

Ordinance No. 00062

[\(Council Minutes 96/02/20\)](#)

ORDINANCE NO. 62

AN ORDINANCE of the City Council of the City of Lakewood, Washington, approving and authorizing the Interim City of Lakewood Comprehensive Plan and Map

WHEREAS, pursuant to the requirements of the Washington State Growth Management Act, the City of Lakewood is required to develop and adopt a Comprehensive Land Use Plan which plan is required to include a number of elements including land use, housing, transportation, capital facilities, utilities, community image, economic vitality, environmental management, parks-recreation and open space, and human services; and,

WHEREAS, because the City of Lakewood is a newly incorporated City it has additional time to develop and adopt its final Comprehensive Plan, however, in order to address the developmental needs of the City pending completion of its final Comprehensive Plan, it would be advantageous for the City to have in place an Interim Comprehensive Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON, DO ORDAIN as Follows:

Section 1. That the Interim City of Lakewood Comprehensive Plan and Map, a copy of which is attached hereto marked as Exhibit AA@ and incorporated herein by this reference, be, and the same hereby is approved and adopted as the Interim Comprehensive Plan and Map for the City of Lakewood and that a copy of the interim plan shall be kept on file with the office of the City Clerk.

Section 2. That if any portion of this Ordinance including the attached Exhibit, or its application to any person or circumstance is held to be invalid, the remainder and its application to any other persons or circumstances shall be unaffected.

Section 3. That this Ordinance shall be in full force and effect five (5) days after publication of the Ordinance Summary and on February 28, 1996.

ADOPTED by the City Council this 20th day of February, 1996.

CITY OF LAKEWOOD

/S/

Bill Harrison, Mayor

Attest:

/S/

Alice M. Bush, CMC, City Clerk

Approved as to Form:

/S/

Daniel B. Heid, City Attorney

.....

CITY OF LAKEWOOD

INTERIM COMPREHENSIVE PLAN

ADOPTED

FEBRUARY 20, 1996

ACKNOWLEDGMENTS

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LIST OF ACRONYMS

ACE	Advisory Committee on Elements
AFB	Air Force Base
AFDC	Aid to Families with Dependent Children
AICUZ	McChord Air Force Base Air Installation Compatible Use Zone Study
APZ	Accident Potential Zone
BMR	below market rate
BPA	Bonneville Power Administration
CDBG	Community Development Block Grant
CEAP	Consolidated Emergency Assistance Program
CFP	Capital Facilities Plan
CIP	Capital Improvement Program
CWSP	Pierce County Coordinated Water System Plan
CWSSA	Critical Water Supply Service Area
DSHS	Washington State Department of Social and Health Services
du	dwelling unit
EIS	Environmental Impact Statement
EMF	electromagnetic fields
EPA	Environmental Protection Agency
ESGP	Emergency Shelter Grants Program
EQC	Environmental Quality Commission
FAA	Federal Aviation Administration
FAP	Family Assistance Program
FCC	Federal Communications Commission
FERC	Federal Energy Regulatory Commission
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
GIS	Geographical Information System
GMA	Growth Management Act
gpd	gallons per day

GWMA	Ground Water Management Area
HCT	high capacity transit
HOME	Home Partnerships Investment Act
HOPE	Home Ownership for People Everywhere
HOV	high occupancy vehicle
HUD	United States Department of Housing and Urban Development
ICUZ	Installation Compatible Use Zone Study
I/I	infiltration and inflow
JLUS	Joint Land Use Study
Kwh	Kilowatt hour
LID	Local Improvement District
LOS	Level of Service
LRI	Land Recovery, Inc.
MFS	Minimum Functional Standards
mgd	million gallons per day
MMSW	Mixed Municipal Solid Waste
MPC	Master Planned Community
MPO	Metropolitan Planning Organization
MW	Megawatt
NGPA	National Gas Policy Act
NPDES	National Pollutant Discharge Elimination System permit
OFM	Washington State Office of Financial Management
PCEI	Pierce County Economic Index
PCHA	Pierce County Housing Authority
PCRC	Pierce County Regional Council
PCTP	Pierce County Transportation Plan
PSRC	Puget Sound Regional Council
PUD	Public Utility District

RCRA	Federal Resource Conservation and Recovery Act
RCW	Revised Code of Washington
RDF	Refuse Derived Fuel
RE	residential equivalent
RID	Road Improvement District
RTA	Regional Transit Authority
RTPO	Regional Transportation Planning Organization
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SNO-TRAN	Snohomish County Transit
SOV	Single Occupant Vehicle
SWAC	Solid Waste Advisory Committee
SWM	Pierce County Storm Drainage and Surface Water Management Utility
TAR	Transportation Assessment Report
TCI	Telecommunications of Washington
Tcf	trillion cubic feet
TDM	Transportation Demand Management
TPCHD	Tacoma Pierce County Health Department
TSG	Technical Support Group
TSM	Transportation System Management
UGA	Urban Growth Area
ULID	Utility Local Improvement District
V/C	volume to capacity ratio
WAC	Washington Administrative Code
WDOE	Washington Department of Ecology
WNG	Washington Natural Gas
WSDOT	Washington State Department of Transportation
WUTC	Washington Utilities and Transportation Commission
WWT	Wastewater Treatment Plant

(2/6/96)

INTRODUCTION

In 1990, the State Legislature enacted the Growth Management Act (GMA) which initiated and required the development of rational policies to manage growth in Washington State. All urban counties and their cities and towns were required to develop comprehensive plans and regulations to implement those plans. Plans must address issues in land use, transportation, housing, capital facilities, and utilities and must guide development and accommodate the population growth forecast for the next 20 years.

The City of Lakewood Interim Comprehensive Plan was produced by and for its citizens. The Plan integrates applicable information and policies of the Pierce County Comprehensive Plan, first adopted on November 29, 1994 and as amended November 21, 1995. The Plan also integrates applicable information and policies of the Lakewood Community Plan, first adopted on December 10, 1991, and as amended on June 2, 1992. The Lakewood Community Plan is a portion of the Pierce County Comprehensive Plan.

The draft City of Lakewood Interim Comprehensive Plan was revised by the Lakewood Land Planning Advisory Committee. Review and revision of the draft has involved the Lakewood City Council, with technical assistance from City planners. The review has generated public involvement. The Plan integrates citizens' ideas, concerns and preferences into statements of how the City should be developed, what development regulations should accomplish, what facilities and services levels are needed, and how publicly funded improvements should support these objectives. The policies of the Interim Comprehensive Plan articulate a vision of Lakewood. Citizens and development interests will use the Plan to guide their design and location decisions as they plan for improvements. Although the Plan looks only 20 years into the future, the values and objectives expressed in the Plan extend beyond the 20-year planning horizon to future generations. The Plan is intended to be reviewed regularly to consider possible changes in conditions or the vision of the County's citizens.

A permanent Comprehensive Plan will be developed in the four years following the date of incorporation which will fully comply with the GMA. Full compliance is not required during this transitional period.

WHY PLAN?

State law requires that the City of Lakewood develop a Growth Management Plan, and includes enforcement provisions such as court orders and withholding of state funds to ensure the job is done. Without a growth management plan, Lakewood could be vulnerable to challenges from other jurisdictions, businesses, and a variety of citizens and groups, ranging from people who want certain development to those who want to prevent development. Lakewood will likely experience considerable growth in the next 20 years.

These new residents, some your own children and grandchildren, will require housing, jobs, and public services like roads, sewer, water, and police. Unless Lakewood can reasonably "manage" this growth, can coordinate it so all the needed services are in the right places at the right time, new development is likely to be haphazard, far below the quality of life we expect for ourselves.

With no growth management planning, you can anticipate that:

- Property owners may be quite free to decide what they want to do with their own property, but they are also susceptible to what other property owners do. Consequently, industrial or high density development may pop up next to residential areas. Too much building upstream augments flooding downstream. Schools are so busy trying to deal with rapid growth that children end up in makeshift, crowded classrooms.
- The development environment would be increasingly unpredictable. It becomes more difficult for citizens to plan for use of their land, make business and financial decisions, or to feel they are being treated fairly, since the availability of public services (when, where, and what cost) would be uncertain.
- When an efficient transit system and road system is impossible, we are left with traffic jams. People might need to allow hours to commute to and from work or shopping.
- When business and industry can't find property with the services they need at a cost they can afford, they simply go to other areas where their needs are better met. With the loss of such businesses, we miss out on good-paying jobs, leaving service sector jobs as perhaps the best career opportunities in Lakewood. Low incomes thwart people's ability to build a comfortable life.
- The quality of life that we treasure and seek is gone. Frustration with government increases.

Why do we need to do a growth management plan? Although many new residents are expected in the next two decades, there are over 65,000 of us here today. The Plan must preserve and provide a basis for improving the quality of our lives as well as accommodating new residents. We, as citizens, need a Plan to protect and improve our lives, today and tomorrow. Lakewood city government is responsible for regulating land use, levying taxes, and cooperating with other governments; consequently, the City must develop, adopt, and implement a growth management plan.

Many day-to-day decisions made by City officials have a profound impact on how the community develops and functions. When these decisions are made in a piecemeal, uncoordinated manner, the result is likely to be land use and development patterns that are

conflicting, inefficient and difficult to serve with public facilities and services. Piecemeal decisions also frustrate the City's ability to fulfill the goals it sets for itself. By establishing the City's long range general policy for its own physical development, a comprehensive plan coordinates and guides individual decisions that most efficiently move the community in the direction of its overall goals.

LEGISLATION THAT INFLUENCES THE PLAN

Some of the elements of the Plan must be developed within the parameters of existing state and federal laws. The plans and laws most significantly affecting policy recommendations are described below.

Growth Management Act

The GMA (RCW 36.70A) and related state planning guidelines (WAC 365-195) have guided the City of Lakewood Interim Comprehensive Plan. The GMA outlined 13 goals for the development of a comprehensive plan. Each goal, viewed as equally important in City of Lakewood, must be furthered by the growth management strategies in the Plan. Since strict interpretation of some goals would appear to create conflict, the process of reviewing and debating the City's Plan has allowed City of Lakewood citizens to evaluate how they want to balance and obtain these goals. The 13 GMA planning goals include:

- (1) Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- (2) Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- (3) Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- (4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- (5) Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

- (6) Property Rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- (7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- (8) Natural Resources Industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- (9) Open Space and Recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- (10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- (11) Citizen Participation and Coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- (12) Public Facilities and Services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- (13) Historic Preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

County-Wide Planning Policies

The Growth Management Act of 1990 (GMA) mandated consistency between the City of Lakewood Interim Comprehensive Plan and the comprehensive plans of Pierce County and all the municipalities within the county, without stating how consistency was to be achieved. In 1991 the State legislature amended the GMA (RESHB 1025) to require that the legislative body of the county adopt county-wide planning policies in cooperation with all cities and towns in the county. County-wide planning policies establish guidelines and a framework from which county and municipal comprehensive plans are to be developed and adopted, though they are not substitutes for objectives, policies and standards.

Eleven policy areas are covered by the County-Wide Planning Policies: affordable housing; agricultural lands; economic development; education; historic, archaeological and cultural preservation; natural resources, open space and protection of environmentally sensitive lands; siting of public capital facilities of a county-wide or state-wide nature; transportation facilities and strategies; urban growth areas; and amendments and transition.

The development of the County-Wide Planning Policies, through the Pierce County Regional Council, was an historic effort involving cooperation among the County and its incorporated towns and cities. The County-wide Planning Policies for Pierce County were adopted in June of 1992 by the Pierce County Council and by the cities and towns incorporated at that time. The Lakewood City Council adopted the County-wide Planning Policies for Pierce County on January 29, 1996.

Multi-County Planning Policies

The GMA also required the development of multi-county planning policies for the Central Puget Sound Region of King, Kitsap, Pierce and Snohomish counties. The *Multi-County Planning Policies*, developed as part of *Vision 2020*, describe regional objectives for issues that cross county boundaries and need to be met to achieve inter-jurisdictional consistency. The *Multi-County Planning Policies* were adopted in March of 1993 by the General Assembly of the Puget Sound Regional Council (PSRC) as an amendment to *Vision 2020*.

Multi-County Planning Policies cover the same topics required of the county-wide planning policies. Open space linkages, resource protection, and critical areas, identified as important issues in the GMA, were also included because of their regional importance and the impossibility of achieving them without the intercounty collaboration.

Other Regional Considerations

There are other regional planning efforts that impact the City's Comprehensive Plan. In particular, The Joint Land Use Study (JLUS), completed by Pierce County with the involvement of local military facilities, the City of Tacoma and other jurisdictions includes policies that affect City planning.

The JLUS was adopted by the Pierce County Council in 1992 with direction that, "the recommendations of the Joint Land Use Study be integrated into updates of land use and environmental regulations, and other related public programs." (Pierce County Resolution R92-103) JLUS policies were subsequently included within the Pierce County Comprehensive Plan and the Pierce County Development Regulations-Zoning.

CITY OF LAKEWOOD LAND AND PEOPLE

Description

The City of Lakewood is in southwestern Pierce County (see **VICINITY MAP**). Commencement Bay is approximately 8 miles to the northeast of the community and Mt. Rainier National Park is approximately 35 miles to the southeast.

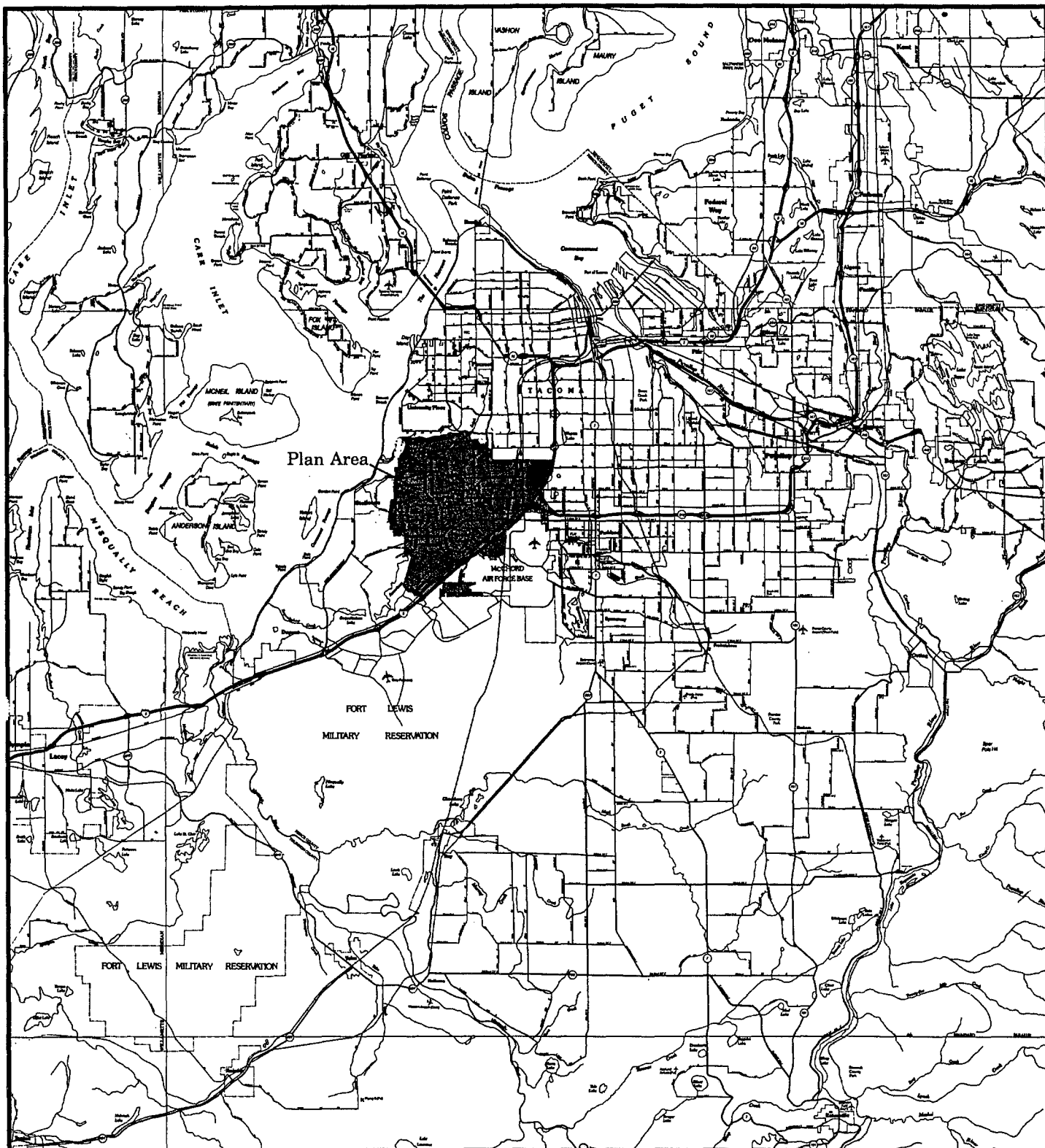
The city limit and urban growth area (UGA) boundaries of the City of Lakewood (see **URBAN GROWTH AREA MAP**) are:

- on the North bounded by Chambers Creek, Leach Creek and the City of Tacoma's corporate limits;
- on the East bounded by Interstate 5 (I-5), south to 96th Street S., east to Sales Road S. to its southerly terminus and finally bounded by Steele Street, south of 104th Street S.;
- on the South bounded by the north and west boundaries of McChord Air Force Base and the north boundary of the Fort Lewis Military Reservation, west to a line established by 107th Avenue S.W.;
- on the West bounded by 107th Avenue S.W., between Ft. Lewis and a line ____ feet south of 100th Street S.W., east to Far West Drive S.W. and then north along this line to the top of the Chambers Creek Canyon and then north to Chambers Creek (point of beginning).

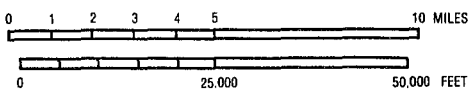
The size of the city is approximately 20 square miles. Elevations within the city begin at sea level and rise to approximately 300 feet.

The city is characterized by a variety of residential, commercial, and industrial lands. Residential development covers the majority of the city and consists of mainly single-family residential units. The Lakewood Mall has evolved into a regional shopping center with several areas having concentrated community and strip commercial development. Industrial development is primarily centered around the Lakewood Industrial Park.

In the official incorporation papers filed by Lakewood in 1995, a population of 65,200 was estimated for 1995. This represents a 11.6% increase over the 1990 population for the Lakewood Census Designated Place (Table I-1). Lakewood is the second most populated city in Pierce County.



VICINITY MAP



Base Map compiled in 1989

Pierce County Department of Planning and Land Services



TABLE I-1. Change in Population, 1980-1995					
Population	1980	1990	1995	% Change 1980-1990	% Change 1990-1995
Lakewood	54,533 (1)	58,412 (2)	65,200 (3)	7.1%	11.6%

Sources:

- (1) U.S. Census for the Lakes Census Designated Place
- (2) U.S. Census for the Lakewood Census Designated Place
- (3) Lakewood Incorporation Papers, 1995

Gender

Slightly less than one-half (49.5 percent) of Pierce County residents are male, while slightly more (50.5 percent) are female.

Age

Between 1980 and 1990 there was a shift in the age structure of the Lakewood, with an increasing proportion of young people. The number of persons under 18 years old decreased 10.5 percent, from 15,189 to 13,739. The number of persons 18 and over increased from 39,344 to 44,673, which is a 13.5 percent increase. Thus, from 1980 to 1990, persons 18 and over increased from 72.1 percent of the population to 76.5 percent.

In 1990, there were 5,293 young children, newborn to 4 years, accounting for 9.1 percent of Lakewood's total population. Lakewood's school-age population, 8,446 children age 5 to 17, made up 14.5 percent of the City's total population. Lakewood's population age 65 and above, 6,242 persons, is 10.7 percent of the total population.

Race and Ethnic Origin

Data from 1980 to 1990 suggest that the diversity of the Lakewood population is increasing. From 1980 to 1990, the largest population increases were among American Indians, Asians and Pacific Islanders (who are reported together in the U.S. Census) and African-Americans (Table I-2). The African-American population remains the largest minority in the City. Caucasians comprise a smaller percentage of the total population in 1990 at 76 percent than in 1980 at 79.3 percent.

TABLE I-2. Population by Race and Ethnic Origin, Lakewood, 1980-1990				
Race/Ethnic Origin	1980 Population (1)	1990 Population (2)	1980-1990 Percent Increase	Percent of Total Population
Asian and Pacific Islanders	3,840	5,577	+45.2	9.5
African-American	5,000	7,401	+48.0	12.7
American Indian	506	794	+56.9	1.4
Hispanic Origin	2,606	3,220	+23.6	5.5
Caucasians	43,265	41,948	-3.1	76.0

Sources:

- (1) U.S. Census for the Lakes Census Designated Place
- (2) U.S. Census for the Lakewood Census Designated Place

Housing Units

In 1990, Lakewood had a total of 24,230 housing units, 53.5% percent (12,964) single family units and 40.1 percent (9,724) multi-family units. Of the total units, 9.4 percent (1,476) were classified as vacant, leaving 22,754 occupied. Of the occupied, 47.5 percent were owner occupied and 52.5 percent renter occupied.

Journey to Work

In 1990, 21,758 (81.3%) members of Lakewood's 26,750 person work force traveled to other communities to work.

CITY OF LAKEWOOD GOALS

The goals of the State Growth Management Act (RCW 36.70A.020) are the goals Lakewood has pursued in developing this Plan. The planning process has allowed Lakewood to focus on some of its particular needs, which are based on the unique characteristics of the City and its existing development. Changing patterns of growth and making communities livable requires broad and balanced planning. This Plan does not immediately resolve the past problems, but is one major step in the process of managing growth to protect the quality of life we expect.

In addition to the goals outlined in RCW 36.70A.020, Lakewood's Plan has been developed with the following local goals:

1. Guide the use of land so that one use does not preclude a more appropriate use;

2. Guide public and private development in a common direction to reduce the long range public costs of development;
3. Help focus public decision-making and budgeting in a common direction;
4. Be a practical tool to aid the City in making consistent and objective decisions about proposed public and private activities and developments in an atmosphere of fairness and due process; and
5. Make public the policy used for these decisions, thereby increasing accountability to help build confidence in local government and consequently increase its effectiveness.

THE CITY OF LAKEWOOD INTERIM COMPREHENSIVE PLAN

The City of Lakewood Interim Comprehensive Plan was written to be readable, show a logical connection between problems, facts, and recommended solutions, and to comply, to the maximum extent feasible as an interim plan, with the Growth Management Act by:

- Being consistent with the goals and mandates of the Act and procedural criteria of Washington Administrative Code (WAC) 365-195.
- Being internally consistent.
- Being consistent with the County-Wide Policies, Multi-County Policies, State Goals and State Mandates.

PUBLIC PARTICIPATION

Lakewood Community Plan

In response to several letters, phone calls, and meetings requesting an updated land use plan for Lakewood by residents and property owners, the Pierce County Council, at the request of the Pierce County Executive, passed Resolution No. R89-114 on May 9, 1989, which authorized the formulation of a Lakewood Community Plan and adopted a work program. This action by the County Council was taken as a direct result of the interest and initiative exhibited by Lakewood residents and their concern about their community today and for the future.

The method for obtaining public input was a technique where community residents and property owners, divided into small groups at workshops held in the community, "brainstormed" answers to questions about community perceptions, and then rated the answers to those questions according to their relative importance. The workshops were conducted by a facilitating committee, composed of seven community residents.

After the workshops, workshop summary documents were compiled into one document, entitled Lakewood Community Plan Summary Document. The Summary Document was distributed by mail in February, 1991, to all participants that had provided mailing addresses during the earlier workshops for their review.

After the public workshops, a draft plan was produced, based upon the Summary Document and testimony and letters received on the Summary. The Draft Plan was made available to the Facilitating Committee for their review and comment in April, 1991. Comments from other departments and the Facilitators were incorporated into a revised Draft which was released to the public in July, 1991.

Throughout the planning process, a newsletter named WHAT WE HEARD was used to keep residents and property owners in the Plan Area aware of meetings, and to provide a forum for distributing information concerning the development of the Plan.

Land Planning Advisory Committee

An informal 12 member citizens committee was formed by the Lakewood City Council to assist it in the development and review of the City of Lakewood Interim Comprehensive Plan and implementing regulations. The Land Planning Advisory Committee (LPAC) met regularly in January and February 1996 in review of the draft Plan.

City Council Review

In addition to the public involvement through the previous community plan process and the LPAC process, the City Council held several informational meetings and public hearings.

USING THE PLAN

Organization

The Plan consists of a total of seven elements. The GMA prescribes five specific elements that must be contained in a comprehensive plan:

- Land Use
- Housing
- Transportation
- Utilities
- Capital Facilities

In addition, in the interest of the City, the City Council added two important elements:

- Environment, including Historic Preservation
- Essential Public Facilities (as required by the GMA, but not as a required or optional plan element)

The policies contained within each element are the heart of the Plan. Each element presents part of the picture for guiding Lakewood's growth. However, the Land Use Element contains pieces of all the elements, providing the overall picture and the interconnections among the other elements.

Each element is organized as follows:

Introduction and Background Information: Specific conditions, history and issues.

State Goals and Mandates: The Growth Management Act (RCW 36.70A) and associated state regulations (WAC 365-195).

County Mandates: Policy directives mandated for inclusion in the Plan by City of Lakewood ordinance or resolution. Specific policy documents include: County-Wide Planning Policies, Multi-County Policies of *Vision 2020*, Nisqually River Management Plan, and the Joint Land Use Study.

Policies: Policy statements upon which future development regulations will be based. Policies can be distinguished as objectives, principles and standards. **Objectives** are statements of what is desired to be achieved in the future or statements of what conditions should exist in the community. **Principles** set a particular course of action to accomplish objectives. **Standards**, quantitative or qualitative, are specific benchmarks or targets to be accomplished in the ongoing development of the County. All of the policy statements were developed through citizen comment and represent the will of people translated into decision oriented statements.

Objectives, principles and standards are identified first by a notation showing the element associated with them, followed by a number corresponding to the objective and the place of the principle or standard in supporting the objective.

Plan Amendments

Amendments to the Plan will be necessary, from time to time, in response to monitoring and evaluation and/or changing conditions or needs of Lakewood citizens.

The process for initiating amendments will follow statutory requirements expressed in the Planning Enabling Act (RCW 36.70 and 36.70A) and the State Environmental Policy Act, SEPA (RCW 43.21), which is the same process used in adopting the Plan itself. Proposed amendments to the plan will receive, at a minimum, public review by the Planning Commission and the County Council. At both the Council and Planning Commission levels, review of proposed amendments requires adequate public notice and a public hearing for public comments. Proposed amendments must be adopted as part of the Comprehensive Plan and may require corresponding changes to development regulations.

In considering proposed amendments to the Comprehensive Plan, any proposals will be evaluated for intent and consistency with the Comprehensive Plan, the Pierce County County-Wide Planning Policies, the Multi-County Planning Policies expressed in *Vision 2020*, adopted implementation measures, and the capacity within urban growth areas to adequately meet projected City needs.

LAND USE ELEMENT

MASTER GOALS

GOAL 1 ENSURE THAT THE LOCATION, PATTERN AND RELATIONSHIP OF THE VARIED LAND USES WITHIN THE PLAN AREA ARE MUTUALLY CONSISTENT AND COMPATIBLE WITH EACH OTHER.

Objective A: Maintain a low density, residential environment within the community that remains consistent regarding property use and open space.

Policy 1. Provide for a variety of land uses to accommodate the diverse life styles, needs, and desires of Lakewood residents.

Policy 2. Provide for the preservation of open spaces, natural areas, floodplains, wetlands, wildlife habitat and parks.

Policy 3. Protect existing single-family residential areas from disruptive multi-family, commercial, and industrial development.

Policy 4. Ensure that public and private land use decisions are consistent with the goals and policies established in this Interim Comprehensive Plan.

Objective B: Support the establishment of densities that insure maintenance of the suburban character of the community and its sub-communities.

Policy 1. Residential development in the community should have a suburban character, and should be designated to preserve the option for future subdivision and the future extension of public services.

Policy 2. Population density increases should occur through infilling of vacant parcels. However, density increases should not exceed assigned zoning nor adversely affect existing land uses or environmental quality.

Policy 3. The existing character of Lakewood includes retention of existing large-lot estate developments.

Objective C: Encourage developers to bear the true cost of providing additional public services related to new development until Lakewood adopts regulations mandating this requirement.

- Policy 1. Establish impact fees to provide for the fair share of public facility costs.
- Policy 2. Distribute revenues from impact fees to public service providers to mitigate cumulative impacts from adjacent development.

Objective D: Citizens and affected agencies should be involved in all phases of comprehensive plan development, revision, evaluation and update.

- Policy 1. Involve Lakewood Service Providers (e.g., Clover Park School District, Lakewood Water District, etc.) in determining service impacts of proposed new developments.
- Policy 2. Encourage Lakewood area service providers to provide financial guidelines for development impacts to assist developers in preliminary analysis of financial considerations of proposed developments.

- GOAL 2 MAINTAIN AND FOSTER THE EXISTING CHARACTER AND IDENTITY OF LAKEWOOD AS A SUBURBAN, FAMILY-ORIENTED COMMUNITY.
- GOAL 3 PROTECT CURRENT AGRICULTURAL ACTIVITIES EXISTING IN THE PLAN AREA AND PREVENT CONFLICTS WITH OTHER LAND USES SUCH AS RESIDENTIAL AND COMMERCIAL DEVELOPMENT.
- GOAL 4 PROVIDE FOR RESIDENTIAL DEVELOPMENT THAT REFLECTS THE SUBURBAN CHARACTER OF THE COMMUNITY.
- GOAL 5 ASSURE AN ATTRACTIVE, CONVENIENT, AND WELL-BALANCED SYSTEM OF COMMERCIAL FACILITIES THAT SERVE THE NEEDS OF LAKEWOOD RESIDENTS, ARE APPROPRIATE TO THEIR RELATIVE SERVICE AREA, AND ARE COMPATIBLE WITH ADJACENT LAND USES.
- GOAL 6 ENSURE COMPATIBILITY BETWEEN MANUFACTURING/ INDUSTRIAL USES, SURROUNDING RESIDENTIAL USES, AND THE ENVIRONMENT.

- GOAL 7 BROADEN THE RANGE OF PARK RECREATIONAL FACILITIES OFFERED TO THE RESIDENTS CONSISTENT WITH THE NEEDS OF THE COMMUNITY.
- GOAL 8 ENSURE THAT THE PUBLIC FACILITIES AND SERVICES ARE MAINTAINED AND IMPROVED TO THEIR HIGHEST POSSIBLE LEVELS AND THAT FUTURE GROWTH WILL NOT RESULT IN DEGRADATION OF PUBLIC FACILITIES AND SERVICES.

INTRODUCTION

The Land Use Element was developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address future land use in Lakewood. It represents the City's policy plan for growth over the next twenty years. The Land Use Element describes how the objectives, principles and standards in the other plan elements will be implemented through land use policies and regulations, and thus, it is a key element of the Interim Comprehensive Plan.

The Land Use Element was also developed in accordance with the County-Wide Planning Policies and integrated with the other Plan elements to ensure consistency throughout the Interim Comprehensive Plan. The Land Use Element considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the provision of public services, and stormwater runoff.

GROWTH AND DEVELOPMENT STRATEGY

The growth and development strategy directs major concentrations of development to occur in centers, mixed use districts, and high density residential districts. Employment growth is encouraged within Commercial and Employment Centers in the community, to provide local services, jobs and shopping. Major Urban Centers and Employment Centers will accommodate the most intensive commercial and industrial growth. Moderate intensity commercial development will be found in Community Centers and Mixed Use Districts. Low intensity commercial development will be found in Neighborhood Centers to serve nearby residents. Moderate to high density multi-family residential areas will be found within the Commercial Centers, Mixed Use Districts and High-Density Residential Districts. Moderate density single-family residential areas will serve as the principal land use for the remaining areas within the Urban Growth Area.

Provision of Facilities and Services

Facilities and services are necessary for urban growth and economic development and are essential for achieving high-quality, attractive communities. The County-Wide Planning Policies require the City to make the most effective use of facilities and services and improvements by concentrating spending in those geographic areas where the improvements will make the greatest contribution to the goals of the Comprehensive Plan, and by encouraging the special purpose districts to similarly focus their facility expenditures in these areas. Provision of public facilities by private developers in locations where public expenditures may be lagging is also appropriate, subject to the policies of the Capital Facilities Element.

Major Concentrations of Employment, Shopping, and Multi-Family Housing

Employment Centers, Commercial Centers, Mixed Use Districts and High Density Residential Districts are the major concentrations of employment, shopping, services and multi-family housing in Lakewood.

Employment Centers

An Employment Center is a concentration of office parks, manufacturing, other industrial development, or a combination of activities. It may also include commercial development as a part of the center, so long as the commercial development is incidental to the employment activities of the center. Designation of adequate areas for Employment Centers is one component of meeting the needs of a growing jobs-based economy. Master planning for Employment Centers is encouraged to ensure efficient access, facilitate timely provision of public services, and provide safety and design standards for location of uses. Employment Centers include the following: the North McChord area and Lakewood Industrial Park area.

As vacant and underdeveloped land in these centers is absorbed, they will have to expand or new centers will need to be designated.

Commercial Centers

Major Urban Centers. The Major Urban Center is a highly dense concentration of urban development with a commercial focus. A significant multi-family residential presence in the area is encouraged. Buildings should have height restrictions that allow for and encourage the most dense concentration of activity in the City. It is an area of regional attraction and a focus for both the local and regional transit systems. The geographic area around the Lakewood Mall is Lakewood's existing and developing Major Urban Center, given its concentration of retail, service and office uses. Commercial, office and multi-family development are encouraged within the Major Urban Center. Low and moderate density residential, businesses with a low number of employees per acre, and auto-oriented

commercial uses should not be located in a Major Urban Center. Design standards should emphasize internal pedestrian circulation.

Community Centers. A Community Center has, as its focus, a significant commercial traffic generator, around which develops a concentration of other commercial and some high density multi-family developments. The commercial activity within the center is directed to a customer base drawn from more than one neighborhood. The Oakbrook commercial area along Steilacoom Blvd. S.W. and the Tillicum commercial area along Union Avenue S.W. are designated as Community Centers.

Neighborhood Centers. A Neighborhood Center is a concentrated mix of small scale retail and service commercial and office development that serves the daily needs of residents within the immediate neighborhood. Residential development at various densities may occur within the Center, if appropriate to the individual neighborhood. There are two designated Neighborhood Centers: the area at the intersection of Vernon Avenue and Veterans Drive S.W., and the area at the intersection of Washington Blvd. and Interlaaken Drive S.W.

Mixed Use Districts

Mixed Use Districts are concentrations of commercial, office and multi-family developments located along major arterials and major transit routes and between Major Urban, Community and Employment Centers. Commercial activity in Mixed Use Districts caters to a customer base beyond the surrounding neighborhoods or community due to its placement on a roadway used by residents of more than one community. Auto-oriented commercial and land intensive commercial with a low number of employees per acre should be the primary use within Mixed Use Districts. The individual commercial activities or developments in these districts are not of a size or character to be considered major activity or traffic generating uses. Multi-family and office uses are allowed within Mixed Use Districts to provide economic diversity and housing opportunities near transit routes and business activity. There will be a mix of size and type of development within the Mixed Use Districts. These districts will include design standards and placement criteria to ensure a compatible relationship with residential areas adjacent to the Mixed Use Districts. Mixed Use Districts are found along portions of: S. Tacoma Way, 84th Street S., 96th Street S., Pacific Highway S.W., Bridgeport Way S.W., Gravelly Lake Drive S.W., Steilacoom Blvd. S.W., and Lakewood Drive S.W.

High Density Residential Districts

High Density Residential Districts are composed of multi-family and high density single-family housing and limited neighborhood retail and service commercial which are located along major arterials, state highways and major transit routes that connect to Major Urban, Activity, Community or Employment Centers but are non-commercial or non-industrial in nature. Developments will be located within walking distance of the major roadway. There will be a mix of development sizes and housing types within the High Density Residential Districts. The High Density Residential Districts will include design standards and

placement criteria to ensure a compatible relationship with residential areas with lower density adjacent to the High Density Residential Districts. High Density Residential District are found along portions of: Bridgeport Way and Lakewood Drive S.W. (north of Steilacoom Blvd., and along Bridgeport Way east of I-5 at the McChord Air Force Base main gate.

Moderate Density Single-Family Residential

Geographic areas which fall outside of a designated center or district, as described above, are designated as Moderate Density Single-Family. This classification provides for single-family and two-family dwelling units. Design standards for development within this designation should consider: a range of housing types, costs and densities; pedestrian and vehicular access and circulation; transit strategies; and environmental constraints.

URBAN GROWTH AREAS

An Urban Growth Area (UGA) is defined by a boundary which is intended to graphically show the separation of lands expected to be urban from those lands expected to be rural or devoted to mining, forestry, or agriculture. Each city and town within Pierce County must fall within an urban growth area, including Lakewood. Additionally, urban lands in unincorporated portions of the County should be within an urban growth boundary. The Growth Management Act (GMA) bestows the responsibility for designating these UGAs upon Pierce County; and further, the Act requires that the designations be contained in the County's Comprehensive Plan.

The Pierce County Comprehensive Plan designates a Comprehensive Urban Growth Area (CUGA) which is intended to set the limits for any further urban sprawl and encourage infilling for the County and the cities and towns within the CUGA. The CUGA is Pierce County's first designation of a 20-year (1992-2012) Urban Growth Boundary. The 1994 CUGA is intended to be the first designated Comprehensive Urban Growth Area for unincorporated Pierce County and all the cities and towns within the 1994 CUGA boundary. Cities and towns within the 1994 CUGA boundary include: Fife, Fircrest, Milton, Puyallup, Ruston, Steilacoom, Sumner and Tacoma. The 1995 amendment to the Pierce County Comprehensive Plan includes Lakewood, Edgewood and University Place also within the CUGA.

The individual cities and towns within the CUGA, including Lakewood, in collaboration with the County, have established Urban Service Areas (USAs). Although the County and the cities and towns within the CUGA concur that individual USAs may change as growth management planning and implementation proceed, the affected municipalities and the County agree that USA designations are provided under the terms of the June 30, 1992, County-Wide Planning Policies (page 48, Policies 1.1 and 1.3) and RCW 36.70A.110.

The Lakewood UGA/USA boundaries correspond with the boundaries of the city upon its incorporation (see Urban Area Growth Map). Within the UGA/USA, the City of Lakewood

maintains primary responsibility for the provision of urban level public services and facilities. The comprehensive planning decisions of the City also control within the portion of the UGA that is within the City limits of Lakewood, which is the entire UGA at this time. If in the future, the City determines that a UGA/USA beyond its City limits is necessary or desirable in terms of providing services and facilities within the next 20 years, a joint planning agreement with Pierce County would need to be entered into and any UGA disputes with neighboring cities resolved.

BACKGROUND, INVENTORIES, FORECASTS, AND ANALYSIS

The inventory presented in this element provides information useful to the planning process. It does not include all of the data or information that was gathered, but presents the relevant information in an organized and useful format. Additional data are located in the Support Documents to the Plan and the background information. The inventory summarizes general implications for development of the physical descriptions or types of land use, and summarizes the City's specific information. The analysis of this information is detailed below. This section includes area history and character, population, physical description, and the land use inventory.

History of the Planning Area

The history of Lakewood can be traced back over 140 years, when prairies with their abundance of game brought hunters, trappers, and settlers.

In **1849**, Fort Steilacoom was established in response to an alleged Indian attack on Fort Nisqually, located at the mouth of the Sequimitchew River. This was the first presence of the U.S. Army force in Puget Sound. For the next nineteen years, Fort Steilacoom served as a military post until **1868** when it was abandoned. In **1871**, the Fort was donated by Congress to the state and was converted to a mental hospital (Western State Hospital).

In **1853**, the first immigrants travelled over the Naches Pass in a covered wagon train and made their last encampment by Clover Creek in Parkland. Between **1850-1900**, several small communities such as Flett, Lakeview, and Ponders Station developed with roads, schools, houses, and small industries.

Thomas McCutcheon Chambers built the area's first grist mill in **1850**, the first sawmill in **1852**, the first flour mill in **1855**, all in the area now known as the "Chambers Creek Estuary". A dam was built in **1852** on Chambers Creek with excess water running into a marsh. The collection of this stream water created Steilacoom Lake.

The old Byrd Mill Road, now Steilacoom Boulevard, was completed in the late **1800s**. Lakeview was a railroad stop and post office south of 106th Street Southwest and Lakeview Avenue Southwest. The community of Lakeview was named by Thomas Prosch in **1876** because of a small lake near the railroad station which has been filled in. A map of the City of Tacoma in **1888**, shows the smaller lake connected between Steilacoom Lake by a creek. By the turn of the century, there was a system of trolley lines that branched out from Tacoma and connected the communities of Lakes District and Puyallup. In the early **1900s**, the Tacoma Speedway was constructed, later to become the Lakeview/Tacoma Industrial Park.

Fort Lewis (formerly Camp Lewis), named after Captain Meriwether B. Lewis, was established in **1917** on land donated by the residents of Pierce County. McChord Air Force Base was established in **1938** from the old Tacoma Air Field.

The system of trolley lines and the development of surrounding Tacoma, Steilacoom, and military bases encouraged the building of summer homes and estates on or near several of the lakes in Lakewood. The community began to evolve as a suburban community where residents lived in the area year-round in the later **1930s** and early **1940s**. In **1937**, Norton Clapp built a shopping center combining movie theater, grocery store, pharmacy, and restaurant under one roof and called it Lakewood Colonial Shopping Center. It was one of the first suburban shopping centers in America.

Byrd School was the first school built north of the Columbia River in the mid 1800s. Other rural schools followed including Custer School, Park Lodge School, and American Lake South School.

In 1940, the residents authorized the formation of a fire district and in 1942 they acquired their first fire truck. Clover Park School District No. 400 was established in 1941, when five elementary districts were consolidated into one.

Villa Plaza, the second shopping center in Lakewood, was constructed in 1957, followed by the Thunderbird Shopping Center in 1960. Lakewood General Hospital was opened in 1961, and in 1963 the Flora B. Tenzler Memorial Library was added to the growing list of community facilities.

In the late 1960s, an industrial park, Fort Steilacoom College (now Pierce College), Oakbrook (one of the largest planned unit developments in the region), enlargement of Lakewood Colonial Center, and park purchases of Seeley Lake all became a reality.

For the next 30 years, the community of Lakewood experienced increased growth in the areas of residential, commercial, and industrial development. In 1967, the Lakes District Comprehensive Planning Study was adopted to direct this growth while preserving the quality of life in Lakewood. The Plan was amended in 1974 to clarify issues not initially addressed. In 1984, Utility Local Improvement District (ULID) 73-1 was finalized with the construction of a major sanitary sewer system to which the majority of the residents were connected. Lakewood Mall, formerly Villa Plaza, opened in 1989 providing a wide variety of goods and services for the community as well as the region. In 1991, the Lakewood Community Plan was adopted by the Pierce County Council to deal with growth pressures in the area. The Lakewood Community Plan was amended in 1992.

Character of the Planning Area

Communities are often associated with a particular character. Lakewood can be characterized as a family-oriented, suburban community with the density and facilities available to be considered an urban center. Growth in Lakewood has seen the subdivision of many its large estates and extensive redevelopment and expansion of the commercial centers. Increasing multiple-family construction has caused a shift in housing development away from single-family, owner-occupied residential development.

Sharing the borders with McChord Air Force Base and Fort Lewis Military Reservations has impacted the character of Lakewood and the other surrounding communities. The economic impact alone has been a positive force driving much of the development in Lakewood. Many of the military personnel that are assigned to the two installations find short-term housing opportunities either through renting or purchasing of homes while stationed in the area. Many return to settle permanently after retiring from military life.

This mixture of residential neighborhoods, commercial, industrial, and military activity provides the character and opportunities for Lakewood to grow and diversify. This character not only should be reflected in the Comprehensive Plan, but the plan should aid in the development or reinforcement of these desirable characteristics.

Population

The Lakewood Urban Growth Area has experienced steady growth in population. Based on a 1980 Census population of 54,533 and a 1990 Census population of 58,412 for the Lakewood area was, Lakewood experienced a 7.1 percent increase from 1980 to 1990.

Based upon anticipated occurrences and history, population and growth projections are generally useful guidelines in planning for future capital improvement needs. Annual assessments and evaluations are necessary to address the needs of the community. The state of the economy and annexations, combined with the standard consideration of birth and death rates, can have a considerable effect on the growth of the Urban Growth Area.

Households

Associated with the increase in population is a potential increase in the number of households. The number of households in the Lakewood area increased from 22,589 in 1980 to 24,230 in 1990. Estimated average household size has stayed relatively the same since 1980. In 1980, the estimated average household size was 2.54 people per household. In 1990, the average household size was 2.48 people per household. Generally, households are becoming smaller (fewer people per dwelling unit) partially as a result of changing social conditions throughout the region.

Between 1980 and 1990, the estimated vacancy rate for all residential dwelling structures declined from 6.6 to 6.1 percent. A vacancy rate of 5 percent is generally considered adequate to meet short-term increases in housing demand. This relates to a housing shortage if population levels take a steep increase in the short-term.

Economy

The economy of Lakewood is based largely on retail services and sales. Expansion and redevelopment of many of the commercial centers and strips has shifted the service base away from community needs shopping to a more regional commercial center, attracting shoppers from outside the local community. In addition to retail space available in the several shopping centers, there are a number of office complexes supporting commerce within the City (i.e. real estate, insurance). Total 1988 retail sales were estimated by a Morning News Tribune market survey to be \$428,003,000.

The Lakewood Industrial Park provides the community with a commercial/light industrial employment base. Its approximately fifty (50) commercial/light industrial tenants provide a significant amount of commerce to Lakewood. The industrial park covers 170 acres, including 1,525,000 square feet of manufacturing and warehouse space in 21 buildings serviced by both rail and truck transportation systems. The businesses within the industrial

park service different regions of the United States, Canada, and other countries around the world.

Employment

With the exception of federal civil service, military, and state government agencies, community employment focusses on service-commercial and retail businesses (**Table II-1**). In 1990, 21,758 members of Lakewood's 26,750 person workforce traveled to other communities to work. Given that the number of jobs in Lakewood in 1990 were estimated at 19,977, approximately 15,000 people commute to jobs in Lakewood from homes outside the City.

Lakewood has few industrial manufacturers. It can be said that it is primarily a bedroom community to Tacoma, McChord Air Force Base, and Fort Lewis Military Reservation. The age of Lakewood's population is comparable to that of Pierce County with the exception of the 18 to 24 year old age group which is higher than the County average.

TABLE II-1. EMPLOYMENT BY SECTOR AND FORECAST ANALYSIS ZONE					
	Manufacturing	Wholesale/ Communications/ Utilities	Retail	Service	Government /Education
FAZ 110	2	17	268	126	393
FAZ 135	9	213	254	307	373
FAZ 136	9	30	446	808	2,684
FAZ 205	840	896	2,522	2,213	878
FAZ 206	80	480	2,676	2,519	939
Total Employment by Sector	940	1,636	6,166	5,968	5,267

Source: Pierce County Regional Council (PSRC), 1995

During the past twenty years the socio-economic structure of Lakewood has changed significantly. In 1970 government employment accounted for nearly 40 percent of the jobs in the community. By 1990 this sector declined to an estimate of less than 21 percent. In the same period, the proportion of jobs in manufacturing has been cut nearly in half, declining from 6.4 to 3.3 percent. Retail jobs have increased in importance from 22 to nearly 32 percent. Consistent with national and regional trends, service sector employment has grown in importance, rising from 27 percent in 1970 to an estimated 40 percent in 1990 (e.g. finance, insurance, real estate, business, consumer and health

services). Employment shifts to service and retail sector employment have created a wide variation in the community's income structure .

Income

Income levels are also based on PSRC estimates based on the 1990 Census. The number of households in various income levels is shown in **Table II-2**. Census Tract 719.02 (please refer to **1990 LAKEWOOD CENSUS DESIGNATED PLACE MAP**) had a mean household income (center point of all household incomes) of \$65,750 in 1990. This represents the highest mean household income level within Lakewood. The lowest mean household income levels were found in Census Tract 720 with a 1990 level of \$17,960. There are nine other census tracts within the city. The census tract north of McChord is not included in this analysis since it includes much of Parkland, north of SR-512. There are few residences in that census tract. Please refer to **Table II-3** for the comparisons of census tracts.

TABLE II-2. INCOME CLASSES

ESTIMATE OF HOUSEHOLDS IN INCOME CLASSES - 1989									
CENSUS TRACTS	INCOME BRACKETS								TOTAL
	0-10K	10-20K	20-30K	30-40K	40-50K	50-60K	60-100K	100k+	
718.02	827	1062	706	321	128	54	72	0	3170
718.03	300	302	300	226	169	90	51	31	1469
718.04	625	614	600	372	174	63	119	20	2587
719.01	236	406	315	303	231	164	202	77	1934
719.02	145	282	280	370	192	151	335	352	2107
720	677	718	354	231	70	12	26	12	2100
721.05	56	83	116	240	230	232	429	147	1533
721.06	274	459	482	360	312	162	312	70	2431
721.07	106	154	243	292	258	174	252	61	1540
721.08	256	432	486	292	257	152	204	29	2108
TOTAL	3502	4240	3442	3007	2021	1045	2011	799	20979

SOURCE: PSRC (1995)

TABLE II-3. HOUSEHOLD INCOMES

MEAN HOUSEHOLD INCOMES										
YEAR	CENSUS TRACTS									
	718.02	718.03	718.04	719.01	719.02	720.00	721.05	721.06	721.07	721.08
1989	\$19,060	\$28,571	\$24,098	\$36,210	\$65,750	\$17,900	\$56,274	\$35,542	\$42,473	\$32,297

SOURCE: PSRC (1995)

Lakewood is a well established and developed community, encompassing approximately twenty square miles or 12,797 acres. It has commercial businesses, industries, educational facilities, parks, open spaces, and public services serving a community characterized by single-family residences.

A land use inventory was conducted for the Lakewood Community Plan to determine the extent and intensity of existing land uses within the Community Planning Area. The inventory consisted of developing a Land Use Classification system that grouped together uses that are similar in activity and intensity of function. By gathering data from a variety of sources, including the Assessor/Treasurer's data files, field surveys, previous plans and studies, each parcel was identified and grouped within the appropriate land use category. Each tax parcel within the Community Planning Area was identified through the Pierce County Assessor-Treasurer's Office (The community is currently platted into approximately 15,100 parcels).

Residential

The relative quantity of various kinds of housing has a significant effect on the character of the community. A family oriented community requires a somewhat high proportion of single-family housing, with a smaller proportion of multiple-family housing, limited to moderate densities. The mix of housing types also affects the kinds and levels of public services needed by the community residents. The Plan provides that the City seek to maintain the character of the community by encouraging the preservation and development of housing that is suitable to the retention and attraction of families within the community.

Single-Family

Single-family residences cover 92 percent of the total residentially designated land. The density of single-family residences averages two dwelling units per acre or 22,492 square feet per unit (**TABLE 6**). Lakewood is generally characterized by well maintained, small to medium-scale houses. Large, well established estates surround American, Steilacoom and Gravelly Lakes. Tillicum, and the neighborhoods east of Interstate 5 (I-5), are characterized by a combination of both large and small single-family residences. In the northwestern part of the city, moderate to large scale residences in Oakbrook are well maintained and enjoy common open space and recreational facilities.

TABLE II-4. ESTIMATED RESIDENTIAL DWELLING UNITS, AND ACREAGE

<u>HOUSING TYPE</u>	<u># OF DU'S</u>	<u>%SHARE</u>	<u>ACRES</u>	<u>%SHARE</u>
Single-Family	13,183	55.0%	6,807	92.0%
Multi-family*	9,767	41.0%	480	6.0%
Mobile Homes.....	872	4.0%	149	2.0%
TOTAL	23,822	100.0%	7,436	100.0%

* includes duplexes, condominiums, tri-plexes, four-plexes, and apartments

Please note: These numbers exclude Steilacoom's dwelling units identified in Table 1.

SOURCE: PIERCE COUNTY ASSESSOR-TREASURER'S OFFICE
(Lakewood Community Plan, 1992)

Multi-family

Multi-family structures with two or more dwelling units account for 41 percent of the total dwelling units, and cover 6 percent of the residentially designated land. Multi-family residential density averages 20 dwelling units per acre or 2,141 square feet of land per unit. Small to moderate scale duplex, tri-plex, and four-plex structures are dispersed throughout the Community Planning Area. Small to medium scale multi-family buildings characterize the neighborhoods of Tillicum, American Lake Gardens and the neighborhood north of the McChord Air Force Base's Main Gate. Medium to large scale multi-family buildings with more than four units generally concentrate east of Bridgeport Way and north of Steilacoom Boulevard. Newly constructed apartment complexes have generally located north of Steilacoom Boulevard and along Lakewood Drive West.

Mobile Home Parks

Mobile home parks are generally concentrated in the neighborhoods east of I-5 which includes American Lake Gardens, east of the Burlington Northern railroad, and in Tillicum. They cover two percent of the total residential lands and provide four percent of the total dwelling units. The density of mobile home parks averages six dwelling units per acre or 7,443 square feet per unit. Mobile homes provide an affordable alternative of housing for many people.

Institutional Housing

There are about 1,223 persons living in dwelling units that are classified as Institutional Residential. These dwelling units include Western State Hospital, Nursing Homes, and Group Homes.

TABLE II-5. RESIDENTIAL DENSITY

<u>HOUSING TYPE</u>	<u>DWELLING UNITS PER ACRE</u>	<u>SQUARE FEET OF LAND PER UNIT</u>
Single-family.....	2	22,492
Multi-family*	20	2,141
Mobile Homes.....	<u>6</u>	<u>7,443</u>
AVERAGE	3	13,597

* includes duplexes, condominiums, tri-plexes, four-plexes, and apartments

SOURCE: PIERCE COUNTY ASSESSOR-TREASURER'S OFFICE
(Lakewood Community Plan, 1992)

Density

The existing net residential density for Lakewood is approximately 5.2 dwelling units per acre. The figure was arrived at by dividing the estimated number of dwelling units and estimated residential acreage by quarter-quarter section from the Pierce County Assessor. The gross residential density over the entire city would be significantly less.

NON-RESIDENTIAL LAND USES

Total non-residential uses, including vacant lands, rights-of-way, and lakes, account for about 41.9 percent of the total planning area (**Table II-6**). While vacant lands, rights-of-way, and lakes cover 2,726 acres or 21.3 percent of the total area, other non-residential lands, including commercial and industrial uses, total 2,635 acres or 20.6 percent. The following is a discussion of the various non-residential land use categories.

TABLE II-6. ESTIMATED NON-RESIDENTIAL FLOOR AREA AND LOT AREA

<u>NON-RESIDENTIAL</u>	<u>FLOOR AREA (SQ FT)</u>	<u>LOT AREA (ACRES)</u>
Commercial.....	5,812,766	728.66
Industrial	1,911,045	197.02
Trans/Comm/Util	129,948	25.93
Education	42,5394	53.81
Public	883,371	18.21
Institution	282,202	249.79
Parks & Recreation	6,523	692.72
Resource Extraction	92,649	123.00
Agriculture	<u>83,692</u>	<u>173.78</u>
TOTAL	9,244,735	2,662.92

PERCENT OF TOTAL PLAN AREA 20.6%

MISCELLANEOUS

Vacant lands.....	n/a	600
Right-of-Ways.....	n/a	1,036
Lakes	n/a	<u>1,090</u>
TOTAL		2,726

PERCENT OF TOTAL PLAN AREA 21.3%

SOURCE: PIERCE COUNTY ASSESSOR-TREASURER'S OFFICE
(Lakewood Community Plan, 1992)

Commercial

Within the Community Planning Area, commercial land covers about 729 acres or 5.7 percent. These businesses comprise approximately 5.8 million total square feet of building floor space. Lakewood Mall, covering about 99 acres, is classified as a Regional Commercial shopping center. The mall consists of about 1.3 million square feet of retail floor space. General Commercial is considered less intensive than a Regional Commercial shopping center, and is concentrated along major arterials such as Pacific Highway Southwest, South Tacoma Way, Bridgeport Way, Gravelly Lake Drive, Steilacoom Boulevard, and Custer Road West.

The largest concentration of General Commercial businesses is located along South Tacoma Way where businesses consist of multiple offices, auto service stations, food stores, furniture stores, department stores, restaurants, and motels. Pacific Highway

Southwest and Bridgeport Way are also strips of General Commercial businesses where restaurants, hotels, motels, automobile service stations, and car sales are located.

Smaller and more focused General Commercial uses are located at the intersections of Lakewood Drive Southwest and 100th Street Southwest; and Gravelly Lake Drive and Southwest Bridgeport Way. Lakewood Colonial Center, located at the northwest intersection of Gravelly Lake Drive and Bridgeport Way, accommodates professional offices, restaurants, and retail shops.

Commercial businesses along Bridgeport Way at the intersections of Steilacoom Boulevard and Custer Road West, and Union Avenue in Tillicum are characterized by smaller, more isolated General Commercial uses. Local retail businesses include the Lake Square Shopping Center and Brunson's Grocery Store along Old Military Road.

Manufacturing/Industry

Industrial uses make up approximately 197 acres or 1.5 percent of the total land area in Lakewood, with 1.9 million square feet. Like the commercial uses, industrial uses in Lakewood generally concentrate along the east side of the Community Planning Area.

Lakewood Industrial Park is classified as a Light Industry, consisting of about 170 acres and 1.5 million square feet of space. The Park includes companies such as McLane Northwest, Johnson Controls, and AMPAC Enterprises. Other industrial uses outside of the Park include a concrete plant, bottling company, and wood manufacturing companies located along Burlington Northern Railroad right-of-way and I-5.

Transportation/Communication/Utility

Transportation land uses include the park and ride lot at the intersection of Pacific Highway Southwest and SR-512 and Pierce Transit Bus maintenance and storage facilities located at 3701 96th Street Southwest. Communication land uses include a television transmission tower located at the Clover Park Technical College and a monopole antennae for the fire and police communications located just south of the Lakewood Mall. Utility land uses include electrical substations, well sites, and water storage tanks dispersed throughout the Planning Area. Further information relative to this land use category, including the goals, objectives, and policies, are discussed in more detail within the Transportation and Utilities Elements of this Plan.

Educational Facilities

Educational facilities include both public and private educational facilities. This use covers approximately 454 acres or 3.5 percent of the total Community Planning Area. Public schools include 12 elementary schools, four junior-high, and two high schools. Other types of educational facilities include both publicly and privately operated pre-schools, Pierce College, and Clover Park Technical College. Further information relative to this land use category, including the goals, objectives, and policies, are discussed in more detail within the Public and Community Facilities section of this Element.

Public Facilities

Public facilities include services provided by the government such as post offices, libraries, fire and police stations. These uses cover 18 acres or .1 percent of the total Community Planning Area. Further information relative to this land use category, including the goals, objectives, and policies, is discussed in more detail within the Public and Community Facilities section of this Element.

Parks and Recreation

In Lakewood, both public and private parks and recreational facilities comprise approximately 693 acres or 5.4 percent of the total Community Planning Area. Further information relative to this land use category, including the goals, objectives, and policies, is discussed in more detail within the Recreation section of this Element.

Institution

Uses that are categorized as institutional include churches, cemeteries, hospitals, and social service organizations. In Lakewood, these uses cover about 250 acres or 2 percent of the total Community Planning Area.

Prominent and historical cemeteries in Lakewood include Mountain View Memorial Park Cemetery located along Steilacoom Boulevard, Masonic Cemetery located along 103rd Avenue Southwest, and Gravelly Lake Old Settler's Cemetery located along Washington Boulevard.

Nonprofit organizations include the Lakes Moose Lodge, Knights of Columbus, and the Lake City Community Club.

Resource Extraction

There are two resource extraction operations in Lakewood, consisting of approximately 123 acres or .9 percent of the total Community Planning Area. The Holroyd property located just south of Meadowpark Golf Course was used to mine gravel and has not yet been reclaimed. The other is the Woodworth property at the northeast corner of SR-512 and I-5.

Agriculture

Agriculture, both the raising of crops and animals, is not a common land use in the Lakewood community. Historically, there have been a number of pastures that have been accessory to single-family homes. Development pressures have resulted in the reduction of these grazing areas. It was not uncommon for many of these pastures to be located within residential areas. The most visible of these conversions was at the intersection of Lakewood Drive and 74th Street West. This conversion resulted in the addition of a community commercial center. Other less visible conversions have resulted in additions to the housing stock, usually increasing the density within the immediate area. The Objectives, and Policies relating to agricultural land uses can be found in this element.

There are no properties left within the Community Planning Area that are designated agricultural for tax purposes. Another form of agriculture is the raising of fish and shellfish for sport and commercial fishing/harvesting. The state operates two fish hatcheries. One is located at the State Game Farm and the other is located on Western State Hospital grounds (Garrison Springs).

Vacant

In Lakewood, there are approximately 600 acres of vacant land representing 4.7 percent of the total Community Planning Area. Vacant land consists of both developable and potentially undevelopable lands. Developable land is classified by the Assessor-Treasurer as both vacant commercial and residential parcels. Dispersed vacant commercial parcels are located along the major arterials of Pacific Highway Southwest, South Tacoma Way, Bridgeport Way, Steilacoom Boulevard, and Custer Road West.

A potentially undevelopable parcel is one in which there is an environmental constraint that may prevent a viable use from being established. Environmental constraints range from steep slopes, significant fish and wildlife habitats, frequently flooded areas, aquifer recharge areas, and wetlands. In Lakewood, this category includes the steep slopes along the northern border of the Community Planning Area, frequently flooded areas, and wetlands.

Rights-of-way and Lakes

Lakewood is endowed with several lakes covering about 1,090 acres or 8.5 percent of the total Community Planning Area. Rights-of-way include 1,036 acres or 8.1 percent of the total Plan Area.

Table II-7 shows the estimated acreage that each land use category occupies.

TABLE II-7. ESTIMATED LAKEWOOD ACREAGE BY LAND USE CATEGORIES

LAND USE CATEGORY	PARCEL AREA (acres)	PERCENT SHARE OF TOTAL AREA
<u>RESIDENTIAL</u>		
Single-family.....	6,807.08	53.2%
Multi-family.....	480.00	3.8%
Mobile Homes.....	149.00	1.2%
RESIDENTIAL TOTAL	7,436.08	58.2%
<u>NON-RESIDENTIAL</u>		
Commercial.....	728.66	5.7%
Manufacturing/Industrial	197.02	1.5%
Trans/Comm/Util	25.93	0.2%
Education	453.81	3.5%
Public	18.21	0.1%
Parks & Recreation	692.72	5.4%
Institution	249.79	2.0%
Resource Extraction	95.00	0.7%
Agriculture	173.78	1.4%
Vacant	600.00	4.7%
Rights-of-way	1,036.00	8.1%
Lakes	1,090.00	8.5%
TOTAL NONRESIDENTIAL.....	5,360.92	41.8%
GRAND TOTAL	12,797.00	100.00%

SOURCE: PIERCE COUNTY ASSESSOR-TREASURER
(Lakewood Community Plan, 1992)

PUBLIC FACILITIES/SERVICES - EXISTING CONDITIONS

A majority of the public facilities and services in the community are directly related to provision of services (see **PUBLIC SERVICES AND FACILITIES MAP** and **GENERALIZED LAND USE MAP**). Public facilities/service providers include Pierce County Public Works & Utilities, Lakewood Water District, Pierce County Fire Protection District #2, Pierce County Library District, Pierce County Parks and Recreation District, State of Washington, Clover Park School District #400, and Puget Sound Power and Light.

Library

The Pierce County Public Library District maintains two libraries within Lakewood. The Lakewood Branch Library is located at 6300 Wildaire Road Southwest and the Tillicum Branch Library is located at 14916 Washington Avenue Southwest. The County also maintains two other libraries just outside the city which serve Lakewood residents. The Steilacoom Branch Library is located at 1717 Lafayette and the University Place Branch Library is located at 4202 Bridgeport Way.

Libraries are classified according to the type and volume of service they provide. Community branch libraries are usually small and serve the immediate needs of the community. Regional libraries have a large and solid selection of references. System libraries are full service facilities meeting both the community's needs as well as providing for good reference materials (personal telephone communication with library staff, Nov. 30, 1990). The following table lists the libraries and their corresponding classification.

<u>Library Name</u>	<u>Classification</u>
Lakewood Library	System Branch
University Place	Regional Branch
Tillicum Library	Community Branch
Steilacoom Library	Community Branch

For people of limited mobility, such as the elderly and disabled persons, the County operates the Homebound-Blind-Handicapped Service where library staff will deliver books to individual homes, nursing and retirement homes. Library staff will call ahead of time for any requests for books and delivers them once a month. The Lakewood Retirement Home and Lakewood Health Care Center receive this service.

Health

Individual, family, and community health programs in Lakewood are dispensed by an assembly of public and private health care providers. Some, like TPCHD, offer limited services; much of which are devoted to monitoring programs involving hazardous waste, chemical spills, sewage, and food quality. Health care services and health care delivery at this level is often the result of regional cooperation and involvement by the Washington State Department of Social and Health Services.

Traditional medical/hospital health care services are provided locally at the eighty-six bed St. Clare Hospital. In addition there are several other major health care facilities located within a thirty minute automobile transportation radius that, together, provide approximately 1,325 in-patient hospital beds. They include Tacoma's Mary Bridge

Children's Hospital, Tacoma General Hospital, St. Joseph Hospital, Allenmore Hospital, Puget Sound Hospital, and Puyallup's Good Samaritan Hospital.

With the dramatic health care advances that have been instituted in recent years, the correlation of hospital beds to population has increased several hundredfold. A multitude of services previously requiring in-patient hospital stays are now routinely performed on an out-patient or in-home basis.

Health care facilities that generally serve specific clientele include Madigan Army Hospital at Fort Lewis, and American Lake Veterans Hospital.

Paramedic and Emergency Medical Technician care (emergency response) in Lakewood is provided by the Lakewood Fire Department, Fire Protection District #2. Medical services are dispatched through the 9-1-1 emergency system. Both emergency and non-emergency medical transportation is offered for fee by Shepard and Peninsula Ambulance Services. Madigan Ambulance service (military) serves active and retired military personnel needing transportation to Madigan Army Hospital.

Law Enforcement

Sheriff

Law Enforcement services are provided to Lakewood by the Pierce County Sheriff's Department, through a contract with the City of Lakewood. The Lakewood is served by several patrol districts. Each district comprises a geographical region with units assigned to concentrate in each. Uniformed officers are assigned to the Department's West Precinct at 5504 112th Street Southwest. Additional staff and services are provided by Sheriff's Department Headquarters in downtown Tacoma.

State Patrol

Though Lakewood lies within the District One service boundary, there are no direct services provided to the community. The State Patrol's jurisdiction in the Plan Area is confined to I-5 and SR-512.

District One of the Washington State Patrol provides services on all state highways, roads, and freeways in Pierce County and parts of Thurston County. District One operates out of a Tacoma office.

Fire Protection

Established in 1940 to serve a population of 7,500 residents, Lakewood Fire District #2 served a population of nearly 63,000 in 1990. Uniformed emergency personnel are responsible for both fire and emergency medical aid responses in the city. The District maintains four stations throughout the community. Personnel are also assigned to the department's ladder truck and paramedic rescue vehicle. Mutual aid agreements with

surrounding departments provide additional personnel requirements at multiple alarm responses. Capital expenditures for facilities and equipment for the department's operations are affected by special levy and bond approval by the public.

Schools

Lakewood is provided primary and secondary education by the Clover Park School District (#400). College level Associate Degree's can be earned at Pierce College located in northwest Lakewood and at Clover Park Technical College in northeast Lakewood.

The Clover Park School District, the primary public education provider for the Lakewood Community, had a 1990 enrollment of 13,235 and a certificated teaching staff of approximately 770 (1988-89 Certificated Staff Summary, Washington State Superintendent of Public Instruction). The district is also the primary provider of educational services to school aged dependent children associated with McChord Air Force Base and Fort Lewis Military Reservation.

As of the adoption of the Lakewood Community Plan in 1991, approximately 4,000 elementary school aged children (military dependents) not living in the City of Lakewood, are educated by the Clover Park School District at facilities located on and off the military bases.

McChord Air Force Base has two elementary schools, Carter Lake and Heart Wood. The Fort Lewis military reservation has six elementary schools. The Fort Lewis schools are: Evergreen, Beachwood, Clarkmoor, Greenwood, Hillside, and Parkway Elementary. Both junior and senior high school students from the military bases are transported to community based facilities.

Visual Character

Existing Visual Resources

There are a number of existing visual resources that are presently enjoyed by the visitors, residents, and property owners that should be protected to ensure that others may enjoy them in the future. The most prominent visual resource is Mount Rainier, seen to the southeast and framed by the Cascade Mountain Range. Visible from many locations in Lakewood, it is a constant reminder of the community's Northwest heritage. Equally valuable, the Olympic Mountains are visible to the Northwest. They are particularly apparent from late fall through early spring when high country snows highlight the range.

Special viewshed areas include those properties known to enjoy a commanding view. Indiscriminate construction, however, conducted without regard to protecting views enjoyed by neighboring properties can ruin the adjoining property values. There are, throughout Lakewood, special locations and travel routes that offer outstanding visual opportunities. These vistas principally include public parks, natural or near natural water

bodies, flood plains, buildings or estates of notable landscaping and architectural quality (i.e. Gardens). Some roads within the Plan Area pass through areas of the community with particularly noteworthy scenic values.

Existing Liabilities

During the planning process for the Lakewood Community Plan, many residents and property owners expressed concern regarding the significant number of visual liabilities or "negative resources" found within the community. These negative resources include intrusion of commercial signs into residential areas, billboard advertising, lack of natural features in developments, insufficient greenbelts, roadside litter, poorly maintained properties, strip commercial development, overhead wires, and utility poles.

Roadside litter ranges from gum wrappers to large abandoned appliances. Through the combined efforts of public education, anti-littering and recycling programs, much of the roadside litter could be reduced in Lakewood. The range of materials that can be recycled is nearly endless, and many recyclers will pay cash for items that can be recycled.

Another concern is overhead wires and their associated utility poles that can severely disrupt views from public and private property. While placement of electrical wires, cables, and telephone lines underground will eliminate this problem in new developments, it is a costly alternative in older developed areas and must be balanced against the economics afforded by an aboveground location. The costs of undergrounding all utility lines can be coordinated between the various utilities and the developers (landowners). In addition to the improved community appearance, maintenance costs to the utilities are reduced in many circumstances.

Signs attract attention and provide advertising or information. The control of signs is a matter of safety and community appearance. While the regulation of visual qualities is often a basic component of regulatory systems, it is also controversial, since many feel that such regulation is inherently subjective and therefore difficult to enforce. However, such regulation can make a substantial difference in the character of a community and its quality of life. Most sign ordinances seek to limit advertising signs which create traffic problems and visually clutter an area. Along the several commercial strips in Lakewood, large, bright signs can dangerously distract motorists, and detract from the community's appearance. The content of signs is not at issue. To attempt to control the content of signs is to risk violating the sign owner's right to free speech under the First Amendment. During the planning process for the Lakewood Community Plan, the reaction of the community to the appearance of billboards and advertising signs within Lakewood, indicated a desire by the community to mitigate the "negative" visual impacts of billboards and signs, and provide for their limitation.

The lack of natural features or greenbelts in developments within Lakewood has also been a "negative" to many residents and property owners. Through better site planning and

provision of performance standards, the appearance of many developments can be improved.

Poorly maintained properties can become a nuisance by providing habitat for rodents and other animals that utilize abandoned homes, sheds, or automobiles for shelter and adversely affect the visual quality of the neighborhoods.

Existing Land Use Map

The following text, explains the intentions of the land use classification system used in the mapping of existing land uses. The **GENERALIZED EXISTING LAND USE MAP** shows 9 categories of land uses in the Urban Growth Area. The categories are described below:

Residential

This category is defined as land upon which the primary use is residential. Residential structures include single-family houses, duplexes, tri-plexes, four-plexes, multi-family (five or more dwelling units), mobile homes, and institutional housing.

Commercial

This category is defined as land upon which the primary uses are wholesale and retail services, personal services, professional offices, and medical and dental clinics.

Manufacturing/Industrial

This category is defined as land upon which the primary use is the manufacturing or processing of goods and the development of high technological services and research.

Public and Semi-Public Facilities

This category is defined as uses identified as educational, communications, transportation, utilities, churches, cemeteries, hospitals, publicly-owned buildings and land.

Parks and Recreation

This category is defined as land upon which the primary use is for active or passive recreation sponsored by a nonprofit or profit organization. Uses may include, public and leisure parks, athletic fields, golf courses, playgrounds, and indoor recreation.

Institution

This category is defined as land upon which the primary uses include churches, hospitals, cemeteries, social, fraternal, and business organizations.

Resource Extraction

This category is defined as land upon which the primary uses are the extraction of minerals, and management of timber.

Agriculture

This category is defined as land upon which the primary use is the farming of crops, the raising of animals, fish and shellfish, and utilizing range lands for pasture and grazing.

Vacant

This category is defined as land upon which no use has been established or land where a structure has been demolished and removed.

Population Forecast

The GMA requires that the designated UGAs include areas and densities sufficient to accommodate the urban growth projected to occur in the City for the next 20 years according to population projections developed by Office of Financial Management. The OFM year 2012 projection for Pierce County is 812,104 persons, reflecting an increase of 188,104 persons from the 1992 population of 624,000. The OFM has not yet provided the City with population estimates for its current population or projected population in 2000 and 2012. The forthcoming OFM figures will be used by the City in the development of its permanent comprehensive plan in the four years following incorporation.

STATE GOALS

Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner (RCW 36.70A.020(1)).

Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development (RCW 36.70A.020(2)).

Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities (RCW 36.70A.020(5)).

Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock (RCW 36.70A.020(4)).

Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forested lands and productive agricultural lands, and discourage incompatible uses (RCW 36.70A.020(8)).

Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks (RCW 36.70A.020(9)).

Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water (RCW 36.70A.020(10)).

Property Rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions (RCW 36.70A.020(6)).

Permits. Applications for both state and local governments permits should be processed in a timely and fair manner to ensure predictability (RCW 36.70A.020(7)).

STATE MANDATES

Each County that is required or chooses to adopt a comprehensive land use plan under RCW 36.70A.040 shall designate an urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth or is adjacent to territory already characterized by urban growth (RCW 36.70A.110(1)).

Based upon the population forecast made for the county by the Office of Financial Management, the urban growth areas in the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding twenty-year period. Each urban growth area shall permit urban densities and shall include green and open space areas. (RCW 36.70A.110(2)).

Urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources (RCW 36.70A.110(3)).

Forested land and agricultural land located within urban growth areas shall not be designated by a county or city as forested land or agricultural land of long-term

commercial significance unless the city or county has enacted a program authorizing transfer or purchase of development rights (RCW 36.70A.060(4)).

COUNTY MANDATES

Multi-County Planning Policies

- Within urban growth areas, promote growth into centers that are connected by an efficient, transit-oriented, multi-modal transportation system. (RF-1)
- Phase development of public facilities and services to achieve the adopted regional vision. (RF-3)
- Mitigate potential adverse effects on concentrating development by early action. (RF-7)
- Concentrate growth into compact, well-defined central places (from metropolitan centers to small towns) that are connected by an efficient, transit-oriented, multi-modal transportation system and provide the opportunity for residents to live near jobs and urban activities. Connect centers by a regional rapid transit system and other forms of high capacity transportation. (RG-1)
- Promote design that preserves community character and livability, creates lively and people-oriented areas, and supports transit, pedestrian and bicycle access. (RG-2)
- Provide enough urban land to allow private enterprise to create opportunities for employment and affordable housing for all economic segments of the population in a cost-effective and efficient manner. (RG-4)
- Ensure that urban growth area and land use designations near jurisdictional borders are compatible. (RG-7)
- Integrate land use and transportation planning with health and human services planning to promote service delivery at affordable costs. (R-5)
- Coordinate planning efforts among jurisdictions, agencies and federally recognized tribes where there are common borders or related regional issues to facilitate a common vision, consistency and effective implementation of planning goals. (RI-1)
- Protect significant regional open space, resource lands and critical areas through interjurisdictional planning by the identification, designation, preservation and enhancement of these lands, including linkages and networks. (RO-3)

- Frame and separate central places and urban growth areas by creating and preserving a network of permanent urban and rural open space, including parks, recreation areas, critical areas, and resource lands.

County-Wide Planning Policies

- The designated Urban Growth Area must be of sufficient size to accommodate only the urban growth projected to occur over the succeeding 20-year planning period. (Urban Growth Policy 2.1.1)
- Consider any of the following in determining the location of urban growth area boundaries: geographic, topographic, and manmade features; public facility and service availability, limits and extensions; jurisdictional boundaries including special improvement districts; location of designated natural resource lands and critical areas; avoidance of unserviceable islands of County land surrounded by other jurisdictional entities; or *Vision 2020* urban/rural line and PSAPCA burn ban line. (Urban Growth Policy 2.2)
- Designate tiers within the designated Urban Growth Area to discourage urban sprawl and leapfrog development and encourage adequate public facilities and services concurrent with development. (Urban Growth Policy 2.3.1)
- Adopt a process as well as standards and criteria by which a shift of land from one tier to another would take place. (Urban Growth Policy 2.3.2)
- Relate the primary growth area (Tier 1) to the County's or the respective municipality's 6-year capital facilities plan; ensure that urban growth in the primary urban growth area is sensitive to compatibility and fit with the type and density of existing development. (Urban Growth Policy 2.3.3)
- Relate the secondary, (years 7-13) and tertiary (years 14-20) growth areas to the long-range planning, capital improvement and service provision horizon. (Urban Growth Policy 2.3.4)
- In the secondary and tertiary (if applicable) growth areas, make various techniques available to property owners to ensure a reasonable use within a reasonable period of time. (Urban Growth Policy 2.3.5)
- Adopt measures to ensure that growth and development within the Urban Growth Area is timed and phased consistent with the provision of adequate public facilities and services. (Urban Growth Policy 3)
- Include the timing, phasing and location of sewer interceptor expansions in the capital facilities element of the County or applicable municipality Comprehensive

Plan and ensure consistency with County-Wide Planning Policies, the Urban Growth Area boundaries and the Comprehensive Plan. Coordinate phased expansions with the municipalities and give priority to existing urbanized unincorporated areas within the Urban Growth Area and to existing municipalities that do not have the ability to add capacity. (Urban Growth Policy 3.4.1)

- Ensure that sewer interceptors inside the Urban Growth Areas follow Tier phasing of capital facilities (1-6), (7-13), (14-20) unless: (i) sewer service will remedy groundwater contamination and other health problems by replacing septic systems and community on-site sewage systems, or (ii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area. (Urban Growth Policy 3.4.2)
- Prohibit availability of sewer service connections from interceptors to properties along the interceptor alignment where urban intensity development is not consistent with the Urban Growth Area boundary or tier designations and the County or municipal Comprehensive Plan. (Urban Growth Policy 3.4.2)
- Recognize the necessity of adopting policies on the location and use of on-site and community sewage systems to protect the public health and safety of the citizens of Pierce County and of the municipalities of this county and to preserve and protect environmental quality and to protect aquifer recharge areas. (Urban Growth Policy 3.4.3)
- Prohibit the use of availability or potential for availability of sewer treatment plant capacity as justification for expansion of the sewer system or development in a manner inconsistent with the County-Wide Planning Policy, Urban Growth Area boundaries and the County and applicable municipal Comprehensive Plan. (Urban Growth Policy 3.4.4)
- Adopt plans and implementation measures to ensure that sprawl and leapfrog development are discouraged. (Urban Growth Policy 3.6)
- Use joint municipal-County planning for designated Urban Growth Areas of municipalities, outside of municipal corporate limits. Joint jurisdictional planning shall occur in those other areas where the respective jurisdictions agree such joint planning would be beneficial. (Urban Growth Policy 4)

OBJECTIVES, PRINCIPLES AND STANDARDS

LOCATION CRITERIA

Location criteria are guiding principles and standards for the placement of activities on the land. They are derived first, from the Lakewood Community Plan (adopted 1991, amended 1992); and second, from the County-Wide Planning Policies for Pierce County, Washington (June 30, 1992). These locational requirements involve consideration of danger from floods and other health and safety hazards; the vulnerability of important environmental processes to development practices and activities; the nearness or remoteness of one use from another in time, distance and cost; the social, economic and environmental compatibility of adjacent uses; the economic feasibility of developing particular uses in particular locations considering the physical characteristics of the site; the pattern of land values; and the livability of the site and the physical and social conditions in urban areas.

General principles relating to the location of land uses customarily fit into five major functional areas: the Employment Centers, the living areas, the shopping and leisure time areas, public and community facilities, and the open space areas. Beginning the consideration of planning criteria at this general level helps to maintain a holistic view of the County, something too easily lost in the details of separate planning studies or element discussions and specific standards.

The Employment Centers consist of those parts of the County devoted to major employment-- manufacturing, trade, and office services. The living areas are viewed as the residential communities and their accessory facilities such as neighborhood stores and playgrounds, local parks and elementary schools. The shopping and leisure time areas are considered to include the major educational, cultural and recreational facilities of centers. There may be overlaps between the three areas.

In the statements that follow, such phrases as "convenient proximity," "easy access," "adequate in size," "easy walking distance," "economic to develop," and "desirable densities" immediately pose interpretation problems. Definitions will vary from community to community. Definitions of these terms will appear in the form of standards relating to the location of the various land use categories more specific than the working, living, shopping and leisure, community facilities and open space classifications approach.

Although detailed discussions of standards related to specific categories of land use are appropriate in sector-by-sector discussions, it is useful to include a discussion of their general nature and their overall role. Standards are yardsticks established for measuring quality in the County's makeup, in this case the locations of land use activities. Standards established in laws take the form of minimums which have come to be recognized as necessary in the public interest. There are two general types of standards: convenience and performance based. Convenience standards can primarily be measured by time and distance units. Thus, "close proximity," and "easy access" can be defined in time or distance standards, usually in terms of minutes or miles of travel. Performance standards shift the emphasis from a specific solution to specific desired results, with the means for achieving them left open. For example, development in a floodplain might be allowed if it was designed and located to reduce the risk of flood damage to a specified extent.

GENERAL OBJECTIVES & POLICIES

Community Identity

LU-CI Objective 1. Maintain, encourage, and preserve the existing character of Lakewood which is characterized by:

1.1 A variety of residential dwellings, the majority of them being single-family;

A variety of opportunities for local employment;

Clean air and good water;

Excellent public schools;

A variety of recreational opportunities within the community;

A healthy environment for families raising children;

A feeling of safety and security;

Activities that promote and foster pride in the community;

Citizen participation in community activities; and

Sites of historic significance and old estates.

LU-CI Objective 2. Ensure that the policies of this Plan are supported by adjoining and nearby jurisdictions, through interlocal agreements.

LU-CI Objective 3. Protect natural vegetation.

3.1 Discourage clearcutting of land in Lakewood where the surrounding area may be adversely affected.

3.2 Encourage the use of vegetation as an integral part of development plans.

3.3 Discourage the unnecessary disturbance of natural vegetation in developments.

3.4 Encourage preservation of trees in new and existing developments and along roadways.

- 3.5 Encourage preservation of trees along scenic roads within the City.
- 3.6 Encourage developments that are designed and built in a manner that respects and retains natural vegetation restricting development in areas with sensitive features, such as streams, creeks, and other bodies of water, wetlands, steep slopes and areas adjacent to major and minor arterials. Increased density, consistent with the zoning classification in which the development is located, should be given where vegetation retention is accomplished and open space or buffer areas are provided.

LU-CI Objective 4. Recognize the irreplaceable value of the visual resources, and act to preserve and enhance them.

- 4.1 Preserve the irreplaceable value of special viewshed resources.
- 4.2 Establish architectural guidelines and landscape design criteria applicable to development along arterials, especially those that lead into and through the City of Lakewood.
- 4.3 Establish a street design standard that includes landscaping to promote a greenbelt appearance for appropriate corridors within Lakewood.
- 4.4 Work cooperatively with businesses and property owners along commercial corridors to inventory scenic resources, encourage preservation and enhancement of the visual quality of the commercial corridor.

LU-CI Objective 5. Lessen the visual impacts of "strip development" by amortization of flashing signs, billboards, and signs that do not meet the sign standards of the Lakewood Interim Zoning Code.

- 5.1 Encourage the establishment of a sign code that will set specific standards and serve the interest of the entire community.
- 5.2 Encourage the establishment of an amortization program for abatement of permanent and temporary signs which do not conform to the sign regulations of the Lakewood Interim Zoning Code.

