilacoom Boulevard at city limits;
- Berkeley Avenue SW at I-5;
- Bridgeport Way at University Place city limits;
- Bridgeport Way at Gravelly Lake Drive;
- 100th Street at Gravelly Lake Drive; and
- 100th Street at Bridgeport Way.

GOAL UD-6: Create distinct districts for commercial activity and promote character and improved aesthetic standards.

Policies:

UD-6.1: Establish design standards for commercial districts implemented through a design review process and design guidelines to reinforce a distinct character for individual commercial districts.

UD-6.2: Develop and enforce parking lot design standards, identifying requirements for landscaping, walkways, runoff treatment, parking area ratios, and other elements as needed.

GOAL UD-7: Promote pedestrian-oriented development patterns within designated mixed-use commercial districts.

Policies:

UD-7.1: Foster pedestrian-oriented site design measures including items such as pedestrian amenities, pedestrian-oriented lighting, traffic calming devices, signage, and related measures.

UD-7.2: Encourage the development of office and housing uses above retail in appropriate land-use designations to permit living and working in the same neighborhood.

UD-7.3: Encourage the development of appropriately scaled commercial development that creates consistent street walls and limits parking on the primary street frontage.

UD-7.4: Encourage pedestrian connections between buildings and across streets to public open space, and to adjoining areas.

UD-7.5: Promote pedestrian linkages between mixed use districts and related neighborhoods through development of a green streets program.

UD-7.6: Promote pedestrian linkages between mixed use districts and the existing open space network.

GOAL UD-8: Develop the design of the CBD to support its role as Lakewood's downtown.

Policies:

UD-8.1: Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.

UD-8.2: Promote design elements that enhance the distinctive character of the Colonial Center while enabling contemporary urban design in the CBD overall.

UD-8.3: Maintain a pedestrian-orientation in building, site, and street design and development in the CBD.

UD-8.4: Promote urban amenities throughout the CBD and on individual sites.

GOAL UD-9: Create a livable, transit-oriented community within the Lakewood Station district through application of urban design principles.

Policies:

- UD-9.1: Provide for pedestrian and bicycle connectivity within the Lakewood Station district to the commuter rail station.
- UD-9.2: Identify the opportunities for additional public/semi-public green space in the Lakewood Station district. (see Policy LU25.3 regarding bonus densities).
- UD-9.3: Improve identified civic boulevards, gateways, and green streets within the Lakewood Station district to provide a unifying and distinctive character.
- UD-9.4: Establish the intersection of Pacific Highway Southwest and Bridgeport Way as a major gateway into the city and develop a landscaping treatment to enhance the city's image at this gateway.
- UD-9.5: Develop a sub-area plan to serve as the framework plan for developing the Lakewood Station district. Incorporate site and architectural design measures to coordinate consistency of private and public development.

GOAL UD-10: Promote the evolution of Tillicum into a vital higher density pedestrian-oriented neighborhood through application of urban design principles.

Policies:

- UD-10.1: Identify opportunities for additional public/semi-public green space in Tillicum.
- UD-10.2: Provide opportunities for pedestrian and bicycle connections from Tillicum to other portions of Lakewood.
- UD-10.3: Improve identified civic boulevards, gateways, and green streets within Tillicum to provide a unifying and distinctive character.

GOAL UD-11: Reduce crime and improve public safety through site design and urban design.

Policies:

- UD-11.1: Reduce crime opportunities through the application of crime prevention through environmental design (CPTED) principles.
- UD-11.2: Consolidate parking lot access onto major arterials where appropriate to promote public safety.

GOAL UD-12: Facilitate implementation of gateway enhancement programs in Tillicum, Springbrook, and Woodbrook .

Policies:

- UD-12.1: Establish a program to design and implement a gateway enhancement plan at the entrances to each neighborhood.
- UD-12.2: Work with private and public property owners and organizations to create and implement the gateway plans.

UD-12.3: Work with the WSDOT or successor agency to facilitate the future incorporation of sound barriers adjacent to these communities along I-5 to reduce noise impacts to residential areas.

GOAL UD-13: Provide funding for urban design and open space improvements necessary for maintenance and improvement of the quality of life in Lakewood.

Policies:

UD-13.1: Identify and seek potential outside funding sources such as grants, regional and state partnerships, and others to implement identified urban design and open space improvements.

UD-13.2: Develop a strategy to partially fund urban design and open space improvements from local sources, which may include sources such as local improvement districts, developer impact fees, bond measures, and others.

GOAL UD-14: Recognize the value of scenic views and visual resources as contributors to Lakewood's character and the quality of life.

Policies:

UD-14.1: Develop a program to identify and protect sensitive views, view corridors, and/or visual resources.

UD-14.2: Make views of Mt. Rainier, the lakes, wetlands and creeks, Ft. Steilacoom, Flett Wetlands, and historic landmarks from public sites a priority for protection.

9.0 CAPITAL FACILITIES AND IMPROVEMENTS

9.1 Introduction

Upon its incorporation, Lakewood was typical of most newly incorporated cities in Washington in that many urban services and utilities in the city were provided by special districts, other jurisdictions, or private companies. While this is still largely the case, Lakewood's decision to take its police services in-house [in 2004 changed the City's position with regard to poses a dramatic departure from past practices in terms of capital facilities needs and funding for that service function.](#)

A key function of this comprehensive plan is to coordinate the provision of [urbanthese](#) services and utilities to fulfill Lakewood's vision. However, the City has varying levels of actual control over the urban services and utilities provided within [its boundariesthe city](#). This chapter directs how the City manages and finances capital improvements for the services and utilities directly provided by the City and establishes the City's relationship to other services and utility providers.

[The Capital Facilities Element of the Comprehensive Plan consists of two portions- the 20 year Plan and the 6-year Plan/Program. The 20 year plan portion, which is this chapter, contains capital facilities related goals and policies that are integrated with other goals and policies of the Comprehensive Plan. The program portion, which is the 6-year Capital Improvement Plan, contains inventories of existing and proposed capital facilities, identifies both regular and special maintenance requirements, forecasts future needs for facilities for six years, identifies deficiencies in capital facilities and the actions necessary to address such deficiencies, and contains a six-year financing plan and budget. The 6-year Capital Improvement Plan is a separate document.](#)

[In addition to the Capital Facilities Element, planning and programming for transportation and parks \(the two largest components of City spending on capital facilities\) is guided by the Transportation element of this plan, and the Legacy Parks Plan.](#)

[Planning and programming for utilities and facilities/services provided by special districts, State and Federal government, Pierce County, the City of Tacoma, and private utility companies is typically the responsibility of these providers.](#)

[The terminology important to this element is defined below.](#)

- [Capacity. The maximum amount of service or utility that can be provided with existing capital facilities.](#)
- [Capital facilities. The physical facilities and systems used to provide a service or utility.](#)
- [Concurrency. The ability and financial commitment of the service provider to expand capacity or maintain the level of service for new development through capital improvements within a six year period.](#)
- [Level of service \(LOS\). The minimum acceptable standard of service provision.](#)
- [Regulatory authority. The jurisdiction, district, or company with basic control of the service or utility. The](#)

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~~authority can be vested in the state, county, City, or special district. Sometimes federal or state regulations place specific limitations on the local jurisdiction's authority to regulate a service or utility.~~

- ~~• *Special district.* An independent, quasi-governmental organization that provides a public service or utility and operates under specific state regulations.~~

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9.2 Urban Services and Utilities

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

9.2.1 Type 1: City-Provided Services and Utilities

Type 1 services and utilities (shown below) are provided directly to the resident by the City of Lakewood or City-contracted provider.

Table 9.1: Type 1 Services & Utilities.

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

Source: City of Lakewood

9.2.2 Type 2: Independent Special District-Provided Services

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

Table 9.2: Type 2 Services.

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

Source: City of Lakewood

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9.2.3 Type 3: Special District, Pierce County, or Private Utilities

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

Table 9.3: Type 3 Utilities.

Service Or Utility	Agency	City Regulatory Authority	Planning Responsibility	Funding Responsibility	Who Sets LOS?	Project Review
Sanitary Sewer	Pierce County Public Works	land use, ROW/franchise	joint	provider	joint	provider
Water	Lakewood Water District	land use, ROW/franchise	joint	provider	joint	provider

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	Parkland Water District					
Electric	Tacoma Power, Puget Sound Energy, Lakeview Power	land use, ROW/franchise	provider	provider	joint	provider
Communications	Private communications companies, City of Tacoma (Click! Network)	land use, ROW/franchise	provider	provider	joint	provider/ City
Natural Gas	Puget Sound Energy	land use, ROW/franchise	provider	provider	joint	provider

Source: City of Lakewood

9.2.4 Type 4: Federal Service

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

Table 9.4: Type 4 Utilities & Services.

	City Regulatory Authority	Planning Responsibility	Funding Responsibility	Who Sets LOS?	Project Review
Federal Military Lands	none	federal	federal	federal	federal NEPA ¹
Federal Utilities & Services to Non-Federal Lands	none	provider	provider	City	City

Source: City of Lakewood

Notes: 1. The City retains the right of comment on federal projects through the National Environmental Policy Act.

9.3 Service and Utility Goals and Policies

Specific goals and policies for Type 1 services and utilities are found in other chapters of this comprehensive plan or in plans developed by the providers. The locations of these goals and policies are identified in Table 9.5.

The following documents contain information supplemental to this plan.

Environmental Impact Statement (EIS). Through the EIS process, existing capacities are documented and a forecast of future capital improvements in services and utilities is projected. Based on the EIS analysis, capacity and locational policies for each Type 1, Type 2, Type 3, and Type 4 service and utility are incorporated in the respective service, utility, transportation, and land-use chapters of this plan. The background report includes an inventory of existing capital facilities. [As Lakewood continues with the process of assuming its own police services, the capital facilities inventory will be modified to include police related elements.](#)

Capital Improvement Plan (CIP). The CIP lists the planned capital investments for each Type 1 service and utility and identifies dedicated funding sources for the projects anticipated within six years. Lakewood's

CIP is procedurally modified and updated in conjunction with its budget rather than as part of the yearly comprehensive plan amendment cycle.

Table 9.5: Location of Utility and Public Service Goals and Policies.

Type 1	Subheading Addressing Primary Policies	Level of Service	Capital Improvements
Parks & Recreation ²	3.9	n/a	City ¹
Transportation ²	6.0	Chapter 6	City ¹
Stormwater Management ²	7.2	Chapter 7	City ¹
Solid Waste	7.7	provider plans	City ¹
Police	8.4	Chapter 8	City ¹
Capital Facilities	9.6	n/a	City ¹
Type 2			
Public Schools ⁴	8.6	provider plans ⁴	provider CIP ³
Fire	8.2	provider plans	provider CIP ³
Emergency Medical	8.3		
Libraries	8.8	provider plans	provider CIP ³
Type 3			
Sewer ⁴	7.3	provider plans ⁴	City & provider CIP ³
Water ⁴	7.4	provider plans ⁴	City & provider CIP ³
Electric	7.5	provider plans	provider CIP ³
Communications	7.6	provider plans	provider CIP ³
Natural Gas	7.98	provider plans	provider CIP ³
Location of Type 4 References			
Federal Military Lands	Installation plans	Installation plans	Federal
Federal Utilities & Services to Non-Federal Lands	Varies by utility & service	Varies by utility & service	City & provider CIPs

Source: City of Lakewood

Notes:

1: City capital improvement plan (CIP).

2: Technical plans ([Legacy](#) parks plan, stormwater management plan, transportation plans)

3: CIPs are included as an appendix to this plan.

4: Provider plans will be reviewed and approved by the City to the extent permitted under the law, and thereafter, adopted as technical plans.

9.4 General Goals and Policies

GOAL CF-1: Provide services and utilities that the City can most effectively deliver, and contract or franchise for those services and utilities that the City determines can best be provided by a special district, other jurisdiction, or the private sector.

Policies:

CF-1.1: Periodically review the provision of services and utilities within the city to ensure that service is being provided in accordance with this plan.

CF-1.2: Require the provider to correct deficiencies where deficiencies in service or utility provision are identified. If the City determines that the provider is not responsive to the service needs of city residents, the City shall consider all remedies within its authority to ensure the adequate provision of service.

CF-1.3: All services and utilities shall be provided in accordance with this plan.

GOAL CF-2: Provide and maintain adequate Type 1 capital facilities to meet the needs of existing and new development as envisioned in this plan.

Policies:

CF-2.1: Deny land use and/or development permit requests when capacity to serve the project is projected to be inadequate, and/or LOS is projected to be unmet, at the time of occupancy.

CF-2.2: Require new development to fund a fair share of costs to provide service and utility needs generated by that development.

CF-2.3: At the City's discretion, capital improvements shall be provided by the developer to ensure that capacity is available or LOS standards are met at the time of occupancy.

CF-2.4: Concurrency may be utilized for determining transportation capacity and LOS.

CF-2.5: Provide City facilities and parks and recreation capital improvements in accordance with this plan and the [Legacy](#) parks plan.

CF-2.6: Review proposed land use permits and/or development permits or approvals for impacts to parks and recreation capacity.

CF-2.7: Require new development to fund a fair share of costs to provide parks and recreation needs generated by that development.

CF-2.8: The City may consider public, on-site open space and recreational facilities provided at the developer's expense that are substantially in excess of those required by the City, or that provide a unique attribute to the city, as a full or partial substitute for a development's fair share funding for parks and recreation.

CF-2.9: Coordinate with public schools for jointly funded parks and recreation capital improvements and inclusion of jointly funded projects in the parks and recreation CIP.

CF-2.10: [Update the City's 6-year Capital Improvement Plan at least every two years in conjunction with the City's budget development and approval process. Develop a discrete capital facilities needs assessment and funding plan associated with the assumption of police services.](#)

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GOAL CF-3: Require Type 2 providers to provide adequate service and capital facilities to meet the needs of existing and new development as envisioned in this plan.

Policies:

CF-3.1: Where land use and/or development permits or approvals must be reviewed by a Type 2 provider, the provider shall conduct such reviews in a timely manner concurrently with the City.

CF-3.2: Coordinate with fire and medical service providers for inclusion of necessary health and safety development standards into City development regulations and building codes, and support the providers' enforcement of the adopted standards.

