



LAKEWOOD CITY COUNCIL AGENDA

Monday, June 7, 2021

7:00 P.M.

City of Lakewood

The State Legislature passed a Concurrent Resolution modifying the Open Public Meetings Act (OPMA) during the COVID-19 pandemic until the end of the emergency. As a result, City Hall Council Chambers will **NOT** be open for City Council meetings.

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel: <https://www.youtube.com/user/cityoflakewoodwa>

Those who do not have access to YouTube can participate via Zoom by either visiting <https://us02web.zoom.us/j/86872632373> or calling by telephone: Dial +1(253) 215- 8782 and enter participant ID: 868 7263 2373.

To participate in Public Comment and/or Public Testimony:

Public Comments and Public Testimony on Public Hearings will be accepted by mail, email or by live virtual comment. Send comments by mail or email to Briana Schumacher, City Clerk at 6000 Main Street SW Lakewood, WA 98499 or bschumacher@cityoflakewood.us. Comments received up to one hour before the meeting will be provided to the City Council electronically.

Virtual Comments: If you would like to provide live Public Comments or Public Testimony during the meeting, you will need to join the Zoom meeting as an attendee by calling by telephone Dial +1(253) 215- 8782 and enter participant ID: 868 7263 2373 or visiting <https://us02web.zoom.us/j/86872632373>.

By Phone: For those participating by calling in by telephone (+1(253) 215- 8782 and enter participant ID: 868 7263 2373), the Mayor will call on you during the Public Comment and/or Public Hearings portions of the agenda. When you are unmuted please provide your name and city of residence. Each speaker will be allowed (3) three minutes to speak during the Public Comment and at each Public Hearing.

By ZOOM: For those using the ZOOM link (<https://us02web.zoom.us/j/86872632373>), upon entering the meeting, please enter your name or other chosen identifier. Use the "Raise Hand" feature to be called upon by the Mayor during the Public Comments and/or Public Hearings portions of the agenda. When you are unmuted please provide your name and city of residence. Each speaker will be allowed (3) three minutes to speak during the Public Comment and at each Public Hearing.

Outside of Public Comments and Public Hearings, all attendees on ZOOM will continue to have the ability to virtually raise your hand for the duration of the meeting. You will not be acknowledged and your microphone will remain muted except for when you are called upon.

Page No.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

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

<http://www.cityoflakewood.us>

PROCLAMATIONS AND PRESENTATIONS

- (4) 1. Proclamation recognizing the 28th and 29th District State Legislators.
- 2. Youth Council Report and Recognition.
- 3. Clover Park School District Report.

PUBLIC COMMENTS**C O N S E N T A G E N D A**

- (6) A. Approval of the minutes of the City Council study session of May 10, 2021.
- (10) B. Approval of the minutes of the City Council meeting of May 17, 2021.
- (16) C. Approval of the minutes of the City Council retreat of May 22, 2021.
- (18) D. Approval of the minutes of the City Council study session of May 24, 2021.
- (23) E. Approval of claims vouchers, in the amount of \$1,895,076.69, for the period of April 16, 2021 through May 14, 2021.
- (65) F. Approval of payroll checks, in the amount of \$2,336,281.27, for the period of April 16, 2021 through May 15, 2021.
- (67) G. Motion No. 2021-33

Authorizing the award of a construction contract to Sierra Santa Fe Corp., in the amount of \$236,704.93, for the construction of the 2021 Chip Seal Program.
- (70) H. Motion No. 2021-34

Authorizing the award of a construction contract to Central Paving, LLC, in the amount of \$224,475.00, for the construction of the 2021 Roadway Patching Program.
- (73) I. Motion No. 2021-35

Reappointing Ellie Wilson to serve on the Lakewood's Promise Advisory Board through May 21, 2024.

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

- (76) J. Items filed in the Office of the City Clerk:
1. Landmarks and Heritage Advisory Board meeting minutes of April 22, 2021.

R E G U L A R A G E N D A

PUBLIC HEARINGS AND APPEALS

- (78) This is the date set for a Public Hearing on the 2021 Comprehensive Plan amendments.

RESOLUTION

- (223) Resolution No. 2021-08

Adopting the Six-Year (2022-2027) Comprehensive Transportation Improvement Program.

UNFINISHED BUSINESS

NEW BUSINESS

REPORTS BY THE CITY MANAGER

- (251) Review of interlocal agreement for the Tacoma-Pierce County Driving Under the Influence (DUI) and Traffic Safety Task Force.
- (266) Review of Summer Youth Corp Program – Warriors of Change.
- (269) Review of 2022 Human Services Funding and American Rescue Plan Act (ARPA) Recommendations.
- (277) American Rescue Plan Act (ARPA) Program Status Update.

CITY COUNCIL COMMENTS

ADJOURNMENT

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

CITY OF LAKEWOOD



PROCLAMATION

WHEREAS, the City of Lakewood expresses its appreciation to the Washington State Legislature for their dedication to furthering legislative priorities and strengthening the partnership with the City of Lakewood; and

WHEREAS, Senator T'wina Nobles, Representative Mari Leavitt and Representative Dan Bronoske of Legislative District 28 and Senator Steve Conway, Representative Steve Kirby and Representative Melanie Morgan of Legislative District 29, serving the citizens of Lakewood, have worked diligently in supporting the City of Lakewood's 2021 Legislative Agenda; and

WHEREAS, Legislators of the 28th and 29th Districts approved a 2021-2023 operating budget which appropriates \$621,000 to the City for the highly successful Community Partnership Program that has successfully reduced calls for police service at Western State Hospital and created a safer environment for both the hospital and surrounding neighborhoods; and

WHEREAS, Legislators of the 28th and 29th Districts adopted tax increment financing, an economic development tool that will allow Lakewood and all cities and towns to further advance economic development initiatives that will result in more livable communities; and

WHEREAS, Legislators of the 28th and 29th Districts approved a 2021-2023 biennial capital budget which provides significant investments in community projects in Lakewood including \$1,258,000 for American Lake Park ADA access improvements via the Washington Wildlife and Recreation Program (WWRP), the Aquatic Land Enhancement Account (ALEA), and the Local and Community Project fund; and

WHEREAS, Legislators of the 28th and 29th Districts approved a 2021-2023 biennial capital budget which invests \$1,608,000 to the City for multi-faceted revitalization project that will improve safety and access at Wards Lake Park via the Washington Wildlife and Recreation Program (WWRP), the Land and Water Conservation Fund (LWCF), the Youth Athletic Facilities (YAF) program and the Local and Community Project fund; and

WHEREAS, Legislators of the 28th and 29th Districts adopted a 2021-2023 biennial capital budget which invests \$350,000 to the City for Fort Steilacoom Park to replace dirt baseball infields with turf baseball infields via the Youth Athletic Field (YAF) program; and

WHEREAS, Legislators of the 28th and 29th Districts approved a 2021-2023 biennial capital budget which invests \$515,000 in the Living Access Support Alliance (LASA) Client Services Center expansion; and

WHEREAS, Legislators of the 28th and 29th Districts approved a 2021-2023 biennial capital budget which invests \$414,000 for a Carriage House at Lakewold Gardens through the Heritage Capital Grant; and

WHEREAS, Legislators of the 28th and 29th Districts collaborated with South Sound Military and Communities Partnerships (SSMCP), south sound communities, and the City of Lakewood to allocate \$1,400,000 from the 2021-2023 biennial capital budget towards property acquisition in the McChord Field North Clear Zone (NCZ); and

WHEREAS, Legislators of the 28th and 29th Districts collaborated with South Sound Military and Communities Partnerships (SSMCP), south sound communities, and the City of Lakewood to allocate \$5,000,000 from the 2021-2023 biennial transportation budget towards the Nisqually Environmental Impact Study along the I-5 Nisqually Delta.

NOW, THEREFORE, BE IT RESOLVED by the Lakewood City Council, and on behalf of the residents of Lakewood, tribute is hereby paid to Legislators of the 28th and 29th Legislative Districts

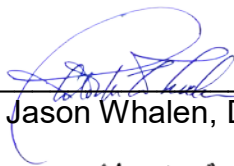
***SENATOR T'WINA NOBLES, SENATOR STEVE CONWAY,
REPRESENTATIVE MARI LEAVITT, REPRESENTATIVE DAN BRONOSKE,
REPRESENTATIVE STEVE KIRBY AND REPRESENTATIVE MELANIE MORGAN***

for their outstanding service, dedication and commitment to the residents of Lakewood and urge all residents to join us in extending our appreciation for their public service.


PROCLAIMED this 7th day of June, 2021.



Don Anderson, Mayor



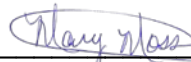
Jason Whalen, Deputy Mayor



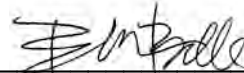
Michael Brandstetter, Councilmember



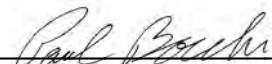
Linda Farmer, Councilmember



Mary Moss, Councilmember



Patti Belle, Councilmember



Paul Bocchi, Councilmember



LAKEWOOD CITY COUNCIL STUDY SESSION MINUTES

Monday, May 10, 2021

City of Lakewood

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

Telephone via Zoom: +1(253) 215- 8782

Participant ID: 868 7263 2373

CALL TO ORDER

Mayor Anderson called the meeting to order at 7:00 p.m.

ROLL CALL

Councilmembers Present: 7 – Mayor Don Anderson, Deputy Mayor Jason Whalen; Councilmembers Mary Moss, Mike Brandstetter, Patti Belle, Paul Bocchi and Linda Farmer.

ITEMS FOR DISCUSSION:

Review of Six-Year (2022-2027) Transportation Improvement Program.

Public Works Engineering Director Bucich was joined by Weston Ott, Engineering Services Manager and Charles Ted Hill, Capital Projects Manager. Capital Projects Manager Hill shared a PowerPoint highlighting the transportation improvement projects that were completed or under construction in 2020-2021. He then reviewed roadway improvement projects that are proposed to be added to the Six-Year (2022-2027) Transportation Improvement Plan. Discussion ensued.

Springbrook Park Master Plan and Clover Creek Restoration Update.

Parks, Recreation and Community Services Director Dodsworth shared that the City received a grant from the Washington State Department of Commerce for make Springbrook Park improvements. She highlighted the history of park improvements and future plans to create a loop trail system, rebuild the garden area, parking, the addition of a food pantry, basketball court and a pump track. She then reviewed the project funding and associated costs. Discussion ensued.

Public Works Engineering Director Bucich shared that a flooding problem has been identified in the Springbrook area. He shared that an engineering firm will be hired to conduct an evaluation and study the flood plain of the area. Discussion ensued.

Seeley Lake Master Plan Update.