LU-CI Objective 6 Promote a positive image of Lakewood

- 6.1 Enforce nuisance laws to ensure property maintenance and protect the health of the residents of Lakewood.

Property Rights

LU-PR Objective 7. Within the City of Lakewood, the property rights of landowners shall be protected from arbitrary and discriminatory actions. Private property shall not be taken for public use without just compensation having been made.

Urban Growth Areas

LU-UGA Objective 8. Ensure that there is sufficient land within the Lakewood Urban Growth Area to accommodate the population needs.

8.1 At least every ten years, an evaluation of the Comprehensive Plan shall be conducted to consider whether adjustment of the current Urban Growth Area is appropriate.

8.1.1 Annual adjustments to the UGA/Urban Service Area (USA) may be necessary until the City completes its planning and implementation processes.

LU-UGA Objective 9. Provide efficient government facilities and services.

9.1 Contain and direct growth within the designated Urban Growth Area or where adequate public facilities exist or can be efficiently provided.

9.1.1 Assure that urban level facilities and services are provided prior to or concurrent with development. These services include, but are not limited to, potable water supply, adequate sewage disposal, surface water management, roads, and transit.

9.2 Within the designated Urban Growth Area, adopt measures individually or through joint planning to ensure that growth and development are timed and phased consistently with the provision of adequate public facilities and services.

9.2.1 Sewer interceptors inside the designated Urban Growth Area must follow the planned phasing of capital facilities unless:

9.2.1.1 Sewer service will remedy groundwater contamination and other health problems, as determined by the local Health Department, by replacing septic systems and community on-site sewage systems.

9.2.2 Sewer service connections from interceptors shall not be made available to properties along the interceptor alignment where urban intensity development is not consistent with Urban Growth Area boundaries and the Comprehensive Plan unless:

9.2.2.1 Sewer service will remedy groundwater contamination and other health problems, as determined by the local Health Department, by replacing septic systems and community on-site sewage systems.

9.2.3 Interim on-site approved septic systems shall be permitted in Tier 2 where sewer service is not available.

9.2.3.1 Design must incorporate stub-outs to facilitate future hook-up.

9.2.4 Ensure that the creation of lots, the location of easements, road dedications, structures, wells, and septic drainfields are consistent to permit future infill at urban densities.

LU-UGA Objective 10. Discourage sprawl and leapfrog development by phasing growth and through the development and use of "tiers".

10.1 Urban growth within UGA boundaries is to be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development.

10.2 Urban growth is located next in areas already characterized by urban growth that shall be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources.

LU-UGA Objective 11. Coordinate planning within the portion of the Urban Growth Area outside the Lakewood municipal boundary.

11.1 The portion of the Lakewood UGA outside of the Lakewood corporate limits, shall be subject to joint municipal-County planning.

11.1.1 When joint planning is required, the joint planning effort shall determine and resolve issues including, but not limited to, the following:

- 11.1.1.1 How zoning, subdivision and other land use approvals in designated Urban Growth Area/Urban Service Area of Lakewood will be coordinated;
 - 11.1.1.2 How appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated;
 - 11.1.1.3 How the rate, timing, and sequencing of boundary changes will be coordinated;
 - 11.1.1.4 How the provision of capital improvements to an area will be coordinated; and
 - 11.1.1.5 To what extent Lakewood may exercise extrajurisdictional responsibility.
- 11.1.2 Joint planning may be based upon factors including, but not limited to, the following:
- 11.1.2.1 Contemplated changes in municipal and special purpose district boundaries;
 - 11.1.2.2 The likelihood that development, capital improvements, or regulations will have significant impacts across a jurisdictional boundary;
 - 11.1.2.3 The consideration of how public facilities and services are and should be provided and by which jurisdiction(s); or
 - 11.1.2.4 The consideration of how economic development may best be encouraged and supported.

LU-UGA Objective 12. Provide a range and scale of urban land uses within the designated Lakewood Urban Growth Area.

- 12.1 Encourage commercial development to locate in Centers, High Density Residential Districts, and Mixed Use Districts throughout the Urban Growth Area where suitable to the type of business and population served. Discourage the continuation of strip commercial development, and commercial development that is incompatible with surrounding land uses.

- 12.2 Locate industrial development in compact, well-defined centers within the Urban Growth Area.
- 12.3 Attract industries to specific areas within the Urban Growth Area by ensuring an adequate supply of industrial land with adequate public facilities and services.
- 12.4 Ensure that a mix of land uses occurs within Major Urban Centers, Community Centers, Mixed Use Districts, and Neighborhood Centers. Land use regulations may be employed which:
 - 12.4.1 Specify which uses should be located in which locations within those centers or districts;
 - 12.4.2 Indicate the types of uses which may locate within those centers or districts, but not specify the exact location; or
 - 12.4.3 Combine the two techniques described in LU-UGA 9.4.1 and 9.4.2, above.
- 12.5 Define building heights in Centers in consideration of anticipated land uses, surrounding land uses, safety and emergency measures, transportation networks, and efficient use of land.
- 12.6 Develop auto-oriented design standards to apply to Centers and Districts, as appropriate.

Commercial Centers

LU-CC Objective 13. Encourage commercial, office, and multi-family development in centers.

Major Urban Centers.

- 13.1 Encourage development of the Major Urban Center to meet the needs of the region's economy, to provide employment, shopping, services, and leisure-time activities for Lakewood and the surrounding communities, to provide high density residential development, and to transform Lakewood from a out-commuting job pattern to an in-commuting job pattern.
 - 13.1.1 Encourage retail trade, service, finance, insurance, real estate, multi-family housing, pedestrian and transit-oriented facilities development within the Major Urban Center.

- 13.1.2 Discourage low and moderate density detached single-family residential and two-family residential, and auto-oriented commercial development.
- 13.1.3 Discourage industrial, manufacturing or commercial development which is land intensive and employs a low number of employees per acre.
- 13.1.4 Require developments to meet design standards that further the Major Urban Center objectives.
 - 13.1.4.1 Sidewalks, skywalks, boardwalks, bicycle paths, and other means of internal pedestrian and non-motorized circulation are a priority.
 - 13.1.4.2 Sites should be developed without front yards to encourage pedestrian movement within the Major Urban Center.
 - 13.1.4.3 Parking should be shared and parking management programs implemented.
 - 13.1.4.4 Parking should be encouraged to located to the side and rear of buildings to encourage pedestrian and transit movement.
 - 13.1.4.5 Control vehicular access.
 - 13.1.4.6 Landscaping, plazas, and other amenities should be required.
 - 13.1.4.7 Multi-level parking facilities are encouraged.
- 13.1.5 Community facilities are encouraged to locate in the Major Urban Center.
- 13.1.6 The Major Urban Center should be designated as a receiving zone for transfer of development rights.

Community Centers.

- 13.2 Community Centers should be located and designed to meet shopping, service, and multi-family housing needs of the surrounding community.

- 13.2.1 Community Centers should be of a size to serve the needs of more than one neighborhood while remaining small enough to be compatible with surrounding residential areas.
- 13.2.2 New Community Centers should be located a minimum of two miles distanced from other Community Centers.
- 13.2.3 Encourage retail trade; service; finance; insurance; real estate; and multi-family development within Community Centers.
- 13.2.4 Discourage low and moderate density detached single-family residential and two-family residential and auto-oriented commercial development.
- 13.2.5 Discourage industrial, manufacturing or commercial development which is land intensive and employs a low number of employees per acre.
- 13.2.6 Require developments to meet design standards that further the Community Center objectives.
 - 13.2.6.1 Sidewalks, skywalks, boardwalks, bicycle paths, and other means of internal pedestrian and non-motorized circulation are a priority.
 - 13.2.6.2 Parking should be shared and parking management programs implemented.
 - 13.2.6.3 Parking should be encouraged to located to the side and rear of buildings to encourage pedestrian and transit movement.
 - 13.2.6.4 Control vehicular access.
 - 13.2.6.5 Landscaping, plazas, and other amenities should be required.
 - 13.2.6.6 Sites should be developed without front yards to encourage pedestrian movement within the Community Centers.
 - 13.2.6.7 Multi-level parking facilities are encouraged.

13.2.7 Community facilities are encouraged to locate in Community Centers.

13.2.8 Community Centers should be designated as receiving zones for transfer of development rights.

Neighborhood Centers.

13.3 Neighborhood Centers in Lakewood should be located and designed to provide everyday shopping and services to a relatively small, nearby population.

13.3.1 Neighborhood Centers should remain small to be compatible with surrounding residential areas.

13.3.2 New Neighborhood Centers should be located a minimum of one-half mile distanced from other Neighborhood Centers.

13.3.3 The character and density of Neighborhood Centers is to be determined in the development and adoption of land use regulations and in consultations with the neighborhood.

Employment Centers

LU-EC Objective 14. Provide large planned Employment Center development sites, properly zoned and serviced with infrastructure.

14.1 Provide for the development of Employment Centers to meet the industrial and manufacturing needs of a growing jobs-based economy.

14.1.1 Land intensive type uses such as heavy industrial (e.g. manufacturing, product assembling, fabrication, processing) and heavy trucking are encouraged to locate in the Employment Centers.

14.1.2 Uses such as light manufacturing, assembly and wholesale activities and corporate offices are encouraged to locate in the Employment Centers, especially where they would have less impact on surrounding residential areas in terms of nuisance factors or hazards than would heavy industrial and heavy trucking activities.

14.2 Employment Centers should be located and designed in a manner which attracts and retains businesses with high paying jobs.

14.3 Prohibit residential uses from Employment Centers.

- 14.4 Allow commercial/service development that supports and serves the daily needs of the workforce at the Employment Center.
- 14.5 Require developments to meet design standards that further the objectives for Employment Centers.
 - 14.5.1 Landscaping, plazas, and other amenities should be required.
- 14.6 Define building heights in Employment Centers in consideration of anticipated land uses, surrounding land uses, safety and emergency measures, transportation networks, and efficient use of land.

Mixed Use Districts

LU-MU Objective 15. Encourage a re-orientation of historically commercial strips to a less congested, transit compatible district of mixed uses and intensities.

- 15.1 Auto-oriented commercial and land intensive commercial development are encouraged to locate in Mixed Use Districts.
- 15.2 Mixed Use Districts should meet performance standards established for efficiency, functionality, and aesthetics.
- 15.3 Provide incentives to control vehicular access along major arterials.
- 15.4 Provide incentives for pedestrian friendly developments, i.e., sidewalks, and walkways.
- 15.5 Incentives should be utilized to encourage inclusion of a multi-family residential component within the Mixed Use Districts.
- 15.6 Multi-family residential development should be encouraged in those Mixed Use Districts, or parts thereof, that are undeveloped, residential in character, or contain non-residential structures that have outlived their usefulness.
- 15.7 High traffic generating commercial and office development is encouraged in Mixed Use Districts.
- 15.8 Uses and properties within the Mixed Use Districts should be encouraged to utilize common access points onto the roadway, allow cross-access for employees, patrons and residents of abutting developments. Developments should be encouraged to access side streets rather than directly onto the corridor roadway.

- 15.9 Define building heights in Mixed Use Districts in consideration of anticipated land uses, surrounding land uses, safety and emergency measures, transportation networks, and efficient use of land.
- 15.10 Discourage low and moderate density detached single-family residential and two-family residential development in Mixed Use Districts.

High Density Residential District

LU-HD Objective 16 High density multi-family housing should be designed and located along or close to major arterials and transit routes in High Density Residential Districts that link housing areas with Employment Centers, Mixed Use Districts, Community Centers, and Major Urban Centers.

- 16.1 High Density Residential Districts should meet performance standards established for efficiency, functionality, aesthetics and livability.
- 16.2 High Density Residential Districts should connect with Major Urban, Community or Employment Centers.
- 16.3 High Density Residential Districts should include a mix of residential housing types with high density, relative to the specific housing type, being a common feature of all developments.
- 16.4 High Density Residential Districts should include a mix of project sizes.
- 16.5 High Density Residential Districts are to be developed along those major arterials that are characterized by minimal commercial or industrial development; containing a significant amount of developable land, under-utilized land or land suitable for redevelopment.
- 16.6 Stable single-family housing stock within High Density Residential Districts is to be maintained and taken into account in the placement of new higher density projects adjacent to those areas.
- 16.7 Site design techniques should be utilized to create a smooth transition from high density within the High Density Residential District to lower density residential areas adjacent to them, so as to encourage the high density residential uses along the arterials and the surrounding lower density areas to function as a unified neighborhood.

- 16.8 High density residential developments should mitigate any significant increase in traffic volume on residential streets serving low to moderate density residential development.
- 16.9 To foster a sense of a unified neighborhood, active and passive recreational open spaces should be developed within the High Density Residential Districts.
- 16.10 Neighborhood retail and service commercial activities of limited size may be provided within High Density Residential Districts at intervals that prevent development of commercial strips.
- 16.11 Define building heights in High Density Residential Districts in consideration of anticipated land uses, surrounding land uses, safety and emergency measures, transportation networks, and efficient use of land.

Resource Lands - Agriculture

Agricultural lands are distinct from rural lands and include lands that have been designated as having long-term commercial agricultural significance. Although the GMA does not expressly require a county-wide planning policy on agricultural lands, the requirement was added by the Interlocal Agreement: Framework Agreement for the Adoption of the County-Wide Planning Policy (Pierce County Council Resolution No. R91-172, September 24, 1991). Although Lakewood no longer has agricultural lands of long-term commercial significance, there are areas of small farms and acreages still viable in the City.

LU-Ag 17. Encourage the preservation of agricultural lands in the Plan Area for their economic viability, open spaces, and protection of the environment.

- 17.1 Encourage the preservation of portions of the Flett Creek area through the exploration of such vehicles as the Tahoma Land Conservancy, the use of Planned Development District (PDD), and master planned developments for the larger land parcels that would provide for open space and a range of other compatible land uses.
- 17.2 Develop and implement a strategy to preserve agricultural lands within the Urban Growth Area. This strategy should consider the application of a voluntary approach, purchase of development rights, outright acquisition for open space or the transfer of development rights.

17.3 The purposes of agricultural land conservation in Lakewood are:

- a. Ensuring that agricultural lands are treated sensitively to their location and the presence of urban growth pressures;
- b. Maintaining open space or providing a visual green belt;
- c. Retaining natural systems and natural processes;
- d. Preserving the local economic base;
- e. Preserving a semi-rural lifestyle; and/or
- f. Maintaining specialty crops.

17.4 Achieve agricultural conservation through:

- a. Purchasing development rights;
- b. Transferring development rights within the City, including designating receiving zones for agricultural development rights and jurisdictions by designating receiving areas by local agreement;
- c. Leasing development rights for a term of years;
- d. Adopting anti-nuisance laws to protect agricultural activities from being defined as a public nuisance; and/or
- e. Other innovative techniques.

LU-Ag Objective 18. Define agricultural lands.

18.1 At a minimum, agricultural land in Lakewood will be defined as land meeting the following criteria: the definition in RCW 36.70A.030(2): "land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 104.33.100 through 104.33.140, or livestock, and that has long term commercial significance for agricultural production" (and, including poultry raising, horse farms and ranches).

18.1.1 Agricultural Lands are lands that are not already characterized by urban growth and that have long-term significance for the commercial production of food or other agricultural products. The criteria for classifying and designating agricultural lands are contained in the City's critical lands regulations.

LU-Ag Objective 19. Allow limited development on agricultural lands.

19.1 Allow limited development, related to agriculture, based upon stated criteria related to the predominant agricultural uses.

19.1.1 Mechanisms such as clustering, buffer strips, and other innovative methods should be used.

19.2 Residential uses allowed near designated commercial agriculture, mining, or forestry areas should be developed in a manner which minimizes potential conflicts and reduces unnecessary conversion of farm, mining, and forested land.

LU-Ag Objective 20. Encourage the provision of an effective stewardship of the environment to conserve resource lands and encourage responsible animal husbandry and agricultural practices that are compatible with other land uses and do not adversely affect the environment.

20.1 Address the effect of agricultural practices on non-point source pollution and groundwater impacts.

20.2 Take measures to minimize any adverse impacts of agricultural activities utilizing best management practices.

20.3 Encourage fencing of pastures or other methods to keep farm animals from neighboring properties, roads, and watercourses, and implementation and maintenance of other proper agricultural management practices.

LU-Ag Objective 21. Protect the continuation of farms and existing farmland and protect agricultural operations from incompatible uses.

21.1 Ensure that land use regulations provide for the continuance of small farms, hobby farms, and existing farm land and the right to have and raise animals and livestock.

21.2 Encourage continuance of the existing equestrian activities in the Woodbrook area near the Fort Lewis reservation.

21.3 Extend the agricultural policies to locations within or adjacent to agricultural conservation areas in order to:

21.3.1 Protect such areas from encroachment by incompatible uses;

21.3.2 Protect related development such as farmers markets and roadside stands; and

- 21.3.3 Protect smaller sized agricultural parcels which are not individually viable for production, but which taken cumulatively with other smaller sized parcels in the area, have long term significance for agricultural production.
- 21.4 Minimize the conflict of incompatible uses in areas adjacent to agricultural properties by using measures including, but not limited to:
 - 21.4.1 Setbacks and buffer strips; and
 - 21.4.2 Public education concerning resource activities.

LU-Ag Objective 22. Develop a process for accepting donations of agricultural lands, and develop a program for continuing agricultural operations on donated agricultural lands.

Resource Lands - Mining

LU-Mi Objective 23. Maintain and enhance mineral resource based industries.

- 23.1 Assure conservation of mineral resource lands.
 - 23.1.1 Assure that the use of lands adjacent to mineral resource lands do not interfere with the continued use, in accordance with best management practices, of lands designated for the extraction of minerals.
 - 23.1.2 Assure that the excavated land will have an ultimate economic use which will complement and preserve the value of adjoining land.
 - 23.1.3 Maintain the contribution of mining and processing operations to the Lakewood employment base.
- 23.2 Provide for title or plat notification for property owners within 300 feet of a known mine.
- 23.3 Require a permit for establishing a mine within a mineral resource zone, allowing environmental review and appropriate mitigation.
- 23.4 Apply standards to new and expanding mine operations. The standards should address noise levels, light pollution, dust, visual screening, transportation impacts, hours of operation, water quality, and restoration.

- 23.5 Consider purchase of development rights, by the mine developer, of the area within 300 feet of the proposed mine, and limit use within that area to designated open space, for the life of the mine.

LU-Mi Objective 24. Identify, map and classify known and potentially significant economically developable mineral deposits within Lakewood. (WAC 365-190-070)

LU-Mi Objective 25. Extractive industries should be allowed to locate where prime natural resource deposits exist, provided these sites are separated by buffer strips from existing residential areas and restored for appropriate reuse after removing the resource material.

LU-Mi Objective 26. Discourage new residential uses from locating near active extractive sites, unless the residential developer provides adequate buffer strips.

Residential

Location Criteria

LU-Re Objective 27. Living areas will be located in consideration of the following:

- 27.1 Living areas should be located in convenient proximity to the work, shopping and leisure time areas.
- 27.2 Living areas should be located where they can be served by efficient, regular transit service, and a complete road network to ensure easy transit access.
- 27.3 The spatial configuration of living areas should take the activity and residential preference patterns of various categories of households into account.
- 27.4 Living areas should be in convenient proximity to large community open spaces and should include smaller private open spaces.
- 27.5 Living areas should be located within walking distance of community facilities, including schools, shopping areas, and parks.
- 27.6 Living areas should be distanced, buffered or otherwise mitigated from physical hazards, unhealthful conditions, protected from traffic and

incompatible uses, such as Employment Centers with high noise, risk of explosion or fire, odor, dust or glare.

27.7 Living areas should be located in areas which are economical and energy efficient to develop, affordable, and where residential densities with a range of choices can be insured.

27.8 Living areas should be buffered from resource lands.

General Objectives & Policies

LU-Re Objective 28. Encourage residential development that supports a residential community of single-family dwellings.

28.1 Observe levels of allowable densities for each defined residential category to provide control for insuring Objective LU-Re 25.

28.2 Promote the integrity of the portion of the UGA established for residential land uses by preventing the sporadic and haphazard intrusion of incompatible land uses into such areas.

LU-Re Objective 29. Provide for a variety of residential densities in the Urban Growth Area based on: community values, development type and compatibility, proximity to facilities and services, densities in the Plan, affordability, critical area protection and capability, applicable mitigation activities, and utilizing performance standards such as buffers, as well as innovative building and development techniques.

29.1 Residential densities in Lakewood should vary, depending on community values, type of development, its proximity to public and private facilities and services, surrounding densities in the immediate area, as well as natural systems.

29.2 Single-family and two-family development should range from four to six dwelling units per acre, with densities exceeding four units per acre requiring additional design elements and review. Higher single-family and two-family densities should be allowed in High Density Residential Districts. Specific densities should be based on land characteristics and the availability of urban services such as sewers.

29.1.1 In Moderate Density Single-Family areas, the density should be allowed to increase up to six dwelling units per acre, once sewer service is available.

- 29.3 Multi-family residential development densities should not exceed 25 dwelling units per acre where sewer services are available. Specific densities should be based on land characteristics, type of multi-family development, and the availability of facilities and services.
 - 29.3.1 A density of up to 25 units per acre should be allowed in Major Urban Centers, Community Centers, High Density Residential Districts and Mixed Use Districts, where sewer services are available.
 - 29.3.2 A density of up to 12.5 units per acre should be allowed in Major Urban Centers, Community Centers, High Density Residential Districts, and Mixed Use Districts until sewer services are available, provided Health Department requirements are met.
- 29.4 In order to increase compatibility with the adjacent Moderate Density Single-Family designation and uses, High Density Residential and Mixed Use Districts shall utilize a range of maximum densities based on the depth of blocks in established neighborhoods and the density and type of housing on opposite streets facing the districts.
 - 29.4.1 Up to sixteen (16) dwelling units per acre, consisting of either single-family or two-family units, should be allowed in High Density Residential Districts where sewer services are available. No more than eight dwelling units per acre, consisting of either single-family or two-family units, should be allowed if sewer service is not available.
 - 29.4.2 The maximum ground-level multi-family densities in the Mixed Use or High Density Residential Districts shall be 16 dwelling units per acre, if sewer, and 10 dwelling units per acre if no sewer service is provided.
 - 29.4.3 The maximum multiple-level multi-family densities in the Mixed Use or High Density Residential Districts shall be 25 dwelling units per acre, if sewer, and 12.5 dwelling units per acre if no sewer service is provided.
- 29.5 Where urban lands have development constraints, dwelling units should be clustered on the unconstrained portions of the site. Where clustering cannot provide adequate protection of critical areas, a density of less than four homes per acre is appropriate.

- 29.6 Infill density should be consistent with the established neighborhood.
- 29.7 Develop regulations which would allow one accessory dwelling unit on a residential lot where an existing single-family dwelling exists.
 - 29.7.1 Accessory dwelling units shall not be included in the calculation of residential densities.
- 29.8 To encourage a diversity of affordable housing types, consider the establishment of mobile home parks in Moderate Density Single-Family areas, Mixed Use Districts, and High Density Residential Districts.
 - 29.8.1 The maximum density for dwelling units in a mobile home park within a Moderate Density Single-Family area shall be six units per acre, if sewer, and four units per acre if no sewer service is provided.
 - 29.8.2 The maximum density for dwelling units in a mobile home park within a Mixed Use District or High Density Residential District shall be 16 units per acre, if sewer, and 10 units per acre if no sewer service is provided.
 - 29.8.3 To further encourage a diversity of housing types, allow for the placement of double-wide manufactured housing within mobile home parks in addition to the traditional single-wide mobile home units.

LU-Re Objective 30. Accommodate demand for urban-density living only within the Urban Growth Area.

- 30.1 Urban level facilities and services must be provided prior to or concurrent with development. These services include, but are not limited to water, adequate sewage treatment, surface water management, and roads, where appropriate. Other types of services could include schools, sidewalks, bicycle paths, trails, parks and recreation.
- 30.2 Provide for a range of housing designs and densities, including small lot single-family, zero-lot-line developments, cluster housing, planned unit developments, town houses, duplexes, triplexes, apartments (high and low density), and mobile home parks. Such residential development types should be permitted in appropriate areas, provided they do not detract from the character of Lakewood, and the necessary facilities and services are available prior to or concurrent with development.

- 30.3 The location of different housing types should be considerate of their proximity to other land uses, the level of public facilities that serve them, and the physiographic condition of the sites upon which they are located.
- 30.4 Locate and design new residential developments, and improve existing developments, to facilitate access and circulation by transit, car and van pools, pedestrians, bicyclists, and other alternative transportation modes.
- 30.5 Transfer of development rights may be utilized to exceed density limits in Major Urban Center, and Community Centers.
- 30.6 High-density residential development should be located along arterial streets, near existing transit stops, and in areas with proximity to employment centers, commercial facilities, parks and recreation facilities.
- 30.7 New multiple-level multi-family development shall be set back a distance equal to, or greater than, the height of the multi-family building when multi-family development abuts or is across a residential or collector-arterial classified street from a Moderate Density Single-Family Designation.
- 30.8 New ground-level multi-family development may be located throughout the Mixed Use or High Density Residential Districts or Commercial Centers and should be located in areas where it can serve as a transition between multiple-level multi-family and commercial uses and lower density single-family detached and two-family areas.
- 30.9 New high density single-family detached or two-family development should serve as a transition, where appropriate, between single-family detached or two-family development areas and multi-family and commercial development in the High Density Residential District, the Mixed Use District, and Commercial Centers.
- 30.10 The depth and width of High Density Residential and Mixed Use Districts should be determined based on the street and block patterns of the adjacent areas and the adjacent land uses and densities.
- 30.11 Unless separated by a major or secondary arterial, multi-family development should be discouraged from accessing a street, or portion thereof, upon which single-family or two-family development fronts on the opposite side in order to limit traffic, noise and compatibility conflicts. Outdoor living areas in a multi-family development, such as a play equipment area or swimming pool, should be oriented away or buffered from adjacent single-family or two-family development.

- 30.12 Design standards should be developed to ensure that new high density single-family detached, two-family and multi-family developments are compatible with surrounding residential uses. These standards should address at least the following issues:
- Discouraging vehicular access points onto the shared street with lower density residential areas; and
 - Screening multi-family development from any single- or two-family dwellings directly opposite the multi-family development.
- 30.13 Vacations of local residential streets to achieve a larger block of land to accommodate higher density multi-family development should be encouraged unless the street vacation will result in significant alterations to the traffic pattern of the majority of neighborhood residents.
- 30.14 When creating new lots or placement of new housing in areas in where sanitary sewer is planned but not yet available, consider a design which would allow for increased densities once sanitary sewer is available to the specific property, provided Health Department requirements are met.
- 30.15 Consideration should be given to the relationship of neighborhood design and the quality of life.
- 30.16 Affordable housing should be consistent with the community character.
- 30.17 Manufactured housing developments, should be permitted in residential zones, provided they are designed to be compatible with the character of the surrounding area and are subject to the same density requirements of the area in which they are located.
- 30.18 Mobile home parks may be permitted in appropriate neighborhoods, provided they do not detract from the character of the neighborhoods, and the necessary facilities and services are available prior to or concurrent with development.

LU-Re Objective 31. Home occupations, day-care facilities, and cottage industries should be allowed.

- 31.1 Allow home occupations in all areas of Lakewood, provided that surrounding residential lands and the environment are not adversely affected.
- 31.2 Allow a residential dwelling to be used as a family day-care provider's home facility in an area zoned for residential or commercial use, provided that the

facility conforms to the requirements of RCW 36.70A.450. A family day-care provider, as defined in RCW 74.15.020, means a licensed day-care provider who regularly provides day-care for not more than twelve children in the provider's home in the family living quarters.

- 31.3 Develop regulations for home occupations and day-care facilities, allowed as accessory to an existing detached single-family dwelling.
- 31.4 Limit the size of home businesses and minimize the undesirable characteristics of businesses permitted as home occupations; such as: signs, noise, increases in traffic, excessive vehicle parking, pollution (environmental), and outdoor operations that create an eyesore.

LU-Re Objective 32. Encourage cluster development of residential lands so open space, views, watersheds, and critical areas are permanently protected or provide lands reserved for future urban development.

LU-Re Objective 33. Encourage and support redevelopment in areas where urban facilities and services exist.

- 33.1 Reduce permitting fees and review time for redevelopment projects.

Master Planned Communities

LU-MPC Objective 34. Master Planned Communities (MPC) developments are encouraged within the Urban Growth Area as a way to achieve well-designed, compact urban development with a balance of uses, more efficient use of public facilities, and greater open space.

- 34.1 Undeveloped or underdeveloped property of at least 80 acres within the Urban Growth Area should be considered for MPC development.
- 34.2 MPC developments should be allowed provided that any approval shall include a phasing plan to ensure that the various segments of the development are served by adequate public facilities and services.
- 34.3 MPC developments should consider including the following:
 - 34.3.1 An appropriate mix of housing, services, and recreation;

- 34.3.2 Neighborhoods with a variety of housing options, including affordable housing for a range of income levels, consistent with a jobs-housing balance;
 - 34.3.3 A phasing plan to assure orderly urban growth and ability to respond to market demands for economic development and housing;
 - 34.3.4 An infrastructure and public facilities plan, including an analysis of a range of financing options where appropriate, that conform to the proposed phasing plan;
 - 34.3.5 Site planning that encourages transit use and non-motorized transportation, and a transportation demand management plan;
 - 34.3.6 Open space to promote both active and passive recreation, and centers for community activities and assembly;
 - 34.3.7 Measures to protect critical areas and conserve resource lands.
- 34.4 An MPC development should be reviewed and evaluated by the Director of the Community Development Department at least every five years until buildout. The review should address compliance with the conditions of approval. The review may also assess whether the development is well designed, contains a balance of uses, efficiently uses public facilities and services, and provides adequate open space.

Commercial

As part of the overall Land Use Element, the Land Use-Commercial policies meet all the mandates established by Washington State for the development of the City of Lakewood Interim Comprehensive Plan. The Land Use-Commercial policies have been coordinated with other pertinent elements throughout the planning processes.

Lakewood will provide a predictable development atmosphere, emphasizing diversity in the range of goods and services provided and ensuring that as the economy changes, employment opportunities and associated land uses are balanced with a wide range of other land uses.

Location Criteria

LU-Co Objective 35.

Shopping, service, and leisure-time areas will be located in Commercial Centers and Mixed Use Districts in consideration of the following:

- 35.1 Shopping, service, and leisure-time areas should be located in Commercial Centers and Mixed Use Districts.
- 35.2 Shopping, service, and leisure-time areas should be served by public transit and a complete road network.
- 35.3 Shopping, service, and leisure-time areas should be located on sites which provide adequate services for their purposes.
- 35.4 Shopping and service areas should be located in concentrated Major Urban, Community, Neighborhood Centers and Mixed Use Districts and not line arterial streets in a continuous fashion.
- 35.5 Shopping and service areas should be located where there is sufficient constraint-free vacant or redevelopable land with parcels large enough to accommodate the commercial use and associated parking, circulation, unloading and landscape needs.
- 35.6 Shopping and service areas should be located where adequate utility service is readily available.
- 35.7 Shopping and service areas should be located in areas that have adequate population base or growth potential to accommodate the shopping area uses.
- 35.8 Shopping, service, and leisure-time areas should utilize methods for minimizing the amount of impervious ground cover to limit impacts on the groundwater table.
- 35.9 Shopping and service areas should be located in areas having an historical commitment to:
 - 35.9.1 Professional or business office use or research use;
 - 35.9.2 Retail use serving a neighborhood, community-wide or larger market;
 - 35.9.3 Business service or other commercial or wholesale trade.

General Objectives & Policies

LU-Co Objective 36. Allow for new Commercial Centers in the Urban Growth Area which conform with established environmental guidelines.

- 36.1 Prohibit the development of new shopping malls, plazas and other large retail and service commercial developments that are scaled to serve a larger population than the City of Lakewood.
- 36.2 New Commercial Centers should be created in response to growth demands or in undeserved areas.

LU-Co Objective 37. Infill, renovate, or redevelop existing Commercial Centers before creating new Commercial Centers.

LU-Co Objective 38. Permit commercial development only at a scale that is appropriate to serve the needs of Lakewood.

LU-Co Objective 39. Ensure that commercial and office development does not result in negative impacts upon surrounding land uses and the environment.

- 39.1 Encourage commercial and office development to achieve a level of architectural quality and good site planning that enhances the visual image and identity of Lakewood.
- 39.2 Ensure that commercial and office development does not result in excessive demands upon street and utility facilities.
- 39.3 Locate different types of commercial uses in a manner that is consistent with existing traffic patterns and public facilities and compatible with nearby and adjacent land uses.

LU-Co Objective 40. Commercial development in continuous strips along arterials is discouraged.

- 40.1 Prohibit the extension of existing commercial strips.
 - 40.1.1 Minimize entrance and exit points at commercial sites to minimize traffic impediments and control vehicular access.

- 40.1.2 Design or improve commercial sites to facilitate circulation by pedestrians, bicyclists, transit, and other alternative transportation modes.
- 40.1.3 Locate convenience and commercial services at transit centers, park-and-ride lots, ferry terminals, etc., to provide enhanced services and security to users of public transit facilities.
- 40.2 Strongly promote the functional and aesthetic improvement of existing commercial strips; such as:
 - 40.2.1 signage,
 - 40.2.2 building design,
 - 40.2.3 sidewalks, and
 - 40.2.4 landscaping.
- 40.3 Support planning which promotes safe, efficient commercial development along arterials.
 - 40.3.1 Encourage access points onto side streets rather than directly onto the major roadway.
- 40.4 Support the concentration of commercial uses and discourage the appearance of strip-like development by:
 - 40.4.1 Limiting off-premise signage to advertisements which indicate the name and location of businesses located in the Center or District in which the signage is proposed; or
 - 40.4.2 Including signs which direct attention to a business or profession conducted, or to a commodity, service, or entertainment sold, or offered upon the premises where such sign is located, or to which it is affixed.
- 40.5 Provide for future commercial development primarily in Centers, rather than strips, and in areas of existing commercial activity.

LU-Co Objective 41. Design commercial developments consistent with the Comprehensive Plan.

- 41.1 Encourage the design of commercial developments that minimize land use conflicts.

- 41.2 Develop design standards, including but not limited to, signage, landscaping, setbacks, and buffer strips for new commercial developments, and to improve the appearance of existing commercial areas.

LU-Co Objective 42. Provide for home occupations that meet performance standards and do not have a detrimental effect on the existing or planned character of the residential neighborhood.

- 42.1 A Home Occupation is a limited commercial activity that is clearly incidental to the use of the residence as a dwelling.

LU-Co Objective 43. Warehouses are allowed in Employment Centers as a principal use.

- 43.1 Warehouses in commercial areas shall only be those incidental to the adjacent commercial use(s).

LU-Co Objective 44. Adult Businesses are prohibited in inappropriate locations.

- 44.1 Adult businesses may only be allowed in the Pacific Highway SW Mixed Use District, from Union Avenue SW to Gravelly Lake Drive SW.
- 44.2 Adult businesses may only be allowed where distanced from facilities oriented toward children.
- 44.3 Adult businesses may only be allowed where distanced from other adult businesses.

Industry

As one part of the overall Land Use Element, the Land Use-Industry policies meet all the mandates established by Washington State for the development of the City of Lakewood Comprehensive Plan. The Land Use-Industry policies have been coordinated with other pertinent elements throughout the planning processes.

Location Criteria

LU-In Objective 45. Employment Centers will be located in consideration of the following:

- 45.1 Employment Centers of significant size or density should be located where transportation capacity is present or can be made available, and where public transportation exists or can be provided.
- 45.2 Employment Centers should be in convenient proximity to living areas where transit and thoroughfare routes exist or can be provided.
- 45.3 Employment Centers should be located in consideration of existing and anticipated business patterns.
- 45.4 Employment Centers should be located outside of floodplains, wetlands, riparian areas, or other critical areas, and constructed to protect major aquifers providing drinking water for the community. If dependent upon water for its existence an industry may locate on the above provided the impacts are mitigated.
- 45.5 Employment Centers should be in locations accessible to heavy transportation facilities and large capacity utility lines where they are required.
- 45.6 Employment Center locations should be adequate in size, economical to develop, and attractively situated for particular uses intended.
- 45.7 Employment Centers should be sites with sufficient room for access, storage, handling and parking of materials, containers, and equipment.
- 45.8 Employment Centers should have direct access to commercial transportation, such as trucking, shipping or heavy rail.
- 45.9 Employment Centers should be within an easy commute to living areas.
- 45.10 Incompatible uses should be made compatible by using distance buffers or other similar mechanisms.
- 45.11 Employment Centers should offer an attractive environment.
- 45.12 If the industry involves wastes, there should be an adequate area for on-site treatment, if appropriate, or an alternatively acceptable process.

- 45.13 Employment Centers should be located to assure minimum commuter travel through residential areas on secondary or collector streets.
- 45.14 Employment Centers should be located where adequate public facilities exist or can be provided.
- 45.15 Resource-based Employment Centers should be adequately distanced from incompatible uses.
- 45.16 Employment Centers should be located in areas having an historical commitment to industrial use.

General Objectives & Policies

LU-In Objective 46. Promote high technology and clean industry.

LU-In Objective 47. Provide a predictable development atmosphere, emphasizing diversity in the range of goods and services provided and ensuring that as the economy changes, employment opportunities are balanced with a wide range of other land uses.

- 47.1 Ensure an adequate supply of industrial land in appropriate areas.
 - 47.1.1 Allow industrial development on sites where sanitary sewer, storm water management, water, and police and fire protection are available and adequate prior to or concurrent with development.
 - 47.1.2 Sites should be located where they can be served economically and adequately by these services, including sanitary sewers, storm water management, water, police and fire protection, and roadways.
- 47.2 Ensure that manufacturing/industrial development activities locate on sites having good access, adequate public facilities and services, suitable topography and soils and minimum impact on the environment and residential uses.
- 47.3 Minimize the impact of industrial developments on adjacent non-industrial land uses through appropriate landscaping, screening, buffer strips, graduated land use intensity, and similar methods.
- 47.4 Encourage master planning for industrial areas, including such features as open space, landscaping, integrated signage, traffic control, and overall

management and maintenance through covenants or other property management techniques.

- 47.5 Locate and design new industrial sites, and improve existing ones, to facilitate access and circulation by transit, car and van pools, pedestrians, bicyclists, and other alternative transportation modes.
- 47.6 Residential and most commercial land uses are prohibited in industrial areas except for those which serve the needs of the area's workforce.
- 47.7 The City should require assurances that air emissions, and disposal of waste water and solid waste will not result in deterioration of the environment.
- 47.8 Manufacturing/industry in the Lakewood Plan Area shall be encouraged to incorporate landscaping, decorative fencing, native vegetation, and a sensitivity to design, color, and materials into their facilities to ensure that such industries are attractive and complementary to the community.

LU-In Objective 48. Establish a process for designating new planned Employment Centers when existing centers are fully developed.

Recreation

Lakewood citizens enjoy several opportunities for recreational activities provided by both the public and private sector. Parks and recreational centers within the city, operated by Pierce County, include: Fort Steilacoom Park, Seeley Lake Park, American Lake North County Park, Harry Todd Park, Lakewood Community Center, Fort Steilacoom Golf Course and undeveloped Chambers Creek Canyon Park. In addition, the Clover Park School District and Pierce College maintain recreational facilities. Private sector recreational facilities include the Tacoma Golf and Country Club, the Lakewood YMCA, the Lakewood Racquet Club and the Oakbrook Country Club. Refer to the **PARKS AND RECREATION FACILITIES MAP** for locations.

The GMA requires that the designation, proposed general distribution, general location and extent of Lakewood recreation lands be identified in the Land Use Element of the Comprehensive Plan. Areas suitable for open space corridors within the Urban Growth Area are also required to be identified. According to the GMA, one of the identified uses of open space lands is recreation.

Location Criteria

LU-Rc Objective 49. Lakewood recreation areas will be located in consideration of the following:

- 49.1 Public land which is readily accessible and designated for public access via existing roads or where roads can be reasonably extended to access the site should be preserved for recreational opportunities. Recreation areas should be located close to their prospective users and accessible to living areas by pedestrian walkways.
- 49.2 Sewer, potable water and other utilities should be readily available or extended to urban recreation sites used for active recreational uses.
- 49.3 Sites to be used for active recreational uses should be nearly level, dry and free of hazards or obstacles. However, the site should be suitable for the type of recreation proposed; activities which require differences in topography should be sited accordingly.
- 49.4 Neighborhood and community parks should be linked by open space networks, particularly in areas where significant growth is anticipated or where open space for existing development is inadequate, including gaps in the open space network.
- 49.5 Outdoor recreational uses should be located in areas easily accessible, and on land offering special resource-based recreational opportunities (such as lakes, creek corridors, and hills with prominent views).
- 49.6 Land which includes a significant historic, archaeological, scenic, cultural or unique natural feature.

General Objectives & Policies

- LU-Rc Objective 50. Promote the establishment of a mechanism to prioritize the development of new parks within Lakewood.**
- LU-Rc Objective 51. Encourage cooperation between Lakewood and the Clover Park School District for community use of schools and play fields.**
- LU-Rc Objective 52. Maintain and enhance existing parks and recreational facilities in Lakewood.**

- 52.1 Maintain and enhance the existing parks to allow full usage and to ensure that a full complement of active and passive recreational experiences is available to all residents.
- 52.2 Maintain major portions of Ft. Steilacoom Park as a natural area.
- 52.3 Implement existing park and recreation plans.
- 52.4 Provide more public access to lakes.
- 52.5 Work with Pierce County and the City of University Place in the development of a unified approach to the development of the Chambers Creek Canyon Park.

LU-Rc Objective 53. Provide recreation opportunities and facilities for individuals of all ages and abilities.

- 53.1 Encourage the inclusion of recreational facilities in residential projects.
- 53.2 Encourage the development of private recreational facilities provided they do not result in detrimental impacts upon residential neighborhoods.
- 53.3 Include hiking, jogging, and biking trails in the design and development of parks.
- 53.4 Acquire park sites with unique landscape features that build on Lakewood's open space network.
- 53.5 Encourage, maintain, and enhance facilities and opportunities for equestrian activities in traditional areas of equestrian usage.

Open Space

Lakewood is endowed with natural open space (forested lands, wetlands, stream corridors, and water bodies) and developed open space (parks, golf courses, farm lands) that make it an attractive place to live and play. These open spaces provide a variety of benefits to the residents of Lakewood. Open spaces provide numerous recreational opportunities, act as separators between communities, help conserve cultural resources, and help conserve natural resources and the environment by retaining natural landscapes of wetlands, stream corridors, floodplains, and other areas. These areas are thus allowed to maintain their ecological functions.

Use of open spaces also provides an effective method of land use planning by setting aside environmentally sensitive lands, which are often ill-suited for development. Open spaces

and greenbelt areas can separate incompatible land uses, link communities and businesses, and provide alternative transportation routes for pedestrians and bicycles. Open spaces also have economic benefits. Nearby trails and parks often enhance residential property values. Recreational users of open space spend money in commercial areas which are accessible to open space networks. Industry and businesses are drawn to areas with open space because of the attractive setting, recreational opportunities, and overall quality of life they symbolize.

The GMA requires that the designation, proposed general distribution, general location and extent of open space lands be identified in the Land Use Element of the Comprehensive Plan. Areas suitable for open space corridors within and between Urban Growth Areas are also required to be identified and will be identified in the permanent comprehensive plan to be developed after incorporation.

Location Criteria

LU-OS Objective 54. Open space areas will be located in consideration of the following:

- 54.1 Major parks and large open spaces should be located to take advantage of natural processes (e.g., wetlands) or unusual landscape features (e.g., cliffs and bluffs) or to provide for a variety of outdoor activities.
- 54.2 Wooded areas that serve a functional purpose in climate, noise, light, habitat, and pollution control should be incorporated into the open space system.
- 54.3 Hazardous areas should be utilized as open space wherever possible.
- 54.4 Lands which can provide for a separation between communities, prevent sprawl, provide a buffer between urban areas or other land uses should be incorporated into the open space system.
- 54.5 Critical areas which would contribute to the continuity of trails should be incorporated into the open space system.
- 54.6 Critical areas should be integrated into an open space network within Employment Centers.
- 54.7 Where possible, open spaces should be located contiguous to other open space areas, allowing for inter-connections and creating the potential for open space corridors.
- 54.8 Open space should be readily accessible to residents where appropriate.

General Objectives & Policies

LU-OS Objective 55. Preserve open spaces, natural areas, and buffer zones, wetlands, wildlife habitats, parks, and historical, geologically unique, and archeological resources.

- 55.1 Permit urban densities which include greenbelt and open space areas.
- 55.2 Develop a plan for the provision of open space considering the following:
 - 55.2.1 Open space and greenbelts may also include critical areas, and
 - 55.2.2 Open space is defined in conjunction with recreation and facilities.

LU-OS Objective 56. Establish an open space network linking open space areas via greenbelt corridors throughout Lakewood. Where possible, the open space system should integrate critical areas.

- 56.1 Develop an official open space map, as part of the permanent comprehensive plan to be developed after incorporation, which identifies the general locations of open space areas and corridors in Lakewood.
- 56.2 Identify different types of open space (e.g., riparian areas, farmlands) and prioritize these areas for preservation purposes.
- 56.3 Open space in urban areas should remain substantially undeveloped and exemplify the Northwest character (retention and replanting of native vegetation).

LU-OS Objective 57. Recognize that open space is an integral part of an area's infrastructure and that it should be provided concurrent with development, with minimum percentages of public open space required per development.

- 57.1 Encourage new subdivisions to set aside a percentage of total land area in open space in perpetuity.
 - 57.1.1 Ensure that the area set aside best serves the purpose of open space (e.g., the area should match areas on the official open space map) and can be linked to adjacent open space areas to provide greenbelts.

57.1.2 Where linkages and greenbelts occur, ensure that public easements are provided.

57.1.3 Where land is not suitable for open space purposes, encourage the acquisition (or contribution towards acquisition) of nearby open space lands.

LU-OS Objective 58. Utilize a number of techniques and innovative measures to preserve open space.

58.1 Provide incentives for open space preservation by allowing innovative measures such as cluster zoning, transfer of development rights, zero-lot-lines, and other techniques.

58.2 Consider the use of real-estate excise taxes (RCW 102.46) to acquire open space lands, including the following authorized taxing sources:

58.2.1 A ¼ percent tax for capital facilities (RCW 102.46.010);

58.2.2 Second ¼ percent tax for capital facilities (RCW 102.46.035); or

58.2.3 "Tree tax" of up to one percent for acquisition and maintenance of conservation areas (RCW 102.46.070).

58.3 Utilize conservation futures funding (RCW 104.34) to acquire open space lands.

58.4 Provide increased opportunities for current use or preferential tax assessment (RCW 104.34) for open space lands by promoting public enrollment in the program.

58.5 Pursue public acquisition of open space lands through:

58.5.1 Fee-simple purchase

58.5.2 Less than fee-simple purchase (i.e., purchase of development rights, conservation easements)

58.5.3 Voluntary donations with tax incentives

58.5.4 Land transfers or exchanges

58.5.5 Limited development techniques (develop a portion of the site for economic return and leave remainder as open space)

- 58.5.6 Other acquisition methods
- 58.6 Promote private (land trusts) acquisition of open space lands.
- 58.7 Consider pursuing a number of funding mechanisms to acquire open space lands, including but not limited to:
 - 58.7.1 Property tax levies
 - 58.7.2 General obligation bonds and limited general obligation bonds
 - 58.7.3 Intergovernmental funds (e.g., state grants)
 - 58.7.4 User fees
 - 58.7.5 Foundation monies
- 58.8 Examine the potential of City surplus lands for open space purposes, with public input, and also consider selling or exchanging surplus lands for open space or critical areas.

Public and Community Facilities

Existing public and community facilities are identified on the **GENERALIZED LAND USE MAP** as a Community and Public Facility Overlay for informational purposes.

Location Criteria

LU-PF Objective 59. Public and community facilities will be located in consideration of the following criteria.

- 59.1 Public facilities should be designed around the service delivery standards with service levels appropriate to the people using each facility.
- 59.2 Recreation facilities, schools, libraries, medical area facilities, sheriff and other community facilities, should be convenient to people using them.
- 59.3 Community facilities should be located in centers or in areas with direct access to major thoroughfares.
- 59.4 Public facilities should be located on sites which are economical to develop and reasonably level.

- 59.5 Major parks, because of space needs, should be allocated by regional need.
- 59.6 Schools, because of health and safety issues, should be protected from traffic.
- 59.7 Cultural facilities, educational institutions, and spectator sports facilities, because of service areas, should be located central to their function or where complementary functions could be locationally interrelated.
- 59.8 Branch government offices should be easily accessible and located in centers.
- 59.9 Community facilities should be located on level or gradable land and avoid geologically hazardous areas.
- 59.10 Community facilities should be located outside of floodplains, wetlands, riparian areas, or other critical areas, and constructed to protect major aquifers providing drinking water for the community.
- 59.11 Community and public facilities which are associated with infrastructure corridors should be located with regard to such factors as terrain, the geological and hydrological conditions, the site's proximity to population concentrations and water supply, and the potential for supporting higher land uses.
- 59.12 Community and public facilities should be located to prevent any significant adverse environmental impacts.

General Objectives & Policies

LU-PF Objective 60

Coordinate the orderly provision of public facilities and services with public and private development activities in a manner that is compatible with the fiscal resources of the City through the development and adoption of a Concurrency Management System.

- 60.1 Development activity shall be conditioned upon facilities being in place as the impacts of the development occur.
- 60.2 Provisions for the review of applications for development and the timing of the actual impacts caused by development will be adopted as part of the City of Lakewood's Concurrency Management System.

LU-PF Objective 61. **Public facilities and utilities shall be located to maximize the efficiency of services provided, minimize costs, and minimize impacts upon the natural environment.**

LU-PF Objective 62. **Developments with requirements that exceed the capacity of the Capital Facilities Plan should not be allowed to develop until such services can be provided and maintained.**

LU-PF Objective 63. **The Comprehensive Plan and development regulations will be used to ensure compatibility with other land uses when siting essential public facilities.**

63.1 Establish criteria for siting essential public facilities.

63.2 Caution will be used when locating capital facilities in critical areas.

63.3 In communication with State agencies, emphasize the importance of their compliance with City policies.

LU-PF Objective 64. **Encourage and promote public and private institutions dedicated to the pursuit of learning and education.**

64.1 Preserve the relationship between neighborhoods and schools for the use of school facilities.

64.2 Consider mechanisms to assess impact fees to developers of new projects which impact schools with which to defray the cost for more classroom space for grades K through 12.

64.3 Encourage Clover Park School District to locate elementary schools, junior high and high schools in close proximity to residential areas.

64.4 Encourage the continued improvement of library facilities to meet the needs of local residents.

LU-PF Objective 65. **Ensure that public safety and emergency service levels grow commensurate with the demands of growth.**

65.1 Encourage the continued improvement of law enforcement facilities and services.

65.2 Encourage the expansion of crime prevention and public safety measures.

- 65.3 Encourage the continued improvement of fire protection facilities and services.
- 65.4 Lakewood should ensure that fire, building, zoning, and subdivision codes and regulations consider the relationship between development design and the ability to protect such development from fire hazard.
- 65.5 Work with Western State Hospital and McNeil Island to improve releasing policies.

LU-PF Objective 66. Ensure that Lakewood residents are provided with quality community health education and service programs.

- 66.1 Encourage the continued improvement of Tacoma-Pierce County Health Department services.
- 66.2 Encourage the continued involvement of the Tacoma-Pierce County Health Department in a variety of public health and environmental concerns including hazardous waste, chemical spills, and sewage.

Utilities

LU-Ut Objective 67. Provide for the location of utility facilities.

- 67.1 Include utility facilities as permitted uses in appropriate land use classifications. (See also the Utilities element.)
- 67.2 Locate utility facilities close to areas currently containing or identified for future planned Employment Centers, commercial and industrial development. (See also the Economic Development and Utilities elements.)

LU-Ut Objective 68. Encourage compatibility between utility facilities and adjacent land uses.

- 68.1 Site new utility facilities and provide standards to reasonably avoid or mitigate adverse environmental effects.
- 68.2 Encourage utility lines to be located underground wherever practical, using sound engineering judgement, and in accordance with rules, regulations and tariffs applicable to the serving utility.

LU-Ut Objective 69. Encourage water and energy conservation through land use controls.

LU-Ut Objective 70. Base the type of land use and development intensity on the existence or planned construction of utility facilities.

Other Land Uses

Grandfathering

LU-GF Objective 71. Strive to make existing land uses compatible with the Comprehensive Plan.

- 71.1 Any use which was legally in existence prior to the adoption of this Plan and implementing regulations and which was then in conformance with applicable laws or regulations shall continue to be legal.
- 71.2 Provide incentives for parcels which do not conform to the intent of the Comprehensive Plan to become conforming, using techniques such as:
 - 71.2.1 Density incentives,
 - 71.2.2 Incubator facilities,
 - 71.2.3 Relocation assistance.

Nonconforming Uses

LU-NC Objective 72 Prohibit the expansion of nonconforming uses which conflict with the provisions of the Interim Comprehensive Plan.

- 72.1 Prohibit expansion of nonconforming uses of land or structures.
- 72.2 Expansion of a structure nonconforming by reason of bulk may be expanded as authorized through the City's variance provisions.
- 72.3 Existing nonconforming uses may be converted to other uses so long as the proposed use is of equal or lesser intensity, would create equal or lesser environmental impacts, and would be compatible with allowed uses.
- 72.4 Nonconforming uses shall be deemed abandoned if the use of the land or structure ceases for more than one year.

Discretionary Land Uses

LU-DLU Objective 73

Approved Discretionary Land Use Actions. Discretionary land use actions approved by Pierce County prior to the effective date of the Interim Comprehensive Plan, shall be allowed to develop on the basis of the controls contained in the decision granting approval, provided that they remain in compliance with the conditions of approval; and provided further that building permits shall not be issued unless the action meets concurrency requirements, as determined by those agencies responsible for administering concurrency policy, in effect at the time of submittal of building permit applications. Concurrency requirements may include, but are not limited to, imposition of impact fees.

- 73.1 Applications for Discretionary Land Use Permits - Prior to Plan Adoption, Amendments or Regulations.** Any discretionary land use permit application submitted to Pierce County prior to February 28, 1996 and to the City thereafter, and deemed to be complete prior to the effective date of the Lakewood Comprehensive Plan, any subsequent Plan amendment, or any Lakewood Development Regulation shall be reviewed and processed pursuant to the land use, zoning, and other development regulations and policies in effect on the date of application and submittal, provided that building permits shall not be issued unless the action meets concurrency requirements in effect at the time of submittal of building permit applications, as determined by those agencies responsible for administering concurrency policy. Concurrency requirements may include, but are not limited to, imposition of impact fees, provided further, that development shall be allowed for the particular use, bulk and /or physical development identified in the application, provided further that the application shall expire within a set period of time, unless extensions are granted by the County in order to provide information necessary to process the application which cannot be reasonably obtained by the applicant during the initial time frame.

Joint Land Use Study

The Joint Land Use Study (JLUS) is a collaborative planning effort involving the military installations of Fort Lewis, McChord AFB and Camp Murray (Washington National Guard) and ten local governments surrounding these military installations. Its broad goal is to encourage each jurisdiction to practice compatible development and redevelopment in each affected jurisdiction that balances sustaining the local military missions with long-term

community land use needs. It is the responsibility of the participating jurisdictions to ensure that JLUS recommendations are taken into account when developing land use plans and other related planning documents.

LU-JLUS Objective 74. Strive to protect people and land use activities in the Clear Zone for McChord AFB.

74.1 Until acquisition of the Clear Zone occurs, restrict development and other land uses that assemble concentrations of people in the McChord AFB Clear Zone as follows:

74.1.1 Prohibit new residential development.

74.1.2 Encourage the relocation of existing residents to locations where land use is compatible with Joint Land Use Study recommendations.

74.1.3 Permit industrial, manufacturing, and warehouse uses with fewer than an average of 25 people per hour - per acre in a 24-hour period and noise reduction construction in public areas which meets the United States Department of Housing and Urban Development (HUD) standards.

74.1.4 Allow low-intensity uses such as mining; cemeteries; agriculture, except livestock; open-space; and utilities.

74.2 Until acquisition of the Clear Zone occurs, prohibit the following land uses:

74.2.1 Any use which involves release of airborne substances, such as steam, dust, and smoke which interfere with aircraft operations.

74.2.2 Any use which emits light, direct or indirect (reflections), which interfere with pilot's vision.

74.2.3 Facilities which emit electrical currents should be installed and maintained in a manner that does not interfere with communication systems or navigational equipment.

74.2.4 Any use which attracts birds or waterfowl (i.e., sanitary landfills, feeding stations, and the growth of certain vegetation).

74.2.5 Any use which would have structures within 100 feet of aircraft approach-departure or transitional surfaces.

- 74.3 Support open-space tax exemptions for qualified properties in the Clear Zone.

LU-JLUS Objective 75. Ensure compatibility within the Accident Potential Zones for McChord AFB.

- 75.1 Develop regulations that minimize incompatible uses in Accident Potential Zone I as follows:

75.1.1 Prohibit any new residential development.

75.1.2 Prohibit any new use which involves release of airborne substances, such as steam, dust, and smoke which interfere with aircraft operations.

75.1.3 Prohibit any new use which emits light, direct or indirect (reflections), which interfere with pilot's vision.

75.1.4 Facilities which emit electrical currents should be installed in a manner that does not interfere with communication systems or navigational equipment.

75.1.5 Prohibit any new use which attracts birds or waterfowl (i.e., sanitary landfills, feeding stations, and the growth of certain vegetation).

75.1.6 Prohibit any new use which results in a concentration of people, more than an average of twenty-five (25) people per hour - per acre in a 24-hour period.

- 75.2 Coordinate land use regulations developed to minimize land use incompatibilities in Accident Potential Zone II (APZ II) as follows:

75.2.1 Prohibit any new use which involves release of airborne substances, such as steam, dust, and smoke which interfere with aircraft operations.

75.2.2 Prohibit any new use which emits light, direct or indirect (reflections), which interfere with pilots vision.

75.2.3 Facilities which emit electrical currents should be installed in a manner that does not interfere with communication systems or navigational equipment.

- 75.2.4 Prohibit any new use which attracts birds or waterfowl (i.e., sanitary landfills, feeding stations, and the growth of certain vegetation).
- 75.2.5 Prohibit any new use which results in a concentration of people, more than an average of twenty-five (25) people per hour - per acre in a 24-hour period.
- 75.2.6 Prohibit any new development or redevelopment which results in an increase in density or intensity of current development.
- 75.3 New churches, schools, libraries, and similar buildings that concentrate people should not be located in Accident Potential Zones I or II.
- 75.4 Adopt Aircraft Accident Potential Areas as identified in the McChord AFB Air Installation Compatible Use Zone Study (AICUZ).
- 75.5 Upon adoption of accident potential zones, landlords, housing referral agencies, real estate agents, sellers, and lenders should include disclosure statements in rental agreements and purchase agreements.
- 75.6 Local governments should encourage the business community to lead the way on a voluntary program to remove land use conflicts in the Accident Potential Zones.

LU-JLUS Objective 76. Recognize the aircraft noise as an environmental constraint when developing land use classifications and regulations.

- 76.1 Adopt the area within the 65 Ldn noise contour shown in the McChord AFB Air Installation Compatible Use Zone Study (AICUZ) as "aircraft noise sensitive" areas in local Environmental Regulations. Aircraft noise sensitive areas should be updated when new noise contours are identified in amendments to AICUZ.
- 76.2 Coordinate land use regulations developed for the Aircraft Noise Sensitive Areas.
- 76.3 Adopt regulations in the 75-100 Ldn noise contour as follows:
 - 76.3.1 Permit no new residential development.
 - 76.3.2 Permit no day care facilities, schools or other facilities which incorporate outside activities.

76.3.3 Permit low intensity uses such as golf courses.

76.3.4 Permit manufacturing; cultural facilities such as auditoriums, public meeting facilities, theaters; and medical facilities when the building envelope reduces aircraft noise transmissions to the Department of Housing and Urban Development (HUD) standards.

76.4 Provide information to the public on how to achieve aircraft noise reduction when remodeling buildings.

LU-JLUS Objective 77. Recognize safety issues associated with training, artillery and small arms activities on the military installations of McChord AFB and Fort Lewis.

77.1 Future construction adjacent to the installation should provide for fire protection at Fort Lewis boundaries.

77.2 Provide information to the public on how to achieve noise reduction when remodeling buildings.

77.3 Incorporate the Installation Compatible Use Zone Study (ICUZ) noise contour maps and the "Recommended Land Uses for Installation Compatible Use Zone (ICUZ) Program Noise Zones" for Noise Zone II.

77.4 Prohibit the following land uses within Noise Zone II:

- a. New residential uses, unless the design of the structure and general site plan incorporate noise reduction measures to meet the Department of Housing and Urban Development (HUD) standards.
- b. Public services and quasi-public services such as hospitals, public meeting rooms, and libraries, and cultural, recreational and entertainment land uses unless the design of the structure and general site plan incorporate noise reduction measures to meet HUD standards.
- c. Schools, day care facilities, and other facilities which incorporate outside activities.

77.5 Direct the following land uses away from property abutting the installation boundary:

- a. High-density residential.

- b. Public buildings (such as schools, medical facilities, public meeting facilities, and churches).
- c. Cultural facilities.

LU-JLUS Objective 78. Cooperate with McChord AFB, Fort Lewis, and Camp Murray in developing plans for circulation improvements in and around the installations.

- 78.1 The viability of cross-base corridors (arterial or highway) should be determined on the basis of detailed studies of population projections, military mission, land availability, land use projections, and environmental analysis of alternative routes and corridors.
- 78.2 Plan public services, transportation, land use, and other decisions on the ability of the public transportation network to meet access needs without depending on military roads.
- 78.3 Cooperate on the development of mitigation plans for military road closures that affect public use.

LU-JLUS Objective 79. Provide the military installations with opportunities to participate in the review and development of land use programs, policies, and decisions that affect them.

- 79.1 Consider the military installations as an affected agency for land use planning decisions.
- 79.2 Invite the military to participate as members on growth management committees.
- 79.3 Provide opportunities for the military to participate in local and regional planning issues and programs.
- 79.4 Establish periodic meetings of elected local, state and federal officials and military commanders on growth management issues of mutual concern.
- 79.5 Environmental policies adopted by the military should continue to reinforce the environmental policies of surrounding jurisdictions.
- 79.6 Comprehensive Plan policies pertaining to environmental issues, should agree with and not degrade the environmental policies of the military installations.

DRAINAGE, FLOODING, AND STORMWATER RUNOFF

Hydrology

The principal streams in Lakewood include Chambers, Clover, Leach, and Flett Creeks.

As a result of natural conditions and modifications to stream courses there is the potential for flooding in Lakewood. Floodplain areas are subject to periodic inundation which may result in loss of life and property and extraordinary public expenditures for flood protection, rescue and repair. These areas are identified on federal flood insurance maps. Floodplain management regulations address these special flood hazard areas.

The Vashon Glacial Retreat resulted in many lakes within the city. American Lake has not been substantially altered by man. Other significant lakes include Gravelly, Louise, Steilacoom, and Waughop Lakes.

Stormwater Drainage

The collection, transport, and disposal of stormwater is normally handled by storm sewers. Storm sewers convey stormwater by a closed system of interconnected pipes, open systems of drainage ditches, or typically a combination of the two.

As more development occurs, trees and indigenous vegetation that would naturally curb storm flow are removed. As the ground surface is covered with buildings, pavement and other surfaces, stormwater runoff increases. Thus, as growth occurs stormwater drainage systems become more important.

A historical lack of adopted standards and the scattered nature of urban development in unincorporated Pierce County have resulted in smaller, site-specific systems for handling stormwater runoff in Lakewood. These systems often use ground disposal with percolation devices such as dry wells or release of collected water into the natural surface drainage system. Localized flooding provides evidence of the inadequacy of both of these methods.

Percolation systems demand continued maintenance by Lakewood, private developers, or property owners. They do not adequately treat and cleanse the water of contaminants before it enters the groundwater supply.

Use of natural drainage systems can contaminate streams and rivers. Careful site planning and treatment of stormwater is needed to protect natural drainage systems.

The Pierce County Storm Drainage and Surface Water Management Utility (SWM) was established in 1910 to provide resources to plan, manage and maintain the storm drainage and surface water runoff systems within unincorporated Pierce County drainage basin areas.

The goals of the Utility are to maintain water quality by preventing siltation and erosion of the County's waterways, to protect water quality of lakes and aquifers, protect water quality for wildlife and fish habitat, and to minimize property loss from water damage.

The County adopted a Storm Drainage and Surface Water Management Comprehensive Plan in 1991, which SWM implements. The Surface Water Management Plan identifies areas with stormwater problems. SWM's capital facilities program is designed to provide for construction of appropriate stormwater systems to address those problems. Funds for the program are obtained through the Utility's service charge on parcels within unincorporated Pierce County, and grant funding.

The City of Lakewood has contracted with SWM for surface water management services and has adopted the Pierce County Storm Drainage and Surface Water Management Comprehensive Plan.

LU-Sw Objective 80. Prevent the loss of life, the creation of public health or safety problems and the loss or damage of public and private property.

- 80.1 Protection of existing facilities should take preference over the protection of undeveloped lands.
- 80.2 Land use and related regulations and zoning should reflect the natural constraints of the streams floodplains, meander zones and riparian habitat zones.

LU-Sw Objective 81. Establish and adopt a systematic and comprehensive approach to solving existing surface water problems and preventing future problems.

- 81.1 Strategies for surface water management should balance engineering, economic, environmental and social factors in relationship to stated comprehensive planning goals and objectives.
- 81.2 Nonstructural measures should be preferred over structural measures.
- 81.3 Integrate watershed plans, including interagency plans, into the Comprehensive Plan.
- 81.4 Cooperate in identifying priority watersheds and in developing and implementing nonpoint pollution watershed action plans.

81.5 Public understanding of the various capabilities and limitations associated with stormwater management should be improved through a variety of educational efforts.

81.5.1 Work toward achieving community awareness of the importance of water quality protection and public involvement in water quality planning and implementation strategies.

81.6 The Pierce County Storm Drainage and Surface Water Management Plan, adopted by the City of Lakewood, should be evaluated at regular intervals to maintain consistency with the Comprehensive Plan and other related programs affecting the environment.

81.7 Adopt and enforce ordinances controlling runoff from new development and re-development.

81.7.1 Lakewood is encouraged to either adopt the Department of Ecology's technical manual or one substantially equivalent to address stormwater control.

81.8 Reduce and eventually eliminate harm to water quality from stormwater pollutant discharges. Do this through use of on-site best management practices, control of development density and location, preservation of stream corridors and buffers, and development and maintenance of a system of stormwater retention and detention facilities.

LU-Sw Objective 82. Stormwater management in Lakewood should occur in the context of the varied uses associated with the natural drainage systems within the City.

82.1 Stormwater management measures should preserve to the fullest extent possible opportunities for other uses.

82.2 Structural flood control measures should not obstruct fish passage.

82.3 Structural flood control measures should preserve or enhance existing flow characteristics for fisheries and other uses of the riparian zone.

82.4 Flood control activities should not result in a net loss of, or damage to fish and wildlife resources, but wherever possible develop or improve the diversity of habitat.

82.5 Changes in land use should try to restore the land's natural character to the natural state wherever possible.

LU-Sw Objective 83. Prevent the degradation of the quality of both surface water and the water entering the region's aquifers.

83.1 The use of a natural drainage system is preferred over the use of pipelines or enclosed detention systems.

83.1.1 The preservation of natural wetlands, floodplains and streams is to be actively pursued.

LU-Sw Objective 84. Coordinate with public and private sectors to ensure compatibility of stormwater management measures.

84.1 Planning, design and construction of stormwater management measures should include opportunity for comment by the general public and interested agencies.

84.2 Efforts should be made to work with the cities and towns toward standardization of regulations that impact stormwater management.

84.2.1 Coordinate water quality monitoring and database management interlocally and with state agencies, using common protocols.

GENERALIZED LAND USE MAP

The Generalized Land Use Map (on the following page) is a general illustration of the City's future land use pattern. The map identifies the specific areas where land use designations identified in the Interim Comprehensive Plan will apply. The map also provides guidance for the development of future zoning maps and implementation of the Interim Comprehensive Plan. The lines on the Generalized Land Use Map are an interpretation of specific property boundaries and physical features (roads, railroads, power lines, etc.) based upon parcel-specific maps.

ENVIRONMENT AND CRITICAL AREAS ELEMENT (with Historic & Cultural Preservation Sub-element)

MASTER GOAL

ENSURE CONSERVATION, ENHANCEMENT AND PROPER MANAGEMENT OF NATURAL, HISTORIC AND CULTURAL RESOURCES, WHILE PROVIDING FOR A BALANCED PATTERN OF DEVELOPMENT AND THE NEEDS OF THE CITIZENS OF LAKEWOOD.

Objective A: Continue to enhance and maintain the quality of the surface and groundwater resources.

Objective B: Continue to enhance and maintain the quality of air resources.

Objective C: Continue to enhance and maintain the quality of land, wildlife and vegetative resources.

Objective D: Continue to protect and enhance the historic and cultural character of Lakewood.

INTRODUCTION

Because Lakewood residents have repeatedly shown a strong interest in environmental issues, the Lakewood City Council authorized the inclusion of the "Environment and Critical Areas Element" as a required element of its Interim Comprehensive Plan.

The Environment and Critical Areas Element emphasizes maintaining our natural environment and protecting people's lives and properties through responsible land use management. The prevention of environmental problems is stressed in order to avoid long-term costs associated with correcting these problems. A number of environmental protection strategies are identified consistently in the element, including: establishing land use practices which foster maintenance or improvement of water and air quality and noise, and which protect critical areas; developing educational programs to further awareness of environmental issues; and providing numerous incentives to preserve important environmental resources. The element is divided into two parts: the first portion addresses Environment and Critical Areas; and the second section deals with Historic and Cultural Preservation.

ENVIRONMENT AND CRITICAL AREAS

The quality of life perceived by Lakewood residents is directly associated with the quality of the environment. Lakewood has historically been an attractive area to live in because of attributes of the natural environment; clean air and water, lush forest areas, and a beautiful physical setting situated between saltwater and mountains.

Protection of clean air, land, and water is essential if residents of Lakewood are to maintain a healthy lifestyle and have the resources to support population growth and economic development. Pollution or elimination of these resources where people live and work damages the very reasons that people live here. Critical areas such as wetlands and fish and wildlife habitat areas preserve many of the environmental resources valued by City residents. Other critical areas, such as geologically hazardous areas, are important because of their potential threats to lives and property.

The population of Lakewood is anticipated to steadily increase through the year 2012. With this projected growth, long-term detrimental impacts to the environment will be inevitable unless aggressive steps are taken to accommodate the growth in an environmentally-sound manner. Lakewood will need to make a major commitment if the quality of living which we currently enjoy is to be maintained.

The Objectives, Principles, and Standards section of this element contain policies which address the above issues. Specific objectives address important components of the environment: air quality, water quality and quantity, fish and wildlife habitat, wetlands, hazardous areas, and noise pollution. A number of principles and standards underlie each of these objectives to provide direction for achieving the objective statement. Other important issues, such as efficient and equitable policies and regulations, recycling, and environmental education, are also addressed in the principles and standards.

PROTECTION OF CRITICAL AREAS AND THE ENVIRONMENT

Critical areas are defined in the Growth Management Act (GMA) to include wetlands, areas with a critical recharging effect on aquifers used for potable water (aquifer recharge areas), fish and wildlife habitat areas, frequently flooded areas, and geologically hazardous areas. These areas are further defined in Washington Administrative Code (WAC) 365-190.

The GMA requires that local jurisdictions designate critical areas and adopt development regulations which protect these areas. (See State Mandates and Existing Regulations Addressing the Environment and Critical Areas sections of this element.) WAC Chapter 365-190 identifies "Minimum Guidelines to Classify Agriculture, Forest, Mineral Lands and Critical Areas" (hereafter referred to as *Minimum Guidelines*). Local jurisdictions such as Lakewood are required to consider the *Minimum Guidelines* when designating critical areas. The *Minimum Guidelines* primarily help to more clearly define critical areas. The following description summarizes the definition of each critical area according to the *Minimum Guidelines*, with some discussion of the functions and importance of each area:

Wetlands

Wetlands are areas which have saturated soils or standing water for at least part of the year, contain hydric soils (soils which have changed over time due to frequent or prolonged saturation with water), and which contain water-loving vegetation. Areas such as swamps, marshes, and bogs are generally considered wetlands. The *Minimum Guidelines* suggest that local jurisdictions use a four-tier rating system for wetlands, recognizing that some wetland systems are more valuable or irreplaceable than others. The rating system is based on the wetland's functions and values, degree of sensitivity to disturbance, rarity, and ability to compensate for destruction or degradation (WAC 365-190-080).

Wetlands are fragile ecosystems which provide environmental and economic benefits. Wetlands store and slowly release stormwater, thereby reducing flooding problems and helping to maintain hydrology of our rivers, streams, and lakes. They help maintain water quality by storing nutrients, decreasing sediment loads, and reducing erosion. Wetlands also provide important habitat for fish and wildlife. They provide essential nesting, migratory, and wintering areas for over 50 percent of the nation's migratory bird species (U.S. Fish and Wildlife Service, 1990).

A wetland is defined by the Lakewood Wetlands Management Plan as follows: "An area of a transitional nature that exhibits characteristics of both upland and aquatic environments as defined by the U.S. Fish and Wildlife Service or other definition adopted by the State of Washington."

Historically, wetlands have been viewed as useless swamps possessing little value without the aid of draining or filling. However, efforts recently have been made to preserve and protect wetlands and the important ecological functions that they perform. These functions vary with each wetland, but include providing flood control, water quality protection, shoreline stabilization, groundwater recharge and contributions to wildlife and fisheries habitat.

While wetland management is not a new concept, the goals of wetland management have changed considerably in the last two decades. Research has demonstrated that wetlands serve an important function in maintaining the equilibrium of the overall ecosystem and that the effects of a wetland on the ecosystem are beneficial to both individuals and society.

Lakewood has an estimated 155.3 acres of wetlands within its boundaries. Of the total wetland area, approximately 106 acres are within the Flett Creek 100-year floodplain region (**see MAJOR HYDROLOGIC FEATURES MAP**). Part of the Chambers Bay Watershed Area, this floodplain/ wetland region lies within an area whose western boundary begins at the intersection of Bridgeport Way and Custer Road Southwest. This wetland area extends eastward across Lakewood Drive Southwest to the Burlington Northern Railroad right-of-way (parallels South Tacoma Way). The Northern boundary begins at South 80th Street (Tacoma City Limits) and extends south to Steilacoom Boulevard. Together with the 37 acre Crawford Marsh (Seeley Lake) these two wetland areas comprise 143 acres of the total wetland area in Lakewood. Both are areas where peatbogs are present, and open space areas which provide habitat to a variety of ducks, birds, and other local wildlife.

The remaining wetland areas are composed of relatively small sites dispersed throughout Lakewood. Some are manmade either through mining operations or as mitigation for wetlands lost to property development. Others are surrounded by residential housing. Some wetlands are as small as 9,300 square feet (.2 acre).

The wetlands within the Urban Growth Area are part of the Palustrine System. This system includes all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 percent. Palustrine wetlands may be situated shoreward of lakes, river channels, or estuaries; on river floodplains; or on slopes.

When planning the future of the Lakewood area, it is important to consider the specialized functions that wetlands perform as a part of the natural ecosystem and how disregard for them may affect Lakewood. It is important that wetlands are considered in developing property to maintain water quality, support groundwater recharge, vegetation, and wildlife.

Aquifer Recharge Areas

Lakewood is underlain by soils which are highly permeable and allow for the infiltration of surface waters into groundwater. At a depth below the surface, the infiltrating water enters the aquifer--a saturated geologic layer which can yield sufficient quantities of water to be used as a source of public or private water supply. Where these conditions exist, the areas are known as aquifer recharge areas. Besides soils, a number of other variables (e.g., depth to groundwater and hydraulic conductivity) must be analyzed in order to determine aquifer recharge areas with high vulnerability to groundwater contamination.

Aquifers provide the primary source of domestic and industrial water for most of Lakewood and large portions of urban Pierce County. Land uses which contaminate surface stormwater can eventually cause contamination of groundwater in aquifer recharge areas. Any activity which degrades the water quality of an aquifer can detrimentally impact the health of local citizens.

Groundwater

An understanding of the groundwater dynamics for the Clover/Chambers Creek (CCC) basin is central to establishing the relationship between land use activities and groundwater quality. Where and how water moves through the subsurface also dictates where and how some pollutants may move through the subsurface.

Two distinct groundwater systems have been delineated beneath the Urban Growth Area; a shallow system which occurs above the "B" hydrostratigraphic layer and a deep system which occurs below the "B" layer. A hydrostratigraphic layer is a grouping of sediments both vertically and horizontally, which were deposited at approximately the same time under the same environmental conditions and exhibiting, in general, the same physical and hydrologic characteristics.

Groundwater flow systems can be divided into three major patterns: regional, intermediate, and local. Generally, regional flow systems exhibit the greatest chemical quality changes and the

longest flow paths and residence times, while local systems show little water quality change and short flow paths and times. Within the Urban Growth Area, recharge is predominantly through local and intermediate flow systems. Regional recharge occurs mainly east of the CCC basin in the Cascade Mountains, while regional discharge is primarily to Puget Sound, the Puyallup, and Nisqually River Valleys.

Fish and Wildlife Habitat

Fish and wildlife, like humans, need food and water and places for cover, shelter, and nesting. Locations such as riparian (streamside) areas meet these needs and are called habitat areas. The *Minimum Guidelines* identify critical fish and wildlife habitat as the following: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; all lakes, ponds and streams; and established state natural area preserves and natural resource conservation areas.

Lakewood contains a rich diversity of fish and wildlife habitats. Preservation of a full range of habitats provides numerous benefits to county residents, including: ensuring the preservation of rare species and maintaining ecosystems; significant economic benefits from commercial and recreational fishing and hunting; preservation of cultures, lifestyles, and livelihood which center on fish and wildlife resources; and providing aesthetic and open space values which contribute to the overall quality of life in the community.

Wildlife

Wildlife in the Urban Growth Area is typical of the coniferous forest habitats found throughout Pierce County. Black-tailed deer is the only big game species occasionally found in Lakewood. Other game may include pheasant, blue grouse, ruffed grouse, quail, band-tailed pigeon, Merriam's turkey, marmot and cottontail rabbit. There are a variety of waterfowl and animals of lesser significance found in Lakewood as well. Threatened and endangered species include bald eagles which can be seen around American Lake and Chambers Creek Canyon.

Vegetation

The presence of vegetation in the form of conifer forest, riparian woodlands, open fields or prairies, and artificial landscapes, is a favorable ingredient that can significantly contribute to a community's quality of life. A well balanced landscape provides aesthetic relief which contributes to the stability and preservation of the natural environment by stabilizing soils and slopes, noise buffering, air quality control, and water retention and drainage. An excellent indicator of subsurface hydrological conditions, vegetation can alert property owners to potential constraints that they may face should they wish to develop their properties.

The approximately 11,500 acres of land in the Urban Growth Area include Douglas fir, cedar, red alder, big leaf maple and western hemlock. Cottonwood, dogwood, pussywillow and cascara trees also occur in the area. Brush species include Oregon grape, red-flowering currant, salal, serviceberry, elderberry, wild blackberry, salmonberry, kinnikinnick and various types of ferns, mosses and lichens. Lakewood also contains several groves of Oregon white oak which are becoming harder to find throughout Western Washington and Oregon. The groves are located at Bridgeport Way and Custer Road Southwest, the crest of Flett Creek at the end of Tyler Street

between Steilacoom Boulevard and South 74th Street, and at South 80th Street and Pine Street. Pacific yew also exists within the area and is important for its cancer fighting capabilities. The drug Taxol, which is extracted from the bark of the Yew tree, has been approved to treat some forms of cancer. Ponderosa pine, another unique species, exists on Fort Lewis property and may exist in the Lakewood area.

Frequently Flooded Areas

Flooding is the most common natural disaster to occur in Lakewood, posing threats to lives, properties, and resources. Floods occur when a stream or river receives more water than its channel can accommodate. Floods can originate from natural causes such as heavy rainfall or snowmelt. However, human activities can often increase the frequency and magnitude of flood events. Frequently flooded areas are normally adjacent to creeks or other water bodies and include the entire 100-year floodplain--that area which has a one percent chance of flooding in a given year. The floodplain receives water which overflows from the main channel of a stream or river.

Loss of vegetation and soil often occurs when areas become urbanized--rooftops and paved roads become common. This causes a loss in permeable surfaces, thereby increasing the volume of stormwater which directly releases into streams, rather than being absorbed by vegetation or soil. In a similar manner, extensive logging of forest lands can increase stormwater runoff, erosion, and sedimentation. The result of these actions is an increase in the area which can be expected to be covered by floodwaters. Structures which are built in flood-prone areas are often damaged or destroyed by floods. At times, people's lives are even jeopardized.

The surface drainage system of Lakewood includes many lakes, creeks, drainage ways, pothole depressions, wetlands and their associated floodplains (see **MAJOR HYDROLOGIC FEATURES MAP**). Floodplains are identified on the Flood Insurance Rate Maps (FIRMs) for Pierce County that are prepared by the Federal Emergency Management Agency (FEMA). These maps illustrate the predicted flood area in a 100-year storm event. The FIRMs also help to set the insurance rates for a structure that may be built within a designated floodplain area. The Lakewood Public Works Department has specific development standards that also must be adhered to for projects proposed within designated flood plain areas.

Flood hazard areas are subdivided into flood hazard zones or insurance risk rate zones. Ten insurance risk rate zones have been defined by FEMA, however, only three exist in Lakewood: Zone A, Zone B, and Zone C.

Flood Zone A are flood hazard areas inundated by the 100-year flood, determined by approximate methods; base flood elevations and flood hazard factors have only been determined for major rivers and creeks. Areas within Lakewood designated Flood Zone A include: Seeley Lake, Steilacoom Lake, Gravelly Lake, Lake Louise, American Lake, Flett Creek, and Chambers Creek.

Flood Zone B are areas between the limits of the 100-year flood areas and the limits of the 500-year flood; areas protected from the 100 or 500-year floods by dike, levee, or other local water-control structure; areas subject to certain types of 100-year shallow flooding where depths are less than one

foot; and areas subject to 100-year flooding from sources with drainage areas less than one square mile. Waughop Lake, Barlow Pond, Carp Lake, Lost Lake, Boyles Lake, and a couple of isolated areas west of Steilacoom Lake are considered to be Zone B.

Flood Zone C are areas of minimal flood hazard. The remainder of Lakewood falls into this category.

In January 1990, specific areas in Lakewood experienced floods. These floods occurred primarily because of heavy rains coupled with inadequate storm water facilities in the flooded areas. The areas that experienced flooding were not within the mapped floodplain areas. Areas prone to flooding are usually designated as floodplains by the Flood Emergency Management Agency (FEMA) to determine flood insurance rates for developed properties. These designated flood plains are associated with wetlands, drainage courses, streams, lakes, or low depressions in the land.

The risk of flooding increases concurrently with increasing development density. The South Tacoma Way corridor is an example of densely developed commercial/industrial areas extensively utilizing both subsurface recharge and storm water disposal systems. During an unusually heavy storm event, the designed capacity of these systems can be overloaded which can cause extensive flooding over roadways and parking lots. The lack of proper maintenance can also cause the designed capacity of these systems to be exceeded even in normal rainfall episodes.

Geologically Hazardous Areas

Geologically hazardous areas are land areas which are susceptible to hazards associated with underlying soils and geology. These hazards pose threats to structures and humans. A number of geologic hazards exist in Lakewood. Landslide and erosion hazards are common in hillside areas with steep and unstable slopes. The entire city is at risk in the event of an earthquake. However, areas underlain by certain geologic materials are more prone to ground shaking or liquefaction (the collapse of the ground caused by liquified soil)--these areas are considered seismic hazard areas.

The Lakewood Urban Growth Area lies along the western border of the Clover/Chambers Creek (CCC) Drainage Basin. The following information was excerpted from the Clover/Chambers Creek Geohydrologic Study for the Tacoma-Pierce County Health Department; Final Report; July, 1985. The CCC basin lies within the central part of the Puget Sound Lowland, a physiographic province of western Washington. This trough was created over millions of years by the complex interaction of oceanic plates on the west diving beneath the continental plate on the east.