CF-3.3: Coordinate with public school providers for the provision of capital improvements.

CF-3.4: Incorporate the public school CIPs as appendices to the City CIP following review for consistency with this plan.

CF-3.5: Following review and adoption of a District master plan and CIP, coordinate with public schools for the collection, if applicable, of school impact fees as part of the project review process.

GOAL CF-4: Require Type 3 utilities to provide adequate service and capital facilities to meet the needs of existing and new development as envisioned in this plan.

Policies:

CF-4.1: Type 3 utilities shall expedite the provision of services and capital facilities necessary to support this plan.

CF-4.2: Where land use and/or development permits or approvals must be reviewed by a Type 3 provider, the provider shall conduct such reviews in a timely manner concurrently with the City.

CF-4.3: Coordinate with providers for inclusion of necessary development standards into City development regulations and building codes, and support the providers' enforcement of the adopted standards.

CF-4.4: Deny land use and/or development permit applications unless sufficient water, sewer, and electrical capacity or LOS are available to the development at time of occupancy.

CF-4.5: At the City's discretion, the developer shall provide the necessary capital improvements to ensure that water, sewer, and electrical capacity will be available or levels of service met at the time of occupancy. [Improvements shall meet the standards set forth by the utility provider.](#)

CF-4.6: Require new development to fund a fair share of costs to provide water and sewer utilities needs generated by that development.

CF-4.7: Incorporate sewer and water provider CIPs as appendices to the City CIP, following review for consistency with this plan.

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

Policies:

CF-5.1: Coordinate with Type 4 providers on a case-by-case basis for the provision of services on non-federal land.

CF-5.2: Coordinate with Type 4 providers for monitoring and maintenance of provider facilities located on non-federal land.

9.5 Capital Improvement Plans

GOAL CF-6: [Maintain and continually update](#)~~Establish~~ a City CIP consisting of separate CIPs for each service or utility that lists planned capital improvements and establishes a priority and dedicated funding source for the

CF-8.1: Identify and classify a list of statewide, countywide, and citywide essential public facilities.

CF-8.2: Identify facilities of a statewide nature consistent with those of the Washington State Office of Financial Management or successor agency.

CF-8.3: Identify countywide essential public facilities following a cooperative interjurisdictional agreement pursuant to GMA requirements and consistent with the guidance of the CWPP.

CF-8.4: Identify city essential public facilities pursuant to the requirements of GMA.

GOAL CF-9: Administer a process, through design and development regulations, to site essential public facilities that adequately consider impacts of specific uses.

Policy:

CF-9.1: Address, as a priority measure, essential public facilities siting related to direct provision of police services.

CF-9.2: The proposal process for siting an essential public facility is as follows:

- The proposal must be identified on the City’s essential public facilities list.
- In the siting of a statewide or countywide essential public facility, the applicant is required to provide a justifiable need for the public facility and for its location in Lakewood based upon forecasted needs and logical service area, including an analysis of alternative sites within and outside of the city.
- In the siting of a statewide or countywide essential public facility, the applicant is required to establish a public process by which the residents of the city and the affected neighborhoods have a reasonable opportunity to participate in the site selection process.
- Proposals must be consistent with this comprehensive plan and the City’s design and development regulations.
- If a proposal is not specifically addressed by use (or intensity of the use) in the comprehensive plan or design and development regulations, the City will make an administrative use determination in accordance with City regulations. In such cases, proposals requesting siting as an essential public facility shall be subject to a conditional use permit or public facilities permit unless otherwise determined by the City.
- The proposal will be analyzed for impacts and mitigation in accordance with City design and development regulations.
- Analysis and mitigation may include fiscal impacts of the proposal to the City.

•CF 9.3: Subject to the provisions of this section, the siting of essential public facilities is not categorically precluded.

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9.8 Servicing Urban Growth Areas

GOAL CF-10: Coordinate with other jurisdictions, agencies, and service and utility providers for the provision of urban services and utilities within the UGA.

Policy:

CF-10.1: Coordinate with other jurisdictions and agencies for the provision of services and utilities in accordance with the appropriate Type 1, 2, 3, or 4 goals and policies.

GOAL CF-11: Provide urban services and utilities to annexed areas that the City can most effectively deliver, and contract or franchise for those services and utilities that the City determines can best be provided by a special district, other jurisdiction, or the private sector.

Policy:

CF-11.1: Determine which service and utility providers are best suited to provide for annexed areas on a case-by-case basis prior to annexation.

The terminology important to this element is defined below.

- Capacity. The maximum amount of service or utility that can be provided with existing capital facilities.
- Capital facilities. The physical facilities and systems used to provide a service or utility.
- Concurrency. The ability and financial commitment of the service provider to expand capacity or maintain the level of service for new development through capital improvements within a six-year period.
- Level of service (LOS). The minimum acceptable standard of service provision for a noted function or facility.
- Regulatory authority. The jurisdiction, district, or company with basic control of the service or utility. The authority can be vested in the state, county, City, or special district. Sometimes federal or state regulations place specific limitations on the local jurisdiction's authority to regulate a service or utility.
- Special district. An independent, quasigovernmental organization that provides a public service or utility and operates under specific state regulations.

10.0

IMPLEMENTATION

10.1 Introduction and Purpose

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

This chapter has been included to assist the City and others toward that end by identifying a programmatic framework of comprehensive plan implementation. It differs in format from other chapters because it establishes specific mechanisms for responding to implementation needs. The purpose of the implementation approaches contained in this chapter is three-fold:

- To ensure effective, fair, and impartial administration and enforcement of the comprehensive plan and its implementing ordinances and programs;
- To ensure that the comprehensive plan continues to reflect the needs and desires of the Lakewood community; and
- To ensure that the comprehensive plan is regularly reviewed and amended consistent with state law.

10.2 Interpretation of Goals and Policies

The comprehensive plan provides a guide and general regulatory framework for development in Lakewood that reflects community desires. The goals and policies contained in the plan will guide public and private investments in development but, by themselves, will not ensure that Lakewood becomes the community it wants to be. The plan will be used by the City of Lakewood to help make decisions about proposed ordinances, policies, and programs. Although the plan will be used to direct the development of regulations governing land use and development, the plan will not be relied upon in reviewing applications for specific development projects, except when reference to the comprehensive plan is expressly required by an applicable development regulation.

Goals included in the plan represent the results that the City hopes to realize over time; however, it should be kept in mind that they are neither guarantees nor mandates. Accompanying policies help guide the creation or change of specific rules or strategies such as development regulations, budgets, or strategic plans. Rather than referring directly to the comprehensive plan policies, decisions on specific City actions will typically follow ordinances, resolutions, budgets, or strategic plans that, themselves, reflect relevant plan policies. Implementation of most policies involves a number of City actions over time, so often a specific action or project cannot be looked to as fulfilling a particular plan policy.

Some policies use the words "shall" or "should," "ensure" or "encourage," and so forth. In general, such words should be read to describe the relative degree of emphasis that the policy imparts, but not necessarily to establish a specific legal duty to perform a particular act, to undertake a particular program or project, or to achieve a specific result. Whether such result is intended must be determined by reading the policy in question in the context of all related policies in the plan.

Although policies are intended to be mutually supportive, a conflict may sometimes appear to arise between policies, particularly in the context of a specific situation, or as viewed from the differing perspectives of opposing interests. Because policies do not exist in isolation, it is the responsibility of City officials and policymakers to reconcile and balance the various interests represented by the policies.

The Future Land-Use Map (Figure 2.1), and any amendments that are made to that that map in the coming years, should reflect and be based on goals and policies included in the text. If conflicts arise between the Future Land-Use Map and the plan goals and policies, the map shall prevail.

Any strategies which are suggested are not intended to be directive but are included to exemplify a means of carrying out the plan. Other strategies to carry out the plan may also be available and, in some cases, may be preferred. The plan should not be construed as compelling the City to undertake a particular work program; rather, decision makers should use the plan to evaluate potential courses of action to satisfy plan goals and policies.

10.3 Administration

This chapter includes a series of four tables that link implementation mechanisms or programs to specific comprehensive plan goal areas that they are responsible for implementing. These tables are categorized according to the program or party responsible for goal implementation: current City of Lakewood programs; current City regulations; other government agencies; or private sector entities. Many goal areas are implemented by more than one mechanism, and some mechanisms implement multiple goal areas. In order to avoid redundancy, no attempt has been made to cross-reference the two.

While these tables are not a complete inventory of either available implementation mechanisms or comprehensive plan goal areas, they establish an initial implementation framework for the major issues addressed by this plan. Additional mechanisms will be made available or identified in the years ahead that will also play an important role in implementing the comprehensive plan.

10.3.1 City-Run Programs

The City of Lakewood administers a number of current ongoing programs whose missions are consistent with the purposes of the comprehensive plan, which are summarized in Table 10.1. These programs are administered by a variety of City departments and focus on a range of objectives. Their ongoing activities will gradually allow the City to achieve many of the goals identified by the plan.

Table 10.1: City-Run Programs and Goal Implementation.

<u>PRINCIPAL IMPLEMENTATION MECHANISMS</u>	<u>PRIMARY GOAL AREAS</u>
<u>Street tree program</u>	<u>3.10 Isolated Areas</u> <u>4.5 Focus Area Urban Design Plans</u>
<u>Sidewalk program</u>	<u>3.2 Residential Lands and Housing</u> <u>3.3 Commercial Lands and Uses</u> <u>3.10 Isolated Areas</u> <u>4.3 Relationship between Urban Design and Transportation</u>
<u>Significant tree ordinance</u>	<u>3.2 Residential Lands and Housing</u> <u>3.10 Isolated Areas</u> <u>3.11 Environmental Quality</u>

	4.5 Focus Area Urban Design Plans
Crime-free rental housing program	3.2 Residential Lands and Housing
Street lighting program	3.2 Residential Lands and Housing 3.3 Commercial Lands and Uses 4.5 Focus Area Urban Design Plans
Economic development/ redevelopment program	3.4 Industrial Lands and uses 5.0 Economic Development Goals and Policies
Urban trails program	3.9 Greenspaces, Recreation, and Culture 3.10 Isolated Areas 4.4 Citywide Urban Design Framework Plan
Strategic budgeting (CIP, TIP)	3.2 Residential Lands and Housing
Stormwater and surface water management program	7.2 Stormwater

10.3.2 City Regulation

The City's zoning, land-use, and development codes are the primary regulatory vehicles for implementing many aspects of the comprehensive plan. These codes are the main translation mechanisms between the land-use designations and actual physical development (Table 10.2) and must be consistent with this plan. Since adoption of the comprehensive plan in 2000, new zoning designations have been developed to achieve the densities and development standards outlined in the comprehensive plan, and a new Title 18A setting forth zoning districts and associated permitted uses and development standards has replaced Title 18, the City's interim zoning code still in effect at the time of the plan's [initial](#) adoption.

Table 10.2: City Land-Use Regulations and Goal Implementation.

<u>PRINCIPAL IMPLEMENTATION MECHANISMS</u>	<u>PRIMARY GOAL AREAS</u>
Design standards for business districts	3.3 Commercial Lands and Uses
Sign ordinance	3.3 Commercial Lands and Uses
Subarea plans for applicable districts	3.2 Residential Lands and Housing 3.3 Commercial Lands and Uses 3.9 Greenspaces, Recreation, and Culture 3.10 Isolated Areas 3.12 Nonconformities 4.5 Focus Area Urban Design Plans
Ordinance separating sexually oriented adult businesses from sensitive receptors	3.3 Commercial Lands and Uses
Development code	3.2 Residential Lands and Housing 3.3 Commercial Lands and Uses 3.7 Air Corridor Lands and Uses 3.9 Greenspaces, Recreation, and Culture 3.10 Isolated Areas 3.11 Environmental Quality 3.12 Nonconformities
Land use and zoning code	3.2 Residential Lands and Housing 3.3 Commercial Lands and Uses 3.4 Industrial Lands and uses 3.6 Military Lands 3.7 Air Corridor Lands and Uses 3.8 Public and Semi-Public Institutional Land Uses 3.10 Isolated Areas 3.11 Environmental Quality 3.12 Nonconformities 4.2 Relationship between Urban Design and Land-Use Designations
Uniform building, fire, mechanical, and plumbing codes	3.2 Residential Lands and Housing 3.3 Commercial Lands and Uses 3.12 Nonconformities
Critical areas ordinance	3.11 Environmental Quality
Shoreline master program	3.11 Environmental Quality
Impact fees	3.2 Residential Lands and Housing 3.11 Environmental Quality
SEPA mitigation	3.3 Commercial Lands and Uses 3.9 Greenspaces, Recreation, and Culture 3.11 Environmental Quality
NEPA mitigation	3.5 Military Lands 3.11 Environmental Quality

10.3.3 Other Government Agencies and Special Districts

Much of the public infrastructure essential to Lakewood is owned and operated by other agencies. Because the city’s schools, colleges, libraries, and public transit are not controlled by the City, this plan includes policy language addressing coordination with these agencies. Table 10.3 identifies the relationship between these agencies and comprehensive plan goal areas.

Table 10.3: Non-City Agencies and Goal Implementation.

<u>PRINCIPAL IMPLEMENTOR</u>	<u>PRIMARY GOAL AREAS</u>
U. S. Department of Defense	3.6 Military Lands
Clover Park School District	8.6 Schools 3.8 Public and Semi-Public Institutional Land Uses
Clover Park Technical College	8.7 Higher Education 3.8 Public and Semi-Public Institutional Land Uses
Pierce College	8.7 Higher Education 3.8 Public and Semi-Public Institutional Land Uses
Pierce County Library System	8.8 Library System
Tacoma Pierce County Housing Authority	3.2 Residential Lands and Housing
Pierce Transit	6.2 General Transportation Goals and Policies 6.3 Transportation Demand Management (park and ride)
Sound Transit	6.2 General Transportation Goals and Policies (rail station development)
WSDOT	6.2 General Transportation Goals and Policies 6.3 Transportation Demand Management 6.5 Level of Service Standards (LOS) and Concurrency (New SR 512 interchange)
Pierce County Department of Parks and Recreation	3.8 Greenspaces, Recreation, and Culture
Pierce County Department of Public Works and Utilities	7.3 Sanitary Sewers 7.7 Solid Waste
Town of Steilacoom	7.3 Sanitary Sewers
Lakewood Water District	7.4 Water
Tacoma Public Utilities	7.4 Water
Puget Sound Energy	7.5 Electricity
Pierce County Sheriff's Office	8.4 Police Service
Lakewood Fire District #2	8.2 Fire Protection 8.3 Emergency Medical Services (EMS)

10.3.4 Private Sector

Implementing the comprehensive plan will be the responsibility of the entire community throughout the life of the plan. Both for-profit enterprises, such as developers and other businesses, as well as non-profit organizations will play major roles in this effort. Private contributions will range from voluntary to regulatory compliance and payment of impact fees. Table 10.4 identifies some of the most important private sector responsibilities for comprehensive plan implementation.