Parks, Recreation and Community Services Director Dodsworth shared that Seeley Lake is a 48-acre park site with a 1.5-mile trail around the perimeter. She shared that the park is owned by Pierce County and is a Resource Conservation Park.

She shared that Seeley Lake Master Plan is a three phased approach and phase one planning focused on storm water retention, water quality and environmental impacts. She then highlighted park improvements which includes public access, beautification of the culvert, education through interpretative signs, trail surfacing, vegetation and fencing. Discussion ensued.

American Rescue Plan Act (ARPA) Update.

Planning Manager Speir who was joined by Human Services Coordinator Humphreys shared that the City will receive \$13,766,236 in ARPF funding allocations. The City will have to incur costs by December 31, 2024 and spend funding by December 31, 2026. She then reviewed types of activities and services that are eligible for funding which includes assistance to households, small businesses and non-profits and government services. She then reviewed funding allocations for Federal Housing Assistance and Pierce County noting that the City has been invited to participate in a multijurisdictional call with Pierce County and other cities to collaborate on a regional response.

She then highlighted items that City Councilmembers discussed and prioritized for funding at the March 27th Retreat and the proposed Community Engagement Plan.

Human Services Coordinator Humphreys then spoke about the importance of continued communication with partners through Community Collaboration and leveraging information that has already been shared. Discussion ensued.

Pierce County Council Ad Hoc Committee to End Homelessness Action Plan Update.

Planning Manager Speir shared that in March, the Pierce County Council passed a Resolution which established an Ad Hoc committee to develop a Comprehensive Plan to end homelessness by September 24, 2021 and to recommend how Pierce County can work with partners to end street homelessness by November 1, 2021. She reviewed the members of the Committee and provided an overview of the Action Plan contents which includes history, goals, guiding principles, scope, a public engagement process, project timeline, budget and recommendations regarding the scope of the plan. Discussion ensued.

Planning Manager Speir highlighted the journey of the South Sound Housing Affordability Partners (SSHA³P) and shared that next steps include deciding whether to sign on to the intergovernmental agreement and to establish financial commitments based on the number of participating agencies.

ITEMS TENTATIVELY SCHEDULED FOR THE MAY 17, 2021 REGULAR CITY COUNCIL MEETING:

1. Proclamation recognizing Joint Base Lewis McChord Chief of Staff Thomas Knight.
2. Proclamation declaring May 16, 2021 through May 22, 2021 as National Public Works Week.
3. Business Showcase. - *Merit Construction, Ejay O'Donnell, Business Development Manager*
4. Authorizing the award of a bid for the Maple Street sewer project. – (Motion – Consent Agenda)
5. Authorizing the approval of expenditures for the Chambers Creek Canyon Trail improvements. – (Motion – Consent Agenda)
6. Authorizing the execution of an amendment to the agreement with SCJ Alliance for the Seeley Lake improvement project. – (Motion – Consent Agenda)
7. Authorizing the execution of an agreement with DP Excavation for the 7127 150th Street SW dangerous building abatement. – (Motion – Consent Agenda)
8. This is the date set for a Public Hearing on the Six-Year (2022-2027) Transportation Improvement Program. – (Public Hearings and Appeals – Regular Agenda)
9. Adopting the 2021 Carry Forward Budget Adjustment. – (Ordinance – Regular Agenda)
10. Colonial Plaza Public Art Update. – (Reports by the City Manager)

REPORTS BY THE CITY MANAGER

City Manager Caulfield provided an overview of economic development projects currently working through the permitting process that includes 15 commercial building permits, 5 industrial projects, 2 multifamily projects totaling 102 new units, 23 single-family residential projects, 25 new businesses, 3 mixed use development projects totaling 429 new housing units and 15 new commercial projects.

He then shared that Waste Connections sold 161 purple refuse carts of which proceeds will go to Mary Bridge Children's Hospital and has inquired again as to whether the City of Lakewood would like to participate in this program which may require a update to the existing franchise agreement.

He then shared that the South Sound Military and Communities Partnership (SSMCP) Elected Officials Council meeting will be held virtually on Thursday, May 13th at 8:00 a.m.

CITY COUNCIL COMMENTS

Councilmember Brandstetter shared that he will attend the South Sound 911 Task Force Committee meeting which will review formulas and fees for records management. He shared that he completed the survey from Ms. Kelley-Fong in advance of the City Council Retreat and commented on the agenda items.

Councilmember Farmer shared that Governor Inslee signed SB 5163 into law related to the work of the Sex Offender Policy Board and release of sexually violent predators into the community.

Deputy Mayor Whalen shared that he attended the Pierce Transit Board of Commissioners meeting and provided Council Remarks at the Clover Park School District Board meeting.

Mayor Anderson shared this week he will attend Coffee with the Mayor and the 7th Infantry Division Change of Command Ceremony.

ADJOURNMENT

There being no further business, the meeting adjourned at 9:36 p.m.

DON ANDERSON, MAYOR

ATTEST:

BRIANA SCHUMACHER
CITY CLERK



LAKEWOOD CITY COUNCIL MINUTES

Monday, May 17, 2021

City of Lakewood

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

Telephone via Zoom: +1(253) 215-8782

Participant ID: 868 7263 2373

CALL TO ORDER

Mayor Anderson called the meeting to order at 7:00 p.m.

ROLL CALL

Councilmembers Present: 6 – Mayor Anderson, Deputy Mayor Jason Whalen; Councilmembers Mary Moss, Mike Brandstetter, Patti Belle and Linda Farmer.

Councilmember Excused: 1 – Councilmember Paul Bocchi.

PROCLAMATIONS AND PRESENTATIONS

Proclamation recognizing Thomas G. Knight, Colonel (Retired).

MAYOR ANDERSON PRESENTED A PROCLAMATION RECOGNIZING THOMAS G. KNIGHT, COLONEL (RETIRED) FOR HIS EXEMPLARY ACCOMPLISHMENTS AND FOR SETTING THE STANDARD FOR WHICH QUALITY LEADERSHIP, BOTH CIVILIAN AND MILITARY, SHOULD ASPIRE TO EMULATE.

Proclamation declaring May 16, 2021 through May 22, 2021 as National Public Works Week.

MAYOR ANDERSON PRESENTED A PROCLAMATION DECLARING MAY 16, 2021 THROUGH MAY 22, 2021 AS NATIONAL PUBLIC WORKS WEEK TO MR. PAUL BUCICH, CITY OF LAKEWOOD PUBLIC WORKS ENGINEERING DIRECTOR.

Business Showcase.

MAYOR ANDERSON PRESENTED A BUSINESS SHOWCASE TO TAMMY BIRKLID, PRINCIPAL AND EJAY O'DONNELL, BUSINESS DEVELOPMENT MANAGER, MERIT CONSTRUCTION. HE SHARED A VIDEO HIGHLIGHTING MERIT CONSTRUCTION'S WORK IN THE COMMUNITY.

Mayor Anderson then acknowledged today, May 17, 2021 as Syttende Mai or Norwegian National Day.

PUBLIC COMMENTS

Speaking before Council were:

Julian Wheeler, Lakewood resident, shared that the Pierce County Accessible Communities Advisory Committee meeting will be held virtually on Tuesday, July 13th at 9:00 a.m. He also spoke about the importance of emergency planning and accessibility.

Dennis Haugen, Sioux Falls, South Dakota, spoke about the one-year anniversary of the riots in Seattle, drug cartels and impacts to schools.

Chris Giraldes, Lemay Pierce County Refuse, spoke about the Carts for Kids Program, a partnership with Mary Bridge Children's Hospital, which replaces current garbage cans with purple cans for a \$200 donation.

Rick Vahl, Waste Connections, complimented Colonel (Retired) Knight on his accomplishments. He spoke in support of the Carts for Kids Program, his experience delivering garbage cans, connecting with residents at the curb and the programs positive impacts to the community.

Steve Saalfeld, Mary Bridge Children's Hospital, spoke in support of the Carts for Kids Program.

Amelia Escobedo, Lakewood resident, spoke about the *Thomas* federal case and demanded justice for Said Joaquin.

C O N S E N T A G E N D A

- A. Approval of the minutes of the City Council meeting of April 19, 2021.
- B. Approval of the minutes of the City Council study session of April 26, 2021.
- C. Approval of the minutes of the City Council meeting of May 3, 2021.
- D. Motion No. 2021-28

Authorizing the award of a construction contract to Northwest Cascade, Inc., in the amount of \$795,912.29, for the Maple Street Sanitary Sewer Extension project.

- E. Motion No. 2021-29

Authorizing the approval of expenditures, in the amount of \$300,000, for Phase One development and Phase Two planning for the Chambers Creek Canyon Trail improvements.

F. Motion No. 2021-30

Authorizing the execution of an amendment to the agreement with SCJ Alliance for the Seeley Lake improvement project.

G. Motion No. 2021-31

Authorizing the execution of an agreement with DP Excavations, in the amount of \$140,672, for the 7127 150th Street SW dangerous building abatement.

H. Motion No. 2021-32

Authorizing the execution of an amendment to the agreement with Sabyr Contractors, Inc. for the Fort Steilacoom Park Pavilion Phase 2 improvement project.

I. Items filed in the Office of the City Clerk:

1. Landmarks and Heritage Advisory Board meeting minutes of February 25, 2021.
2. Parks and Recreation Advisory Board meeting minutes of March 23, 2021.
3. Lakewood's Promise Advisory Board meeting minutes of April 1, 2021.
4. Planning Commission meeting minutes of April 21, 2021.

COUNCILMEMBER FARMER MOVED TO ADOPT THE CONSENT AGENDA. SECONDED BY COUNCILMEMBER MOSS. VOICE VOTE WAS TAKEN AND CARRIED UNANIMOUSLY.

PUBLIC HEARINGS AND APPEALS**This is the date set for a public hearing on the Six-Year (2022-2027) Transportation Improvement Program.**

Capital Projects Division Manager Ted Hill provided an overview of the Six-Year (2022-2027) Transportation Improvement Program.

Speaking before Council were:

Dennis Haugen, Sioux Falls, South Dakota, spoke about illegal activity and cargo moving through transportation corridors.

There being no further testimony, the public hearing was declared closed at 7:49 p.m.

ORDINANCE**Ordinance No. 754 Amending the 2021-2022 Biennial Budget.**

DEPUTY MAYOR WHALEN MOVED TO ADOPT ORDINANCE NO. 754.
SECONDED BY COUNCILMEMBER BELLE. VOICE VOTE WAS TAKEN AND
CARRIED UNANIMOUSLY.

UNFINISHED BUSINESS

None.

NEW BUSINESS

None.