The Puget Sound Lowland is bounded on the east by the Cascade Mountains and on the west by the Olympics and the Willapa Hills. To the south, the province extends into the Willamette Valley of Oregon. The CCC basin and the Lakewood Urban Growth Area are located within the southern Puget Sound portion of the province and characterized by rolling hills and depressions which are occupied by lakes, rivers, and Puget Sound.

The CCC basin is located within a poorly drained drift plain ranging in altitude from sea level to 600 feet, gradually rising to the southeast. The drift plain extends from Thurston County in the south, north to British Columbia, and is chiefly the product of glacial and glaciofluvial processes of

the most recent glaciation. Numerous drumlins and kettles are scattered across the plain. Drumlins are hills elongated in the direction of the ice flow. Kettles are depressions formed in the drift by blocks of melting ice and commonly manifest themselves on the surface as lakes and swamps.

Several distinct channels were cut into the drift plain by high velocity glacial meltwater streams. The Clover Creek channel southeast of Summit and the Kirby Channel southeast of Frederickson are two of the larger channels in the CCC basin which come together in the vicinity of Frederickson. The main and deepest part of the Kirby Channel combines with the Clover Creek Channel while a shallower branch swings south paralleling the basin's boundary. The third major drainage channel is the South Tacoma Channel in the northeastern part of the drainage basin. These large glacial outwash channels are significant not only as major topographic features but, where they occur below the water table, the coarse sand and gravel filling the channels provide for high yield wells.

Seismic Constraints

There are three criteria normally used to establish the seismic risk potential for a specific site: 1) the local geological conditions, 2) the rate of earthquake activity, and 3) the maximum historical intensity experienced at a site. As a result of these criteria, a majority of the Lakewood Urban Growth Area is classified as having a slight to moderate risk of structural damage due to an earthquake within the Puget Sound region. However, the entire Puget Sound region is located in seismic zone three according to the Uniform Building Code (UBC). The UBC assigns a seismic zone to different regions of the country with zone four being the highest risk. Therefore, compared to the rest of the United States, Lakewood is a high risk area for damage due to seismic activity. Refer to the **SEISMIC CONSTRAINTS MAP** for an identification of which areas of the City are most susceptible to earthquake damage.

Slope

The topography of the Urban Growth Area is characterized by flats and gently rolling hills with slopes measuring between 0-8 percent. The central western section of the City around Carp Lake, Lake Louise and Waughop Lake is characterized by potholes and hills with slopes measuring between 8 and 30 percent. The steepest slopes within the City are located along the northeast boundary in the Chambers Creek Canyon with slopes measuring over 30 percent. Refer to the **SLOPE MAP** for an identification of slope constraints in the City.

Soils

Soils play an important role in the relationship between land use activities and water quality in the Urban Growth Area. Soils generally serve as the initial contact medium for a potential pollutant on its often complicated route reaching the groundwater layers. Relative to the underlying glacial deposits, soils often serve as an impediment, a filter or barrier, for downward migrating surface waters. As a result of this filtering action, soil types are also used to determine the suitability of an area for on-site septic disposal systems (i.e., septic tanks and drainfields).

Air

Air pollution is associated with a number of health problems. Millions of dollars are spent annually on medical expenses due to these problems. Polluted air also can obscure visibility, create unpleasant odors, and damage animal and plant life. The attractiveness and livability of Lakewood depends on the quality of our air.

All people contribute to air pollution problems by using automobiles, burning wood in woodstoves, burning yard waste, or numerous other actions. Commercial and industrial operations also contribute significantly to air quality problems. Motor vehicles are the source of over half of all air pollution in Pierce County (Puget Sound Air Pollution Control Agency, 1988). Although federal and state laws regulate many of these emission sources, more air pollution sources will be created as population grows. Pierce County will face a growing challenge to maintain or improve air quality as growth in the region continues.

Air quality in Pierce County is influenced by climate, topographic factors and the location of human activity. Activities which may effect air quality include combustion of fossil fuels, outdoor burning of vegetation, and home heating utilizing wood stoves/fireplaces. These activities, as well as other individual actions, which cumulatively create a problem that is difficult to rectify. Pierce, King and Snohomish Counties have been designated as non-attainment areas for ozone by the Environmental Protection Agency. Vehicle inspections are an outgrowth of the designation.

Water

The water quality of streams, lakes and groundwater influences the domestic, economic, recreational, and natural environments of Lakewood. Homeowners use water for drinking, washing, watering plants, cooking, and operating sanitary systems. Farmers need water for watering livestock, irrigation, and maintaining clean facilities. City residents and tourists use lakes and streams extensively for recreational pursuits such as boating, fishing, swimming, and various other activities. Industries utilize water for manufacturing processes. Some uses, such as fish hatcheries, are entirely dependent on a constant and high quality source of water.

Historically, the availability of high quality water has been taken for granted. However, as population and development of the county have grown, so have the problems associated with maintaining water quality. Industries, commercial businesses, residential development, agricultural activities, and numerous other land uses often contribute to water quality problems by allowing contaminated substances (e.g., industrial chemicals, yard herbicides, animal wastes) to enter stormwater runoff.

Watersheds

A watershed is a geographic region that drains precipitation into a river or body of water. There are four regional watersheds in Pierce County: Puyallup, Nisqually, Tacoma, and Kitsap. Lakewood is located within the Tacoma Watershed. The regional watersheds were further divided and ranked into twenty-five subwatersheds for the purposes of prioritizing planning and storm water management, with one having the highest priority. Lakewood encompasses portions of Chambers Bay, Clover Creek, and American Lake subwatersheds. Chambers Bay has been ranked "2",

Clover Creek "6", and American Lake "9". These rankings were done as part of the effort by Pierce County in response to the mandate of the Puget Sound Water Quality Authority (PSQWA) laid out in the 1987 Puget Sound Water Quality Management Plan (PSWQMP). The PSWQMP contains several elements which are to be addressed as part of a long term program to improve the water quality in Puget Sound by reducing or eliminating non-point source pollution. Ranking was based on the extent of impairment, likelihood of increased development and potential for water quality problems.

Chambers Bay Subwatershed

The Chambers Bay Subwatershed is the principal drainage outlet for the entire Clover/Chambers Creek drainage basin. The flow from Clover Creek enters Steilacoom Lake in the south and is carried out by Chambers Creek in the north. The topography of this subwatershed is composed of level flatlands for the eastern portion with deeply incised ravines in the Leach Creek basin, most of Chambers Creek and the downstream portion of Flett Creek. The area is composed almost entirely of gravelly soils that are typically level, somewhat excessively drained, that were formed in glacial outwash. Chambers Creek carries flow from Leach Creek, Flett Creek and outflow from Steilacoom Lake to Chambers Bay. Waughop Lake, Seeley Lake, and other lakes do not have outlets connecting them to Puget Sound.

Steilacoom Lake/Clover Creek Subwatershed

Most of the Steilacoom Lake/Clover Creek Subwatershed is covered with a gravel subsoil which maximizes infiltration and minimizes runoff. The Steilacoom Lake/Clover Creek Subwatershed consists of level flatlands which drain into Steilacoom Lake. It is nearly level with somewhat excessively drained soil that formed in glacial outwash. Steilacoom Lake is at the downstream end of Clover Creek. This lake, in addition to Spanaway Lake, is large enough to lessen flood impacts from intense storm events.

American Lake/Sequalitchew Creek Subwatershed

The prominent drainage channel is Murray Creek emptying into American Lake. A weir located at the southern tip of American Lake diverts the water into a channel to Sequalitchew Lake which empties into Sequalitchew Creek and finally into Puget Sound. Runoff is generally low in the subwatershed which is covered almost exclusively by a gravel subsoil with small isolated patches of peat and fine grained materials.

Storm Water

Storm water or surface water runoff is precipitation that is not absorbed by the soil or vegetation and makes it way out of the watershed into surrounding surface waters. It may travel by way of natural or man made drainage courses. Storm water may contain a mixture of suspended solids, oil, grease, nitrates, phosphates, bacteria, viruses, and toxic material such as lead, cadmium, mercury, organic pesticides, ammonia and petroleum products (PSWQA, 1991). Storm water will be increased by clearing of vegetation, poor agricultural practices, and increasing impervious cover through land development.

Storm water is one of many sources of non-point source water pollution. Non-point source water pollution is typically defined as pollution that is not discharged through pipes. The fundamental

difference between point and non-point pollution is the difficulty of isolating, identifying, and controlling non-point sources. Other examples of non-point source water pollution include agricultural runoff, discharges from failing septic systems, erosion and sedimentation from land development or forest practices, and discharges from boats and marinas. Accumulated evidence shows that many toxicant's associated with non-point sources are present in marine bottom sediment and tissue of animals that inhabit the Sound.

Surface Drainage System

Lakewood's surface drainage system consists primarily of recharge systems supplemented by some closed conduits which convey residential runoff into lakes. A concentration of recharge systems, including dry wells and drainage pipes, are located in two areas: along Bridgeport Way, near Steilacoom Lake and along South Tacoma Way. Along Bridgeport Way, drainage is received from multi-unit residential and commercial developments. Additionally, storm water recharge facilities located along South Tacoma Way, serve several car lots and automobile-related commercial activities, as well as numerous commercial and multi-family residential parking lots.

Recharge systems basically involve two ways for handling storm water. It can be diverted or channeled. Diversion systems collect and divert storm water runoff into creeks and lakes. Channeling systems filter, and dissipate storm water flow velocities prior to entering surface water bodies or filters the storm water prior to percolation into the aquifer layers. Examples of channel systems include dry wells, porous pipes, culverts, french drains or natural depressions (pot holes) where seepage occurs.

Settling of suspended particulates occurs within the recharge systems to varying degrees, depending upon the type and size of the system. Large recharge systems can allow up to 2 or 3 hours of retention during large storms, allowing particulates to settle, which removes pollutants from the storm water. Recharge systems often have grass-lined bottoms, which provide additional particulate removal. Detention systems such as dry wells and french drains provide a limited amount of pollutant removal; filtration increases as the drain bottom fills in with silt. Since Steilacoom gravel consists of large interstitial spaces, removal of particulates is limited.

These facilities are usually designed for a 25-year storm event for existing land use conditions. This means that there is a 4 percent chance of storm water exceeding the designed level of protection each year, or on average, once every 25 years there can be a runoff event that exceeds the design capacity of the drainage facilities. Regional detention/retention facilities are designed for a 100-year storm event.

EXISTING REGULATIONS ADDRESSING THE ENVIRONMENT AND CRITICAL AREAS

Lakewood Critical Areas Regulations

The GMA required that local jurisdictions designate critical areas and adopt development regulations which protect these areas. The Lakewood City Council adopted Critical Areas Regulations for protection of geologically hazardous areas, aquifer recharge areas, and frequently flooded areas and wetlands in February 1996. The GMA requires that Lakewood review its critical area regulations when adopting its Comprehensive Plan and implementing development regulations. The GMA also allows alterations to the critical area regulations to ensure consistency with the Comprehensive Plan. A number of the policies listed under the Objectives, Principles, and Standards section of this element address issues related to critical areas.

SEPA/Lakewood Environmental Regulations

The State Environmental Policy Act (SEPA) requires local jurisdictions to consider environmental impacts both in undertaking their own projects and in permitting private development projects. Certain activities, such as construction of single-family residences, are exempt from SEPA review. Lakewood is responsible for reviewing development proposals and determining environmental impacts. Lakewood may make one of three determinations: that a project is nonsignificant; that it will be nonsignificant provided certain conditions are met; or that a project will have a significant impact and that an environmental impact statement must be completed for the project.

SEPA rules provide the authority for local jurisdictions to deny actions or require mitigation measures as a condition of approval for any action subject to SEPA. Mitigation measures or denials must be based on adopted City policies or regulations which provide substantive direction for dealing with specific environmental impacts. The goal of the SEPA process is to ensure that all potential environmental impacts of a project are disclosed prior to action by decision-makers.

Lakewood Site Development Regulations

The *Lakewood Site Development Regulations* establish development standards and guidelines for storm drainage, earthwork, erosion control, floodplain activities, driveways and county roads, and archaeological sites. Most development activities must comply with the minimum standards established in the regulations.

Lakewood Shoreline Management Use Regulations

The *Shoreline Management Use Regulations for the City of Lakewood* regulate all development proposals within 200 feet of the ordinary high water mark of all streams and rivers with average flows greater than 20 cubic feet per second and lakes greater than 20 acres in size. Wetlands associated with any of these shorelines are also subject to shoreline review. For most development activities a shoreline substantial development permit is required. Limited exemptions from permitting are allowed for activities such as bulkheads associated with single-family residences.

Shoreline areas are designated as either "Natural, Conservancy or Urban Environments". Specific uses and conditional uses are allowed in each shoreline designation. The shoreline management regulations require that all developments comply with development standards established for each type of shoreline use. Some of these standards relate to protection of the natural environment.

STATE GOALS

Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. (RCW 36.70A.020(10))

Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks. (RCW 36.70A.020(9))

Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses. (RCW 36.70A.020(8))

STATE MANDATES

Each county and city shall adopt development regulations that protect critical areas that are required to be designated under RCW 36.70A.170... (RCW 36.70A.060(2))

Such counties and cities shall review these designations and development regulations when adopting their comprehensive plans under RCW 36.70A.040 and implementing development regulations under RCW 36.70A.120 and may alter such designations and developments regulations to insure consistency. (RCW 36.70A.060(3))

COUNTY MANDATES

Multi-County Planning Policies

- Protect critical areas, conserve resource lands, and preserve lands and resources of regional significance. (RF-2)
- Give high priority to protecting and enhancing the natural environment and the public health of residents when providing services and facilities. (RC-3)
- In coordinating growth management for urban development with natural resource planning, promote urban development solutions that conserve water, energy, and land resources and protect air quality. (RC-5)
- Preserve and enhance the region's natural resources and environmental amenities while planning for and accommodating growth. (RO-1)
- Promote regional air and water quality protection in conjunction with comprehensive plan development and implementation. (RO-2)
- Preserve significant regional historic, visual and cultural resources including views, landmarks, archaeological sites and areas of special locational character. (RO-5)
- Encourage the use of environmentally sensitive development practices to minimize the effects of growth on the region's natural resource systems. (RO-6)

County-Wide Planning Policies

- Coordinate with other governmental entities to identify, designate and conserve resources, and protect open space and environmentally sensitive lands. (Natural Resources Policy 1)
- Define natural resources to include mineral resources and mineral lands, productive timber lands, and fisheries industries. (Natural Resources Policy 2)
- Maintain and enhance natural resources through one or more of the following means: conservation, conservation combined with planned use, planned use, enhancement, education, preservation, purchase/acquisition, regulatory approaches, and compensable approaches. (Natural Resources Policy 3)
- Consider the following regarding natural resources and environmentally sensitive lands: (Natural Resources Policy 5 and 6)
 - Provide an emphasis on preventing air and water quality degradation;
 - Give priority to protection of environmentally sensitive lands;

- Develop standards and criteria for limited development if permitted in the County or in municipal comprehensive plans;
 - Where development is permitted, provide protection for environmentally-sensitive lands through the provision of appropriate buffers;
 - Adopt a "no net loss" approach;
 - Utilize of positive incentives for conservation;
 - Utilize of transfer of development rights or other flexible, clustered or compensatory regulatory approaches;
 - Designate environmentally sensitive lands of local, county and statewide significance;
 - Educate all segments of the community concerning the importance of these Policy objectives.
- Define environmentally sensitive lands to include all designated critical areas pursuant to RCW 36.70A.030(5) including, but not limited to, wetlands, aquifer recharge areas, fish and wildlife habitat, geologically hazardous lands and water supply areas, shorelines, creeks, streams, lakes, rivers, deltas, frequently flooded areas, estuaries, and unique geologic features such as canyons. (Natural Resources Policy 6)
 - Determine the amount of development permitted on environmentally sensitive lands by the nature of the area sought to be protected, on a case-by-case basis, in conjunction with SEPA regulations. (Natural Resources Policy 7)
 - Seek to comply with or exceed federal and state environmental quality standards where required. (Natural Resources Policy 8)
 - Consider policies on environmentally sensitive lands in conjunction with other policies. (Natural Resources Policy 9)
 - Define open space to include parks, recreation areas, greenbelts/natural buffers, scenic and natural amenities or unique geological features or unique resources. (Natural Resources Policy 10)
 - Develop a plan for the provision of open space considering: environmentally sensitive lands may also include open space and/or greenbelt areas; open space areas are located only within urban growth areas; and open space is defined in conjunction with recreation and facilities. (Natural Resources Policy 11)
 - Designate appropriate open space following an assessment of local needs and based upon specific criteria, upon the recommendation of the governing body, and if the recommended and assessed areas are in aquifer recharge areas, floodplains, or unique resource areas, or rare and endangered species (plant/animal) habitat. (Natural Resources Policy 12)
 - Encourage new housing to locate in a compatible fashion with open space designations or outside of designated open spaces. (Natural Resources Policy 14)

- Regulate open space through: zoning and subdivision ordinances; development impact fees; dedication of land or money in-lieu of land; designation of open space corridors; soil conservation measures; wetlands, shorelines, floodplain or other environmentally sensitive lands ordinances; or development agreements. (Natural Resources Policy 15)
- Make an inventory of existing and newly designated open space by local planning inventory or regional inventory. (Natural Resources Policy 16)
- Authorize the following methods of retention of open space land or corridors: public acquisition of property in fee simple or through development easement acquisition; private acquisition with covenants, conditions and/or restrictions limiting the use of the property to open space; alternatives to public purchase, including flexible zoning, approaches, land trusts, easements, donations, etc.; or retention of existing open space. (Natural Resources Policy 17)

Joint Land Use Study

The *Joint Land Use Study* (JLUS) is a collaborative planning effort involving the military installations of Fort Lewis, McChord Air Force Base (AFB) and Camp Murray (Washington National Guard) and ten local governments surrounding these military installations. Its broad goal is to encourage each jurisdiction to practice compatible development and redevelopment in each affected jurisdiction that balances sustaining the local military missions with long-term community land use needs.

A number of recommendations from the *Joint Land Use Study* (JLUS) address environmental issues. Many of the JLUS recommendations address the issue of noise. The problem of noise-sensitive land uses such as residential developments located in areas of high aircraft noise and artillery noise is discussed. The JLUS recommends that Pierce County, and by inference Lakewood, further regulate uses allowed within areas subject to high noise levels, establishing requirements for noise attenuation construction techniques and restricting or prohibiting some noise-sensitive land uses. The military is asked to pursue measures which will reduce noise associated with airplanes, helicopters, and artillery. Other recommendations suggest coordinated efforts between the military and local jurisdictions to develop consistent environmental policies.

A comprehensive listing of JLUS policies is included in the Land Use Element. The following JLUS recommendations specifically address environmental policy:

- For proposed new development in the Clear Zone, environmental checklists should be referred to the McChord AFB Commander for comment prior to threshold determination. (JLUS Aircraft Safety Recommendations, Issue #1, Policy 5)
- For development proposals in Accident Potential Zones I & II, environmental checklists should be referred to the McChord AFB Commander for comment prior to a threshold determination. (JLUS Aircraft Safety Recommendations, Issue #2, Policy 3)

- Comprehensive Plan policies adopted by local governments pertaining to environmental issues, should agree with and not degrade the environmental policies of the military installations. (JLUS Growth Management Recommendations, Issue #1, Policy 9)
- The military and local jurisdictions should develop and adopt programs to encourage preservation of natural vegetation for aesthetic and noise attenuation purposes. (JLUS Growth Management Recommendations, Issue #1, Policy 10)

OBJECTIVES, PRINCIPLES, AND STANDARDS

ENV Objective 1. Achieve the following performance goals, intended to provide a measure of Lakewood's environmental health:

- 1.1 Attain full compliance with all existing 1994 state and federal air quality standards by the year 2000.
- 1.2 Achieve "no net loss" of wetland areas and important fish and wildlife habitat.
- 1.3 Reach full compliance with existing 1994 state water quality standards by the year 2000.
- 1.4 Improve water quality and quantity and watershed conditions so that wild runs of fish can be restored to healthy, viable populations.

ENV Objective 2. Coordinate with other governmental entities (e.g., state and federal agencies, Pierce County, other local municipalities, tribal governments) to protect critical areas and address environmental issues.

ENV Objective 3. Protect natural resources and systems, such as aquifers, steep slopes, fresh bodies of water, flood plains, wetlands, and other equally important aspects of the natural environment within the community.

- 3.1 The City should consider the cumulative impacts of developments on the quality of land, wildlife and vegetative resources as a part of the environmental review process and require any appropriate mitigating measures. Such mitigation may involve the retention of significant habitats.

ENV Objective 4. Attain a high level of air quality in Lakewood to ensure a reduction in adverse health impacts and to provide clear visibility for the scenic views enjoyed by residents.

- 4.1 Establish educational programs to provide information to the public on air quality problems and measures which each person can take to improve air quality.

- 4.1.1 Provide information to the public on proper use of wood stoves and fireplaces.
- 4.2 Develop land use practices which improve air quality.
 - 4.2.1 Ensure that wood waste recycling facilities are allowed to locate in appropriate locations.
 - 4.2.2 Avoid incompatible land uses that create or exacerbate local air quality problems.
 - 4.2.3 Encourage higher density land use development patterns, well served by public transportation, within the Urban Growth Area.
 - 4.2.3.1 Promote "infill" developments that contribute to a better jobs and housing balance and greater non-automobile transportation accessibility to residents and workers.
 - 4.2.4 Reduce air pollution emissions from construction and land clearing activities.
 - 4.2.4.1 Condition site development permits to minimize airborne dust.
 - 4.2.4.2 Provide opportunities for on-site wood waste recycling facilities (e.g., wood chipping) that preclude the need to burn debris in areas outside of no-burn zones.
 - 4.2.5 Shopping and leisure-time areas should be accessible by transit or alternative transportation modes to avoid large concentrations of traffic and to minimize impacts on air quality.
 - 4.2.6 Encourage the use of landscaping and the retention of existing vegetated areas to provide for filtering of suspended particulates.
- 4.3 Improve air quality by supporting transportation modes which reduce reliance on single-occupancy vehicles.
 - 4.3.1 Support cost-effective high capacity transit plans and projects which move people safely and speedily and reduce vehicle-related emissions.
 - 4.3.2 Pursue methods of reducing commuter trips to all major work sites through transportation demand management programs.

- 4.4 Pursue the use of alternative cleaner-burning fuels and recycling programs.
 - 4.4.1 Provide curbside solid and "clean green" waste collection services at reasonable costs.
 - 4.4.2 Where feasible, convert and replace conventional gasoline and diesel-fueled municipal and county fleets, to alternatively-fueled vehicles as an example of the public sector's commitment to clean air.
 - 4.4.3 Encourage use of clean heating sources to decrease air pollution.
- 4.5 Coordinate air quality improvement efforts with the Puget Sound Air Pollution Control Agency, the Puget Sound Regional Council, and other agencies and jurisdictions, to monitor benefits of transportation demand management programs, share technical information on air quality and its relation to land use and transportation, and integrate land use and transportation policies.

ENV Objective 5. Prioritize and protect important aquifers and surface waters to ensure that water quality and quantity are maintained or improved while protecting natural drainage, wildlife habitat and the aesthetic function of streams, lakes and Puget Sound from degradation.

- 5.1 Manage and plan water resources on a watershed basis.
 - 5.1.1 Work with Pierce County on the development and implementation of watershed action plans for the Clover/Chambers Creek watershed to coordinate approaches in preventing and controlling nonpoint source pollution.
 - 5.1.2 Manage watersheds supplying water to Lakewood residents to maintain base flows of surface waters, maintain groundwater levels, control flooding, and maintain or improve water quality.
 - 5.1.3 Work with Pierce County and the Lakewood Water District to develop planning and implementation programs for protecting groundwater in areas susceptible to contamination. Pinpoint specific remedial actions for groundwater protection.
- 5.2 Develop performance standards and regulate uses for activities which can adversely impact water quality or quantity in aquifers, watersheds, and surface waters, consistent with state and federal laws and regulations.
 - 5.2.1 Establish performance standards to maintain aquifer recharge and protection. Require that new developments meet these performance

standards and that existing facilities be retrofitted, where feasible, to meet the standards.

5.2.2 Developments near surface waters should be designed so that impacts to the surface waters are minimized.

5.2.2.1 Encourage the use of sedimentation traps and filters to control the transportation of silt and other materials into the surface water system.

5.2.2.2 Strongly encourage natural vegetative cover to be left along waterways by property owners.

5.2.3 Evaluate and strengthen, as needed, regulation and enforcement of agricultural animal waste disposal, failing septic systems, and other activities which contribute to fecal contamination of water.

5.2.4 Areas of employment and community facilities (except parks and recreational facilities) should be located outside of shorelines and constructed to protect major aquifers providing drinking water for the community. Water dependent uses may locate in shorelines provided the impacts are mitigated.

5.2.4.1 Mixed municipal solid waste and woodwaste landfills should not be located within 200 feet of streams, lakes, ponds, rivers, or salt water body, nor in any wetland, floodplain, or in any designated public watershed.

5.2.5 Protect water quality and quantity in waters supporting fish hatcheries.

5.2.6 Encourage the use of measures that remove hydrocarbons, metals, organic matter, and toxics from water prior to discharge to surface or groundwater.

5.2.7 Support the use of new technology for sewage disposal which minimizes environmental degradation.

5.3 Take active measures to ensure adequate recharge of aquifers utilized by Lakewood residents for domestic water supplies, and to protect the quality of water in those aquifers.

5.3.1 Pursue both natural and engineered solutions to maintaining aquifer recharge quantity and quality. Natural solutions (e.g., maintaining undisturbed vegetation) are preferred.

- 5.3.1.1 Require that all new developments in mapped aquifer recharge areas retain a percentage of vegetation to provide for aquifer recharge.
- 5.3.1.2 Provide for aquifer recharge through the use of stormwater management technologies which best protect water quality.
- 5.4 Establish performance standards to address stormwater runoff and problems of nonpoint source pollution.
 - 5.4.1 Enhance existing stormwater and erosion control standards utilizing best available technology and flexible approaches, including use of biofiltration systems where appropriate. Local factors such as densities and soil types should be examined when determining appropriate standards and technologies.
 - 5.4.2 Reduce or control pollutants in runoff from paved surfaces.
 - 5.4.3 Evaluate and pursue alternatives to roadside spraying by the City of Lakewood.
 - 5.4.4 Require conservation measures and best management practices to include:
 - 5.4.4.1 Require new construction and renovations to install water saving devices;
 - 5.4.4.2 Encourage the co-location of industries requiring substantial amounts of water;
 - 5.4.4.3 Encourage landscaping and site development techniques which conserve water;
 - 5.4.4.4 Provide economic incentives for industries and homes utilizing water conservation practices; and
 - 5.4.4.5 Investigate possible uses of grey water.
 - 5.4.5 New developments should be designed to minimize areas of impervious ground cover.
 - 5.4.6 Consistent with stormwater NPDES requirements, investigate disallowing the discharge of stormwater pollutants into surface or

groundwater and allowing for operation and maintenance of new and existing stormwater systems.

- 5.5 Provide information to Lakewood residents and coordinate with other interested agencies and groups to strengthen educational programs on practices that protect groundwater and surface water quality and methods which can be used to conserve water resources.
 - 5.5.1 Coordinate education efforts among various Lakewood departments and other agencies.
 - 5.5.1.1 Coordinate with the Lakewood Water District to develop public education programs on water conservation and drinking water quality.
 - 5.5.2 Provide information to Lakewood residents and workers about using landscaping, site development and maintenance practices to promote aquifer recharge and protect groundwater and surface waters.
 - 5.5.3 Continue and strengthen educational programs on water quality.
- 5.6 Coordinate with federal agencies to eliminate point source pollution on federal lands.
- 5.7 The City should assert its interests to ensure that neighboring jurisdictions exercise their responsibilities in promoting good water quality.

ENV Objective 6. Maintain and where necessary improve terrestrial and aquatic ecosystems so that they maintain viable, reproducing populations of plants and animals.

- 6.1 Consider conducting watershed analyses within each defined sub-watershed that is influenced by Lakewood regulation or management.
 - 6.1.1 Where undertaken, watershed analyses shall adhere to state and federal technical strategies and assessment methodologies.
 - 6.1.2 Where undertaken, the watershed processes to be examined shall include at least mass wasting, surface erosion, hydrology, riparian function, stream channel, water quality, fish habitat, wildlife, landscape and ecosystems, land conversion, public works, cultural resources, and ecosystem restoration.

ENV Objective 6. Maintain and where necessary improve terrestrial and aquatic ecosystems so that they maintain viable, reproducing populations of plants and animals.

- 6.1 Consider conducting watershed analyses within each defined sub-watershed that is influenced by Lakewood regulation or management.
- 6.1.1 Where undertaken, watershed analyses shall adhere to state and federal technical strategies and assessment methodologies.
 - 6.1.2 Where undertaken, the watershed processes to be examined shall include at least mass wasting, surface erosion, hydrology, riparian function, stream channel, water quality, fish habitat, wildlife, landscape and ecosystems, land conversion, public works, cultural resources, and ecosystem restoration.
 - 6.1.3 The watershed analysis results should pinpoint the following features: watershed processes; disturbance regimes (managed vs. natural); sensitive areas and resources; critical species (distribution, abundance, life history, habitat, limiting factors); social values and concerns; overall physical and biological condition; management constraints and opportunities; ecologically and geomorphically based special protection areas; evaluation and monitoring approaches; and restoration management programs.
 - 6.1.4 The watershed analysis report should reflect two sections:
 - a. A section describing the conditions and impact mechanisms in the watershed; and
 - b. A section specifying watershed processes and ecosystem concerns and interactions that will need to be addressed at a project-planning scale in different parts of the watershed.
 - 6.1.5 Watershed prescriptions will be devised by applying the information brought forth within the watershed analysis report. These prescriptions should reflect at least the following basic components: ecologic protection strategies, land use strategies, assimilated module results, social conflict resolution, road planning, species viability, cumulative effects, restoration strategies, and monitoring program strategies.
- 6.2 Consider establishment of a Lakewood ecosystem restoration strategy to be coordinated with federal, state, and private efforts and based upon each sub-watershed's analysis results.

ENV Objective 7. Consider establishing long-term programs to evaluate and mitigate the cumulative impacts of land use activities on terrestrial and aquatic ecosystems in Lakewood.

7.1 Consider establishing comprehensive ecosystem management programs to protect fish and wildlife resources within specific geographic areas of Lakewood. These programs should identify and assess existing conditions (e.g., fish and wildlife habitat areas, hydrology, slope) within an area. Based on the assessment of conditions, management guidelines should be developed to provide clear direction for future development activities. The management guidelines must ensure that habitats and movement corridors are maintained or enhanced.

7.1.1 Where appropriate, incorporate and utilize existing federal and state programs with comprehensive approaches to fish and wildlife habitat protection (e.g., ecosystem management, watershed analysis, landscape management.)

ENV Objective 8. Provide for the maintenance and protection of habitat areas for fish and wildlife.

8.1 Work toward identifying and mapping all areas, including both private and public lands, where critical fish (including shellfish) and wildlife habitat areas exist in Lakewood. Examples of such areas are:

- a. Stream corridors and wetland areas;
- b. Habitat areas for endangered, threatened, candidate, monitored, and sensitive species as identified by the Department of Wildlife;
- c. Priority habitats as identified by the Department of Wildlife;
- d. Known wildlife movement corridors;
- e. Corridors which provide the only cover in urban areas and serve as connection to other habitat areas; and
- f. Fish hatcheries.

8.2 Work toward prioritizing the relative values of habitat areas and place regulatory emphasis on the critical habitat areas.

8.3 Maintain fish and wildlife movement corridors, as appropriate to protect species.

8.3.1 Require that buffers of undisturbed vegetation be retained for all new development activities along streams, ponds, and lakes, where appropriate.

8.3.1.1 Each water body (e.g., Clover Creek, Flett Creek, Chambers Creek) shall be evaluated to determine whether a buffer is appropriate and to establish buffer

widths consistent with critical lands regulations, based on the individual characteristics of the water body. Examples of these characteristics include DNR stream typing classification, impact on other water bodies, and scientific information.

- 8.4 Evaluate existing regulations and policies to determine whether they adequately protect critical fish and wildlife habitat areas. Where necessary, amend existing regulations and policies or develop new strategies to protect critical habitat areas while maintaining consistency with all goals of the Interim Comprehensive Plan, as follows:
 - 8.4.1 Require that new development proposals on or near critical habitat areas be assessed to determine impacts on fish and wildlife. If impacts are likely, require the preparation of habitat management plans which mitigate these impacts consistent with critical lands regulations.
 - 8.4.2 Encourage subdivision dedication of critical fish and wildlife habitat as open space, as follows:
 - 8.4.2.1 Provide incentives by allowing increased densities on less-sensitive areas of site;
 - 8.4.2.2 Ensure that open space dedications best fulfill needs of fish and wildlife, and can be linked to adjacent open spaces to provide wildlife corridors; and
 - 8.4.2.3 Explore the use of transfer of development rights to direct growth away from important habitat areas.
 - 8.4.3 Strongly discourage incompatible land uses near critical habitat areas.
 - 8.4.3.1 Critical fish and wildlife habitat areas should be buffered and protected from employment areas, residential areas, and community facilities (except parks and recreational facilities).
 - 8.4.4 Evaluate the Lakewood shoreline master program and shoreline management use regulations to determine whether the habitat needs of fish, other aquatic life, and wildlife are met. Where necessary, amend or develop new regulations and policies which provide habitat benefits.

- 8.4.5 Evaluate Lakewood site development regulations to determine their effectiveness in providing for critical fish and wildlife habitat areas and corridors and consider the following:
 - 8.4.5.1 Amend clearing requirements to require the retention of a percentage of vegetation on all development sites to provide for wildlife needs;
 - 8.4.5.2 Provide specific erosion control measures near critical fish and wildlife habitat areas;
 - 8.4.5.3 Establish thresholds (i.e., minimum areas subject to regulation) for clearing permits which allow special consideration of clearing activities in critical fish and wildlife habitat areas;
 - 8.4.5.4 Ensure that habitat assessment and habitat management plans, if required, are prepared prior to approval of any site development proposals; and
 - 8.4.5.5 Require the use of best management practices for stormwater drainage, such as biofiltration, to maintain water quality for fish and wildlife.
- 8.5 Consider pursuing the public acquisition of critical fish and wildlife habitat areas.
 - 8.5.1 Work toward developing a comprehensive inventory of existing habitat areas critical to fish and wildlife and set priorities for acquisition.
 - 8.5.2 Consider a number of approaches for obtaining lands, including voter approved bond issues, grant funding, donations from individuals, foundations, and other institutions, and other acquisition strategies.
- 8.6 Work toward establishing educational programs for private land owners to foster maintenance and enhancement of habitat areas.
 - 8.6.1 Provide City staff to develop education programs and to work cooperatively with land owners to assist in the identification and enhancement of habitat areas.
- 8.7 Seek cooperation with all entities public or private (e.g., federal government, State of Washington, tribes, utilities) on issues impacting fish and wildlife habitat.

ENV Objective 9. Avoid the endangerment of lives, property, and resources in hazardous areas, including areas subject to geologic and flood hazards and direct development to areas best suited and to ensure that present and future residents enjoy relative freedom from potential hazards to life, limb and property.

- 9.1 Work toward identifying and mapping all hazardous areas including geologic and flood hazards.
- 9.2 Establish land use practices in hazardous areas so that development does not cause or exacerbate natural processes which endanger the lives, property, and resources of the citizens of Lakewood.
 - 9.2.1 Ensure that property owners in hazardous areas are educated and notified about the presence of hazardous areas and the threat which they pose.
 - 9.2.1.1 Require notification statements to be placed on the face of all title documents and plats of properties containing hazardous areas.
 - 9.2.1.2 Develop public outreach programs which educate the citizenry about the threats posed by hazardous areas and about measures which they can take to avoid the hazards.
 - 9.2.2 Hazardous areas should be utilized as open space whenever possible. Consider incentives for maintaining hazardous areas as open space by allowing increased densities on less-sensitive areas of the site.
 - 9.2.3 Solid waste facilities should be carefully sited to avoid hazardous areas.
- 9.3 Land clearing for construction or other significant removal of vegetation on slopes of 15 percent or greater shall be regulated to protect against erosion and landslide hazards.

Geologic Hazards

- 9.4 Establish land use practices in geologically hazardous areas so that development does not cause or exacerbate natural processes which endanger the lives, property, and resources of the citizens of Lakewood.
 - 9.4.1 Require stringent design standards for sewer lines and utilities within seismic hazard areas.

- 9.4.2 In areas with landslide and erosion hazards, encourage the use of cluster developments, directing building site development to areas away from the hazards and setting the hazard areas aside as open space.
- 9.4.3 Community facilities (except parks and recreational facilities) should be located on level or gradable land and avoid geologically hazardous areas.
- 9.5 Utilize the best available data and methodologies to identify, evaluate, and delineate hazardous areas.
 - 9.5.1 Utilize mapping based on soil, geologic, topographic, and hydrologic data to identify landslide and erosion hazard areas.
- 9.6 Direct critical facility development away from areas subject to catastrophic, life-threatening geologic hazards where the hazards cannot be mitigated.
- 9.7 Where the effects of hazards can be mitigated, require appropriate standards for site development and for the design of structures in areas subject to geologic hazards.
 - 9.7.1 Require geotechnical studies and mitigation for all development activities in landslide and erosion hazard areas, with the amount of information required based on the severity of the landslide or erosion hazard at the proposed development site.
 - 9.7.1.1 Require appropriate mitigating measures where one or more than the following conditions exists:
 - a. Slope of 15 percent or greater;
 - b. Known unstable soils;
 - c. Evidence of old or recent slides;
 - d. Identified slide hazard areas;
 - e. Evidence of soil creep; and
 - f. Any areas where geologic conditions create the potential for slope instability.
 - 9.7.1.2 Mitigation should include requirements for buffers, setbacks, or other measures which maintain slope stability.
 - 9.7.2 In addition to Uniform Building Code standards for design of structures in seismic hazard areas, consider establishing the following standards:

- a. Building setbacks should be established to maintain open transportation corridors.
 - b. Establish special seismic requirements for sites storing hazardous materials.
- 9.7.3 Evaluate existing performance standards for developments in landslide and erosion hazard areas, and revise as needed to incorporate best available technologies and development practices.
- 9.7.4 Require temporary and permanent erosion control measures in erosion hazard areas, with appropriate consideration of erosion impacts upon lakes, streams, and Puget Sound.
- 9.7.5 Require independent review of geotechnical reports for projects in seismic hazard areas, rather than in-house technical review.
- 9.8 Ensure that public facilities are structurally secure in the event of an earthquake.
 - 9.8.1 Work toward inventorying public and critical facilities which do not meet current seismic construction standards.
 - 9.8.2 Consider establishing a program to retrofit public and critical facilities which do not meet current seismic construction standards.

Flood Hazards

- 9.9 Establish land use practices in flood hazard areas so that development does not cause or exacerbate natural processes which endanger the lives, property, and resources of the citizens of Lakewood.
 - 9.9.1 Encourage low intensity land use activities including agricultural and recreational land uses in floodplain areas and discourage other land uses in these areas.
 - 9.9.1.1 Establish lower densities and low-intensity land uses in floodplain areas which discourage conversion of land to urban uses.
- 9.10 Direct critical facility development away from areas subject to catastrophic, life-threatening flood hazards where the hazards cannot be mitigated.
 - 9.10.1 Prohibit the construction of critical facilities in flood hazard areas.

- 9.11 Where the effects of hazards can be mitigated, require appropriate standards for site development and for the design of structures in areas subject to flood hazards.
 - 9.11.1 Require compensatory storage and a "no net loss" approach to maintaining flood water storage capacity in flood hazard areas.
 - 9.11.2 Require flood-proofing of renovated and new structures in flood hazard areas.
 - 9.11.3 Maintain existing flood control structures on Lakewood streams (including dams, dikes, levees, etc.).
 - 9.11.4 Evaluate the effectiveness of existing requirements for on-site stormwater retention and detention and revise where flooding issues are not adequately addressed.
- 9.12 Pursue the public acquisition of flood hazard areas through the use of innovative programs and various alternatives available for public acquisition (e.g., purchase of development rights).

ENV Objective 10. Provide for the long-term protection and "no net loss" of wetlands.

- 10.1 Identify and map all wetland areas, including both private and public lands where regulated wetlands exist in Lakewood.
- 10.2 Provide for innovative and equitable wetland management methods which protect public health, safety or welfare.
 - 10.2.1 Work areas, living areas, and community facilities (except parks and recreational facilities) should be located outside of wetlands as provided in the critical lands regulations.
- 10.3 Provide for the management of wetland sites in a manner that is not punitive to users of legally altered wetland sites.
- 10.4 Improve communication and coordination among county, city, state, federal agencies and the public with regard to wetland protection.
- 10.5 Protect the natural ability of wetlands to improve the quality of surface water runoff, hold and gradually release stormwater, function as primary producers of plant matter, provide habitat for fish and wildlife, provide recreational opportunities, and provide historical and cultural values.
 - 10.5.1 Wetlands should be protected from incompatible uses and from pollutants generated by urban growth.
- 10.6 Protect the ability of wetlands to function naturally and to provide landscape diversity through the development of incentive programs (e.g., tax incentives, cluster housing).
- 10.7 Provide educational opportunities that increase public understanding of the values of wetlands and measures which City residents can take to maintain wetlands on their properties.
- 10.8 Pursue the public acquisition of important wetland areas in Lakewood.
- 10.9 Review and where necessary amend the Lakewood Wetland Management Regulations to provide wetland protection in accordance with the Comprehensive Plan.
- 10.10 The City prefers that wetland impacts be avoided. When impacts cannot be avoided, development of wetlands may occur with appropriate mitigation which considers the regional needs for wetland functions and which equals or exceeds established wetlands replacement ratios, consistent with the City's wetland regulations.

10.10.1 Mitigation and/or wetland replacement should occur in the same watershed and preferably within the same sub-basin.

10.11 Encourage the preservation of the remaining Flett Creek floodplain, other floodplains, wetlands, and sensitive areas.

ENV Objective 11. Protect Lakewood's environment by reducing or eliminating, where feasible, sources of noise.

11.1 Reduce, mitigate, and where possible eliminate problems associated with noise-generating land uses, especially when located in close proximity to noise sensitive land uses.

11.1.1 Avoid the designation and placement of land uses which produce high noise levels where the use would be in proximity to noise sensitive land uses (e.g., residences, schools).

11.1.2 Establish performance standards for noise generating land uses.

11.1.2.1 Require placement of natural or manmade barriers between noise sources and noise sensitive land uses.

11.1.3 Encourage the retention of trees and natural vegetation along the following:

11.1.3.1 Major and secondary arterials to reduce noise impacts of automobile and truck traffic.

11.1.4 In developments, make use of berms, heavy vegetation, and/or building insulation to reduce noise impacts on adjacent land uses.

11.1.5 Limit the size of home businesses and minimize the undesirable characteristics of businesses permitted as home occupations; such as: signs, noise, increases in traffic, excessive vehicle parking, pollution (environmental), outdoor operations that create an eyesore.

11.2 Implement measures to reduce traffic noise impacts such as traffic dispersion or reduction, or routing of vehicles away from residential areas.

11.3 Recognize and fully support existing policies and regulations concerning noise.

11.3.1 Provide adequate funding to support enforcement of noise control ordinances and to provide for long-term monitoring of noise.

11.3.1.1 Review and if necessary amend existing noise control ordinances to ensure that they meet or exceed federal and state standards.

11.4 Address development activities and land use designations in areas adjacent to airports and military installations to ensure that noise impacts to residents are minimized.

11.4.1 Provide public information and education about the location, operation and future plans of airports operating in Lakewood to reduce potential conflicts between established airports and other uses.

11.4.1.1 Require title and plat notification for new developments, describing the potential noise problems in the area, within noise level zones where cumulative effects of noise can impair human health.

11.4.2 Regularly monitor military source noise and coordinate with the military to avoid increased noise impacts.

11.4.3 Support continued use of McChord Air Force Base airport facility for military air transportation only.

ENV Objective 12. Reduce light pollution in Lakewood.

12.1 Reduce light pollution in Lakewood by encouraging the use of reflectors and appropriate aiming on new outdoor lighting to minimize the upward scattering of light.

ENV Objective 13. Strive for the best available solutions to environmental issues.

13.1 Utilize new technologies and methodologies where appropriate to resolve environmental problems.

ENV Objective 14. Allow agricultural uses in legally altered critical areas.

14.1 Recognize that some critical areas have been legally altered and continue to be used for agricultural activities, and that the responsible use and maintenance of such areas for agricultural activities may continue.

ENV Objective 15. Reduce duplication of environmental regulations and streamline permitting processes.

15.1 Actively participate in local, state and federal efforts to eliminate overlapping rules and regulations.

- 15.2 Explore the concept of integrating environmental analysis with future plans and regulations developed by the City, in compliance with State Law.

HISTORIC AND CULTURAL PRESERVATION

INTRODUCTION

The purpose of this sub-element of the Environment Element is to identify properties requiring preservation due to their historic character and importance to Lakewood and to develop policies and procedures to preserve and enhance all historic and cultural resources within the city.

Federal, State, and Local Historic, Archeological and Cultural Lands, Sites, and Structures of Significance

Historic preservation provides a process for the identification, designation, protection, and rehabilitation of properties which have historic, architectural, or cultural significance for the community. These properties may be buildings, structures, objects, districts or archaeological sites.

There are numerous properties of potential or known historic and cultural significance in Lakewood. Properties of historic and cultural significance are those properties meeting the national, state, or local criteria for historic and cultural significance. In the latter part of the 1980s, Pierce County prepared an eight-volume inventory that contained a survey of properties of potential historic and cultural significance. In addition, the State Office of Archaeology and Historic Preservation inventoried potential and known archeological sites in Pierce County.

Some of the properties identified in the original inventory were placed on the county, state, or national historic registers after a formal public review and adoption process by the Pierce County Landmarks Commission, Pierce County Council, State, or National Advisory Boards on Historic Preservation. Once placed on one of the three historic registers, the properties become "designated historic properties".

Local governments are enabled to establish historic preservation programs under the National Historic Preservation Act of 1966, as amended, and Chapter 27.34 RCW. Pierce County Code, Chapter 2.88, established the Pierce County Landmarks Commission, which has handled historic preservation issues while Lakewood was unincorporated.

By law, a property owner is not required to preserve a designated historic property. However, incentives are available through designation that make it economically feasible to rehabilitate a historic property, if that is the owners choice. Incentives include investment tax credits for commercial properties, grants-in-aid, special property tax valuations, and special open space assessments. A property owner, in exchange for receiving these benefits, can anticipate a design review by the local Landmarks Commission if substantial rehabilitation takes place.

State law requires the protection of those archaeological sites which meet the guidelines of the State.

The Lakewood community is rich with cultural heritage. Currently, there are eleven historically designated buildings or sites within the City, listed as follows:

- Fort Steilacoom Historic District, (State and National Historic Registers): Western State Hospital;
- Little Red School House, (Pierce County, State, and National Historic Registers): 7700 Steilacoom Boulevard Southwest;
- Byrd Cemetery, (State Historic Register): 7801 Phillips Road Southwest;
- John Flett House, (Pierce County and State Historic Registers): 7704 Bridgeport Way;
- Byrd School Archaeological Site, (Pierce County Historic Register): Steilacoom Boulevard and Lakewood Drive;
- Rhodesleigh, (Pierce County, State, and National Historic Registers): 10815 Greendale Drive Southwest;
- Boatman-Ainsworth House, (Pierce County, State, and National Historic Registers): 6000 112th Street Southwest;
- Thornewood (Manor House, Carriage House, Gatehouse), (Pierce County, State, and National Historic Registers): 8601 North Thorne Lane Southwest, 4 Thornewood Lane Southwest, and 8307 North Thorne Lane Southwest;
- American Lake South School, (Pierce County Historic Register): 14721 Murray Street Southwest;
- Flett Creek Site, (State Historic Register): 59th Avenue Southwest at Flett Creek; and
- Zumwalt Site, (State Historic Register): 75th Street Southwest and 68th Avenue Southwest.

In addition, there are 85 properties which have been identified for potential historic designation by the Pierce County Landmarks Commission.

THE FRAMEWORK OF HISTORIC AND CULTURAL PRESERVATION

Historic and Cultural Resource Inventory

The most fundamental building block of historic and cultural preservation is having an inventory of properties of potential historic, cultural, and archaeological significance. The nomination of properties to the local, State, or National registers is, most often, preceded by surveying activity which involves regular updating of the inventory containing properties of potential historic, cultural, and archaeological significance. Criteria for determining significance include that properties such as districts, sites, buildings, structures, and objects embody some importance in American history, architecture, archaeology, or culture of State or local importance and possess integrity of location, design, setting, materials, workmanship, feeling and association.

Designation

Nominated properties are designated to be included in the local Register of Historic Places usually at the owner's request, and always with owner consent. The process leading to designation includes

a public hearing and recommendation by the local Landmarks Commission followed by a public hearing and adoption by the Lakewood City Council. Once designated, the owners qualify for tax incentives including a special valuation tax program for rehabilitation. Designation of properties for the State of Washington Register of Historic Places and the National Register of Historic Places go through a less stringent procedure and the properties listed in the State or National Registers are afforded less protection. The main benefit of designating properties to the State or National Register is honorary.

Measures for Protection of Properties

The authority to review and mitigate proposals affecting properties listed in the inventory and designated properties is provided by a local ordinance relating to historic preservation and by the State Environmental Policy Act (SEPA). The local Landmarks Commission reviews plans for proposed alteration or remodeling of structures or sites included in the inventory or on the local, State or National Historic Registers. The Commission only recommends to the owner how alterations could be made without destroying the historic or cultural significance of the structure or site. City permits will not be issued until the Commission reviews the proposal. However, if the Commission does not make a recommendation within a reasonable time, the permits may be issued. The local Landmarks Commission should be considered as a valuable resource for owners of properties with historic or cultural potential. The Commission can usually recommend a method for the owner to accomplish what is being proposed without destroying the potential of the property. Generally, that can increase the value of the property as well.

DEFINITIONS

Historic Properties

An "**historic property**" is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National, State, or local register of historic places. The term can also include artifacts, records, and remains which are related to such a district, site, building, structure or site.

Cultural Properties

A "**cultural property**" means a definite physical location and associated material remains, such as an archaeological or historical site, which has been found to be capable of contributing important scientific, historic, or management information or that possess identified sociocultural, educational, or public importance.

Archaeological Properties

An "**archaeological property**" is any material remains of human life or activities which are of archaeological interest. These include all sites, objects, structures, artifacts, implements, and locations of prehistorical or archaeological interest, whether previously recorded or still unrecognized, including but not limited to prehistoric and historic American Indian or aboriginal burials, campsites, dwellings, and habitation sites, including rock shelters and caves, their artifacts and implements of culture such as projectile points, arrowheads, skeletal remains, grave goods, basketry, pestles, mauls, grinding stones, knives, scrapers, rock carvings, paintings, and other implements and artifacts of any material.

STATE GOALS

Historic preservation. Identify and encourage the preservation of lands, sites, structures, that have historical or archaeological significance. (RCW 36.70A.020(13))

COUNTY MANDATES

County-Wide Planning Policies

- Identify the presence of federal, state and local historic, archaeological and cultural lands, sites and structures, of significance. (Historic Preservation Policy 1)
- Identify and designate local historic, archaeological and cultural lands, sites and structures of significance and ensure that these designations are reflected in the Land Use Element of the Comprehensive Plan. (Historic Preservation Policy 2 and 2.4)
- Encourage preservation of significant lands, sites and structures through the following techniques: (Historic Preservation Policy 2.6)
 - Designation
 - Incentives for preservation
 - Loans and grants
 - Public purchase
 - Non-development easement
 - Development rights transfer
 - Restrictive covenants
 - Regulations for protection, maintenance and appropriate development
 - Plans/policies/standards for preservation (U.S. Department of the Interior)

Encourage public education programs regarding historic, archaeological and cultural lands, sites and structures as a means of raising public awareness of the value of maintaining those resources. (Historic Preservation Policy 3)

OBJECTIVES, PRINCIPLES, AND STANDARDS

HIST Objective 16. Protect, conserve and enhance the historic and cultural heritage of Lakewood.

- 16.1 Promote the preservation of significant historic sites and old estates.
 - 16.1.1 The buildings and sites identified in the Pierce County Cultural Resource Survey are recognized as unique community resources to be preserved.
 - 16.1.2 Old estates within the City should be preserved to maintain the character and low-density of those areas.
- 16.2 Contribute to environmental balance and conservation by recycling buildings, rehabilitating communities and conserving open space. Recognize unique features of the environment, including resources and scenic views for their role in sustaining cultural tradition.
 - 16.2.1 Work toward Updating the Lakewood portion of the Pierce County inventory of historic and cultural resources. It should be structured to include resource categories such as historic neighborhoods, sites, cultural properties, and others as a part of the update. Encourage support of local groups with available resources and staff if the local groups are doing the updating and require assistance or guidance.
 - 16.2.2 Develop criteria to establish a prioritization system for the preservation of historic, archaeological, and cultural properties.
 - 16.2.3 Develop policies for tax incentives for the preservation of historic, cultural, or archaeological sites using the current use based assessment under the State of Washington Open Space Taxation Act.
 - 16.2.4 Develop standards and guidelines for routine reviews pertaining to historic and cultural preservation in order to facilitate consistent and predictable outcome of the reviews.
 - 16.2.5 Devise methods to encourage adaptive reuse of old structures.
 - 16.2.6 Develop incentive systems for preservation of historic and cultural resources including density bonus, transfer of development rights, and other innovative land use methods.

- 16.3 Incorporate the preservation of sites and structures of historic, cultural, and archaeological significance as a part of the aesthetic and environmental consideration in site design and subdivision plan reviews.

HIST Objective 17. Keep heritage alive as a living part of contemporary life.

- 17.1 Make historic and cultural resources available as educational resources in order to raise awareness of the richness of cultural diversity and to encourage retention of personal and community heritage.

- 17.1.1 Develop guidelines for inventorying and protecting cultural properties in order to encourage preservation of traditional lifeway values of a variety of cultures.

- 17.2 Increase the quality of life through strengthening personal identity, families, spirituality, civic pride, a sense of community and by preserving traditions, skills, and knowledge.

HIST Objective 18. Recognize that historic and cultural preservation should be systematically addressed in programs of preservation planning and land use plans.

- 18.1 Pursue historic and cultural preservation considering its positive contribution to achieving the thirteen broad goals stated in the State Growth Management Act.

- 18.2 Promote a mutually supportive relationship between historic and cultural preservation and economic development for the following reasons:

- a. It provides recreational opportunities and value, tourism and high aesthetic quality;
 - b. It structures urban growth by providing quality, affordable housing in highly livable neighborhoods; and
 - c. Preservation and revitalization programs enhance civic pride and stability, which, in turn, promote local and regional economic opportunities.

- 18.2.1 Develop ways to link historic and cultural preservation with tourism and local economic development strategies.

- 18.2.2 Utilize a variety of financial incentives to encourage historic and cultural preservation including low interest loans for rehabilitation and tax incentives for restoration and rehabilitation, and preservation.

HIST Objective 19. Coordinate and cooperate with county, state, and national historic and cultural preservation organizations.

19.1 Increase a sense of involvement within Lakewood by encouraging collaboration of individuals, groups, and other organizations interested in historic and cultural preservation.

19.11 Cooperate with Pierce County in order to promote historic

19.12 Consider the creation of a City of Lakewood Landmarks Commission.

HOUSING ELEMENT

MASTER GOAL

PROVIDE THE OPPORTUNITY FOR A RANGE OF AFFORDABLE, SAFE, AND SANITARY HOUSING OPPORTUNITIES, IN A HEALTHY ENVIRONMENT, TO MEET THE COMMUNITY'S NEEDS.

INTRODUCTION

Whether the issue is ownership or rental, housing of all types is closely related to economic and social conditions. It is also one of the most regulated commodities in our society to ensure the health, safety, and general welfare of its inhabitants. Housing availability is influenced by national, regional, and local conditions. Furthermore, changes to government assistance programs, private investment, interest rates, lending practices, local government zoning codes, environmental regulations, development and building costs, market, and availability, all together, create a complex series of costs affecting housing production. Price increases adversely affect the ability of households at or below median income levels to obtain adequate housing.

Housing, typically, is thought of in terms of multi-family apartment developments, duplexes and triplexes and single-family homes. It includes "stick-built" homes, manufactured housing, and mobile homes; further, the "arrangement" of dwelling units includes traditional units, accessory units, and a variety of non-traditional housing techniques designed to provide for people's wants and needs at a wide range of costs. However, other types of housing are necessary to meet the needs of the changing population and social conditions. Nursing homes and convalescent centers are needed by the elderly. Temporary and overnight shelters are needed by families and individuals who are homeless. Planning for housing means more than providing enough land for residential development, it also means encouraging the construction of housing to meet the needs of a changing population.

The goal for Housing set out in the Growth Management Act (GMA) is to: "encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities, and housing types, and encourage preservation of existing housing stock." The City of Lakewood will accomplish this goal through policies in this Housing Element addressing: education, design, economic implications of regulations, subsidies and funding programs, discrimination, and special needs housing.

The Lakewood community has shown concern toward the quantity and quality of the housing stock. Available, affordable, and safe housing is a key ingredient in a community's ability to accommodate growth. The Housing Element provides an important link between the community's population and the Land Use Element of this Plan. Since Lakewood expects to have population increases and economic growth, housing will be needed to accommodate various income levels in single-family and multi-family units for purchase or rent. The community will attract young and

established families and older retired couples, therefore some form of rental housing must be provided. The Lakewood Interim Comprehensive Plan attempts to provide for this variety of housing types.

Affordable Housing - A Definition

The GMA does not provide a definition of affordable housing. It is the responsibility of each jurisdiction to define this term in a manner consistent with its County-Wide Planning Policies.

It is the perception of our citizens that affordable housing encompasses all economic segments of the community. With this as a basis, Lakewood defines affordable housing as housing for which a household does not pay more than 30 percent of their gross income adjusted for family size, including utilities and all other home expenses. The U.S. Department of Housing and Urban Development (HUD) publishes an index for family size adjustment, *The Metropolitan Statistical Area Income Limits*.

Cost of Housing

There are many factors affecting the cost of housing. Some of these factors, such as mortgage interest rates, cannot be influenced by Lakewood policies and regulations. Before evaluating the extent to which the existing and projected market can provide housing at various costs and for various income levels, the costs associated with building a new home and the cost of owning a home should be examined.

The costs associated with building a home fall into two categories; housing construction costs and land development costs.

Housing construction costs include hard costs, soft costs, cost of land, builder's margin, impact fees, mitigation and permit fees. Hard costs include the direct costs of the construction materials for: foundation, framing, plumbing and electrical, roofing, and all labor to build the home. Soft costs include indirect costs associated with the construction and sale of a new home, such as loan fees, interest, appraisals, insurance, excise tax, closing costs, marketing costs, real estate commissions and warranties. Permits include housing construction permits and related fees. The builder's margin includes overhead and profit charged by the builder/developer to construct and sell the home. Table IV-1 breaks down these costs for an average \$140,092 single-family home in 1993.

Table IV-1. Total Housing Construction Costs*		
Type of Cost	Average Amount	Percent of Total Cost
Improved Lot	\$32,463	23%
Permits	\$1,475	1%
Hard Costs	\$76,169	54%
Soft Costs	\$20,777	15%
Builder's Margin	\$9,208	7%
Sales Price	\$140,092	100%

Source: Pierce County Housing Cost Survey, September 1993, Pierce County Department of Community and Economic Development.

* Single-family home with a sales price of \$140,092

Land development costs include raw land costs, land development permits, developer's margin and improved lot costs. Land development permits include land development, site development, septic or sewer, preliminary plat, and final plat permits. Table IV-2 breaks down these costs for an average \$32,463 improved lot in Pierce County (information is not presently available at the city level for some of the information in this element).

Table IV-2. Total Land Development Costs*		
Type of Cost	Average Amount	Percent of Total Cost
Raw Land	\$10,942	34%
Land Development Permits	\$3,774	12%
Land Development Hookups	\$3,491	11%
Hard Cost	\$9,818	30%
Development Profit	\$4,438	14%
Sales Price	\$32,463	100%

Source: Pierce County Housing Cost Survey, September 1993, Pierce County Department of Community and Economic Development.

* Based on a \$32,463 improved lot

The costs associated with owning a home can be separated into three categories: principal and interest payments, taxes, and maintenance. Table IV-3 provides these costs for new housing based on \$20,000 loan increments.

Table IV-3. Annual Housing Costs for New Housing Based on \$20,000 Loan Increments	
Principal & Interest @ 8%	\$1,700
Taxes	500
Maintenance	600
Total Cost	\$2,800

Source: Pierce County Department of Community Development

Special Needs Populations

There are groups of the population which require special housing accommodations. The special accommodations may be group housing with a shared living space or accessible housing for people with disabilities. The following text identifies special needs populations and discusses their requirements.

Homeless

People become homeless for many reasons. The type of housing and related support services needed depends on the circumstances. Three general categories of homelessness are: temporary homeless, short-term homeless, and long-term homeless. Temporarily homeless people have experienced a loss of income, an illness in the family, or unanticipated bills which prevents rent from being paid. The majority of short-term homeless people are single people or couples without minor children. They are people who lack permanent employment, pregnant teenagers who have left the family home, or homemakers who have been displaced due to separation or divorce. The long-term homeless can include people with mental or physical disabilities, alcohol or drug addiction, mental illness, or chronic unemployment.

Emergency shelters are needed for all categories of homelessness. They provide homeless individuals and families with a safe, warm place to sleep. In addition to emergency shelters, temporary and short-term homeless people need reliable temporary housing to get back on their feet financially. For a program to be successful, transitional housing assistance should be available for three to six months to allow them to save sufficient funds to find permanent housing. The most difficult population of homeless to provide for are those people with severe mental illness or drug addictions. A number of strategies often must be employed before any permanent housing situation can be obtained. Medical care is needed at shelters to meet emergency needs. Safe havens are needed for persons who are severely dependent on drugs or alcohol. Transitional housing is needed for persons with personal behaviors or mistrust of systems that must be overcome before permanent housing is appropriate.

Elderly Population

The elderly population of the City continues to grow and is distributed among owner-occupied and rental units. The low-income elderly who own their homes do not always have resources to maintain them. As a result, their residences have a high incidence of deferred maintenance. Additionally, many senior citizens are disabled and in need of specialized housing assistance such as the removal of any architectural barrier and other modifications that will allow them to live safely and independently in their homes. Financial issues including payment of property taxes, insurance, and utilities also need to be addressed. There are also cases where it is no longer possible for individuals to live in their own residence by themselves. Alternatives include adult family homes, nursing homes, or convalescent centers.

Severe Mentally Ill Population

Individuals with severe mental illness may require the services of institutionalized care either in a group home, nursing facility, congregate care, or other form of housing.

Physically Disabled Population

Physically disabled people need barriers removed and other modifications to their residences to move about safely.

Persons with AIDS and Related Disease(s)

People with AIDS and related diseases often require a variety of housing types. Affordable housing that is close to necessary services and integrated into the community is needed. Housing options include transitional housing, assisted living, permanent housing, and shared housing.

Special Needs Housing

Special needs populations include homeless, single parents, physical or mentally disabled or other individuals or groups as designated by HUD. A special needs housing project is housing that is specifically targeted to provide shelter for those with special needs.

INVENTORY AND ANALYSIS OF EXISTING HOUSING STOCK

Number of Dwelling Units and Occupancy Status

The housing stock in the Lakewood census designated place (CDP) comprised 24,230 dwelling units in 1990. Single-family detached dwelling units were the predominant housing structure, equaling 50.5 percent of the total housing stock (see Table IV-4).

Table IV-4. Total Dwelling Units by Structure Type in Lakewood		
Structure Type		Number of Units
Single-Family	1 unit, detached	12,232 (50.5%)
	1 unit, attached	732 (3%)
	2 units	878 (3.6%)
Triplex or Four-Plex	3 or 4 units	1,485 (6.1%)
Multi-Family	5 to 9 units	1,756 (7.2%)
	10 to 19 units	3,437 (14.2%)
	20 to 49 units	1,691 (7%)
	50 or more units	477 (2%)
	Mobile home or trailer	1,380 (5.7%)
	Other	162 (0.7%)

Source: 1990 Census, Lakewood CDP

Of the total dwelling units, approximately 48 percent were occupied by their owners and 52 percent were occupied by renters (see Table IV-5). Of the remaining 1,476 vacant dwelling units, 60 percent were vacant because of lack of renters (see Table IV-6).

Table IV-5. Occupied Dwelling Units by Occupant Status in Lakewood	
Owner Occupied	10,813 (48%)
Renter Occupied	11,941 (52%)

Source: 1990 Census, Lakewood CDP

Table IV-6. Vacant Dwellings in Lakewood	
Vacancy Status	# of Units
Total Vacant Dwelling Units	1,476
For Rent	877
For Sale	126
Rented or sold, not occupied	134
For seasonal, recreational, or occasional use	80
For migrant workers	0
Other	259

Source: 1990 Census, Lakewood CDP

Rehabilitation and Redevelopment of Existing Housing Stock

Opportunity exists in Lakewood for housing to be rehabilitated or redeveloped. The success of rehabilitation depends on the ability of individuals to obtain financial assistance. Three resources are available to assist in rehabilitation: government assisted programs, private non-profit organizations, and private financial institutions. It is difficult to accurately estimate the total number of homes which have been rehabilitated in Lakewood. However, it is known that government programs serving households throughout Pierce County (including municipalities) are currently providing rehabilitation assistance to approximately 1,000 families per year.

The Existing Need for Affordable Housing

In 1992, the real estate market and the rental market provided dwelling units at a variety of prices. Assuming 30 percent of a household's annual income will be expended for rent or mortgage payments, Table IV-7 portrays the annual income required to afford the monthly payment by type of dwelling unit.

Table IV-7. Market Affordability for Pierce County		
Housing Type	Annual Required Income	Monthly Payment
Single-family House*	\$43,000	\$1,077
Mobile Home**	20,920	523
Mobile Home***	28,640	716
Rental House	30,200	755
3 Bedroom Apt.****	23,840	596
2 Bedroom Apt.****	18,680	467
1 Bedroom Apt.****	14,920	373
Studio Apt.****	12,000	300

Source: Tacoma/Pierce County M.L.S. Activity Report, Jan. 1993; Tacoma Real Estate Trends Spring 1992; Morning News Tribune 1/31/93 and 2/14/93.

* mean sales price \$124,027, includes Detached and Attached Single-family Homes.

** mean sales price \$15,204 for used mobile home in 11 parks in Pierce County.

*** mean asking price \$31,192 for 26 units; 14 in Pierce County, 12 location unknown.

**** located in buildings of 10 units or greater.

Table IV-8 displays the amount of gross income a household could spend on housing and be considered affordable. Table IV-9 displays the number of rental units occupied by residents at six different rental costs.

Table IV-8. Affordable Housing by Household Income Level						
Category	Extremely Low	Very Low	Low	Moderate	Middle	Upper
% of Median Income	Below 30 %	31% - 50%	51% - 80 %	81% - 95%	96% - 120%	Above 120%
Gross Income	\$9,123	\$9,124 - 15,206	\$15,207 - 24,330	\$24,331 - 30,412	\$30,413 - 36,495	Above \$36,495
Monthly Payment	\$228	\$229 - 380	\$381 - 608	\$609 - 760	\$761 - 912	min. \$912

Source: 1990 Census; Pierce County Planning and Land Services.

Table IV-9. Lakewood Housing Units by Rent	
Rent Categories	Number of Units
\$0 - \$249	1,014
\$250 - \$399	6,916
\$400 - \$599	3,095
\$600 - \$749	460
\$750 - \$999	154
\$1,000 or more	38

Source: 1990 Census,
Lakewood CDP

Table IV-10 displays the number of households by occupancy status (excluding households which live in one house on ten or more acres) which pay 30 percent or more for housing. As indicated in Table IV-10, there are over 23,323 households in Pierce County which reside in housing which is not considered affordable by County definitions. In the Lakewood CDP as of 1990, 4,934 (41.3%) of renters are paying more than 30% of their gross household incomes in rent. Of that number of households, 91% of them have gross household incomes of less than \$20,000. Affordability figures for owner-occupied dwellings in Lakewood are not available at this time.

Table IV-10. Renters and Owners in Pierce County Paying More than 30 Percent of Gross Household Income for Housing					
Yearly Gross Household Income	Less than \$10,000	\$10,000 - 19,000	\$20,000 - 34,000	\$35,000 - 49,999	\$50,000 or more
Renters	5,928	5,906	1,573	97	16
Owners	1,562	2,036	3,791	1,632	782
Total	7,490	7,942	5,364	1,729	798

Source: 1990 Census

The Pierce County Regional Council (PCRC) also determined the existing number of households in need of affordable housing using the 1990 Census. However, their analysis did not examine all economic segments of the community. It only focused on households which earn less than 95 percent of the County household median income (\$28,891). The PCRC methodology integrated a jobs/housing ratio as a factor in determining the affordable housing need. The methodology determined that unincorporated Pierce County has 25,749 households earning less than \$28,891 which are in need of affordable housing (this figure included Lakewood prior to incorporation).

The Housing Element and Land Use Element provide direction to accommodate enough affordable housing for all economic segments of the community. Land use strategies may include: allowance for accessory dwelling units; infill development; rehabilitation of existing housing; mixed use development; and smaller lot sizes. Regulatory strategies may include streamlined approval processing and priority permit processing.

Identification of Sufficient Land for Various Types of Housing

The Generalized Land Use Map in the Land Use Element identifies four land use designations within the Urban Growth Area to accommodate projected housing needs: Moderate Density Single-Family Residential, Centers, Mixed Use Districts, and High Density Residential Districts. Of these designations, the Moderate Density Single-Family and the High Density Residential Districts are the only one to accommodate primarily residential uses.

Low income and government assisted households can be provided single-family or multi-family structures. Housing objectives, principles, and standards in this Interim Comprehensive Plan encourage income diversity within neighborhoods and guarantee an adequate supply of housing for all economic segments of the population.

RESOURCES FOR ASSISTED HOUSING

Several programs provide assistance to achieve more affordable housing opportunities. Most federal, state and local programs focus on households at or below 80 percent of the median income for this area. A discussion of resources follows. Where Pierce County has experience with the programs listed, an analysis of program effectiveness has been provided by the Pierce County Department of Community and Economic Development. The experience of Pierce County in working with the following programs will assist the new city of Lakewood in determining which programs it wishes to focus on.

Federal Programs

Assisted Housing

Rental assistance is provided to a limited number of low- and low-low-income households through the Section 8 Housing Assistance Program. Households are provided rental payment vouchers based on HUD's fair market rental value for specific regions. In specific cases this program also provides extra benefits for child care, removal of architectural barriers, an elderly household allowance, and some medical expense coverage for recipient and spouse. (Requirement of HUD-Subsidized Housing (Rev 4/91))

The Section 8 program has been very effective in Pierce County in relieving the cost burden of many County residents. Additional funding is needed to address the current and projected needs.

Rent Supplement Program

Under the Rent Supplement Program the renter pays thirty percent of his or her adjusted income for rent. HUD pays the difference to the owner, but not to exceed seventy percent or less than ten percent of the unit rent. An allowance for utilities is made where they are required to be paid by the resident. (Requirement of HUD-Subsidized Housing (Rev 4/91))

This program has been effective in Pierce County in addressing the needs of cost-burdened renters.

Section 236 Program

In the Section 236 Program, for locations where all rental housing units are part of the below market rate (BMR) the renter pays at least the basic minimum rent or thirty percent of adjusted income, whichever is higher, not to exceed the market rent. An allowance is paid where the resident is required to pay for utilities.

Section 221 (D)(3) BMIR Program

The Section 221 (D)(3) BMIR Program is designed for households below specific income ranges. In Pierce County the limitations are: \$21,550 for 1 person, \$24,650 for 2 people, \$27,700 for 3 people, and other limits for larger households. Renters pay the established rent for units or an adjusted rent for 221 Housing based on their income.

Section 202 Program

The Section 202 Program is designed for all persons aged 62 or older and all persons of disability within Section 8 limits. In this case the renter pays the established rent for program housing.

Federal Housing Administration (FHA)

The federal government's premier program for assisting moderate income homebuyers since 1934, the Federal Housing Administration (FHA), a division of HUD, has provided mortgages to 3,117 homebuyers in Pierce County and 6,594 in King County during 1989 alone; average values of approximately \$70,000 and \$85,000 respectively (FHA Characteristics of a Mortgage Report, 1989). Almost 70 percent of these FHA mortgages were to first-time homebuyers, for whom FHA's lower downpayments (average loan to value rates of 92.28 percent), low interest rates (generally at least half a percentage point below the market), and high debt-to-income ratios (up to 29 percent for housing expenses) provide a critical boost to home ownership. Single-family home prices are limited--\$124,875 for King and Snohomish counties, \$95,900 for Pierce County, as revised August 2, 1991 (Seattle Mortgage, Tacoma, WA). Typical FHA homebuyers in Pierce, King, Snohomish and Kitsap counties, where first-time homebuyers are the largest proportion of FHA's business, are about 34 years old, typically have two dependents, and have average incomes between \$32,000 and \$42,000. Home purchase prices average between \$68,000 and \$84,000.

Farmers Home Administration

The U.S. Department of Agriculture administers a small homebuyer assistance program through the Farmers Home Administration. At present, this program has a total of 7,400 borrowers in Washington State, with over 4,600 of these borrowers receiving interest credits. In 1989, the Farmers Home Administration assisted just over 600 homebuyers, with an average mortgage of \$40,100. Mortgages average about \$5,000 more for western Washington. Income limits for participating in this program are just over the family median income for the area.

Community Development Block Grant (CDBG)

It is a grant program for urban communities choosing to do neighborhood revitalization, economic development, improvement of community facilities, prevention and elimination of slums, and other activities aiding low-and moderate-income families.

The CDBG program is the most flexible federal tool for addressing the needs of low-income residents in both housing and basic infrastructure.

Community Development Block Grant (Section 108 Loan Guarantee)

This program allows CDBG communities to use their CDBG funds to guarantee loans/notes for development projects. Eligible activities include real property acquisition; rehabilitation of publicly owned real property; housing rehabilitation; relocation, clearance, and site improvements; interest payments on guaranteed loan and issuance costs of public offering; and debt service reserves.

The CDBG program is the most flexible federal tool for addressing the needs of low-income residents in both housing and basic infrastructure.

Home Partnerships Investment Act (Home)

This is a flexible grant program. Participating jurisdictions decide how to use money for acquisition, rehabilitation, new construction, tenant-based assistance, homebuyer assistance, planning, and support services.

This program has been newly created by the federal government as a result of the National Affordable Housing Act of 1990. The HOME program is bound in much regulation and is not an extremely flexible tool in addressing local housing need.

Emergency Shelter Grants Program (ESGP)

This program provides grants to improve the quality of existing emergency shelters and to increase the number of developing shelters for the homeless. Funds can be used for renovation, conversion of buildings, rehabilitation, essential social services, and operating costs, but not for staff payroll.

This program is funded only at a level that allows for the provision of emergency services. While effective in addressing basic need, the potential is not fully developed due to fiscal constraints.

State Programs

Washington State Department of Social and Health Services (DSHS) administers state programs that provide monetary assistance for housing to qualified households in need.

Aid to Families with Dependent Children (AFDC)

AFDC-R: A federally matched cash assistance program for financially needy families in which the children are deprived due to the absence, incapacity, or death of a parent. AFDC-E: A federally matched cash assistance program for financially needy families in which the child(ren) is deprived by the unemployment of a parent.

Family Assistance Program (FAP)

The Family Assistance Program is a five-year demonstration project jointly administered with the Washington State Employment Security Department. The program provides incentives in cash assistance, training and employment security, child care, and medical benefits.

Refugee Assistance

Refugee assistance is granted to those unwilling or unable to return to their country of nationality because of persecution based on race, religion, nationality, membership in a particular social group, or political opinion.

General Assistance (GA-S)

General Assistance GA-S is state financed assistance to financially needy pregnant women who are not eligible for AFDC because they are not in their trimester of pregnancy or who are members of two-parent households that cannot meet categorical eligibility for AFDC-E.

General Assistance (GA-U)

General Assistance GA-U is assistance to unemployable persons who are not eligible for or are not receiving federal assistance.

Consolidated Emergency Assistance Program (CEAP)

Consolidated Emergency Assistance Program provides temporary assistance (one month out of twelve) for needy families not eligible for any other federal or state grant assistance program.

Washington State Housing Finance Commission

The establishment of the Washington State Housing Finance Commission in 1983 marked Washington's first intervention into the home ownership market. Since then, the commission's single-family programs--operating under federal tax laws recently reauthorized--have assisted almost 14,000 first-time homebuyers with downpayments as low as five percent and below market interest rates, and mortgage credits against federal income taxes. These programs are generally targeted to first-time homebuyers with incomes between 50 and 115 percent of the area median family income. Prices are generally limited to 110 percent of the average price in the area. Average homebuyers under these programs are two- or three-person households with the head of household just over 31 years old with average incomes between \$28,000 and \$31,000, and home purchase prices averaging between \$56,000 and \$62,000.

County Programs

Programs that operate in Pierce County are generally funded with federal pass-through dollars to local agencies.

Pierce County Housing Authority (PCHA)

The Pierce County Housing Authority owns 120 detached three-bedroom units rented for 30 percent of adjusted household income. They do not rent housing for elderly clients. The PCHA continues to purchase and refurbish older homes for low income rental.

Department of Community and Economic Development

The Department of Community and Economic Development provides technical assistance and funding in various amounts to a variety of non-profit organizations that provide housing support services and programs throughout the County. The programs and services benefit homeless and other special needs populations. Funding sources include CDBG, HOME Investments Partnership Act, Home ownership for People Everywhere (HOPE), Emergency Shelter Grant Program and others.

Community Action Agency

The Community Action Agency provides housing counseling services to low-income households, including rental, mortgage, landlord-tenant and fair housing assistance county-wide. Weatherization services are provided to low-income single-family homes and rental units. Funding for these programs is from a variety of federal and state and private sector sources.

Northwest Housing Development

The development of affordable single-family housing through the "sweat equity" type of program funded through CDBG, Farmers Home Administration and other sources including the sale of bonds.

Good Samaritan Out-Reach Services

Good Samaritan Out-Reach Services utilizes Section 202 federal funding and other sources, to develop housing for the elderly and the disabled.

State and federal programs provide sources of funding for non-profit agencies to create affordable housing opportunities. Pierce County does not have a large base of active non-profits as do King and Snohomish Counties. In fact, at the current time, only one single-family non-profit developer is active in the new-construction area in the County. Most non-profit developers are based in urban cities and concentrate on single issues and specific neighborhoods.

STATE GOALS

Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. (RCW 36.70A.020(4))

STATE MANDATES

A housing element recognizing the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs; (b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community. (RCW 36.70A.070(2))

COUNTY MANDATES

Multi-County Planning Policies

- Promote fair and equal access to housing for all persons regardless of race, color, religion, gender, sexual orientation, age, national origin, family status, source of income or disability. (RH-1)
- Strengthen interjurisdictional efforts to ensure a fair, equitable and rational distribution of low-income, moderate-income and special needs housing throughout the region consistent with land use policies, transportation and employment locations. Provide a diversity of housing types to meet the housing needs of all economic segments of the population. (RH-2)
- Promote interjurisdictional cooperative efforts, including land use incentives and funding commitments, to ensure that an adequate supply of housing is available to all economic segments of the population. (RH-3)

- Preserve existing affordable housing and serve it with transit. Promote development of institutional and financial mechanisms to provide for affordable housing near all centers. (RH-4)
- Consider the economic implications of private and public regulations and practices so that the broader public benefit they serve is achieved with the least additional cost to housing. (RH-5)
- Provide diversity and choice in housing and employment options. (RF-5)

County-Wide Planning Policies

- Determine the need (i.e., the demand) for housing for all economic segments of the population by type of dwelling unit (single-family detached, single-family attached, duplex, triplex, fourplex, apartments and special housing types), using a fair share housing allocation established by law and in intergovernmental agreements between County jurisdictions. (Affordable Housing Policy 1)
- Use a variety of programs and methods to meet housing demand, including: preservation of the existing housing stock through repair and maintenance, rehabilitation and redevelopment programs, and inventories of vacant, infill parcels to be used for residential development of all types and densities. (Affordable Housing Policy 2)
- Ensure compatibility and fit of infill parcels by using techniques such as performance standards, buffers and open space provisions to ensure compatibility in the future. (Affordable Housing Policy 2.2)
- Consider the availability and proximity of transit facilities, governmental facilities and services and other commercial services when identifying sites for affordable housing. (Affordable Housing Policy 2.4)
- Monitor the achievement of the affordable housing policies not less than once every five years. (Affordable Housing Policy 3)
- Maximize available local, state and federal funding opportunities and private resources in the development of affordable housing and identify opportunities for non-profit developers to build affordable housing. (Affordable Housing Policy 4 and 5)
- Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with historic, archaeological and cultural preservation policies. (Affordable Housing Policy 6)

OBJECTIVES, PRINCIPLES AND STANDARDS

HS Objective 1. Maintain and improve the existing residential environment of Lakewood.

- 1.1 Maintain regulatory measures that protect and improve the Lakewood Community against uses incompatible with residential development.
- 1.2 Maintain strong zoning and building codes. Provide equally strong enforcement legislation to ensure their successful implementation.
- 1.3 Assure the provision of adequate public utility services to Lakewood residents, such as water, sanitary sewers, storm drainage, streets, lighting, and power.

HS Objective 2. Promote education and awareness addressing compatibility between various dwelling types and community standards.

- 2.1 Encourage seminars which educate participants about middle and lower income housing options.
 - 2.1.1 Provide information on alternative housing markets.
 - 2.1.2 Provide information on advantages of smaller, higher density housing developments.
 - 2.1.3 Provide information on nontraditional dwelling types, occupancy styles and construction methods.
- 2.2 Minimize the cost of housing construction by promoting alternative design methods that meet the standards for health and safety.
- 2.3 Extend education and awareness programs to government agencies involved with housing to more effectively meet the needs of Lakewood residents.
 - 2.3.1 Encourage training, seminars, programs and partnerships, between and within government and the housing industry.
 - 2.3.2 Consider development of a Community Education program for the general public that generates an awareness of the universal need to accommodate housing for all within all communities.

- 2.4 Educate homeowners on how to repair and maintain their homes to enhance livability and prevent deterioration of housing.

HS Objective 3. Encourage creative solutions to housing issues through quality design which is functional as well as livable so that residential growth occurs in a manner consistent with City objectives.

- 3.1 Encourage and implement innovative design techniques to increase density, but not discourage desirability.
 - 3.1.1 Encourage development of mixed-use communities and housing in appropriate locations to diversify and increase density of housing developments.
 - 3.1.2 Make use of zero-lot-line provisions to further implement new site layout and design solutions.
 - 3.1.3 Encourage cluster development of residential lands preserving environmental quality, providing facilities and services more efficiently and economically.
 - 3.1.4 New housing developments which occur as infill in existing neighborhoods should be placed on the property in harmony with the surrounding development.
 - 3.1.5 New residential buildings which extend higher than the residential buildings on adjacent lots should be carefully designed to minimize impacts on privacy and solar access.
 - 3.1.6 Ensure adequate buffering between incompatible developments where buffering is needed to mitigate adverse impacts of the developments.
- 3.2 Provide for open space and recreational facilities associated with residential developments.
 - 3.2.1 Establish standards regarding the requirement of open space areas in new multi-family developments.
 - 3.2.2 Establish standards encouraging the provision of open space areas in new single-family subdivisions.
 - 3.2.3 Utilize open space areas to buffer higher density residential development from lower density residential development.
- 3.3 Upgrade and preserve existing housing units, where appropriate and feasible, with special emphasis on historically significant structures.