Table 10.4: Private Sector Roles in Goal Implementation.

<u>PRINCIPAL IMPLEMENTATION MECHANISMS OR IMPLEMENTOR</u>	<u>PRIMARY GOAL AREAS</u>
St. Clare Hospital	8.9 Health and Human Services 3.8 Public and Semi-Public Institutional Land Uses
Developer agreements	3.9 Greenspaces, Recreation, and Culture 3.11 Environmental Quality

Lakewood Human Services Collaboration strategic plan	8.9 Health and Human Services
Tahoma Nature Conservancy Lakewold Gardens Other non-profits	3.8 Greenspaces, Recreation, and Culture
Private utility purveyors	7.0 Utilities

10.3.5 Initial Implementation Strategies

The following strategies exemplify how some of the central comprehensive plan elements can be implemented. These are not intended to be exhaustive, but form a critical link between policy-making and programming. They begin to translate the comprehensive plan into guidance for City's everyday work functions.

Land-Use Implementation Strategies

- Target redevelopment of obsolete one-bedroom apartment complexes.
- Recognize existing programs and regulatory mechanisms such as the City's street lighting program, street tree program, sign ordinance, sidewalk program, significant tree ordinance as ongoing means of achieving land-use goals.
- Develop subarea plans for Tillicum, ~~American Lake Gardens~~ Woodbrook, the Lakewood Station district, Springbrook, the CBD, the Pacific Highway SW corridor, and selected residential arterials.
- Examine the potential for employing density bonuses in return for private development of public open space.
- Adopt a Critical Areas and Resource Lands Ordinance and related plans as required by GMA.
- ~~Develop and adopt a~~ Maintain the City's Shoreline Master Program ([adopted 2014](#)) consistent with GMA and the state Shoreline Management Act, including salmon recovery provisions.
- Capitalize on historical sites in the area such as Fort Steilacoom, Lakewold Gardens, and the Lakewood Theater, as well as other local amenities like the lakes and parks.
- Work to maintain an adequate variety of land uses within the city to support development.
- [Work to provide for on-line submittal of development permit and building permit application forms.](#)
- Streamline the permit processing system wherever possible to make it easier to understand and to minimize the review time and costs.
- Develop redevelopment plans for the Lakewood Station area, the Central Business District, and the Pacific Highway southwest corridor.

Urban Design and Community Character Implementation Strategies

- [Develop and implement community design guidelines for commercial, industrial, and multi-family](#)

[residential development. Identify design elements and features that give specific areas a distinctive character. Include provisions to minimize impacts to residential development adjacent to development sites.](#)

- Include design considerations in developing subarea plans.
- Study the feasibility of creating a local improvement district in the CBD to help fund local improvements.
- Encourage ongoing development of an individual identity for the International District.
- Develop an urban design manual for commercial and industrial development to provide information to developers regarding the architectural and landscape standards that would be applied to a project in an effort to streamline the project review and application process.

Economic Development Implementation Strategies

- Develop a policy to clarify the types of economic development incentives that could be offered by the City, and work with the Enterprise Consortium to take advantage of the incentive programs available to designated areas of Lakewood.
- Maintain an active relationship with the Tacoma-Pierce County Economic Development Board and work with them to attract businesses to Lakewood.
- Identify those industries best suited to Lakewood such as military or transportation related, high-tech, or biotechnology, and actively pursue new corporations to relocate or expand in Lakewood.
- Develop neighborhood business alliances which would focus the energy and resources of the local business community to create a sense of identity and improve communications between business owners and the City, as well as facilitate the use of business assistance resources.
- Develop and carry out periodic surveys of the business community to identify issues affecting the business community and to ensure retention efforts are focused appropriately.
- [Maintain the ~~Implement a~~ business visit program ~~by the City's Economic Development staff~~.](#)
- Encourage home-based businesses which have outgrown the home to stay in Lakewood.
- [Continue to develop and improve ~~Create~~ systems for information exchange between the City, real estate brokers, the development community, and the financial organizations to inform the City of new development ~~trends, properties for sale,~~ vacancies, and economic development ~~issues-inquiries~~.](#)
- Take advantage of existing business assistance programs offered by partner organizations.
- In coordination with partner organizations, develop new assistance programs to fill unmet business training needs.
- Partner with educational institutions to take advantage of workforce training opportunities.
- Seek grant opportunities to support business development loan programs.

- Support existing business development loan programs to ensure their continued success.
- Devise cooperative ways to encourage small business development by working with local lending institutions.
- Develop and maintain an economic development component for the City Web site.
- Prepare profiles of successful Lakewood businesses to be used in marketing packets.
- Research and develop a demographic and economic profile as part of a marketing packet.
- Develop a promotional community brochure highlighting the special attributes of the community.
- Develop a marketing campaign targeted at regional business publications designed to attract business and promote a positive business image for Lakewood, while developing a publication and database of land available for development.
- Develop a “buy local” campaign to promote local businesses and decrease sales tax leakage.
- Create opportunities for Lakewood residents to learn how business contributes to the services and amenities enjoyed by those living in the Lakewood community.
- Create opportunities to showcase local businesses to draw attention to Lakewood’s diverse business community.
- Create opportunities for the City to express support of the business community and express appreciation of its importance to the community.
- Develop relationships with other public and private organizations to capitalize on existing resources. Such partners may include the Lakewood Chamber of Commerce, Pierce County, City of Tacoma, Port of Tacoma, The Empowerment Consortium, Pierce College, Clover Park Technical College, Tacoma-Pierce County Economic Development Board as well as others.
- Explore the development of an annual “economic summit” to be conducted in association with our partner organizations and the business community in order to exchange information.
- Enhance communication linkages between the City, business community, property owners, the Korean Business Association, and other business organizations.
- Facilitate and support community events that attract visitors to the community such as LakeFolk Fest, SummerFest, and Fort Steilacoom Days.
- Continue to work with the Tacoma-Pierce County Visitor and Convention Bureau and the Lakewood Chamber of Commerce to promote tourism.
- Create a tourism development strategy in conjunction with the Tacoma-Pierce County Visitor and Convention Bureau and Lakewood Chamber of Commerce.
- ~~Establish a~~ Maintain and develop the Lakewood Lodging Tax Advisory Board and lodging tax funding program.

- Develop and implement a communications program to “sell” Lakewood as a preferred location for development of new businesses.
- Study and report on [commercial demand leakage and pursue projects and strategies to keep retail dollars in Lakewood,](#) ~~and devise potential mechanisms to deter, commercial leakage.~~
- Identify a funding base for and provide loans for business expansion, apart from startups.

Transportation Implementation Strategies

- Develop pedestrian overlay zones for the CBD and Lakewood Station district.
- Complete funding and implementation of reconstruction of the Pacific Highway Southwest corridor to add curb, gutter and sidewalks as well as add landscaping elements and improve signage.
- Provide local support for the reconstruction of the I-5/SR 512 interchange and grade separation at 100th Street SW and Lakeview Drive.
- Provide local support for the construction of [the Lakewood- a Sounder Station in Tillicum. The station could also serve as an Amtrak station if Amtrak service is added to the Sound Transit rail line.](#)
- Identify the gateways to Lakewood and construct entry signage and install landscaping.

Capital Facilities Implementation Strategies

- As part of the capital facilities plan, develop public policies that assign public dollars to areas targeted for redevelopment. Use the capital facilities plan to identify funding strategies including the use of public bonds, local improvement districts, public-private partnerships, and grants to focus the phased construction of public facilities and infrastructure. This policy also includes regularly updating the capital facilities plan to reflect any changes in financing strategies.
- Develop an equitable process for siting essential public facilities that balances developer certainty with the public interest.

10.4 Public Involvement

The City values the involvement and input of all its citizens in planning issues. Considerable public involvement and input has been sought and offered with regard to the comprehensive plan and its succeeding amendments, and the zoning code and development regulations. As work programs evolve to support the plan's implementation, additional targeted public involvement processes may be used to gain further insight as to how the community might wish to achieve comprehensive plan goals and policies. As the comprehensive plan unfolds, the City should remain mindful of creating meaningful opportunities for public involvement in the creation and institution of programs and practices geared toward plan implementation. These will not be “one-size-fits-all” efforts but may use differing techniques and tools depending on the scope and nature of the issue at hand, and the level of participation being sought.

Responsibility for citizen involvement in shaping the City's activities lies not only at the City's level in creating opportunities, but also at the citizens' level in availing themselves of those opportunities. The City will make every effort to inform people of involvement and input processes; but in order to be truly effective, citizens

must accept personal responsibility for informing themselves of the issues and responding to the City. The highest potential for contribution lies in early and continuous involvement.

10.5 Enforcement

At the policy level, Community Development staff will monitor the relationship of the comprehensive plan to other City activities and policy undertakings, providing information to City administration and elected officials as necessary to make informed decisions in keeping with the adopted plan. Enforcement of regulations adopted pursuant to the comprehensive plan routinely occur through the activities of the City's code enforcement staff.

10.6 Amendments

The comprehensive plan can be amended only once yearly, except as provided in state law. Changes to the comprehensive plan may occur only after analysis, full public participation, notice, and environmental review.

Proposed amendments each calendar year shall be considered not only on their own merits, but concurrently so that the cumulative effect of the proposals can be determined. To begin the process of entertaining amendments to either the plan's goals and policies or the Future Land-Use Map, staff shall promulgate an application process that involves, at minimum, the following information:

- A detailed statement of what is proposed to be changed and why;
- A statement of anticipated impacts of the change, including geographic area affected and issues presented;
- A demonstration of why the existing comprehensive plan guidance should not continue or is no longer relevant;
- A statement of how the proposed amendment complies with the state GMA's goals and specific requirements;
- A statement of how the proposed amendment complies with the CWPP; and
- Identification of any changes to zoning or development regulations, other plans, or capital improvement programs that will be necessary to support the change, together with identification of funding sources if capital change is involved.

Details for review of amendments is set forth in the Lakewood Municipal Code and details the type and level of information to be required for each type of amendment (policy or map), public notice and participation, environmental review, and methods for cumulative impact analysis of separate proposals. As with any application and review process, the City may charge fees for plan amendments, consistent with the City's approved fee schedule.

10.7 Periodic Review

The comprehensive plan, in accordance with state law, shall be formally reviewed in its entirety every seven years following the 2004 review, per RCW 36.70A.130(4)(a). The review should include an analysis of the effect on various plan elements of recent demographic trends and projections, land-use trends and demand, economic trends, statutory requirements and relevant case law, and any other data that is deemed relevant at the time. Under RCW 36.70A.130(3), the County shall review its designated UGAs and densities against anticipated population growth for the succeeding 20-year period. In conjunction with this review, the City shall review its UGAs and population densities and determine the efficacy of, and any changes that may be sought to, growth boundaries.

To effectively and flexibly respond to changing conditions, the specific review approach and process is to be

developed administratively and may vary from one periodic review to the next.

Monitoring to what degree the comprehensive plan is being met will be an integral part of the periodic review process. This will enable the City to make mid-course corrections to accomplish or refine goals and policies to more capably respond to local needs. For the 2004 review, an attempt to wholly revamp the plan was not seen as appropriate. In only four years since its adoption, and three since adoption of new development regulations, much of what is envisioned under the plan has not had the opportunity to come to fruition. Therefore, the initial review was quite limited in scope. For later review periods, the City may wish to consider intermediate benchmarking practices to quantifiably measure the comprehensive plan's outcomes and to identify trends that may indicate needed changes. For example, measuring the amount of vacant land used for new development each year and how dense the growth is on this land offers a picture of how quickly and efficiently that vacant land supply is being used.

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Periodic Update Checklist for Cities – Updated June 2013

Covers laws through 2012

This checklist is intended to help cities that are fully planning under the Growth Management Act (GMA) to conduct the “periodic review and update” of comprehensive plans and development regulations required by [RCW 36.70A.130\(4\)](#). Cities can use the checklist to identify components of their comprehensive plan and development regulations that may need to be updated to reflect the latest local conditions or to comply with changes to the GMA since their last update.

This checklist includes components of the comprehensive plan and development regulations that are specifically required by the GMA. **Statutory requirements adopted since 2003 are emphasized in highlighted text** to help identify new components of the GMA that may not have been addressed in annual updates or other amendments outside of the required periodic update process. Cities within the Puget Sound Regional Council boundaries may want to use this checklist in tandem with [PSRC checklists](#). A separate checklist is available for counties. Expanded checklists (one for [Comprehensive Plans](#), one for [Development Regulations](#)) are also available, which include a more comprehensive list of related good ideas and things to consider.

How to fill out the checklist

With the most recent version of your comprehensive plan and development regulations in hand, fill out each item in the checklist. Select the check box or type in the fields, answering the following questions:

Is this item addressed in your current plan or regulations? If YES, fill in the form with citation(s) to where in the plan or code the item is addressed. We recommend using citations rather than page numbers because they stay the same regardless of how the document is printed. If you have questions about the requirement, follow the hyperlinks to the relevant statutory provision or rules. If you still have questions, visit the [Commerce web page](#) or [contact a Commerce planner](#) assigned to your region.

Is amendment needed to meet current statute? Check YES to indicate a change to your plan or regulations will be needed. Check NO to indicate that the GMA requirement has already been met. Local updates may not be needed if the statute hasn’t changed since your previous update, if your city has kept current with required inventories, or if there haven’t been many changes in local circumstances. Check “Further Review Needed” if you are unsure whether the requirement has already been met or if the city is considering a review, but hasn’t yet decided.