REPORTS BY THE CITY MANAGER**Public Art Update.**

Recreation Coordinator Sally Martinez provided an overview of the direction and selection process for the Colonial Plaza public art project. She shared that a public art roster was used where 20 artists were selected and 12 opted in to participate. She shared that the Public Art Subcommittee developed criteria and conducted an onsite orientation of the project area with participating artists, followed by presentations from artists, of which three finalists were selected. She shared that the top three artists selected were John Fleming, Laura Haddad and Thomas Drugan and Peter Reiquam. The artists will receive a stipend of \$1,500 to create two designs concepts for the project. In July it is anticipated that the Public Art Subcommittee will make a recommendation to the Arts Commission on the final selected design, project budget and timeline. She then highlighted why each of the artists were selected and examples of their artwork.

She then shared that four artists were selected for the Signal Box Wrap project and highlighted the artists and artwork submitted. Discussion ensued.

City Manager Caulfield shared a draft agenda for the City Council Retreat scheduled for Saturday, May 22, 2021 at 8:30 a.m.

City Manager Caulfield reported that the Center for Disease Control (CDC) has adopted new standards related to mask requirements, all Washington State counties will move to Phase 3 starting tomorrow and a statewide reopening date has been set for June 30th and City facilities will be reopened to the public beginning on July 1st. He shared that currently 28% of residents in Pierce County are fully vaccinated and 35% are partially vaccinated. He shared that a vaccination event will

be held at Springbrook Park on Saturday, May 22nd from 12 p.m. to 2 p.m. and at the Tillicum Community Center on June 12th from 12 p.m. to 2 p.m.

He shared that the State Department of Corrections is looking for locations to expand their work release program.

He shared that Sound Transit conducted testing on the Point Defiance Bypass Rail on May 16th, noting that they will be identifying a date in 2021-2022 to open the corridor for Amtrak to resume services. They have been invited to a future City Council meeting to provide an update on the re-opening plan.

He shared that the Finance Department received a Certificate of Achievement for Excellence in Financial Reporting and Transparency.

He spoke about a request submitted three years ago by David Boyd, to rename Colonial Plaza to Claudia Thomas Promenade, noting that the request has been submitted to the Parks and Recreation Advisory Board for processing.

He shared that the Farmers Market will kick off on Friday, May 21st from 2:00 p.m. through 6:00 p.m. at Fort Steilacoom Park.

CITY COUNCIL COMMENTS

Councilmember Brandstetter shared that he participated in a food drive at Lakewood City Hall in celebration of the 100th Anniversary of United Way of Pierce County.

Councilmember Belle recognized National Public Works Week and shared that last week she attended the virtual South Sound Military and Communities Partnership (SSMCP) Elected Officials Council meeting.

Councilmember Farmer requested the City Council participate in the Carts for Kids Program and shared she also attended the SSMCP Elected Officials Council meeting and this week will attend the Community Services Advisory Board, Sex Offender Policy Board and Pierce County Regional Council (PCRC) meetings.

Deputy Mayor Whalen shared that he also attended the SSMCP Elected Officials Council and this week will attend the Pierce County Regional Council (PCRC) meeting and shared that the virtual Rotary Sportsman's Auction will be held on June 5th. He then spoke about the Lakewood Towne Center vaccination site and the Colonial Plaza Public Art project.

Mayor Anderson shared that last week he attended Coffee with the Mayor, the 7th Infantry Division Change of Command Ceremony and SSMCP Elected Officials Council.

ADJOURNMENT

There being no further business, the meeting adjourned at 8:43 p.m.

DON ANDERSON, MAYOR

ATTEST:

BRIANA SCHUMACHER
CITY CLERK



LAKEWOOD CITY COUNCIL RETREAT MINUTES

Saturday, May 22, 2021
Lakewood City Hall
Council Chambers
6000 Main Street SW
Lakewood, Washington 98499

CALL TO ORDER

Mayor Anderson called the meeting to order at 8:35 a.m.

ROLL CALL

Councilmembers Present: 7 – Mayor Don Anderson; Deputy Mayor Jason Whalen; Councilmembers Mary Moss, Mike Brandstetter, Patti Belle, Linda Farmer and Paul Bocchi.

City Manager Caulfield welcomed the City Council and shared that today's meeting is a follow up to the March 27, 2021 retreat and the purpose is to identify and set City Council goals and priorities. He then introduced facilitator Ms. Shannon Kelley-Fong, Assistant City Manager for the City of Lacey. The Mayor and City Councilmembers introduced themselves.

Ms. Kelley-Fong led the City Council through an icebreaker activity, which was a team activity identifying things in common with each other, followed by a friendly debate.

The Mayor and City Councilmembers then considered and discussed their vision for Lakewood, reviewed and discussed the previous retreat and survey results, accomplishments they are most proud of achieving and future accomplishments that they would like to see for the City.

At 10:13 a.m., the City Council recessed and reconvened at 10:23 a.m.

Ms. Kelley-Fong then recapped Diversity, Equity and Inclusion (DEI) efforts to date and discussion ensued related to DEI priorities. She then reviewed responses to a threats, weaknesses, opportunities and strengths assessment survey.

At 11:43 a.m., the City Council recessed and reconvened at 12:00 p.m.

City Councilmembers then reviewed, discussed and updated the City Council Vision, Goals, and Strategies for 2021-2024.

City Manager Caulfield then reported that next steps include returning to City Council with finalized goals for consideration. After discussion, it is recommended that the City Council review goals at the June 14th study session starting at 6:00 p.m.

ADJOURNMENT

There being no further business, the meeting adjourned at 1:05 p.m.

DON ANDERSON, MAYOR

ATTEST:

BRIANA SCHUMACHER
CITY CLERK



LAKEWOOD CITY COUNCIL STUDY SESSION MINUTES

Monday, May 24, 2021

City of Lakewood

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

Telephone via Zoom: +1(253) 215- 8782

Participant ID: 868 7263 2373

CALL TO ORDER

Mayor Anderson called the meeting to order at 7:00 p.m.

ROLL CALL

Councilmembers Present: 7 – Mayor Don Anderson, Deputy Mayor Jason Whalen; Councilmembers Mary Moss, Mike Brandstetter, Patti Belle, Paul Bocchi and Linda Farmer.

Planning Commission Members Present: 2 - Chair Don Daniels and Connie Coleman-Lacadie.

ITEMS FOR DISCUSSION:

Legislative Session Update.

Ms. Briahna Murray who was joined by Ms. Shelly Helder, Gordon Thomas Governmental Affairs provided an overview of the 2021 Legislative Session noting that the session lasted 105 days, 1075 bills were considered and 334 were passed by the State Legislature. She highlighted the operating, capital and transportation budgets.

Ms. Murray then reviewed initiatives that were authorized which includes a tax increment financing tool for economic development, \$621,000 in funding for the Western State Hospital Community Partnership Program, capital budget appropriations for Wards Lake Park Improvements, American Lake Park Improvements and Living Access Support Alliance (LASA).

Ms. Helder then shared that the South Sound Military and Communities Partnership (SSMCP) received capital budget appropriations in the amount of \$1.4 Million in support of the North Clear Zone land acquisition and \$5 Million in support of the I-5 Nisqually River Delta preliminary design and environmental review.

Ms. Helder shared that next steps include continuing year round lobbying, inviting the 28th and 29th Legislative District to the June 7th City Council meeting to be recognized for their work this year, preparing for a special session related to a transportation revenue package. She shared that we will also be following the

activities of the Redistricting Commission related to district boundaries noting that the outcome will take effect for the November 2022 election cycle. She shared that the 2022 Legislative Session begins on January 10, 2022. Discussion ensued.

Joint Planning Commission Meeting.

Planning Commission Chair Daniels introduced himself and Vice-Chair Coleman-Lacadie. Chair Daniels reviewed the 2020 accomplishments and 2021 work plan items. Discussion ensued.

Review of 2021 Comprehensive Plan Amendments.

Planning Manager Speir reviewed the timeline for the 2021 Comprehensive Plan amendment cycle noting that a public hearing will be held on June 7th followed by a tentative Study Session for additional review on June 14th and final approval of the amendments at the June 21st City Council meeting.

Assistant City Manager for Development Services Bugher provided an overview of the Energy and Climate Change Chapter and proposed amendments. He spoke about the Environmental Insights Explorer program, which offers a means by which cities can calculate greenhouse gas emissions and reduction opportunities. He then shared that based on 2019 data, Lakewood businesses and residents generated 640,000 mcgo2e. He then reviewed projected growth targets for potential reduction of total greenhouse gas emissions and the energy and climate goals.

Planning Manager Speir then reviewed each of proposed 2021 Comprehensive Plan and text amendments. Discussion ensued and it was recommended that City Councilmembers provide written questions or comments related to the Comprehensive Plan or Climate Change Chapter by June 7th and they will be incorporated into the June 14th packet material.

ITEMS TENTATIVELY SCHEDULED FOR THE JUNE 7, 2021 REGULAR CITY COUNCIL MEETING:

1. Youth Council Report and Recognition.
2. Clover Park School District Report.
3. Reappointing Ellie Wilson to serve on the Lakewood's Promise Advisory Board through May 21, 2024. – (Motion – Consent Agenda)
4. This is the date set for a Public Hearing on the 2021 Comprehensive Plan amendments. – (Public Hearings and Appeals – Regular Agenda)
5. Adopting the Six-Year (2022-2027) Transportation Improvement Program. – (Resolution – Regular Agenda)

6. Human Services Funding Options Update. – (Reports by the City Manager)

REPORTS BY THE CITY MANAGER

City Manager Caulfield shared that the City has been participating in a Pierce County vaccination task force and in total 32% of residents in Pierce County are fully vaccinated and 41% are in the process of vaccinating. He also noted that cases are declining.

He shared that an update on Human Services funding options will come forward at the June 7th regular meeting noting that it will be recommended that the 2021 funding allocations continue into 2022.

He reported that the street striping for the Lakewood Drive at Flett Creek project and the 108th Street pavement overlay project have been delayed due to weather forecasts this week.

He then provided an update on Summer Camp program options for youth during the summer months including a Kids Need to Play partnership with Pierce County, a fishing event, orienteering event and Youth Employment Program in partnership with Clover Park School District and Communities in Schools of Lakewood. Parks and Recreation Director Dodsworth will provide an update on all programs during the City Council meeting of June 7th.

He reported that the Community and Economic Development Department has received building plans and drawings that have been falsified with engineering and architectural stamps. The City is following up with the State Department of Licensing to address the fraud.

He shared that the Department of Treasury has set up an online system to verify information related to drawing American Rescue Plan Act (ARPA) funds, this requires personal information to be submitted through ID.me and the city is following up on ways to create an account. Mayor Anderson offered to be the cities point of contact within the system.