- 3.4 Design and build developments in a manner which retains natural vegetation or provides minimum landscaping requirements for those sites where retention of natural vegetation is not appropriate.
- 3.5 Design and build developments in a manner which protects critical areas.
- 3.6 Multi-family developments should be designed to provide residents a safe, friendly living environment, through performance standards and other mechanisms which will improve the appearance and "fit" of multi-family developments within the City.
 - 3.6.1 Buildings, open space, and circulation should be organized to provide opportunities for residents to experience or express a sense of territory around a housing unit.
 - 3.6.2 Pedestrian pathways around and through a development should be located to minimize visual and physical intrusion onto private areas within or around each housing unit.
 - 3.6.3 Lighting should be used to increase visibility at night and to increase security and safety.
 - 3.6.4 Residential buildings should be sited to create usable open space.
 - 3.6.4.1 Useable open space should provide an amenity to residents as well as a way to improve the developments' visual qualities.
 - 3.6.5 Parking lot entries for multi-family developments should be designed and sited to complement pedestrian entry.
- 3.7 New multi-family developments should be designed in a manner which creates a safe, friendly environment for pedestrians within High Density Residential Districts.
- 3.8 Require developments to provide all necessary on-site improvements, as well as their fair share of off-site improvements needed as a result of the development
- 3.9 Provide for medium-density buffers for transition between more intensive land uses and less intensive residential areas.
- 3.10 Encourage infill development densities and designs which will not adversely affect the existing residential community in a significant way.

- 3.11 Protect sensitive areas, including, but not limited to significant woodlands, wetlands, meadows, wildlife habitat, and waterways, from adverse impacts of residential development.
 - 3.11.1 When environmentally sensitive areas are identified within a site, provide for the protection of the area by encouraging the development to design around the sensitive area.
 - 3.11.2 Discourage residential development in areas unsuitable for development, such as steep slopes and wetlands.
 - 3.11.3 Utilize site design to conserve natural features, such as streams, steep slopes, trees, and wetlands.
 - 3.11.4 Utilize regulatory measures to control the removal of major trees on developed and undeveloped property.
 - 3.11.5 Promote clustering to protect environmentally sensitive areas.

HS Objective 4. Minimize the cost of housing by promoting innovative programs and techniques.

- 4.1 Develop consistent, streamlined regulations and procedures which maintain environmental quality, public health, and safety standards while minimizing the economic impact on the development of housing.
 - 4.1.1 To the degree possible, coordinate a centralized accounting system between public and private service providers for fees, assessments and taxes to be applied to the infrastructure for which it is intended.
 - 4.1.2 Consider establishing a procedure in which affordable housing developed for households earning 80% or less of the County median household income may be exempted from certain fees.
- 4.2 Consider providing incentives for developers to construct affordable housing for households earning 80% or less of the County median household income for the County.
- 4.3 Consider the economic implications of private and public regulations and practices so that the broader public benefit they serve is achieved with the least additional cost to housing.
- 4.4 Explore and identify opportunities for non-profit developers to build affordable housing.

- 4.5 Explore the development of a program which would provide assistance to households earning below the county median income who are willing to help build or remodel their own housing.
- 4.6 Promote affordable housing design to demonstrate efficient planning and construction techniques that can be replicated by other developments.

HS Objective 5. Promote the development of the necessary financial tools to ensure affordable housing for Lakewood citizens.

5.1 Explore the development of funding programs for potential homebuyers who could otherwise not afford a home.

5.1.1 Encourage the development of a trust fund for households with an income below 80% of the County's median household income.

5.1.2 Encourage the development of a downpayment assistance program for households earning below the County median income.

5.1.3 Promote the use of the federal/state tax-credit program for households earning below the County median income.

- 5.2 Promote financing and subsidies to assist in the developments of affordable housing for households earning 80% or less of the County median income.
- 5.3 Maximize available local, state and federal funding opportunities and private resources in the development of affordable housing.

HS Objective 6. Encourage the redevelopment-rehabilitation and retention of existing structurally sound residential housing to help meet the housing demand.

- 6.1 Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of existing buildings is not cost-effective.
 - 6.1.1 Review regulatory restrictions prohibiting rehabilitation of existing housing stock.
- 6.2 Develop and implement rehabilitation programs and opportunities to reuse existing housing stock.
- 6.3 Explore legislation and programs that will provide incentives for maintaining homes in good condition.

HS Objective 7. Actively seek ways to prevent discrimination in the development and maintenance of housing.

- 7.1 Promote fair and equal access to housing for all persons in accordance with state law.
- 7.2 Promote interjurisdictional cooperative efforts, including land use incentives and funding commitments, to ensure that an adequate supply of housing is available to all economic segments of the population.
- 7.3 Recognize the different physical, social, and economic needs of the residents.
 - 7.3.1 Provide for broad range of housing choices in terms of cost, size, design, and suitability for various household types, e.g., families, elderly, couples, and persons with disabilities or special needs.

HS Objective 8. Promote the availability of special needs housing and the necessary supportive services, and support the affordability of this housing for all individuals and households.

- 8.1 Encourage and support the development of affordable special needs housing in Lakewood by providing incentives and technical assistance for housing development.
 - 8.1.1 Coordinate planning activities at the federal, state and local level that pertain to special needs housing.
 - 8.1.2 Implement a coordinated and expedited permitting process.
 - 8.1.3 Develop siting standards for special needs housing that will enhance the ability to locate special needs housing projects.
- 8.2 Strengthen interjurisdictional efforts to ensure a fair, equitable and rational distribution of low-income, moderate-income and special needs housing consistent with land use policies, transportation and employment locations.

HS Objective 9. Ensure the Comprehensive Plan housing policies accomplish their objectives.

- 9.1 Acknowledge the relationship between household income levels and the affordability of housing as it relates to the creation of new businesses, expansion of existing businesses, the location of business near housing and educational opportunities, and the presence of higher wage skilled, technical, and professional labor.

TRANSPORTATION ELEMENT

MASTER GOAL: ENSURE THAT THE TRANSPORTATION AND CIRCULATION SYSTEM IS SAFE, EFFICIENT AND SERVES ALL SEGMENTS OF THE POPULATION AND REDUCES RELIANCE ON SINGLE-OCCUPANT VEHICLES AND INCREASE USE OF OTHER MODES OF TRANSPORTATION.

INTRODUCTION

The Transportation Element is a required part of the City of Lakewood's Interim Comprehensive Plan, per the requirements of the Growth Management Act (GMA). Transportation system capacity for the Lakewood Urban Growth Area relates to the ability of the transportation system to move people and goods. As growth occurs, transportation demand increases. Traffic congestion and travel delay occur when the system does not have sufficient capacity to serve the demand for travel. Specific goals include:

- * To provide a safe, comfortable and reliable transportation system.
- * To reduce consumption of energy through an efficient and convenient transportation system.
- * To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
- * To keep travel times for people and goods as low as possible.
- * To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
- * To establish a minimum level of adequacy for transportation facilities throughout the City through the use of consistent and uniform standards.
- * To protect the capital investment in the transportation system through adequate maintenance of facilities.

CURRENT LAKEWOOD SYSTEM

Developed originally as a park-like estate community, the curvilinear road network of Lakewood makes up the principal component of its transportation and circulation system. This element recognizes that the movement of general traffic, particularly the use of the private automobile, over City roads is the most popular form of transportation in Lakewood. Aside from private automobile use, other forms of transportation used throughout the community include mass transit, bicycling, walking, car and van pool.

ROAD CLASSIFICATION AND CAPACITY

An effective road network should distinguish the purposes certain roads serve and relate those purposes to their improvement and design criteria. For example, a roadway that principally serves a small residential neighborhood is functionally different from a roadway serving a commercial shopping area. The Interim Comprehensive Plan identifies roads according to their current and future uses. This classification scheme includes the following categories: Principal arterials, Minor arterials, Collector arterials, and Local access roads (see **FUNCTIONAL CLASSIFICATION MAP**).

Principal arterials serve as the principal transportation corridors within the City. They provide access to principal centers of activity; intra-area travel between principal suburban centers, between larger communities, and between major trip generators inside and outside the plan area. Principal arterials are among the highest traffic volume corridors in the City. The design year *Average Daily Traffic* (ADT) is approximately 5,000 to 30,000 vehicles per day. They frequently carry important intra-urban and inter-city bus routes.

Minor arterials interconnect with and augment the principal arterial system. They provide service to medium-size trip generators, such as less intensive commercial development, high schools and some junior high/grade schools, warehousing areas, active parks and ballfields, and other land uses with similar trip generation potential. They distribute travel to smaller geographic areas and communities than those identified with the principal arterial system. They provide service trips of moderate length at a somewhat lower level of travel mobility than principal arterials. The design year ADT is approximately 2,500 to 15,000 vehicles per day.

Collector arterials distribute trips from principal and minor arterials to the ultimate destination, or may collect traffic from local roads and channel it into the principal and minor arterial systems. They carry a low proportion of traffic traveling through the entire subarea; carry a high proportion of local traffic with an origin or destination within that area. The design year ADT is approximately 1,000 to 4,000 vehicles per day. They may be on a somewhat meandering alignment and need not be particularly long or continuous.

Local access roads are all non-arterial public City roads and recorded private roads which are used as a primary means of access to abutting property. Every road should be classified according to this system and subsequently improved to meet standards when developed, applicable to each category.

The City of Lakewood's transportation needs are served by approximately 190 miles of city maintained roadways. There are approximately 161 miles of two lane roads, and 28 miles of roadways of three lanes or more. Forty-five miles of these roadways have ADT counts greater than 5,000 vehicles per day. The ADT at many intersections within the Plan Area are greater than 20,000 vehicles per day.

Based on traffic volume changes, the Public Works Department makes recommendations for changes in speed limits, traffic light sequencing, or road improvements suggested by any other division. There are a multitude of variables involved in maintaining the adequacy of the transportation network for Lakewood.

Principal arterials in the city include South Tacoma Way/Pacific Highway, Steilacoom Boulevard, Bridgeport Way, and Gravelly Lake Drive. Other principal city transportation corridors include 100th Street Southwest, Lakewood Drive, Washington Boulevard, and 108th Street Southwest.

The Public Works Department regularly gathers traffic counts in the community to monitor changing trends of growth or decline in ADTs. While overall traffic volumes have increased by an estimated 17 percent over the past five to ten years, variations have shown vast changes at specific intersections. Traffic volumes at specific intersections have shown increases as high as 57 percent, while declines of 20 percent have been measured at others.

CAPITAL PROJECTS

Road Maintenance -- The Six Year Road Transportation Program is a mandated capital improvement program for cities and counties in the State of Washington. It is designed to obligate local, state, and federal funds to improvements of the transportation system, primarily roads. The program addresses the current and short-range (six years) road improvement needs identified throughout the City. As a newly incorporated city, Lakewood is not required to have a Six Year Transportation Program in place on the date of incorporation but has until February 28, 2000 to adopt one.

ALTERNATIVE MODES OF TRANSPORTATION

Public Transit

Public transportation in Lakewood is provided by Pierce Transit. There are eight routes, including Seattle and Olympia. Transit Route 204 connects Lakewood and McChord Air Force Base with the Parkland Transit Center which offers connections to Downtown Tacoma, Tacoma Mall, Puyallup, and the Roy "Y". Route #212, connects the Town of Steilacoom to the Lakewood Mall Transit Center. Route #210 connects the Lakewood Mall Transit Center with the Tacoma Mall and Downtown Tacoma Transit Centers. The Tacoma Mall Transit Center provides access to routes

serving the Parkland Transit Center, and to North and East Tacoma. The Lakewood Transit Center exists adjacent to the north side of Lakewood Mall.

A Park and Ride and Transit Station is located at the confluence of SR-512 and South Tacoma Way. In addition to Transit Route 300, Downtown Tacoma to Fort Lewis, regional transportation routes are provided by Pierce Transit to and from Seattle and Olympia from this location.

In addition, Pierce Transit provides door to door service via special transportation, known as the *Shuttle*, for the mentally and physically impaired. This service is available through the Pierce Transit Dispatch Office.

Bicycles

Though bicycles are one of the primary modes of transportation for preteens, it is not known how prevalent this mode of transportation is in the community in general. There are few formalized bicycle pathways-lanes-trails in the area. Methods for reducing the potential for bicycle/motor vehicle conflict, and enhancing bicycle rider safety, include the possible development of a comprehensive bicycle trail system which encompasses improved roadway shoulders and/or designated bicycle lanes for safe routing to typically high motor vehicle traffic destinations.

Pedestrian

In addition to transit and bicycle transportation, the City should contemplate the needs of pedestrians in the city. Walking is still a reasonable means of travel for many residents within the city. Many roads within the city do not have sidewalks or adequate provisions for pedestrians. This is of particular concern given that many of the community's pedestrians are children or elderly persons who may be exposed to greater risk of conflicts with motor vehicles. Priority for sidewalk or road shoulder improvements should be given to those roadways used frequently by school children, senior citizens and disabled persons. To accommodate this concern the City's policy is to include sidewalks or paved shoulders where road improvements are planned or new roads are built. Non-vehicular access to shopping and recreation areas should be required when new high density residential development occurs.

Equestrian

Equestrian activities are principally recreational in the city. Several small private stables can be found in peripheral regions of the plan area, though there are few formal trails for equestrian activities.

Limited horseback riding facilities are present at Fort Steilacoom Park. More expansive stable facilities are found in the American Lake Garden region of the plan area. However, the bulk of horseback riding here is on Fort Lewis reservation property and has limited access for the general public.

American Lake North Seaplane Base

The American Lake seaplane base is currently in operation under an Unclassified Use Permit (UP19-69) issued by Pierce County. The seaplane base is considered a portion of the overall park and recreation facility at the County's American Lake North Park Shoreline Substantial Development Permit and Unclassified Use Permit (UP16-87/SD8-85), and is currently run by a concessionaire under contract with Pierce County Parks and Recreation.

STATE GOALS

Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. (RCW 36.70A.020(3))

STATE MANDATES

A transportation element that implements, and is consistent with, the land use element. (RCW 36.70A.070(6))

COUNTY MANDATES**Multi-County Planning Policies**

- Regional transportation plans and strategies should be consistent with local comprehensive plans and the adopted regional vision, using the Puget Sound Regional Council, as the designated Metropolitan Planning Organization and the Regional Transportation Planning Organization, as the primary forum for development of regional plans and strategies. (RT-1)
- Develop and expand an efficient, balanced, multimodal regional transportation system which connects centers and residential areas. (RT-2)
- Regional transportation plans and strategies should address the mobility and accessibility of people, freight and goods. (RT-3)
- Promote land use and transportation solutions that reduce air pollution, conserve energy and offer the best opportunity to cope with energy shortages. (RT-4)
- Emphasize transportation investments that provide alternatives to single-occupancy vehicles, such as transit, bikeways and pedestrian paths, and demand management. (RT-5)

- Promote an interconnected system of high-occupancy vehicle lanes serving the urban areas, focusing on centers and accessing regional facilities that provide options for ridesharing and for facilitating other local and express transit services. (RT-6)
- Develop a regionally coordinated network of facilities for pedestrians and bicycles, which also provides effective accessibility to transit, ferry and rail stations and within centers. (RT-7)
- Work with both the public and private sectors to promote demand management and education programs that shift travel demand to high-occupancy vehicles and to less congested times of the day and eliminate part of the travel demand altogether. (RT-8)
- Promote a moderate expansion of key roadways that support centers and provide access to non-center job and residential areas within designated urban growth areas and rural centers. (RT-9)
- Maintain the existing transportation system in a safe and usable state. (RT-10)
- Recognize the mobility needs of business and industry and provide for these needs within the intent of the adopted regional vision. (RT-11)
- Local jurisdictions are encouraged to consider establishing mode-split goals for non-single occupancy vehicle travel to all significant employment centers to reflect that center's contribution to the solution of the region's transportation problem. (RT-12)
- Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods, and freight. (RF-4)
- Integrate land use and transportation planning with health and human services planning to promote service delivery at affordable costs. (RC-5)

County-Wide Planning Policies

- Include the following as transportation services deemed County-wide in nature: State and federal highways; principal arterials; public transit facilities and services; airports (passenger or freight); and rail facilities (passenger or freight). (Transportation Policy 1)
- Include the following facilities and system components in the multi-modal network: roads, including principal highways, arterials and collectors, public transit, including bus, rail, and park & ride lots, non-motorized facilities, airports, parking facilities, and facilities related to transportation demand management. (Transportation Policy 2)
- Coordinate service levels between jurisdictions and other transportation service providers by designating roadway, intersection and transit Levels of Service (LOS), understanding that the adopted LOS will affect not only the quality of the transportation system, but also

the amount of public investment required and the permissible growth levels which the transportation system can support, and entering into interlocal agreements to establish uniform, coordinated service levels between jurisdictions for county-wide facilities. (Transportation Policy 3)

- The adopted LOS may be set below existing levels, set above existing levels, set at existing levels, set at different levels of service in different zones, set at different levels of service based on facility classifications, or set for multi-modal facilities. (Transportation Policy 4)
- Determine the adequacy of transportation facilities taking into account existing development, approved but unbuilt development and proposed development through utilization of capacity-to-demand (LOS), availability of capacity including phased capacity, and/or coordination of appropriate standards of design across jurisdictional lines. (Transportation Policy 5)
- Address substandard LOS for existing facilities or existing deficiencies by designating funding mechanisms, prioritizing facilities needed to correct existing deficiencies, using transportation demand management to minimize demand, and/or using transportation systems management to redirect traffic to uncongested areas and to modify travel behavior. (Transportation Policy 6)
- Assign responsibility for the correction of existing transportation deficiencies in the Urban Growth Areas: the County in unincorporated areas, a municipality in incorporated areas, and joint County-municipal when part of an agreement for a joint planning area. (Transportation Policy 7)
- Adopt parking regulatory codes for park-and-ride facilities and parking requirements for public facilities so as to encourage public transit use. (Transportation Policy 8)
- Address concurrency by providing transportation facilities needed to accommodate new development within six years of development approval, limiting new development to a level that can be accommodated by existing facilities and facilities planned for completion over the next six years, and encouraging new and existing development to implement measures to decrease congestion and enhance mobility through transportation demand and congestion management. (Transportation Policy 9)
- Address compatibility between land use and transportation facilities by requiring new transportation facilities and services in appropriate or desirable areas to be phased within a twenty-year time frame consistent with tiered areas and six year capital improvement programs, restricting the extension of new transportation facilities outside the Urban Growth Area, using development regulations to ensure that development does not create demands exceeding the transportation system capacity, using land use regulations to increase the modal split between automobiles and other forms of travel, and approving transportation facilities in conjunction with land use approvals. (Transportation Policy 10)

- Address environmental impacts of the transportation policies through programming capital improvements and transportation facilities designed to alleviate and mitigate impacts on land use, air quality and energy consumption (e.g., high-occupancy vehicle lanes, public transit, vanpool/carpool facilities, or bicycle/pedestrian facilities); and locating and constructing transportation improvements so as to discourage adverse impacts on water quality and other environmental features. (Transportation Policy 11)
- Address energy consumption/conservation by designing transportation improvements to encourage alternatives to automobile travel; locating and designing new development so as to encourage pedestrian or non-automobile travel; providing regulatory and financial incentives to encourage the public and private sector to conserve energy; and reducing the number of vehicle miles traveled and number of vehicle trips. (Transportation Policy 12)
- Provide the following facilities to encourage alternatives to automobile travel and/or to reduce the number of vehicle miles travelled (modal split, trip generation and trip length): structural alternatives (e.g., public transit, construction of new HOV lanes, limitations on highway/roadway construction, carpool/vanpool facilities, non-recreational bicycle/pedestrian facilities), and non-structural/regulatory alternatives (e.g., growth management, road/congestion pricing, auto-restricted zones, parking management, site design, ridesharing incentives). (Transportation Policy 13)
- Utilize the following transportation systems management measures to make the most efficient use of the existing roadway system: structural improvements (e.g., super street arterials, signalization improvements, computerized signal systems, one-way streets, ramp metering, designation of HOV lanes, reversible traffic lanes), and non-structural improvements (e.g., incident detection and monitoring systems, network surveillance and control, motorist information systems, turn prohibitions, alternative work hours). (Transportation Policy 14)
- Consider a number of financing measures, including but not limited to: general revenues; fuel taxes; toll roads; bonding; congestion pricing; public/private partnerships; assessment and improvement districts, facility benefit assessments, impact fees, dedication of right-of-way and voluntary funding agreements; and others, as may be appropriate. (Transportation Policy 15)
- Coordinate access needs and control for County and/or municipal funded transportation facilities through designating limited access facilities in the regional plan, determining access regulations through mutual agreement by the affected jurisdictions and/or by an agency designated by the affected jurisdictions, and developing access regulations by the agency having primary jurisdiction or funding responsibility. (Transportation Policy 16)

OBJECTIVES, PRINCIPLES AND STANDARDS

TRN Objective 1. Ensure that the street system maintains the capacity to adequately service present and future volumes of traffic while limiting traffic to levels consistent with the expressed and desired quality of life in the community.

- 1.1 Road expansion should be tailored to the minimum category to serve established subcommunity levels.
- 1.2 Promote adequate maintenance and improvement of the roadway system when addressing the transportation and circulation concerns of the community.
- 1.3 Encourage the development of strategies necessary to improve public roadways to meet applicable road standards.
- 1.4 Encourage the expansion of appropriate road shoulders to maintain a safe area for walking, horseback riding, jogging, and biking.

The following principles and standards are modified from those in Pierce County Transportation Plan, adopted by the Pierce County Council in December 1992 and by the Lakewood City Council in February 1996. The policies of the Pierce County Transportation Plan control except where modified in this Element.

TRN Objective 2. TRANSIT. Recognize that transit and ridesharing are important elements of the transportation system.

- 2.1 **High Capacity Transit.**
Actively promote high capacity transit (HCT) through City involvement in the planning, location, timing, financing, design and technological decisions about a regional HCT system by:
 - 2.1.1 Participating in regional high capacity transit studies;
 - 2.1.2 Broadening the definition of high capacity transit beyond light rail to include transit service expansion, High Occupancy Vehicle (HOV) lanes, park-and-ride lots, and many other incremental commuter services which may be transitional programs instituted before rail is implemented;
 - 2.1.3 Identifying corridors for HCT;

- 2.1.4 Creating the kind of environment that will support and enhance HCT use through the provision of adequate access for pedestrians and bicycles, incorporation of policies which promote transit use (i.e., flextime) and land use decisions which will support the system (i.e., higher development densities around transit centers); and
- 2.1.5 Participating in the planning, location and design of park-and-ride lots, HOV lanes, and other facilities and services to support the regional transit system.
- 2.2 **Transit Service Extensions.**
Encourage Pierce Transit to establish a process for evaluating boundary and service extensions which includes criteria to determine the feasibility of providing service to new areas; and evaluate alternatives to regular, fixed route transit service (e.g., vans for occasional service, and demand responsive service).
- 2.3 **Coordination With Social Service Agencies.**
Encourage coordination between Pierce Transit and all social service agencies in the location of transit and new social service facilities so that social service agency clients can be served effectively by transit.
- 2.4 **Encouraging Use of High Occupancy Vehicles (HOVs).**
Encourage greater use of HOVs such as transit, carpools and vanpools, by travelers in order to move people more efficiently and minimize the need for additional roadway capacity. Specific actions and programs will be identified in Lakewood's TDM program and ordinance.
- 2.5 **Transportation Demand Management Program Development.**
Coordinate with Pierce Transit, local and regional jurisdictions, the Puget Sound Regional Council, the Washington State Department of Transportation, and business, development and residential communities to develop an integrated TDM/HOV program to increase HOV use in Lakewood. The TDM/HOV program may include:
 - 2.5.1 A definition of HOVs so that the City, County, the State, and other agencies use a consistent definition for HOV facilities that connect;
 - 2.5.2 Identification of rights-of-way and property needed for park-and-ride lots, HOV lanes, intersection improvements (such as queue bypass lanes) and so forth;
 - 2.5.3 A public education program to encourage greater utilization of HOVs;

- 2.5.4 Assignment of responsibility for the provision, management and maintenance of HOV related facilities;
- 2.5.5 A mechanism for regional coordination of HOV services and programs provided by transit operators in the region;
- 2.5.6 Program monitoring to assess the success of various strategies and to revise the program when appropriate; and
- 2.5.7 A TDM/HOV manual for use by City departments, local jurisdictions, and private developers and employers with guidelines for:
 - a. Parking management programs that provide incentives for HOVs and discourage Single Occupant Vehicles, (SOVs);
 - b. Transportation support services which enhance the convenience of HOV use, such as ridematching, education and guaranteed ride home programs;
 - c. Policies and programs to encourage land use and development design that create an environment in which HOVs and transportation demand management programs can operate more successfully;
 - d. Providing convenience services at park-and-ride lots to encourage more people to use the lots and to decrease total trip making;
 - e. Providing financial and other incentives to use transit/HOVs, such as transit/vanpool subsidies, and parking pricing strategies;
 - f. Promoting flex time and alternative work hours to reduce travel demand during peak hours; and
 - g. Providing convenient transfers between different travel modes, intercity and local bus services, and airporter service at key locations.

2.6 **New Developments Designed to Encourage TDM.**

Require those developments that are found to significantly impact transportation facilities and services to provide TDM/HOV programs. A "threshold definition" (e.g., size and type of development and location of the development in relation to congested corridors, etc.) will be used to link specific TDM/HOV improvements to

the developments affected by this policy. Potential TDM/HOV improvements could include:

- a. HOV facilities
- b. Parking management programs
- c. Supporting TDM/HOV incentive programs
- d. Facilities for pedestrians and bicyclists

2.7 Transit Facilities.

Encourage private developers and Pierce Transit to integrate transit facilities (e.g., transfer centers, bus pullouts, bus shelters, transit information centers) and pedestrian connections into residential, retail, manufacturing, commercial office, and other types of development.

2.8 Transfer Centers.

Encourage transit centers:

- a. Be located in higher density centers throughout the City;
- b. Be designed to minimize adverse impacts on surrounding development;
- c. Include safe and convenient access and facilities for pedestrians, bicyclists, and persons with disabilities;
- d. Be designed and operated so as to minimize conflicts with traffic operations; and
- e. Provide a safe and secure environment for transit users.

2.9 Park-and-Ride Lots.

Support the development of the regional park-and-ride lot system and encourage that such lots:

- a. Are located on sites with convenient access to the arterial and freeway system;
- b. Include adequate screening to provide a buffer from incompatible land uses, but maintain views for safety;
- c. Provide mitigation of negative impacts such as increased vehicular traffic and surface water run-off; and

- d. Provide a safe and secure environment for park-and-ride users.

2.10 School Bus Transportation.

Require developers of residential developments to provide waiting areas, including bus shelters, when appropriate for the safe congregation of school-age children transported by bus to school.

TRN Objective 3. NONMOTORIZED TRANSPORTATION. Meet the needs of bicyclists, pedestrians and equestrians traveling on roads in the City and encourage the provision of non-motorized facilities, including sidewalks, where it is appropriate to provide safe and convenient access between properties and facilities.

3.1 Nonmotorized Travel Modes.

Coordinate planning efforts for nonmotorized modes of travel with other jurisdictions, local communities and specific nonmotorized travel interest groups to develop an integrated area-wide plan for bicycles and other nonmotorized travel modes that ensures continuity of routes.

3.2 Pedestrian and Bicycle Facilities.

Encourage developers of large lot subdivisions, short plats and other types of development to provide safe and convenient facilities for pedestrians and bicyclists. Develop and adopt facility design standards and threshold levels which reflect the needs of the local community. Such facilities include:

- 3.2.1 Sidewalks, improved shoulders, or off-street trails within developments to accommodate internal circulation; and
- 3.2.2. Connections to adjacent property and transportation facilities (such as roads, trails, and transit routes) to facilitate safe and convenient access to nearby parks, schools, business and residential areas, transit routes and trails.

3.3 Facilities for Nonmotorized Travel.

Provide facilities for travel by nonmotorized travel modes by:

- 3.3.1 Work toward the development of a comprehensive plan for nonmotorized transportation in Lakewood.
- 3.3.2 Coordinating the work of all City departments in the planning and provision of on-road and off-road facilities for nonmotorized travel modes.

3.4 Coordination with Schools.

Coordinate with the Clover Park School District and accredited private schools to identify safe school walking routes which address pedestrian needs around school facilities.

3.5 Low Cost Improvements for Nonmotorized Travel.

Explore opportunities to provide low cost improvements within existing public rights-of-way to improve conditions for nonmotorized travel modes.

3.6 Nonmotorized Travel and TDM.

Encourage the use of nonmotorized travel modes as part of the City's TDM program to reduce the use of motorized travel modes.

3.7 Facilities for Persons with Disabilities.

Consider the needs of persons with disabilities when developing plans and programs for nonmotorized transportation.

TRN Objective 4. ROADS. Provide an efficient road network as an additional transportation option in order to provide adequate mobility for all people, goods and services.

4.1 Functional Classification.

Classify the City of Lakewood transportation system in accordance with federal, state, regional and local guidelines based on:

4.1.1 Washington State Department of Transportation's "Guidelines for Amending Urban Boundaries, Functional Classifications, and/or Federal Aid Systems," except that in the labeling of arterials, the City's adopted system of Principal, Minor and Collector arterials, shall be used;

4.1.2 Establishing a supplemental classifications for transit, trucks, bicycles, and equestrians;

4.1.3 The designation of "primitive roads" as defined by RCW (Revised Code of Washington) 36.75.300 when appropriate; and

4.1.4 A special classification for "alleys," defined and applied throughout the City.

4.2 Classification Plan Updates.

Conduct a comprehensive review and update of Lakewood's Road Classification Plan every five years, with minor modifications as appropriate on an annual basis.

4.3 Goods Movement.

Preserve the integrity of identified neighborhoods by:

- 4.3.1 Identifying bypass routes to minimize truck traffic through neighborhoods;
- 4.3.2 Identifying "Key Truck Roads" to serve commercial centers and other areas attracting numerous truck trips; and
- 4.3.3 Designating "Key Truck Roads" so as to avoid residential neighborhoods, points of low overhead clearance and transportation facilities with load restrictions.

4.4 Road Adequacy Ordinance.

Encourage the private sector, the Washington State Department of Transportation and the community at large to work with the City to develop a road adequacy ordinance to support development of adequate transportation facilities throughout the City. This ordinance should define specific standards for:

- a. Acceptable levels of congestion and service;
- b. Safety; and
- c. Right-of-Way requirements.

4.5 Access and Standards.

Ensure adequate access to development through a system of public and, where appropriate, private roads. A range of design and construction standards to cover all facilities will be developed in cooperation with the county's citizens, the private sector and various City Departments for roadway alignment (or location), design, ownership (public or private), and street naming.

4.6 Roadway Design.

Coordinate with local jurisdictions, the Washington State Department of Transportation (WSDOT), the Federal Highway Administration (FHWA), and Pierce Transit to achieve consensus on a uniform set of minimum roadway design standards that:

- a. Are linked to the level and type of land development served by transportation facilities;
- b. Promote compatibility among jurisdictions in the design of transportation facilities; and
- c. Comply with federal and state design criteria.

4.7 **Threshold Levels.**

Specific "threshold levels" will be established to determine which roadway design standards should apply to individual roads based on the projected ultimate usage of the roadway (i.e., daily traffic volumes and access needs) and its relationship to the City's overall transportation system.

4.7.1 Planned routes for public roads may not be constructed and operated as private roads, although an interim private road in a planned future public road corridor may be allowed to serve single-family residential development until a route establishment study has been completed by the City.

4.7.2 Private roads that do not meet the "threshold level" established for public roads will not be accepted into the City road system unless they have been identified through the transportation planning process as serving public, through traffic needs.

4.7.3 Street names and addresses for new private roads will conform to the Pierce County street naming system except where specifically exempted by the City Council.

4.8 **Standards for Different Travel Modes.**

Incorporate the special design parameters required for transit, truck, bicycle, pedestrian and equestrian use into the Lakewood roadway design standards. These special design parameters should:

- a. Be compatible with the City's new supplemental classification system;
- b. Be applied consistently and equitably;
- c. Promote improved transit accessibility features such as bus turnouts, pedestrian access to bus stops and bus shelters; and
- d. Keep "at grade" railroad crossings to a minimum and provide for traffic control safety devices consistent with Washington Utilities and Transportation Commission regulations for existing and new crossings.

4.9 **Access Control.**

Encourage the consolidation of access to state highways, and principal and minor arterials in order to complement the highway and arterial system, reduce interference with traffic flow on the arterials, and discourage through traffic on local access streets or private access/circulation roadways. To achieve this the City:

- 4.9.1 Encourages, and may assist, landowners to work together to prepare comprehensive access plans that emphasize efficient internal circulation and discourage multiple access points to principal roadways from developing areas along highways, and principal and minor arterials;
- 4.9.2 Encourages access to private developments through a system of collector arterials and local access streets to be identified in the City's Transportation Plan;
- 4.9.3 Encourages consolidation of access in developing commercial and high density residential areas through shared use driveways, frontage roads, and local access streets which intersect with arterials at moderate to long spacing; and
- 4.9.4 Encourages an Access Design Review Group composed of representatives of Lakewood, Pierce County, state, and other local jurisdictions to address access issues on state highways in Pierce County and provide input during state access hearings.

4.10 **Transportation System Management (TSM).**

Maximize the operating efficiency of the City's transportation system through the use of TSM strategies such as:

- a. Signal interconnect systems, signal coordination and synchronization, signal preemption for transit vehicles, and other signal improvements to facilitate smooth traffic flow;
- b. Turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes, including where appropriate, queue bypasses for HOVs and transit;
- c. Access control for principal arterials to minimize disruptions in traffic flow;
- e. Off-street truck loading facilities, where appropriate, to separate goods loading/unloading from goods and people movement, and provide for the efficient movement of goods and traffic; and
- f. Regulating truck delivery hours and establishing size limits on trucks in certain areas to facilitate traffic flow.

4.11 Road Improvement Districts.

Establish Lakewood policies, standards, and practices related to the Road Improvement District (RID) program to ensure consistency with the Comprehensive Plan and to determine if RIDs are providing adequate financing for road improvements. The RID program should be revised to be consistent with the Plan and should ensure an efficient, cost effective program which provides a viable source of funding for road improvements.

TRN Objective 5. OTHER MOTORIZED TRANSPORTATION. Coordinate other transportation facility and service plans with the Lakewood Transportation Plan (i.e. Pierce County Transportation Plan).

5.1 Airports.

Participate in regional airport planning to ensure that City needs are met and that City concerns are addressed. To do this, City departments are directed to:

- a. Work to implement adopted airport plans;
- b. Keep the City Council up to date regarding the status of airport planning in the region and its likely impact on Lakewood.

5.2 Preservation of Airport Resources.

Support the preservation of air navigation resources and facilities, especially McChord Air Force Base, in the City by:

- a. Providing for compatibility with surrounding land uses;
- b. Preventing encroachment by development that negatively impacts airport operations; and
- c. Supporting adequate ground transportation to move people and goods to and from airports.

5.3 Airport Overlay Zone.

Support the development of an "airport overlay" zoning designation and map that:

- a. Is compatible with Federal Aviation Administration standards;
- b. Includes all military airports and seaplane bases;
- c. Is coordinated with all affected parties; and
- d. Is incorporated into Lakewood zoning regulations for areas designated as "compatible use districts" in the McChord AFB Air Installation Compatible Use Zone documents.

5.4 **Methods to Ensure Compatibility.**

Support the use of the following methods, in addition to "airport overlay zones" to provide for compatibility between air facilities and surrounding land uses:

- a. Public education regarding airport locations, usage, plans, and potential impacts;
- b. An expanded State Environmental Policy Act review process to address the impacts of aircraft noise within an air facility's flight paths and on the ground and water surface;
- c. A coordinated review process for proposed land developments located within an airport overlay zone;
- d. Specific criteria and guidelines regarding the location and safe operation of all new or expanded air facilities within the City; and
- e. Clear identification, available to the public, of all airports, seaplane bases and airport zones on City maps and records, including (but not limited to) zoning maps, and assessor's maps and records.

5.5 **Rail Service Preservation and Enhancement.**

Encourage local communities, the Washington State Department of Transportation, railroads, labor groups and shippers to work together to:

- a. Improve passenger and freight rail service;
- b. Identify and preserve rail lines which currently provide transportation and economic benefits to Lakewood;
- c. Coordinate and implement passenger and freight rail service preservation projects consistent with a regional transportation program; and
- d. Consider localized rail service as a means of public transportation.

5.6 **Preserving Rail Rights-Of-Way.**

Strongly encourage the preservation of rail rights-of-way for future rail or other transportation purposes. Actions to preserve rail rights-of-way include:

- a. Identification of abandoned or to be abandoned rail lines and rights-of-way in conjunction with the state, local communities, railroads, labor groups, and shippers;

- b. Assessment of potential uses of rights-of-way for different forms of motorized and nonmotorized travel in order to preserve and implement their highest and best transportation use;
- c. Allocation of funds by the state for the purpose of identified rail lines and rights-of-way; and
- d. Amendment of RCW (Revised Code of Washington) Chapter 47.76 by the state to implement the December 1988, Washington State Rail Development Commission recommendations, which would modify "rail banking" practices, the acquisition of abandoned corridors, the interim and future use of rights-of-way, and funding procedures.

TRN Objective 6. IMPLEMENTATION STRATEGIES AND ACTIONS. Outline the strategies and actions necessary to finance and implement the transportation improvements planned to meet the City's transportation needs.

6.1 Adequate Facilities for All Modes.

Ensure adequate transportation facilities for all transportation modes, including trucks and passenger vehicles, transit, localized rail service, air service, and nonmotorized modes of travel.

6.2 Agency Coordination.

Actively coordinate the planning, construction, and operation of transportation facilities and programs to support and complement the planning functions of Pierce County, adjacent counties, local jurisdictions, the Puget Sound Regional Council (PSRC), the Washington State Department of Transportation, Pierce Transit, and other public and private entities responsible for transportation facilities and services that may affect Lakewood. This coordination is facilitated by:

- a. Encouraging elected officials to participate in the PSRC subregional council and other PSRC committees, and activities;
- b. Working with other jurisdictions to plan, seek funding for, and implement multijurisdictional transportation projects necessary to address shared transportation needs; and
- c. Formulating transportation decisions that are consistent with current plan documents of Lakewood.

6.3 Review and Comment.

Review and comment on the transportation plans, Capital Improvement Programs, and Transportation Improvements Programs of local, regional, and state agencies

involved in the provision of transportation facilities and services to improve the coordination of individual transportation improvement projects.

6.4 Multimodal Coordination.

Coordinate planning and operation of transportation facilities and programs to optimize multimodal transportation programs, transportation service connections, and transfer at designated transfer points, including existing and future transit centers. The City encourages:

- a. Pierce Transit to review options for accommodating cyclists, including bike racks on buses, and bike racks at principal transit facilities and bus stops;
- b. The Washington State Department of Transportation and local jurisdictions to upgrade depot facilities and provide for multimodal use of these facilities;
- c. Integration of nonmotorized modes of travel into the roadway system where appropriate; and
- d. Integration of nonmotorized modes of travel into the citywide and regional off-road trail system.

6.5 Utilities.

Coordinate the location of principal utility and transportation corridors and the construction of roadway and utility improvement projects with utility companies/providers in order to minimize right-of-way disruptions caused by construction, minimize costs, and maintain pavement integrity.

6.6 Identifying Right-of-Way Needs.

Use the transportation planning process to identify transportation system needs throughout the county in order to:

- a. Provide adequate transportation facilities and services to meet current and future travel needs;
- b. Identify specific transportation corridors and alignments where public roads are needed; and
- c. Locate and protect needed rights-of-way as soon as possible.

6.7 Acquiring Rights-of-Way.

Reserve property for needed rights-of-way as quickly as possible. Methods to acquire and preserve right-of-way include, but are not limited to:

- a. Requiring dedication of right-of-way as a condition for development;
- b. Requesting donations of right-of-way to the City;

- c. Determining the allowable development density of a given property, based on the total property size (including the donated right-of-way portion), so that developers who donate rights-of-way are not penalized;
- d. Purchasing rights-of-way by the City;
- e. Purchasing development rights from property owners; and
- f. Requiring property owners to grant public easements.

6.8 Protecting Rights-of-Way From Encroachment.

Protect public rights-of-way from encroachment by any structure, vegetation, landscaping materials or other obstruction in order to:

- a. Provide safety for motorists, pedestrians, bicyclists or other users of the public roads;
- b. Preserve the integrity of City roads, drainage systems, and other publicly provided and maintained facilities; and
- c. Protect access for all travelers using motorized and nonmotorized travel modes.

6.9 Protection Methods.

Use the following methods to protect rights-of-way from encroachment:

- a. Establish minimum setback requirements for property improvements to preserve sufficient right-of-way to allow for expansion of roadways or provision of frontage roads to serve future transportation needs;
- b. Develop specific guidelines regarding the installation and maintenance of any landscaping in or extending into the public right-of-way; and
- c. Develop a public information program to inform property owners about the City's policies regarding private use of right-of-way, including specific information covering acceptable practices and maintenance requirements.

6.10 Compatibility With Adjacent Land Uses.

Ensure planned transportation system improvements are compatible with adjacent land uses and minimize potential conflicts through guidelines to:

- a. Use a variety of methods to control access to principal arterials from adjacent developments;

- b. Route principal and minor arterials around, rather than through, neighborhoods and communities so as to minimize traffic impacts on residential neighborhoods;
- c. Prevent new residential areas from fronting on principal or minor arterials;
- d. Provide landscaping and other types of buffers along principal transportation facilities; and
- e. Provide facilities for bicyclists and pedestrians to access public transit.

6.11 **Allowable Land Use Changes.**

Allow land use changes (such as master plan developments, rezones, plats and conditional use permits) only when these changes are accompanied by specific documentation or proposed plans showing how the transportation system can adequately support the needs of existing and proposed development. Pierce City will establish threshold levels for this policy so that small landowners will not be unfairly disadvantaged, and will tie implementation of this policy to impact mitigation planning that seeks to fairly allocate the costs of transportation improvements among and between the City and all affected parties.

6.12 **Environmental Protection and Conservation.**

Minimize negative environmental impacts created by City transportation facilities and activities by:

- a. Appropriately designing, constructing, operating, and maintaining transportation facilities to minimize degradation of existing environmental conditions;
- b. Aligning and locating transportation facilities away from environmentally sensitive areas to preclude direct environmental degradation caused by a facility and indirect environmental degradation created by development around facilities;
- c. Mitigating unavoidable environmental impacts; and
- d. Soliciting and incorporating the concerns and comments of interested parties regarding environmental issues into the planning, design, construction, operation, and maintenance of the county transportation system.

6.13 **Responsibility for Transportation Network.**

Provide and maintain a basic network of transportation facilities and services. The City seeks to equitably distribute costs and benefits among all modes of travel (to encourage the growth of a balanced, multimodal transportation system), and to allocate resources fairly and equitably to all areas of the county.

6.14 Cost Effective Solutions.

Keep the costs of providing and maintaining adequate transportation facilities as low as possible by emphasizing the most cost effective solutions to meet transportation needs and by equitably distributing the costs for providing the improvements in proportion to the benefits received.

6.15 Funding Strategies.

Provide greater flexibility and equity in transportation revenues and expenditures in Lakewood's overall funding strategy, and to look beyond immediate needs to long-term strategies to secure adequate financing. Lakewood strives for maximum leverage of City funds by pursuing non-City funding sources for transportation projects and using City funds for local matching funds.

6.16 Sources of Funds.

Work to secure adequate long-term funding sources for transportation through a variety of methods, including:

- a. Changes in state law to allow additional funding sources such as road utilities and local option financing mechanisms;
- b. Lobbying the state legislature for a more equitable distribution of state funds generated by a jurisdiction and received by that jurisdiction;
- c. Restricting use of any Lakewood Road Levy to right-of-way acquisition and the design, construction, operation and maintenance of transportation facilities;
- d. Encouraging public/private partnerships for financing transportation projects;
- e. Sharing costs with other jurisdictions for needed improvements that solve shared transportation problems;
- f. Sharing costs with private developers who want to accelerate construction of particular transportation improvements or for additional transportation facilities and services needed to serve new developments, in proportion to the impacts and needs generated by individual projects;
- g. When cost effective, encourage the use of Road Improvement Districts by local residents to upgrade public and private roads and develop new roads consistent with City public road standards;
- h. Seeking federal funding for transportation projects that support the military mission;

- i. Making application to the federal government for mitigation funds needed to accommodate military traffic; and
- j. Considering road impact fees.

6.17 **Impact Mitigation**

Recognize that the mitigation of development impacts is the shared responsibility of the public and private sectors. The City requires that developers of land along identified transportation corridors contribute their fair share towards transportation improvements necessitated by their development(s). Impact mitigation efforts may include:

- a. Taking the lead in forming a group of concerned citizens, policy level officials from the City, developers, and other interested parties to develop a transportation impact fee program;
- b. Requiring that developers assist the City and other jurisdictions in the provision of additional transportation facilities and services needed to serve new developments in proportion to the impacts and needs generated by their projects; and
- c. Allowing developers to use lower rates in estimating traffic impacts if a development's access to transit or construction of transit improvements can be shown to result in lower traffic generation rates.

6.18 **Priority Process.**

Use a standardized, well documented priority process to establish clear priorities for transportation expenditures in the City. The process is clearly stated so that all participants and the general public can easily understand the process and the recommendations that result from its use. Lakewood encourages public input in the priority process and provides opportunities for review and comment by the community regarding the City's priorities. Lakewood coordinates with and includes other jurisdictions in determining its priorities for transportation improvements.

6.19 **Special Needs Transportation.**

Support the mobility of all riders including those persons who are elderly, young, low income, and all persons with disabilities by maximizing transportation system accessibility, affordability, and expanded service capacity through:

- a. Design standards that reflect the infrastructure needs of persons who are elderly and all persons with disabilities;
- b. Identifying and improving existing transportation facilities and developments that are not accessible or usable by persons who are elderly or by persons with disabilities; and

- c. Encouraging greater coordination of public and private transportation operators to accommodate the special needs of persons who are elderly and all persons with disabilities.

UTILITIES ELEMENT

MASTER GOAL: ACHIEVE AN ADEQUATE DISTRIBUTION OF UTILITIES THROUGHOUT THE PLAN AREA, WITH THE PROVISION THAT NEW UTILITIES DISCOURAGE LAND USE THAT IS INCONSISTENT WITH THE SUBURBAN CHARACTER OF LAKEWOOD.

INTRODUCTION

The Utilities Element was developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address utility services within the City of Lakewood. It consists of "the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines." The term capacity is synonymous with capability and refers to the maximum load a generator, turbine, power plant, or transmission system can supply under specified conditions for a given period of time without exceeding approved limits of temperature and stress.

The Utilities Element describes how the goals in the other Plan elements will be implemented through the utility policies and regulations. It is an important element in implementing Comprehensive Plan objectives. The Element was also developed in accordance with the County-Wide Planning Policies and has been integrated with all other Plan elements to ensure consistency throughout the Comprehensive Plan.

The Utilities Element includes the following sections:

1. Electricity
2. Natural Gas
3. Telecommunications
4. Cable Television
5. Water Service
6. Solid Waste Management
7. Sewer Service and Wastewater Treatment

The policies included in this Element are intended to implement least-cost planning, a concept which, as applied to utilities, seeks to provide services over the life of the Plan to existing and future customers at the least cost to customers and society at large. Examples of the ways in which least-cost planning can be carried out include joint trenching; installation, upgrade, repair, and maintenance of distribution and transmission lines during road construction or reconstruction; and coordination of utilities planning and approval with project design and approval.

The Utilities Element relies on data and information shared by the utility providers. Within Lakewood both public and private purveyors provide electricity and water service, while natural gas, telecommunications and cable television service are provided by private companies. Pierce

County government provides sewer service to most of the city and oversees solid waste collection for Lakewood.

The siting of domestic water systems and sanitary sewer systems, which are defined under WAC 365-195-200 as being public facilities, is addressed within the Land Use Element, Public Facilities section. The process for siting "essential public facilities" is contained in the Essential Public Facilities Chapter. The Capital Facilities Element will identify levels of service and policies for utilities owned by the City of Lakewood.

While the Utilities and Capital Facilities Plan Elements both address utilities planning issues, the Utilities Element differs from the Capital Facilities Plan Element in some important ways. The Capital Facilities Plan Element discusses the financial feasibility of providing capital facilities to accommodate anticipated growth. The Utilities Element does not address financing issues. The Utilities Element presents policies concerning how utilities are to be located and, in general terms, their design. The Capital Facilities Plan Element provides no location or design criteria.

The Capital Facilities Plan Element discusses some of the components included in the Utilities Element including sewer service and wastewater treatment, solid waste management, and potable water. It also discusses capital facilities that are not considered utilities, such as government buildings, roads, parks, and detention facilities. The Utilities Element discusses electricity, natural gas, telecommunications, and cable television--components which are not part of the Capital Facilities Plan Element.

ELECTRICAL SERVICE

Lakewood is served by three electrical utilities: Lakeview Light and Power Company (Lakeview Light), Tacoma City Light and Puget Sound Power and Light Company (Puget Power). Tacoma City Light was established in 1893, Puget Power in 1892 and Lakeview Light in 1922. Each electrical utility provides electrical services to approximately a third of the Planning Area. Service area boundaries are not mutually exclusive and therefore may overlap. To eliminate competition for customers, Lakeview Light, Tacoma City Light and Puget Power have established joint agreements determining their customers and service area boundaries as approved by the Washington Utilities and Transportation Commission (WUTC).

Source of Power

Lakeview Light, Puget Power, and Tacoma City Light are part of the Northwest Power Pool Grid, which enables them to access the Bonneville Power Administration (BPA) as well as to other electric generating plants. This access was made possible from the 1964 Pacific Northwest Coordination Agreement where northwest utilities agreed to operate their generating projects as a single entity to make optimum use of the water and storage resources of the region.

Existing Electrical Infrastructure

As of the 1992 adoption date of the Lakewood Community Plan by Pierce County, there were 13 substations in Lakewood that serve residential, commercial, industrial, and public authorities (eg. street and traffic lights) customers.

Number and Types of Customers in 1989

The WUTC requires that electrical utilities provide service to any customer within the utility's service territory. In 1989, the electrical utilities combined, served approximately 31,779 customers in Lakewood. Tacoma Utilities served the largest number of customers with 13,385 or 42 percent of the total customers. Lakeview Light served the least number of customers with 7,668 or 24 percent. Puget Power serviced the remaining 10,226 customers (34 percent).

Of the total customers, about 90 percent were residential, 8 percent were commercial, .5 percent were industrial, and the remaining 1.5 percent accounts for other uses such as street lighting. Residential customers are primarily served by Puget Power and Tacoma Utilities. Commercial and industrial customers are primarily served by Lakeview Light.

Electrical Capacity and Consumption

In evaluating the existing and proposed power resource, power planners distinguish between capacity and energy output. On a daily basis, there are certain times, usually mornings and evenings, when consumers use higher-than-average amounts of electricity. As consumers turn on lights, appliances, and machinery, the generating system must respond instantly to meet the new level of demand. This high level of demand is called peak load; meaning it requires generation capacity. Energy output, on the other hand, is the total amount of load placed on a power system over a period of time.

Each generating plant, whether hydro or thermal, has a capacity or output rating expressed in kilowatts or megawatts. A region's total capacity is the sum of the capacity of these generators. The amount of energy generated is limited by the amount of water in the river system as well as scheduled and unscheduled outages in both hydro and thermal facilities.

For forecasting energy needs, power planners must address a variety of factors. These factors include change in population, new industry, housing starts, and projected cost of power. Other factors include climate, age of housing stock, levels of weatherization, nature of the local economy, historical patterns of energy use, customer's income, and type of appliances used, whether they are gas or electrically powered. New technologies are increasing the amount of electricity able to be delivered without adding additional facilities.

NATURAL GAS SERVICE

Washington Natural Gas (WNG) Company is one of four major utilities that purchases gas for distribution in the State of Washington. Washington Natural Gas services about 29,000 customers in unincorporated Pierce County and Lakewood. The number of customers and amount of gas

consumed in Lakewood is not available. Customers use natural gas for several home appliances. Natural gas is an alternative to electricity. WNG is the only natural gas provider for Lakewood.

High pressure main lines are generally located along arterials. The majority of the Urban Growth Area has access to gas lines.

Essentially, almost anybody wanting to convert to natural gas from other forms of energy is able to do so. Before WNG installs the pipeline and equipment, the company must make a reasonable profit of 13 percent for installing gas lines for existing and new developments. This means that enough people in the area to be serviced will also have to convert over to gas. Coordination with the Lakewood Public Works Department will also be required to obtain permission to place the gas pipelines within the street right-of-way. According to the WNG officials, any plans to add gas lines for Lakewood will be demand driven.

WNG is aggressive in marketing their products by trying to convince people to convert from electricity to gas. It is efficient, costs less, and there is an abundant supply. By the year 2000, the United States could be producing up to five trillion cubic feet of gas from additional geological areas including tight western sands, devonian shales, coal seams, coal gasification, hydrates, deep basins, geopressure zones, and synthetic gas from biomass.

TELECOMMUNICATIONS

Standard Service - Regulatory Environment

The WUTC regulates utility and transportation providers to ensure safe and reliable service to consumers at reasonable rates. All of Washington State's investor-owned gas, electric, water and telecommunications utilities are regulated by the WUTC.

Cellular Service - Regulatory Environment

Nationally, the **Federal Communications Commission (FCC)** regulates the airwaves and the cellular industry and is responsible for issuing construction permits for transmission facilities and licenses to operate cellular systems.

Local governments regulate the development of the cellular network by specifying where facilities can locate, applying buffering and setback requirements and the like. Local governments have been preempted by federal case law from regulating **Federal Aviation Administration (FAA)** covered facilities.

The FAA reviews location and height of proposed towers to prevent interference with operations of airports and flight paths. The FAA regulates proposed towers that exceed 200 feet and smaller towers located within 20,000 feet of a major airport and 10,000 feet of general aviation airport. The FAA does not have the authority to deny an FCC construction permit, but it can cite a proposed tower as a hazard to navigation.

Utility Service Areas - Existing Conditions

Local standard telephone service and limited long distance service is provided in Lakewood by U.S. West Communications. Lakewood residents may choose between several long distance providers, such as AT&T, MCI and Sprint, for service to areas outside of western Washington. Cellular phone service is provided to Lakewood by U.S. West Cellular (New Vector) and AT&T Cellular. Calls outside of local service areas require a long distance carrier.

Standard Service

The Lakewood Planning Area is served by US West Communications, out of its Juniper Central Office. US West has a policy that new telephone facilities will be underground and wherever it is economically feasible, overhead cable will be moved underground.

Cellular Service

The FCC licenses cellular companies to operate within strict guidelines. The license grants the right to use specific radio frequencies to provide cellular telephone service. The FCC awards only two licenses within Metropolitan Service Areas (MSAs) or Rural Service Areas (RSAs). The Tacoma MSA, of which Lakewood is a part, is served by US West Cellular (New Vector) and AT&T Cellular.

General Location and Capacity of Facilities

Standard Service

Various kinds of telecommunications facilities are located throughout Pierce County and State to serve Lakewood residents. Due to the nature of telecommunications, facilities are not necessarily located near the served customers. For example, many of US West's facilities, including aerial and underground, are co-located with those of the local electric power providers. Individual facilities may serve purely local and/or distant customers.

Service areas are divided into local exchange areas served by a Central Office, which contains switching equipment. From a Central Office, there are typically four main cable routes with many branch feeder routes. These feeder routes may be aerial or buried, copper or fiber. Extending from the branch feeder routes are thousands of local loops that provide dial tone for voice or data transmission.

Telecommunications technology does not require that every customer be served by a pair of wires between the home or business and the Central Office. Using electronics, digital transmission, fiber optics and other technologies, US West's facilities can provide multiple voice/data paths over a single wire.

The technology used by telecommunications facilities in Lakewood means that capacity is not a problem for telephone companies providing service locally. US West regularly analyzes the capacity of its systems and begins working to provide additional capacity when the system is at 85 percent of capacity.

Cellular Service

Where feasible, cellular facilities utilize existing tower structures, poles, and buildings where antennas can be mounted on rooftops and electronic equipment located within the building itself. Topography and other engineering constraints can influence specific site selection because of the need to "hand off" the signal so that it can be picked up by another facility. Efforts are made to construct cell sites that are compatible with surrounding land uses.

CABLE TELEVISION

There are currently 136 cable system operators in Washington state. Viacom Cablevision has provided the Lakewood community with cable TV service since 1969 and received a franchise license by the City of Lakewood in February 1996. The company serves nearly all of the residential areas and will continue their commitment to provide service in the future as the community grows.

Viacom is required by City of Lakewood to place the cable underground if all other utilities in the area are underground. In addition, the company is required to provide service to new housing developments if the housing density of the development equals thirty-five (35) homes per linear mile.

In addition to Viacom's cable service, there are several Satellite Master Antenna systems (SMATV). These systems principally provide satellite signals to apartment complexes. There are several apartment complexes being serviced by SMATV systems in Lakewood. These systems are not required to apply for or secure a franchise from the county if they are built and operated solely on private property.

WATER SERVICE

The GMA requires that proof of adequate potable water be provided prior to issuing a building permit. Adequate water supplies includes sufficient water for drinking, washing, and irrigation. Water for fighting fires (fire flow) is also required by the City.

The majority of the Lakewood Urban Growth Area, with the exception of the North McChord area east of I-5, is served by the Lakewood Water District (LWD) a municipal corporation. Their service area includes the Lakewood UGA with the following exceptions:

1. South Tacoma State Game Farm
2. west side of McChord Air Force Base
3. a small area near Meadowpark Golf Course
4. the area north of McChord Air Force Base, east of I-5

A portion of the Town of Steilacoom is serviced by LWD. The original Western Washington State Hospital property, which now includes Fort Steilacoom Park and Pierce College, is not included in the boundaries of LWD. However, LWD sells water to the college, which operates its own distribution system for domestic uses, and to the park and hospital for irrigation uses.

SOLID WASTE

Solid Waste - Regulatory Environment

Relationship of Federal, State, and Local Waste Regulations

In Washington, local governments have lead responsibility for solid waste management and moderate-risk waste management. However, local governments must manage and handle waste according to state laws which are comprehensive in scope and include specific mandates for management, handling, and disposal systems. Local governments do not manage hazardous waste but are required to adopt a local hazardous waste plan for moderate-risk waste. Federal regulations provide "umbrella" authority for waste regulations which are ultimately implemented by local governments.

State Regulations, Priorities and Mandates

Solid Waste. The State Solid Waste Management--Reduction and Recycling Act designates the WDOE as the State department responsible for overseeing solid waste regulations. The administrative codes which implements the law's requirements are WAC 173-304 and 173-351, the Minimum Functional Standards (MFS) and Criteria for Municipal Solid Waste Landfills, which provides standards and criteria for the location, design, operation, and maintenance of solid waste facilities. The WAC's requires each type of solid waste facility to have a solid waste permit which is reviewed and issued annually. The solid waste permit process is administered by local health departments. In Pierce County, the TPCHD administers the Solid Waste Permit process. WDOE has ultimate approval authority over solid waste permits.

To coordinate and ensure compliance with solid waste management planning and land use and solid waste permit requirements, the Pierce County Council adopted Ordinance #90-4 designating solid waste facilities and making it unlawful to handle solid waste at facilities other than those designated by the County.

Solid waste collection certificates from the WUTC authorize the private collection of recyclable materials from residential sources. Rates requested by collection companies must reflect the State's solid waste management priorities. The WUTC does not govern the collection rates of city collection utilities or city contracts with private haulers.

State law authorizes counties to own and operate disposal facilities but prohibits counties from operating a solid waste collection system, otherwise known as a "solid waste utility." Cities are delegated authority to establish collection utilities. Counties are allowed to establish a collection district to require mandatory solid waste collection and a disposal district which allows a county to levy a tax to fund solid waste. Pierce County has not established a solid waste district.

Although counties cannot contract for solid waste collection, they can contract for residential recycling collection. Pierce County has chosen to work with the existing franchised solid waste haulers to implement residential recycling collection programs.

Solid Waste Comprehensive Planning. State law requires counties, in coordination with their cities, to adopt comprehensive solid waste plans for the management, handling, and disposal of solid waste for twenty (20) years and to update them every five (5) years. Cities may choose to be joint participants in the plan or delegate planning to the County or choose to do their own plan. The City of Lakewood is a joint participant in this County-wide program.

Hazardous Waste. Hazardous waste collection and disposal is regulated by Washington's Dangerous Waste Regulations (WAC 173-303), the administrative code implementing RCW 70.105 Hazardous Waste Management and Clean-Up Model Toxics Control Acts. For the most part, federal and State regulations take a "cradle to grave" approach to regulating hazardous waste through the use of permitting systems for individual industrial or commercial businesses using, producing and transporting these wastes. The State has reserved the right to determine the location and siting of all hazardous waste disposal facilities and has a permitting process including public hearings in the affected community.

Household hazardous waste is categorically exempt from these regulations as are businesses producing such waste under certain threshold amounts. For the purposes of handling and management these exempt wastes are defined as "solid waste" but they must be disposed or recycled as "hazardous waste." Counties, in coordination with cities, are required to adopt local hazardous waste management plans for this moderate risk waste. These plans must inventory businesses producing waste, determine amounts generated, devise information and educational programs to assist businesses to properly handle the waste, ensure proper disposal, and develop collection programs for household hazardous waste. Pierce County and the cities and towns, including Lakewood, adopted the Pierce County Local Hazardous Waste Management Plan, which is administered by the TPCHD. The County and City of Tacoma implement the household hazardous waste collection programs.

Pierce County

Comprehensive Plan and Management Systems. In Pierce County, the management of solid waste is governed by the adopted Tacoma-Pierce County Solid Waste Management Plan. The Plan is a joint planning effort between the City of Tacoma and Pierce County. All 20 cities and towns, including Lakewood, adopted the Plan and signed interlocal agreements committing to the management systems. Cities and towns, including Lakewood, may change the agreements during each five-year update.

The Solid Waste Management Plan was adopted in 1989 and amended in 1992. As required, it is an integrated system plan addressing all issues relating to the collection, processing and disposal of solid waste, including waste reduction and recycling. It contains 42 goals and policies and over 100 recommendations for alternative programs or studies to implement the Plan. The goals address: waste reduction and recycling, refuse collection, solid waste processing technologies (such as waste-to-energy and composting of municipal waste), transfer and export of waste, landfilling, enforcement and administration, and special wastes. The Solid Waste Management Plan has a 50 percent recycling goal for 1995.

All Pierce County cities and towns, with the exception of Tacoma and Ruston, dispose of their waste at the County's contracted disposal facility. The solid waste division of the Pierce County Department of Public Works & Utilities is the agency in County government charged with planning for disposal for the unincorporated areas and those cities using the County's system and with designing and implementing waste reduction and recycling programs for unincorporated areas.

Solid Waste - Existing Conditions

Collection and Disposal Systems and Service Areas

Lakewood is served by two certified solid waste companies. The Washington Utilities and Transportation Commission (WUTC) certifies and regulates the collection rates of solid waste collection companies. Additionally, the WUTC regulates the hauling certificates of recycling companies and non-profit entities who collect recyclable materials from residential users.

The WUTC grants franchise districts, designated service areas, to applicants based on cost data; documented need for the service; and, if the district is already served by a franchise holder, the ability or inability of the existing franchise holder to provide service to the satisfaction of the WUTC. The Commission requires annual reports showing the refuse collection company's gross operating revenue and any rate changes must be approved by the WUTC. Franchise Certificates may have terms and conditions attached and may be revoked or amended after a hearing held by the WUTC.

The majority of the Plan Area is served by Lakewood Refuse, Incorporated. The company provides a weekly pick-up service for approximately 8,600 residences and up to a six day-a-week service for 1,012 commercial customers. The company hauls approximately 32,000 tons per year to the Hidden Valley Landfill.

The collection company implements the County's adopted residential curbside recycling program. Garbage rate discounts are available to any customer in a single-family residence who chooses to use the company's curbside recycling service. Customers are provided a free set of recycling bins and biweekly pickup of recyclables. The curbside recycling service, initiated in May of 1990, was paid for through an increase in the base garbage rates of all single-family customers in the County. A similar program for collection of recyclables from multi-family residences and yard waste was adopted by Pierce County in 1991. Lakewood Refuse also provides recycling drop-off containers for newspapers and aluminum at approximately 48 multi-family complexes.

Lakewood Refuse has a transfer station located at 3902 Steilacoom Boulevard. The company operates two 114-cubic yard transfer trailers and uses the station for drop box waste, which primarily consists of construction material. Compaction collection vehicles do not use the station at this time. The owners plan to purchase two additional trailers at which time compactors would begin dumping their contents at the transfer station. Estimated total tonnage handled at the Lakewood transfer station amounted to 8,200 tons annually. The facility is privately owned and operated and is not open for public disposal (SWMP, 1989), however, residents can take recyclables to the facility.

The second company serving the Plan Area is the Pierce County Refuse Company. This company serves a very small portion of the Plan Area west of Far West Drive and east of South Tacoma Way. The company also provides curbside recycling and gives a discount per can for those customers who recycle. The Pierce County Refuse Company also disposes of their waste at the Hidden Valley Landfill.

In addition to the recycling services provided by these two companies, there are approximately 47 newspaper drop boxes in Lakewood operated by Washington Fibers.

Garbage collection is mandatory within the Lakewood city limits. Recycling collection is an optional service within the City. Collection services are provided by contract with hauling companies.

Pierce County contracts for disposal with a private vendor, Land Recovery, Inc. (LRI), at the LRI-owned Hidden Valley Landfill. The County contracts with LRI to run and operate the County-owned transfer station, drop box facilities, and the yard waste composting facility. The County Council approves LRI's budget, overseeing costs and operations at the landfill.

Private businesses provide an important, and growing, part of the recycling collection system. Most residents are within a one-mile driving distance of a drop-off site or a recycling center. In addition, there are a number of private businesses which take such items as yard waste, construction debris, returnable beverage bottles, or gypsum.

Location, Capacity, and Reliability of Facilities

County Disposal System - Landfill. The Hidden Valley Landfill is a 172-acre site with a small-scale "Murf" to process recyclables. Opportunities are provided for the public to drop-off recyclables, yard waste, and white goods. Approximately 380,000 tons of municipal waste from the unincorporated County and 18 cities and towns were disposed at this site in 1992. The facility also takes construction debris and other selected wastes and some municipal waste from Tacoma. A new lined cell has extended the life of the landfill to 1996. There is an extensive groundwater monitoring and gas collection system and a portion of fees goes toward long-term groundwater monitoring after closure.

A hauling company located in the Lakewood Industrial Park operates a full-scale transfer station for their collection trucks. The transfer station has the ability to expand its daily processing capacity.

Yard Waste Composting Facility. In 1992, the County built, and leased for operation, a yard waste composting facility located adjacent to the Purdy Transfer Station on the Gig Harbor Peninsula. The facility composts yard waste collected through the haulers' yard waste collection services and other yard debris self-hauled to the landfill or transfer facility. The composting facility is sized to handle 30,000 tons per year, only a portion of the potential yard debris waste stream.

Private Facilities. In addition to the private recycling collection facilities, there is one business in the city which recycles land clearing waste. The tonnage varies from year to year, depending upon market conditions, contracts with various jurisdictions, and seasonal needs.

Solid Waste - Analysis of Capacity Needs and Proposed Conditions

Population and Waste Generation

The County and the cities and towns are required by law to ensure that there is sufficient disposal capacity for twenty (20) years for whatever population exists and they are also required to provide for back-up disposal capacity.

The formula for determining capacity can be modified by estimating how much generated waste will be recycled. The State and Pierce County and the cities and towns have set a goal for recycling 50 percent of the waste stream by 1995, which has been met. Currently, residents of the unincorporated County and 20 cities and towns generate about 7.9 lbs per person per day with about 4.5 lbs per person per day needing disposal.

Despite successful recycling efforts, it is likely that the generation rate will remain the same per person. It is not prudent to rely heavily on reaching and maintaining a 50 percent rate over twenty-years or a decrease in the per person disposed rate. Many factors can affect needed capacity. The Pierce County Department of Public Works & Utilities - Solid Waste Division monitors recycling rates, disposed tonnage, and population growth to revise projections. An unexpected surge in population in one year can result in substantial increases in disposed tonnage in twenty years. Increased development in the commercial and industrial sector tends to also increase tonnage. The wild card is the recycling rate which may fluctuate. While the County can implement waste reduction and recycling programs, the actual rate depends upon the ability to market the collected materials and the willingness of residents to pay for collection. The recycling industry can be considered a relatively young and growing industry and it is difficult to project conditions for the long-term.

Seasonal fluctuations also enter into consideration. The County has begun programs and built a facility to remove 30,000 tons per year of yard waste from the waste stream and encourages private businesses to develop and expand to handle similar amounts of this waste. The amount of tonnage removed each year, however, depends upon both the success of collection programs and whether it is a dry or wet year (which affects the growing season), as well as natural events which cause storm damage. Organic yard debris makes up be 18 to 25 percent of the total municipal waste stream. The County has evaluated how much compostable debris is in the waste stream, how much is being removed by what types of facilities, the potential for removing more tonnage, and identified the types of public or private facilities that might be needed to handle additional amounts to remove yard waste from the disposed waste stream.

Other factors that must be considered include how much of the waste stream is land clearing and construction debris and how much of this waste can be handled by private businesses operating demolition debris landfills.

The County is monitoring the types of materials and the amounts which are being removed, recycled and composted by private businesses as well as the amounts removed by the County's yard waste composting facility to determine what other types of recycling programs or facilities are needed to achieve the 50 percent recycling rate.

Besides disposal capacity and recycling/composting capacity, there is one other level of service for handling/disposal capacity required of the County and cities and towns -- the capacity to collect and dispose of household hazardous waste. The Hazardous Waste Management Plan estimates that household hazardous waste comprises 0.4 percent to 0.5 percent of the Pierce County waste stream and, in line with federal and state regulations, recommends diversion of this waste from the municipal waste stream to hazardous waste facilities.

Under the EPA Consent Decree, Tacoma was required to establish a household hazardous waste collection facility. Pierce County has entered into an agreement with Tacoma so that residents may take their household hazardous waste to the Tacoma facility.

Utility Service Areas

Residents of the County will continue to need collection services whether provided under the unincorporated County franchise system, through hauling contracts, or through self-haul opportunities. The only changes that would affect County facility capacity and needs would be if a city developed its own plan or if Tacoma annexed a large part of existing County population. By law, any city which withdraws from the county-wide solid waste plan would need to provide for its own disposal system and could contract for waste disposal out-of-county or dispose of its waste within the city limits.

Capacity and Facility Needs

Disposal Facilities. The Hidden Valley landfill is scheduled to close in 1996. The County's contract with LRI ends in 2001. Pierce County has determined a need for disposal capacity by 1996 of a municipal disposal facility that can handle, at a minimum, 11,000,000 tons of municipal waste over the next twenty years.

Together, the County, Tacoma, Fort Lewis and McChord AFB will need disposal capacity for municipal waste of between 730,000 to 830,000 tons per year in the year 2010. Tacoma's landfill is nearly filled and it has also identified a need for an additional disposal facility. Fort Lewis and McChord AFB have completed their waste-to-energy plant and will be closing their landfill in 1996.

Capacity needs are figured conservatively.

In 1991, the Pierce County Council evaluated the disadvantages, advantages, and costs of a number of alternative disposal options including: waste-to-energy with landfilling of the residue, composting of mixed municipal waste, long haul to out-of-County disposal facilities for both the short- and long-term, landfilling in the County, landfilling in the County with yard waste

composting, and combinations of these alternatives. After completing this review, the County Council adopted an ordinance choosing to continue "to the maximum extent" the development of source-separation waste reduction and recycling programs and to rely upon a local landfill for the long-term disposal (Ord. #91-126). Because of the difficulty in siting a local landfill and the current availability of long haul options, Pierce County is again comparing the life cycle disposal costs (R93-120S and R94-101S). If long haul became the primary disposal option, a local landfill would still be valuable as a backup and possibly to handle special wastes such as demolition waste. An alternate contractual agreement could also serve as a backup for disposal. The Solid Waste Division has begun the siting process for an in-County landfill.

Transfer Facilities. The County has identified the need to site a new solid waste transfer station over the next six years. A regional-scale transfer station would be needed if waste is exported out-of-County with good access to truck and rail transportation.

Major determinants for siting transfer stations are: the need to locate near concentrations of population so that route collection vehicles can economically transfer loads to larger transfer vehicles, the need to strategically site the facilities for the driving convenience for those in rural areas who self-haul, and the need for access to major transportation facilities.

Existing drop boxes and the transfer station have expansion capability to handle any additional population growth in their geographical areas. This can be done through expanding hours open to the public, adding more transfer trailers, and more frequent transfer of waste.

Yard Waste Composting Facilities. The Purdy composting facility was designed to be able to double in size to handle 60,000 tons of yard waste. The facility is too new to evaluate when it may need to expand. In order to reach the goal of removing all yard waste from the disposed waste stream, it is likely that the County will need to site a second composting facility if private yard waste and debris industries are unable to increase their capacities. A new composting facility may need to be located closer to the residential source in the eastern portion of the County. The current facility takes advantage of backhauling which means yard waste collected on the east side of Puget Sound is transferred to the composting facility in the empty trailers used to pick up garbage from the transfer station.

Household Hazardous Waste

Household hazardous wastes (HHW) come from a variety of toxic products used in the home, such as paints and paint thinners, lawn and garden pesticides and fertilizers, and automotive products such as antifreeze, batteries, and oil (PSWQA, 1991).

Toxicants from household products may enter Puget Sound as components of both point and non-point source pollution. Many of them are dumped in storm drains, ditches, or backyards, flushed down toilets and enter sewage treatment plants. While minor treatment may degrade or dilute some of these toxicants, others settle in the sludge, evaporate into the air, or continue in suspension or solution through the discharge pipe ultimately to Puget Sound.

Regulations

All HHW is categorically exempt from state Dangerous Waste Regulations (WAC 173-303). Pierce County has adopted a Hazardous Waste Plan addressing household hazardous waste. Funding mechanisms and implementation programs are under discussion. (Pierce County Department of Utilities, August 1991) The PCDU has discharge requirements regulating the characteristics of materials released into their systems. Current policy and permit requirements of solid waste facilities (landfills and transfer stations) do not knowingly accept any hazardous waste. However, HHW has been accepted at area landfills and transfer stations.

Collection

Currently, there is only one location that accepts all types of HHW from Lakewood residents and others in Pierce County, the City of Tacoma landfill. In addition, the closest Landfill that will accept hazardous waste in general is located in Arlington, Oregon. The Pierce County Solid Waste Division is working to develop permanent waste oil collection sites throughout the County. The division also maintains a list of all private sites currently available. Waste oil can be disposed of at several sites in Lakewood.

In conclusion, alternatives to dispose of all types of HHW are limited for Lakewood residents. If residents want to dispose of their HHW (other than oil) properly, they may take it to the City of Tacoma Landfill.

Small businesses designated as Small Quantity Generators (SQG) have more options to dispose of their hazardous waste than residents. About two-thirds of their hazardous waste is collected by private firms.

SANITARY SEWERS

Lakewood is part of the Clover/Chambers Creek basin comprising approximately 40 to 50 percent of ULID 73-1 (Lakewood Incorporation Study, 1990). The provision of sewer services and wastewater treatment to the Lakewood area is governed by the Pierce County General Sewerage Plan Update for the Chambers-Clover Creek Basin, adopted in 1986 and updated in 1991. The entire Lakewood community is almost entirely serviced by the sewer system, representing 10,238 acres (16.0 square miles) or 90 percent of the total Plan Area. Portions of Lakewood, including Western Washington State Hospital and Pierce College, are serviced by sewer lines from the Town of Steilacoom. Unsewered areas include the neighborhoods of Tillicum, American Lake Gardens, and smaller isolated areas to the north of the planning area representing about 1,089 acres (1.7 square miles). These neighborhoods will most likely be included in the sewer system service areas to serve new development. Undevelopable land such as steep slopes, cemeteries, and parks are considered low priority for sewerage hookups.

The sewage system is based on infiltration/inflow, peaking factors, and the number, size, and type of commercial usages. However, using a estimated design figure, sewage flow is calculated at an average of 95 gallons per day (gpd) per person. The average flow at plant is about 72 to 75 gpd per person. At 75 gpd per person, the estimated 1990 population of 53,203 persons currently connected

to the sewer system is generating about 4.0 mgd or 33 percent of the total wastewater treatment capacity.

Infrastructure

Major interceptors are generally routed along arterials such as Steilacoom Boulevard, Bridgeport Way, and 83rd Avenue Southwest. Interceptors collect wastewater from many smaller lateral lines within and without Lakewood and transport them to the Chambers Creek Wastewater Treatment Plant. In addition, the Chambers Creek Road Interceptor, and other facilities outside Lakewood serve Lakewood by collecting, transporting, and treating Lakewood generated wastewater. There are two major pump stations within the Plan Area which are located at the intersections of 116th Street Southwest/Alameda Avenue Southwest and Avondale Road Southwest/Oak Lane Southwest. Several localized smaller pump stations are dispersed throughout the area. The Chambers Creek Regional Wastewater Treatment Plant is located at the mouth of Chambers Creek, in the City of University Place.

According to PCDDU projections, the existing sewer service in Lakewood is adequate to satisfy future development. The existing sewers constructed for ULID 73-1 for both Lakewood and Parkland were analyzed to compare their capacity with projected flow requirements past year 2005 population density of 9.05 persons per acre. The existing sewers were found to be adequate to carry the sewage generated from within ULID 73-1 at this population density (Kennedy, et al, 1986). The current plan to increase capacity at the treatment plant is intended to provide service to additional customers from new service areas.

There are no current plans to service American Lake Gardens and Tillicum. Should property owners form an L.I.D. for sewerage, plans would most likely include providing a gravity sewer system and isolated individual pumping units to a pump station at the north end of these communities. The pump station would most likely be located on the west side of I-5. The force main would route through the Tacoma Country and Golf Club course on the west side of the freeway or through McChord Air Force Base on the east side of the freeway (Kennedy, et al, 1986).

The Chambers Creek Regional Wastewater Treatment Plant's current capacity is 18 mgd. Pierce County has received approval to expand the plant to 24 mgd to meet its projected needs. Construction on this expansion is expected to be completed by 1997. The Sewerage General Plan Update, 1991, indicates that plant capacity will need to be expanded to 48 mgd to have sufficient capacity to serve the entire Chambers/Clover Creek Basin to the year 2040.

In addition to directly allocating funds, there are three other mechanisms available to the County to finance proposed sewer extensions. These include: 1) connection charges; 2) floating revenue bonds for construction and revenue bonds sold in connection with formation of ULID; and 3) developers electing to fund extensions and improvements to the system to service their own developments (Kennedy, et al, 1986).

Individual Domestic On-Site Sewage (Septic) System

In Lakewood, the neighborhoods that are still utilizing on-site disposal systems include Tillicum and American Lake Gardens. These were not included in ULID 73-1 because the 1969 Sewerage General Plan assumed that Tillicum and American Lake Gardens would be served by the Fort

Lewis system. This was not permitted, however, because of Department of Defense policy. Provisions were made during the design of the ULID 73-1 to accept flow from these areas in the future (Kennedy, et al, 1986).

The Tacoma-Pierce County Health Department approves all septic systems less than 14,000 gallons/day, while the Washington State Department of Health and Ecology (DOH and DOE) approves systems greater than 14,000 gallons/day. Currently, there are approximately 6,900 persons in the areas not serviced by sewers. At a rate of 2.53 average persons per household (1989 Census Data), this represents roughly 2,727 active individual on-site sewage systems. Given the estimated 1,089 acres for Tillicum and American Lake Gardens, there are about 2.5 active individual on-site sewage systems per acre.

The type of soil (Spanaway Gravelly Sandy Loam) in Tillicum and American Lake Gardens is a combination of gravel, coarse sand, and cobbles which has an "excessive drainage" with a percolation rate of less than 1 minute per inch. According to WAC 248-96-090, given this percolation rate, the minimum lot size for new subdivisions should be one acre per dwelling unit in order to allow adequate time for decomposition, evaporation, or filtration of the sewage effluent. This requirement can, however, be reduced by the health officer if engineering justification can be provided that shows significant adverse effects on ground water quality will not occur. Lot sizes cannot be less than 12,500 square feet per dwelling unit.

In addition, since the groundwater level is shallow in this area, there is the potential for groundwater contamination by poorly treated sewage. In 1986, the County identified two septic tank failures in Tillicum and five septic tank failures in American Lake Gardens. Under existing rules mandated by the State Board of Health, if any existing dwelling unit is within 200 feet of an existing public sewer and has a failing on-site sewage system, they must connect (WAC 248-96-060) with the approval of the sewer utility. This requirement may be waived if the health officer determines that adequate site conditions exist which allow the installation of a replacement on-site sewage system.

Other On-Site Systems

The State of Washington Department of Fisheries' Chambers Creek Fish Hatchery operates a fish hatchery adjacent to a game farm along Chambers Creek. The hatchery withdraws water from Chambers Creek, passes it through the hatchery, and discharges it back to the creek. The hatchery discharge is governed by an NPDES permit stipulating its discharge requirements.

STATE GOALS

Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. (RCW 36.70A.020 (1))

Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and

encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities. (RCW 36.70A.020 (5))

Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability. (RCW 36.70A.020 (7))

Environment. Protect the environment and enhance the state's high quality of life, including air and water quality and the availability of water. (RCW 36.70A.020 (10))

Public Facilities and Services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. (RCW 36.70A.020 (12))

STATE MANDATES

Each comprehensive plan shall include a plan, scheme, or design for each of the following . . . A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. (RCW 36.70A.070(4))

Each county and city that is required or chooses to prepare a comprehensive land use plan under RCW 36.70A.040 shall identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools, and other public uses. The county shall work with the state and the cities within its borders to identify areas of shared need for public facilities. The jurisdictions within the county shall prepare a prioritized list of lands necessary for the identified public use including an estimated date by which the acquisition will be needed. (RCW 36.70A.150)

COUNTY MANDATES

County-Wide Planning Policies

- Public facilities include domestic water systems and sanitary sewer systems. (Urban Growth Areas, 3.2)
- Public services include governmental services such as power. (Urban Growth Areas, 3.3)
- Relationship of Sewer Interceptors to Comprehensive Plans. The timing, phasing and location of sewer interceptor expansions shall be included in the capital facilities element of the applicable municipal or County comprehensive plans and shall be consistent with County-Wide Planning Policies, the Urban Growth Area boundaries and the local comprehensive land use plan. The phased expansions shall be coordinated among the County and the municipalities therein and shall give priority to existing urbanized unincorporated areas within the Urban Growth Area and to existing municipalities that do not have the ability to add capacity. (Urban Growth Areas, 3.4.1)
- Sewer Interceptor Extensions/Expansions
 - b. Sewer interceptors inside Urban Growth Areas must follow Tier phasing of capital facilities (years 1-6, 7-13, 14-20) unless: (i) sewer service will remedy groundwater contamination and other health problems by replacing septic systems and community on-site sewage systems, or (ii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area;
- On-Site and Community Sewage Systems
 - a. In order to protect the public health and safety of the citizens of Pierce County and of the municipalities in the County, to preserve and protect environmental quality including, but not limited to, water quality and to protect aquifer recharge areas, it is necessary to adopt policies on the location and use of on-site and community sewage systems;
 - b. The County and municipalities shall ask the Tacoma-Pierce County Board of Health to direct the Health Department to develop the necessary regulations to eliminate the development of new residential and commercial uses on-site and community sewage systems within the urban growth area in the unincorporated County or within municipal boundaries consistent with the County-wide planning policies. The goal of these regulations shall be the elimination of all new permanent on-site and community septic systems within the urban areas in the unincorporated County or within municipal boundaries, but would allow for interim on-site approved septic systems where sewer facilities are not available. For commercial development,

these regulations shall recognize the differences in the strength, nature and quantity of effluent. These regulations shall be developed by July 1, 1993.