Is your city considering optional amendments? Use this field to note areas where your city may elect to work on or amend sections of your plan or development regulations that are not required by the GMA.

How to use the completed checklist

Commerce strongly encourages you to use the completed checklist to develop a [detailed work plan](#) (see Appendix B) for your periodic update. The checklist can be used to inform the contents of a city council resolution that defines what actions will be taken as part of the GMA periodic update.

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
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I. Required Comprehensive Plan Elements and Components

1. A Land Use Element that is consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1) .			
a. A future land use map showing city limits and urban growth area (UGA) boundaries. RCW 36.70A.070(1) and RCW 36.70A.110(6) WAC 365-196-400(2)(d) , WAC 365-196-405(2)(i)(ii)	<input type="checkbox"/> No x Yes Location(s) Comp Plan figure 2.1	<input type="checkbox"/> Yes x No <input type="checkbox"/> Further review needed	
b. Consideration of urban planning approaches that increase physical activity . RCW 36.70A.070(1) , Amended in 2005 WAC 365-196-405 (2)(j)	<input type="checkbox"/> No x Yes Location(s) <ul style="list-style-type: none"> • Station district and ped bridge • NMTP • Most commercial areas are mixed use • Sidewalk requirements • Legacy Parks Plan 	<input type="checkbox"/> Yes x No <input type="checkbox"/> Further review needed	
c. A consistent population projection throughout the plan which should be consistent with the Office of Financial Management forecast for the county or the county's sub-county allocation of that forecast. RCW 43.62.035 , WAC 365-196-405(f)	<input type="checkbox"/> No X Yes Location(s) Comp Plan 3.2.5, 3.2.6 (2030= 72,000)	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
d. Estimates of population densities and building intensities based on future land uses . RCW 36.70A.070(1) ; WAC 365-196-405(2)(i)	<input type="checkbox"/> No X Yes Location(s) Comp Plan Table 3.2	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
e. Provisions for protection of the quality and quantity of groundwater used for public water supplies . RCW 36.70A.070(1)	<input type="checkbox"/> No x Yes Location(s) CP Sec. 3.11.7 LMC 14A.150-Aquifer Recharge Areas LWD Comp. Water Plan	<input type="checkbox"/> Yes x No <input type="checkbox"/> Further review needed	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
f. Identification of lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses. RCW 36.70A.150 and WAC 365-196-340	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Sec 3.8, 3.9, 3.10 PI zone OS zone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
g. Identification of open space corridors within and between urban growth areas , including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. RCW 36.70A.160 and WAC 365-196-335	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Sec 3.10 Ft Steilacoom Park Phillips Rd Game Farm Chambers Ck Cyn. Flett Wetlands	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
h. <i>If there is an airport within or adjacent to the city:</i> policies, land use designations (and zoning) to discourage the siting of incompatible uses adjacent to general aviation airports. [RCW 36.70A.510, RCW 36.70.547 , New in 1996] <i>Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455</i>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s) No g.a. airports; See CP Sec 3.7 for JBLM policies	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
i. <i>If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel:</i> policies, land use designations, (and consistent zoning) to discourage the siting of incompatible uses adjacent to military bases. RCW 36.70A.530(3) , New in 2004. See WAC 365-196-475	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP 3.6, 3.7 JBLM JLUS update in progress	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	
j. Where applicable, a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state. RCW 36.70A.70(1) and WAC 365-196-405(2)(c) <i>Note: RCW 90.56.010(26) defines waters of the state.</i>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP 3.12.4, 3.12.7	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
k. Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas. In developing these policies, the city must have included the best available science (BAS) to protect the functions and values of critical areas, and give “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries.	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP 3.12.1, 3.12.2, 3.12.4, 3.12.5, 3.12.8 LMC 14A.142 et seq; BAS Report from Geo Engineers dated 8/18/2004	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
<p>RCW 36.70A.030(5), RCW 36.70A.172, BAS added in 1995. See WAC 365-195-900 through -925, WAC 365-190-080</p> <p><i>Note:</i> A voluntary stewardship program was created in 2011 as an alternative for protecting critical areas in areas used for agricultural activities. Counties had the opportunity to opt into this voluntary program before January 22, 2012. See requirements of the voluntary stewardship program. RCW 36.70A.700 through .904.</p>			
<p>i. <i>If forest or agricultural lands of long-term commercial significance are designated inside city: a program authorizing Transfer (or Purchase) of Development Rights.</i> RCW 36.70A.060(4), Amended in 2005</p>	<p><input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s) NA</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed</p>	
<p>2. A Housing Element to ensure the vitality and character of established residential neighborhoods and is consistent with relevant CWPPs, and RCW 36.70A.070(2).</p>			
<p>a. Goals, policies, and objectives for the preservation, improvement, and development of housing. RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a)</p>	<p><input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Section 3.2</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed</p>	
<p>b. An inventory and analysis of existing and projected housing needs over the planning period. RCW 36.70A.070(2)(a) and WAC 365-196-410(2)(b) and (c)</p>	<p><input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Sec. 3.2.7; Table 3.1</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed</p>	
<p>c. Identification of sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. RCW 36.70A.070(2)(c)</p>	<p><input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Sec. 3.2.7; Table 3.2</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed</p>	
<p>d. Adequate provisions for existing and projected housing needs for all economic segments of the community. RCW 36.70A.070(2)(d) and WAC 365-196-410</p>	<p><input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Sec. 3.2.8;</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed</p>	
<p>e. <i>If enacting or expanding an affordable housing program under RCW 36.70A.540: identification of land use</i></p>	<p><input type="checkbox"/> No <input checked="" type="checkbox"/> Yes</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
designations within a geographic area where increased residential development will assist in achieving local growth management and housing policies. RCW 36.70A.540 , New in 2006 . WAC 365-196-870	Location(s) CP Sec 3.2, Policies LU 2.38 thru LU 2.42	<input type="checkbox"/> Further review needed	
f. Policies so that manufactured housing is not regulated differently than site built housing. RCW 35.21.684 , 35.63.160 , 35A.21.312 , and 36.01.225 , Amended in 2004	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP LU-7.6 LMC 18A.50.180	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
g. <i>If</i> the city has a population of over 20,000: provisions for accessory dwelling units (ADUs) to be allowed in single-family residential areas. RCW 36.70A.400 , RCW 43.63A.215(3)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP LU-6.2, 6.3 LMC 18A.70.300	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
3. A Capital Facilities Plan (CFP) Element to serve as a check on the practicality of achieving other elements of the plan, covering all capital facilities planned, provided, and paid for by public entities including local government and special districts, etc.; including water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from Park and Recreation elements, if separate, should be included in the CFP Element. The CFP Element must be consistent with CWPPs, and RCW 36.70A.070(3) , and include:			
a. Policies or procedures to ensure capital budget decisions are in conformity with the comprehensive plan. RCW 36.70A.120	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Goals CF-1,2	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
b. An inventory of existing capital facilities owned by public entities. RCW 36.70A.070(3)(a) and WAC 365-196-415(2)(a)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Section 9.2	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
c. A forecast of needed capital facilities. RCW 36.70A.070(3)(b) and WAC 365-196-415 (b) <i>Note:</i> The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) Goals CF-2 through 10 Adopted LOS: D, or per	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
	Figure 6.3 for roadways. Future needs: 6-yr CIP		
d. Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) and WAC 365-196-415 (3)(C)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) As indicated in 6-yr CIP	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
e. A six-year plan (at least) identifying sources of public money to finance planned capital facilities. RCW 36.70A.070(3)(d) and RCW 36.70A.120 WAC 365-196-415	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) 6-yr CIP	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
f. A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs. RCW 36.70A.070(3)(e) WAC 365-196-415(2)(d)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) Comp Plan section 6.7- Reassessment Strategy	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
g. <i>If</i> impact fees are collected: identification of public facilities on which money is to be spent. RCW 82.02.050(4) WAC 365-196-850	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s) NA. NO impact fees.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
4. A Utilities Element which is consistent with relevant CWPPs and RCW 36.70A.070(4) and includes:			
a. The general location, proposed location and capacity of all existing and proposed utilities. RCW 36.70A.070(4) WAC 365-196-420	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Ch 7.0- Utilities Element	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
5. A Transportation Element which is consistent with relevant CWPPs and RCW 36.70A.070(6) and includes: TRANSPORTATION ELEMENT WILL BE INCLUDED AS PART OF 2015 UPDATE			
a. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
owned transportation facilities, and general aviation airports. RCW 36.70A.070(6)(a)(iii)(A) and WAC 365-196-430(2)(c) .	Location(s) CP Ch 6.0- Transportation Element	<input type="checkbox"/> Further review needed	
b. Adopted levels of service (LOS) standards for all arterials, transit routes and highways. RCW 36.70A.070(6)(a)(iii)(B) , New in 1997. WAC 365-196-430	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Section 6.6	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
c. Identification of specific actions to bring locally-owned transportation facilities and services to established LOS. RCW 36.70A.070(6)(a)(iii)(D) , Amended in 2005. WAC 365-196-430	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Section 6.3 (TDM) CP Section 6.7 (Reassessment strategy)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
d. A forecast of traffic for at least 10 years , including land use assumptions used in estimating travel. RCW 36.70A.070(6)(a)(i) , RCW 36.70A.070(6)(a)(iii)(E) WAC 365-196-430(2)(f) .	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s) Transpo model?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	
e. A projection of state and local system needs to meet current and future demand. RCW 36.70A.070(6)(a)(iii)(F) WAC 365-196-430(2)(f)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Section 6.7 (Reassessment strategy)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
f. A pedestrian and bicycle component. RCW 36.70A.070(6)(a)(vii) , Amended 2005 WAC 365-196-430(2)(j)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Goal T-14 and sub. policies. NMTP adopted 11/08	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
g. A description of any existing and planned transportation demand management (TDM) strategies , such as HOV lanes or subsidy programs, parking policies, etc. RCW 36.70A.070(6)(a)(vi) WAC 365-196-430(2)(i)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP section 6.3	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
h. An analysis of future funding capability to judge needs	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A) WAC 365.196-430(2)(k)(iv)	<input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> No x Further review needed	
i. A multiyear financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. RCW 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010 WAC 365-196-430(2)(k)(ii)	x No <input type="checkbox"/> Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No x Further review needed	
j. <i>If</i> probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C) ; WAC 365-196-430(2)(l)(ii)	<input type="checkbox"/> No x Yes Location(s) T-13.7, 13.8; Goal T-21; Section 6.7 Reassessment Strategy	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
k. A description of intergovernmental coordination efforts , including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(v) ; WAC 365-196-430(2)(a)(iv)	<input type="checkbox"/> No x Yes Location(s) CP Goals T-2, T-13 and sub policies. Policy T-19.2	<input type="checkbox"/> Yes <input type="checkbox"/> No ? Further review needed	
6. Provisions for siting essential public facilities (EPFs), consistent with CWPPs and RCW 36.70A.200. This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.			
a. A process or criteria for identifying and siting essential public facilities (EPFs) . [RCW 36.70A.200 , Amended in 1997 and 2001] <i>Notes:</i> EPFs are defined in RCW 71.09.020(14) . Cities should consider <i>OFM's list of EPFs</i> that are required or likely to be built within the next six years. Regional Transit Authority facilities are included in the list of essential public facilities RCW 36.70A.200, amended 2010. WAC 365-196-550(d)	<input type="checkbox"/> No X Yes Location(s) CP Section 3.8, and Chapter 8.0 – Public Services. LMC 18A.30.800 et. seq.; LMC 18A.20.400.D	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
b. Policies or procedures that ensure the comprehensive plan does not preclude the siting of EPFs . RCW 36.70A.200(5) <i>Note:</i> If the EPF siting process is in the CWPPs, this policy may be contained in the comprehensive plan as well. WAC 365-196-550(3)	<input type="checkbox"/> No X Yes Location(s) CWPP EPF-1 thru EPF-8	<input type="checkbox"/> Yes <input type="checkbox"/> No X Further review needed	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
		It doesn't appear that we have an explicit statement in the Comp Plan.	
7. Consistency is required by the GMA.			
a. All plan elements must be consistent with relevant county-wide planning policies (CWPPs) and, where applicable, Multicounty Planning Policies (MPPs), and the GMA. RCW 36.70A.100 and 210 WAC 365-196-400(2)(c) , 305 and 520	<input type="checkbox"/> No X Yes Location(s) CP Section 1.6.7	<input type="checkbox"/> Yes <input type="checkbox"/> No X Further review needed Chapter 1 will be updated in 2015	
b. All plan elements must be consistent with each other. RCW 36.70A.070 (preamble). WAC 365-197-400(2)(f)	<input type="checkbox"/> No X Yes Location(s)	<input type="checkbox"/> Yes <input type="checkbox"/> No X Further review needed Chapter 1 will be updated in 2015	
c. The plan must be coordinated with the plans of adjacent jurisdictions. RCW 36.70A.100 WAC 365-196-520	<input type="checkbox"/> No X Yes Location(s) Section 10.3.3; Table 10-3	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
8. Shoreline Provisions			
Comprehensive plan acknowledges that for shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of this chapter as set forth in RCW 36.70A.020 without creating an order of priority among the fourteen goals. The goals and policies of the shoreline master program approved under RCW 90.58 shall be considered an element of the comprehensive plan. RCW 36.70A.480 , WAC 365-196-580	<input type="checkbox"/> No x Yes Location(s) CP Section 3.11.3; SMP Update recently approved by DOE	<input type="checkbox"/> Yes x No <input type="checkbox"/> Further review needed	
9. Public participation, plan amendments and monitoring.			
Note: House Bill 2834, passed in 2012, eliminates the requirement for cities planning under the GMA to report every 5 years on its progress in implementing its comprehensive plans.			
a. A process to ensure public participation in the comprehensive planning process. RCW 36.70A.020(11) , .035 , and .140 ; WAC 365-196-600(3)	<input type="checkbox"/> No X Yes Location(s)	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
The process should address annual amendments (if the jurisdiction allows for them) [RCW 36.70A.130(2), Amended in 2006], emergency amendments [RCW 36.70A.130(2)(b)], and may include a specialized periodic update process. Plan amendment processes may be coordinated among cities within a county [RCW 36.70A.130(2)(a)] and should be well publicized.	CP Section 10.4, 10.6, 10.7. LMC 18A.02.400, 18A.02.565	review needed	
b. A process to assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property . See <i>Attorney General's Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property</i> for guidance. RCW 36.70A.370	X No <input type="checkbox"/> Yes Location(s) See 18A.50.135.I with regard to street frontage improvements.	<input type="checkbox"/> Yes <input type="checkbox"/> No X Further review needed No explicit policy?	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
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II. Required Components of Development Regulations [WAC 365-196-810](#)