He then spoke about tax increment financing options and shared that recommended changes to Lakewood Municipal Code 3.64 related to Multifamily Tax Exemption will come forward for review at the August 24th City Council meeting.

He shared that Waste Connections has agreed to extend the hours from 8 a.m. to 2 p.m. for the Fall Community Clean Up event and they will rearrange the ramp to allow up to 5 vehicles to dump at a time. This change should help with the flow of traffic and accommodate up to 360 vehicles per day.

He shared that the City received a Bike and Pedestrian Grant for pedestrian crossing at Pine and 84th Street near Wards Lake Park and two Safe Routes to Schools grants for the 112th at Clover Park High School project and on Farwest

Drive at Lakes High School. He also shared that the Department of Ecology has awarded the City \$183,000 over the next two years for the Stormwater Outreach Program.

He then reported that the City has finalized a federal funding request in the amount of \$2.4M to Senator Murray and Senator Cantwell and the Defense Communicates Infrastructure Program has opened for applications and the deadline to submit is July 12th.

He shared that Tacoma Public Utilities (TPU) will be replacing polls on Steilacoom Boulevard starting on June 4th in advance of the City finalizing the curbs, gutters and sidewalks project in the area. It is expected that the utilities will be in the area replacing polls over the next three months.

He also noted that the Public Works Engineering Department has sent out correspondence to residents in the Tillicum Neighborhood related to sewer connection deferrals, to date 17 residents have responded and requested a one year deferral and a second letter has been sent out to those who have not responded.

He shared that on Thursday, May 27 at 2:00 p.m., the 2/2 Stryker Bridge Combat Team will host a Dedication Ceremony at Lancer Field.

CITY COUNCIL COMMENTS

Councilmember Moss shared that the Air Force Association will be hosting a golf tournament on McChord Field on August 14th and the Air Force Ball will take place in September. She shared that she will be participating in a webinar hosted by the District and Municipal Court Judges related to the diversity of jury pools.

Councilmember Brandstetter commented on last weekend's City Council Retreat.

Councilmember Belle shared that she attended the Farmers Market and complimented the Parks Department for their work.

Councilmember Farmer spoke about the Spring Community Clean Up day and options for hosting additional events. She spoke about the City Council Retreat, Farmers Market and shared that this week she will attend the Parks and Recreation Advisory Board and North Lakewood Neighborhood Association meetings.

Deputy Mayor Whalen shared that he attended the Pierce Transit Board of Commissioners meeting and he spoke about the City Council Retreat.

Mayor Anderson also spoke about the City Council Retreat, a retirement ceremony for Mr. Thomas Knight and evaluating Human Services funding contracts for performance.

ADJOURNMENT

There being no further business, the meeting adjourned at 9:44 p.m.

DON ANDERSON, MAYOR


ATTEST:

BRIANA SCHUMACHER
CITY CLERK



To: Mayor and City Councilmembers

From: Tho Kraus, Assistant City Manager/Chief Financial Officer

Through: John J. Caulfield, City Manager 

Date: June 7, 2021

Subject: Claims Voucher Approval

Check Run Period: April 16 2021- May 14, 2021

Total Amount: \$ 1,895,076.69

Checks Issued:

04/30/21	Checks 94533-94585	\$ 108,607.92
05/14/21	Checks 94586-94682	\$ 273,273.51

EFT Checks Issued:

04/30/21	Checks 17284-17352	\$ 728,735.52
05/14/21	Checks 17353-17427	\$ 785,366.62

Voided Checks:


05/12/21	Check 17316	\$ 906.88
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Grand Total \$ 1,895,076.69

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claims are just and due obligations against the City of Lakewood, Washington, and that I am authorized to authenticate and certify said liens.