- c. New industrial development on community or on-site sewage systems shall not be allowed in urban areas in the unincorporated County or within municipal boundaries. Sanitary facilities necessary for recreation sites may be exempt from this policy.
- d. It is not the intent of these policies to require any individual property owner on an existing, properly permitted and functioning septic system to connect to a public sewer unless the septic system fails or the current use of the property changes or the density of development on the property increases. (Urban Growth Areas, 3.4.3)
- The availability or potential for availability of sewer treatment plant capacity shall not be used to justify expansion of the sewer system or development in a manner inconsistent with the County-Wide Planning Policy, Urban Growth Area boundaries and the applicable municipal or County comprehensive land use plans. (Urban Growth Areas, 3.4.4)
- Where facilities and services will be provided by special purpose, improvement or facility service provision entities, such entities shall coordinate the provision of facilities and services with the County, and each affected municipality in the County, so that new growth and development is, in fact, served by adequate public facilities and services at the time of development. (Urban Growth Areas, 3.5)
- The County, and each municipality in the County, shall adopt plans and implementation measures to ensure that sprawl and leapfrog development are discouraged in accordance with the following:
 - a. Urban growth within UGA boundaries is located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development; (Urban Growth Areas, 3.6.1)
 - b. Urban growth is located next in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources; (Urban Growth Areas, 3.6.2)
- Urban government services shall be provided primarily by cities and urban government services shall not be provided in rural areas. (Urban Growth Areas, 3.6.5)
- Facility and service provision/extension to new development areas shall be subject to payment of the full, but fair, share of costs of needed facilities and services, consideration of the total impact of the facility or service extension on the achievement of other policies, goals and objectives, in addition to the impact on the area being served, and if necessary to minimize off-site impacts, specify that such service extensions (e.g., sewer, water) are *not* subject to connection by intervening landowners. (Urban Growth Areas, 3.9)

- Joint jurisdictional planning shall occur in those other areas where the respective jurisdictions agree such joint planning would be beneficial, including how zoning, subdivision and other land use controls will be coordinated, how appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated, how the rate, timing, and sequencing of boundary changes will be coordinated; how the provision of capital improvements to an area will be coordinated; and to what extent a jurisdiction(s) may exercise extrajurisdictional responsibility. (Urban Growth Areas, 4.0)
- Joint planning may be based upon factors including, but not limited to: contemplated changes in municipal and special purpose district boundaries; the likelihood that development, capital improvements, or regulations will have significant impacts across a jurisdictional boundary; and the consideration of how public facilities and services are and should be provided and by which jurisdiction(s). (Urban Growth Areas, 4.3)

OBJECTIVES, PRINCIPLES AND STANDARDS

GENERAL:

UT-Gen Objective 1. Ensure that utility services within the Plan Area are at a level that is consistent with the demands of a suburban community.

- 1.1 The City should work with the utility providers within the Plan Area to ensure a reliable and cost-effective source of services for public consumption.
- 1.2 Provide for coordination between Lakewood and utility providers for consistency between the comprehensive system plans of each utility and the growth plans of the City.
 - 1.2.1 Lakewood shall retain copies of comprehensive system plans of each utility serving the City.
 - 1.2.2 Lakewood shall refer to the comprehensive system plans of utilities in amendments to the Comprehensive Plan.
- 1.3 Encourage utility providers to utilize the City of Lakewood Comprehensive Plan Land Use Element and the Urban Growth Area in planning future facilities.
 - 1.3.1 Provide utilities with annual updates of population, employment and development projections. Lakewood and utilities will seek to jointly evaluate actual patterns and rates of growth, and compare such patterns and rates to demand forecasts.

- 1.3.2 Request that the WUTC give significant weight to local comprehensive plans and to approve utility requests that are supported by the Comprehensive Plan.
- 1.4 Provide utility facilities that are sufficient to support economic development.
- 1.5 In communications with State agencies, emphasize the importance of their compliance with City policies adopted pursuant to the GMA.

UT-Gen Objective 2. Provide adequate utility capacity for future growth.

- 2.1 Expand and improve utility facilities to provide adequate capacity for anticipated future growth.
 - 2.1.1 Planning for public utilities should use a minimum 20-year planning horizon and identify new facilities, expansions and improvements that will be needed to support growth 20 years into the future.
 - 2.1.2 Lands and easements for needed expansions and improvements should be purchased and held for future construction.
- 2.2 Foster predictability in processing permits and applications for utility facilities.
 - 2.2.1 Identify facilities and improvements that can be given summary approval.
 - 2.2.2 Develop a summary approval process for utility improvements.

UT-Gen Objective 3. Foster cost-effective utility services.

- 3.1 Allow new residential, commercial and industrial development only when required public facilities and services are available prior to, or concurrent with, development as indicated in the Capital Facilities Plan.
- 3.2 Encourage the joint use of utility corridors, provided that such joint use is consistent with limitations prescribed by applicable law and prudent utility practice.
 - 3.2.1 Promote the coordination of joint planning of new road construction and maintenance of existing roads with utility trenching activities.
 - 3.2.2 Make provisions (for example, through franchise agreements) for the installation of utility facilities by utility and cable providers within public rights-of-way and easements.
 - 3.2.3 Provide timely notice of new construction and maintenance and repair of existing roads to utilities.

- 3.2.4 Coordinate construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery.
- 3.2.5 Work with the WUTC to allow utilities to provide least cost service to existing and new consumers.
- 3.3 Provide urban level public facilities and services in the Urban Growth Area to avoid health hazards, enhance the quality of life, and to maintain viable, efficient, and cost-effective delivery.
- 3.4 Encourage coordination to resolve conflicts between public facility providers with established utility service areas within the urban growth area and newly annexed areas.
 - 3.4.1 Encourage development in areas where facilities and services are already available before developing areas where new facilities and services would be required.
- 3.5 Coordinate and consolidate public service or public facility districts, where feasible, to distribute public services and facilities more efficiently.

UT-Gen Objective 4. Conserve resources to save money and to promote reliability of existing supply, consistent with the serving utilities' public service obligations.

- 4.1 Research and implement state of the art resource conservation technologies in all areas of new construction and large scale renovation public facilities.
- 4.2 Facilitate the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.
- 4.3 Consider cost-effective water and energy conservation technologies, including but not limited to, site plans, construction methods and materials, landscaping in land use policies, and development regulations. Such technologies for methods and materials shall also promote practices that do not compromise human health conditions when occupied or used.
- 4.4 Permit cluster and zero-lot-line developments.
- 4.5 Encourage continued upgrading and maintenance of existing capital facilities in Lakewood.

UT-Gen Objective 5. Encourage utility lines to be located underground wherever practicable, using sound engineering judgement, and in accordance with rules, regulations and tariffs applicable to the serving utility.

UT-Gen Objective 6. Protect the environment while providing for utility facilities.

- 6.1 Site new utility facilities so as to avoid or mitigate environmental consequences.
- 6.2 Locate new utility facilities away from, or in a manner compatible with, critical areas.
- 6.3 Determine the capability of land and natural systems when providing such facilities and services as storm water drainage and flood prevention, water, sewage, and solid waste disposal.

UT-Gen Objective 7. Utility facilities should be designed to be compatible with adjacent land uses.

- 7.1 Utility facilities are to be coordinated and integrated with surrounding land uses so as to provide service to the neighborhood in which they are located and to reasonably avoid or mitigate the impacts of utility facility development.
 - 7.1.1 Neighborhood facilities should be landscaped so as to be reasonably compatible with adjacent development.
 - 7.1.2 Landscaping should be designed to provide variety similar to that observed in the neighborhood with special consideration for drought tolerant plants to conserve water and help ensure plant survival.
- 7.2 Utility facilities in residential areas should, when reasonable under the circumstances, be built at a residential scale.
- 7.3 Siting of proposed public facilities should conform to land use policies and regulations.
- 7.4 Encourage the development of urban level facilities and services throughout the plan area to avoid health hazards, enhance the quality of life, and maintain viability, efficiency and cost-effectiveness within service areas.
- 7.5 Allow utility distribution sites to locate within residential areas, provided they are suitably landscaped and buffered, designed and improved in a manner that prevents hazards to life and adverse effects on the surrounding neighborhood.
- 7.6 Encourage utilities and developers to coordinate the placement of new electric, telephone and cable television lines underground.

ELECTRICITY

UT-El Objective 8. Accommodate regional electrical facilities.

- 8.1 Make decisions on electric utility facilities so that the availability of safe, adequate and efficient electrical service in other jurisdictions is not negatively affected.
- 8.2 Accommodate additions and improvements to electric utility facilities that enhance the capacity and reliability of regional resources, particularly when multi-jurisdictional benefits within the region can be achieved.
- 8.3 Provision should be made for utility corridors to provide electric service within Lakewood and to provide appropriate electric service outside Lakewood.

UT-El Objective 9. Provide for expansion of electric utility facilities to meet future load requirements and support conservation measures to aid in meeting future growth needs.

- 9.1 Conserve the use of electric energy in public facilities.
- 9.2 Require conservation and encourage the use of alternative energy sources.
 - 9.2.1 Encourage the installation of utility lines to connect non-utility owned electric generation sites to the power grid.
 - 9.2.2 Encourage building, landscaping, and site design that maximizes passive solar gain.
 - 9.2.3 Provide appropriate locations for alternative energy sources.
- 9.3 Monitor research concerning possible health effects of electromagnetic fields (EMF).
 - 9.3.1 The question of electromagnetic fields is a potential health concern requiring further scientific study before policies can be adopted by Lakewood.
- 9.4 Recognize the integrated resource plan the serving utility develops and submits to its regulatory body for review and approval.

NATURAL GAS

UT-NG Objective 10. Encourage natural gas service within the Urban Growth Area.

- 10.1 Foster the extension of natural gas distribution lines to and within the Urban Growth Area.
- 10.2 Coordinate land use and facility planning to allow eventual siting and construction of natural gas distribution lines within rights-of-way which are being dedicated or within roads which are being constructed or reconstructed.

TELECOMMUNICATIONS AND CABLE TELEVISION

UT-Te Objective 11. Permit antennas, towers, and new technology for utility service purposes.

- 11.1 Allowance should be made for the placement of antennas and towers required by utility and cable communications providers.
 - 11.1.1 Utilize performance standards to enable the use of antennas and towers in various land use classifications.

UT-Te Objective 12. Promote reliable and cost-effective telecommunications service, recognizing that such service includes electronic transportation of voice, data, video and multimedia via both wire and wireless media.

- 12.1 Development regulations should be flexible and receptive to innovations and advances in telecommunications technology.
- 12.2 Planning for the siting of telecommunications facilities would recognize the economic opportunities and benefits that adequate telecommunications access provides to the community.

WATER SERVICE

UT-Wa Objective 13. Promote reliable water service throughout Lakewood.

- 13.1 Manage runoff from impervious surfaces to protect surface and groundwater systems from degradation.

UT-Wa Objective 14. Ensure adequate water supplies for future growth.

UT-Wa Objective 15. Support water conservation measures and educate Lakewood residents on methods to conserve water.

- 15.1 Lakewood's building codes and plumbing codes should be updated to require water-conserving devices.
- 15.2 Water conservation measures should be mandated for all land uses.
- 15.3 Mandate the application and implementation of water conserving landscaping plans.

UT-Wa Objective 16. Coordinate water resource planning.

- 16.1 Encourage the City of Lakewood, City of Tacoma, Pierce County, the Tacoma-Pierce County Health Department and the Pierce County Regional Water Association to form an appropriate study group to review water resource planning issues.
- 16.2 Review and approve water plans to ensure that they are compatible with land use planning.
- 16.3 Explore the feasibility of a regional supply system.

UT-Wa Objective 17. Protect the quality of groundwater used for domestic water supplies.

- 17.1 Request that the TPCHD develop special on-site sewage disposal system permitting requirements for commercial facilities. The special permitting requirements should include preparation of a hazardous materials management plan for each facility, compliance with the hazardous materials related pretreatment standards of the Lakewood Department of Public Works & Utilities, and annual re-permitting and inspection provisions.
- 17.2 Implement a long-term groundwater quantity and quality monitoring program for the Clover/Chambers Creek Basin.
- 17.3 Request the Tacoma Pierce County Health Department to start a program to prevent septic failures through public education and routine septic checks.
- 17.4 Provide for the protection of groundwater supplies by reducing or eliminating sources of potential contamination.
- 17.5 Discourage high density development in environmentally sensitive areas including aquifer recharge areas to minimize impacts on groundwater systems.
- 17.6 Discourage land uses which pollute drinking water sources.

Ut-SW Objective 18. Protect the quality of groundwater and minimize damage from flooding by implementing an effective surface water management program.

- 18.1 Require developers to provide innovative storm drainage facilities that will provide ample storage during storm events.

SOLID WASTE

UT-SW Objective 19. Reduce residential and commercial refuse within the Plan Area and provide reliable and cost-effective service.

- 19.1 Evaluate new technologies for disposal of solid waste produced by Lakewood residents.
- 19.2 It shall be the goal of the Pierce County Solid Waste Management Plan to implement, to the fullest extent possible and in descending order of priority, solid waste management processes that reduce the waste stream, promote recycling, and provide for the separation of waste prior to incineration or landfilling.
- 19.3 Provide for adequate waste disposal capacity on a regional basis, considering backup or provisional needs as well as planned regular disposal needs.

UT-SW Objective 20. Encourage recycling programs and facilities including drop-off sites and curbside recycling to reduce solid waste generation in Lakewood.

- 20.1 Educate the public on how to reduce their solid waste output and how to participate in waste reduction and recycling programs.
- 20.2 Work with Pierce County and other cities and towns on the development of recycling goals.
 - 20.2.1 Provide appropriate levels of collection and recycling opportunities so that the greatest number of citizens can participate and the fullest practical potential for each material can be realized.
 - 20.2.2 Recycling centers should have the ability to process recyclable materials, as acceptable under appropriate regulations, in order to help alleviate the need to stockpile materials.
 - 20.2.3 Provide opportunities for recycling to the public and commercial haulers at transfer locations.
 - 20.2.4 Reduce the solid waste stream by encouraging manufacturers and retailers to reduce packaging waste at the retail level.

- 20.2.5 Support recycling programs by actively encouraging programs that discourage littering.

UT-SW Objective 21. Provide solid waste service in support of population densities.

- 21.1 Siting of proposed public/private facilities should conform to City and State land use policies and regulations.
- 21.2 Ensure that all residents of Lakewood have access to refuse collection services.
- 21.3 Provide convenient waste transfer locations for public and commercial needs.
- 21.4 Encourage design and location of solid waste disposal facilities and sites with proper consideration for present and future health and environmental impacts.

UT-SW Objective 22. Protect the environment while providing for solid waste facilities.

- 22.1 Promote pretreatment of industrial wastes.
- 22.2 Provide an environmentally safe and reliable disposal system(s) which protects human health and reduces dependency on landfills.
- 22.3 Provide for maximum protection of the environment and support clean activities of facilities with existing environmental problems.

UT-SW Objective 23. Provide for adequate disposal of special wastes.

- 23.1 Provide guidelines and strategy for disposal of all special waste types.
- 23.2 Ensure that management strategies for special wastes follows the State Best Management Strategies.

SEWAGE DISPOSAL

UT-S Objective 24. Provide for proper and healthful sewage disposal while ensuring that the community land use goals and objectives are met.

- 24.1 Support the use of new technology for on-site sewage disposal which enhances the environment and minimizes environmental degradation.
- 24.2 Provide sanitary sewer services in those areas having known pollution or health hazards from on-site disposal systems and in areas proposed for urban densities.

- 24.3 Sewer service connections from interceptors shall not be made available to properties along the interceptor alignment where urban intensity development is not consistent with the Urban Growth Area boundary or tier designations and the City comprehensive land use plan.
- 24.4 Coordinate phased expansion of sewer interceptors with other municipalities.
- 24.5 The goal of the on-site and community sewage systems regulations shall be the prevention of all new permanent on-site and community septic systems within the Urban Growth Area.
- 24.6 Within the Urban Growth Area, interim on-site approved septic systems should be permitted where sewer facilities are not available, and if:
 - The design incorporates stub-outs to facilitate future hook-up; and
 - The applicant agrees not to object to future Local Improvement Districts (LID) or hook-up actions.

UT-S Objective 25. Promote reliable and cost-effective service.

- 25.1 Encourage the State Department of Health and the Tacoma Pierce County Health Department to investigate alternative techniques or innovative systems for sewage and biosolids use.
- 25.2 Preferred routing for sewer lines is through road rights-of-way, powerline rights-of-way, and other existing easements.
- 25.3 Expand the Chambers Creek Wastewater Treatment Plant to meet needed capacities and to further reduce pollutants discharged to Puget Sound from the Chambers Creek-Clover Creek Sewer Basin.
- 25.4 Plan and construct facilities needed to create a Class A biosolid product suitable for all land applications.
- 25.5 Promote pretreatment of industrial wastes.
- 25.6 Maintain emergency response plans for wastewater treatment plants.

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CAPITAL FACILITIES PLAN ELEMENT

INTRODUCTION

The Capital Facilities Plan (CFP) is one of the elements of Lakewood's comprehensive plan that is required by Washington's Growth Management Act (GMA). Capital facilities generally have very long useful lives, significant costs, and are not mobile. The definition of "capital improvement" is given in CFP Objective 1 and in the Glossary.

As a newly incorporated city, Lakewood is not required to have a CFP adopted as part of its Interim Comprehensive Plan. The City has four years from the date of incorporation, i.e., February 28, 1996, to have adopted a CFP for Lakewood. Therefore, this element, is a truncated version of the GMA required version that will follow. This element includes an introduction to the concept of a capital facilities plan for the City and an outline of the future elements of one but does not set forth a financing plan. The objectives and policies that follow are general statements dealing with the role of the CFP but do not include a financial component.

The CFP is a six-year plan for financing capital improvements that supports the City's current and future population and economy. The capital improvements included in the CFP represent the City's most current understanding of future needs matched to expected revenue. The Plan also includes the projected needs for capital facilities for the next 20 years, based on current trends and expenses. One of the principal criteria for identifying needed capital improvements is standards for levels of service (LOS). The CFP contains LOS standards for each public facility and requires that new development be served by adequate facilities. Also included in the CFP is the designation of facilities required to be "concurrent" based on the definition contained in WAC 365-195-210(4). Concurrency is required for a subset of adequate public facilities. Concurrency means: ". . . that adequate public facilities are available when the impacts of development occur." For transportation facilities, concurrent with development means "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years." (RCW 36.70A.070(6)(e)) The CFP also contains objectives, principles and standards that guide and implement the provision of adequate public facilities.

The purpose of the CFP is to use sound fiscal policies to provide adequate public facilities consistent with the Land Use Element on a schedule concurrent with, or prior to, the impacts of development in order to achieve and maintain adopted standards for LOS, and to exceed the adopted standards, when possible.

Why Plan for Capital Facilities?

There are at least three reasons to plan for capital facilities: 1) growth management, 2) good management, and 3) eligibility for grants and loans.

Growth Management

A CFP is required by the GMA. The CFP is one of five required elements of the local government's comprehensive plan:

- Land Use
- Housing
- Transportation
- Utilities
- Capital Facilities Plan

Capital facilities plans are required in a comprehensive plan to:

1. Provide capital facilities for land development that is envisioned or authorized by the land use element of the comprehensive plan.
2. Maintain the quality of life for existing and future development by establishing and maintaining standards for the level of service of capital facilities.
3. Coordinate and provide consistency among the many plans for capital improvements, including:
 - Other elements of the comprehensive plan (i.e., transportation, land use and utilities elements);
 - Plans and other studies of the local government;
 - The plans for capital facilities of state and regional significance;
 - The plans of other adjacent local governments; and
 - The plans of special districts.
4. Insure the timely provision of adequate facilities as required in the GMA.
5. Document capital projects and their financing (including projects to be financed by impact fees and real estate excise taxes that are authorized by GMA).

The CFP is the element that makes the rest of the comprehensive plan real. By establishing LOS as the basis for providing capital facilities and for achieving concurrency, the CFP determines the quality of life in the community. Funding sources identified in the CFP are assumed to be commitments by the City. If any of these commitments for concurrency-related improvements cannot be fulfilled, the City must make adjustments in the land use plan, find non-capital alternatives or use other methods to meet the need, or modify the level of service standard. In this way, the CFP can affect the size and configuration of the City's urban growth area.

CAPITAL IMPROVEMENTS - A FUTURE SECTION OF THE CFP ELEMENT

This future section of the CFP will present capital improvement projects and the financing plans to pay for the projects for all capital facilities proposed to be built by the City of Lakewood. The section will also contain the inventory of existing capital facilities, a map of existing and planned facilities, the level of service standards, concurrency requirements, estimates of future operating and maintenance costs of new capital projects, and non-capital alternatives to achieving the level of service standards.

Capital Projects and Financing Plan

A list of capital improvements that will eliminate existing deficiencies, make available adequate facilities for future growth and repair or replace obsolete or worn out facilities. In addition, specific sources and amounts of revenue which will be used to pay for the capital projects are shown. Under the Growth Management Act, the financing plan must be a six year plan and must be financially feasible.

Inventory of Current Facilities

A list of existing capital facilities, including the name, capacity and location of the facility.

Level of Service Standards

A discussion of the Level of Service Standards for each type of capital facility. Level of service means an established minimum capacity for public facilities or services that is planned to be provided per unit demand or other appropriate measure of need and is used as a gauge for measuring the quality of service. Level of service should be set to reflect realistic expectations consistent with the achievement of growth aims.

Concurrency Requirements

A discussion of which capital facilities are required to be concurrent. Concurrency means that adequate public facilities are available when the impacts of development occur, or within a specified time thereafter. Under the Growth Management Act the only facilities required to be concurrent are transportation facilities, however local jurisdictions may choose to require concurrency for additional facilities.

Operating Impact of Capital Facilities

A forecast of the future operating and maintenance costs of the proposed capital improvement projects. The costs reflect the amount by which each future's years operating budget will increase compared to the current budget due to the construction of the new facility. This forecast is not required by the Growth Management Act, however it is of importance because the cost impacts of some facilities could be a factor in the City's decision to construct the project, and to adopt the level of service that causes the need for the project.

Non-Capital Alternatives to Achieving Level of Service

A discussion of strategies, programs, technologies and other alternatives that do not require capital improvement projects to achieve the standard for level of service.

STATE GOALS

Public Facilities and Services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

STATE MANDATES

Comprehensive Plans - Mandatory elements. A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. (RCW 36.70A.070(3))

COUNTY MANDATES

Multi-County Planning Policies

- Coordinate regional facilities planning, financing and phasing in a manner which supports land use plans and the adopted regional vision. (RC-1)
- Ensure that the type and level of services accommodate the adopted regional growth forecasts while supporting land use policies and the adopted regional vision. (RC-2)

County-Wide Planning Policies

- Adopt measures to ensure that growth and development within the Urban Growth Area is timed and phased consistent with the provision of adequate public facilities and services. (Urban Growth Policy 3)
- Include the timing, phasing and location of sewer interceptor expansions in the capital facilities element of the applicable municipal or County Comprehensive Plan and ensure consistency with County-Wide Planning Policies, the Urban Growth Area boundaries and the Comprehensive Plan. Coordinate phased expansions with the municipalities and give priority to existing urbanized unincorporated areas within the Urban Growth Area and to existing municipalities that do not have the ability to add capacity. (Urban Growth Policy 3.4.1)

- Consider public facilities and services other than transportation available "at the time of development" if the facility or service is in place at the time demand is created, or if the County has made appropriate provision to meet the demand for the public facility or service through one or more of the following techniques: inclusion of the public facility or service in the capital facilities plan element and specification of the full source of the funding for such project, impact fees, required land dedication, assessment districts, users fees and charges, utility fees, or other techniques. (Urban Growth Policy 3.7.1)
- Consider transportation facilities and services available "at the time of development" if needed transportation improvements are within the then existing 6-year capital facilities plan element and program, but only if a specific financial commitment to the transportation improvement project has been made. (Urban Growth Policy 3.7.2)
- Not consider public facilities and services available at the time of development unless they are provided consistently with the applicable level of service standards adopted in the capital facilities element of the Comprehensive Plan. (Urban Growth Policy 3.7.3)
- Determine public facility and service adequacy based on the specific public facility or service; the adopted or established level of service standard; the current usage of the existing public facilities and services, existing development commitments and obligations, the vested or non-vested status of pipeline approvals or existing lots of record, and new development applications; and where development projects partially meet adequacy of public facilities and services standards, development approval may be authorized for that portion of the project that meets the adequacy standards or the project may be phased to coincide with the phasing of future availability of adequate public facilities and services. (Urban Growth Policy 3.8)
- Provide that facility and service provision/extensions to new development areas be subject to imposition of requirement for payment of the full, but fair, share of costs of needed facilities and services on the new development; consideration of the total impact of the facility or service extension on the achievement of other policies, goals and objectives, in addition to the impact on the area being served; and, if necessary to minimize off-site impacts, specifications that such service extensions (e.g., sewer, water) are not subject to connection by intervening landowners. (Urban Growth Policy 3.9)

OBJECTIVES, PRINCIPLES AND STANDARDS

CFP Objective 1. Define types of public facilities, establish standards for levels of service for each type of public facility, and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, and to repair or replace existing public facilities.

1.1 Definitions. The following definitions apply throughout this Capital Facilities Plan.

1.1.1 "Capital improvement" means land, improvements to land, structures (including design, permitting, and construction), initial furnishings and selected equipment. Capital improvements have an expected useful life of at least 10 years. Other "capital" costs, such as motor vehicles and motorized equipment, computers and office equipment, office furnishings, and small tools are considered to be minor capital expenses in the City's annual budget, but such items are not "capital improvements" for the purposes of the Comprehensive Plan, or the issuance of development permits.

1.1.3 "Development permit" means any document granting, or granting with conditions, an application for a land use designation or redesignation, zoning or rezoning, subdivision plat, building permit, conditional use, variance, or any other official action of the City having the effect of authorizing the development of land.

1.1.4 "Public facility" means the capital improvements and systems of facilities or services to be determined in the development of the permanent comprehensive plan for the City of Lakewood which is to follow incorporation.

CFP Objective 2. Provide needed public facilities that are within the ability of the City to fund the facilities, or within the City's authority to require others to provide the facilities.

CFP Objective 3. Provide adequate public facilities by constructing needed capital improvements which (1) repair or replace obsolete or worn out facilities, (2) eliminate existing deficiencies, and (3) meet the needs of future development and redevelopment caused by previously issued and new development permits. The City's ability to provide needed improvements will be demonstrated by maintaining a financially feasible schedule of capital improvements in this Capital Facilities Plan. Where concurrency is required, a system of concurrency management shall relate capacity of facilities to approval of development permits.

ESSENTIAL PUBLIC FACILITIES

INTRODUCTION

Essential public facilities are capital facilities "typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes" (RCW 36.70A.200, Siting of essential public facilities). Lakewood, Pierce County and its other cities and towns may have additional public facilities that are essential to providing services to Lakewood residents, in particular, and Pierce County residents, in general, and without which development cannot occur.

This element outlines the process for identifying essential public facilities, defining locational criteria for siting specific facilities, and developing appropriate development standards. The suggested process stresses avoiding duplication in approval processes, considers the long-term as well as short-term costs of alternative siting criteria, provides for effective public review of major facilities and the amenities or incentives for affected neighborhoods, and emphasizes reasonable compatibility with neighboring land uses.

ISSUES

- Lakewood citizens have urged an equitable distribution of public facilities so that no one jurisdiction becomes the dumping ground for facilities that no other jurisdiction wants.
- Some facilities such as electrical transmission lines are privately owned, although they provide a public service. Some private companies have asked that their facilities be excluded from the list of essential public facilities because: (1) they do not fit the definition of a public facility as defined by RCW 36.70A.030(12), (2) the companies say there are no siting difficulties, or (3) because privately owned utilities are governed by state or federal agencies.
- Appeals serve as a cross-check before judicial review; however, appeal procedures need to provide a clear and timely process for reaching a decision.
- Some essential public facilities must meet multiple levels of design and siting review to obtain operating permits from state and federal agencies. Each level of public hearing review may be subject to appeal. There is potential for a lack of coordination on permitting and siting issues among agencies at the municipal, Pierce County, State and federal levels. This can cause untimely review delays.
- Some facilities may not need a public hearing process; they may have the same design requirements or characteristics as any other business in a commercial or industrial zone.

- Some facilities need to be sited near or within residential areas and are facilities which do not generate traffic or activity but may need buffering to be compatible with existing uses (e.g., pump stations).
- The siting of some essential public facilities is limited by the nature of the facilities' operational requirements and the siting requirements of State and federal agencies. These concerns must be taken into account prior to and during a City public review process. There is a need for clearly stated and specific siting needs for each type of facility and a need to identify City design requirements and standard mitigation techniques.
- Most facilities are designed for the long-term. Subsequent expansion of the facilities is often determined by the initial siting and design decisions. The potential for expansion needs to be acknowledged in the public review process.

STATE GOALS

Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability (RCW 36.70A.020(7)).

Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards (RCW 36.70A.020(12)).

STATE MANDATES

No local comprehensive plan or development regulation may preclude the siting of essential public facilities (RCW 36.70A.200(2)).

Standards for siting public capital facilities of a county-wide or statewide nature, shall adhere to the County-Wide Planning Policies (RCW 36.70A.210).

COUNTY MANDATES

Multi-County Planning Policies

- Invest in major public facilities and urban amenities to support development of centers. (RS-1)
- Develop a process to identify and prioritize the number and type of regional public facilities significant to two or more counties and needed to support the adopted regional vision and

the population forecasts for twenty years. The list of essential public facilities may be expanded to include utility corridors or other facilities meeting this definition. (RS-2)

- Site identified essential public facilities in a manner that: (1) reduces adverse societal, environmental and economic impacts on the host community, (2) balances new or existing regional facilities needs with equity considerations through distributional or mitigation solutions, and (3) addresses regional growth planning objectives. (RS-3)

County-Wide Planning Policies

- In addition to essential public facilities, include other capital facilities only if the facilities are required for public use and have a value of at least \$25,000, have a useful life of 10 years or more, and serve more than one jurisdiction. (Public Capital Facilities Siting Policy 1)
- Identify lands useful for public purposes. (Public Capital Facilities Siting Policy 2)
- Incorporate a policy and process to identify statewide facilities, including the reasons why the facility is needed and why its location is needed in Pierce County and establish a public participation process. (Public Capital Facilities Siting Policy 3)
- Base policies for essential public facilities on the following facility requirements criteria: minimum acreage, accessibility, transportation needs and services, supporting public facility and public service needs and the availability thereof, health and safety, site design, zoning of site, availability of alternative sites, and community-wide distribution of facilities. (Public Capital Facilities Siting Policy 4.1)
- Base policies for essential public facilities on the following impacts of the facility: land use compatibility; existing land use and development in adjacent and surrounding areas; existing Comprehensive Plan designation for surrounding areas; present and proposed population density of surrounding area; environmental impacts and opportunities to mitigate environmental impacts; effect on agricultural, forest or mineral lands, critical areas and historic, archaeological and cultural sites; effect on areas outside of Pierce County; effect on designated open space corridors; spin-off (minor and tertiary) impacts; and effect on the likelihood of associated development being induced by the siting of the facility. (Public Capital Facilities Siting Policy 4.2)
- Base policies for essential public facilities on the following impacts of the facility siting on urban growth area designations and policies: urban nature of facility, existing urban growth near facility site; compatibility of urban growth with the facility; and compatibility of facility siting with respect to urban growth area boundaries. (Public Capital Facilities Siting Policy 4.3)
- Ensure that facility siting is consistent with all elements of the adopted County and municipal comprehensive plans. (Public Capital Facilities Siting Policy 5)

- Include standards and criteria for the time required for construction; property acquisition; control of on- and off-site impacts during construction; expediting and streamlining necessary government approvals and permits if all other policies have been met; facility operations; health and safety; nuisance effects; and the quasi-public or public nature of the facility. (Public Capital Facilities Siting Policy 6 and 7)
- Coordinate facility siting policies with and advance other planning goals, such as to reduce sprawl, promote economic development, protect the environment, provide on-going fiscal benefit to host jurisdiction, support affordable housing, fairly distribute public facilities, provide financial incentives, and require federal and state projects to be consistent with this policy. (Public Capital Facilities Siting Policy 8)

OBJECTIVES, PRINCIPLES AND STANDARDS

EPF Objective 1. Establish a process for identifying and siting essential public facilities.

- 1.1 An Ad-Hoc Committee on Essential Public Facilities shall be established to identify and recommend siting criteria for:
 - a. Essential public facilities of County-wide or regional significance;
 - b. Essential public facilities of local significance; and
 - c. Essential public facilities with siting difficulties.
- 1.2 The Ad-Hoc Committee shall adopt rules for reaching agreement, working with the news media, and the orderly conduct of its business.
- 1.3 The Ad-Hoc Committee shall set a regular meeting schedule.
- 1.4 All meetings shall be open to the public pursuant to the Open Public Meetings Act.
- 1.5 The City of Lakewood shall provide clerical and professional staff to the Ad-Hoc Committee.
- 1.6 The Ad-Hoc Committee on Essential Public Facilities shall submit its recommendations to the Lakewood City Council within four (4) years of the effective date of adoption of the City of Lakewood Interim Comprehensive Plan or within one (1) year of the effective date of adoption of the City of Lakewood Comprehensive Plan prepared pursuant to the GMA, whichever comes first.

EPF Objective 2. Provide broad participation by affected agencies, interests, and citizens.

- 2.1 The Ad Hoc Committee on Essential Public Facilities shall conduct public meetings and shall integrate the concerns and preferences of citizens and interested parties into their recommended list of essential public facilities and siting criteria.
- 2.2 Affected agencies and utilities shall be consulted in preparing recommendations and shall be given opportunities for effective review and comment.
- 2.3 Notice and opportunity to review and comment on draft recommendations shall be given to adjacent jurisdictions.
- 2.4 In communications with State agencies, emphasize the importance of their compliance with City policies adopted pursuant to the Growth Management Act.

EPF Objective 3. Identify and classify essential public facilities of statewide, county-wide and local significance and public facilities with siting difficulties.

- 3.1 The essential public facilities identified may include facilities significant to two or more counties and needed to support the adopted regional vision and population forecasts for 20 years.
- 3.2 Recommendations made by the Ad-Hoc Committee shall contain a rationale for why the facilities listed are essential.
- 3.3 Recommendations for essential public facilities shall contain a rationale for why the facilities listed need to be located in Lakewood.
- 3.4 When identifying essential public facilities with siting difficulties, the characteristics of the facility that make it difficult to site shall be indicated.

EPF Objective 4. Establish siting criteria for essential public facilities.

- 4.1 Siting criteria shall provide for the uniform treatment of similar essential public facilities.
- 4.2 Siting criteria shall be based on the following impacts of the specific type of facility:
 - a. Land use compatibility;
 - b. Existing land use and development in adjacent and surrounding areas;
 - c. Existing Comprehensive Plan designations for surrounding areas;
 - d. Present and proposed population density of surrounding areas;
 - e. Environmental impacts and opportunities to mitigate environmental impacts;
 - f. Effect on mineral lands, critical areas, historic, archaeological and cultural sites;

- g. Effect on areas outside of Lakewood;
 - h. Effect on designated open space corridors;
 - i. Indirect and cumulative impacts; and
 - j. Effect on the likelihood of associated development being induced or precluded by the siting of the facility.
- 4.3 Siting criteria shall address the potential impacts of siting an essential public facility within the Urban Growth Area, considering the following:
- a. Urban nature of facility;
 - b. Existing urban growth near facility site;
 - c. Compatibility of urban growth with the facility; and
 - d. Compatibility of facility siting with respect to the urban growth area boundary.
- 4.4 Involve other jurisdictions in the development of the siting criteria, where appropriate.
- 4.5 Siting criteria and procedures for essential public facilities shall include an efficient project review process.
- 4.5.1 Siting criteria shall provide site, building, and other design standards that make facilities compatible with their surroundings and enable the facility to be permitted outright in appropriate zoning classifications wherever feasible.
- 4.5.2 Public hearings for permits required by federal or State law shall be combined with any public hearings required by City development regulations whenever feasible.
- 4.5.3 Effective and timely notice and an opportunity to comment on a proposed project shall be provided to citizens of Lakewood and affected agencies, Tribes, and adjacent jurisdictions when public hearings on a facility are required.
- 4.5.4 Appeal procedures shall be standardized and streamlined.
- 4.6 Development standards shall be generated to ensure reasonable compatibility with neighboring land uses.
- 4.7 Siting criteria shall reflect the facility needs to support projected population growth over at least 20 years and provide flexibility to accommodate technological advances.
- 4.8 Siting criteria shall incorporate State and federal siting requirements.

- 4.9 The process for siting essential public facilities shall set out means for mitigating a disproportionate financial burden on jurisdictions caused by the siting of essential public facilities.
- 4.10 Long-term public costs as well as short-term costs shall be considered in recommending siting criteria.
- 4.11 Siting criteria should provide for amenities or incentives for neighborhoods or jurisdictions in which facilities are located.

EPF Objective 5. Work with other Pierce County jurisdictions to standardize review procedures for siting county-wide essential public facilities and incorporate these procedures within interlocal agreements.

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GLOSSARY

"Accessory dwelling unit" means a second dwelling unit added to or created within an existing single-unit detached dwelling for use as a complete independent unit with provisions for cooking, eating, sanitation and sleeping.

"Accident Potential Zone I (APZ I)" means a zone mapped by the Air Force 3,000 feet wide by 5,000 feet long extending from the Clear Zone. An accident is less likely to occur in APZ I than in the Clear Zone, but a significant risk factor still exists.

"Accident Potential Zone II (APZ II)" means a zone mapped by the Air force 3,000 feet wide by 7,000 feet long. An accident is less likely to occur in APZ II than APZ I, but it still possesses some risk.

"Active recreational uses" means leisure time activities, usually of a more formal nature and performed with others, often requiring equipment and taking place at prescribed places, sites, or fields.

"Adaptive reuse" means the conversion of the use of a structure to other uses that are more appropriate in the contemporary situation.

"Adequate public facilities" means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums. (WAC 365-195-210)

"Affordable housing" means residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. (Senate Bill 5584, Section 4.)

"Agricultural land" means "land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and that has long-term commercial significance for agricultural production" (RCW 36.70A.030) and, including poultry raising, horse farms and ranches.

"Appropriation doctrine" means the doctrine that stipulates water rights are granted to those parties first staking claim to such rights ("first-in-time, first-in-right"). Unlike the riparian doctrine, appropriation claims to water sources do not require adjoining land ownership. Many historic rights to water sources have been granted, however, appropriations, may not be absolute under today's competing demands for water resources.

"Auto-oriented commercial" means commercial development which combines the following factors: 1) building size; 2) parking needs; 3) destination shopping; 4) product size; and 5) auto-oriented design standards.

"Available public facilities" means facilities or services that are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development. (WAC 365-195-210)

"Average megawatts (aMW)" means the average amount of energy supplied or demanded over a specific time period.

"Base density" means a standard density for a given area, from which increases or decreases in density may be allowed.

"Best management practices" means physical, structural, or managerial practices which have gained general acceptance for their ability to prevent or reduce environmental impacts:

"Biosolid land application site" means a site where stabilized biosolids, septage and other organic waste is applied to the surface of the land in accordance with established agronomic rates for fertilization or soil conditioning. There are five (5) categories of sludge sites. Sites meeting S-1, S-2, and S-3 standards meet established agronomic rates and need no zoning permit. Sites in the S-4 and S-5 categories are treated as landfills.

"Biosolids (sludge)" means a semisolid substance consisting of settled solids combined with varying amounts of water and dissolved materials generated from a wastewater treatment plant or system or other sources, including septage biosolids, sewage biosolids, and industrial biosolids. (WAC 173-304-100)

"Bonus density" means an allowance for densities that are higher than would normally be allowed within a designated land use zone, and which is generally provided as an incentive to encourage development in a more desirable manner.

"Buffer" means open spaces, landscaped areas, fences, walls, berms, or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances. A "Buffer" may also mean undisturbed areas of natural vegetation contiguous to a critical area which helps maintain the natural functions of the critical area.

"Buy-back recycling center" means any facility which collects, receives, or buys recyclable materials from household, commercial, or industrial sources for the purpose of accumulating, grading, or packaging recyclable materials for subsequent shipment and reuse, other than direct application to the land.

"Capacity" means the maximum amount or number that can be contained or accommodated.

"Capital improvement" means land, improvements to land, structures (including design, permitting, and construction), initial furnishings and selected equipment. Capital improvements have an expected useful life of at least 10 years. Other "capital" costs, such as motor vehicles and motorized equipment, computers and office equipment, office furnishings, and small tools are

considered to be minor capital expenses in the City's annual budget, but such items are not "capital improvements" for the purposes of the Comprehensive Plan, or the issuance of development permits.

"Carrying Capacity" means the level of development density or use an environment is able to support without suffering undesirable or irreversible degradation.

"City" means the City of Lakewood.

"Clear Zone" means an area 3,000 feet by 3,000 feet extending outward from the runway threshold. (Joint Land Use Study)

"Cluster development" means a development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, individual or jointly owned open space, and preservation of environmentally sensitive areas.

"Cogeneration" means the simultaneous production of electricity and useful heat energy from a fuel source. Often, this is accomplished by the recovery of excess waste energy created by various industrial and commercial applications. This energy is typically used for industrial processes or space heating applications.

"Commerce" means the buying and selling of goods.

"Commercial advertisement" means various types of signage used for commercial advertisement including, but not limited to, business signs, business identification signs and bill boards.

"Commercial uses" means businesses involved in: 1) the sale, lease or rent of new or used products to the consumer public; 2) the provision of personal services to the consumer public; 3) the provision of leisure services in the form of food or drink and passive or active entertainment; or 4) the provision of product repair or servicing of consumer goods. Commercial and office developments are not necessarily mutually exclusive.

"Commercial Center" means any of the following designations: Major Urban Center, Community Center or Neighborhood Center.

"Community Centers" means an area which has as its focus a significant traffic generator, around which develops a concentration of other commercial and some high density multi-unit development. Encouraged are retail trade, service, finance, insurance, real estate and multi-unit developments and community facilities. Discouraged are detached single-unit residential uses, auto-oriented commercial development, and industrial, manufacturing or commercial development which is land intensive and employs a low number of employees per acre.

"Community facilities" means facilities used by the community as a whole, such as recreational facilities, schools, libraries, medical care facilities, police, and fire stations.

"Community on-site sewage systems" means a sewage system used to serve multi-unit residential complexes or groups of individual residences. (Pierce County, 1991 General Sewage Plan Update)

"Community/Public Facility Overlay" means the designation which incorporates those facilities that are owned and available for public use, owned by non-profit organizations for the benefit of large sections of the general public, or owned by private groups for the benefit of a large membership base. Major Public Facilities would include: 1) Lakewood and Pierce County parks, golf courses and recreation centers that serve more than one neighborhood; 2) State parks; 3) local public school facilities that serve more than one neighborhood, i.e. middle/junior high schools and senior high schools; 4) public colleges; 5) Pierce County library branches; and 6) State correctional or medical treatment facilities. Major Community Facilities would include: 1) private middle/junior and senior high schools; 2) private colleges, excluding business colleges; 3) art and historical museums; 4) medical centers; and 5) private recreational centers capable of accommodating large numbers of individuals at any one time and available and affordable to a large segment of the population on a individual visit basis or by membership.

"Composting facility" means facilities which compost organic materials to produce a marketable product useful for reuse.

"Comprehensive land use plan," "comprehensive plan," or "plan" means a generalized coordinated land use policy statement of the governing body of a county or city is adopted pursuant to the Growth Management Act. (RCW 36.70A.030)

"Comprehensive Urban Growth Area" means the area designated as the 20-year Urban Growth Area for unincorporated Pierce County and the incorporated cities and towns i.e., Edgewood, Fife, Fircrest, Lakewood, Milton, Puyallup, Ruston, Steilacoom, Sumner, Tacoma and University Place.

"Conditional uses" means those land uses deemed appropriate within a zoning district, but only if specified conditions are met.

"Cultural preservation" means the preservation of objects, buildings, sites, and places that are important to a culture and included in the overall historic preservation program.

"Concurrency" means that adequate public improvements or strategies are in place at the time of development. For transportation improvements, concurrency means that a financial commitment is in place to complete the improvements or strategies within six years. (RCW 36.70A.070)

"Concurrency Management System" means the procedures established by the City of Lakewood to insure that adequate public capital facilities are provided as development occurs so that established levels of service for those capital facilities are always maintained.

"Conservation" means improving the efficiency of energy use; using less energy to produce the same product.

"Consistency" means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. (WAC 365-195-210)

"Contiguous development" means development of areas immediately adjacent to one another. (WAC 365-195-210)

"Cooperative" means a private, nonprofit utility, operating within state law but essentially self-regulated by a board of directors elected from its membership.

"County" means Pierce County.

"Critical areas" means wetlands, flood hazard areas, fish and wildlife habitat areas, aquifer recharge areas, and geologically hazardous areas.

"Critical facilities" means those facilities occupied by populations or which handle dangerous substances, including but not limited to hospitals and medical facilities; structures housing, supporting or containing toxic or explosive substances; covered public assembly structures; school buildings through secondary including day-care centers; buildings for colleges or adult education; jails and detention facilities; and all structures with occupancy of greater than 5,000 people.

"Cumulative Financial Impact" means the collective costs associated with a government decision or action that affects the acquisition, development, operation, or service of a parcel of land and the buildings upon a parcel of land.

"Dangerous waste" means any discarded, useless, unwanted or abandoned nonradioactive substance, including, but not limited to, certain pesticides, or any residues or containers of such substances which are disposed of in such quantity or concentration as to pose a substantial present or potential hazard to human health, wildlife, or the environment because such wastes or constituents or combinations of such wastes: (a) Have short-lived, toxic properties that may cause death, injury, or illness, or have mutagenic, teratogenic, or carcinogenic properties; or (b) Are corrosive, explosive, flammable, or may generate pressure through decomposition or other means. (RCW 70.105.010)

"Demolition waste" means solid waste, largely inert waste, resulting from the demolition or razing of buildings, roads, and other man-made structures. Demolition waste consists of, but is not limited to, concrete, brick, bituminous concrete, wood and masonry, composition roofing and roofing paper, steel and minor amounts of other metals like copper. Plastic (i.e. sheetrock or plaster board) or any other material, other than wood, that is likely to produce gases or a leachate during the decomposition process and asbestos wastes are not considered to be demolition waste for the purposes of WAC 173-304. (WAC 173-304-100)

"Density" means the number of families, individuals, dwelling units, or housing structures per unit of land.

"Density incentive" means an allowance for densities that are higher than would normally be allowed within a designated land use zone, and which is generally provided as an incentive to encourage development in a more desirable manner.

"Design guidelines" means a set of guidelines defining parameters to be followed in site and/or building design and development.

"Design standard" means a set of standards defining parameters to be followed in site and/or building design and development.

"Development density" means the total number of dwelling units of a residential development divided by the total number of acres of the parcel(s) involved.

"Development permit" means any document granting, or granting with conditions, an application for a land use designation or redesignation, zoning or rezoning, subdivision plan, site plan, building permit, special exception, variance, or any other official action of the City having the effect of authorizing the development of land.

"Discretionary land use action review and approval" involves judgment or discretion in determining compliance with the approval requirements. The review and approval is discretionary because not all of the approval requirements are objective, i.e., not easily transferable from situation to situation and determined on a case-by-case basis within certain parameters. Land use actions subject to discretionary land use review and approval are: Administrative Use Permits, Binding Site Plans, Conditional Uses, Nonconforming Uses, Planned Development Districts (PDDs), Shoreline Conditional Uses, Shoreline Substantial Developments, Shoreline Nonconforming Uses, Shoreline Variances, Unclassified Uses, Variances, and other actions determined by the Director of Community Development. Preliminary Plats utilizing PDDs to develop a cluster layout, are specifically vested for policies and regulations at the time of application per State law and thus are not covered under this definition.

"Development regulations" means any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, and binding site plan ordinances. (RCW 36.70.030)

"Director" means the Director of Community Development.

"Distribution lines" means the most commonly found type of power line use to deliver power from substation to homes or businesses.

"District" means any of the following designations: Mixed Use District or High Density Residential District. Districts are located along major arterials, state highways and major transit routes that connect to Major Urban, Community or Employment Centers.

"Domestic water system" means any system providing a supply of potable water which is deemed adequate pursuant to RCW 19.27.097 for the intended use of development.

"Drop-off recycling center" means any facility which provides collection boxes or other containerized storage where citizens can leave materials for recycling.

"Dwelling Unit" means one or more rooms designed for or occupied by one family for living or sleeping purposes and containing kitchen, sleeping and sanitary facilities for use solely by one family. All rooms comprising a dwelling unit shall have access through an interior door to other parts of the dwelling unit.

"Economic diversity" means the wide spectrum of business enterprises and industries. Diversity minimizes the risk of economic slowdown by basing growth on a wide range of business enterprises.

"Economic development" means the process of creating wealth through the mobilization of human, financial, capital, physical, and natural resources to generate marketable goods and services.

"Electric and Magnetic Fields (EMF)" means the two kinds of fields existing in nature and produced around all types of electrical devices.

"Electrical transmission lines" means the lines that transfer electricity between power sources and substations.

"Employment Center" means a concentration of office parks, corporate office campuses, manufacturing, assembly, warehousing and other industrial development or a combination of these activities. It may also include commercial development as a part of the center, so long as the commercial development is incidental to the employment activities of the center.

"Erosion" means the wearing away of the earth's surface as a result of the movement of wind, water, or ice.

"Erosion hazard areas" means those areas that because of natural characteristics, including vegetative cover, soil texture, slope gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

"Essential public facilities" means capital facilities which are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes. (RCW 36.70A.200)

"Extractive industries" means industries that extract natural resources from the earth. This includes, but is not limited to, surface mining.

"Extremely hazardous waste" means any dangerous waste which (a) will persist in a hazardous form for several years or more at a disposal site and which in its persistent form (i) presents a significant environmental hazard and may be concentrated by living organisms through a food

chain or may affect the genetic makeup of man or wildlife, and (ii) is highly toxic to man or wildlife (b) if disposed of at a disposal site in such quantities as would present an extreme hazard to man or the environment. (RCW 70.105.010)

"Facilities" means the physical structure or structures in which a service is provided.

"Fair share basis" means the developer pays only for the impacts or provides only for the facilities and service needs created as a direct result of the development.

"Family" means an individual; or two or more persons related by blood or marriage or adoption; or a group of not more than 5 unrelated persons who are not related by blood, marriage or adoption, living and cooking together as a single housekeeping unit. For the purposes of this definition, any number of persons of only one group (i.e., family) who are related by blood, marriage, or adoption shall be counted as 1 person and all other individuals shall be counted as single individuals. Six or more unrelated persons living together constitutes a "group home". A dwelling unit where guest rooms are provided for compensation constitutes a "lodging and rooming house" or a "bed and breakfast home".

"Fire flow" means the amount of water volume needed to provide fire suppression. Adequate fire flows are based on industry standards, typically measured in gallons per minute (gpm). Continuous fire flow volumes and pressures are necessary to insure public safety. The fire flow volume shall be in addition to the requirements of the water system for domestic demand.

"Fiscal Impact" means the fiscal costs and constraints of implementing policies or regulations. (Modification of the purpose of fiscal impact analysis stated in Central Puget Sound Growth Planning Hearings Board, Case No. 92-3-0004, City of Snoqualmie v. King County.)

"Fish and wildlife habitat areas" means those areas identified as being of critical importance to maintenance of fish, wildlife, and plant species, including: areas with which endangered, threatened, and sensitive species have a primary association; habitats and species of local importance; commercial and recreational shellfish areas; kelp and eelgrass beds, herring and smelt spawning areas; naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity, or private organization; state natural area preserves and natural resource conservation areas.

"Flood hazard areas" means areas of land located in floodplains which are subject to a one percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands, and the like.

"Franchise area" means the non-exclusive area in which a utility is permitted by the City to extend facilities in public rights-of-way. A franchise area is not equivalent to a service area. (Coordinated Water System Plan)

"Frequently flooded areas" means flood hazard areas.

"Geographical Information System (GIS)" means a computer based information system that stores parcel data for specified land masses. Information can be retrieved in several formats that include computer generated maps, reports, etc.

"Geologically hazardous areas" means areas, that because of their susceptibility to erosion, sliding, earthquake, or other geological events, may pose a risk to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

"Geothermal" means power generated from heat energy derived from hot rock, hot water, or steam in the earth's surface.

"Greenbelt" means a linear corridor of open space which often provides passive recreational and non-motorized transportation opportunities, serves as a buffer between developments and varying land uses, or creates a sense of visual relief from dense urban landscapes.

"Ground Level Multi-Unit" means a multi-unit structure containing more than two dwelling units each of which have ground floor access and are joined to one another only by party walls. Examples of "Ground Level Multi-Unit" are "Townhouses", or single-story "tri-plexes" or "four-plexes".

"Group A Water System" means, for the purpose of this Plan and implementing regulations, a water system which: (1) is regulated by the State Department of Health and has an approved comprehensive water system plan; (2) is designated as a satellite system management agency; and (3) has one hundred or more hookups. "Group A Water System" means, for the purpose of this Plan and implementing regulations, a water system which; 1) is regulated by the State Department of Health and has an approved comprehensive water system plan; 2) is designated as a satellite system management agency; and 3) has 100 or more hookups.

"Habitat" means the sum total of all the environmental factors of a specific place that is occupied by an organism, a population or a community.

"Hazardous areas" means areas subject to geologic hazards or flood hazards.

"Hazardous waste" means all dangerous and extremely hazardous waste, including substances composed of both radioactive and hazardous components. (RCW 70.105.010)

"Hazardous waste treatment and storage facility" means a facility that treats and stores hazardous waste and is authorized pursuant to RCW 70.105, WAC 173-303. It includes all contiguous land and structures used for recycling, reusing, reclaiming, transferring, storing, treating or disposing of hazardous waste.

"High capacity transit" means any transit technology that operates on separate right-of-way and functions to move large numbers of passengers at high speeds, e.g., busway, light rail, commuter rail, etc.

"High Density Residential District" land use designation means concentrations of high density residential uses along major arterials, state highways and major transit routes that connect to Major Urban, Community or Employment Centers. High Density Residential Districts are composed of multi-unit and high density single-unit and two-unit housing and limited neighborhood retail and service commercial uses.

"High Occupancy Vehicle (HOV)" means a vehicle containing more than a single occupant such as an automobile with several passengers (carpool), a bus, vanpool, or a train. An HOV lane is a road lane dedicated for use by High Occupancy Vehicles and transit vehicles only. It is also known as a "diamond" or carpool lane.

"HOV related facilities" mean roadway design elements such as HOV lanes, HOV bypass ramps, and supporting improvements such as park and ride lots.

"Home occupation" means any business activity carried on within the principal residence or within a permitted accessory structure, incidental and secondary to the residential use of the dwelling unit, including the use of the dwelling unit as a business address in a directory or as a business mailing address.

"Hotel/Motel" means a group of attached or detached buildings containing individual short-term lodging accommodations for transients/tourists and employees.

"Household" means all the persons who occupy a housing unit which is intended as separate living quarters and having direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements. (U.S. Department of Commerce, Bureau of the Census)

"Impact fees" means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonable related to the new development that creates additional demand and need for public facilities that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonable benefit the new development. Does not include a reasonable permit or application fee. (RCW 82.02.090)

"Implementation" means carrying out or fulfilling plans and proposals. In planning this usually takes the form of development regulations, including, but not limited to, zoning, and performance standards.

"Important aquifer recharge areas" means areas which have been prioritized as being of significant value for purposes of recharging groundwater.

"Important fish and wildlife habitat areas" means habitat for fish and wildlife which has been prioritized as being of significant value for purposes of maintaining fish and wildlife populations in Lakewood.

"Inert wastes" means noncombustible, nondangerous solid wastes that are likely to retain their physical and chemical structure under expected conditions or disposal, including resistance to biological attack and chemical attack from acidic rainwater. (WAC 173-304-100)

"Infill" means the development of housing or other buildings in vacant sites in an already developed area.

"Infrastructure" means facilities and services needed to sustain industry, residential, and commercial activities. Infrastructure may include, but not be limited to, water and sewer lines, streets, and communication lines. From an Economic Development perspective, infrastructure also includes environmentally safe siting, an adequately trained labor force, and a transport network that includes an adequate commercial transportation system of roadways, rail system, and air freight.

"Interim solid waste handling facility" means any facility where solid waste is collected or subjected to interim processing before being transported to a permanent disposal site. This includes transfer stations, drop boxes, baling and compaction sites, material resource recovery facilities, and source separation.

"Intertie" means a line or system of lines permitting a flow of energy or water between major systems.

"Investor-owned utility" means a utility which is organized under state law as a private corporation for the purpose of providing utility services.

"Joint planning" means cooperative planning to occur between jurisdictions in areas of mutual concern to ensure consistency in planning among jurisdictions.

"Junk, salvage or wrecking yard" means any waste processing facility which dismantles, wrecks, stores, buys or sells scrap materials, junk or vehicles.

"Kitchen" means any room or rooms, or portion of room or rooms, used or intended or designed to be used for cooking or the preparation of food.

"Level of service" means an established minimum capacity for public facilities or services that is planned to be provided per unit demand or other appropriate measure of need and is used as a gauge for measuring the quality of service. Levels of service are usually quantifiable measures of the amount of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities. Levels of service should be set to reflect realistic expectations consistent with the achievement of growth aims. Levels of service standards are valuable planning and budgetary tools, even if concurrency is not required for specified facilities, given that they are a measure of quality of service.

"Lifeway values" means the values embodied in a cultural tradition or lifeway expressed in beliefs, practices, arts, crafts, and social institutions of a community.

"Load" means the amount of electric power delivered or required at a given point on a system.

"Long-term commercial significance" means the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land. (RCW 36.70A.030)

"Lot" means a designated parcel, tract, or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

"Low-intensity land uses" means those land uses which can be supported by the carrying capacity of the land and which do not require urban level services.

"Major resource" means a resource with a planned capability greater than 50 average megawatts, and if acquired by Bonneville, acquired for more than five years. (Northwest Power Act)

"Major Urban Center" land use designation means a highly dense concentration of urban development with a commercial focus. A significant multi-unit residential presence in the center is encouraged. It is an area of regional attraction and a focus for both the local and regional transit systems. The geographic area around the Lakewood Mall is Lakewood's existing and developing Major Urban Center. Encouraged are retail trade, service, finance, insurance, real estate, multi-unit housing land uses and community and transit oriented facilities. Discouraged are detached single-unit residential uses, auto-oriented commercial development, and industrial, manufacturing or commercial development which is land intensive and employs a low number of employees per acre.

"Manufactured housing" means a factory-assembled structure intended solely for human habitation, which has sleeping, eating and plumbing facilities, that is being used for residential purposes, that was constructed in accordance with the Housing and Urban Development (HUD) federal manufactured housing construction and safety standards in effect at the time of construction, and that is constructed in a way suitable for movement along public highways. Manufactured homes are commonly known as "single-wide" and "double-wide" manufactured homes or mobile homes.

"Master environmental impact statement" means an environmental impact statement that analyzes impacts to a specificity where the impacts may not need to be analyzed again for site-specific projects.

"Master Planned Community Overlay" means an approved planned unit development which integrates a mix of housing, services and recreation and is located within an urban growth area.

"Master planning" means overall site planning when a number of parcels or uses are involved. Master plans usually eliminate the need for an individual parcel or use to go through a public hearing and approval process.

"Median income" means the income level which divides the income distribution into two equal parts, one having incomes above the median and the other having incomes below the median. For households and families, the median income is based on the distribution of the total number of units including those with no income. (U.S. Department of Commerce, Bureau of the Census)

"Megawatt (MW)" means the electric unit of power which equals one million watts or one thousand kilowatts.

"Mineral Resource Lands" means lands primarily devoted to the extraction of minerals or that have known or potential long-term commercial significance for the extraction of minerals.

"Minerals" means gravel, sand, and valuable metallic substances. (RCW 36.70A.030)

"Mixed use" means a land use development, in one or more buildings, on one or more parcels, that may combine at least two of the following uses: residential, commercial, and/or office.

"Mixed Use District" land use designation means concentrations of commercial, office and multi-unit development located along major arterials, state highways and major transit routes and between Major Urban or Community Centers. Encouraged are auto-oriented commercial and land intensive commercial development. Discouraged are detached single-unit residential developments.

"Mobile home" means a structure constructed for movement on the public highways that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes, that was constructed prior to June 15, 1976, and met the construction requirements of Washington State mobile home laws in effect as the time of construction. Mobile homes are commonly known as "single-wide" and "double-wide" manufactured homes or mobile homes.

"Mobile/Manufactured Home Park" means a tract of land designed and maintained under a single ownership of unified control where two or more spaces or pads are provided solely for the placement of mobile or manufactured homes for residential purposes with or without charge. A mobile home park shall not include mobile home subdivisions or recreational vehicle parks.

"Moderate Density Single Family (Unit)" land use designation means areas designated for single-unit or two-unit dwellings. Multi-unit housing, commercial or industrial uses are prohibited. Specific densities are based on land characteristics and the availability of urban services such as sewers.

"Moderate-risk waste" means any waste that (a) exhibits any of the properties of hazardous waste but is exempt from regulation under this chapter solely because the waste is generated in quantities below the threshold for regulation, and (b) any household wastes which are generated from the disposal of substances identified by the Department as hazardous household substances. (RCW 70.105.010)

"Modular Housing" means a dwelling that is designed for human habitation and is entirely or substantially prefabricated or assembled at a place other than a building site and meets all of the

requirements of WAC 296-150A. Modular Homes are also commonly referred to as factory built housing and for purposes of this Plan, a modular home is considered a single-unit or two-unit dwelling.

"Multi-unit" means a structure containing three or more dwelling units, with the units joined to one another. "Ground Level Multi-Unit" and "Multiple Level Multi-Unit" are forms of multi-unit housing.

"Multimodal" means two or more modes or methods of transportation. Examples of transportation modes include: bicycling, driving an automobile, walking, bus transit or rail.

"Multiple level multi-unit" means a multi-unit structure containing three or more dwelling units and where such units are joined to one another by party walls and ceilings/floors and do not all have ground floor access. Examples of "Multiple Level Multi-Unit" are "Garden apartments", "Mid-rise Apartments" and two-story "Tri-plexes" and "Four-plexes".

"Neighborhood Center" means a concentrated mix of small scale retail and service commercial and office development that serves the daily needs of residents within the immediate neighborhood. Residential development at various densities may occur within the Center, if appropriate to the individual neighborhood.

"Net average density" means the number of dwelling units in a given area divided by the number of acres within that same area actually in use or proposed for use in a residential area.

"No-burn zones" means areas officially designated by the Puget Sound Air Pollution Control Agency where outdoor burning is prohibited.

"Noise generating land uses" means those land uses such as industry and mining which produce noise at decibel levels that are disturbing or harmful to humans.

"Noise sensitive land uses" means those land uses such as churches, schools, and residences which are highly susceptible to noise disturbances.

"Nonconforming use" means a use or activity that was lawful prior to the adoption, revision or amendment of the comprehensive plan or zoning ordinance but that fails by reason of such adoption, revision, or amendment to conform to the present requirements of the comprehensive plan or zoning district.

"Nonmotorized modes of travel" mean any mode of transport that utilizes a power source other than a motor. Primary nonmotorized modes include walking, horseback riding, and bicycling.

"Nonpoint source pollution" means pollution that enters a water body from diffuse origins on the watershed and does not result from discernible, confined, or discrete conveyances.

"Non-profit developers" means any public or private nonprofit organization that: (a) is organized under federal, state, or local laws; (b) has no part of its net earnings inuring to the benefit of an

member, founder, contributor, or individual; and (c) has among its purposes significant activities related to the provision of decent housing that is affordable to those at or below the County's median income.

"Non-traditional dwelling types" means dwellings types other than on-site stick built housing units. Such as but not limited to manufactured housing, mobile homes, and houseboats.

"Non-utility owned" means an electricity producing facility developed by an entity other than an electric utility.

"Non-water right wells" means a well which serves less than six residents and uses less than 5,000 gallons of water a day.

"Office" development means activities that generally focus on business, government, professional, medical or financial services for the non-daily needs of individuals, groups or organizations. Office and commercial developments are not necessarily mutually exclusive.

"Open space" means a landscape which is primarily unimproved. Open space areas may include: critical areas; wooded areas; parks; trails; privately owned nature reserves; abandoned railroad lines; utility corridors; and other vacant rights of way. Permanent dedication, designation or reservation of open space for public or private use may occur in accordance with Comprehensive Plan policies.

"Overnight lodging" means permanent, separately rentable accommodations which may include a kitchen and are available to the general public for short term use. The accommodations are intended for visitors rather than for full-time residents. Overnight lodgings include hotel or motel rooms, and time share units. Individually-owned units other than timeshare units may be considered overnight lodgings if they are available for overnight rental use by the general public for at least 45 weeks per calendar year.

"Park-and-ride" means a system in which commuters individually drive to a common location, park their vehicles, and continue travel to their final destination via public transit.

"Passive solar gain" means utilizing heat from the sun by allowing the space to be heated to directly absorb sunlight, thus serving as a collector, storage space and distribution system in one.

"Peak load" means the maximum electrical load demand in a stated period of time. On a daily basis the peak load occurs at midmorning and in the early evening. On an annual basis it occurs in hot or cold weather periods.

"Peak capacity" means the maximum capacity of a system to meet loads.

"Per capita income" means the mean income computed for every man, woman and child in a particular group. It is derived by dividing the total income of a particular group by the total population in that group. (US Census)

"Performance standards" means a set of criteria or limits relating to certain characteristics that a particular use or process must meet. The standards usually cover noise, vibration, glare, heat, air or water contaminants, and traffic.

"Policy plan" means a plan that consists mainly of policy statements expressing general community goals and policies and desirable relationships among human activities. A policy plan may be a comprehensive plan, although more flexible and general than traditional comprehensive plans.

"Planned development district (PDD)" means a flexible zoning concept which provides an opportunity to mold a district so that it creates a more desirable environment and results in a better use of the land than that which could have been provided through the prescriptive standards provided in regular zoning classifications.

"Primary treatment" means the first step in wastewater treatment in which solids in a wastewater stream are allowed to settle out. The suspended solids and the BOD (Biochemical Oxygen Demand) are reduced by 25 to 40 percent.

"Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. (RCW 36.70A.030)

"Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services. (RCW 36.70A.030)

"Public service obligations" means obligations imposed by law on utilities to furnish facilities and supply service to all who may apply for and be reasonably entitled to service.

"Public water system" means any system of water supply intended or used for human consumption or other domestic uses, including source, treatment, storage, transmission, and distribution facilities where water is being furnished to any community, collection, or number of individuals, but excluding a water system serving one single unit residence. (WAC 248-54)

"Recyclable materials" means those solid wastes that are separated for recycling or reuse, such as papers, metals, and glass that are identified as recyclable material pursuant to a local comprehensive solid waste plan. (Washington Department of Ecology, Planning Guidelines)

"Rehabilitation" means the physical improvement, remodeling, or partial reconstruction of existing structures rather than their demolition and replacement.

"Reliability" means the ability of the utility system to provide customers uninterrupted electric service at their point of service. Includes generation, transmission, and distribution reliability.

"Renewable energy" means nondepletable resources such as sunlight, wind, hydropower. Depletable sources of energy include fossil fuels such as oil, coal, natural gas, and nuclear and geothermal energy.

"Renewable resource" means a resource which uses solar, wind, water, biomass, or similar sources of energy, and which either is used for electric power generation or for reducing the electric power requirements of a customer.

"Reserve" designation means areas which are designated for low density residential land uses with required clustering of residential lots so that the land may be more intensively utilized in the future, based on extension of urban growth area boundaries. The Reserve designation allows a density of one unit per ten acres with maximum lot sizes for new lots not exceeding 10,000 square feet.

"Resource lands" means those lands suitable for agriculture, forest or mineral extraction and protected by resource land regulations.

"Ridesharing" means any type of travel where more than one rider occupies or "shares" the same vehicle, such as a carpool, vanpool, or transit vehicle.

"Right-of-Way (ROW)" means land owned by a government or an easement for a certain purpose over the land of another, used for a road, ditch, electrical transmission line, pipeline, or public facilities such as utility or transportation corridors.

"Riparian areas" means lands situated along streams.

"Road classification" the City of Lakewood's road classifications include:

"Collector arterial" - Roads that collect and distribute traffic between neighborhoods and business areas, and the rest of the arterial system. They provide for easy and direct access to abutting properties, and carry low to moderate volumes of traffic.

"Local road" - Roads that provide direct access to abutting land uses and carry traffic to the arterial system. Local roads typically carry low volumes of traffic traveling at low speeds.

"Major arterial" - Roads that convey traffic along corridors with a high-density of commercial or industrial activity. Major arterials emphasize mobility and discourage multiple access and egress points.

"Primitive road" - Roads that provide access to small areas or single structures. The primitive road is a link to the local county road system or arterial system.

"Secondary arterial" - Roads that link activity centers and convey traffic onto major arterials. Secondary arterials provide both mobility and access for moderate volumes of traffic.

"Sanitary sewer" means the system that carries liquid and waterborne wastes from residences, commercial buildings, industrial plants and institutions together with minor quantities of ground, storm and surface waters to a wastewater treatment facility.

"Satellite management program" means a program established to provide for technical assistance, contract services, and other resources to meet long-term management needs of satellite systems.

"Satellite system" means a water or sewer system whose service area is remote from other systems and for which connection to adjacent water or sewer systems is not feasible. Under provisions of the Coordination Act, technical assistance and administrative services may be provided to satellite systems.

"Secondary treatment" means the second step in purifying sewage which uses biological processes in addition to settling and provides purification from 85 to 95 percent.

"Seismic hazard areas" means areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

"Service lateral" means lines that carry power to a meter, fuse box or breaker panel.

"Sewer" means the closed pipe which carries raw sewage from a home or business to a treatment plant.

"Signal interconnect systems" mean a system for coordinating and connecting traffic signals.

"Single unit" (attached) means a structure containing more than two dwelling units, generally one or two stories in height. All units have ground floor access and are joined to one another only by party walls. Examples are townhouses, triplexes and fourplexes.

"Single unit" (detached) means a dwelling unit that is not attached to another dwelling unit by any means.

"Site development standards" means a variety of standards applied to site development that can include, among others, principles for placement of buildings on site, provision of open space, access roads, drainage facilities, lighting, parking and landscaping.

"Small water systems" means water systems with fewer than fifteen (15) connections.

"Solid waste" means all putrescible and nonputrescible solid and semisolid wastes, including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, demolition and construction wastes, abandoned vehicles or parts thereof, and recyclable materials. (RCW 70.95.030)

"Solid waste handling facility" means any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

"Special needs housing" means housing that is designed for an individual or family who also requires supportive social services in order to live independently or semi-independently. These households require all types of housing including emergency, transitional and permanent housing. Special need groups include but are not limited to the homeless; elderly; AIDS victims; single parents; frail elderly; runaway and homeless youth; severely physically disabled; mentally and emotionally disturbed; chronically mentally ill; developmentally disabled; farm workers (migrant labor households); and persons with substance abuse problems. (Washington State Department of Community Development, Assessing your Community's Housing Needs, A Practical Guide to Preparing Housing Assessments under the GMA and CHAS Requirements, June 1992.)

"Special waste types" means waste including demolition wastes, sludge, septage, industrial, woodwaste, tires, infectious waste (Tacoma-Pierce County Solid Waste Management Plan, March 1989)

"Sub-basin watershed" means an individual drainage basin or grouping of drainage basins which forms a part of a Water Resource Inventory Area, as identified by the Washington Department of Fisheries.

"Substation" means an electric power station which serves as a control and transfer point on an electrical transmission system. Substations route and control electrical power flow, transform voltage levels, and serve as delivery points to individual customers.

"Surface waters" means streams, rivers, ponds, lakes, or other waters designated as "waters of the state" by the Washington Department of Natural Resources (WAC 222-16-030)

"Taking" means the appropriation by government of private land for which compensation" must be paid.

"Tertiary treatment" means the third step in purifying sewage that removes additional nutrient levels.

"Thermal generation" means the production of electricity from combustion and steam powered turbines. The heat in thermal plants can be produced from a number of sources such as coal, oil and gas, and nuclear fuel.

"Tiers" mean growth areas located within the Urban Growth Area used to discourage urban sprawl and leapfrog development and to encourage adequate public facilities and services concurrent with development. Tier 1 is the primary growth area which incorporates areas already characterized by urban growth that have existing public facility and service capacities. Tier 2 is the secondary growth area which incorporates areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services to be provided by either public or private sources. Tier 3 is the tertiary growth area which incorporates areas adjacent to areas already characterized by urban growth, but not presently served with public facilities and services.

"Tipping fee" means the fee assessed for disposal of waste. This fee is used when estimating the cost of producing electricity from municipal solid waste.

"Toxic waste sites" means locations where hazardous or toxic substances are handled or disposed.

"Traditional development" means single-unit residential development that has detached houses on individual lots.

"Transfer station" means a permanent, fixed supplemental collection and transportation facility used by persons and route collection vehicles to deposit solid waste into a large transfer vehicle for transport to a permanent disposal site. Transfer stations may include recycling facilities.

"Transfer of Development Rights (TDR)" means the transfer of the right to develop or build, expressed in dwelling units per acre, from land in one zoning district to land in another district where such density/development is permitted.

"Transformer" means a device which raises or lowers voltage.

"Transit center" means a focal point for transit services which any allow interconnections with other route and intermodal transfers.

"Transportation System Management (TSM)" means the use of low capital expenditures to increase the capacity of the transportation system. TSM strategies include but are not limited to signalization, channelization, and bus turn-outs. (WAC 365-195-210)

"Transportation Demand Management Strategies (TDM)" means strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing options, parking policies, telecommuting. (WAC 365-195-210)

"Two-unit" means two dwelling units which are attached to one another. "Two unit" housing types are also known as "duplexes".

"Undisturbed vegetation" means plant life which has not been altered by actions such as tree-cutting, clearing, or grading.

"Urban governmental services" include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with nonurban areas. (RCW 36.70A.030)

"Urban growth" means the growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban

governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth. (RCW 36.70A.030)

"Urban Growth Area" means the area established by the City of Lakewood through the designation of a boundary which identifies areas of existing urban development within the City of Lakewood and its surrounding area and those areas planned for future urban development by Lakewood. The urban growth area defines where developments will be directed and supported with historical and typical urban governmental services and facilities, such as storm and sanitary sewer systems, domestic water systems, street cleaning services, fire protection services, and public transit services.

"Urban level facilities and services" means those services defined as "urban governmental services" with levels of service as defined within the Capital Facilities Element of the City of Lakewood Comprehensive Plan.

"Urban Service Areas" means the areas within the Comprehensive Urban Growth Area of Pierce County that are currently receiving or may receive urban services from the City of Lakewood. Lakewood, in collaboration with Pierce County, has established its Urban Service Area (USA). Although the County, Lakewood and the other cities and towns within the CUGA concur that individual USAs may change as growth management planning and implementation proceed, the affected municipalities and the County agree that USA designations are provided under the terms of the June 30, 1992, County-Wide Planning Policies (page 48, Policy 1.1 and 1.3) and RCW 36.70A.110.

"Urban sprawl" means the inefficient use of land.

"Utilities" means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water and for the disposal of sewage.

"Utility corridor" means a linear strip of land without definite width but limited by technological, environmental, and topographical factors, and could contain one or more utility or transportation facilities. A corridor is a land use designation, identified for the purposes of establishing policy direction as to the preferred location of compatible linear facilities and compatible land uses. Appropriate environmental review and regulatory proceedings must precede occupancy on a project-specific basis.

"Utility service review procedure" means an administrative procedure set up under local agency jurisdiction to identify the water purveyor best able to serve an area where new public water service is requested.

"Vesting" means the legal principle whereby a point in time exists at which the right to proceed with a development action may not be cancelled by the City.

"Visioning" means a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

"Volt" means the unit of voltage or potential difference.

"Waste recycling facility" means any waste processing facility which collects, stores, or treats waste materials, other than hazardous waste, for reuse. This includes, but is not limited to, (1) buy-back recycling centers; (2) drop-off recycling centers; (3) junk, salvage, or wrecking yard; (4) reclamation site; and (5) accumulation of wastes in piles for storage, treatment, and composting for recycling or utilization (such as tire piles).

"Waste-to-energy facility" means a facility designed to process solid or liquid waste into usable secondary materials, including fuel and energy (hot water, steam or electricity), through mass burning, refuse derived fuel incineration, pyrolysis or other means of combustion.

"Water supply system" means a system of facilities required to obtain, treat, and distribute water to customers.

"Watershed" means the region drained by or contributing water to a stream, lake, or other body of water.

"Water dependent uses" means all uses which cannot exist in any other location and are dependent on the water by reason of the intrinsic nature of the operation.

"Watt" means an electric unit of power or a rate of doing work.

"Wetland or Wetlands" means areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands generally do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from nonwetland areas created to mitigate conversion of wetlands, if permitted by Lakewood. (RCW 36.70A.030 in part)

"Wheeling" means the use of the transmission facilities of one system to transmit power of and for another system.

"Woodwaste" means solid waste consisting of wood pieces or particles generated as a by-product or waste from the manufacturing or wood products, handling and storage of raw materials and trees and stumps. This includes, but is not limited to, sawdust, chips, shavings, bark, pulp, hog fuel, and

log sort yard waste, but does not include wood pieces or particles containing chemical preservatives such as creosote, pentachlorophenol or copper-chrome arsenate. (WAC 173-304-100)

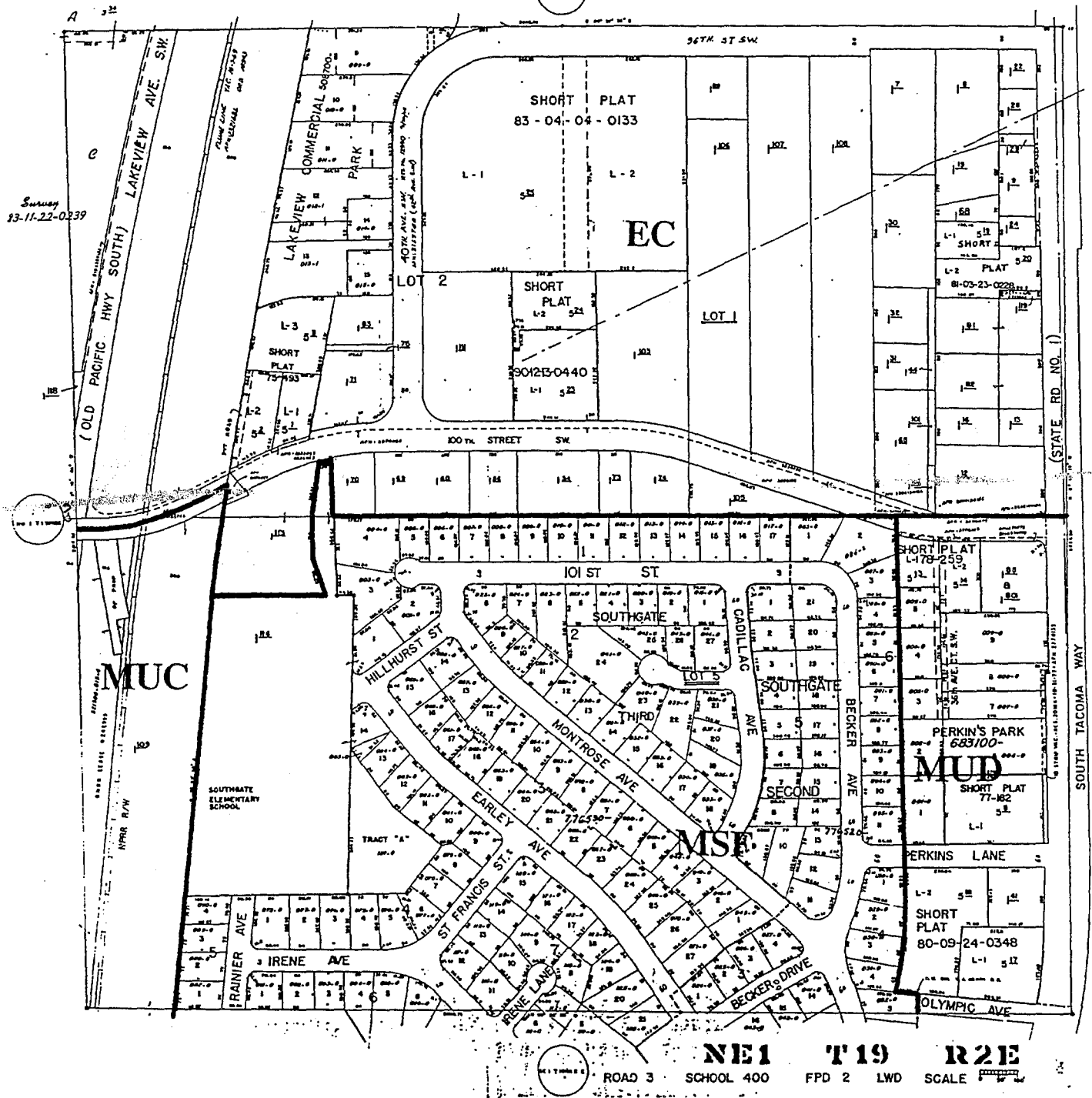
"Woodwaste recycling facilities" means operations which are designed to provide for the reuse of woodwaste.

"Yard waste" means leaves, brush, tree trimmings, grass clippings, weeds, shrubs, garden waste from vegetable garden and other compostable organic materials resulting from landscape, pruning and maintenance generated from residences or from businesses, such as lawn and garden nurseries or landscaping services. Yard waste does not include rocks, glass, plastics, metal, concrete, sheetrock, asphalt or any other non-organic land-clearing debris. (Tacoma-Pierce County Solid Waste Management Plan)

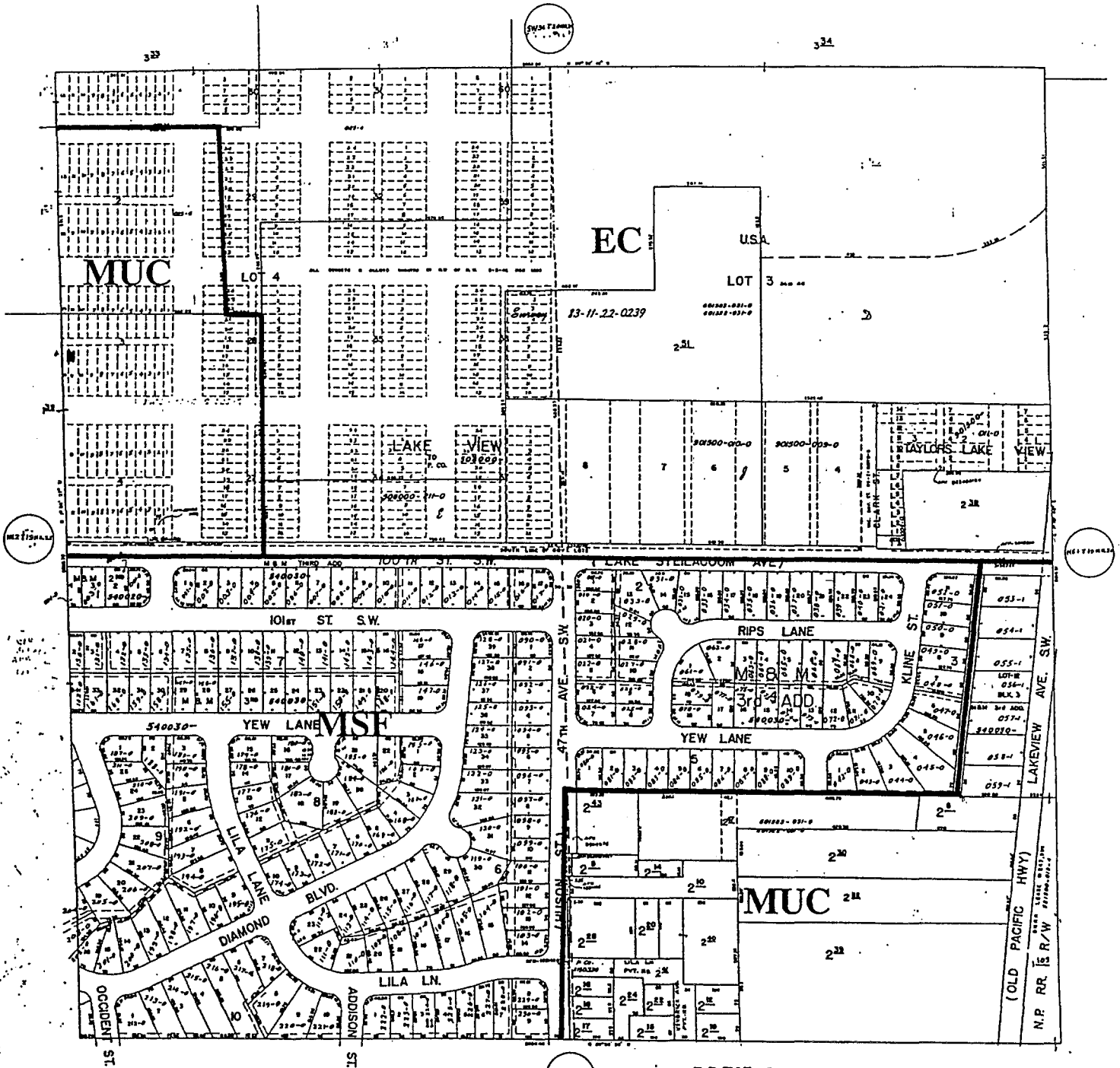
"Zero-lot-line" means design that allows for the placement of a structure on the side yard property line.

"Zoning" means the process by which a municipality legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction. Zoning is an exercise of the police power, and as such must be enacted for the protection of public health, safety and welfare.