<p>10. Regulations designating and protecting critical areas are required by RCW 36.70A.170, RCW 36.70A.060(2) and RCW 36.70A.172(1). <i>Note:</i> A voluntary stewardship program was created in ESHB 1886 (2011) as an alternative for protecting critical areas in areas used for agricultural activities. Counties may choose to opt into this voluntary program before January 22, 2012. Click here for the requirements of the voluntary stewardship program.</p>			
<p>a. Classification and designation of each of the five types of critical areas (<i>wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas</i>), if they are found within your city. RCW 36.70A.170; WAC 365-196-830(2) <i>Note:</i> Senate Bill 5292 adopted in 2012 clarified that certain water-based artificial features or constructs are excluded from being considered part of a fish and wildlife habitat conservation areas.</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) <small>LMC 14A.142 et seq.</small>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>b. Findings that demonstrate Best Available Science (BAS) was included in developing policies and development regulations to protect the function and values of critical areas. In addition, findings should document special consideration given to conservation or protection measures necessary to preserve or enhance anadromous fisheries. RCW 36.70A.172(1); WAC 365-195, WAC 365-195</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) <small>BAS Review prepared by GeoEngineers Inc. dated August 18, 2004</small>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>c. Regulations that protect the functions and values of wetlands. RCW 36.70A.060(2) and RCW 36.70A.172(1) WAC 365-190-090</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) <small>LMC 14A.162</small>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>d. A definition of wetlands consistent with RCW 36.70A.030(21) WAC 365-190-090, WAC 173-22-035</p>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s) <small>LMC 14A.165.010</small>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	Need to update language
<p>e. Delineation of wetlands using the approved federal wetlands delineation manual and applicable regional supplements [RCW 36.70A.175, RCW 90.58.380 (1995) (2011)] WAC 173-22-035</p>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Location(s) <small>LMC 14A.162.020</small>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	Need to reference 2014 rating system (Need to update CARL by 6/30/15)

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
f. Regulations that protect the functions and values of critical aquifer recharge areas (“areas with a critical recharging effect on aquifers used for potable water” RCW 36.70A.030(5)(b)). RCW 36.70A.060(2) and RCW 36.70A.172(1) WAC 365-190-100	<input type="checkbox"/> No X Yes Location(s) LMC 14A.150	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
g. Regulations to protect the quality and quantity of ground water used for public water supplies. RCW 36.70A.070(1)	<input type="checkbox"/> No X Yes Location(s) CP 3.11.7; LMC 14A.150; Lot size and lot coverage limits in zoning code.	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
h. Regulations that protect the functions and values of fish and wildlife habitat conservation areas. RCW 36.70A.060(2) and RCW 36.70A.172(1) WAC 365-195-925(3), 365-190-130	<input type="checkbox"/> No X Yes Location(s) LMC 14A.154	<input type="checkbox"/> Yes <input type="checkbox"/> No X Further review needed to analyze WAC 365-190-130 adopted 2010.	(Need to update CARL by 6/30/15)
i. Regulations that protect the functions and values of frequently flooded areas. RCW 36.70A.060(2) and RCW 36.70A.172(1) WAC 365-190-110, WAC 173-158-040	<input type="checkbox"/> No X Yes Location(s) LMC 14A.158; LMC 18A.40.100 et seq.	<input type="checkbox"/> Yes <input type="checkbox"/> No X Further review needed Update references to latest FEMA maps.	(Need to update CARL by 6/30/15)
j. Definition of “fish and wildlife habitat conservation areas” does not include such artificial features or constructs as irrigation delivery systems, irrigation infrastructure, irrigation canals, or drainage ditches that lie within the boundaries of and are maintained by a port district or an irrigation district or company. New in 2012. RCW 36.70A.030(5)	<input type="checkbox"/> No X Yes Location(s) LMC 14A.165.010	<input type="checkbox"/> Yes <input type="checkbox"/> No ? Further review needed NEEDS UPDATE TO ADD CLARIFICATION LANGUAGE?	(Need to update CARL by 6/30/15)
k. Provisions to ensure water quality and stormwater drainage regulations are consistent with applicable Land Use Element policies. RCW 36.70A.070(1)	<input type="checkbox"/> No X Yes Location(s) LMC 12A.10, 12A.11, 14A.150	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
l. Regulation of geologically hazardous areas consistent with public health and safety concerns. RCW 36.70A.030(9) , RCW 36.70A.060(2) and RCW 36.70A.172(1) WAC 365-190-120	<input type="checkbox"/> No X Yes Location(s) LMC 14A.146	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
m. Provisions that allow “ reasonable use ” of properties constrained by presence of critical areas. RCW 36.70A.370 . See <i>Attorney General’s Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property</i> for guidance	<input type="checkbox"/> No X Yes Location(s) LMC 14A.142.080 and 090	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
n. <i>If your city is assuming regulation of forest practices as provided in RCW 76.09.240: forest practices regulations that protect public resources, require appropriate approvals for all phases of conversion of forest lands, are guided by GMA planning goals, and are consistent with adopted critical areas regulations.</i> RCW 36.70A.570 , Amended in 2007, 2010 and RCW 76.09.240 Amended in 2007, 2010 <i>Note: Applies only to counties fully planning under the GMA with a population greater than 100,000 and the cities and towns within those counties where a certain number of Class IV applications have been filed within a certain timeframe.</i>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s) NA	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
11. Shoreline Master Program			
See Washington State Department of Ecology’s SMP Submittal Checklist			
a. Zoning is consistent with Shoreline Master Program (SMP) environmental designations. RCW 36.70A.070 ; RCW 36.70A.480 WAC 365-196-580	<input type="checkbox"/> No X Yes Location(s) SMP Table II-development standards refer to underlying zoning.	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
b. <i>If SMP regulations</i> have been updated to meet Ecology’s shoreline regulations: protection for critical areas in shorelines is accomplished solely through the SMP. RCW 36.70A.480(4) , Amended in 2003 and 2010 and RCW 90.58.090(4) . WAC 365-196-580	<input type="checkbox"/> No X Yes Location(s) SMP Chapter 3, Section B.3	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
12. The Zoning Code should contain the following provisions:			
a. Family daycare providers are allowed in areas zoned for residential or commercial uses. Zoning conditions should be no more restrictive than those imposed on other residential	<input type="checkbox"/> No X Yes Location(s)	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
<p>dwelling in the same zone, but may address drop-off and pickup areas and hours of operation. RCW 36.70A.450, WAC 365-196-865</p>	LMC 18A.70.100	review needed	
<p>b. Manufactured housing is regulated the same as site-built housing. RCW 35.21.684, 35.63.160, 35A.21.312 and 36.01.225, All Amended in 2004</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) LMC 18A.50.180; 18A.70.400 et seq.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>c. <i>If</i> the city has a population over 20,000 accessory dwelling units (ADUs) are allowed in single-family residential areas. RCW 43.63A.215(3)</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) LMC 18A.70.310	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>m. <i>If</i> there is an airport within or adjacent to the city: zoning that discourages the siting of incompatible uses adjacent to general aviation airports. RCW 36.70A.510, RCW 36.70.547, New in 1996) <i>Note:</i> The zoning regulations must be filed with the Aviation Division of WSDOT. WAC 365-196-455</p>	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s) NA	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>n. <i>If</i> there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: zoning that discourages the siting of incompatible uses adjacent to military bases. RCW 36.70A.530(3), New in 2004. WAC 365-196-475</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) LMC 18A.30.700 et. seq, JBLM JLUS update underway 2014	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>o. Residential structures that are occupied by persons with handicaps must be regulated the same as a similar residential structure occupied by a family or other unrelated individuals. RCW 36.70A.410, WAC 365-196-860</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) See LMC 18A.90.200 def'n of 'family'; and allowance for Type 1 Group Homes in all residential zones.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
<p>p. Cities adjacent to I-5, I-90, I-405, or SR 520 and counties -- for lands within 1 mile of these highways -- must adopt regulations that allow electric vehicle infrastructure (EVI) as a use in all areas except those zoned for residential or resource use, or critical areas by July 1, 2011. RCW 36.70A.695, New in 2009</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) See Admin policy 2010-01 dated 6/30/2010. May want to adopt model ordinance.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Further review needed	
<p>q. Development regulations of all jurisdictions must allow electric vehicle battery charging stations in all areas except</p>	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
those zoned for residential or resource use, or critical areas by July 1, 2011. RCW 36.70A.695 , New in 2009	Location(s) See Admin policy 2010-01 dated 6/30/2010. May want to adopt model ordinance.	<input type="checkbox"/> Further review needed	
13. Subdivision Code regulations			
a. Subdivision code is consistent with and implements comprehensive plan policies. RCW 36.70A.030(7) and 36.70A.040(4)(d) , WAC 365-196-820	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) LMC 17.10.030 as amended by Ord 591. 17.14.020.A; 17.22.050.B	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
b. Code requires written findings documenting that proposed subdivisions provide appropriate provision under RCW 58.17.110(2)(a) for: Streets or roads, sidewalks, alleys, other public ways, transit stops, and other features that assure safe walking conditions for students; potable water supplies [RCW 19.27.097], sanitary wastes, and drainage ways (stormwater retention and detention); open spaces, parks and recreation, and playgrounds; and schools and school grounds. WAC 365-196-820(1)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) LMC 17.14.030.A.1 and B.1; LMC 17.22.070.B.1	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
c. Subdivision regulations may implement traffic demand management (TDM) policies. RCW 36.70A.070(6)(a)(vi)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) CP Section 6.3;	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	
d. Preliminary subdivision approvals under RCW 58.17.140 are valid for a period of five, seven, or nine years. [RCW 58.17.140 and RCW 58.17.170 . Amended 2010 by SB 6544. Expires 2014. Amended 2012 by HB 2152 <i>Note:</i> House Bill 2152, adopted by the Legislature in 2012, modified timelines. The preliminary plat approval is valid for: seven years if the date of preliminary plat approval is on or before December 31, 2014; five years if the preliminary plat approval is issued on or after January 1, 2015; and nine years if the project is located within city limits, not subject to the shoreline management act, and the preliminary plat is approved on or after December 31, 2007.	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Location(s) LMC 17.14.040 as amended by Ord 591. Note, checklist does not seem to accurately reflect RCW 58.17.140(3)(b).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Further review needed	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
14. Concurrency , Impact Fees, and TDM			
a. The transportation concurrency ordinance includes specific language that prohibits development when level of service standards for transportation facilities cannot be met. RCW 36.70A.070(6)(b)	<input type="checkbox"/> No X Yes Location(s) LMC 18A.50.195, LMC 12A.09	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
b. <i>If</i> adopted: impact fee methods are consistent with RCW 82.02.050 through 100 <i>Note:</i> The timeframe for expending or encumbering impact fees has been extended to ten years. RCW 82.02.070 and RCW 82.02.080, Amended in 2011. WAC 365-196-850	<input type="checkbox"/> No <input type="checkbox"/> Yes Location(s) NA	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
<i>If</i> required by RCW 70.94.527 : a commute trip reduction ordinance to reduce the proportion of single-occupant vehicle commute trips. RCW 70.94.521-551, Amended in 2006. WAC 468-63 <i>Note:</i> WSDOT maintains a list of affected jurisdictions	<input type="checkbox"/> No X Yes Location(s) LMC 12A.13	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
15. Siting Essential Public Facilities (EPFs)			
Regulations are consistent with Essential Public Facility siting process in countywide planning policies or city comprehensive plan, and do not preclude the siting of EPFs. RCW 36.70A.200(5) WAC 365-196-550	<input type="checkbox"/> No X Yes Location(s) LMC 18A.20.400.D, 18A.30.830.A.1.b	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
16. Project Review Procedures			
Project review processes integrate permit and environmental review for: notice of application; notice of complete application; one open-record public hearing; allowing applicants to combine public hearings and decisions for multiple permits; notice of decision; one closed-record appeal. RCW 36.70A.470, RCW 36.70B and RCW 43.21C WAC 365-196-845	<input type="checkbox"/> No X Yes Location(s) LMC 18A.02 et seq	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
17. General Provisions: The GMA requires that development regulations be consistent with and implement the comprehensive plan. RCW 36.70A.030(7) and .040(4)(d) . Regulations should also include:			
a. A process for early and continuous public participation in the development regulation development and amendment process. RCW 36.70A.020(11),.035, .130 and .140	<input type="checkbox"/> No X Yes Location(s) CP 10.4; LMC 18A.02.565.	<input type="checkbox"/> Yes X No <input type="checkbox"/> Further review needed	
b. A process to assure that proposed regulatory or administrative actions do not result in an unconstitutional	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	

	Addressed in current plan or regs? If yes, where?	Changes needed to meet current statute?	Is city considering optional amendments?
taking of private property. RCW 36.70A.370, WAC 365-196-855 <i>Note: See Attorney General's Advisory Memorandum: Avoiding Unconstitutional Takings of Private Property.</i>	Location(s) See 18A.50.135.I with regard to street frontage improvements.	X Further review needed No explicit policy?	

This checklist covers the requirements of the Growth Management Act through the laws of 2012. It does not address related issues, or things that are not required but that are commonly found in comprehensive plans and the implementing regulations. It may be useful to look at the expanded checklists (one for comprehensive plans, one for development regulations) and the Growth Management Act Amendment Changes 1995-2012 (amended annually). For more information, please visit:

<http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Growth-Management-Planning-Topics/Pages/GMA-Periodic-Update.aspx>

PSRC Comprehensive Plan Reporting Tool

City of Lakewood- 2015

Description of Submitted Materials

Explain the nature of the comprehensive plan materials being submitted for review, including the date adopted. For example, is this a full plan update, a revised plan element, or a set of annual amendments?