Dana Kapla
Finance Supervisor


Tho Kraus
Assistant City Manager/
Chief Financial Officer


John J. Caulfield
City Manager

City of Lakewood - Accounts Payable Voucher Report

Heritage Bank							Page 1 of 41
Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17284	4/30/2021	011591		911 SUPPLY INC,			\$346.51
001.0000.15.521.22.31.008			4/12/2021	INV-2-9981	PD Trousers: B. Topasna	198.16	
001.0000.15.521.22.31.008			4/21/2021	INV-2-10133	PD Jacket: J. Babcock	148.35	
17285	4/30/2021	011713		ALLSTREAM,			\$1,095.57
503.0000.04.518.80.42.001			4/8/2021	17449423	IT 04/08-05/07 Phone	1,095.57	
17286	4/30/2021	007445		ASSOCIATED PETROLEUM PRODUCTS,			\$1,100.21
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	7.01	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	84.11	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	67.29	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	28.04	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	64.49	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	35.05	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	20.75	
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	7.85	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	41.22	
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	84.11	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	36.45	
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	141.03	
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	139.35	
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	61.40	
501.0000.51.548.79.32.002			3/16/2021	0311080-IN	PKFL 3/3-3/16	96.45	
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	79.07	
501.0000.51.548.79.32.001			3/16/2021	0311080-IN	PKFL 3/3-3/16	106.54	
17287	4/30/2021	011701		BUENAVISTA SERVICES INC,			\$1,126.66
502.0000.17.521.50.48.001			4/1/2021	8608	PKFC 03/21 Day Porter Svcs @ P	1,126.66	
17288	4/30/2021	009926		CASCADE RIGHT-OF-WAY SVCS LLC,			\$690.00
301.0039.11.594.76.41.001			4/11/2021	LW Vet 21.4	PK Thru 03/31 9203 Veterans Dr	690.00	
17289	4/30/2021	010262		CENTURYLINK,			\$222.36
503.0000.04.518.80.42.001			4/14/2021	253-589-8734 340B	IT 04/14-05/14 Phone	172.01	
503.0000.04.518.80.42.001			4/19/2021	253-588-4697 855B	IT 04/19-05/19 Phone	50.35	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17290	4/30/2021	003883		CHUCKALS INC,			\$494.42
001.0000.99.518.40.31.001			4/21/2021	1050766-0	ND Paper	494.42	
17291	4/30/2021	000536		CITY TREASURER CITY OF TACOMA,			\$1,469.10
101.0000.11.542.64.47.005			4/27/2021	100228664 04/27/21	PKST 02/26-04/26 7500 Steil Bl	61.84	
101.0000.11.542.64.47.005			4/27/2021	100463704 04/27/21	PKST 02/26-04/26 8211 Phillips	4.04	
101.0000.11.542.64.47.005			4/27/2021	100463705 04/27/21	PKST 02/26-04/26 7912 Phillips	4.04	
101.0000.11.542.64.47.005			4/27/2021	100463706 04/27/21	PKST 02/26-04/26 7902 Steil Bl	4.04	
101.0000.11.542.64.47.005			4/27/2021	100463728 04/27/21	PKST 02/26-04/26 10227 GLD SW	4.04	
101.0000.11.542.64.47.005			4/27/2021	100463794 04/27/21	PKST 02/26-04/26 7621 Steil Bl	4.04	
101.0000.11.542.63.47.006			4/27/2021	101088135 04/27/21	PKST 02/26-04/26 8104 Phillips	44.41	
101.0000.11.542.64.47.005			4/26/2021	100228754 04/26/21	PKST 02/25-04/23 11199 GLD SW	50.14	
101.0000.11.542.64.47.005			4/26/2021	100228973 04/26/21	PKST 02/25-04/23 10699 GLD SW	49.95	
101.0000.11.542.64.47.005			4/26/2021	100254732 04/26/21	PKST 03/26-04/23 11023 GLD SW	21.42	
101.0000.11.542.64.47.005			4/26/2021	100707975 04/26/21	PKST 03/26-04/23 7403 Lkwd Dr	36.54	
101.0000.11.542.64.47.005			4/26/2021	101198351 04/26/21	PKST 02/24-04/22 9214 78th ST	117.86	
101.0000.11.542.64.47.005			4/22/2021	100228921 04/22/21	PKST 02/23-04/21 7702 Steil Bl	45.47	
101.0000.11.542.63.47.006			4/22/2021	100429839 04/22	PKST 02/23-04/21 7198 Steil Bl	51.12	
101.0000.11.542.64.47.005			4/23/2021	100665891 04/23/21	PKST 03/25-04/22 7309 Onyx Dr	19.38	
101.0000.11.542.64.47.005			4/20/2021	101085191 04/20/21	PKST 02/19-04/19 6802 Steil Bl	95.57	
101.0000.11.542.63.47.006			4/19/2021	101208464 04/19/21	PKST 02/18-04/16 8003 Onyx Dr	41.42	
101.0000.11.542.63.47.006			4/16/2021	100415564 04/16/21	PKST 03/18-04/15 9450 Steil Bl	55.91	
101.0000.11.542.63.47.006			4/16/2021	100415566 04/16/21	PKST 03/18-04/15 9000 Steil Bl	55.14	
101.0000.11.542.63.47.006			4/16/2021	100415597 04/16/21	PKST 03/18-04/15 10000 Steil B	59.90	
101.0000.11.542.64.47.005			4/16/2021	100432466 04/16/21	PKST 02/13-04/14 5911 112th St	4.03	
101.0000.11.542.63.47.006			4/16/2021	100440754 04/16/21	PKST 03/16-04/13 7211 BPW W St	18.78	
101.0000.11.542.63.47.006			4/16/2021	100440755 04/16/21	PKST 02/12-04/13 7001 BPW W #S	50.49	
101.0000.11.542.63.47.006			4/16/2021	100471519 04/16/21	PKST 03/18-04/15 8312 87th St	35.86	
101.0000.11.542.63.47.006			4/16/2021	100898201 04/16/21	PKST 03/16-04/13 7729 BPW W	135.34	
101.0000.11.542.64.47.005			4/16/2021	100905390 04/16/21	PKST 02/12-04/13 7429 BPW W	88.81	
101.0000.11.542.64.47.005			4/16/2021	101086773 04/16/21	PKST 03/18-04/15 9550 Steil Bl	23.08	
101.0000.11.542.63.47.006			4/14/2021	100349546 04/14/21	PKST 02/12-04/13 7210 BPW W -	59.74	
101.0000.11.542.64.47.005			4/14/2021	100351985 04/14/21	PKST 02/12-04/13 7500 BPW SW #	219.37	
101.0000.11.542.64.47.005			4/14/2021	100475269 04/14/21	PKST 02/12-04/13 6621 BPW W #S	3.30	
101.0000.11.542.64.47.005			4/14/2021	100475274 04/14/21	PKST 02/12-04/13 6401 Flanagan	4.03	
17292	4/30/2021	005786		CLASSY CHASSIS,			\$510.14
501.0000.51.521.10.48.005			4/9/2021	5154	PDFL Oil Change	74.13	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.548.79.48.005			3/31/2021	5151	PKFL Wash Svc	12.99	
501.0000.51.548.79.48.005			3/31/2021	5151	PKFL Wash Svc	7.31	
501.0000.51.548.79.48.005			3/31/2021	5151	PKFL Lube & Wash Svc	74.46	
501.0000.51.548.79.48.005			3/31/2021	5151	PKFL Lube Svc	53.36	
501.0000.51.548.79.48.005			3/31/2021	5151	PKFL Lube Svc	43.91	
501.0000.51.521.10.48.005			4/16/2021	5155	PDFL Oil Change	106.17	
180.0000.15.521.21.48.005			4/16/2021	5155	PDFL Oil Change	104.19	
501.0000.51.521.10.48.005			4/16/2021	5155	PDFL Carwash	33.62	
17293	4/30/2021	008201		CONSTRUCTION TESTING,			\$725.00
302.0060.21.595.13.41.001			4/8/2021	141467	PWCP 03/24-03/25 100th St SW &	445.00	
302.0134.21.595.30.41.001			3/4/2021	141290	PWCP 02/26 Veterans Dr Improve	280.00	
17294	4/30/2021	010648		DIAMOND MARKETING SOLUTIONS,			\$1,519.51
001.0000.99.518.40.42.002			4/29/2021	04/21 Postage	ND 04/21 Replenish Postage	1,431.32	
311.0000.01.535.30.42.002			4/29/2021	04/21 Postage	PWSC 04/21 Postage Est.	88.19	
17295	4/30/2021	012931		DIMENSION TOWNHOUSES LLC,			\$3,995.52
190.6002.52.559.70.41.001			4/29/2021	AG 2021-129	CDBG AG 2021-129 CV Rental Ass	3,995.52	
17296	4/30/2021	003435		EMERALD HILLS COFFEES,			\$219.36
001.0000.99.518.40.45.004			4/21/2021	8525837	ND Water Cooler Rental	219.36	
17297	4/30/2021	011987		FEDERAL EASTERN INTERNATIONAL,			\$1,037.46
001.0000.15.521.26.31.020			4/16/2021	52663000	PD CTS 7290M Mini Bangs	894.00	
001.0000.15.521.26.31.020			4/16/2021	52663000	freight	50.00	
001.0000.15.521.26.31.020			4/16/2021	52663000	Sales Tax	93.46	
17298	4/30/2021	009689		FLO HAWKS,			\$1,011.03
401.0000.11.531.10.48.001			4/9/2021	66136289	PKSW 04/09 Maint. Drain Cleani	263.76	
001.0000.11.576.80.48.001			4/7/2021	66136731	PKFC Commercial Pumping Svcs @	747.27	
17299	4/30/2021	012935		FOREST VILLIAGE,			\$3,180.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-134	CDBG AG 2021-134 CV Rental Ass	3,180.00	
17300	4/30/2021	012975		FOSTER GARVEY PC,			\$23,159.90
301.0032.11.594.76.41.001			4/26/2021	2782263	PK Thru 03/09 Lowein Condemina	7,673.00	
192.0007.07.594.58.61.007			4/26/2021	2785524	SSMP Thru 03/31 JBLM North Cle	5,400.00	
301.0032.11.594.76.41.001			4/26/2021	2785525	PK Thru 03/31 Lowein Condemnat	3,336.90	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
192.0007.07.594.58.61.007			4/26/2021	2785526	SSMP Thru 03/31 Tactical Tailo	1,450.00	
001.0000.06.515.31.41.001			4/26/2021	2785527	LG Thru 03/31 Swan Properties	5,300.00	
17301	4/30/2021	012314		FREEDOM REAL ESTATE MGMT,			\$4,000.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-130	CDBG AG 2021-130 CV Rental Ass	4,000.00	
17302	4/30/2021	011900		HEMISPHERE DESIGN INC,			\$6,000.00
104.0007.01.557.30.41.001			4/29/2021	LTAC210406	HM 04/21 LTAC Near-Cation Vide	6,000.00	
17303	4/30/2021	012411		HERRERA-VELASQUEZ, MURIEL			\$4,600.00
001.9999.11.565.10.41.020			4/30/2021	44	PKHS AG 2019-168 04/16-04/30 L	2,300.00	
001.9999.11.565.10.41.020			4/15/2021	43	PKHS AG 2019-168 04/01-04/15 L	2,300.00	
17304	4/30/2021	012308		HONEY BUCKET,			\$850.00
001.0000.11.576.80.41.001			4/20/2021	0552058896	PKFC 04/20-05/17 11528 Militar	185.00	
001.0000.11.576.80.41.001			4/20/2021	0552058897	PKFC 04/20-05/17 10506 Russell	185.00	
001.0000.11.576.80.41.001			4/20/2021	0552058898	PKFC 04/20-05/17 12601 Addison	194.50	
001.0000.11.576.80.41.001			4/20/2021	0552058899	PKFC 04/20-05/17 9701 Onyx Dr	194.50	
001.0000.02.523.30.47.004			12/14/2020	0551864854	MC 12/14/20-01/10/21 8714 87th	91.00	
17305	4/30/2021	004036		HORIZON AUTOMATIC RAIN CO,			\$1,076.29
502.0000.17.518.35.31.001			4/21/2021	3N125688	PKFC 4: Pop-Up PC Rotor, PVC C	287.76	
001.0000.11.542.70.31.001			4/16/2021	3N125305	PKST Supplies	788.53	
17306	4/30/2021	000234		HUMANE SOCIETY FOR TACOMA & PC,			\$291.50
001.0000.15.554.30.41.008			2/28/2021	IVC0002313	PD AG 2020-261 02/21 Animal Sh	291.50	
17307	4/30/2021	005267		JOHNSON, BRYAN			\$43.35
001.0000.15.521.21.35.001			4/20/2021	04/20/21 Reimb	PD Supplies Reimb: DVD Burner	43.35	
17308	4/30/2021	002018		KRAZAN & ASSOCIATES INC,			\$1,645.00
301.0003.11.594.76.41.001			3/31/2021	INV F607062-6035	PKFC Constrution & Testing: Ha	1,645.00	
17309	4/30/2021	000299		LAKEVIEW LIGHT & POWER CO.,			\$11,901.50
101.0000.11.542.64.47.005			4/21/2021	67044-001 04/21/21	PKST 03/17-04/17 100th St SW &	68.51	
101.0000.11.542.64.47.005			4/21/2021	67044-003 04/21/21	PKST 03/17-04/17 Motor Ave & W	85.38	
101.0000.11.542.64.47.005			4/21/2021	67044-005 04/21/21	PKST 03/17-04/17 BP Wy SW & Lk	77.43	
101.0000.11.542.64.47.005			4/21/2021	67044-006 04/21/21	PKST 03/17-04/17 108th St SW &	72.16	
101.0000.11.542.64.47.005			4/21/2021	67044-019 04/21/21	PKST 03/17-04/17 BPW SW & 100t	73.68	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
101.0000.11.542.64.47.005			4/21/2021	67044-020 04/21/21	PKST 03/17-04/17 59th Ave SW &	91.54	
101.0000.11.542.64.47.005			4/21/2021	67044-022 04/21/21	PKST 03/17-04/17 GLD SW & BPW	95.37	
101.0000.11.542.64.47.005			4/21/2021	67044-024 04/21/21	PKST 03/17-04/17 GLD SW & Stei	67.70	
001.0000.11.576.80.47.005			4/21/2021	67044-034 04/21/21	PKFC 03/17-04/17 10506 Russell	41.36	
101.0000.11.542.63.47.006			4/21/2021	67044-039 04/21/21	PKST 03/17-04/17 5700 100th St	51.72	
101.0000.11.542.64.47.005			4/21/2021	67044-044 04/21/21	PKST 03/17-04/17 100th SW & Lk	74.30	
101.0000.11.542.64.47.005			4/21/2021	67044-046 04/21/21	PKST 03/17-04/17 10013 GLD SW	189.29	
101.0000.11.542.64.47.005			4/21/2021	67044-047 04/21/21	PKST 03/17-04/17 59th Ave SW &	75.20	
001.0000.11.576.80.47.005			4/21/2021	67044-063 04/21/21	PKFC 03/17-04/17 6002 Fairlawn	134.48	
101.0000.11.542.64.47.005			4/21/2021	67044-064 04/21/21	PKST 03/17-04/17 93rd St SW &	63.96	
101.0000.11.542.64.47.005			4/21/2021	67044-082 04/21/21	PKST 03/17-04/17 GLD & Mt Taco	161.27	
101.0000.11.542.63.47.006			4/21/2021	67044-086 04/21/21	PKST 03/17-04/17 6119 Motor Av	65.02	
101.0000.11.542.63.47.005			4/21/2021	67044-088 04/21/21	PK 03/17-04/17 11950 47th ST S	51.00	
502.0000.17.521.50.47.005			4/21/2021	117448-001 04/21/21	PKFC 03/17-04/17 Lkwd Police S	9,601.96	
101.0000.11.542.64.47.005			4/14/2021	67044-004 04/14/21	PKST 03/10-04/10 108th St SW &	74.30	
101.0000.11.542.64.47.005			4/14/2021	67044-010 04/14/21	PKST 03/10-04/10 108th St SW &	69.22	
101.0000.11.542.64.47.005			4/14/2021	67044-017 04/14/21	PKST 03/10-04/10 112th St SW &	68.41	
101.0000.11.542.64.47.005			4/14/2021	67044-030 04/14/21	PKST 03/10-04/10 112th ST SW &	75.11	
101.0000.11.542.63.47.006			4/14/2021	67044-072 04/14/21	PKST 03/10-04/10 11302 Kendric	118.14	
502.0000.17.542.65.47.005			4/14/2021	67044-073 04/14/21	PKFC 03/10-04/10 11420 Kendric	354.99	
17310	4/30/2021	000280		LAKESIDE CHAMBER OF COMMERCE,			\$6,220.69
104.0005.01.557.30.41.001			4/16/2021	03/21	HM AG 2021-092 03/21 Tourism L	6,220.69	
17311	4/30/2021	000288		LAKESIDE HARDWARE & PAINT INC,			\$3,519.42
501.0000.51.548.79.31.006			4/14/2021	645683	PKFL Fire Extinguishers, Flash	1,821.42	
101.0000.11.544.90.31.001			4/25/2021	646625	PKST Keys	13.13	
001.0000.11.576.81.31.001			4/19/2021	646078	PKFC Supplies	1,577.28	
001.0000.11.576.81.31.001			4/19/2021	646079	PKFC Twist Rope	34.61	
501.0000.51.548.79.31.006			4/13/2021	645614	PKFL Batteries	62.61	
504.0000.09.518.39.31.001			4/13/2021	645619	PM Claim #2021-0017 Washers	10.37	
17312	4/30/2021	000298		LAKESIDE TOWING,			\$87.92
001.0000.15.521.10.41.070			4/12/2021	227302	PD 04/08	87.92	
17313	4/30/2021	003008		LARSEN SIGN CO,			\$109.90
104.0010.01.557.30.31.001			4/16/2021	28572	HM Stakes For Farmers Market S	109.90	
17314	4/30/2021	010674		MACKAY COMMUNICATIONS INC,			\$49.98