Date	Revision	By
Submitted by: _____		



Date	Revision	By



NW 1 T19 R2E
 ROAD 3 SCHOOL 400 FRD. 2 LWD SCALE 1" = 40'

2

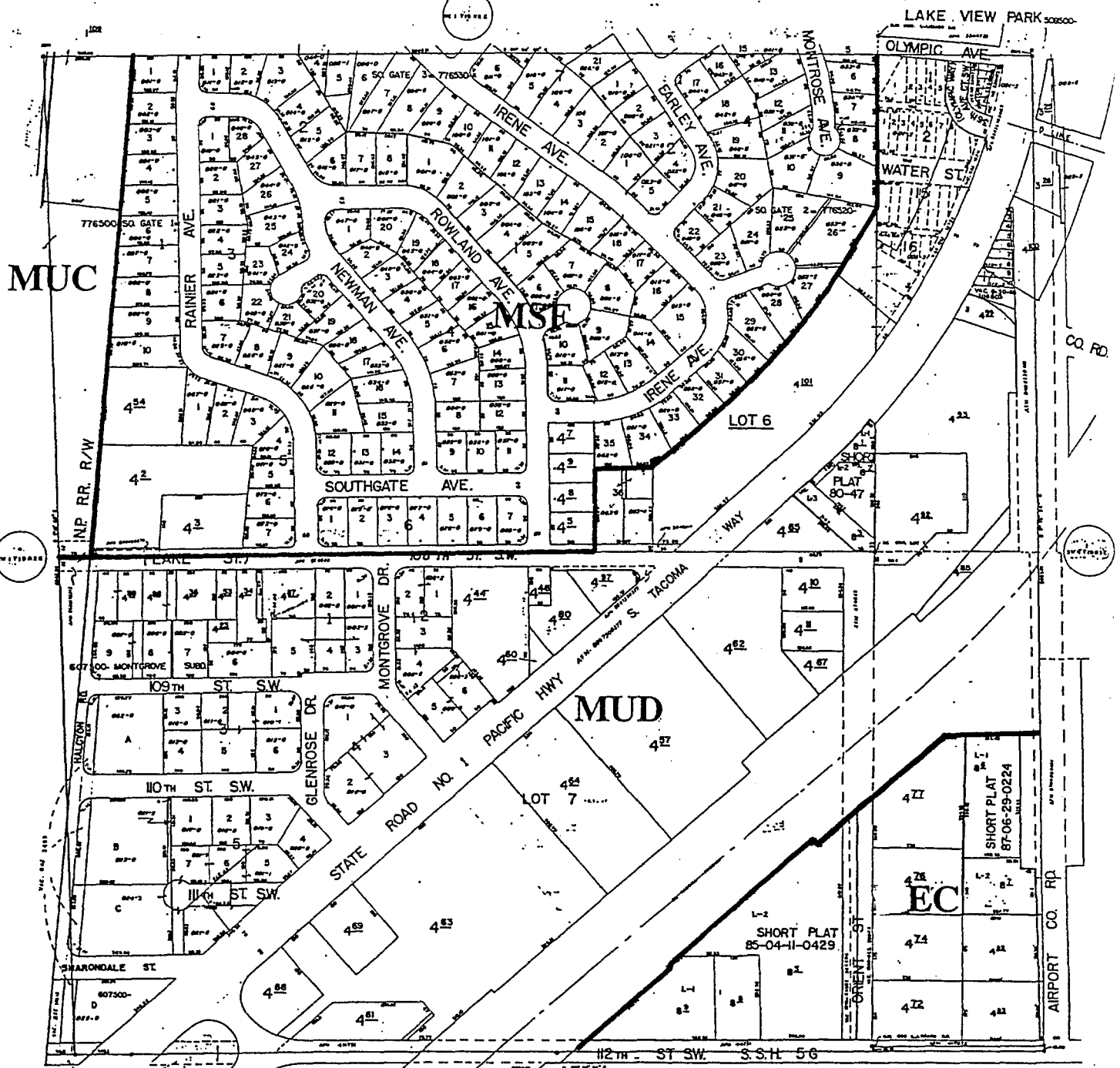
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SW1 T19 R2E
ROAD 3 SCHOOL 400 FED.2 LWD SCAL E

Date	Revision	By

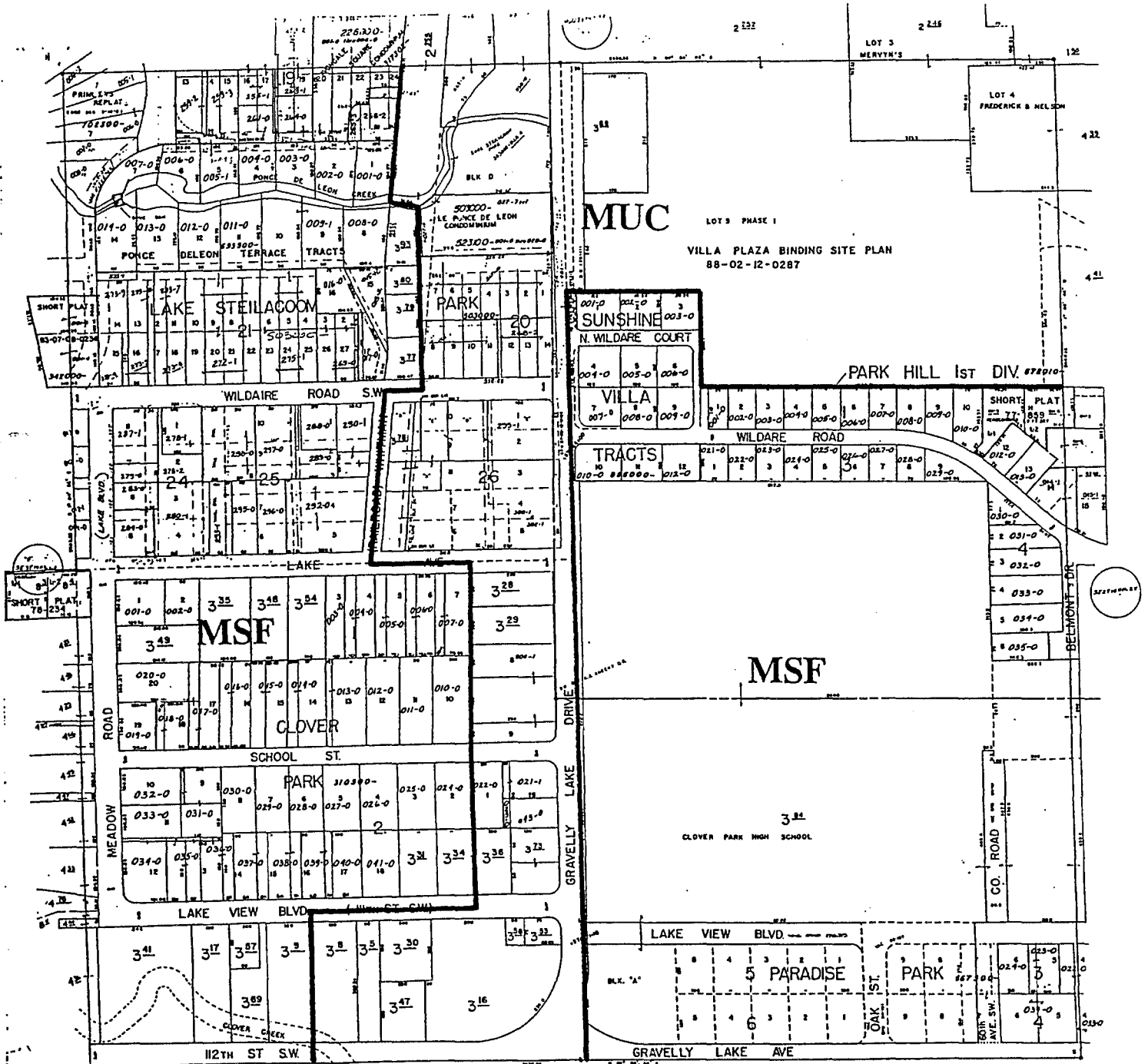


SE1 T19 R2E
ROAD 3, SCHOOL 400, SPD 2, LWD, SCALE

Date	Revision	By

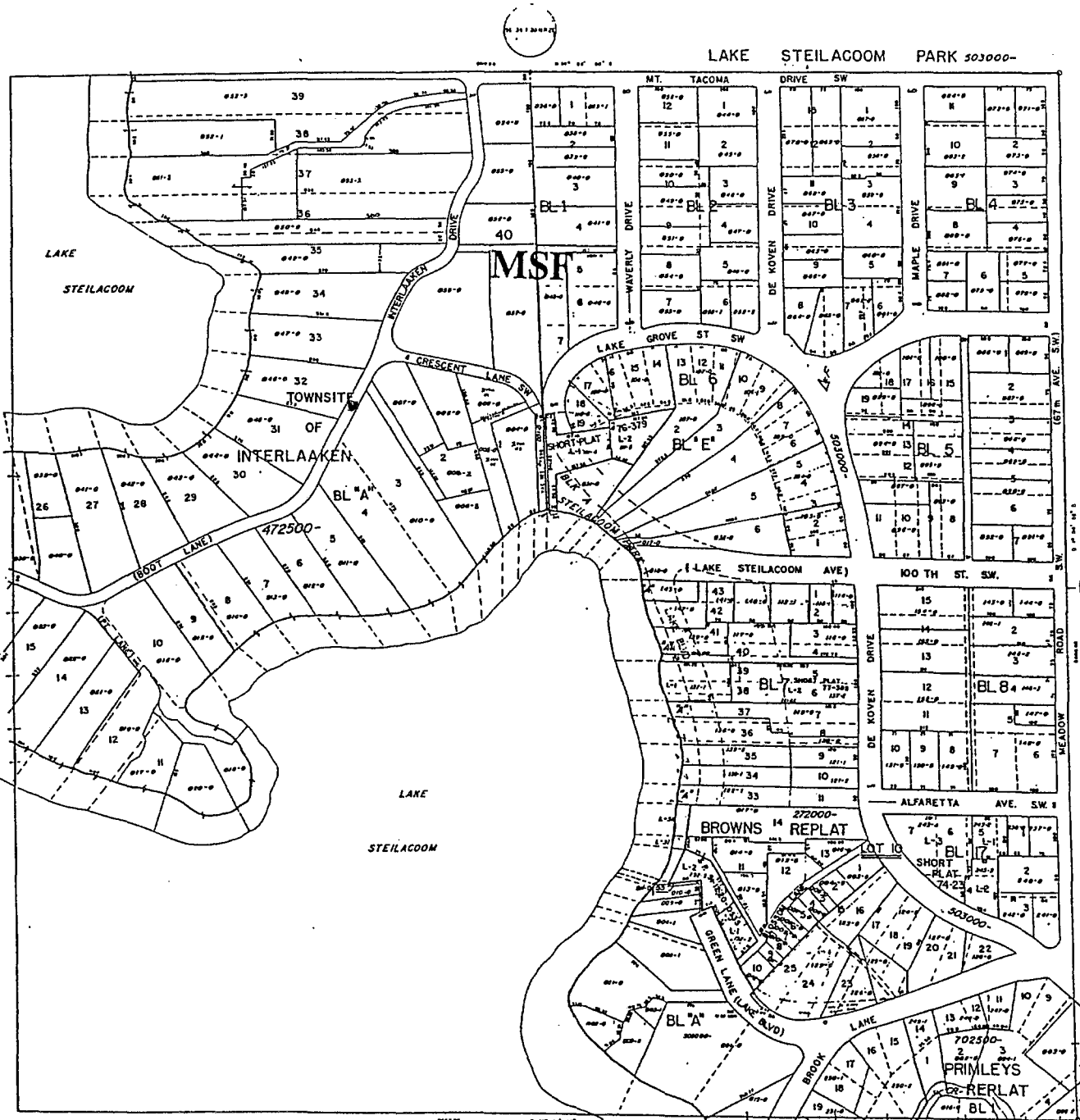


Date	Revision	By



SW2 T19 R2E
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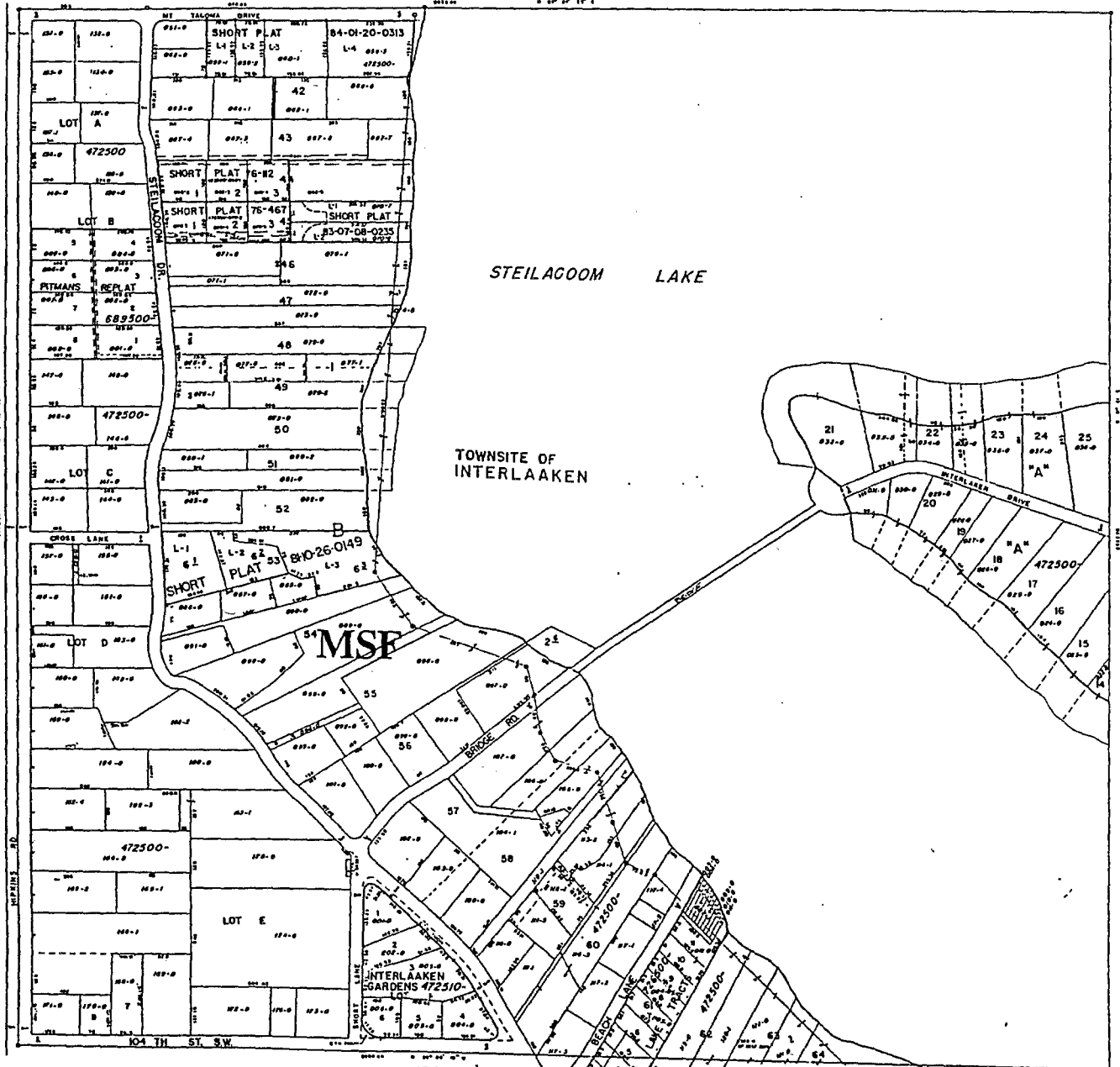
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NE3 T19 R2E
ROAD 3, SCHOOL 400, LWD, FRD 2, SCALF

Date	Revision	By

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9

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11

NW3 T19 R2E
ROAD 3, SCHOOL 400, LWD, FPD 2, SCALE

10

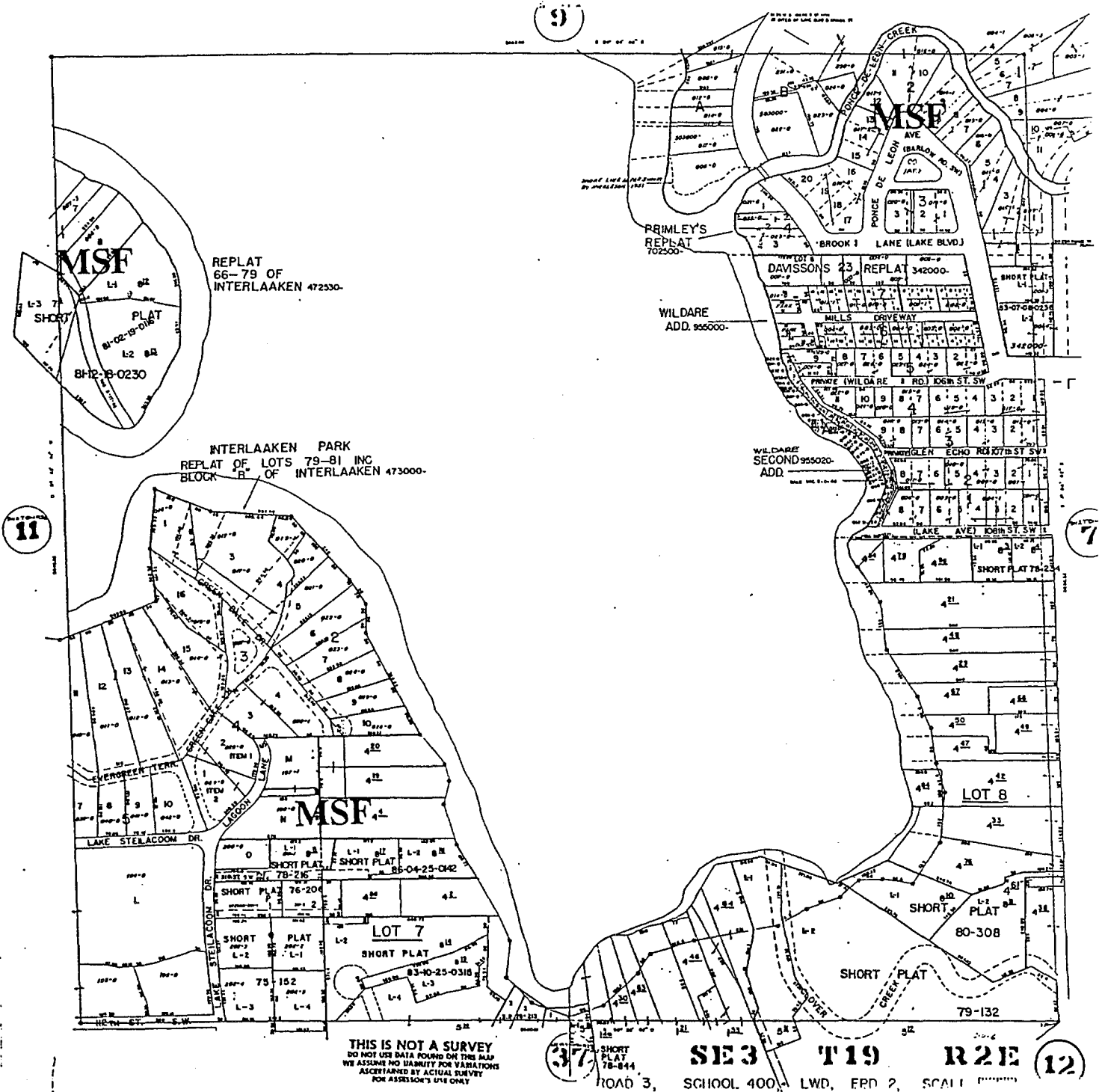
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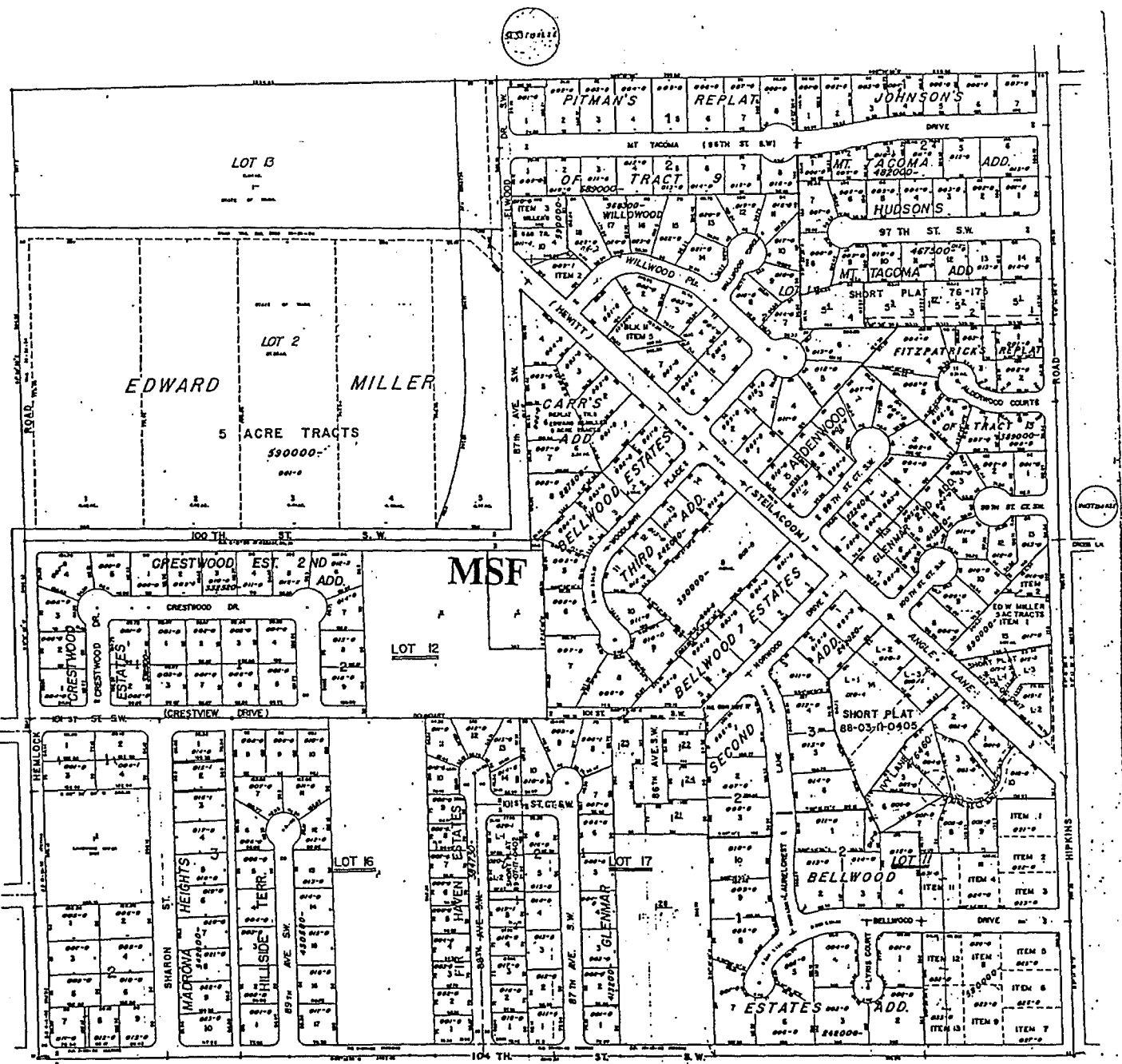
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SW 3 T 19 R2E
ROAD 3, SCHOOL 400, LWD, FRD 2, SCALE

Date	Revision	By



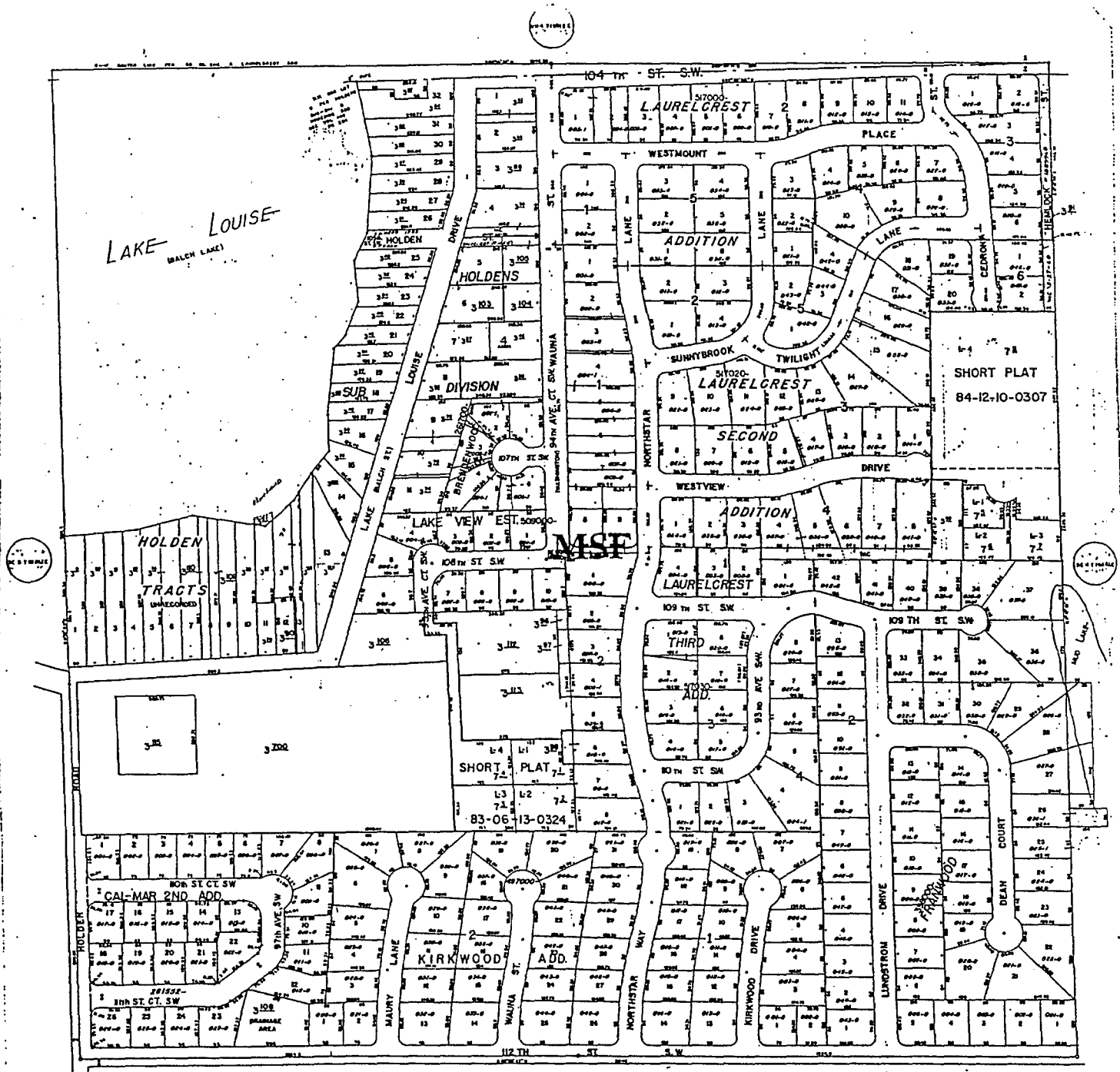
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NE 4 T19 R2E

Date	Revision	By



SW4 T19 R2E

Date	Revision	By



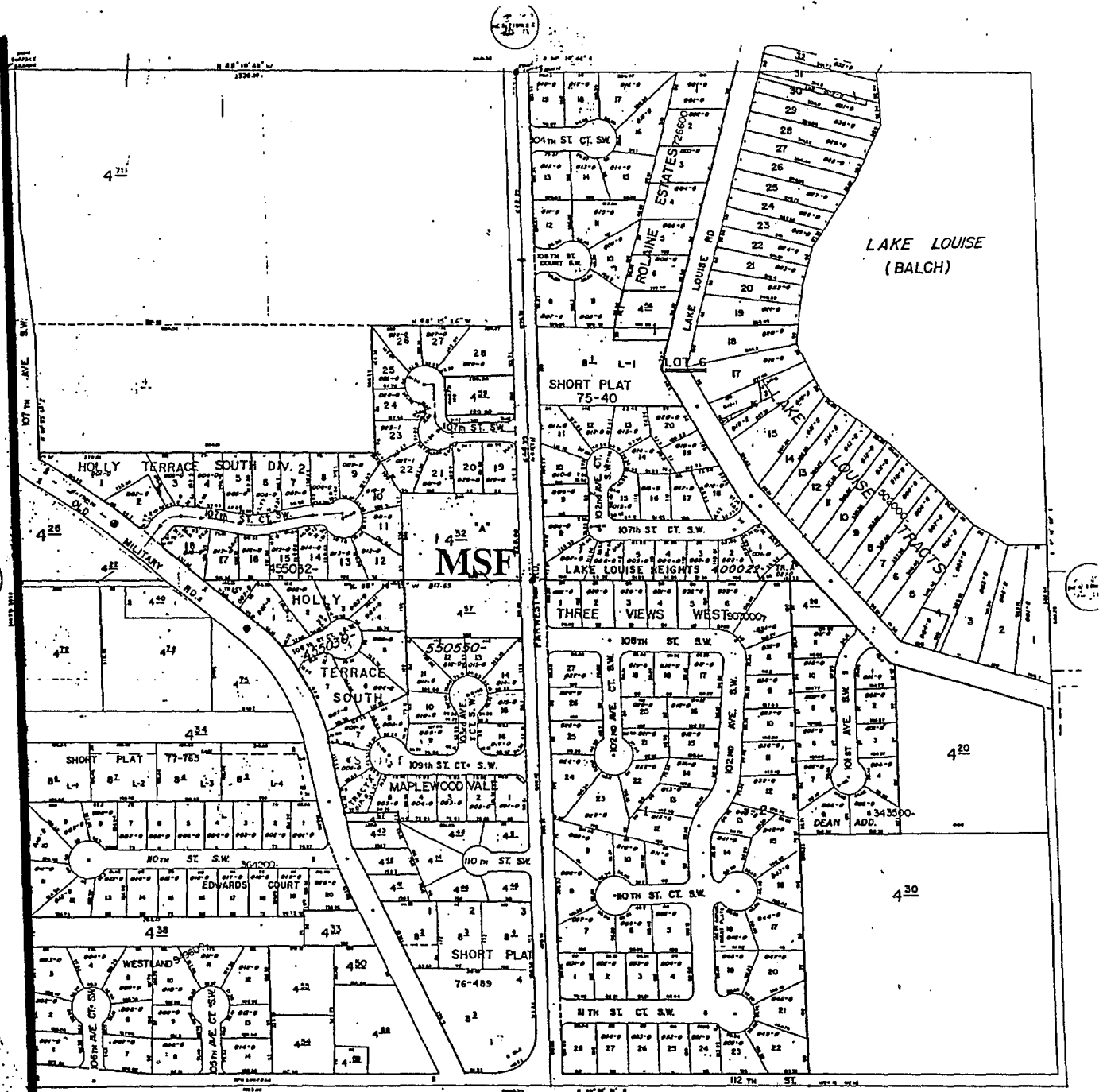
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SE 4 T19 R 2E

ROAD 3 SCHOOL 400 LWD FEB 2 2011

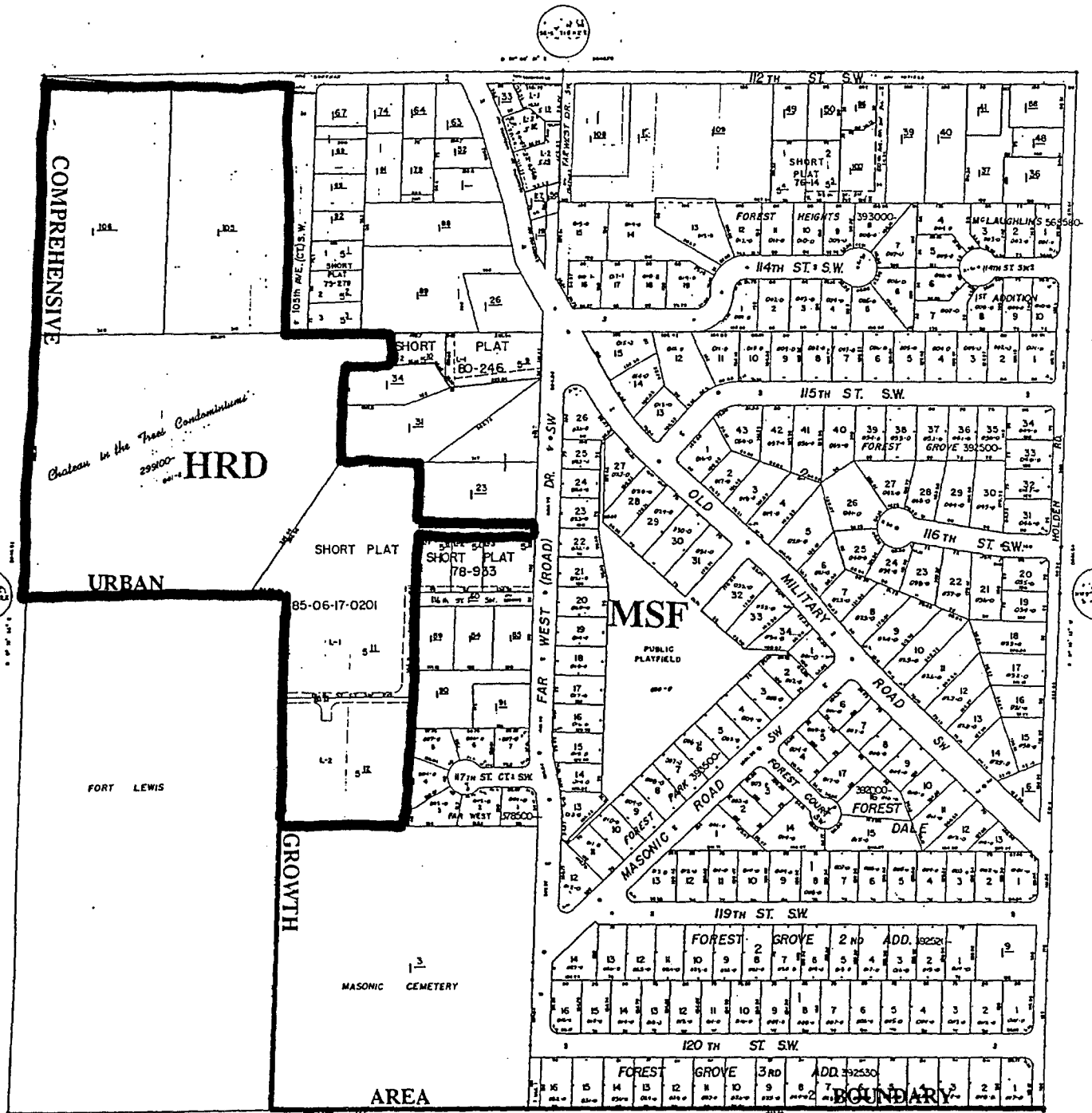
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Date	Revision	By



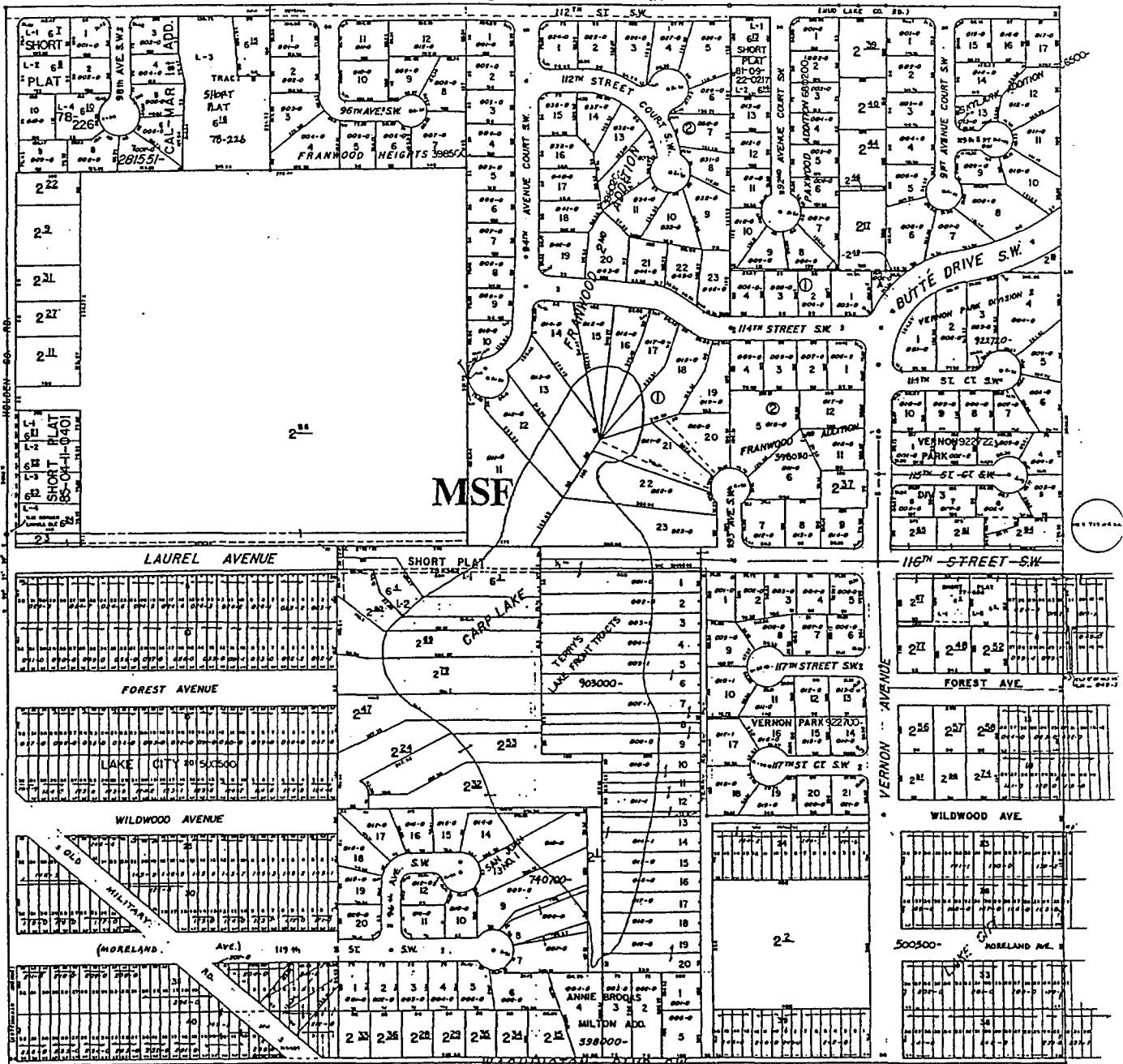
SE 5 T19 R2 E
 ROAD 3 SGL 404 FPD 2 SCALE 1" = 40'

Date	Revision	By



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ROAD 3, SCHOOL 400, L.W.D., ERD. 2, SCALE 1" = 40'

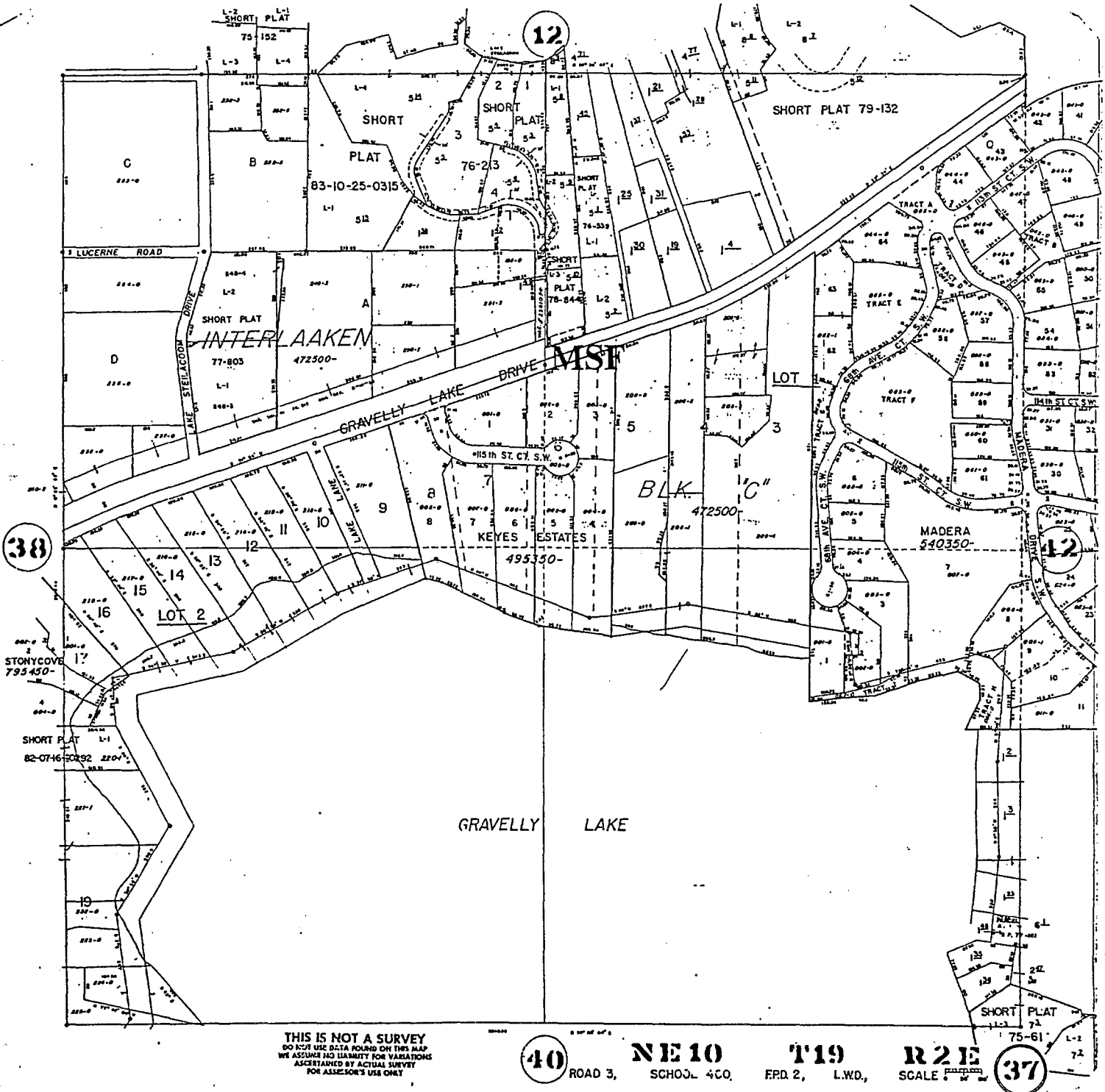
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N.W. 9 T. 19 R. 2 E
ROAD 3, SCHOOL 400, FRD 2, LWD, SCA E 3/4"

Date	Revision	By



Date	Revision	By

11



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39

NW 10

T 19

R 2 E

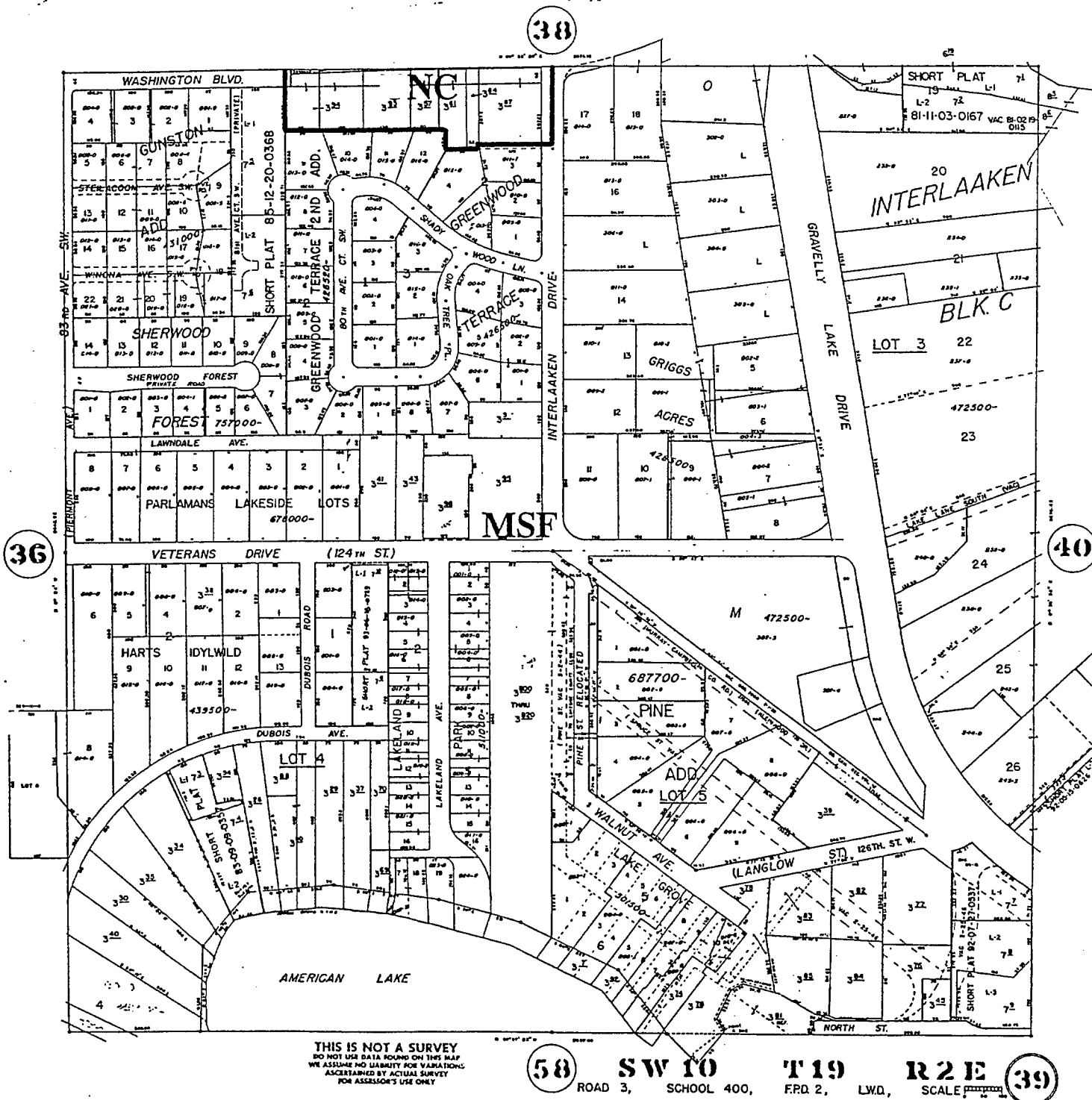
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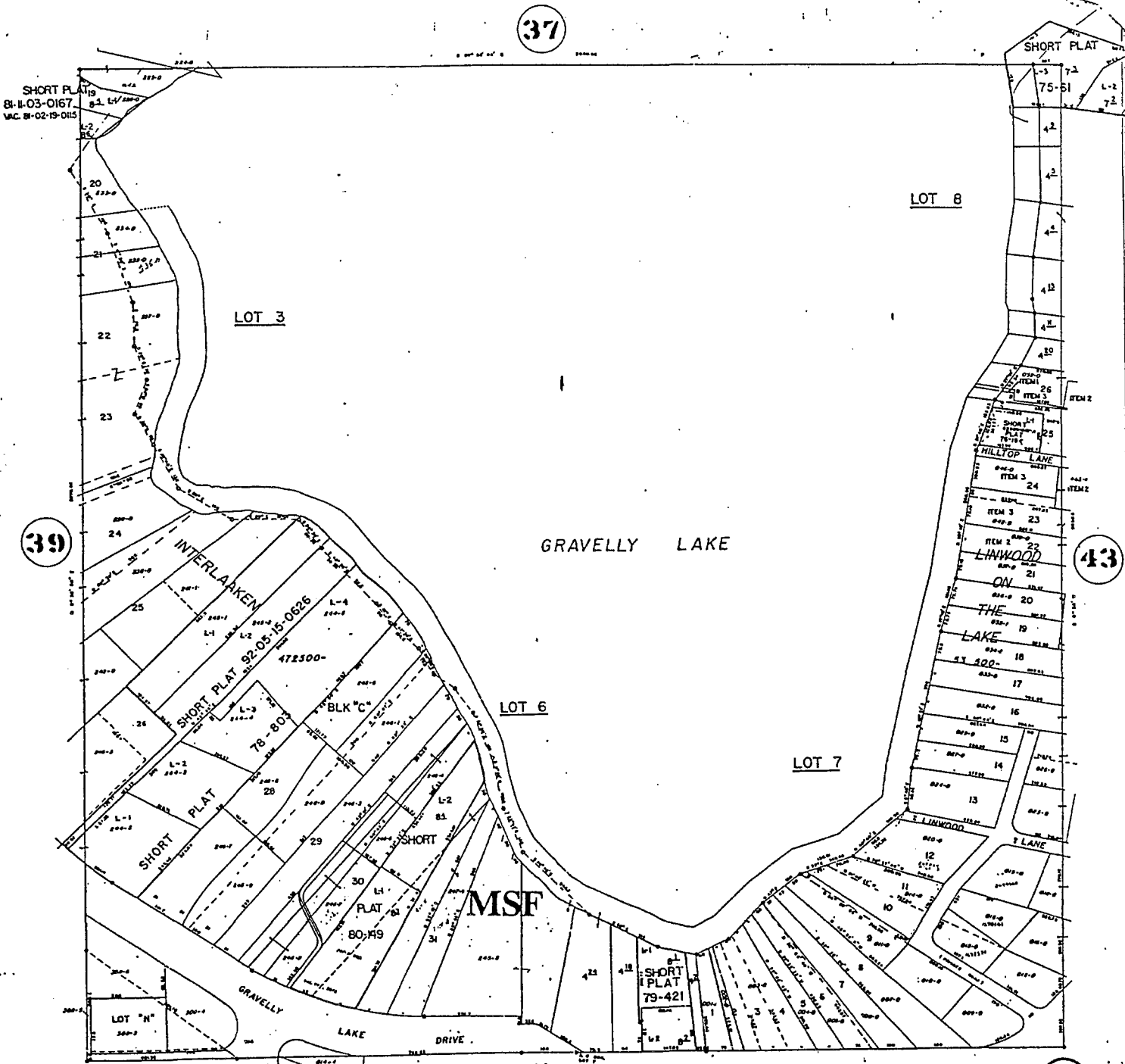
ERD. 2, L.W.D.,

SCALE

Date	Revision	By



Date	Revision	By



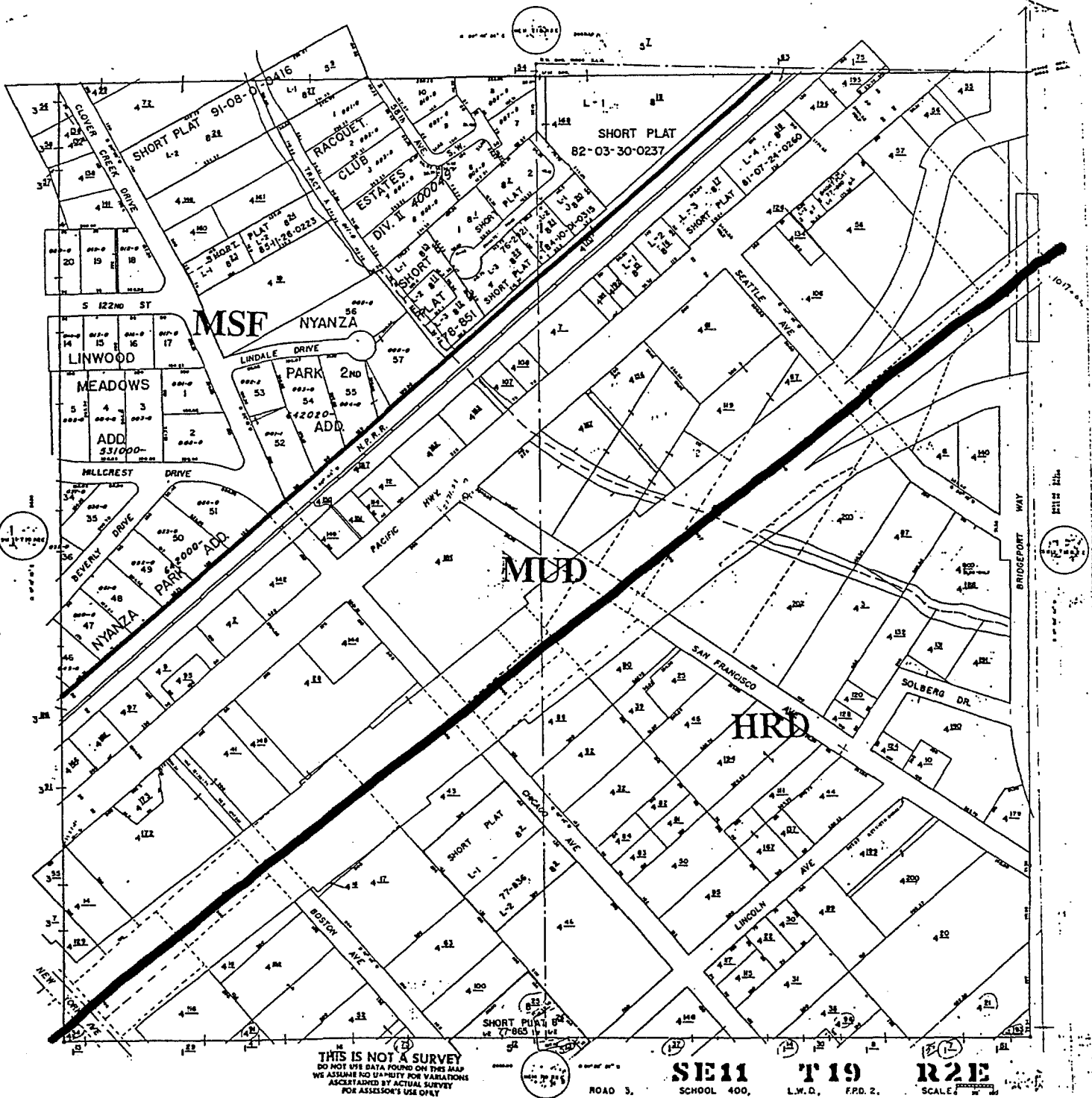
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57 SE 10 T19 R2E 40
ROAD 3, SCHOOL 400, FRD. 2. LWD, SCALE

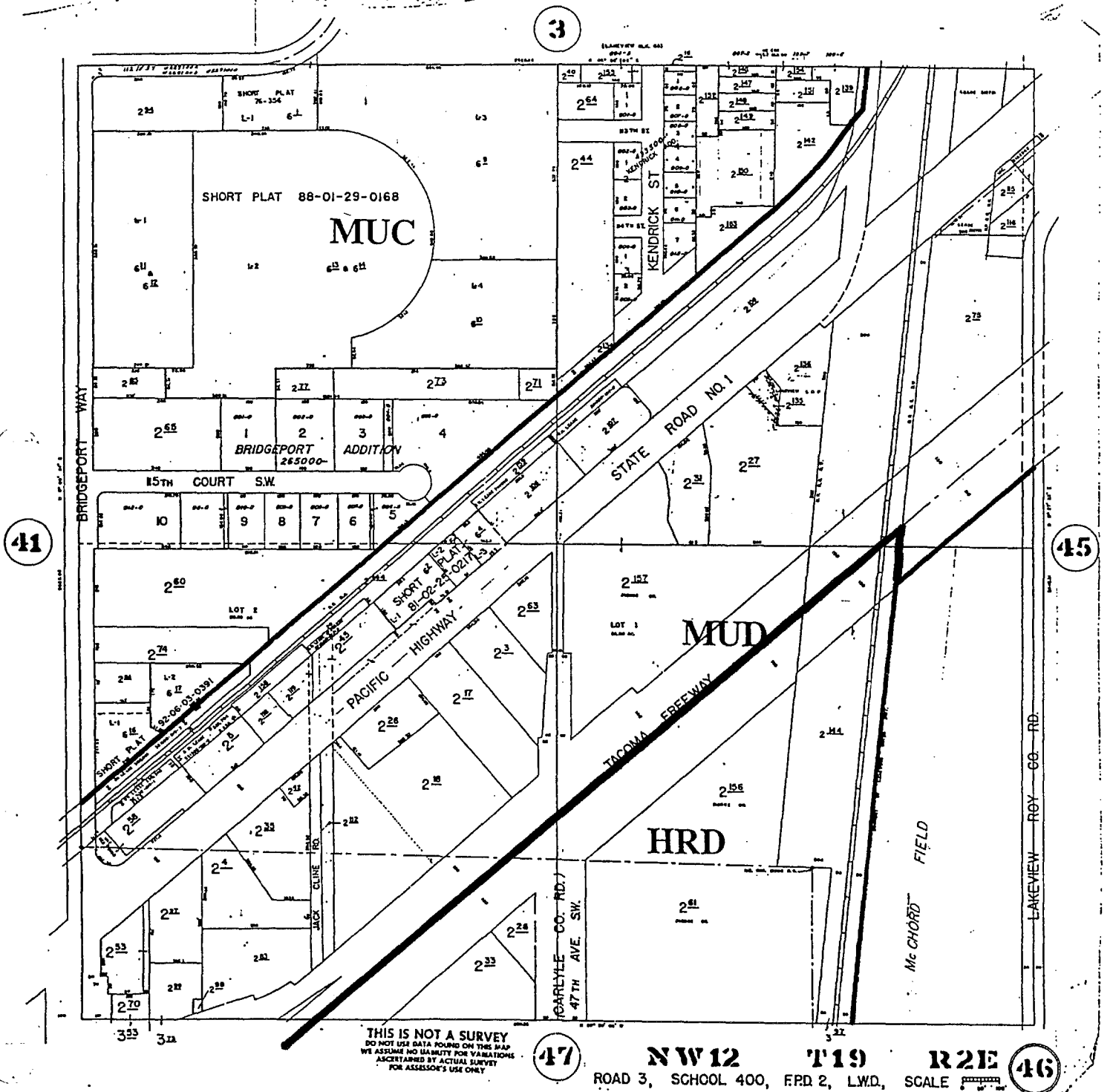
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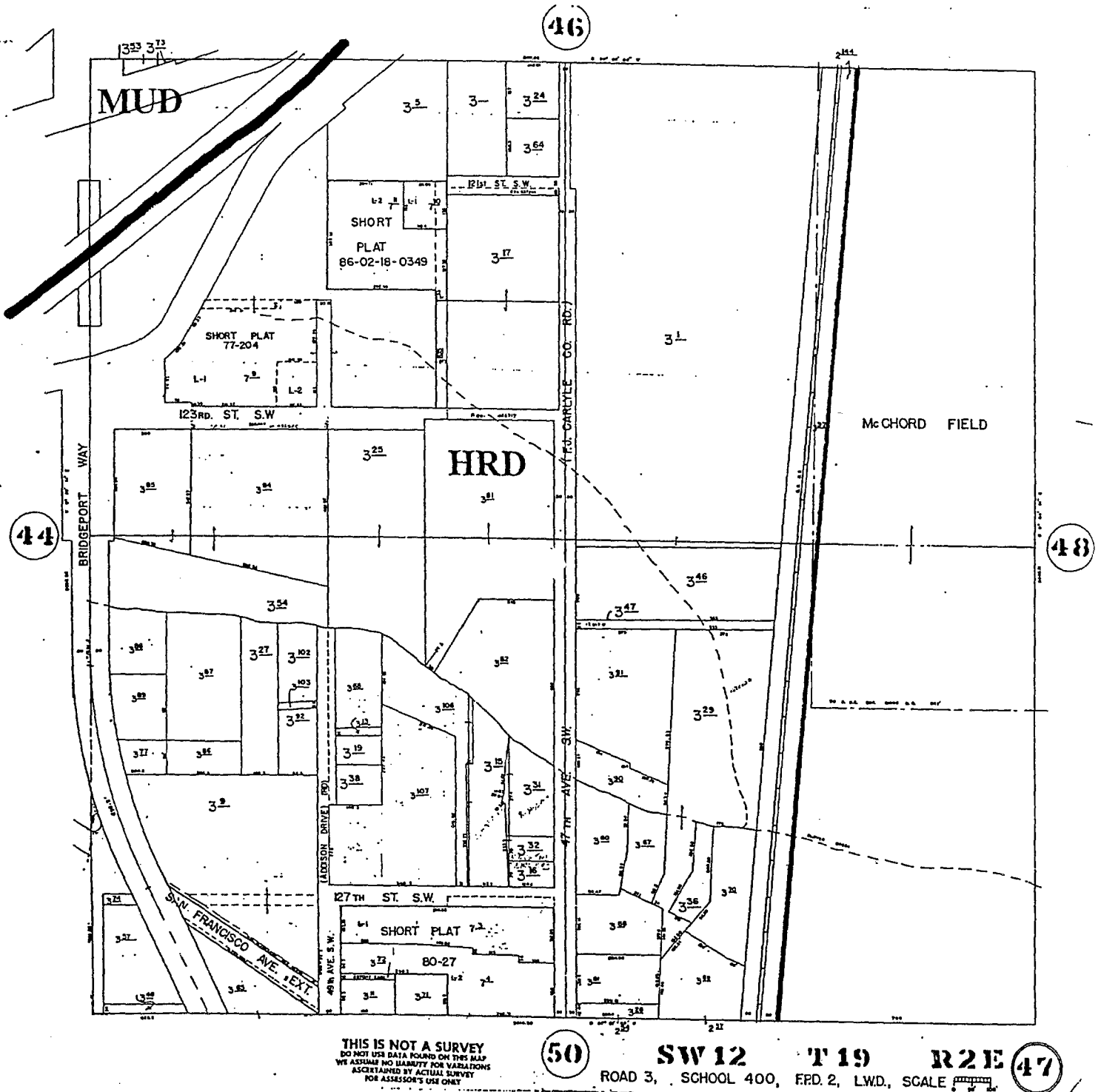
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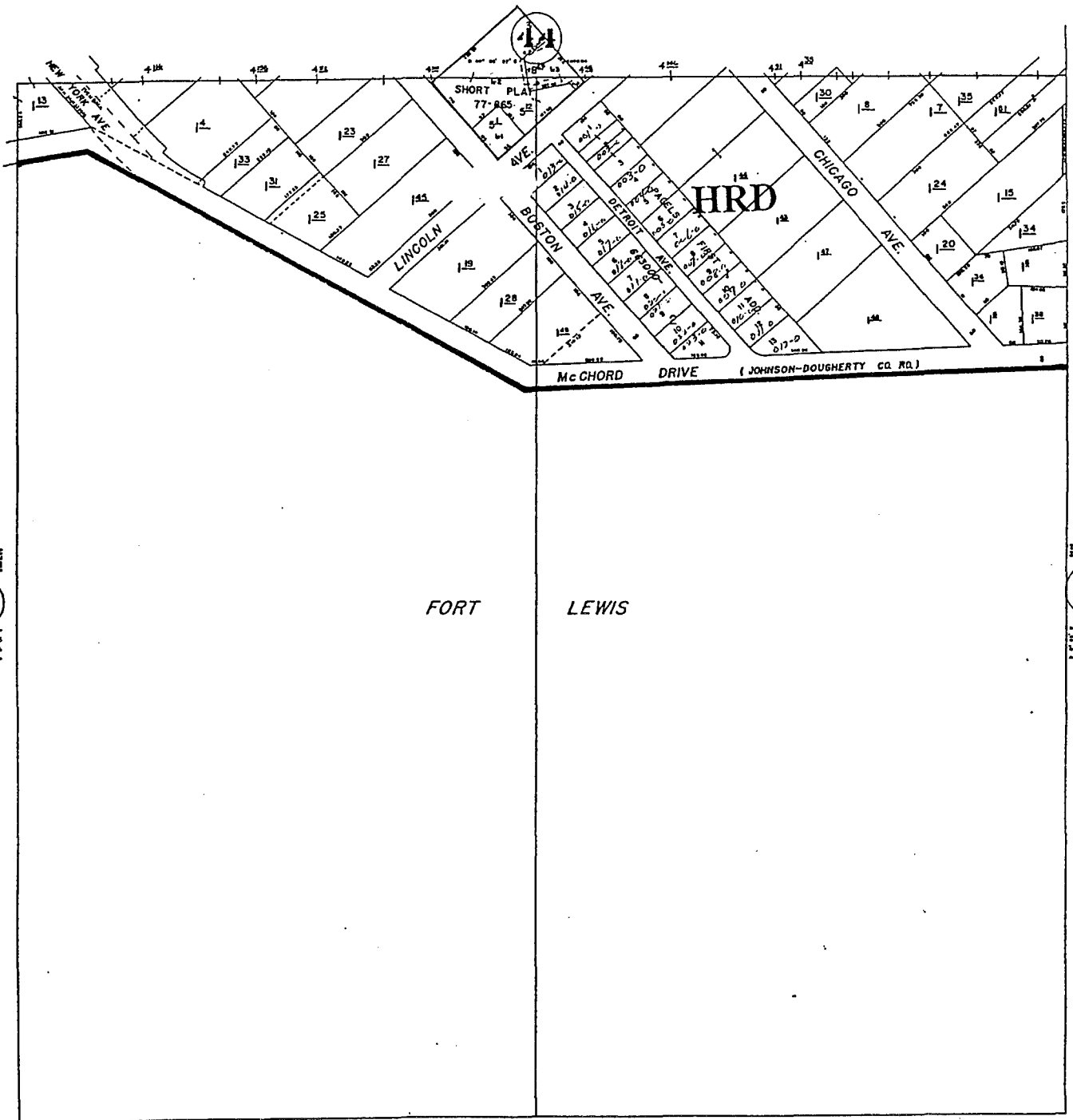
Date	Revision	By



Date	Revision	By



Date	Revision	By



56

ROAD 3,

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SCHOOL 400,

T19

L.W.D.,

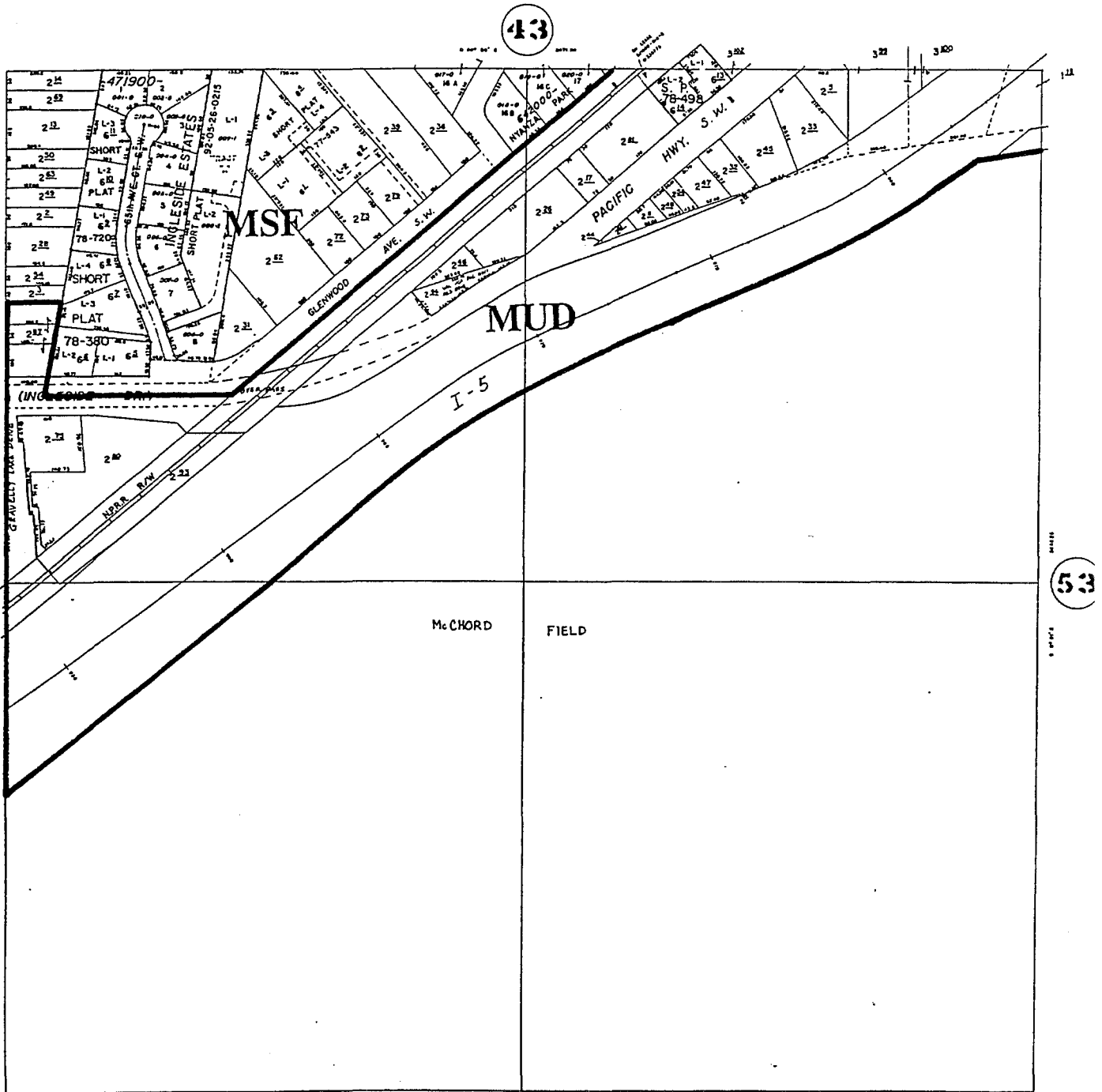
R2E

FPD 2,

SCALE

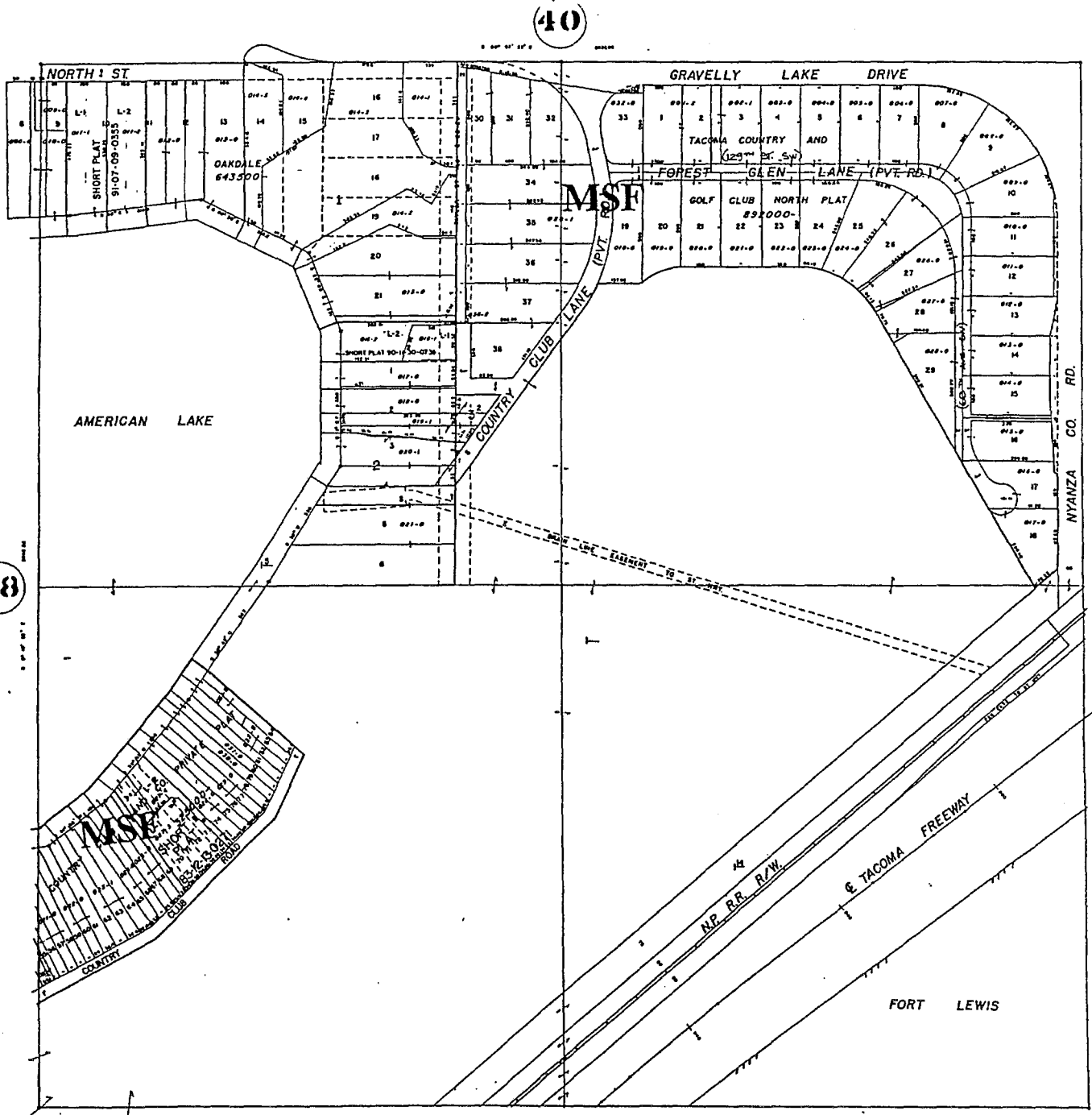
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Date	Revision	By



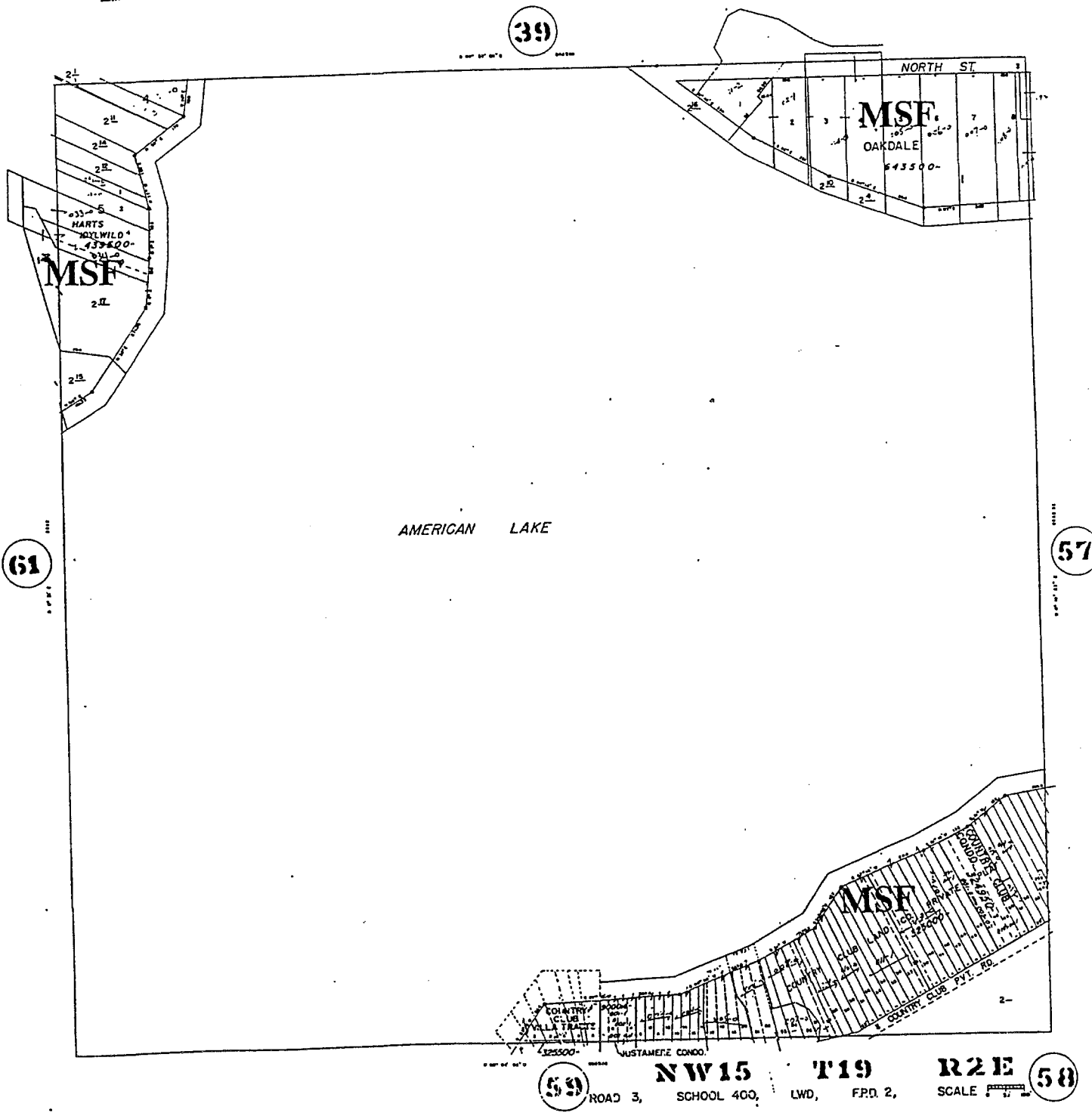
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Date	Revision	By

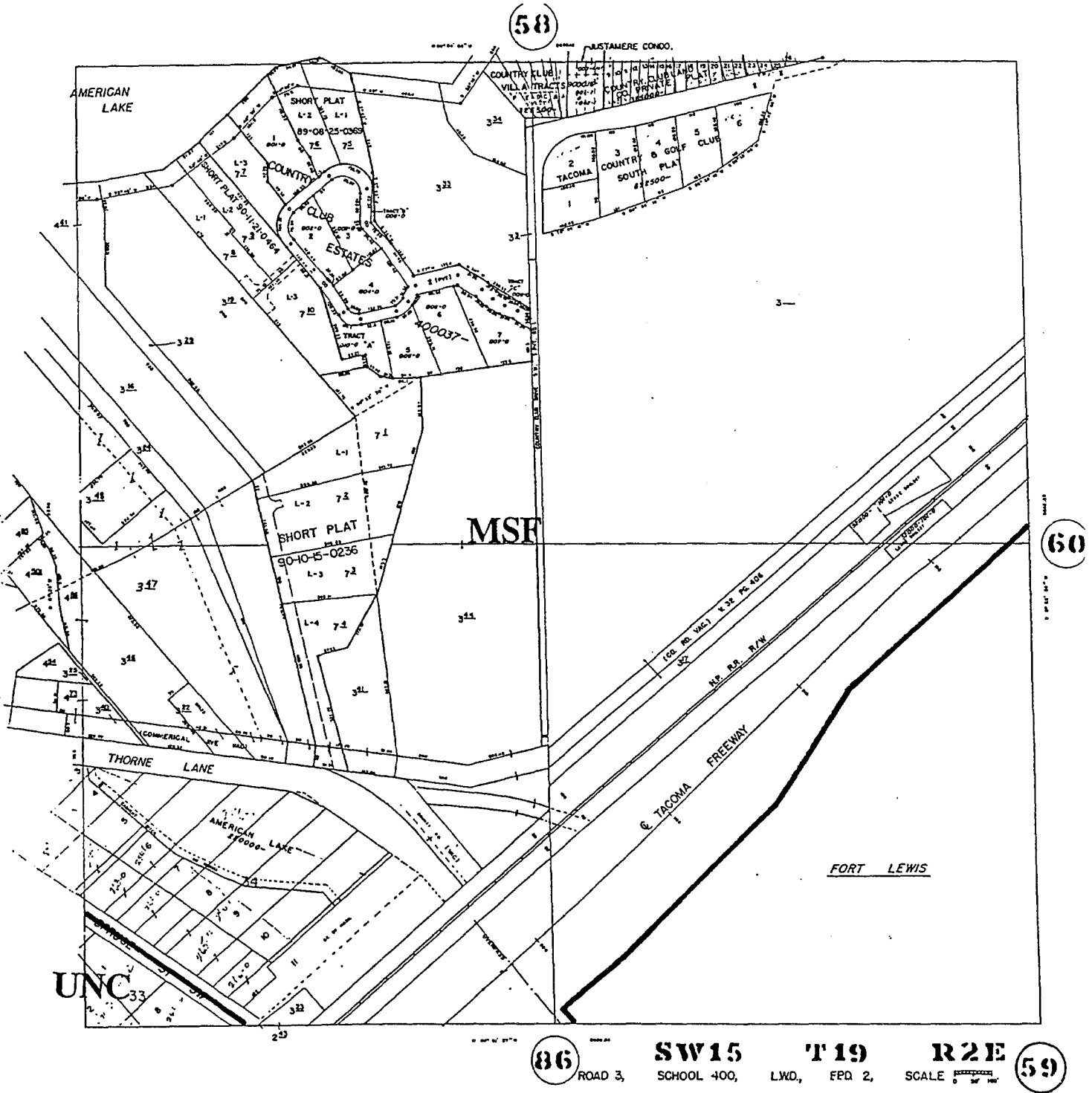


NE 15 T 19 R 2E
ROAD 3, SCHOOL 400, LWD, FPD 2, SCALE 1"=40'