The attached materials represent a full comprehensive plan update for the City of Lakewood for 2015. Chapters 2, 3, 5, and 7 (Land-use Maps, Land Use and Housing, Economic Development and Utilities) were updated in 2014. 2015 updates include Chapters 1,4,6,8,9, and 10 (Introduction, Urban Design, Transportation, Public Services, Capital Facilities and Implementation).

Part I: Checklist

Vision 2040 Statement

- ✓ A VISION 2040 statement of how the comprehensive plan addresses the multicounty planning policies and the planning requirements in the Growth Management Act is included

The City of Lakewood interacts with the region through the Puget Sound Regional Council (PSRC). The City of Lakewood is considered a Core City with a designated Regional Growth Center. As a core city, Lakewood expects to play a significant role in accommodating forecasted growth in Pierce County and helping to reduce development pressure on rural and natural resource lands. A statement to this effect will be part of the update of Chapter 1 (Introduction).

General Multi-County Planning Policies

- ✓ Describe planning coordination with other jurisdictions and agencies (including, where appropriate tribes) *(MPP-G-1)*
- ✓ Describe efforts to identify existing and new funding for infrastructure and services *(MPP-G-4)*

MPP-G-1 Planning Coordination

The City of Lakewood participates regularly in the Pierce County Growth Management Coordinating Committee, Pierce County Transportation Coordinating Committee and the Pierce County Regional Council. The City of Lakewood also hosts the South Sound Military Communities Partnership (SSMCP) which is funded by the Department of Defense Office of Economic Adjustment to help military communities deal with the unique issues presented by the presence of military installations. The SSMCP is currently working with jurisdictions affected by Joint Base Lewis McChord (JBLM) to update that installation's Joint Land Use Study (JLUS) and Air Installation Compatible Use Zone (AICUZ) plans.

The City works closely with State agencies on specific topics such as critical areas, shorelines, and regional transit issues. The City also enjoys a productive relationship with the Nisqually Tribe.

MPP-G-4 Funding

The City of Lakewood monitors State and federal registers and clearinghouses that provide up-to-date information on new and existing grant, loan, and other funding resources for infrastructure and services. Funding sources for transportation projects typically include motor vehicle fuel tax, real estate excise tax, transfers from the Surface Water Management Fund, CDBG, vehicle license fees, property taxes, private utilities, private developers and various grant opportunities. The City has also used transportation grant funding provided through the Department of Defense, Office of Economic Adjustment. These funds have been used for relieving I-5 Corridor congestion adjacent to Lakewood and JBLM.

The Environment

Stewardship

- ✓ *Address the natural environment in all aspects of local planning, basing decision-making on the environmental best-information available; incorporate regionwide planning initiatives, such as the Department of Ecology's water resource inventory areas (WRIA) process – or actions based on guidance from the International Council for Local Environmental Initiatives (ICLEI) (MPP-En-1 through 7; En-Action-11)*

The City of Lakewood supports protection of important ecological systems through restoration activities and public ownership of lands, supporting critical environmental processes. The City's Critical Areas and Resource Lands Ordinance, adopted in 2004, incorporates Best Available Science (BAS). The City is proactively working to improve stormwater management and surface water quality through the installation of stormwater filtration devices on inlet structures and fish habitat improvements (such as the removal of fish barriers and construction of fish ladders in the City's creeks). Under the National Pollutant Discharge Elimination System (NPDES), the City maintains its current permits with the State Department of Ecology. The City is currently in the process of integrating low-impact development (LID) regulations into its municipal code. LID practices protect natural ecosystems as well as water quality. The City maintains its The City also supports the habitat preservation and management efforts of Joint Base Lewis-McChord. The City uses environmental review under SEPA to identify and mitigate potential environmental impacts of specific development projects.

Earth and Habitat

- ✓ *Identify open space areas and develop programs for protecting and/or acquiring these areas (MPP-En-8 and 9)*

- ✓ Coordinate planning for critical areas and habitat with adjacent jurisdictions (*MPP-En-9 through 11*)
- ✓ Include provisions for protecting and restoring native vegetation (*MPP-En-12*)

The City of Lakewood is fortunate to have many critical environmental resource lands under public ownership and control. The City contains approximately 1,100 acres of publicly owned passive open space and 350 acres of active recreational open space. The City has specific open space land use designations in the Comprehensive Plan and open space zoning districts. Development on properties designated and zoned for open space is extremely limited. In addition, the City's Critical Areas and Resource Lands (CARL) regulations may require restrictive covenants, placement of sensitive property in a separate tract, or permanent dedication of sensitive critical areas and their buffers.

The City engages in joint planning efforts with Pierce County and the City of University Place with regard to Chambers Creek Canyon, and with JBLM and the Washington State Department of Fish and Wildlife over American Lake and the boat launch located just south of the Lakewood city limit.

The City has also established a partnership with Pierce College to provide financial assistance from the City's tree fund in order to support the College's experimental oak prairie restoration program.

Water Quality

- ✓ *Take actions to maintain hydrological functions within ecosystems and watersheds, including restoration of shorelines and estuaries, as well as reducing pollution in water (MPP-En-13 through 16)*

The City of Lakewood is working proactively to maintain hydrological functions and water quality within the Chambers- Clover Creek Watershed (WRIA 12). The City maintains a full-time Surface Water Quality Manager, levies a surface water quality management fee on individual properties, and is actively engaged in installation of water quality improvement devices in public stormwater intake structures. The City has obtained grant funds to monitor water quality at Waughop Lake located in Fort Steilacoom Park. Lakewood maintains an active public education and outreach program designed to reduce or eliminate behaviors and practices that cause or contribute to adverse stormwater impacts, and, further, encourages the public to participate in stewardship programs.

The City adopted a comprehensive shoreline management program update in 2013, which was approved by the Department of Ecology in 2014. Other policies and regulations intended to protect water quality include the City's critical areas regulations which address aquifer recharge and wellhead protection, wetlands, and protective buffers for other water bodies including lakes, ponds, and streams.

Air Quality

- ✓ *Include policies and implementation actions to address federal and state clean air laws and the reduction of pollutants including greenhouse gases (MPP-En-17 through 19)*
- ✓ *Incorporate the Puget Sound Clean Air Agency's adopted growth management policies into the comprehensive plan (see Appendix-E-1) (MPP-En-17 through 19)*

Section 3.11.9 of the Comprehensive Plan addresses air quality. Goal LU-63 directs the City to pursue federal, state, regional and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution. Specific policies include promotion of land use and transportation practices and strategies that reduce levels of air-polluting emissions; ensuring the retention and planting of trees and other vegetation to help promote air quality, and restriction of wood-burning fireplaces in new and replacement construction.

Climate Change

- ✓ *Include specific provisions to reduce greenhouse gas emissions; include provisions addressing adaptation to the effects of climate change (MPP-En-16, 20 through 25. MPP-DP-45, MPP-T-5 through 7; MPP-PS-1, 12, 13; RCW 80.80.020)*

Transportation is the primary source of greenhouse gas emissions in Lakewood. As a focal point for action, the City targets more efficient and less polluting alternatives to driving alone as the best way to reduce emissions. Regulatory and incentive approaches are being explored, including changing zoning regulations to promote more mixed-use and higher-density development. Through these approaches, the City can create more walkable and transit-friendly neighborhoods. The City of Lakewood also encourages the use of alternative energy sources at work and at home. Development practices that retain or restore vegetation and conserve water and energy are also used to help address issues related to climate change.

Development Patterns

Urban

- ✓ Document growth targets¹ for population (expressed in housing units) and for employment (*MPP-DP-3*)
- ✓ Include provisions to develop compact urban communities and central places with densities that support transit and walking. (*MPP-DP-14*)
- ✓ Identify underused land and have provisions for redevelopment in a manner that supports the *Regional Growth Strategy*(*MPP-DP-15*)

¹ **Regional Growth Strategy and Planning Targets** - The Regional Growth Strategy in VISION 2040 provides guidance for local growth targets. Jurisdictions are asked to explain steps being taken to align with the regional guidance. It is recognized that the allocations in the Regional Growth Strategy are for 2040 and that the planning process between now and then may not be linear.

The City of Lakewood is designated as a “Core City” within Pierce County in the Vision 2040 Regional Growth Strategy. Pierce County Ordinance 2011-36s established population, housing unit, and employment targets for cities, towns and unincorporated areas for the year 2030. The targets established for Lakewood are:

	2008 Baseline	'08-'30 Change	2030 Target
Population	58,780	13,220	72,000
Housing	25,904	8,380	34,284
Employment	29,051	9,285	38,336

The City’s comprehensive plan, chapter 5, discusses the means by which to establish an urban design framework from which to develop compact urban communities. Generalized plans have been proposed for the Central Business District and the Lakewood Station District. These plans have been followed through with extensive sidewalk construction projects, “sharrow” bike lanes, and a pedestrian bridge to connect the Lakeview Neighborhood with the Sound Transit Commuter Rail Station. Of late, the City has proposed a complete streets program for Motor Avenue. This fall the Lakewood City Council will be releasing a subarea plan request for proposal for the entire Central Business District in furtherance of its goals to establish a downtown.

Lakewood has mapped all of its vacant and underutilized lands. There are about 695 acres and 1,210 acres of vacant land and underutilized properties, respectively. The data is used by the City’s economic development division to market the City for redevelopment purposes. The City’s current land use policies do allow for the City to plan for the project targets. However, there are two concerns. The first is the lack of infrastructure. Upon incorporation, Lakewood inherited a deficient system and has been playing catch-up ever since. Notable examples include a lack of sewers in some neighborhoods and a very poor non-motorized transportation system. The second issue is that Lakewood is not a full-service city. Fire services are provided by the West Pierce Fire District. Water is provided by a special service district. Sewer is provided by Pierce County. Power is provided by one of three utility providers. The current system requires a significant amount of policy coordination where sometimes the City’s goals are not shared by other agencies.

Centers

- ✓ Identify one or more central places as locations for more compact, mixed-use development (*MPP-DP-11*)
- ✓ Demonstrate how funding has been prioritized to advance development in centers and central places (*MPP-DP-7, 10, 13; MPP-T-12; MPP-H-6*)

The central portion of Lakewood is designated as an “Urban Growth Center” under the Countywide Planning Policies (CWPP). Lands within this designated center are mostly zoned “Central Business District” or CBD, but the designated center also includes mixed residential, high-density residential, neighborhood commercial and Transit Oriented Commercial (TOC) zoning districts. The CBD zone

supports a wide variety of primarily commercial uses, but also allows for multi-family residential uses at up to 54 dwelling units per acre. The City has enacted several incentives intended to encourage new growth within identified growth centers including a Multi-family Tax Exemption program pursuant to Section 84.14. RCW, and a Senior Housing Overlay and Housing Incentives Programs which encourage affordable housing and housing for seniors through density bonuses.

Unincorporated Urban Areas

- ✓ *Include policies and programs to address annexation and the orderly transition of unincorporated areas to city governance (MPP-DP-18)*

The City of Lakewood's Urban Growth Area (UGA) includes the Partridge-Arrowhead Glen area west of the City (approx. 256 acres and a population of 2,444) and the cantonment areas of Joint Base Lewis McChord (JBLM) and Camp Murray (Washington State National Guard). The Partridge-Arrowhead Glen UGA is shared with the Town of Steilacoom. This area is mostly built-out with moderate density single-family housing, and is not expected to experience drastic changes in the existing land use pattern.

Issues related to the incorporation of these areas are discussed in detail in the recently updated Section 2.6 of the Lakewood Comprehensive Plan.

Resource Lands

- ✓ *Identify steps to limit development in resource areas. (MPP-DP-29 through 32)*

The City of Lakewood does not currently contain any commercially viable resource extraction lands. Environmentally sensitive areas are discussed in the City's critical areas regulations –LMC Section 14A.142 et seq.

Development Patterns- Orderly Development

Regional Design

- ✓ *Incorporate design provisions in local plans and regulations that apply the Transportation 2040 Physical Design Guidelines (Transportation 2040 Physical Design Guidelines)*
- ✓ *Include guidelines for environmentally friendly and energy-efficient building (MPP-DP-33 through 42)*
- ✓ *Preserve historic, visual, and cultural resources (MPP-DP-34)*
- ✓ *Ensure that the design of public buildings contributes to a sense of community (MPP-DP-38)*

(Cannot find T-2040 "Physical Design Guidelines?)

The City of Lakewood was mostly developed after World War II, and already built out at the time of its incorporation in 1996. The area is historic, however, being one of the first areas in the state to be settled by persons of European descent. In 1849, Mr. Joseph Heath established a farm on what was to eventually become Fort Steilacoom, and later, Western State Hospital. The landscape

upon the arrival of European settlers was primarily prairie and lakes. The history of Lakewood is of the conversion of the original prairie to the suburban landscape we see today. Around the turn of the century, wealthy citizens in Tacoma constructed large vacation homes around the City's lakes - homes that are generally the most expensive homes in the City today. In 1935 Mr. Norton Clapp constructed the Lakewood Colonial Center, one of the first shopping centers established west of the Mississippi River. The Colonial Center still exists today at the intersection of Gravelly Lake Drive and Bridgeport Way SW. Camp Lewis, (later to become Fort Lewis and then Joint Base Lewis-McChord, JBLM) was established with the advent of World War One. The presence of JBLM created a need for affordable housing for its soldiers and other personnel. The City's proximity to the established City of Tacoma led to a housing construction boom after World War II. The City's current form was shaped by these historic developments, together with other influences such as the construction of a Navy Supply Depot during World War II (which would later become Clover Park Technical College and the Lakewood Industrial Park), and the construction of Interstate 5 in the mid- and late- 1950's. The City supports a Landmarks and Heritage Advisory Board to help preserve, protect, and promote the unique heritage and historic resources of the City.

New construction in the City today must follow energy efficiency standards of the *International Building Code* and *International Energy Conservation Code (IECC)*. To promote a high level of design and a sense of community in the City, new multi-family residential and non-residential developments are also subject to compliance with community design guidelines.

Health and Active Living

- ✓ *Include health provisions that address (a) healthy environment, (b) physical activity and well-being, and (c) safety (MPP-DP-43 through 47; MPP-En-3, 19. MPP-T-4, 7, 11, 15, 16)*

The City promotes a healthy environment, physical activity, well-being and safety through a number of policies, programs and actions including the City's Parks and Recreation Legacy Plan, the City's Non-Motorized Transportation Plan, and codes generally intended and designed to "protect the public health, safety, and welfare."