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
503.0000.04.518.80.49.004			2/27/2021	SB077262	IT PD 01/21 Air-Time AQ01968	49.98	
17315	4/30/2021	009724		MILES RESOURCES LLC,			\$243,057.01
101.0000.11.542.30.31.030			4/26/2021	320693	PKST Gyro	501.48	
101.0000.11.542.30.31.030			4/26/2021	320837	PKST Misc Waste Products	106.30	
101.0000.11.542.30.31.030			4/26/2021	320842	PKST Gyro, Misc Supplies	3,010.81	
101.0000.11.542.30.31.030			4/26/2021	320894	PKST Cold Mix	61.66	
302.0134.21.595.30.63.001			3/31/2021	AG 2020-083 PP # 11	PWCP AG 2020-083 03/01-03/31 V	238,642.59	
101.0000.11.542.30.31.030			3/29/2021	319445	PKST Cold Mix	119.92	
101.0000.11.542.30.31.030			4/12/2021	320116	PKST Cold Mix	369.00	
101.0000.11.542.30.31.030			3/8/2001	318654	PKST Cold Mix	245.25	
17317	4/30/2021	012500		O'REILLY AUTO PARTS,			\$19.09
101.0000.11.544.90.31.001			4/22/2021	2863-237828	PKST Freshners, Fuses	19.09	
17318	4/30/2021	000395		PANDREA, MARY			\$33.35
001.0000.99.518.40.42.002			4/21/2021	04/21/21 Postage	ND Postage	2.00	
001.0000.99.518.40.42.002			4/26/2021	04/26/21 Postage	ND Postage	31.35	
17319	4/30/2021	007033		PARAMETRIX,			\$11,015.87
302.0135.21.595.12.41.001			4/26/2021	26271	PWCP AG 2020-019 Thru 04/03 JB	11,015.87	
17320	4/30/2021	000407		PIERCE COUNTY,			\$300.46
001.0000.15.521.10.41.125			4/22/2021	CI-301164	PD 03/21 Jail Svcs	300.46	
17321	4/30/2021	000428		PIERCE COUNTY SEWER,			\$121.65
001.0000.11.576.80.47.004			4/18/2021	02044439 04/18/21	PKFC 02/01-03/31 12616 47th Av	121.65	
17322	4/30/2021	008568		PITTS, SVEA			\$125.96
001.0000.15.521.10.31.001			4/28/2021	04/28/2021	PD Supplies Reimb: Umbrellas &	125.96	
17323	4/30/2021	009928		PROFAST SUPPLY LLC,			\$953.17
001.0000.11.576.80.31.001			3/12/2021	30809	PKFC Supplies	300.29	
001.0000.11.576.80.35.001			3/12/2021	30809	PKFC Supplies	652.88	
17324	4/30/2021	007183		PRO-VAC,			\$5,838.61
401.0000.11.531.10.48.001			1/15/2021	67020188	PKSW 01/15 ET & CCTV Truck, Di	4,222.30	
401.0000.11.531.10.48.001			2/1/2021	67398748	PKSW 02/01 ET & CCTV Truck @ C	1,616.31	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17325	4/30/2021	009917		PUBLIC RESTROOM COMPANY,			\$58,587.29
301.0003.11.594.76.63.001			4/19/2021	21091	PK RESTROOM AT HARRY TODD PAR	58,587.29	
17326	4/30/2021	000446		PUGET SOUND CLEAN AIR AGENCY,			\$9,593.50
001.0000.15.521.32.41.001			1/11/2021	21-052 Q2/21	PD Q2/21 Clean Air Assessment	9,593.50	
17327	4/30/2021	000809		R.W. SCOTT CONSTRUCTION, INC,			\$124,671.65
302.0060.21.595.30.63.001			3/31/2021	AG 2021-007 PP # 1	PWCP AG 2021-007 03/15-03/31 1	124,671.65	
17328	4/30/2021	010522		RICOH USA INC,			\$25.40
503.0000.04.518.80.45.002			4/18/2021	5061843220	IT 03/18-04/17 Add'l Images	25.40	
17329	4/30/2021	011932		ROBERT W. DROLL,			\$28,360.12
301.0003.11.594.76.41.001			4/25/2021	18021-29	PK AG 2018-115 02/26-04/25 Har	28,360.12	
17330	4/30/2021	004775		SAN DIEGO POLICE EQUIP CO,			\$10,402.23
001.0000.15.521.10.31.020			4/2/2021	647116	PD Speer Gold Dot 9MM 124GR GD	5,358.00	
001.0000.15.521.10.31.020			4/2/2021	647116	PD Speer Lawman 45ACP 230 GR T	3,220.70	
001.0000.15.521.10.31.020			4/2/2021	647116	Sales Tax	849.30	
001.0000.15.521.10.31.020			1/22/2021	65830	PD Force On Force 5.56MM Non-M	886.47	
001.0000.15.521.10.31.020			1/22/2021	65830	Sales Tax	87.76	
17331	4/30/2021	012992		SCHAUER, ROD			\$4,000.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-135	CDBG AG 2021-135 CV Rental Ass	4,000.00	
17332	4/30/2021	012387		SITE WORKSHOP,			\$2,138.75
301.0014.11.594.76.41.001			4/9/2021	6597	PK AG 2019-118 Thru 03/31 Ft.	2,138.75	
17333	4/30/2021	003181		SKIP'S LAKEWOOD IRON WORKS,			\$263.76
001.0000.11.576.81.31.001			4/16/2021	LWD000801	PKFC Alum Holders	263.76	
17334	4/30/2021	012410		SOLON, LISA			\$3,856.00
001.9999.11.565.10.41.020			4/30/2021	45	PKHS AG 2019-169 04/16-04/30 L	1,928.00	
001.9999.11.565.10.41.020			4/15/2021	44	PKHS AG 2019-169 04/01-04/15 L	1,928.00	
17335	4/30/2021	000066		SOUND UNIFORM SOLUTIONS,			\$705.28
001.0000.15.521.22.31.008			4/12/2021	202104SU085	PD Alterations	49.59	
001.0000.15.521.22.31.008			4/5/2021	202104SU025	PD Alteration, Add Nametag & R	76.04	
001.0000.15.521.22.31.008			4/6/2021	202104SU029	PD Jumpsuit, Badge: M. Criss	579.65	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17336	4/30/2021	002881		SPRAGUE PEST SOLUTIONS CO,			\$90.01
001.0000.11.576.81.41.001			4/21/2021	4482666	PKFC Gen Pset Svcs: 9115 Angle	90.01	
17337	4/30/2021	000516		SPRINT,			\$120.47
503.0000.04.518.80.42.001			4/18/2021	482477812-161	IT 03/15-04/14 Phone	120.47	
17338	4/30/2021	009493		STAPLES ADVANTAGE,			\$185.98
001.0000.15.521.10.31.001			4/9/2021	3474298900	PD Office Supplies	81.70	
001.0000.15.521.10.31.001			4/9/2021	3474298901	PD Batteries	13.67	
001.0000.09.518.10.31.001			3/31/2021	3473321865	HR Frames	90.61	
17339	4/30/2021	009030		STERICYCLE INC,			\$98.27
001.0000.15.521.10.41.001			4/19/2021	3005524140	PD 04/21 On Call Svcs	98.27	
17340	4/30/2021	002458		SUMMIT LAW GROUP,			\$5,056.50
001.0000.06.515.30.41.001			4/16/2021	123920	LG 03/21 General Labor	5,056.50	
17341	4/30/2021	006497		SYSTEMS FOR PUBLIC SAFETY,			\$71,855.63
501.0000.51.521.10.48.005			4/16/2021	38664	PDFL Build	19,244.60	
501.0000.51.521.10.48.005			4/16/2021	39550	PDFL Oil Change	80.29	
501.0000.51.521.10.48.005			4/16/2021	39550	PDFL Safety Inspection	514.99	
501.0000.51.521.10.48.005			4/16/2021	39550	PDFL Belt	83.41	
501.0000.51.521.10.48.005			4/16/2021	39550	PDFL Brakes	482.22	
501.0000.51.521.10.48.005			4/16/2021	39601	PDFL Oil Change	88.51	
501.0000.51.521.10.48.005			4/16/2021	39601	PDFL Battery	100.19	
501.0000.51.521.10.48.005			4/16/2021	39601	PDFL Brakes	1,035.85	
501.0000.51.521.10.48.005			4/16/2021	39601	PDFL Steering	162.70	
501.0000.51.521.10.48.005			4/16/2021	39601	PDFL Tires	801.07	
501.0000.51.521.10.48.005			4/16/2021	39601	PDFL Other	8.98	
501.0000.51.521.10.48.005			4/16/2021	39602	PDFL Oil Change	87.34	
501.0000.51.521.10.48.005			4/16/2021	39602	PDFL Safety Inspection	22.39	
501.0000.51.521.10.48.005			4/16/2021	39611	PDFL Oil Change	86.05	
501.0000.51.521.10.48.005			4/16/2021	39611	PDFL Safety Inspection	21.90	
501.0000.51.521.10.48.005			4/16/2021	39611	PDFL Tire Repair	25.47	
501.0000.51.521.10.48.005			4/16/2021	39617	PDFL Electrical	73.57	
180.0000.15.521.21.48.005			4/16/2021	39624	PDFL Safety Inspection	1,784.47	
501.0000.51.521.10.48.005			4/16/2021	39673	PDFL Other	23.35	
501.0000.51.521.10.48.005			4/23/2021	39671	PDFL Battery	234.52	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.48.005			4/23/2021	39671	PDFL Other	63.13	
501.0000.51.521.10.48.005			4/23/2021	39728	PDFL Parts	230.79	
501.0000.51.521.10.48.005			4/13/2021	38665	PDFL Build	21,640.01	
501.0000.51.521.10.48.005			4/13/2021	38672	PDFL Build	21,844.41	
501.0000.51.521.10.48.005			4/13/2021	39487	PDLF Electrical	104.68	
501.0000.51.521.10.48.005			4/13/2021	39487	PDFL Other	368.27	
501.0000.51.521.10.48.005			4/13/2021	39495	PDFL Oil Change	76.75	
501.0000.51.521.10.48.005			4/13/2021	39495	PDFL Safety Inspection	105.99	
501.0000.51.521.10.48.005			4/13/2021	39495	PDFL Other	26.68	
501.0000.51.521.10.48.005			4/13/2021	39535	PDFL Other	974.09	
501.0000.51.521.10.48.005			4/13/2021	39575	PDFL Tires	848.69	
501.0000.51.521.10.48.005			4/13/2021	39586	PDFL Other	49.91	
501.0000.51.521.10.48.005			4/13/2021	39606	PDFL Oil Change	92.09	
501.0000.51.521.10.48.005			4/13/2021	39606	PDFLRadiator	388.78	
501.0000.51.521.10.48.005			4/13/2021	39606	PDFL Electrical	32.78	
501.0000.51.521.10.48.005			4/13/2021	39614	PDLF Electrical	46.71	
17342	4/30/2021	011317		TETRA TECH INC,			\$4,899.48
401.9999.41.531.10.41.001			2/5/2021	51696827	PWSW AG 2018-164 01/01-01/29 W	1,955.03	
401.9999.41.531.10.41.001			4/22/2021	51726819	PWSW AG 2018-164 02/27-03/18 W	2,944.45	
17343	4/30/2021	012922		TIMBER COAST CONSTRUCTION,			\$7,983.29
190.0000.00.223.40.00.000			4/16/2021	2231 Retainage	CDBG MHR-177 Retainage Release	7,983.29	
17344	4/30/2021	011708		TOTAL FILTRATION SERVICES INC,			\$1,270.45
502.0000.17.518.30.31.001			12/23/2020	PSV2104212	PKFC Filters	732.64	
502.0000.17.521.50.31.001			12/23/2020	PSV2104213	PKFC Filters	537.81	
17345	4/30/2021	012587		TOWNZEN & ASSOCIATES INC,			\$31,360.21
001.0000.07.558.50.41.001			4/15/2021	21-049	CD 03/21 On-Site Manpower Svcs	31,360.21	
17346	4/30/2021	000564		TUCCI & SONS, INC,			\$213.61
101.0000.11.542.30.31.030			4/19/2021	67862	PKST Hot Mix Asphalt	101.75	
101.0000.11.542.30.31.030			4/19/2021	67863	PKST Hot Mix Asphalt	111.86	
17347	4/30/2021	007885		ULINE, INC,			\$1,822.81
001.0000.15.521.80.31.001			4/15/2021	132676833	PD Bike Csps, Walk Ramp, Speak	1,822.81	
17348	4/30/2021	012365		US CAD HOLDINGS LLC,			\$1,523.21