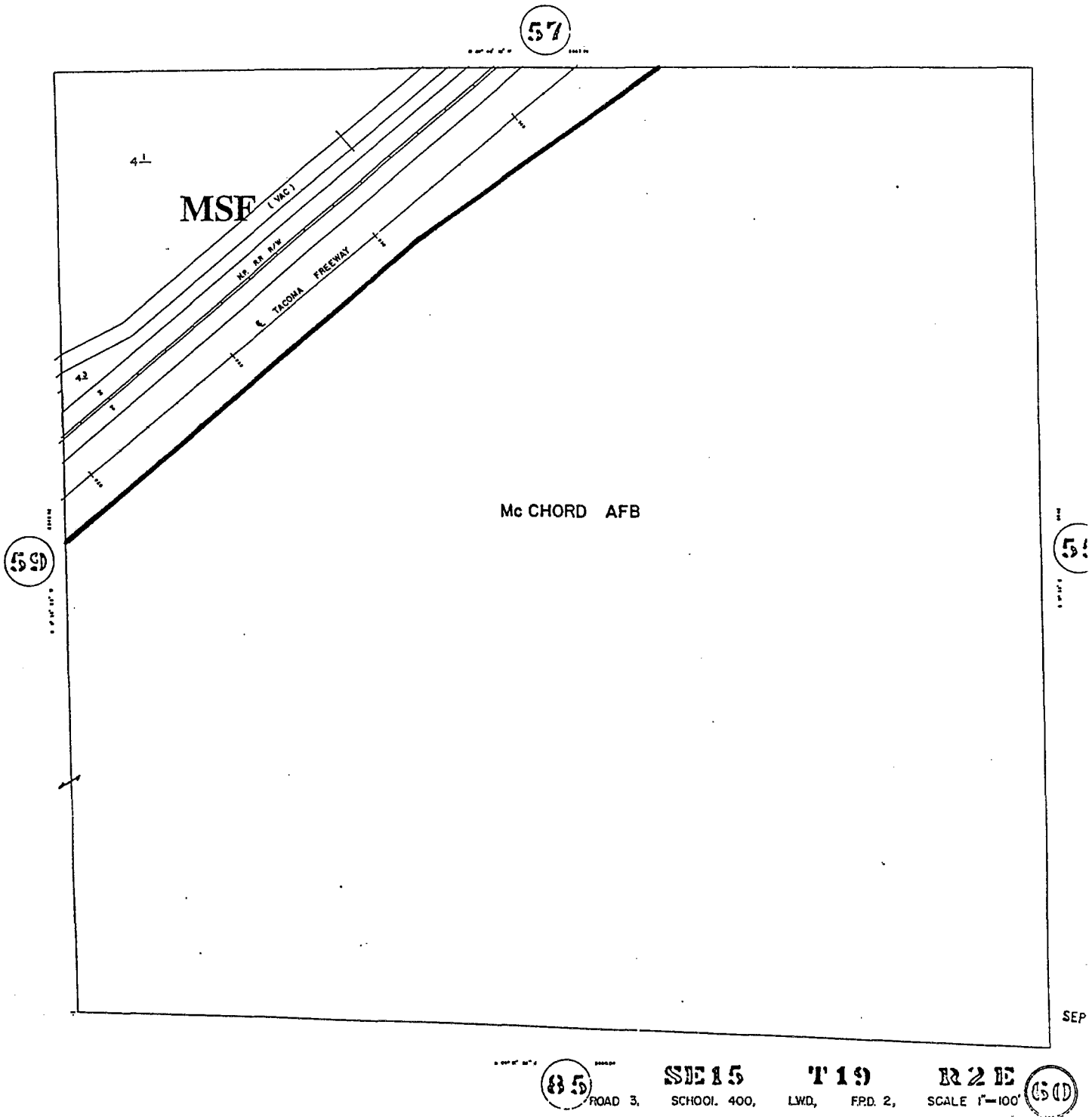
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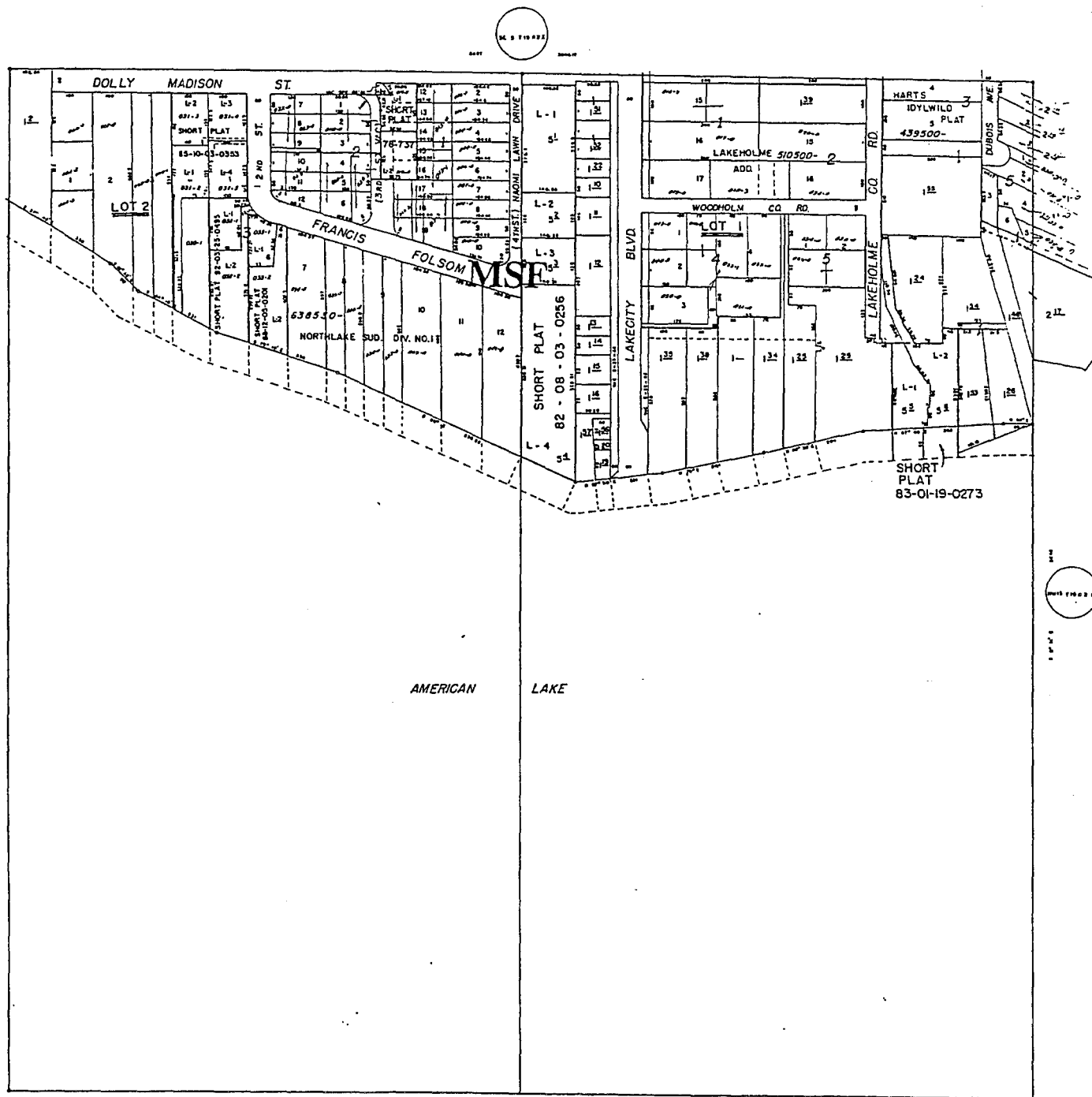
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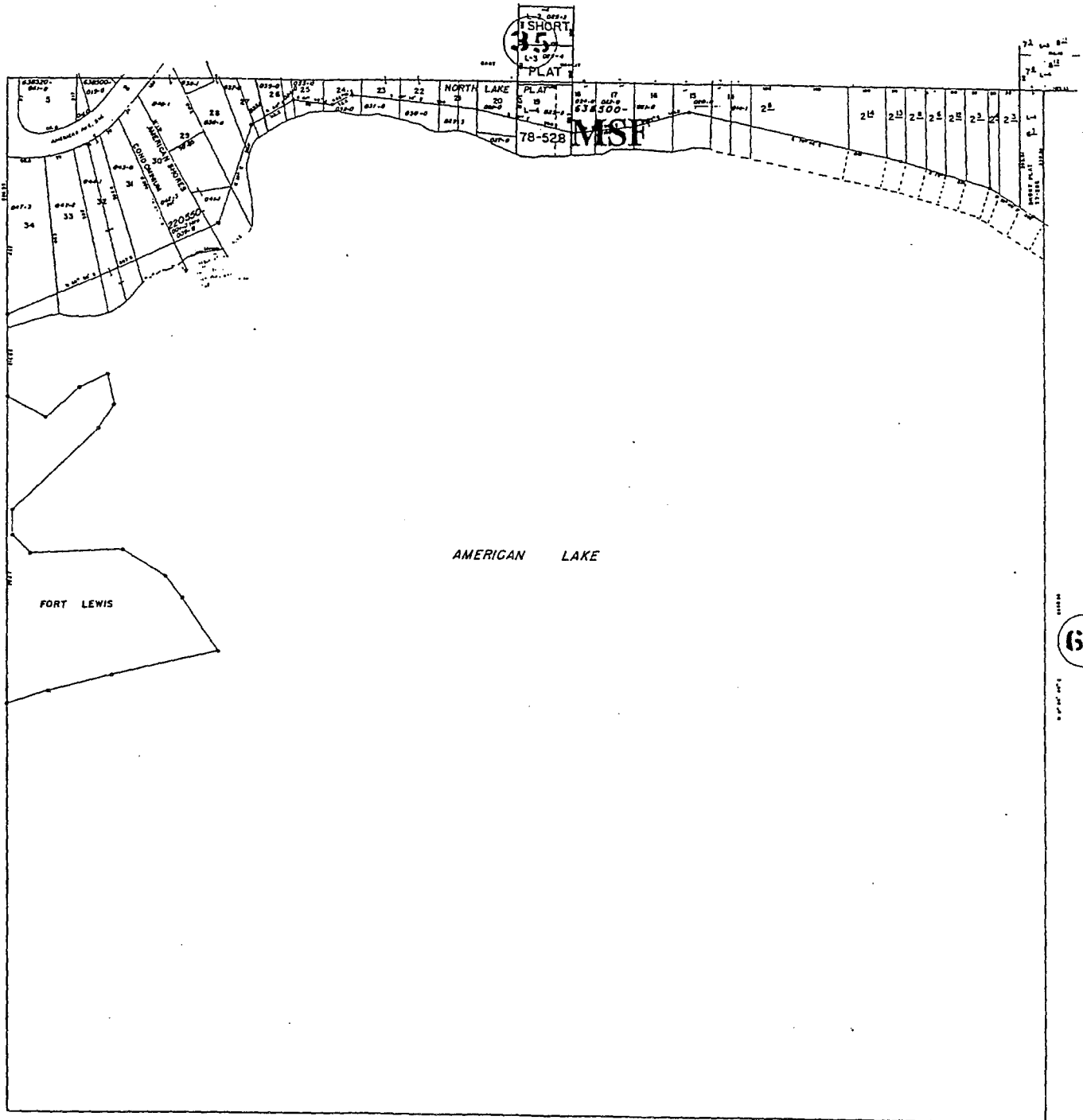


Date	Revision	By



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Date	Revision	By

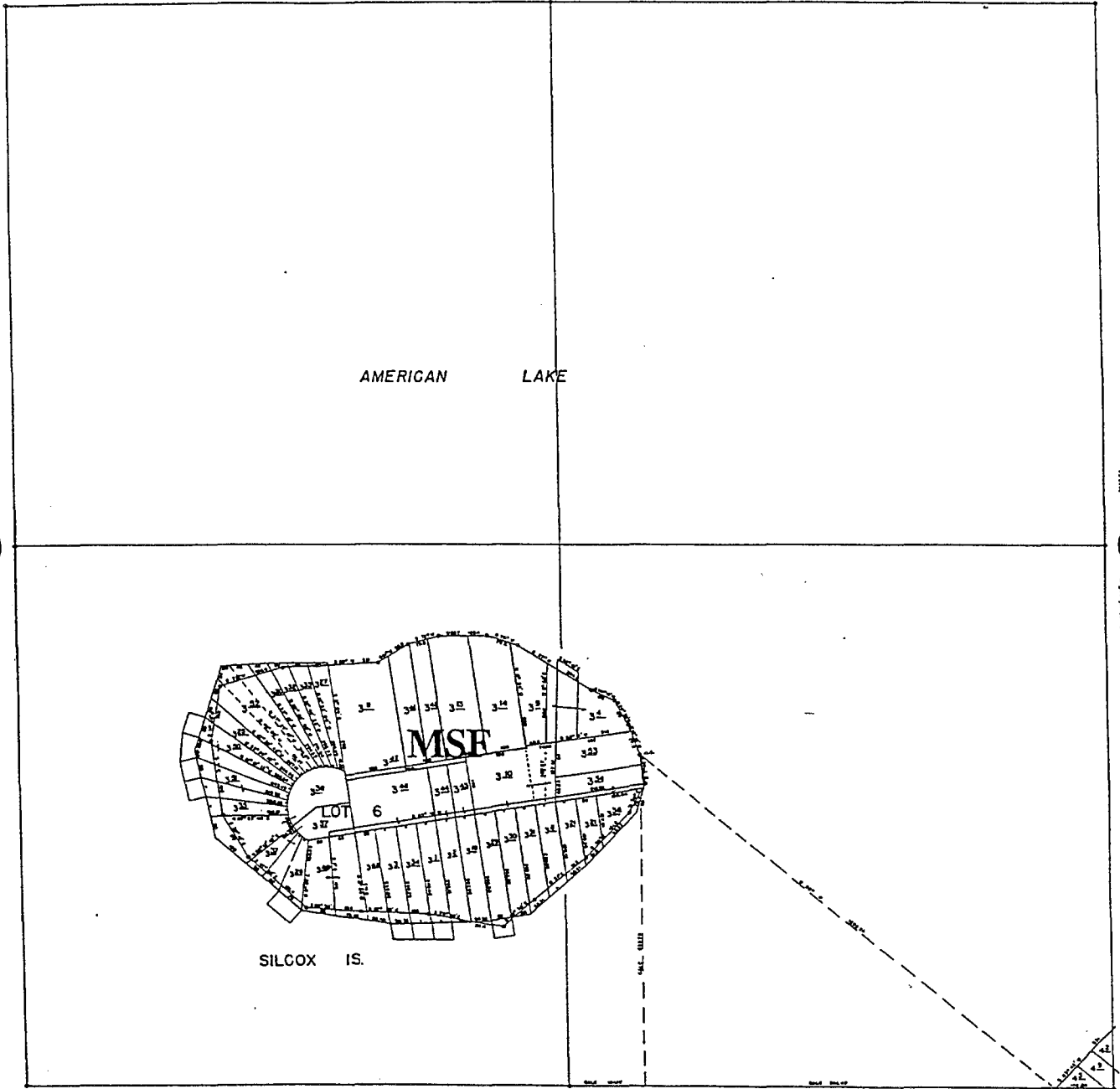


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63 NW 16 T 19 R 2E 62
ROAD 3, SCHOOL 400, LWD., FPD. 2, SCALE 1" = 20'

Date	Revision	By

62



68

6

82

ROAD 3,

SW 16

SCHOOL 400,

T19

SCALE

R 2E

63

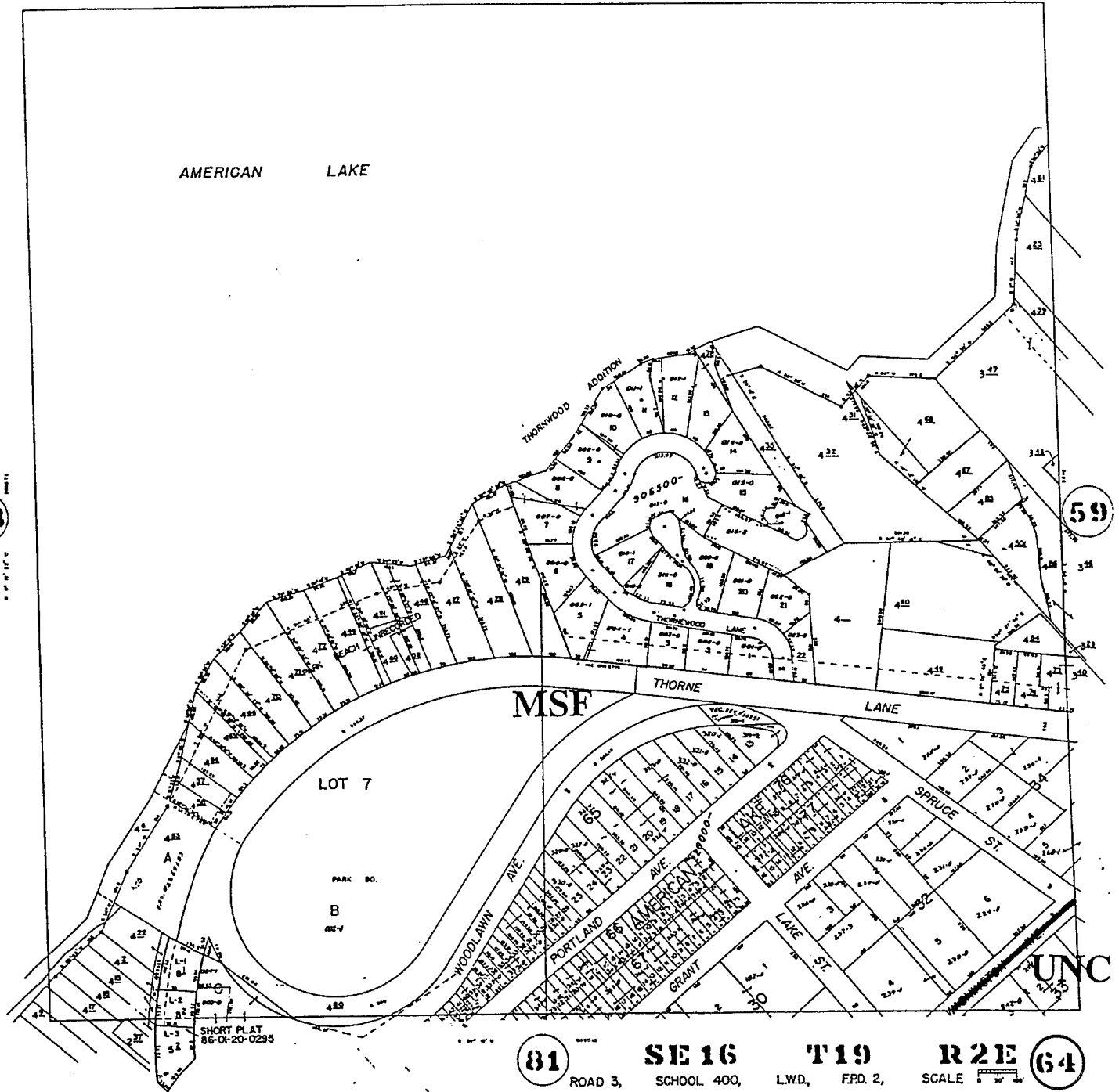
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61

AMERICAN LAKE

63

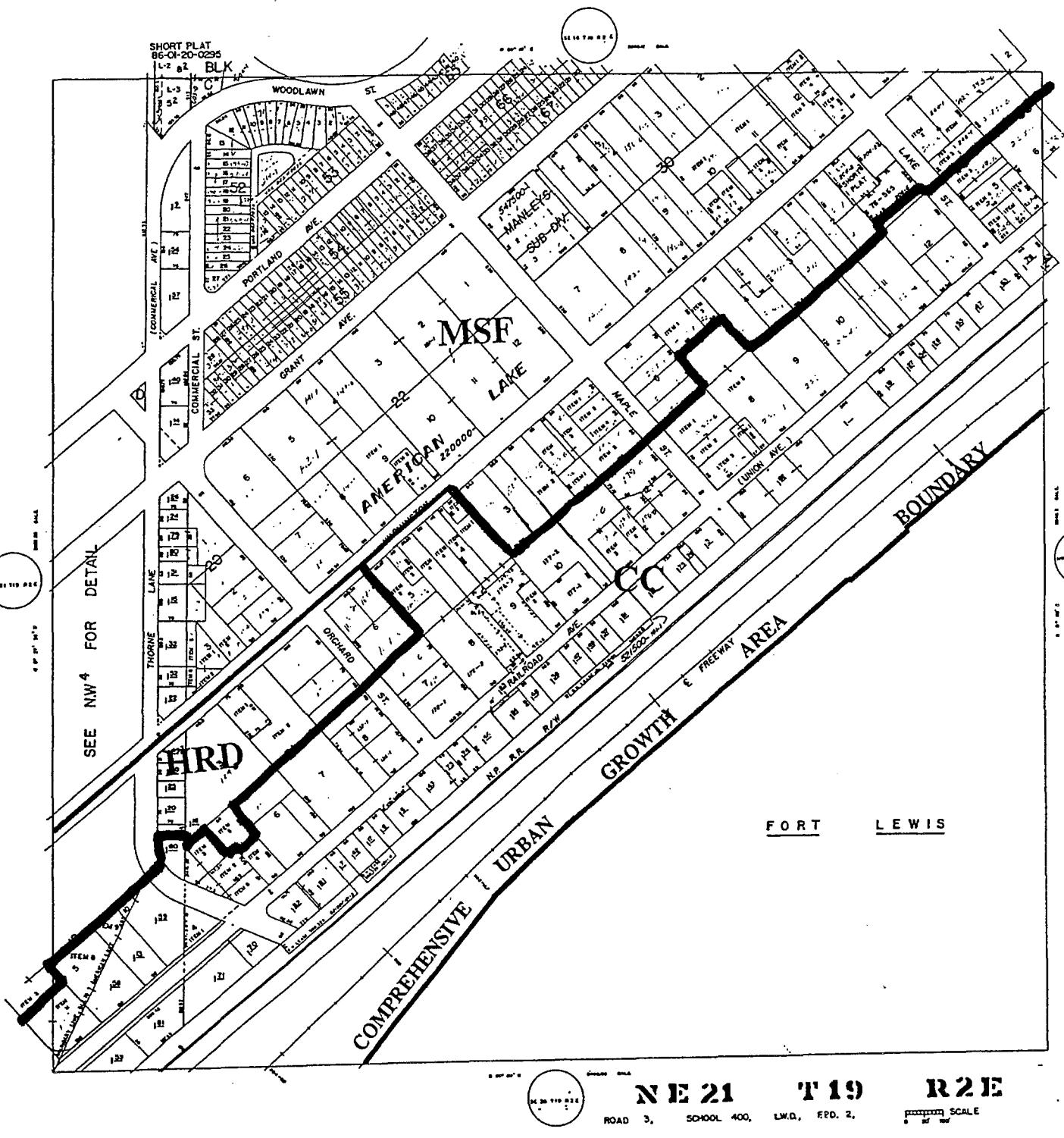
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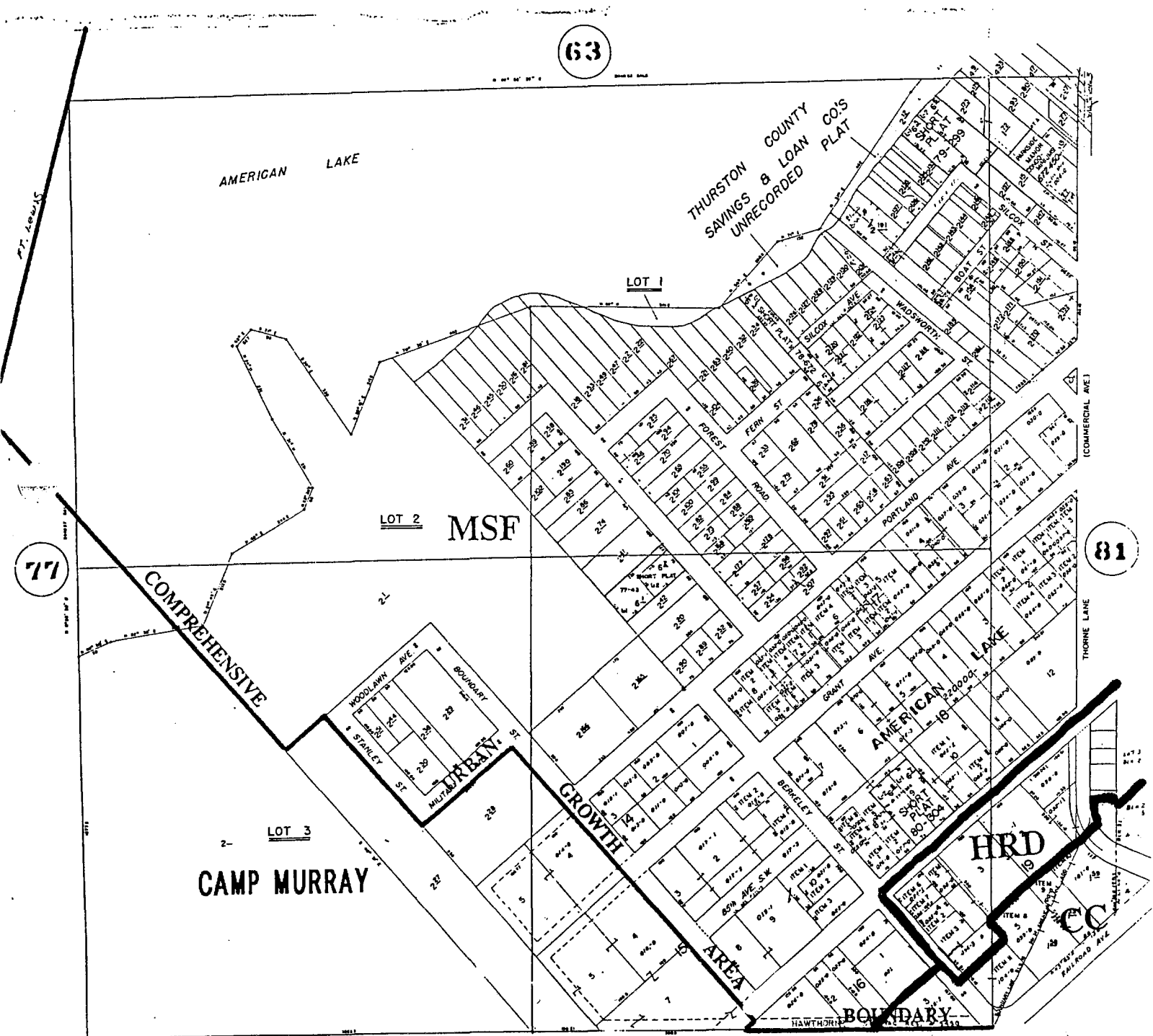
SHORT PLAT
86-04-20-0235

81 SE 16 T19 R2E 64
ROAD 3, SCHOOL 400, L.W.D., FRD. 2, SCALE

Date	Revision	By



Date	Revision	By
10-11-95	BOUNDARY CLARIFICATION	BC



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ROAD 3,

NW 21

T 19

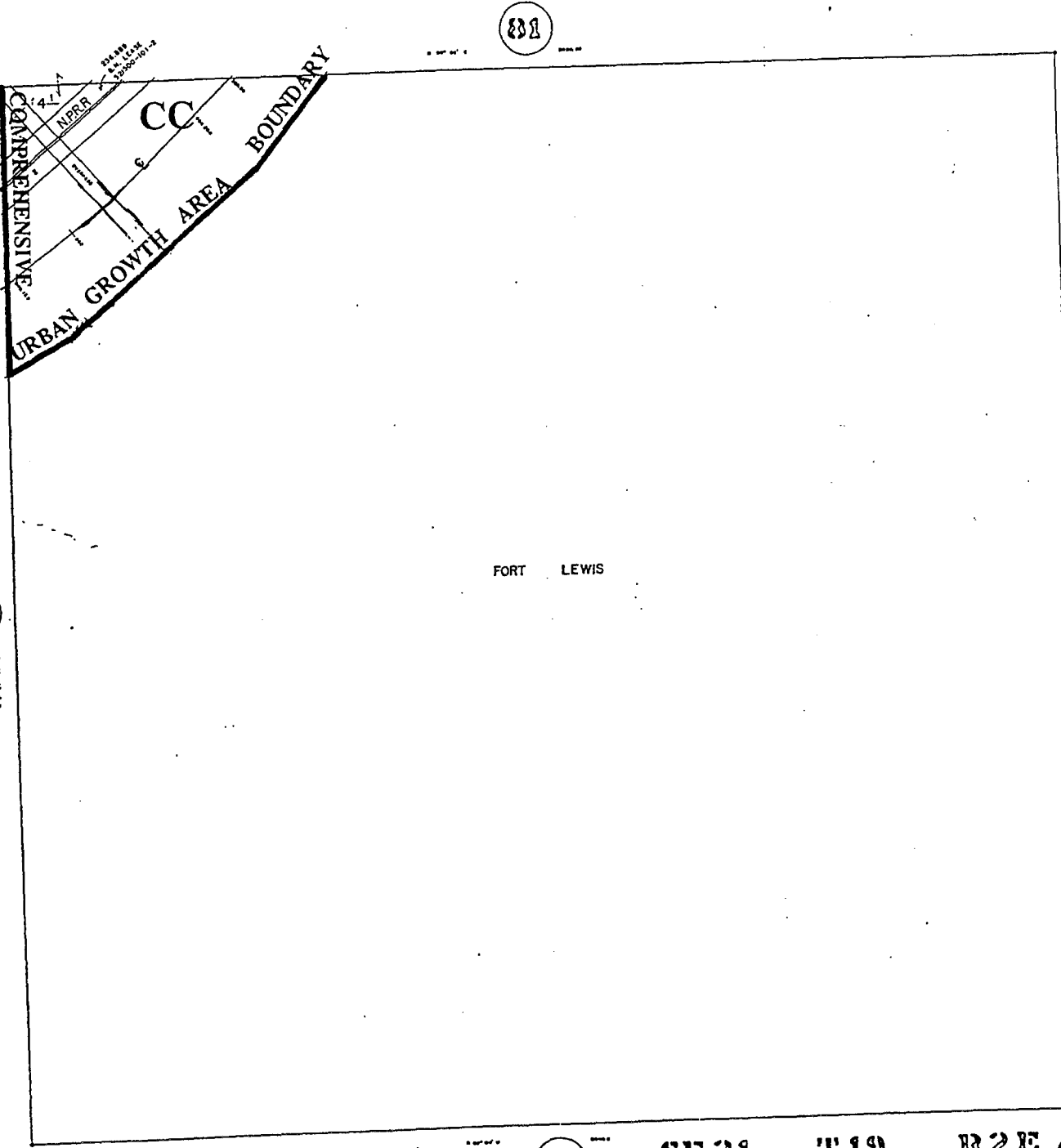
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R2E

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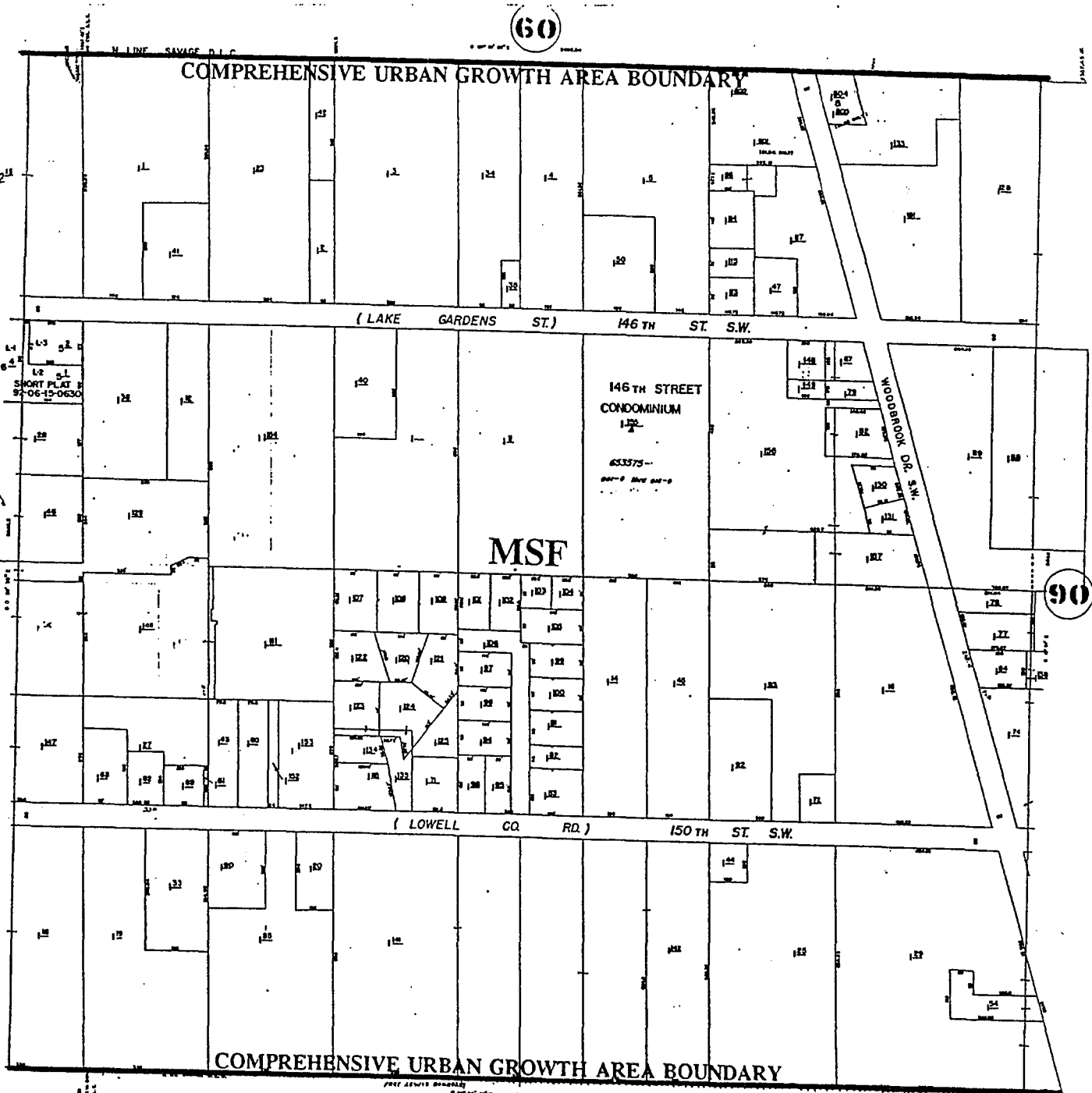
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Date	Revision	By



1009
 ROAD 3, SCHOOL 400, SE 21 T 19 R 2 E SCALE 1"=100'
 834

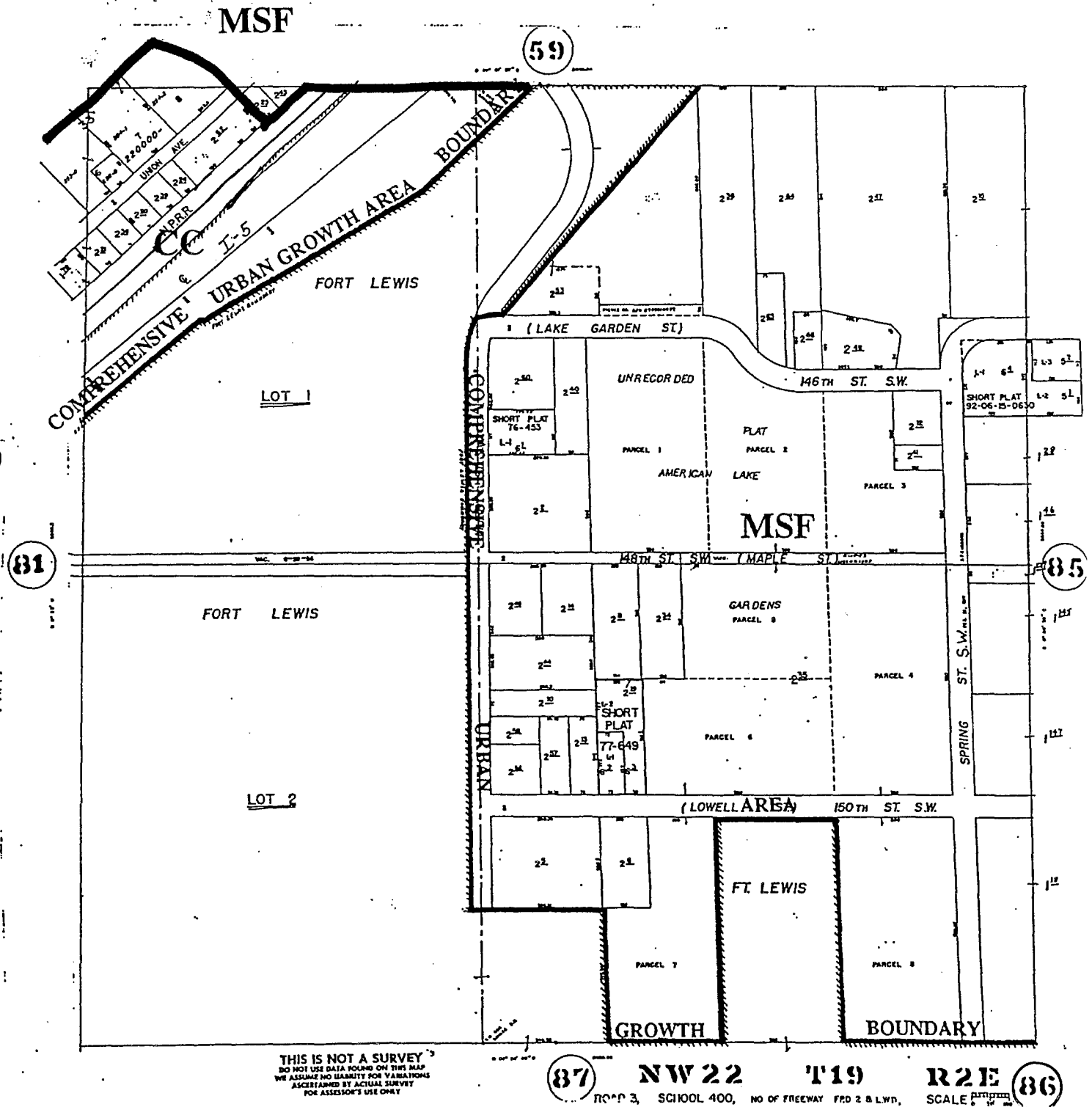
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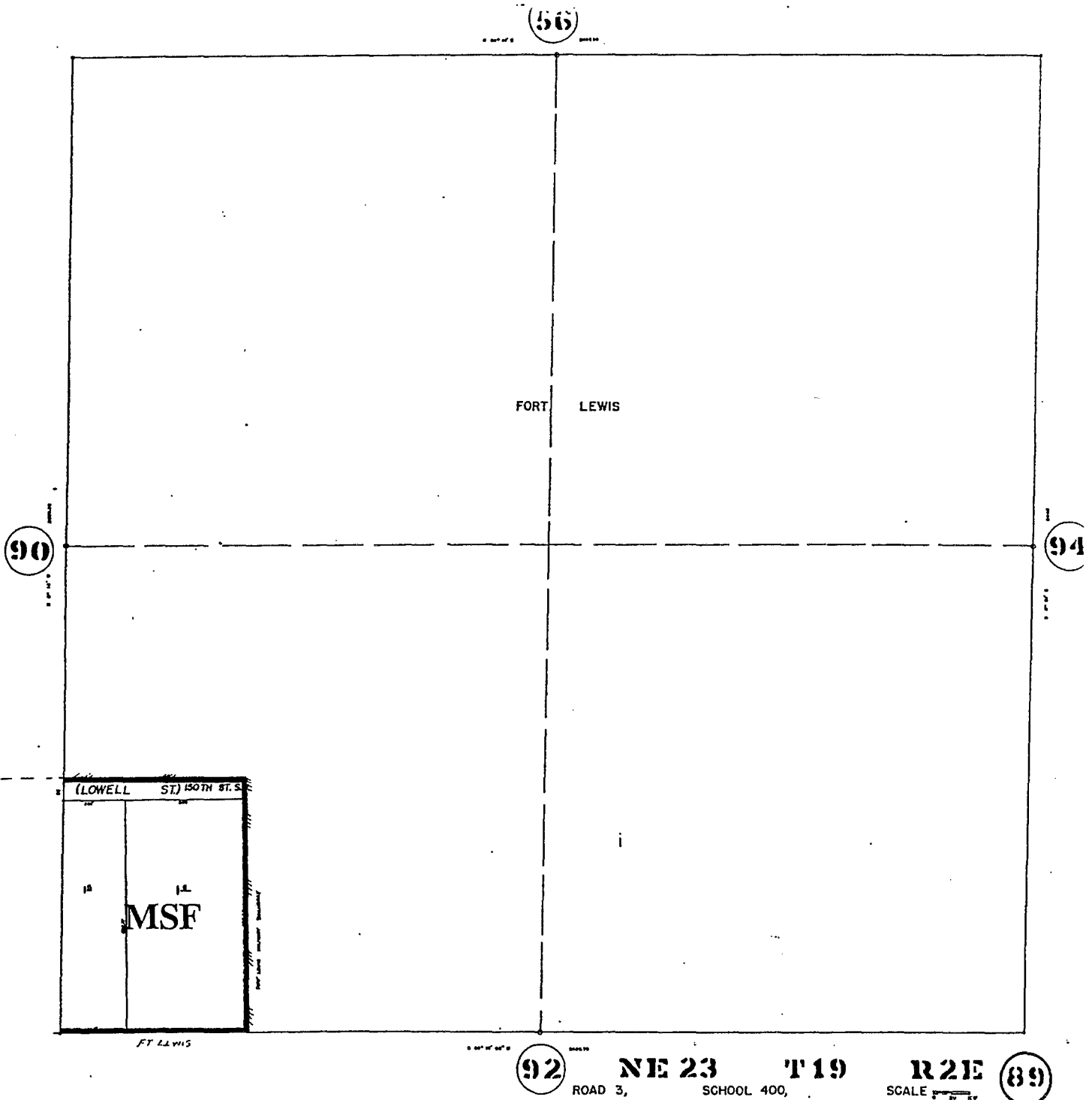
88
NE22
T19
R2E
85

ROAD 3, SCHOOL 400, SCALE

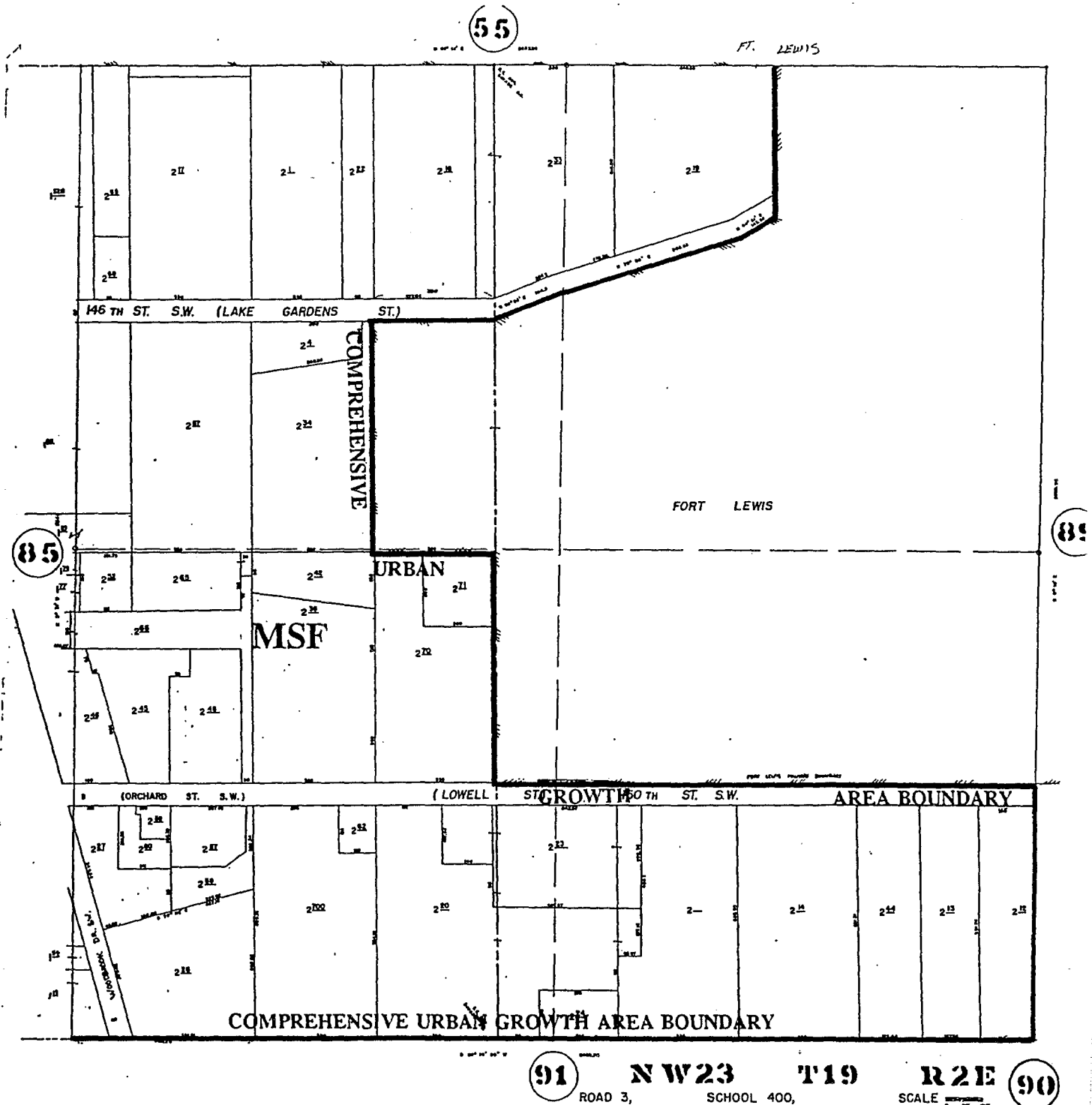
Date	Revision	By



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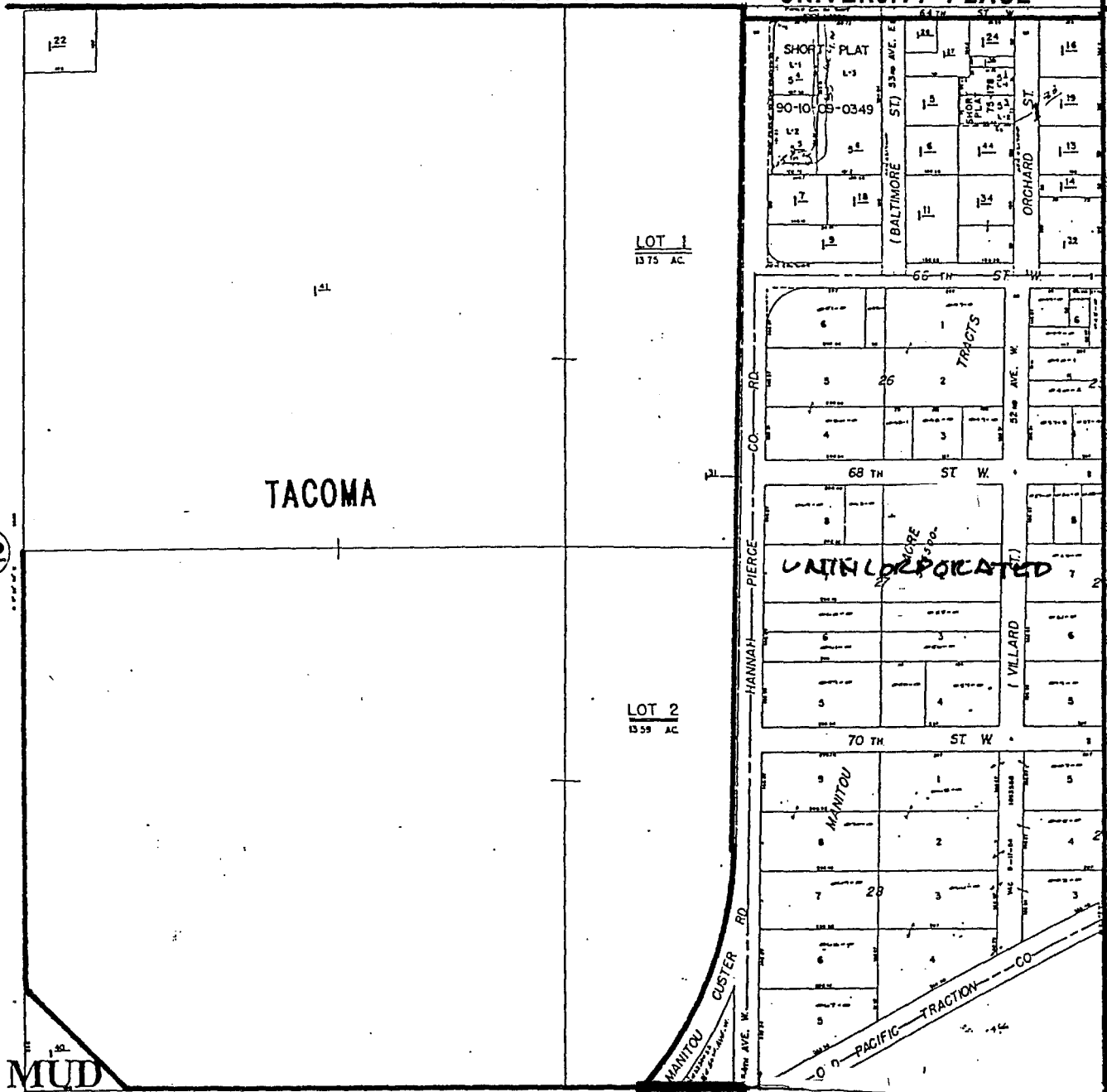
Date	Revision	By



Date	Revision	By
	UNIVERSITY PLACE	80

(92)

UNIVERSITY PLACE



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NE 26

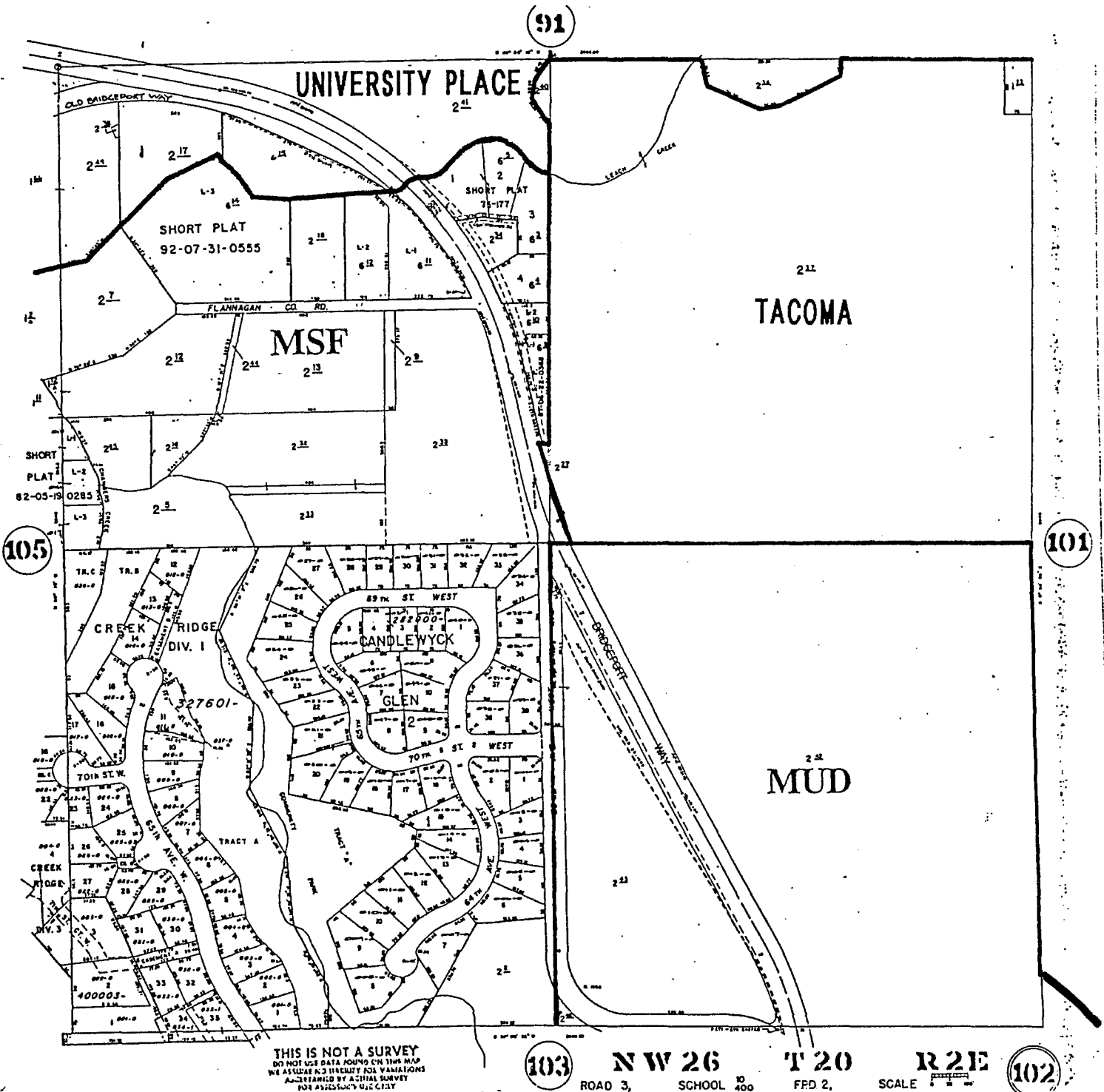
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R2E

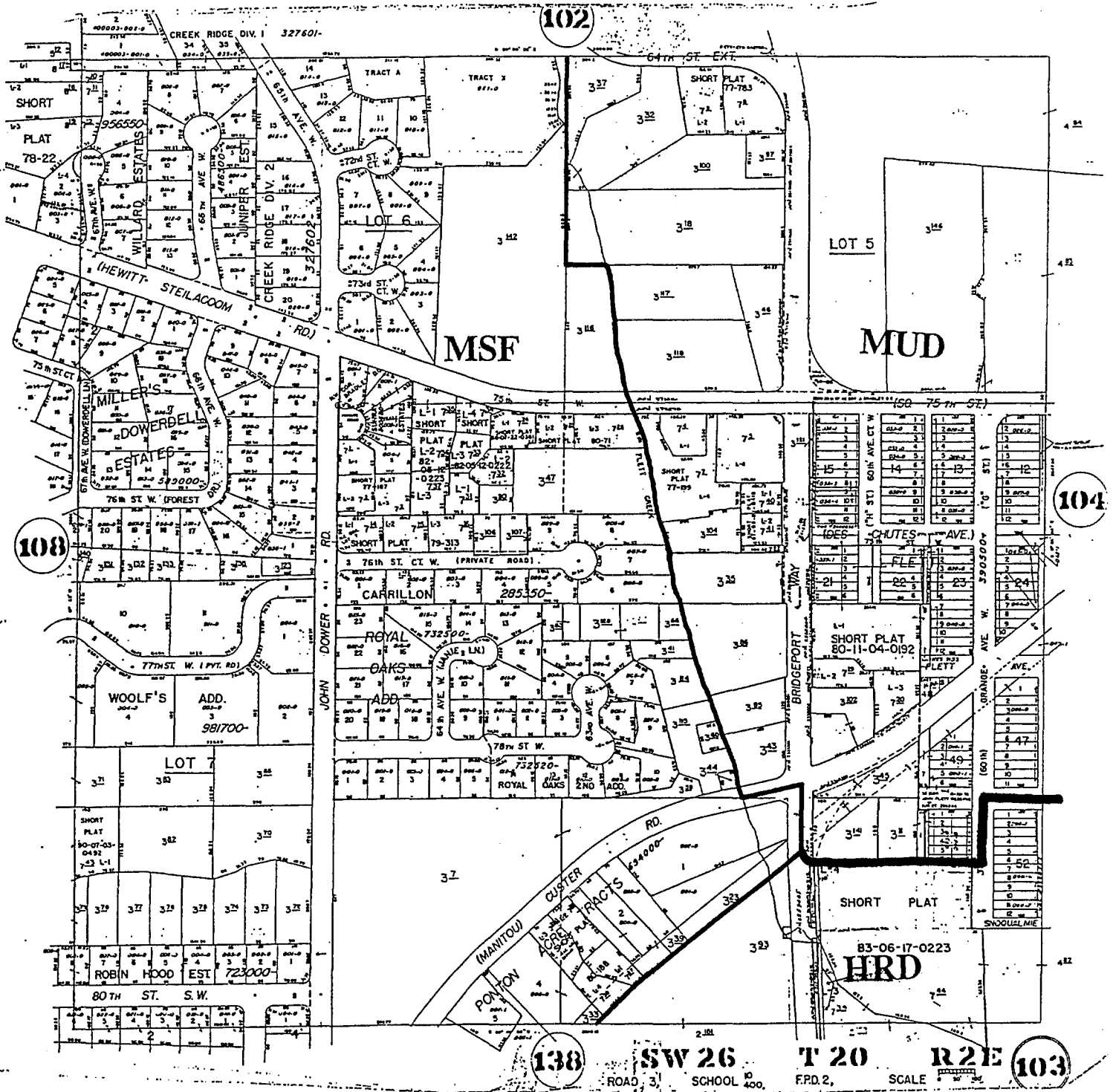
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ROAD 3, SCHOOL 10, FRD 2, SCALE

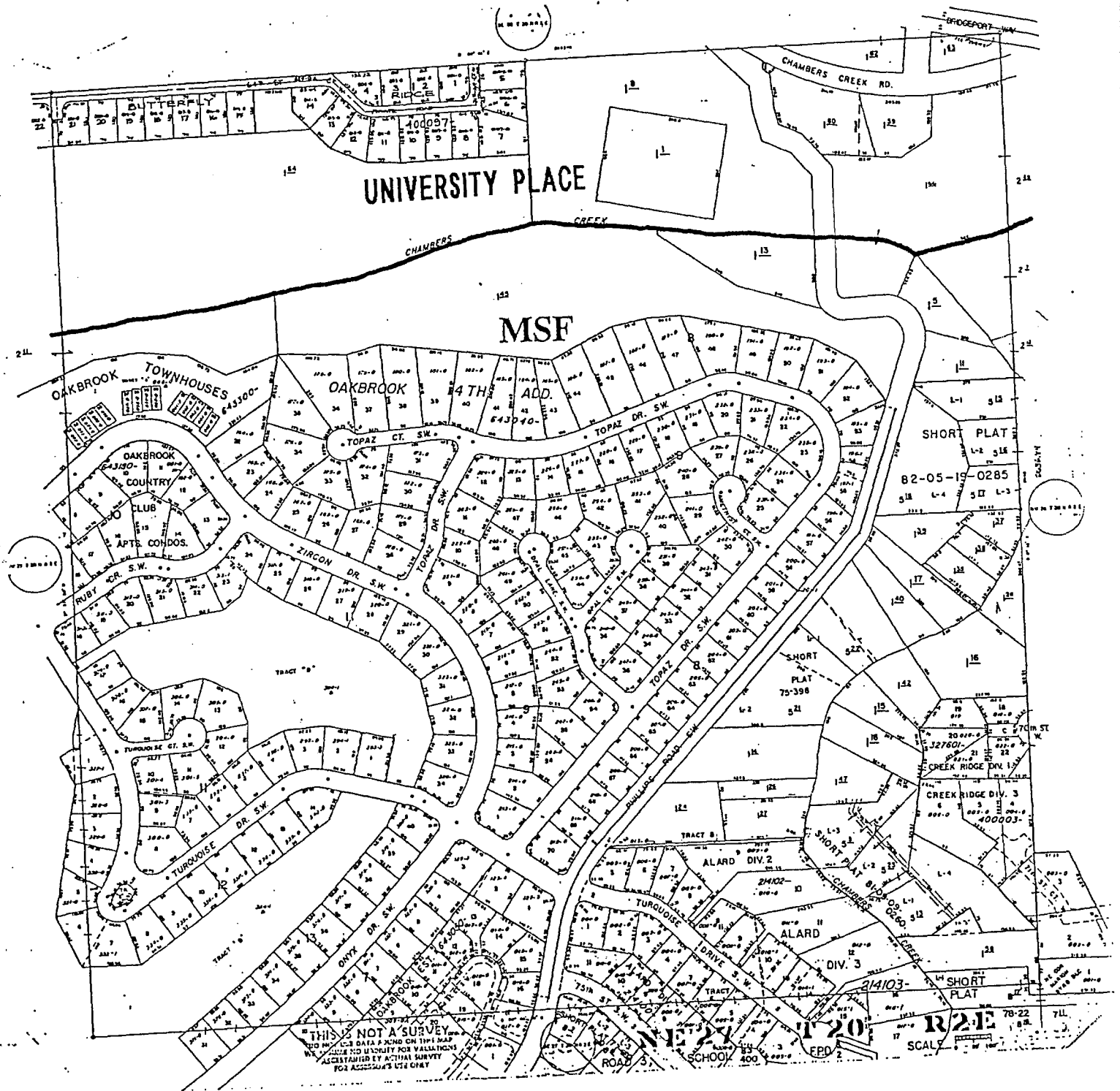
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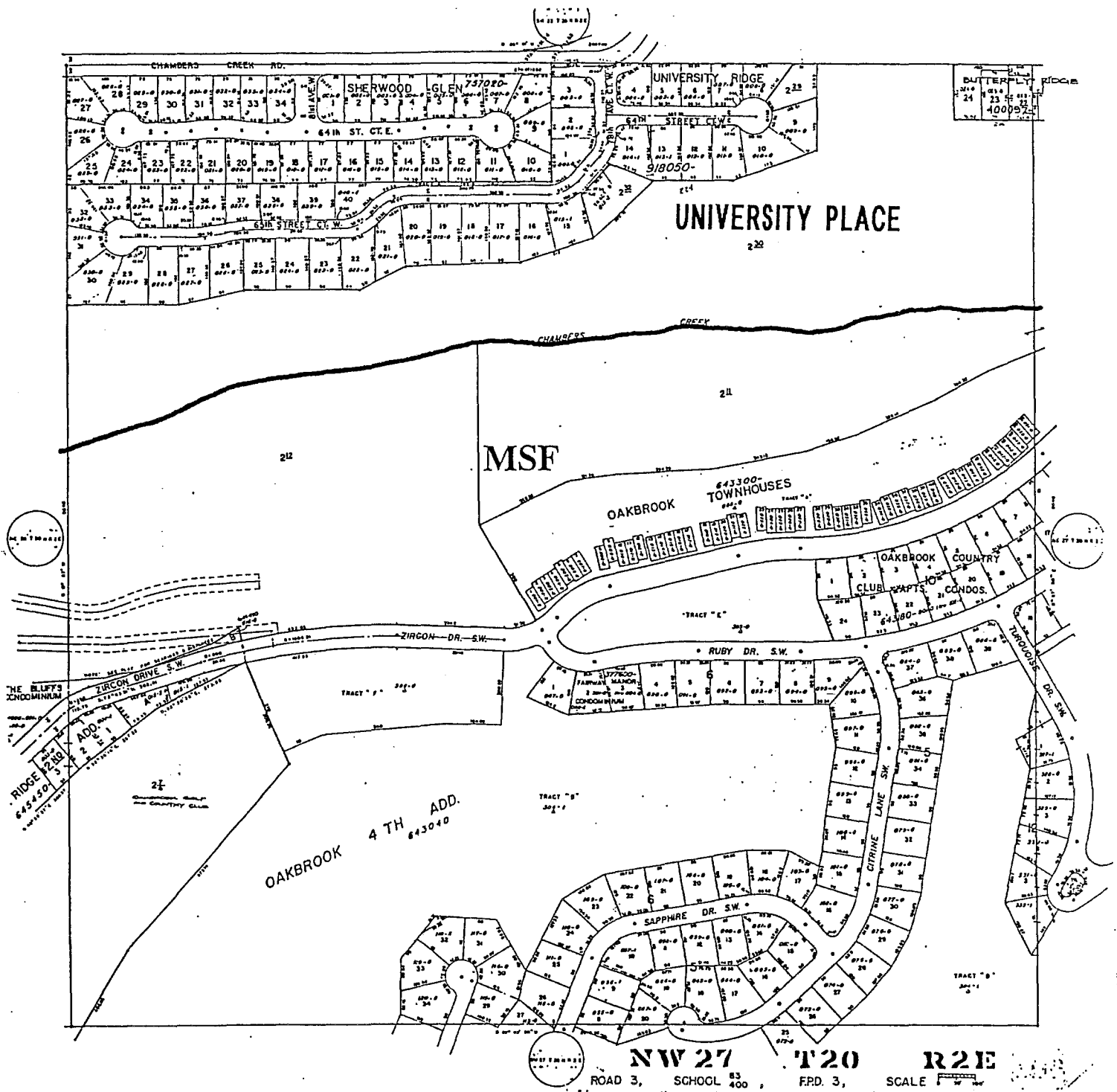
Date	Revision	By



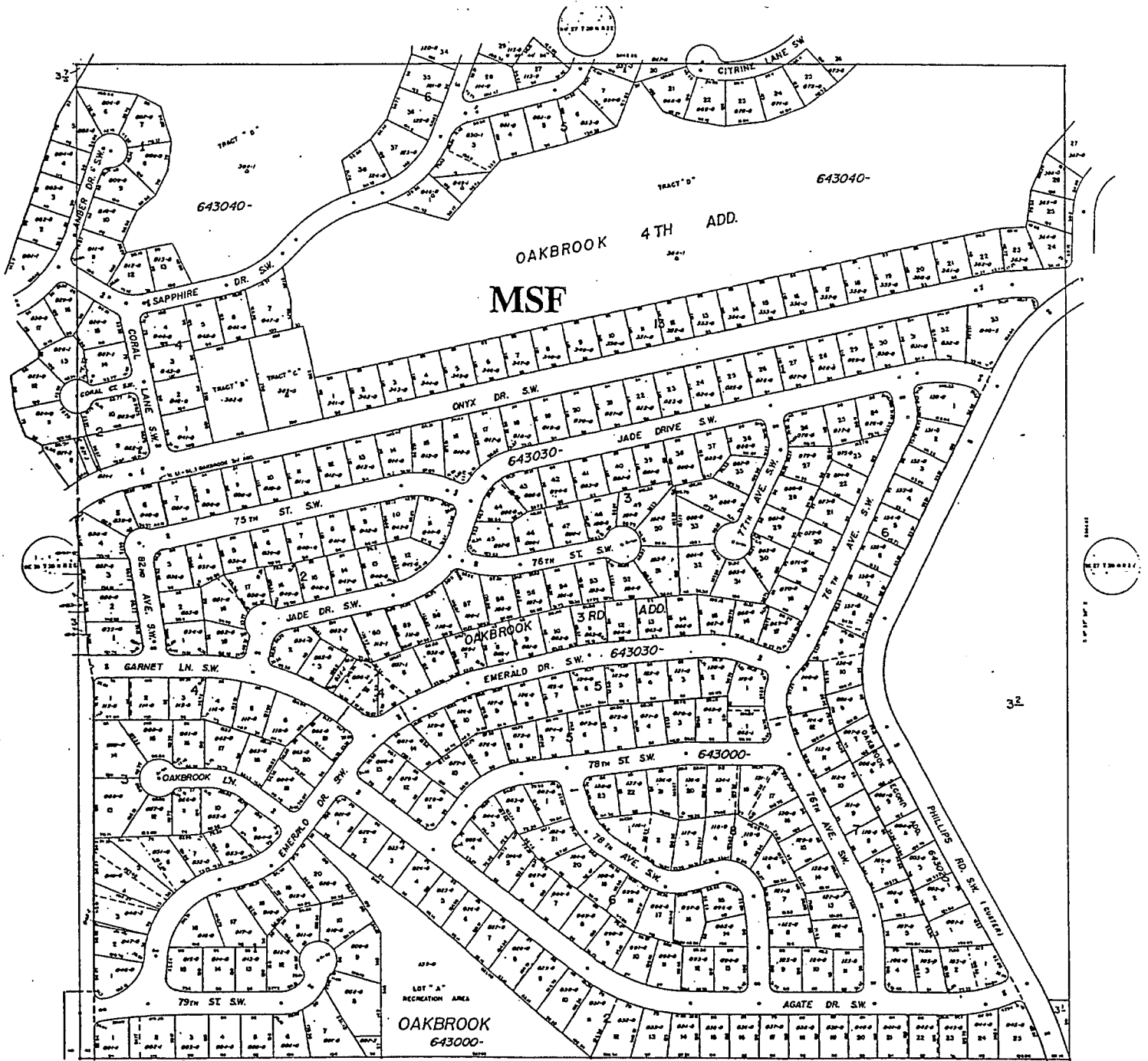
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	UNIVERSITY PLACE	88



Date	Revision	By



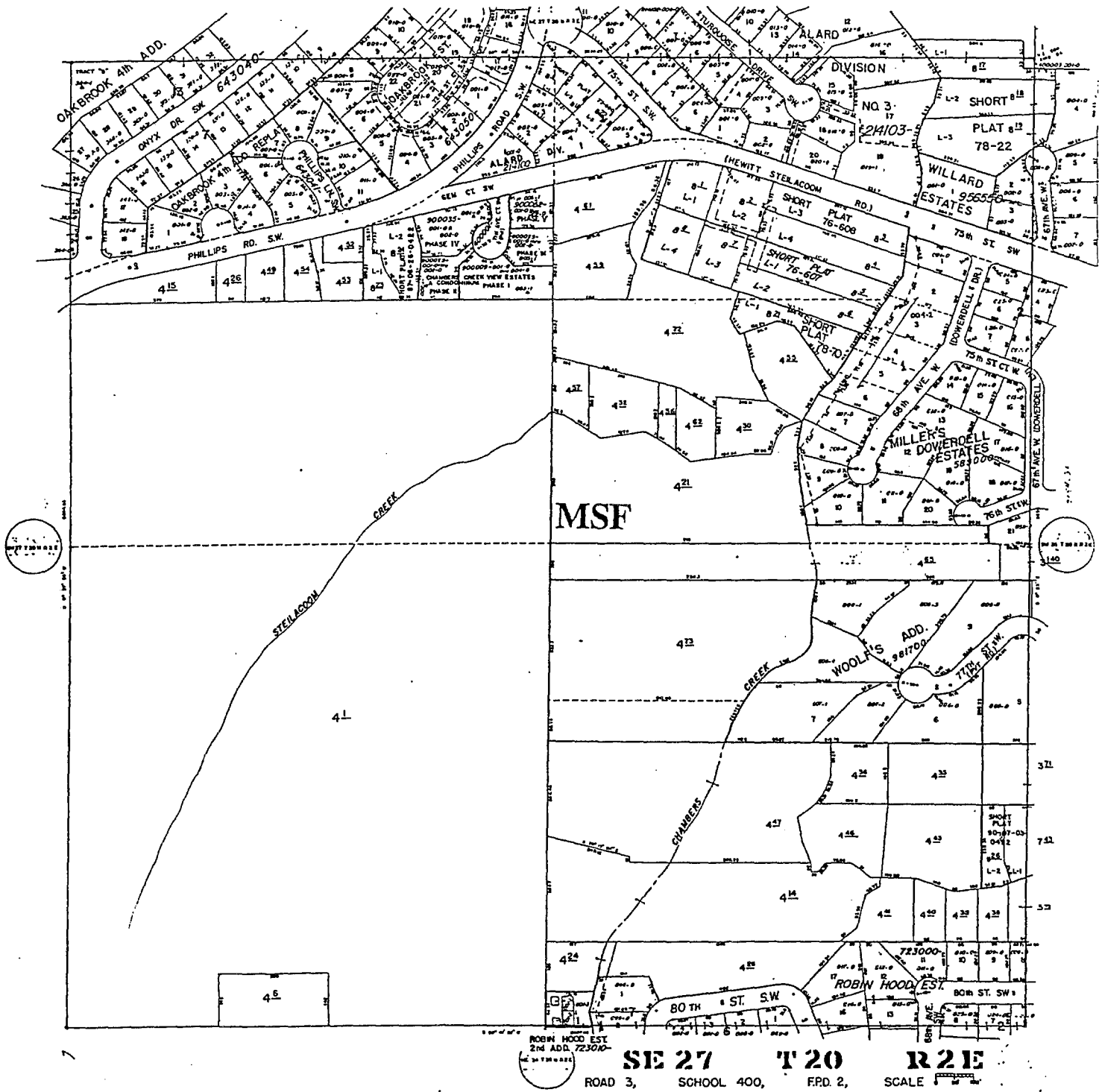
Date	Revision	By



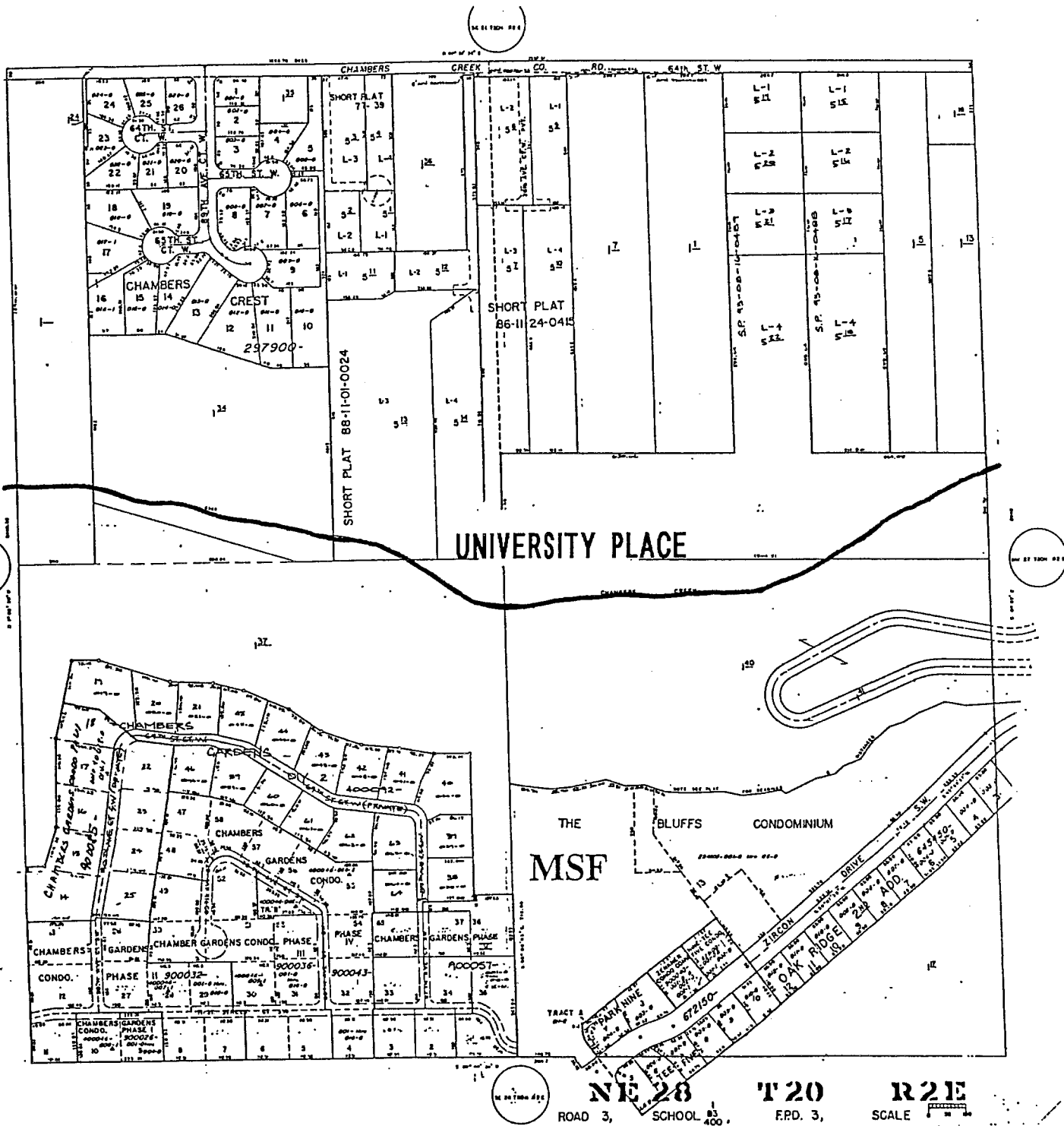
SW 27 T 20
ROAD 3, SCHOOL 400,

R2E
SCALE 1" = 40'

Date	Revision	By



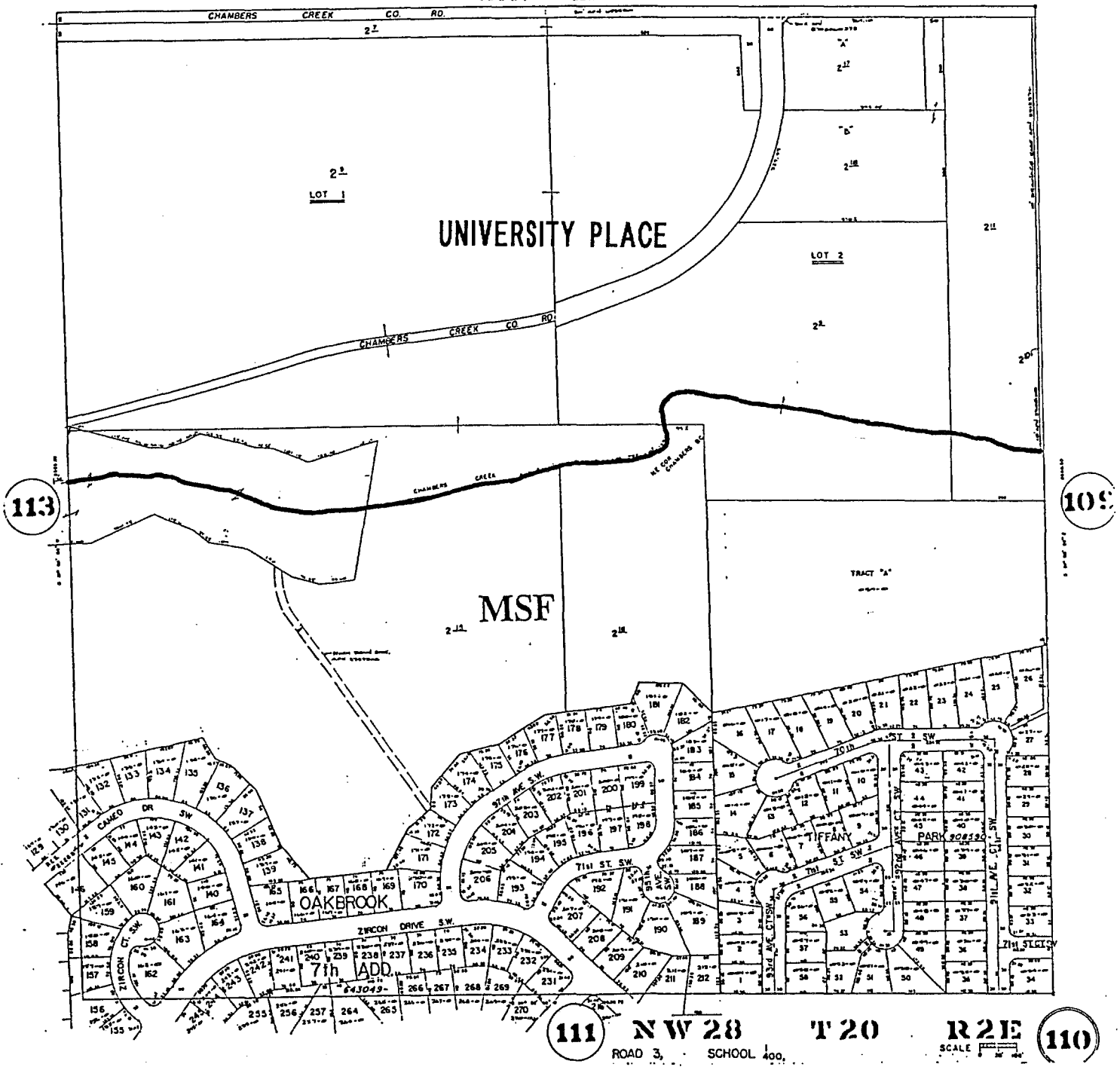
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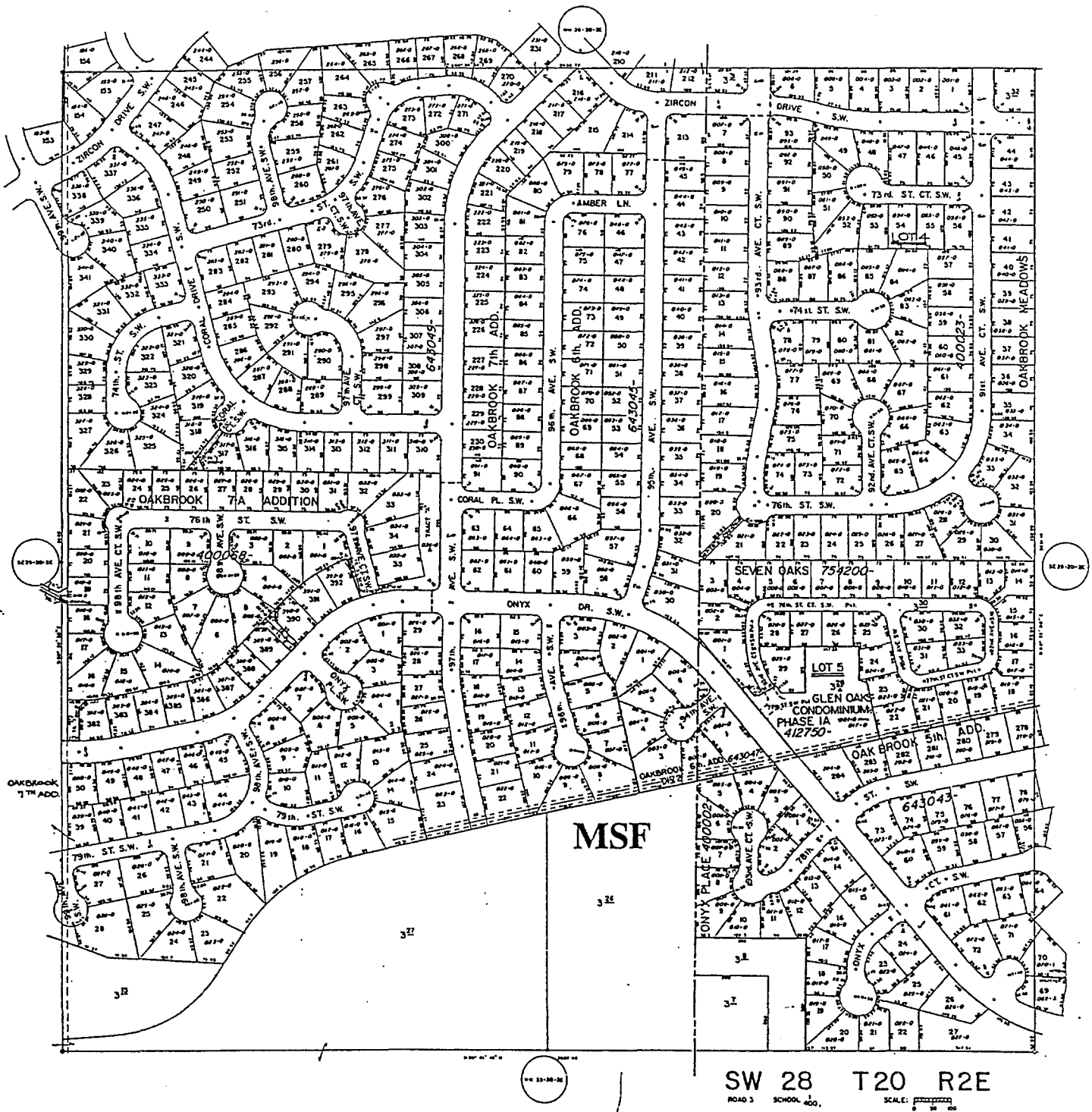
NE 28 T 20 R 2E
ROAD 3, SCHOOL 400 EPD. 3, SCALE

Date	Revision	By
12-15-1988	CHAMBERS CREEK CO. RD.	OC

(83)