Section 3.10 of the City's comprehensive plan addresses Green Spaces, Recreation, and Culture. One of the explicit goals of this section is to "Create a strong, active, and healthy community by providing a variety of open space and recreation opportunities." Further development of the City's parks and recreation programs is expected to be accomplished pursuant to the Parks Legacy Plan adopted in 2013.

Housing

- ✓ *Include provisions to increase housing production opportunities, including diverse types and styles for all income levels and demographic groups (MPP-H-1 through 9)*
- ✓ *Include provisions to address affordable housing needs (MPP-H-1 through 9)*

- ✓ *State how regional housing objectives in VISION 2040 are being addressed – including housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques (H-Action-1 and 2)*

The City of Lakewood’s 2014 Comprehensive Plan update provided a thorough review of the City’s housing policies- essentially incorporating a Housing sub-element into the Land-Use element. The Housing sub-element is included as Section 3.2 of the comprehensive plan as updated in 2014. The updates specifically promote a variety of housing types for all income levels and demographic groups. Section 3.2.8 addresses housing provisions for all economic segments of the community. Section 3.2.9 addresses housing resources with a focus on affordable housing for low income households. The update also includes lengthy discussion of the City’s efforts to address affordable housing needs through several on-going City programs. Among the programs offered:

- A major home repair program; a housing rehabilitation program;
- Down payment assistance;
- A neighborhood stabilization program designed to assist with the demolition and/or redevelopment of foreclosed, vacant, or abandoned properties;
- Forming a special partnership with Habitat for Humanity to build 41 owner-occupied single family homes; and
- Providing 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.

Economic Development

- ✓ *Include an economic development element that addresses: business, people, and places (Ec-Action-6; see MPP-Ec-1 through 22)*
- ✓ *Include provisions that address industry clusters (MPP-Ec-3)*
- ✓ *Focus retention and recruitment efforts on business that provide family wage jobs, industry clusters that export goods and services, and small/start up companies that are locally owned (MPP-Ec-1, 3, 4, 5)*
- ✓ *Include provisions and programs for distressed areas or areas with disadvantaged populations (MPP-Ec-11, 12)*
- ✓ *Ensure adequate housing growth in centers working collaboratively with the private sector – through the provision of infrastructure (MPP-Ec-6, 18, 20)*

The City’s 2014 update includes an update of the Economic Development Element (Chapter 5). This element updates the City’s vision of its economic future- evolving from a “bedroom community” for the City of Tacoma and JBLM, to a “diversified, full-service, and self-contained city”. The updated element notes how the City’s strong transportation networks, with immediate access to Interstate 5 and State Highway 512 and to the Ports of Tacoma and Seattle, provide a natural opportunity for

warehousing and distribution facilities. The Economic Development element also notes the natural potential for a health-care industry cluster focused around St. Clare, Madigan, and the American Lake Veterans hospitals, and an Educational Services cluster developed around Pierce College, Clover Park Technical College, and the Clover Park School District. Section 5.2.4 discusses the role of Joint Base Lewis- McChord in the region’s economy and the natural linkages to off-base businesses that support the military.

Goal ED-5 and associated policies promote the revitalization/ redevelopment of (among other areas) the distressed areas of Springbrook, Woodbrook, Tillicum, Lakeview, and Lake City.

Housing is promoted in the City’s urban center through the provision of robust transportation alternatives including the transit center at Lakewood Towne Center shopping area, which is within the *Central Business District* (CBD) zone, and the Lakewood Station Commuter Rail terminus in the *Transit Oriented Commercial* (TOC) zoning district. Both of these zoning districts permit high density multi-family housing at up to 54 dwelling units per acre.

Public Services

- ✓ *Include provisions to promote more efficient use of existing services, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies (MPP-PS-3, 7, 8, 11, 12, 13, 19)*
- ✓ *Include provisions to promote renewable energy and alternative energy sources (MPP-PS-12, 13; MPP-En-21 through 23; MPP-T-6)*
- ✓ *Include provisions to meet long-term water needs, including conservation, reclamation and reuse (MPP-PS-17 through 20; MPP-En-25)*

Lakewood is a “contract city” and does not provide waste management, energy, water or communications infrastructure. The City does, however, promote the efficient use of existing service infrastructure (provided by contract service providers) through the encouragement of infill development (versus extension of services to currently unserved areas). The City also supports measures promoting use of renewable energy and alternative energy sources such as Electric Vehicle charging stations and infrastructure.

The City’s two largest power providers are Tacoma Power and Puget Sound Energy. Tacoma gets 90% of its power from hydroelectric sources, and Puget Sound Energy gets 48% of its electricity from hydroelectric and wind sources. Puget Sound Energy also gets 25% of its electricity from natural gas sources. The City’s third electrical provider, Lakeview Light and Power, is heavily invested in development of renewable energy sources; however, the cooperative buys energy on the regional market and specific sources may vary from day to day.

Water service throughout Lakewood is primarily provided by the Lakewood Water District. The Lakewood Water District has served the Lakewood Community since 1943. There is no significant

land area into which the District could expand of its service. Sewer service in the City is provided primarily through the Pierce County sewer utility.

Lakewood has limited stormwater collection infrastructure. The soils in Lakewood are very porous and stormwater is expected to be infiltrated into the ground on-site for most land development projects. Limited municipal stormwater systems are provided where infiltration is difficult because of soil conditions, or where soils have been contaminated and it is not desirable to infiltrate stormwater because of the potential to spread the contamination. There are also larger regional stormwater systems that convey water from other jurisdictions (i.e. City of Tacoma) to existing detention/infiltration facilities in Lakewood.

Transportation- VISION 2040 and Transportation 2040

(NOTE: The City will be updating its Transportation element in 2015)

The road system for the City of Lakewood is essentially built out. There are no areas available for development or redevelopment that would require any significant expansion of the roadway system. The City is strategically placed to take advantage of regional commuting resources including the Sounder commuter train and bus systems operated by Pierce Transit and Sound Transit. Several “park-and-ride” facilities are located within the city.

Transportation funding sources for the City include motor vehicle fuel tax, real estate excise tax, transfers in from the Surface Water Management Fund (for the portions of projects related to surface water), grants, private utilities, private developers, vehicle license fees, a Property Tax Excess Bond Levy, Community Development Block Grant (CDBG) funds and the City’s general fund.

Maintenance, Management and Safety

- ✓ Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation (*MPP-T-5 through 7*)
- ✓ Incorporate environmental factors into transportation decision-making, including attention to human health and safety (*MPP-DP-44; MPP-T-7*)
- ✓ Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (*MPP-G-4, 5; MPP-T-33*)
- ✓ Include transportation system management and demand management programs and strategies (*MPP-T-2, 3, 11, 23, 24*)
- ✓ Identify transportation programs and strategies for security and emergency responses (*MPP-T-8*)

The City of Lakewood is improving its transportation management capabilities through the implementation of active traffic management technology. Cameras have been installed at many key intersections and City personnel are able to manipulate traffic signal cycles based on real-time congestion conditions.

The City has also taken an active role with regard to the Interstate 5 corridor adjacent to Joint Base Lewis McChord (JBLM) and through Lakewood. Corridor issues include congestion and capacity, access to JBLM, and safety issues prompted by the proposed Point Defiance Bypass railroad project, which includes routing high speed passenger rail alongside Interstate 5. The train project has potential impacts on the existing I-5 interchanges.

Supporting the Growth Strategy

- ✓ Focus system improvements to support existing and planned development as allocated by the *Regional Growth Strategy (MPP-T-9 through 22)*
- ✓ Prioritize investments in centers (*MPP-T-12; MPP-DP-7, 10, 13; MPP-H-6*)
- ✓ Invest in and promote joint- and mixed-use development (*MPP-T-10*)
- ✓ Include complete street provisions and improve local street patterns for walking and biking (*MPP-T-14 through 16*)
- ✓ Design transportation facilities to fit the community in which they are located (“context-sensitive design”); use urban design principles when developing and operating transportation facilities in cities and urban areas (*MPP-T-20, 21*)

Lakewood’s Comprehensive Plan supports the regional growth strategy by taking advantage of the City’s location on the Sounder commuter rail network. The southerly terminus of the Sounder route is the Lakewood Station. The station provides a parking garage for 600 vehicles, and is also served by several bus routes. The area surrounding the Lakewood Station is designated as the Lakewood Station District. The District includes both Transit Oriented Commercial and High Density Multi-family Residential zoning districts. Both zoning districts allow multi-family residential development at up to 54 dwelling units per acre.

The City promotes a downtown farmer’s market. The City is releasing a complete streets request for proposal for Motor Avenue which is located near the Colonial Center. The City is embarking on the promulgation of a subarea plan for the Central Business District. Work on the plan is to begin in 2016. Part of the plan will include a capital facilities plan which will assist policy makers in prioritizing major infrastructure projects where people and goods are a central focus. Of late, the City has proposed new, linear walkways throughout the Towne Center designed to promote new mixed used development.

Greater Options and Mobility

- ✓ Invest in alternatives to driving alone (*MPP-T-23, 24*)
- ✓ Ensure mobility of people with special needs (*MPP-T-25*)
- ✓ Avoid new or expanded facilities in rural areas (*MPP-T-28; MPP-DP-27*)
- ✓ Include transportation financing methods that sustain maintenance, preservation, and operations of facilities. (*MPP-T-33*)

The City of Lakewood is served by the Pierce County Public Transportation Benefit Area Corporation (“Pierce Transit”). Pierce Transit provides at least 10 bus routes through the City. The primary transit hub in Lakewood is the Lakewood Transit Center located in the Lakewood Towne Center. Lakewood is also served by the I-5/512 commuter park-and-ride facility, and the Lakewood Sounder Station (“Lakewood Station”) facilities operated by Sound Transit. By contract with Sound Transit, the City of Lakewood is responsible for the maintenance of the Lakewood Station facility. The 1-5/512 Park and Ride facility provides 493 parking spaces and Lakewood Station provides approximately 600 parking spaces. Shuttle paratransit programs are provided by Pierce Transit for persons with disabilities who are unable to avail themselves of regular transit service.

The City’s primary industrial facility, the Lakewood Industrial Park, and Joint Base Lewis McChord are both served by rail which reduces roadway transportation requirements for freight.

The City possesses no rural areas in which to expand. Development within Lakewood is through redevelopment.

Linking Land Use and Transportation

- ✓ Integrate the ten *Transportation 2040* physical design guidelines in planning for centers and high-capacity transit station areas (*MPP-T-21; Transportation 2040 Physical Design Guidelines*)
- ✓ Use land use development tools and practices that support alternatives to driving alone – including walking, biking and transit use (*MPP-T-33*)

The Lakewood Comprehensive Plan provides for concentrated residential densities in areas proximate to the Lakewood Transit Center and the Lakewood Sounder Station. Both areas support residential development at densities up to 54 dwelling units per acre. Access to the Lakewood Sounder Station has been further promoted by the construction of a pedestrian bridge over the railroad tracks to connect the Station to the residential neighborhoods to the north and west. The City is also pursuing non-motorized linkages between the Sounder Station and St. Clare hospital to the west.

Investments

Transportation- Growth Management Act Requirements

(NOTE: The City will be updating its Transportation element in 2015)

Land Use Assumptions and Forecast of Travel Demand

- ✓ Demonstrate that travel demand forecasts and transportation need assessments are always based on land use assumptions² that correspond with the most recently adopted growth targets; ensure that population and employment assumptions are consistent throughout the comprehensive plan (i.e., land use element, transportation element, and housing element) *RCW 36.70A.070(6)(a)(i)*

The City's transportation Element is being updated in 2015. The update will utilize the land use assumptions from the City's 2014 update of the Land Use element, and the 2030 population and employment targets adopted by Pierce County.

Service and Facility Needs- LOS Standards and Concurrency

- ✓ Include inventories for each transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries *RCW 36.70A.070(6)(a)(iii)(A)*
- ✓ Establish level-of-service standards that promote optimal movement of people across multiple transportation modes *RCW 36.70A.070(6)(a)(iii)(B); MPP-DP-54*
- ✓ Include state facilities and reflect related level-of-service standards
- ✓ *RCW 36.70A.070(6)(a)(iii)(C)*
- ✓ Address multiple transportation modes in concurrency programs (*RCW 36.70A.070(b) and 36.70A.108; MPP-DP-54 through 56*)
- ✓ Tailor concurrency programs, especially for centers, to encourage development that can be supported by transit (*MPP-DP-56*)

The 2015 Transportation Element Update includes an evaluation of existing conditions pertaining to critical transportation systems. The update will provide special focus on corridors and intersections identified as having specific congestion issues. The City's transportation consultant will prepare a traffic model to identify levels of service at identified locations. The analysis will note existing levels of service and identify any existing or anticipated LOS deficiencies.

² **The Transportation Element Must Be Based on the Land Use Assumptions in the Comprehensive Plan** - A problem sometimes encountered in the certification of transportation-related provisions in local comprehensive plans is the use of different planning assumptions in the transportation element from the land use element. Comprehensive plans are to be internally consistent, which means that the same land use assumptions must be used for planning for housing, transportation, and other provisions in the plan.

Financing and Investments

- ✓ Include a multiyear financing plan, as well as an analysis of funding capability *RCW 36.70A.070(6)(a)(iv)(A) and (B)*
- ✓ Include a reassessment strategy to address the event of a funding shortfall *RCW 36.70A.070(6)(a)(iv)(C)*

The City maintains a “rolling” 6-year transportation capital improvement plan and a two-year biennial operating budget {MORE}

Intergovernmental Coordination

- ✓ *Coordinate with neighboring cities, the county, regional agencies, and the state RCW 36.70A.070(6)(a)(v); MPP-G-1; MPP-T-9*

The City coordinates with neighboring cities, the County, Joint Base Lewis-McChord and the State on a variety of transportation issues including congestion on I-5, construction of the Point Defiance Rail Bypass, access to Camp Murray, and access to JBLM.