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503.0000.04.518.80.48.003			4/21/2021	INV46953	IT 05/21/21-05/20/22 Bluebeam	1,523.21	
17349	4/30/2021	012909		VOLCANIC MANUFACTURING LLC,			\$12,420.65
195.0027.15.521.30.35.010			3/8/2021	3604	PD - VSLX 1x11 29 Medium - 3 A	4,499.97	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - VSLX 1x11 29 Large - 3 AP	4,499.97	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - Custom Decal Kit - 8 Cust	150.00	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - GP1-L Build Assembly - 8	82.86	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - Topeak MTX 29" Rack - 8 T	335.94	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - Topeak MTX DX-Police - 8	539.94	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - Water Bottle Cage - 14 Vo	72.00	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - NiteRider Digital Patrol	399.99	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - 29" Presta Tube - 16 29"	111.84	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - Misc Item - 1 Park Tool P	807.95	
195.0027.15.521.30.35.010			3/8/2021	3604	PD - Misc Item - 8 Park Tool G	55.60	
195.0027.15.521.30.35.010			3/8/2021	3604	freight	360.00	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	346.50	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	346.50	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	11.55	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	62.21	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	30.80	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	41.58	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	25.87	
195.0027.15.521.30.35.010			3/8/2021	3604	Sales Tax	23.00	
195.0027.15.521.30.35.010				3604	PD 15% Discount On Accesories	-383.42	
17350	4/30/2021	000593		WASHINGTON STATE TREASURER,			\$756.50
001.0000.02.237.10.00.004			4/29/2021	03/21 Bldg. Code	MC 03/21 State Bldg. Code	756.50	
17351	4/30/2021	012671		WILLIAMS KASTNER & GIBBS PLLC,			\$1,222.75
105.0001.07.559.20.41.001			4/23/2021	619390	AB Thru 03/31 Terry Emmert	1,222.75	
17352	4/30/2021	008553		ZONES INC,			\$581.37
503.0015.04.518.80.35.030			4/14/2021	K17157840101	IT Monitor	581.37	
17353	5/14/2021	011591		911 SUPPLY INC,			\$2,392.60
001.0000.15.521.22.31.008			1/26/2021	INV-2-8126	PD Holsters	384.65	
001.0000.15.521.22.31.008			1/26/2021	INV-2-8127	PD Holsters	1,079.17	
001.0000.15.521.22.31.008			2/23/2021	INV-2-8783	PD Jackets: K Bentz	505.53	
001.0000.15.521.22.31.008			5/6/2021	INV-2-10422	PD Jacket, Patches, Badge: Bab	385.75	

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001.0000.15.521.22.31.008			5/11/2021	INV-2-10494	PD Badges: Cockle & Babcock	37.50	
17354	5/14/2021	011576		ALWAYS CONNECT SOLUTIONS,			\$4,047.62
503.0000.04.518.80.35.030			4/5/2021	INV-013365	IT IBR900 Routers With WiFi	4,017.62	
503.0000.04.518.80.35.030			4/5/2021	INV-013365	freight	30.00	
17355	5/14/2021	000046		ASSOC OF WASHINGTON CITIES,			\$100.00
001.0000.03.513.10.49.003			5/3/2021	90496	CM AWC 2021 Annual Conference:	100.00	
17356	5/14/2021	007445		ASSOCIATED PETROLEUM PRODUCTS,			\$13,616.32
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	118.36	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	207.20	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	43.09	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	57.45	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	104.53	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	97.35	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	208.26	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	211.19	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	102.67	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	159.85	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	122.88	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	59.31	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	21.28	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	140.17	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	197.62	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	110.12	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	168.37	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	113.57	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	66.76	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	210.92	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	162.25	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	202.68	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	124.21	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	292.31	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	129.53	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	146.82	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	167.04	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	92.30	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	123.41	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	36.17	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	55.32	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	185.92	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	100.01	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	61.44	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	76.34	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	200.02	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	201.88	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	84.58	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	23.14	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	171.82	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	184.32	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	161.72	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	58.52	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	72.61	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	34.58	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	34.31	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	118.89	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	132.99	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	23.67	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	204.01	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	226.35	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	137.78	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	35.91	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	50.54	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	85.38	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	28.19	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	10.91	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	238.32	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	40.70	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	98.15	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	97.35	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	17.02	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	13.57	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	175.01	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	37.24	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	98.15	
501.0000.51.521.10.32.001	4/7/2021		4/7/2021	0318942-IN	PDFL 03/24-4/07	200.02	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	207.20	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	127.14	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	194.17	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	71.81	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	88.31	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	84.32	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	156.93	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	273.16	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	64.10	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	135.38	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	56.65	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	118.36	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	175.55	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	51.60	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	87.24	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	2.93	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	59.58	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	115.97	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	85.38	
180.0000.15.521.21.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	44.15	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	53.73	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	69.69	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	292.31	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	119.16	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	39.63	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	42.03	
180.0000.15.521.21.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	64.10	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	35.11	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	89.10	
180.0000.15.521.21.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	24.20	
180.0000.15.521.21.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	69.95	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	27.40	
501.0000.51.521.10.32.001			4/7/2021	0318942-IN	PDFL 03/24-4/07	68.80	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	53.60	
501.0000.51.548.79.32.002			4/27/2021	0327806-IN	PKFL 04/13-04/27	77.59	
501.0000.51.548.79.32.002			4/27/2021	0327806-IN	PKFL 04/13-04/27	32.98	
501.0000.51.548.79.32.002			4/27/2021	0327806-IN	PKFL 04/13-04/27	33.73	
501.0000.51.548.79.32.002			4/27/2021	0327806-IN	PKFL 04/13-04/27	46.48	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.548.79.32.002			4/27/2021	0327806-IN	PKFL 04/13-04/27	77.96	
501.0000.51.548.79.32.002			4/27/2021	0327806-IN	PKFL 04/13-04/27	37.48	
501.0000.51.548.79.32.002			4/27/2021	0327806-IN	PKFL 04/13-04/27	27.36	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	91.83	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	110.19	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	95.20	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	100.82	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	97.83	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	117.69	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	89.95	
501.0000.51.548.79.32.001			4/27/2021	0327806-IN	PKFL 04/13-04/27	68.22	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	59.84	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	44.47	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	2.96	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	53.78	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	16.99	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	15.96	
501.0000.51.548.79.32.002			7/19/2020	0209824-IN	PKFL 07/05-07/19	11.23	
501.0000.51.548.79.32.002			7/19/2020	0209824-IN	PKFL 07/05-07/19	7.39	
501.0000.51.548.79.32.002			7/19/2020	0209824-IN	PKFL 07/05-07/19	14.48	
501.0000.51.548.79.32.002			7/19/2020	0209824-IN	PKFL 07/05-07/19	20.83	
501.0000.51.548.79.32.002			7/19/2020	0209824-IN	PKFL 07/05-07/19	26.59	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	5.91	
501.0000.51.548.79.32.002			7/19/2020	0209824-IN	PKFL 07/05-07/19	31.03	
501.0000.51.548.79.32.002			7/19/2020	0209824-IN	PKFL 07/05-07/19	16.99	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	23.94	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	15.51	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	41.07	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	74.61	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	52.60	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	34.28	
501.0000.51.548.79.32.001			7/19/2020	0209824-IN	PKFL 07/05-07/19	86.12	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	12.32	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	55.14	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	51.47	
501.0000.51.548.79.32.002			12/6/2020	0262954-IN	PKFL 11/21-12/06	31.06	
501.0000.51.548.79.32.002			12/6/2020	0262954-IN	PKFL 11/21-12/06	17.09	
501.0000.51.548.79.32.002			12/6/2020	0262954-IN	PKFL 11/21-12/06	36.58	