Date	Revision	By

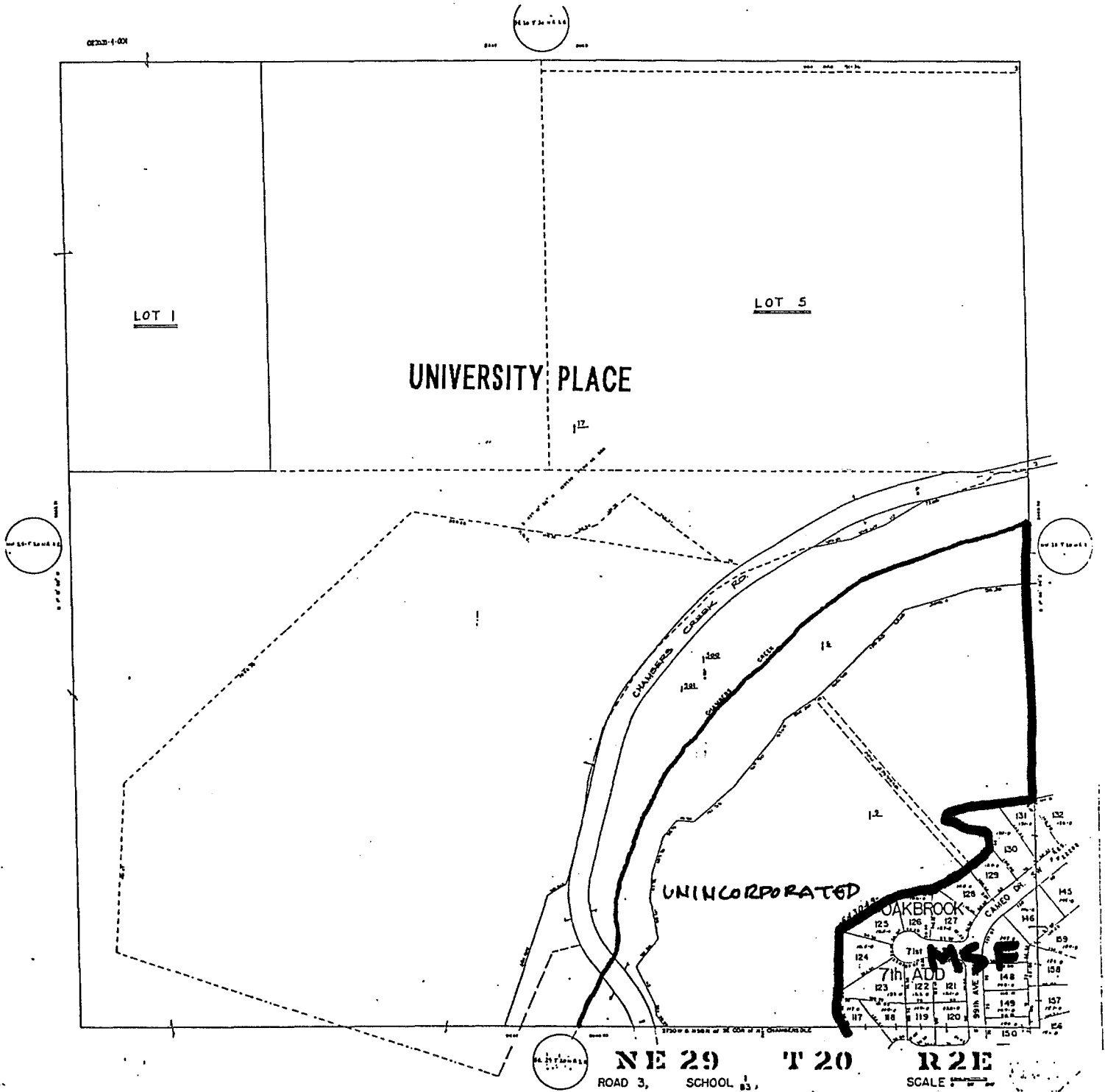


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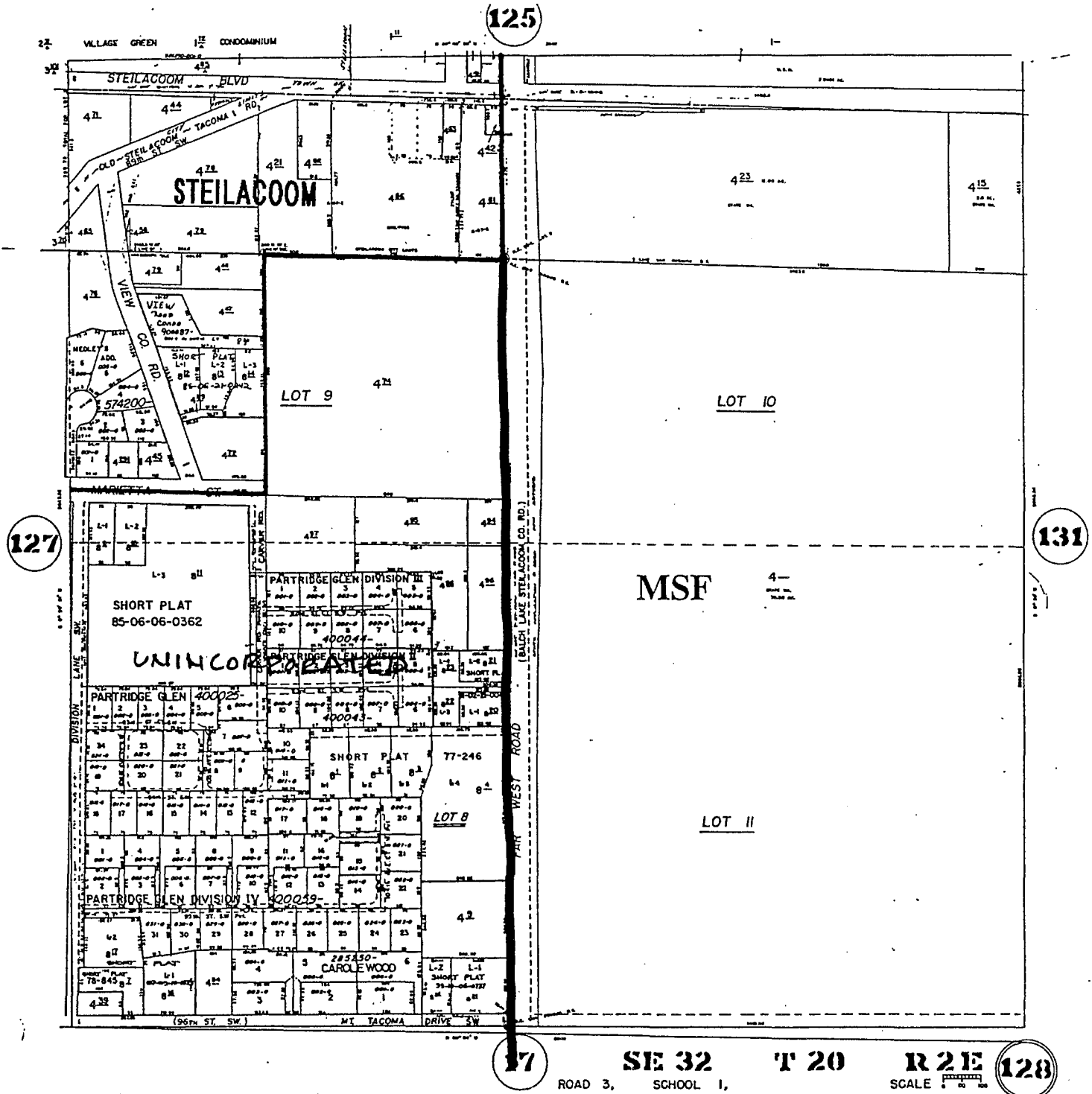
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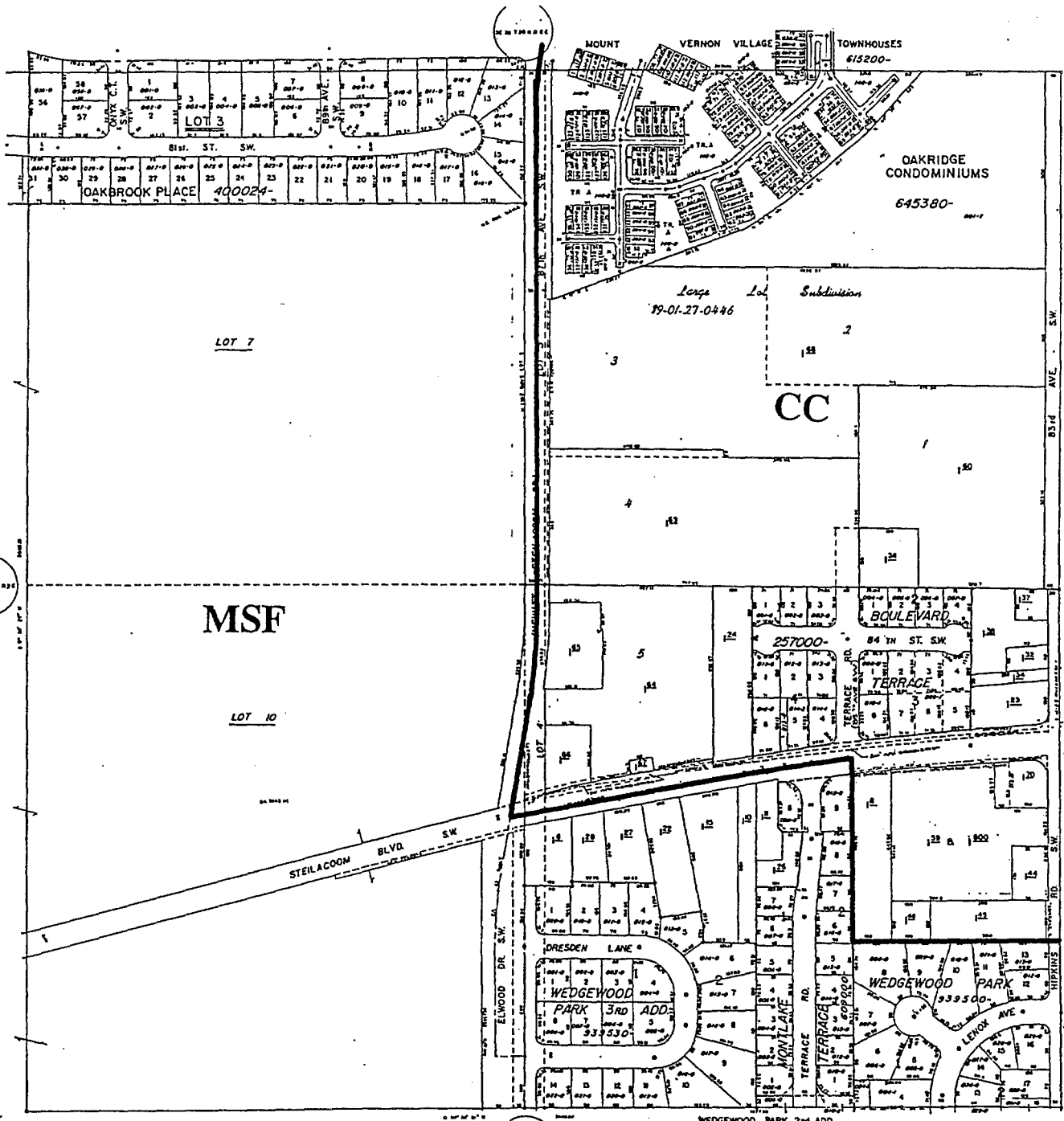
Date	Revision	By
	UNIVERSITY PLACE	
As located by Deeds, County of St. Louis, Vol. 495, Page 795		
Dated 7/23/05		



Date	Revision	By

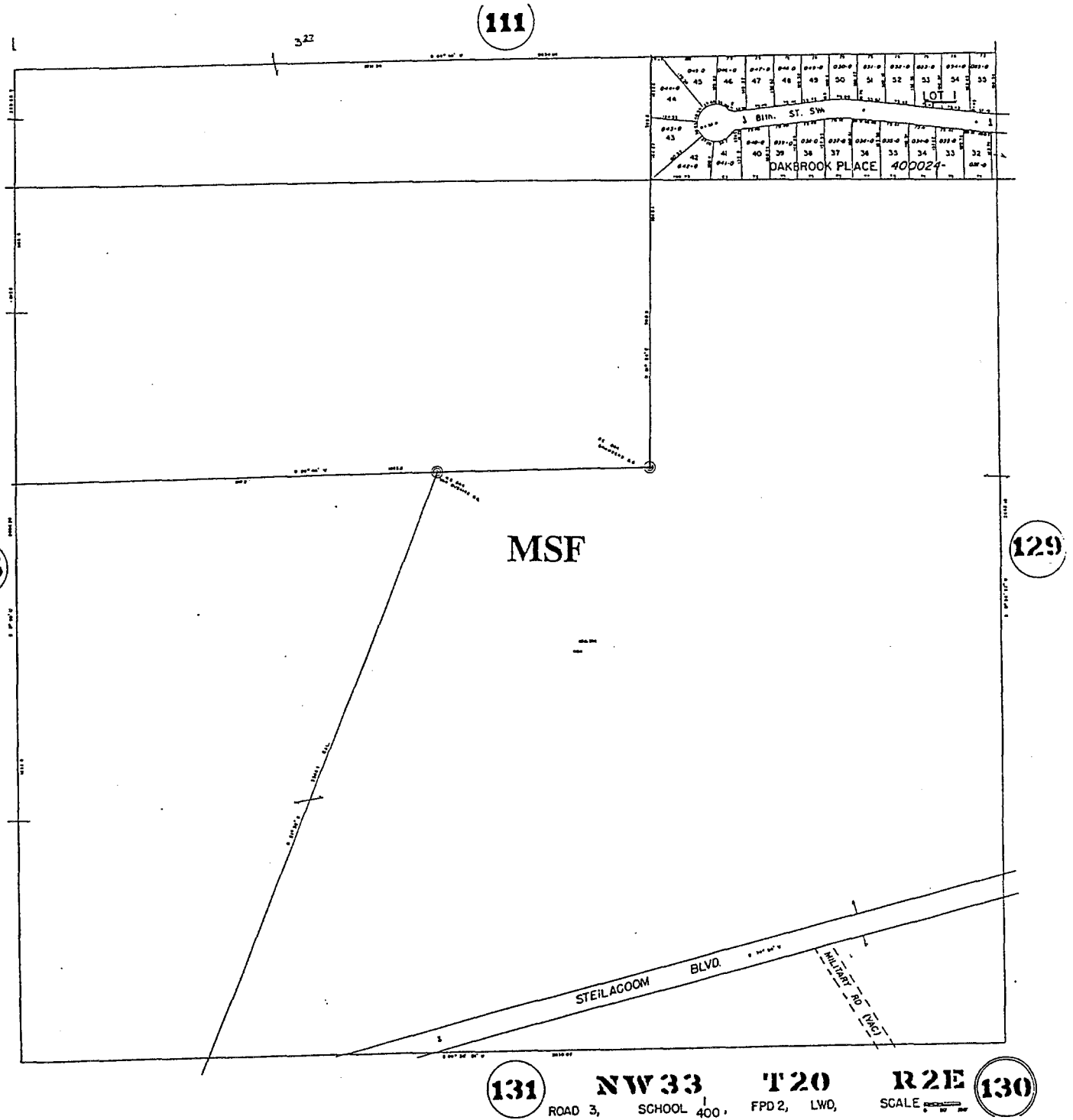


Date	Revision	By

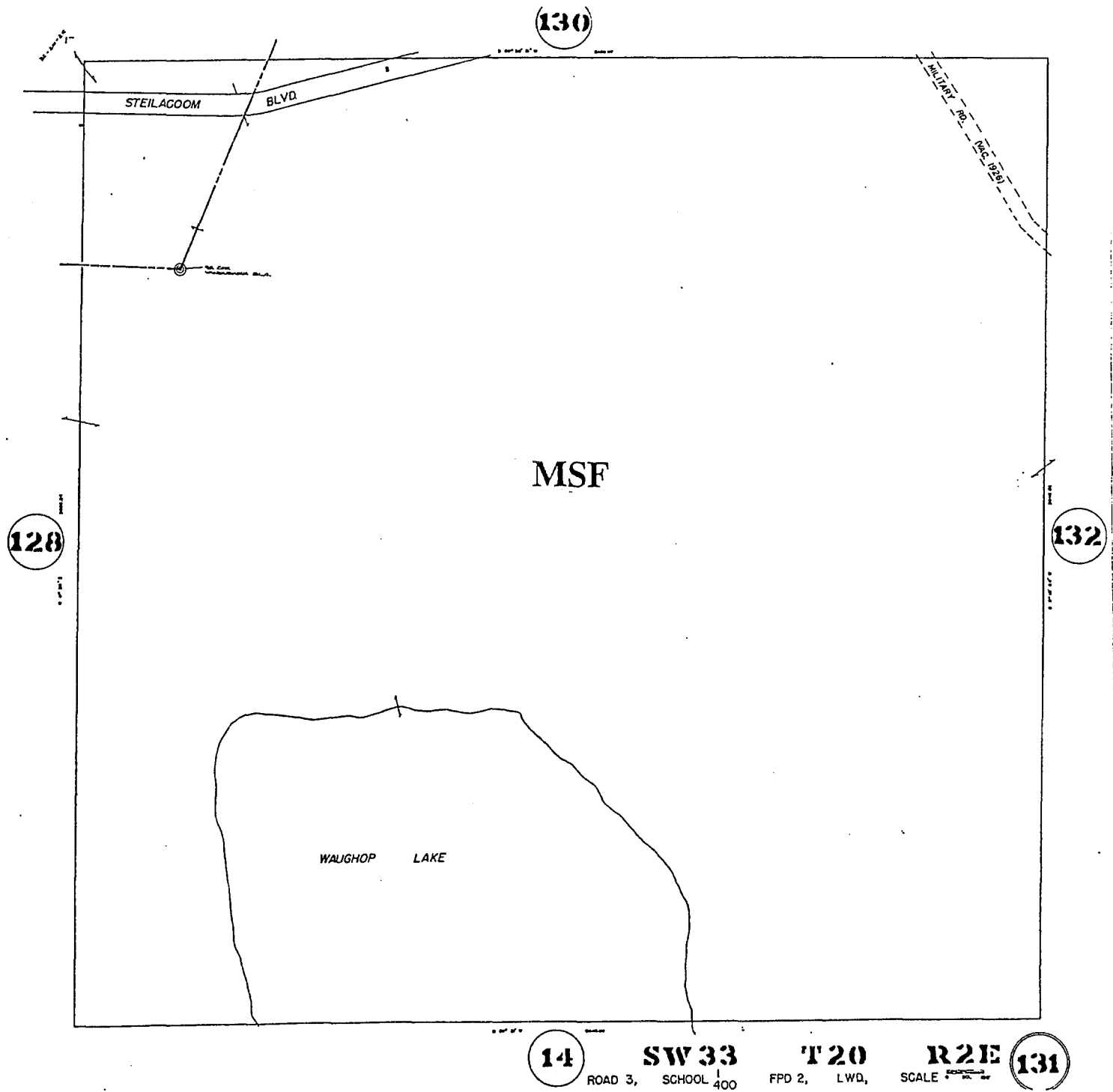


NE 33 T20 R2E
 ROAD 3, SCHOOL 400, FPD.2, LWD
 SCALE

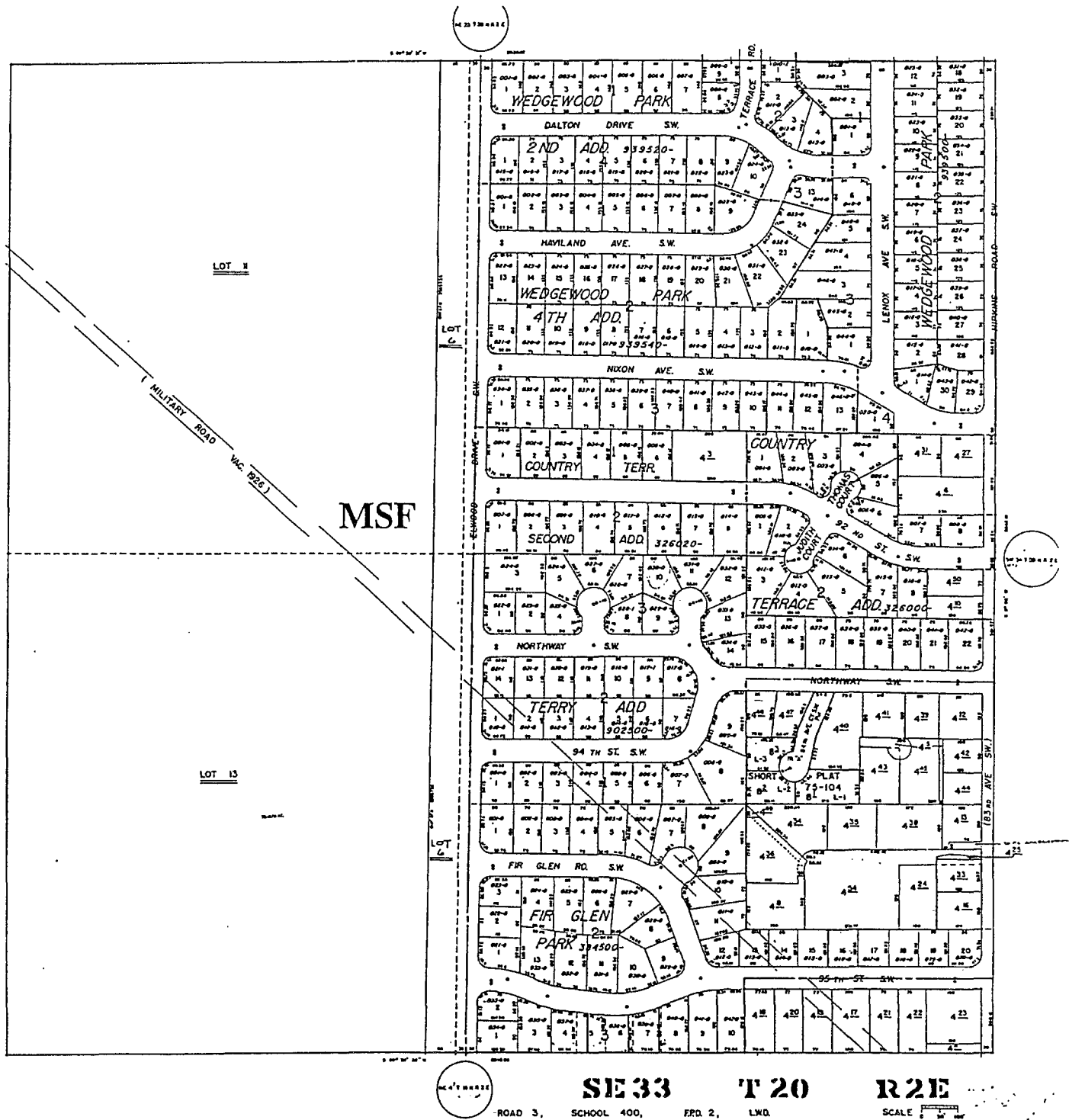
Date	Revision	By



Date	Revision	By



Date	Revision	By

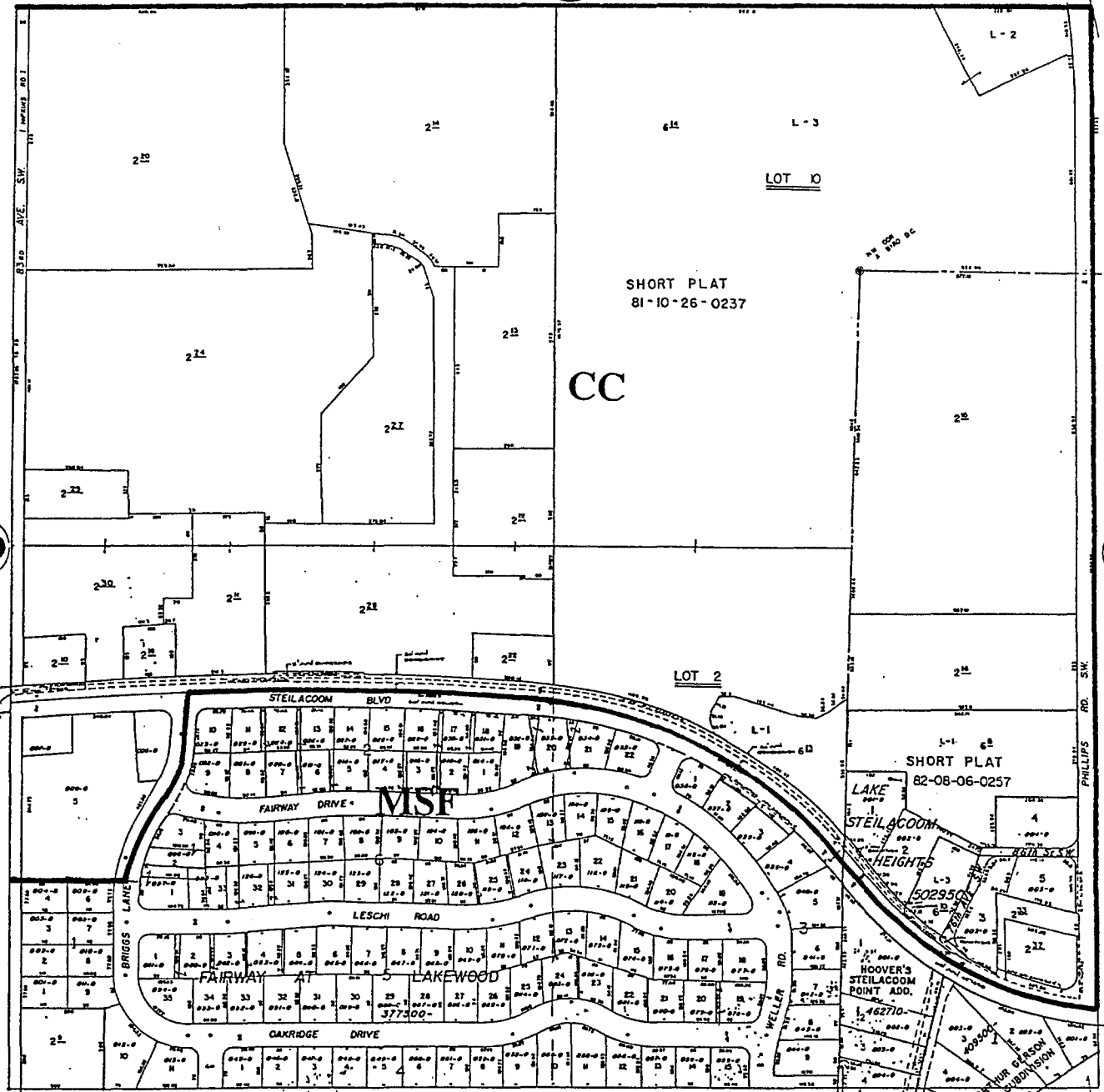


Date	Revision	By

(107)

(129)

(133)



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BY ACTUAL SURVEY

(135)

NW 34

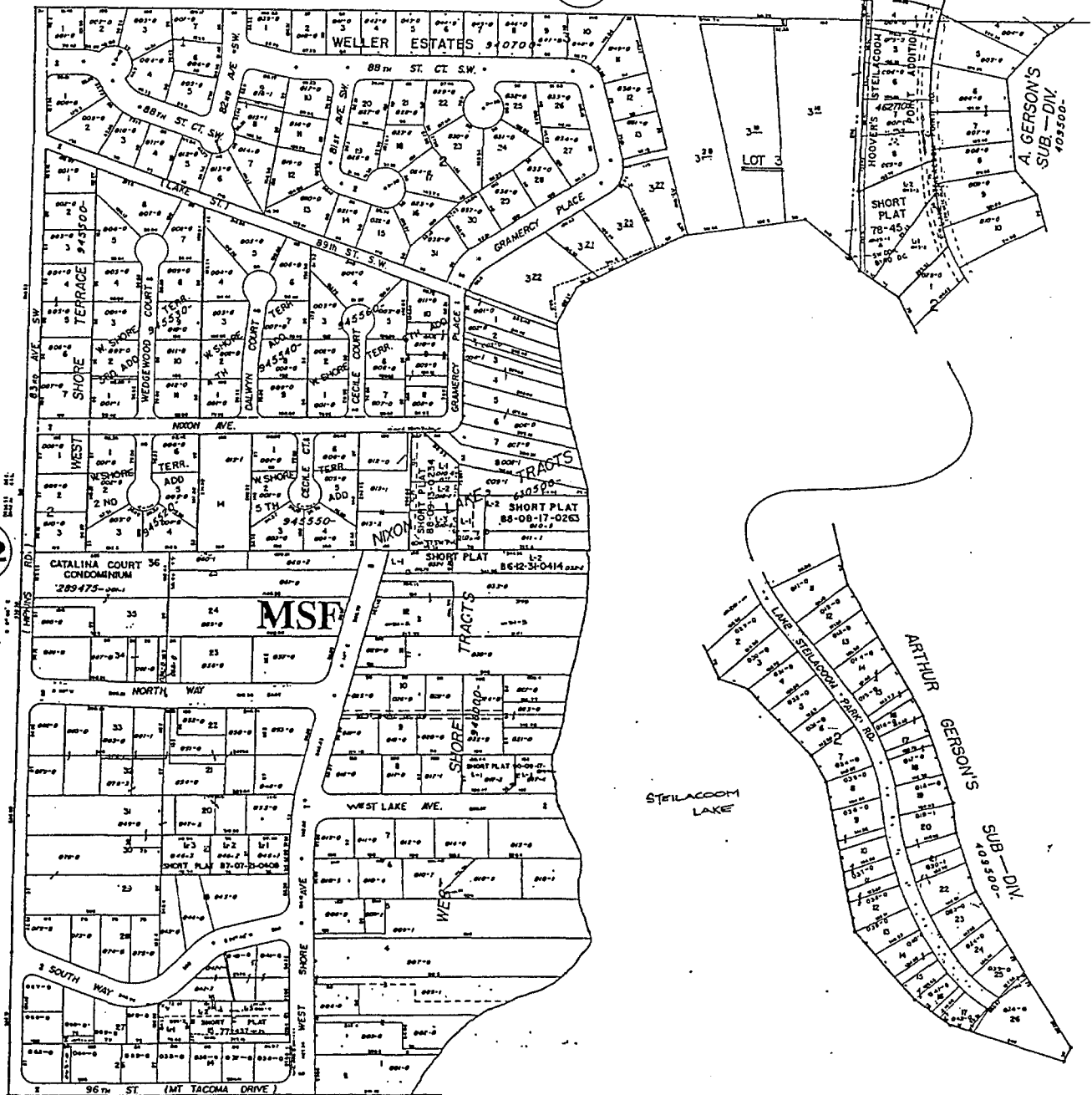
T 20

R 2E

(134)

Date	Revision	By

134



132

136

10

SW 34

T 20

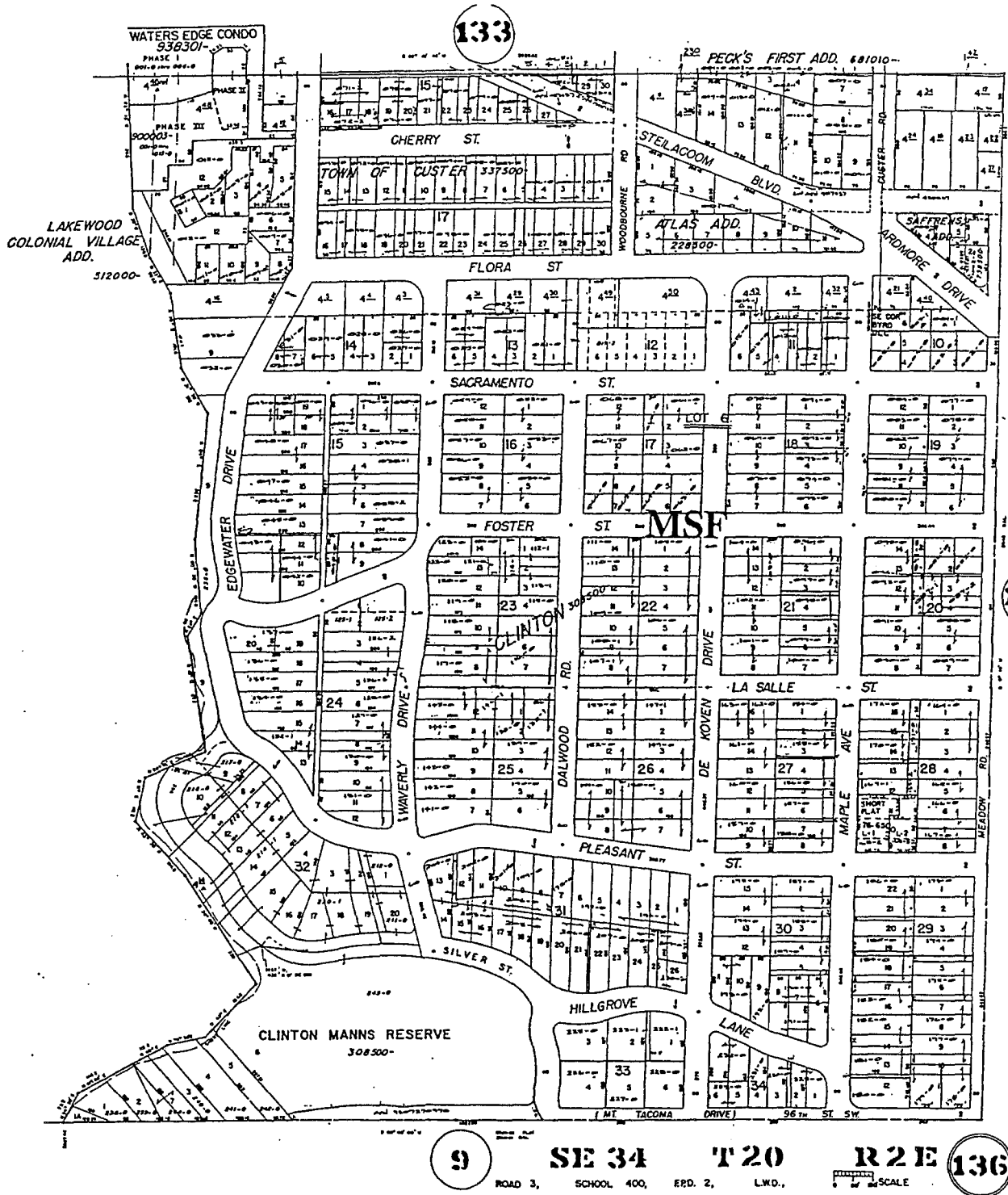
R 2 E

135

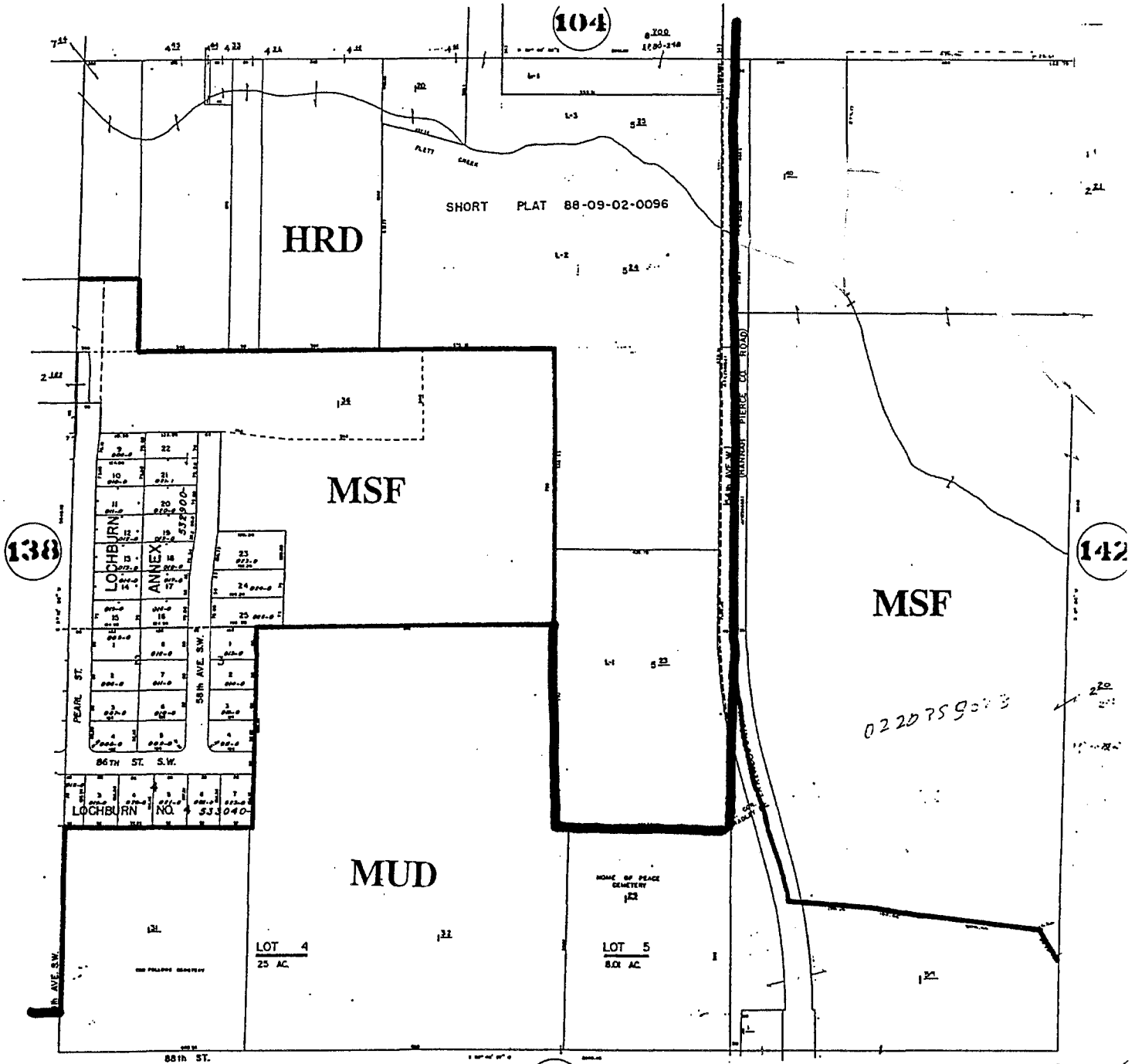
ROAD 3, SCHOOL 400, FRD. 2, LWD.

SCALE

Date	Revision	By



Date	Revision	By



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140

NE 35

T 20

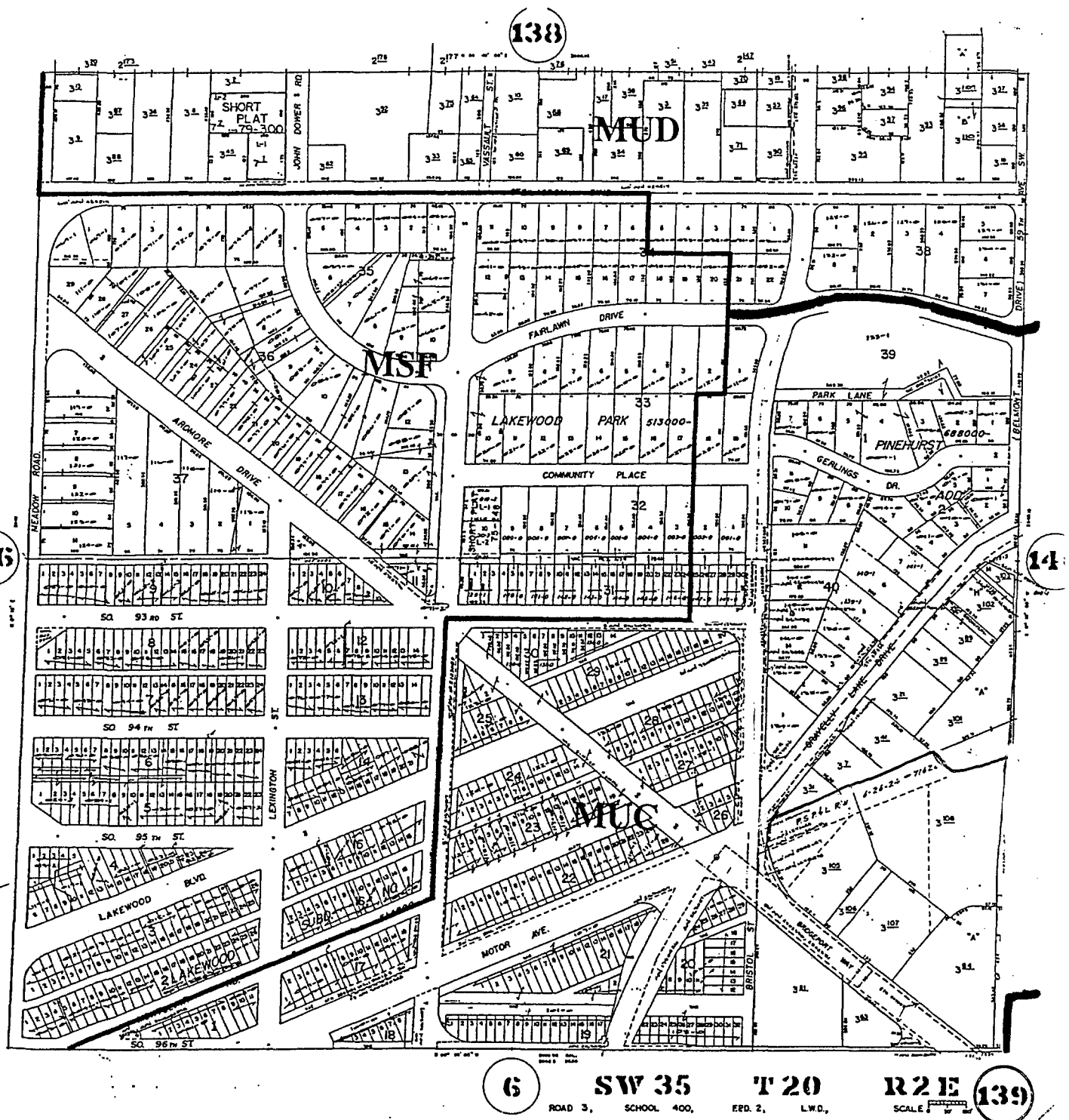
R 2 E

137

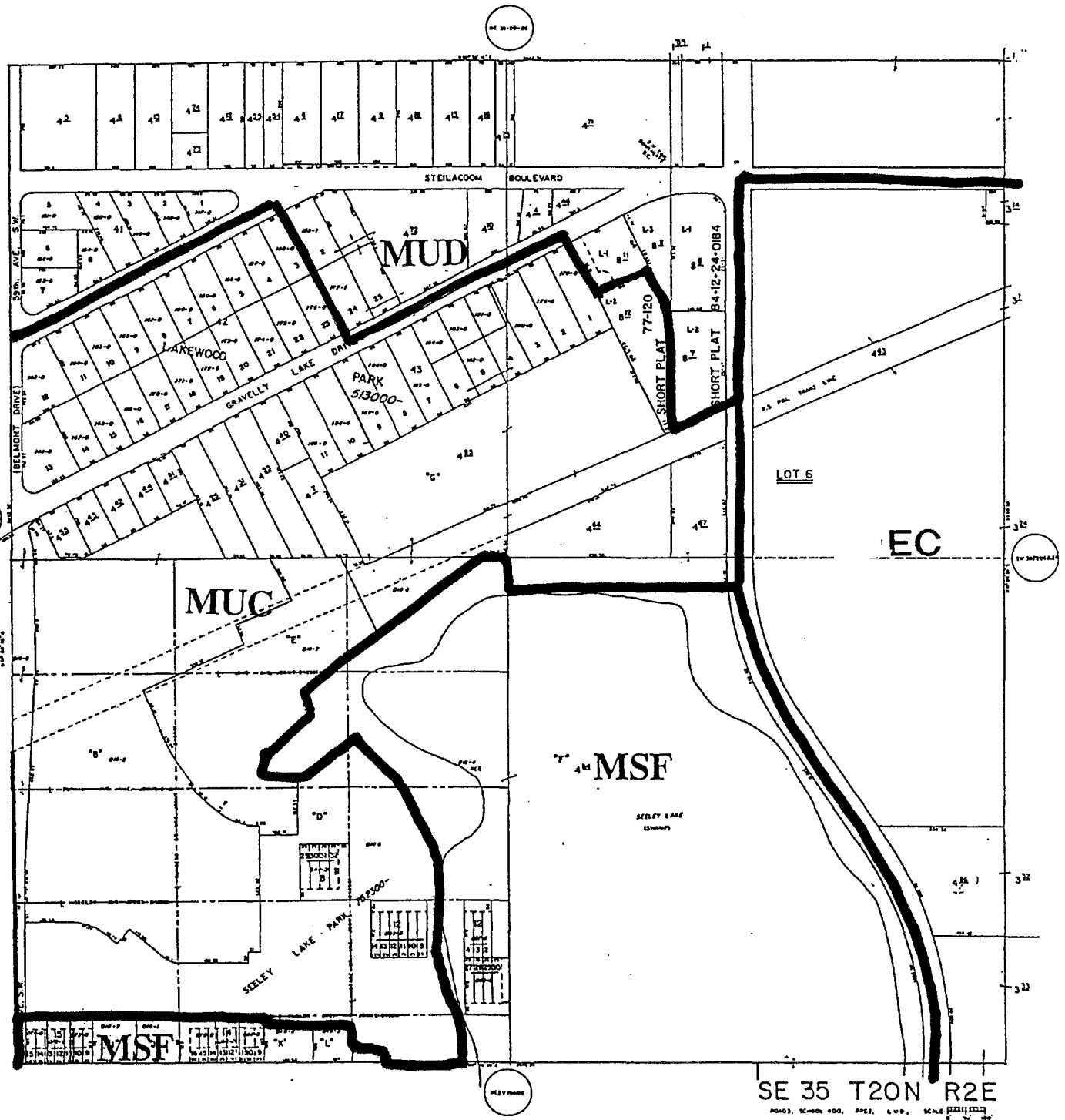
ROAD 3, SCHOOL 400, FRD 2, LWD.

SCALE 1" = 40'

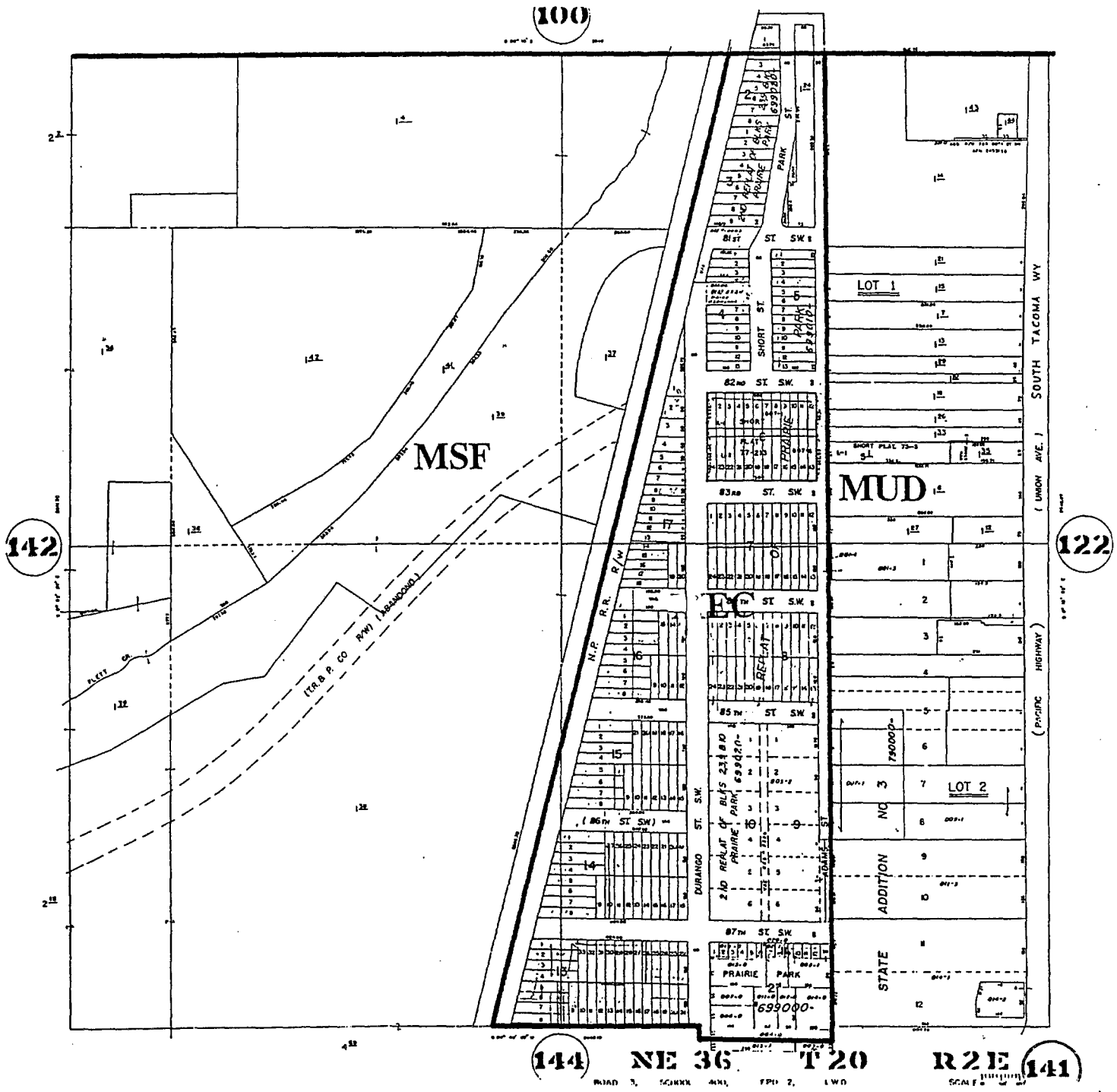
Date	Revision	By



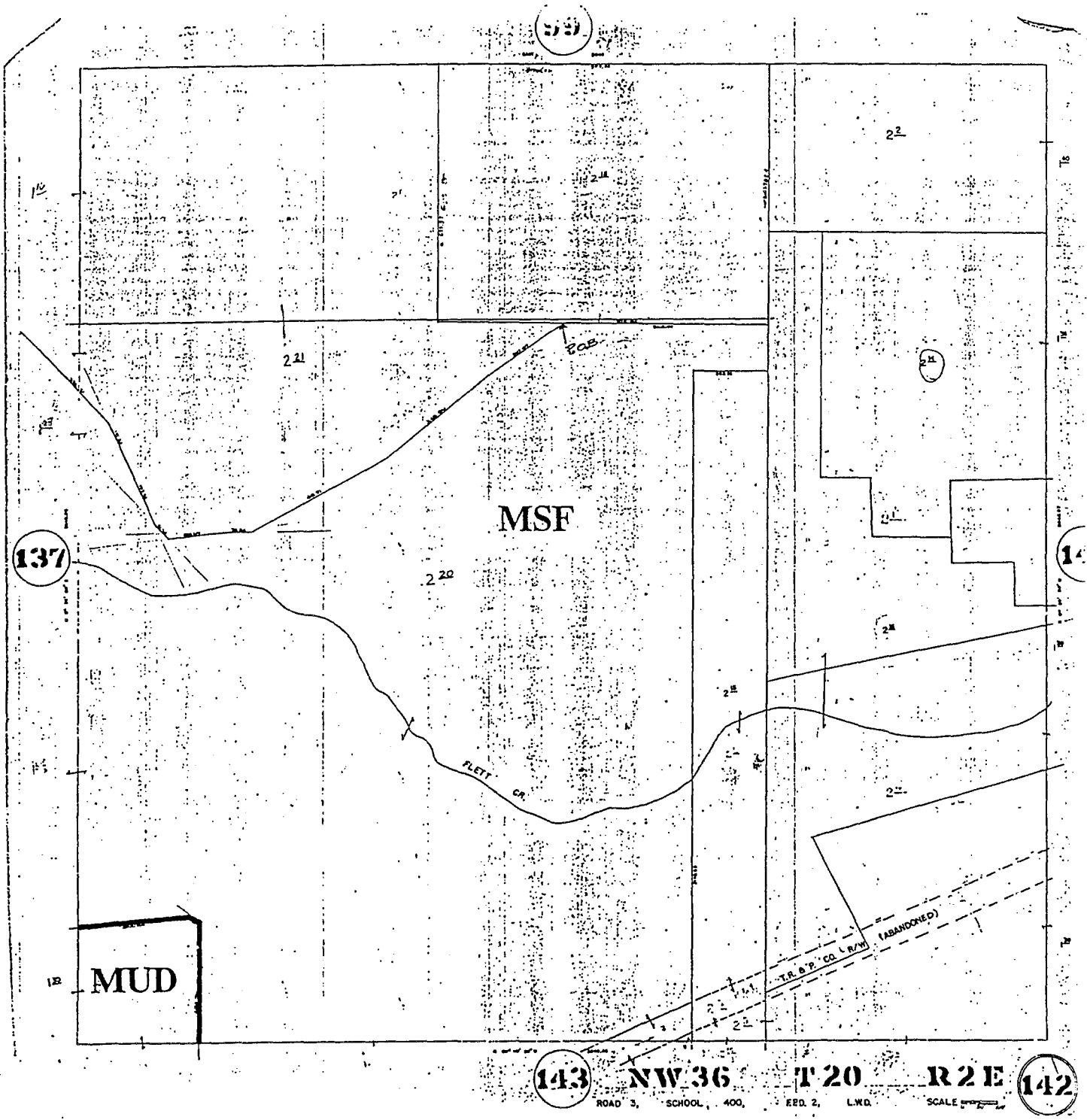
Date	Revision	By
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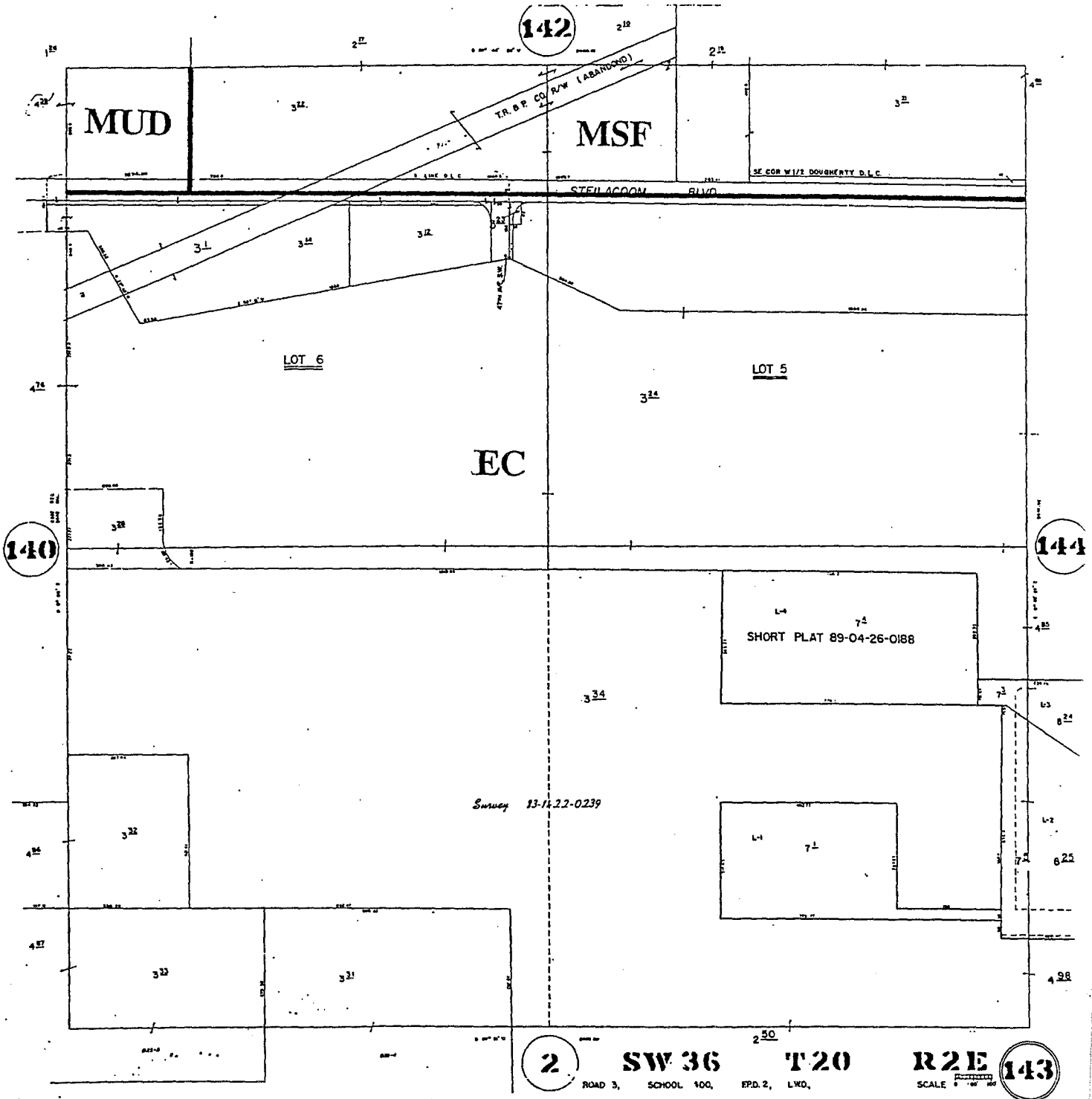
Date	Revision	By



Date	Revision	By

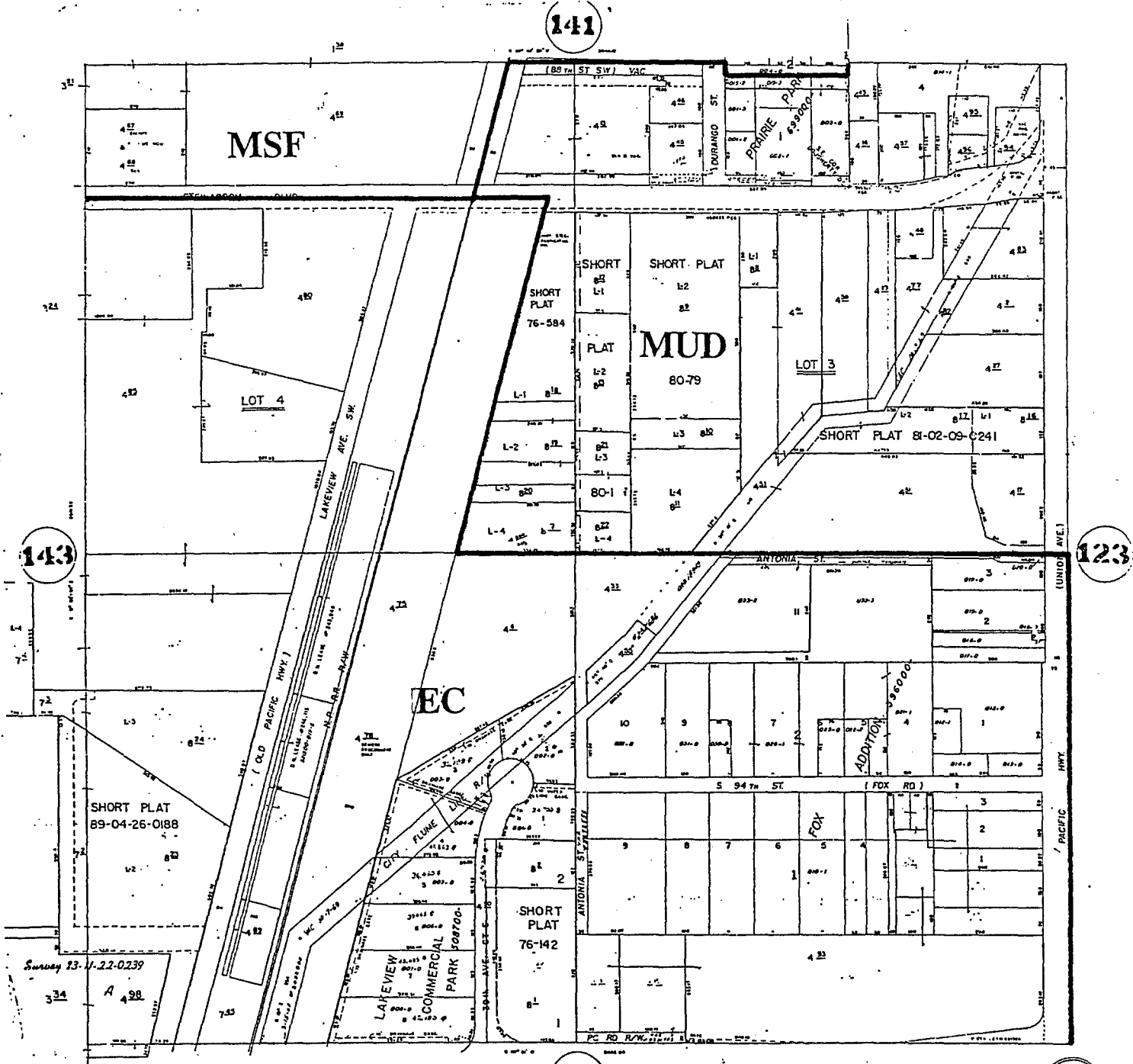


Date	Revision	By



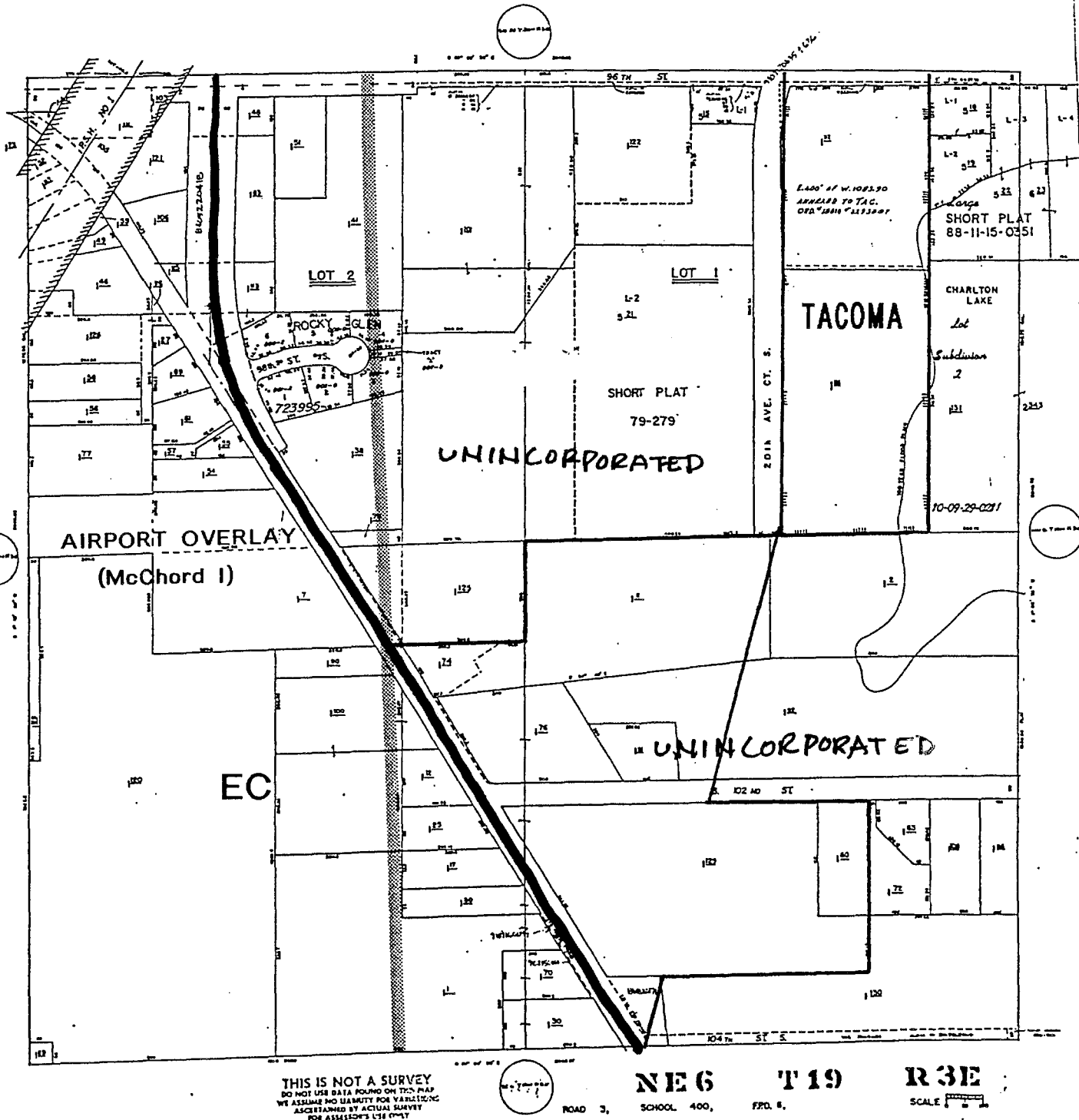
Date	Revision	By

City of Pierce County Council, Ord. 155-155



1 SE 36 T 20 R 2 E 144
ROAD 3, SCHOOL 40C, FPD 2, LWD. SCALE 1" = 40'

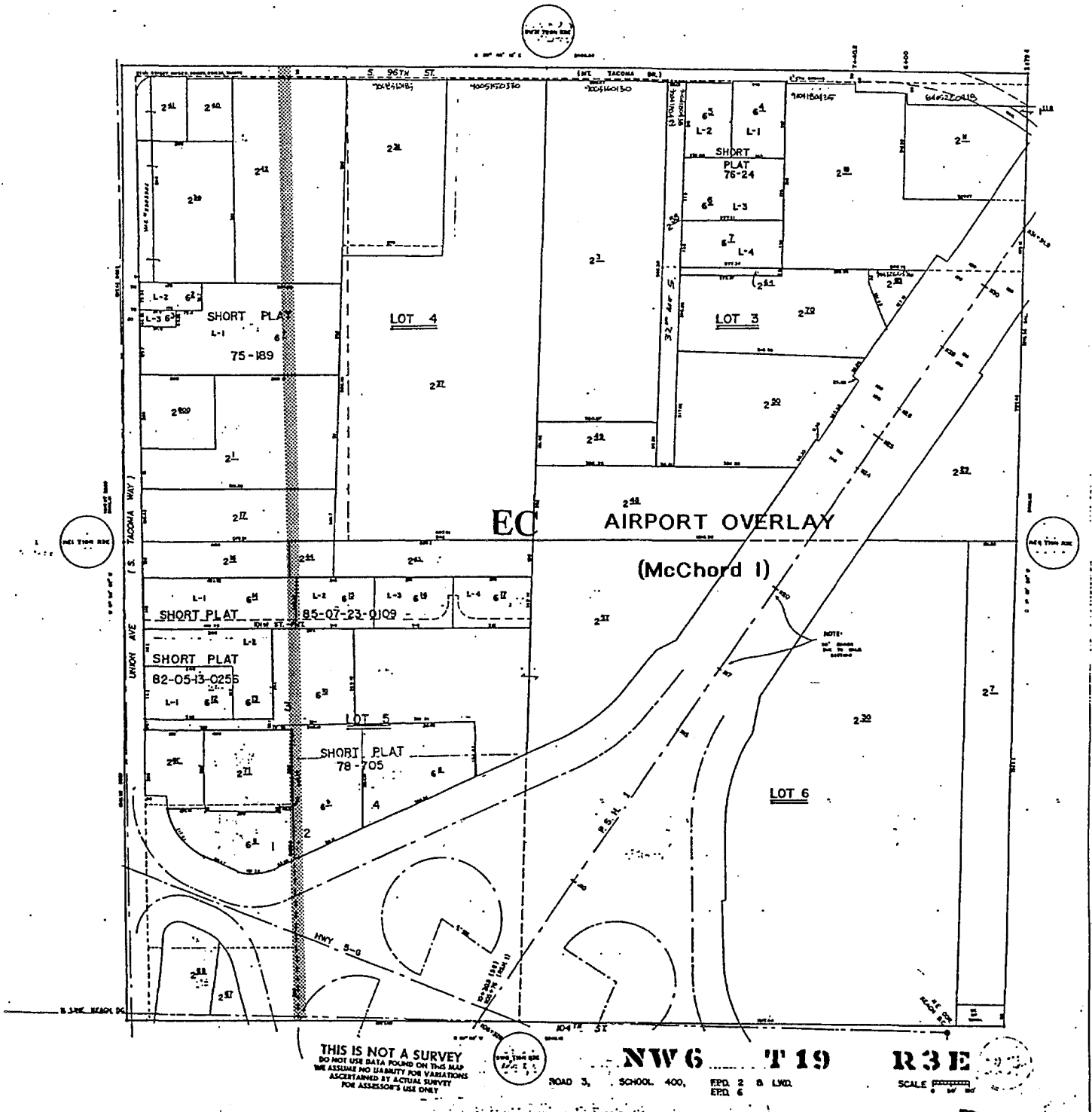
Date	Revision	By



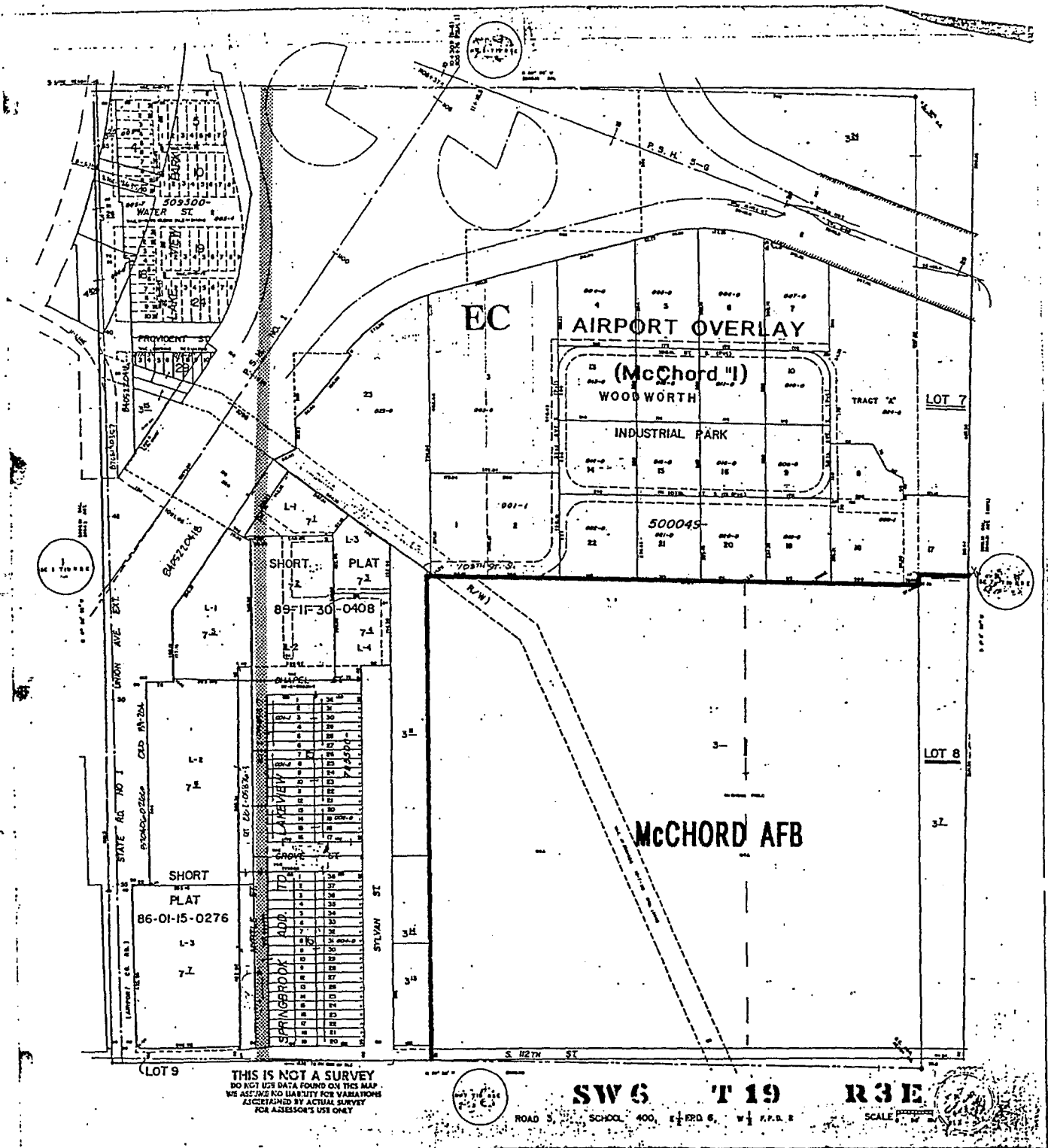
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NE 6 T 19 R 3E
ROAD 3, SCHOOL 400, FPD 8, SCALE

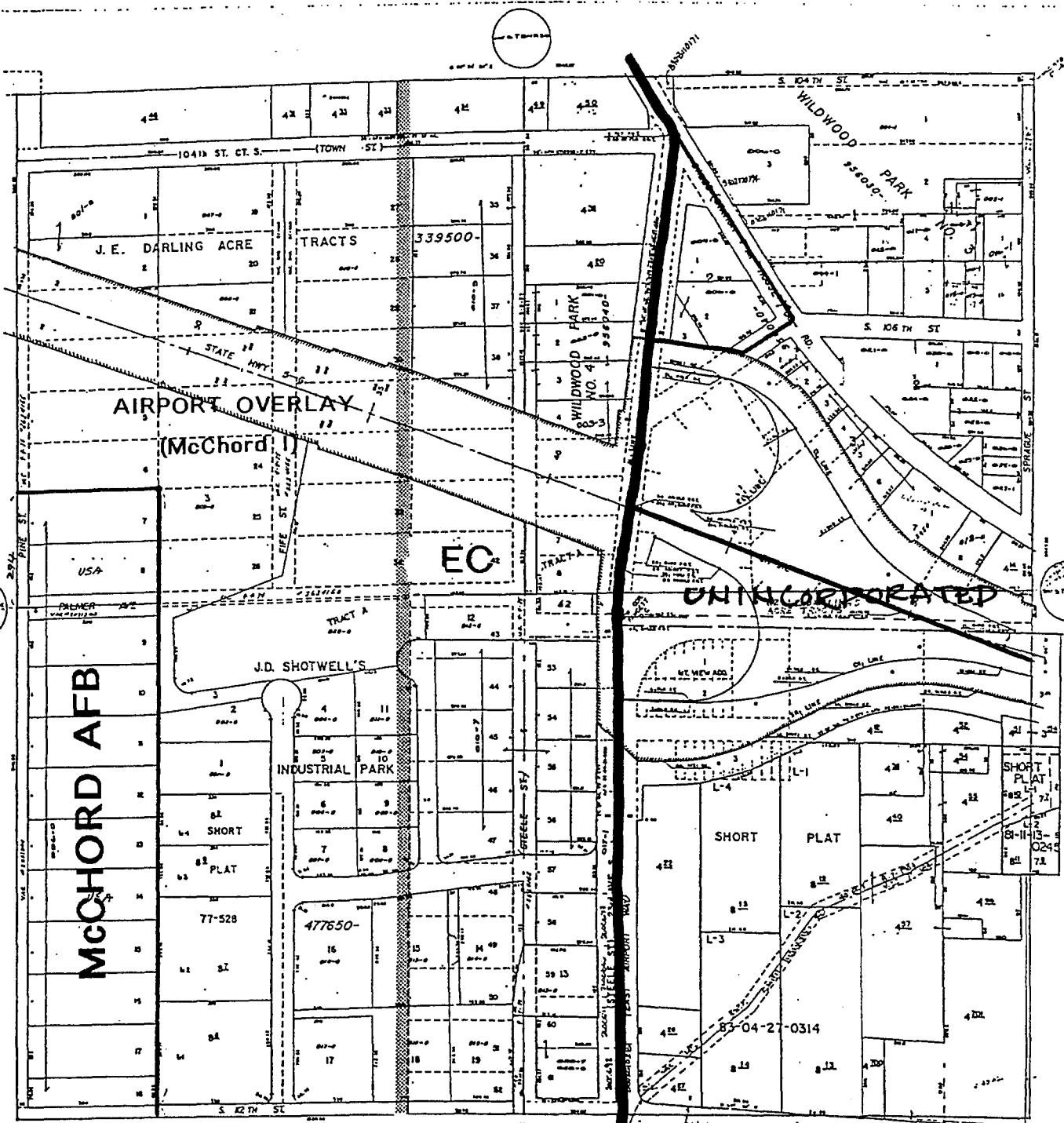
Date	Revision	By



Date	Revision	By



Date	Revision	By

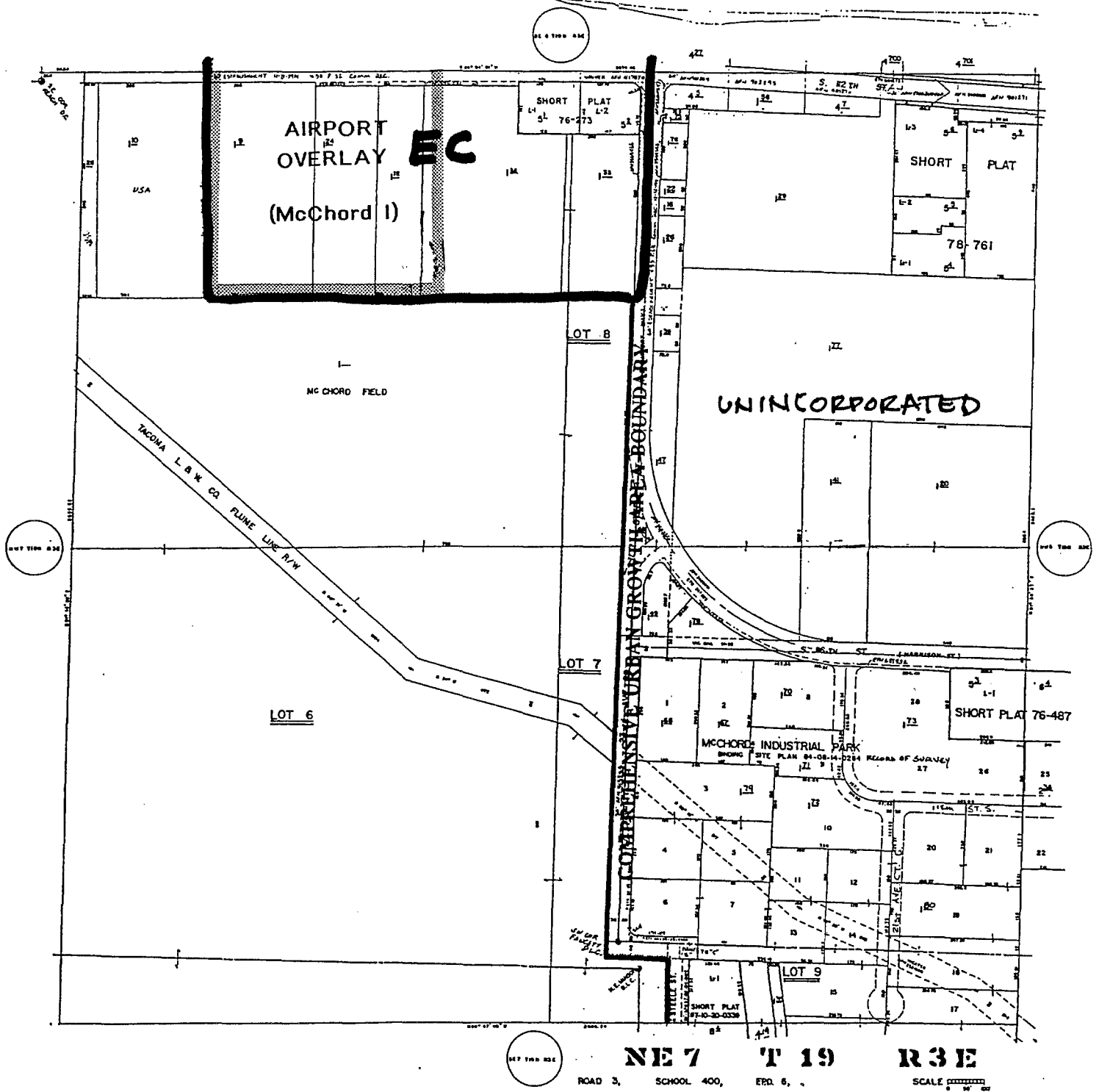


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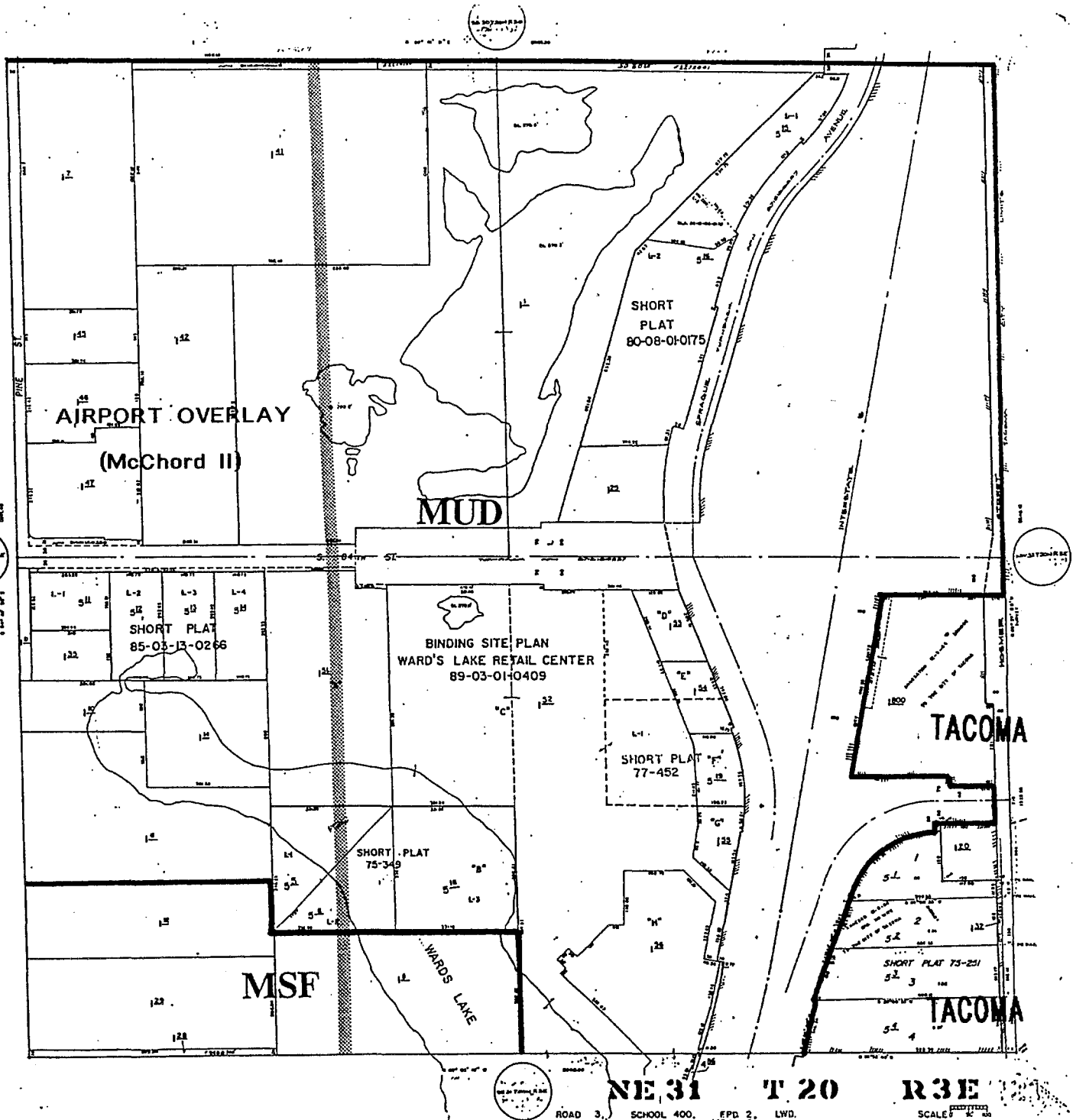
SE 6 T 19 R 3 E

ROAD 3, SCHOOL 400, EPD. 6 SCALE 1" = 40'

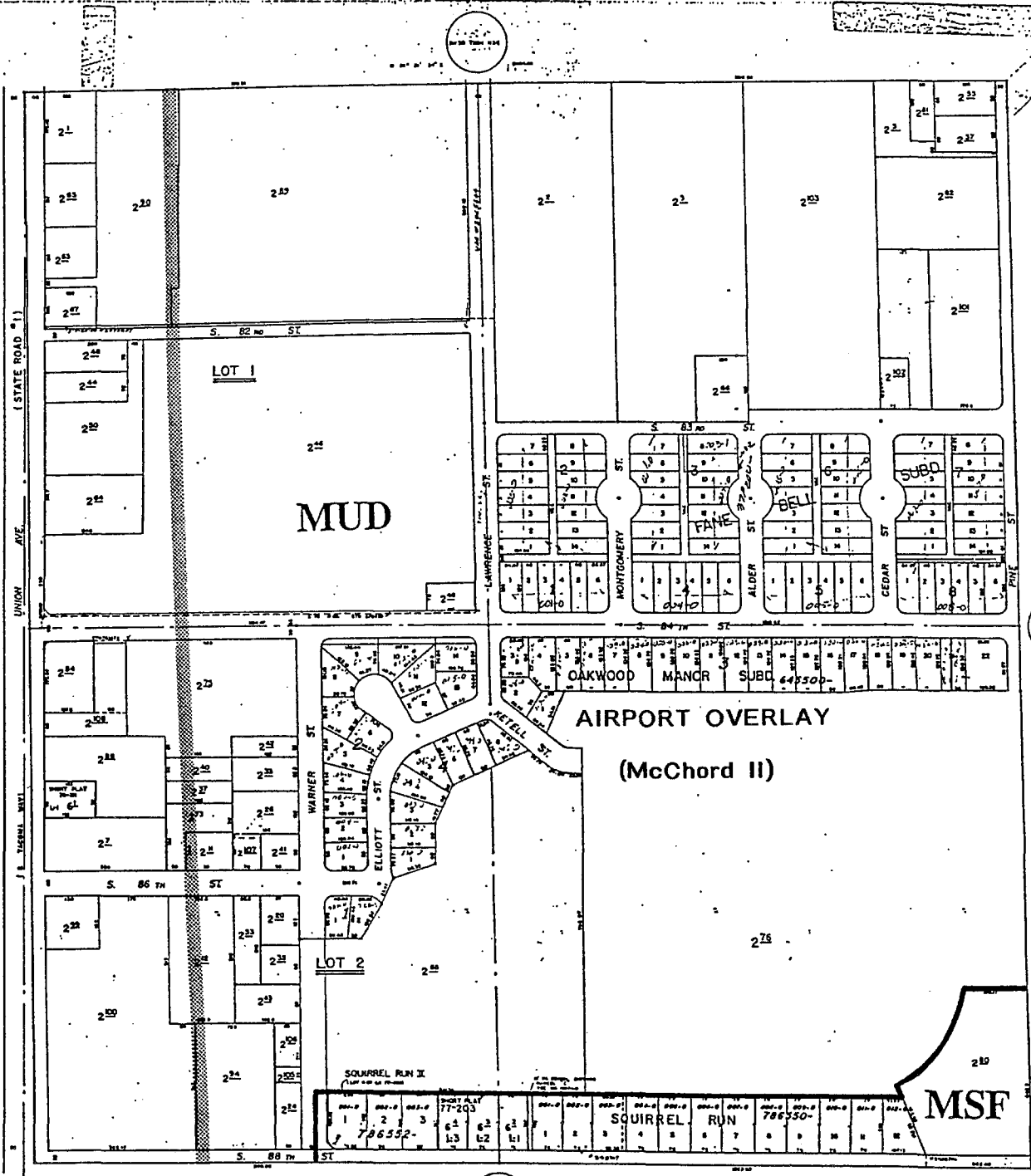
Date	Revision	By



Date	Revision	By



Date	Revision	By



NW 31 T 20 R 3E
 ROAD 3, SCHOOL 400, FRD 2, LWD,
 SCALE 1" = 40'

Date	Revision	By