The City is a member of the South Sound Military & Communities Partnership (SSMCP). Its purposes is to foster effective communication, understanding, and mutual benefit by serving as the most effective point of coordination for resolution of those issues which transcend the specific interests of the military and civilian communities of the South Sound region. SSMCP membership includes cities and towns in Pierce and Thurston counties, school districts, economic development boards, health systems, ports, colleges and universities, chambers of commerce, workforce development organizations, social services organizations, veterans’ services and the Nisqually tribe. SSMCP also works hand-in-hand with the Washington Military Alliance.

The City coordinates with Pierce County Community Connections on a wide variety of social services programs. The City is an active member of the Tacoma-Pierce County Coalition to End Homelessness. The City is an active participant in the oversight and distribution of Section 2060 and 2163 funds. These programs provide funds for low income housing development and support homelessness programs throughout the region.

Lakewood is a member of RAMP. RAMP is a regional coalition including business, labor, public and private organizations and citizens dedicated to improved mobility in the South Sound and Washington State.

Lakewood is a member of the Pierce County Growth Coordination Committee (GMCC) and the Pierce County Regional Council (PCRC). The GMCC is the technical body which supports the PCRC. Both groups ensure that the Growth Management Act requirements are coordinated within the County and the region.

Demand Management

- ✓ *Identify demand management strategies and actions, including but not limited to programs to implement the Commute Trip Reduction Act. RCW 36.70A.070(6)(a)(vi); MPP-T-3; MPP-T-23; MPP-T-24*

The City has made investments and developed policies that are intended to foster use of the Sounder Commuter rail system and other transit options along the I-5 corridor. The City encourages transit oriented development in the Lakewood Station area through zoning that allows for high density residential development, application of multi-family residential tax incentives, and construction of sidewalks, a pedestrian bridge, and other infrastructure to facilitate access to Lakewood Station. Infrastructure improvements extend across I-5 into the Springbrook neighborhood. The City also encourages the use of public transit options through high density zoning and multi-family tax incentives around the Lakewood Towne Center.

Policies to implement the Commute Trip Reduction Act are contained in the Comprehensive Plan and Section 12A.13 of the Lakewood Municipal Code. The City of Lakewood provides commute trip reduction actions through a technical work group comprising Pierce County jurisdictions and Pierce Transit called "Pierce Trips". This group is active and is working to continually update and improve its level of employer and commuter support services. CTR services provided by Pierce trips include employer commute reduction program development, ride matching services, Emergency Ride Home program, ORCA program administration and vanpool programs.

Pedestrian and Bicycle Component

- ✓ *Include strategies, programs, and projects that address nonmotorized travel as a safe and efficient transportation option – including pedestrian and bicycle planning, project funding and capital investments, education and safety.*
RCW 36.70A.070(6)(a)(vii); MPP-T-14 through 16

The City of Lakewood adopted a Non-Motorized Transportation Plan (NMTP) in 2008. The plan includes an inventory of the existing pedestrian and bicycle system which was then integrated into the City's geographic information system (GIS). The NMTP also includes a planning process intended to address the guidelines and regulatory requirements of the Americans with Disabilities Act (ADA), and to provide a methodology for prioritizing non-motorized transportation projects. The NMTP also includes policy and design guidelines for non-motorized transportation systems, and plans for a way-finding program.

Land Uses Adjacent to Airports

- ✓ *Identify and address any airports within or adjacent to the jurisdiction*
RCW 36.70.547 and 36.70A.070(6)(a)(iii)(A); MPP-T-31

- ✓ *Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses RCW 36.70.547; MPP-DP-51*

The City of Lakewood is adjacent to JBLM and the McChord Field runway. Properties to the north of McChord Field are within the identified Accident Potential Zones (APZs) and impacted areas for aircraft noise. These constraints are noted in the City's comprehensive plan and zoning ordinance. The City is currently working with JBLM and other neighboring jurisdictions on an update of the Joint Land Use Study (JLUS) for the facility. The City's current zoning within the Accident Potential Zones places limitations on types of uses and the intensity of uses (as expressed in terms of persons per acre), implements performance standards to discourage activities that are detrimental to aircraft operations, and requires noise attenuation for new structures based on the structure's location. Upon conclusion of update of the Joint Land Use Study (currently underway), appropriate adjustments will be made to the City's comprehensive plan and development regulations.

PART II: Questions

The Environment

(MPP-En-1 through 25; MPP-DP-29 through 32, 43 through 47; MPP-PS-1, 3, 7, 8, 12, 13, 19, 20, 24)

Explain how the plan addresses the environment and sustainable development. At a minimum please discuss the following:

- ✓ *Using system approaches to planning for and restoring the environment*
- ✓ *Air quality and climate change (including clean transportation and reduced greenhouse gas emissions)*
- ✓ *Water quality*
- ✓ *Wise use of services and resources (including conserving water and energy, reducing waste, protecting resource lands)*
- ✓ *Human health and well-being*

The City of Lakewood Comprehensive Plan and development regulations were developed from the outset with environmental protection considerations in mind. The most valuable of the City's environmental systems resources, open space and natural habitat areas of the City are protected through public ownership and/or open space designation and zoning. The City's critical areas and shoreline regulations are also used to regulate land use in and around sensitive areas. Development standards and capital improvement projects are implemented to protect the environment against the more direct impacts of land development. Planning decisions regarding the distribution of land uses relative to transportation networks are intended to reduce transportation impacts and greenhouse gas emissions.

Population and Employment Growth

(MPP-G-4, 5; MPP-DP-1 through 28, 33 through 42, 48 through 56; MPP-H-1 through 9, MPP-Ec-1 through 22; MPP-PS-2, 4, 5, 21 through 24)

Explain how the plan guides residential and job growth. At a minimum, please discuss the following:

- ✓ *Planning targets (housing and employment) that align with VISION*
- ✓ *Planning for and achieving housing production (to meet the needs of all income levels and demographic groups)*
- ✓ *Adequate infrastructure and financing to serve existing communities and future development (including amenities)*
- ✓ *Promoting centers and compact urban development (including density, redevelopment and infill, design)*
- ✓ *Planning for unincorporated urban growth areas (joint planning) and annexation*
- ✓ **for counties:** *Rural development and rural character*
- ✓ *Economic development*

As noted above, Lakewood is designated as a *regional growth center*. The comprehensive plan focuses housing and employment growth into the City's Central Business District and the Lakewood Station District. The City also has eight designated "Centers of Local Importance" which reflect second tier targets for growth. The City's "toolbox for growth" includes the multi-family tax exemption incentive programs, various housing assistance programs, and a flexible zoning code allowing for mixed use development.

Transportation Provisions

(MPP-G-4, 5; MPP-EN-7, 19, 23; MPP-DP-7, 10, 13, 17, 27, 40, 42, 43, 54 through 56; MPP-H-6, MPP-Ec-6; MPP-T-1 through 33; RCW 36.70A.070(6))

Explain how the plan addresses the following provisions from VISION 2040 and Transportation 2040 – the region's long-range transportation plan:

- ✓ *Clean transportation*
- ✓ *Maintenance and safety*
- ✓ *Demand management*
- ✓ *Serving centers and compact communities*
- ✓ *Transportation facilities that fit the community in which they are located ("Context-sensitive design")*
- ✓ *Greater options and mobility*

The City's Transportation Element is being updated as part of the 2015 update cycle. As noted above, the City is focusing on taking advantage of existing transit systems by focusing population and employment growth into the Central Business District and Lakewood Station areas. The City is also working to fill gaps in pedestrian and bicycle routes through targeted improvements selected according to the prioritization methodology established in the City's Non-Motorized Transportation Plan.

Future transportation projects intended to provide increased options for Lakewood citizens include new trolley or shuttle service from isolated areas of the City (Springbrook, Woodbrook, and Tillicum) to the City's Central Business District. (This program was recently identified as part of the City's Visioning process and has not yet been developed or implemented.)

Consistency Assessment of Capital Facilities Programming Processes

(PS-Action-8)

- ✓ *Describe how capital improvement programs and other service and facility plans are consistent with and implement VISION 2040 and the growth management objectives in the comprehensive plan.*

Regional and state-wide public facilities located in Lakewood include Western State Hospital, Pierce College and Clover Park Technical College, St. Clare Hospital, Pierce Transit headquarters, DSNS Work-Source offices, and the South Tacoma Game Farm. Transportation facilities include the Lakewood Sounder Station, Sounder Layover facility, and rail line owned by Sound transit, as well as Interstate 5 and the WSDOT maintenance facility of Pacific Highway SW.

The City evaluates the siting of public facilities through zoning permits. A wide variety of public uses are allowed in the Public-Institutional zoning district with the issuance of a discretionary land-use permit (administrative use permit or conditional use permit). Most of the existing institutional uses in Lakewood operate pursuant to an approved discretionary land use permit. "Master Plans" are required for facilities exceeding 20 acres. Other public uses may be sited in other zoning districts depending on the nature of the use and the district. New structures and significant programmatic changes are usually authorized through an amendment or update of an existing land-use permit or master plan.

VISION 2040 Actions

Describe work underway or proposed to address the following VISION 2040 implementation actions:

- ✓ *Expanded efforts to conduct environmental planning (En-Action-11)*
- ✓ *Identification of underutilized lands (DP-Action-16)*
- ✓ *Collaboration with special districts on facilities siting and design (PS-Action-6)*
- ✓ *Collaboration with special districts on facilities location (PS-Action-7 and 8)*

Several actions are currently under consideration or in development which are intended to further land use planning goals expressed in the city's comprehensive plan and related programs. These include:

- Closure of Oakwood Elementary School. This school is located in the Accident Potential Zone and Noise Impact Area for McChord Airfield. The school is proposed to be closed and its students distributed to other schools in the vicinity.
- Closure of Woodbrook Junior High School. This school is proposed to be closed to help facilitate conversion of the Woodbrook area to industrial uses. The student population of this school is intended to be redistributed to schools both on-base at JBLM and off-base in Lakewood.
- The City is currently in the process of making adjustments to the comprehensive plan Future Land Use map and zoning district maps to re-designate/re-zone select properties in the Residential Estate areas to accommodate increased density. This reassessment is focusing on lands fronting on arterial streets or with other characteristics that may warrant increased densities.
- The City is currently in the process of developing a "cottage housing" ordinance that would provide for increased densities in single-family zoning districts in exchange for development

of cottage housing units meeting specific design requirements and providing for specific types and amounts of open space.

- The City is planning to develop a specific planning document- a “Planned Action” or other framework- to encourage further development of the Lakewood Towne Center. This is likely to take the form of a subarea plan for the City’s Regional Growth Center.
- The City has recently taken steps to accommodate a new large multi-family development in the Springbrook neighborhood. The project site was a decrepit mobile-home park that has been vacated over the last few years. A multi-family tax exemption has tentatively been approved for the property. The project may include over 200 dwelling units.
- The City and the Clover Park School District will initiate a capital facilities planning process this late summer and early fall. This proposal will review aging school and facility infrastructure, and consolidation and closure issues.
- Through the SSMCP and the JLUS planning process which is currently underway, the City is pursuing the acquisition of privately held Clear Zone properties located at the northerly end of McChord Field.
- Within the past year, the City embarked on a community visioning process. Sustainable and responsible practices have become a topic of interest. The city council is currently considering a number of actions items including a community sustainability plan, a green building intuitive, a waste diversion plan for large institutional uses (school facilities, colleges, an existing hospital, and a psychiatric hospital), and reducing municipal electrical costs by installing LED traffic signals & street lights throughout the community.

Monitoring

(MPP-G-3) Describe monitoring programs for

- 1) plan implementation and performance*
- 2) tracking where residential and employment growth is occurring*
- 3) achieving housing production*
- 4) assessing the health and function of natural environmental systems – including protection and restoration*
- 5) reducing pollution and greenhouse gas emissions*

The City’s comprehensive plan includes an implementation chapter. Section 10.3.5 lists specific implementation strategies for land use, urban & community character, economic development, transportation, and capital facilities planning. Additionally, the community & economic development department provides an annual work plan to the city council which outlines emerging land use issues, and where appropriate, makes recommendations for amendments to policy documents. Specific performance measurements are adopted as part of the City’s biennium budget process.

The City monitors existing economic conditions and trends and produces reports to this effect. Case in point is the semi-annual Lakewood Index which provides statistical information on school enrollment, new businesses, unemployment rates at the local and regional level, real estate data, and retail sales

tax collections. Residential growth is tracked through the issuance of building permits. Employment growth is also tracked through building permits, in addition to business licensing. The City maintains a list of top employers. The City performs business retention/expansion interviews. Over 100 interviews are conducted annually. The City is a member of the Tacoma Pierce County Economic Development Board (EDB). The EDB assists with site selection and relocation of major businesses to Pierce County. EDB board members include Lakewood elected officials and the city manager.

Each year, the community & economic development department produces an annual housing report. The report provides information on new housing starts, in addition to data on the type of housing, and level of affordability. The City's comprehensive plan has specific policies encouraging housing of all types (See Section 3.2.10). In 2014 and 2015, the City expanded its multifamily tax exemption program to Springbrook and the Lakewood station district to encourage redevelopment and expand housing production.

The City requires tree removal permits as a means of monitoring the City's forested lands. Natural open and forested lands account for 31 percent of Lakewood's land cover.

Development projects are required to set aside the City's remaining open space areas or provide mitigation. For one project, over 30 percent of the land was set aside as private open space to protect Oregon white oaks, and, further, to preserve portions of the Flett Creek Wetlands Complex from further development.

The City has used its land use regulations to set aside private lands for open space. The City has acquired private lands classified as wetlands. The City has expanded its park areas.

The City maintains contracts for services for a tree arborist and with Pierce College. The tree arborist monitors the health of City street trees. Pierce College works with the City to develop systems which would increase the population of Oregon white oaks. This program is funded using the City's tree mitigation fund.

The City has pursued Department of Ecology grants to study the health of local lakes. The Public Works Surface Water Management Division (SWM) promotes the preservation of natural drainage systems, protection of fishery resources, and wildlife habitat. Most recently, the SWM partnered with the Nisqually Tribe to construct a fish ladder on Clover Creek.

Lakewood is pursuing the reduction of greenhouse gas emissions primarily through its transportation policies by: reducing the consumption of energy through an efficient and convenient transportation system; keeping travel times for people and goods as low as possible; and emphasizing the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.

Other Topics

Explain any other provisions in the comprehensive plan of regional interest or significance, as well as any unique topics or issues.