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501.0000.51.548.79.32.002			12/6/2020	0262954-IN	PKFL 11/21-12/06	43.75	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	4.78	
501.0000.51.548.79.32.002			12/6/2020	0262954-IN	PKFL 11/21-12/06	45.03	
501.0000.51.548.79.32.002			12/6/2020	0262954-IN	PKFL 11/21-12/06	15.44	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	39.89	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	21.69	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	29.41	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	105.14	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	68.01	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	96.50	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	55.14	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	54.04	
501.0000.51.548.79.32.001			12/6/2020	0262954-IN	PKFL 11/21-12/06	48.86	
17357	5/14/2021	008226		BIO CLEAN INC,			\$423.12
001.0000.15.521.10.41.001			5/4/2021	12222	PD Decomtamination: Holding Ce	423.12	
17358	5/14/2021	011701		BUENAVISTA SERVICES INC,			\$8,381.96
502.0000.17.518.30.41.001			4/20/2021	8632	PKFC AG 2017-153D 04/21 Custod	4,524.21	
502.0000.17.521.50.48.001			4/20/2021	8632	PKFC AG 2017-153D 04/21 Custod	2,309.72	
502.0000.17.542.65.48.001			4/20/2021	8632	PKFC AG 2017-153D 04/21 Custod	1,098.96	
001.0000.11.576.81.41.001			4/20/2021	8632	PKFC AG 2017-153D 04/21 Custod	449.07	
17359	5/14/2021	010262		CENTURYLINK,			\$980.66
503.0000.04.518.80.42.001			4/16/2021	253-582-0174 486B	IT 04/16-05/16 Phone	267.57	
503.0000.04.518.80.42.001			4/16/2021	253-582-0669 467B	IT 04/16-05/16 Phone	242.87	
503.0000.04.518.80.42.001			4/16/2021	253-582-1023 738B	IT 04/16-05/16 Phone	65.00	
503.0000.04.518.80.42.001			4/16/2021	253-582-7426 582B	IT 04/16-05/16 Phone	124.61	
503.0000.04.518.80.42.001			4/23/2021	206-T31-6789 758B	IT 04/23-05/23 Phone	83.14	
503.0000.04.518.80.42.001			5/1/2021	253-584-2263 463B	IT 05/01-06/01 Phone	80.17	
503.0000.04.518.80.42.001			5/1/2021	253-584-5364 399B	IT 05/01-06/01 Phone	58.65	
503.0000.04.518.80.42.001			5/2/2021	253-581-8220 448B	IT 05/02-06/02 Phone	58.65	
17360	5/14/2021	000536		CITY TREASURER CITY OF TACOMA,			\$10,804.03
101.0000.11.542.63.47.006			5/4/2021	100230265 05/04/21	PKST 03/04-04/30 8200 Tac Mall	45.95	
101.0000.11.542.64.47.005			5/4/2021	100230603 05/04/21	PKST 03/05-05/03 7429 Custer R	48.96	
101.0000.11.542.63.47.006			5/4/2021	100230616 05/04/21	PKST 03/05-05/03 7400 Custer R	57.53	
101.0000.11.542.64.47.005			5/4/2021	100233510 05/04/21	PKST 03/04-04/30 2310 84th St	37.01	
101.0000.11.542.63.47.006			5/3/2021	100223530 05/03/21	PKST 04/02-04/30 9315 GLD SW	2,291.32	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
502.0000.17.518.35.47.005			4/29/2021	100113209 04/29/21	PKFC 03/31-04/28 6000 Main St	8,012.25	
101.0000.11.542.63.47.006			4/29/2021	100218262 04/29/21	PKST 03/31-04/28 10601 Main St	60.92	
101.0000.11.542.63.47.006			4/29/2021	100218270 04/29/21	PKST 03/31-04/28 10602 Main St	10.40	
101.0000.11.542.64.47.005			4/29/2021	100218275 04/29/21	PKST 03/31-04/28 10511 GLD SW	58.75	
101.0000.11.542.64.47.005			5/11/2021	100463729 05/11/21	PKST 03/12-05/10 8203 Custer R	4.07	
101.0000.11.542.64.47.005			5/11/2021	100575626 05/11/21	PKST 03/12-05/10 8901 BPW SW	77.13	
101.0000.11.542.64.47.005			5/11/2021	100681481 05/11/21	PKST 03/12-05/10 8601 BPW SW S	99.74	
17361	5/14/2021	005786		CLASSY CHASSIS,			\$290.17
501.0000.51.548.79.48.005			4/30/2021	5176	PKFL Maint	200.94	
501.0000.51.521.10.48.005			4/23/2021	5158	PDFL Oil Change	89.23	
17362	5/14/2021	000104		COMMUNITIES IN SCHOOLS,			\$6,250.00
001.0000.11.565.10.41.020			4/28/2021	2035	PKHS AG 2021-017 Q1/21 School-	6,250.00	
17363	5/14/2021	008201		CONSTRUCTION TESTING,			\$2,454.00
302.0060.21.595.13.41.001			4/26/2021	141508	PWCP 04/01 100th St SW & Lkwd	445.00	
302.0119.21.595.13.41.001			5/11/2021	141676	PWCP AG 2021-100 04/27-04/21 J	2,009.00	
17364	5/14/2021	000496		DAILY JOURNAL OF COMMERCE,			\$571.90
311.0005.21.595.12.44.001			4/20/2021	3367260	PWSC 04/13-04/20 Maple Sanitar	571.90	
17365	5/14/2021	002741		DATEC INC,			\$895.69
501.0000.51.521.10.31.006			4/30/2021	35046	PD - 3 Honeywell Scanners	795.00	
501.0000.51.521.10.31.006			4/30/2021	35046	freight	20.00	
501.0000.51.521.10.31.006			4/30/2021	35046	Sales Tax	80.69	
17366	5/14/2021	003867		DELL MARKETING LP,			\$113.85
503.0000.04.518.80.48.002			4/30/2021	10484360021	IT 04/27/22 ProSupport Plus	113.85	
17367	5/14/2021	010648		DIAMOND MARKETING SOLUTIONS,			\$100.00
001.0000.99.518.40.42.002			5/6/2021	348303	ND 04/21 Daily Mail	100.00	
17368	5/14/2021	012931		DIMENSION TOWNHOUSES LLC,			\$3,405.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-148	CDBG AG 2021-148 CV Rent Assis	3,405.00	
17369	5/14/2021	012554		EZ INTERPRETER SERVICES,			\$120.00
001.0000.02.512.51.49.009			4/15/2021	04/15/21	MC 04/15 Interpreter	120.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17370	5/14/2021	009689		FLO HAWKS,			\$286.51
401.0000.11.531.10.48.001			5/4/2021	66139664	PKSW 05/04 Maint. Drain Cleani	286.51	
17371	5/14/2021	012935		FOREST VILLIAGE,			\$7,850.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-159	CDBG AG 2021-159 CV Rent Assis	3,850.00	
190.6002.52.559.70.41.001			5/13/2021	AG 2021-139	CDBG AG 2021-139 CV Rent Assis	4,000.00	
17372	5/14/2021	011891		GLS US,			\$148.40
001.0000.99.518.40.42.002			4/30/2021	4444620	ND 04/21 Mail Pick Up	148.40	
17373	5/14/2021	007965		GORDON THOMAS HONEYWELL,			\$7,779.17
001.0000.03.513.10.41.001			4/30/2021	April 2021 1014	CM AG 2020-275 04/21 Gov'tl Af	4,862.50	
192.0000.00.558.60.41.001			4/30/2021	April 2021 1185	SSMCP AG 2020-110 04/21 Gov'tl	2,916.67	
17374	5/14/2021	000724		HART HEALTH & SAFETY,			\$514.46
504.0000.09.518.11.31.010			4/19/2021	16163-826813	RM 1st Aid Supplies	514.46	
17375	5/14/2021	012411		HERRERA-VELASQUEZ, MURIEL			\$2,464.74
001.9999.11.565.10.41.020			5/13/2021	INV79966559	PKHS AG 2019-168 Zoom Acct Lkw	164.74	
001.9999.11.565.10.41.020			5/15/2021	45	PKHS AG 2019-168 05/01-05/15 L	2,300.00	
17376	5/14/2021	012308		HONEY BUCKET,			\$91.00
001.0000.02.523.30.47.004			5/3/2021	0552080646	MC 05/21 8714 87th Ave SW	91.00	
17377	5/14/2021	004036		HORIZON AUTOMATIC RAIN CO,			\$267.00
001.0000.11.542.70.31.001			5/5/2021	3N126622	PKST Supplies	267.00	
17378	5/14/2021	011300		HORWATH LAW PLLC,			\$44,304.42
001.0000.02.512.51.41.004			5/10/2021	05/10/21	MC AG 2020-203 04/21 Public De	38,750.00	
001.9999.02.512.51.41.001			5/10/2021	05/10/21	MC 04/21 Social WorkerSves	2,362.92	
001.9999.02.512.51.41.001			5/10/2021	05/10/21	MC 04/21 Investigator Sves	3,155.00	
001.9999.02.512.51.41.001			5/10/2021	05/10/21	MC 04/21 Record Requets	36.50	
17379	5/14/2021	000234		HUMANE SOCIETY FOR TACOMA & PC,			\$12,544.67
001.0000.15.554.30.41.008			5/3/2021	IVC0002333	PD AG 2020-261 05/01 Animal Sh	12,544.67	
17380	5/14/2021	011961		KELLEY CONNECT COMPANY,			\$2,630.67
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	179.95	
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	12.22	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	42.50	
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	17.82	
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	171.98	
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	10.87	
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	328.49	
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	11.27	
503.0000.04.518.80.45.002			4/30/2021	IN831643	IT 04/21 Copier	623.78	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	99.63	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	11.98	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	60.97	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	11.42	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	184.73	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	16.66	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	29.20	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	249.52	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	8.45	
503.0000.04.518.80.45.002			2/16/2021	IN794876	IT 01/21 Copier	559.23	
17381	5/14/2021	000299		LAKEVIEW LIGHT & POWER CO.,			\$2,549.78
101.0000.11.542.64.47.005			4/28/2021	67044-028 04/28/21	PKST 03/24-04/24 Pac Hwy SW &	71.45	
401.0000.41.531.10.47.005			4/28/2021	67044-037 04/28/21	PWSW 03/24-04/24 Pac Hwy SW	44.13	
101.0000.11.542.64.47.005			4/28/2021	67044-038 04/28/21	PKST 03/24-04/24 BP Way & Pac	73.06	
001.0000.11.576.80.47.005			4/28/2021	67044-041 04/28/21	PKFC 03/24-04/24 4721 127th St	37.10	
101.0000.11.542.64.47.005			4/28/2021	67044-043 04/28/21	PKST 03/24-04/24 BPW SW & San	131.98	
101.0000.11.542.64.47.005			4/28/2021	67044-054 04/28/21	PKST 03/24-04/24 11417 Pac Hwy	73.68	
101.0000.11.542.64.47.005			4/28/2021	67044-055 04/28/21	PKST 03/24-04/24 11424 Pac Hwy	68.06	
101.0000.11.542.64.47.005			4/28/2021	67044-056 04/28/21	PKST 03/24-04/24 11517 Pac Hwy	73.41	
401.0000.41.531.10.47.005			4/28/2021	67044-057 04/28/21	PWSW 03/24-04/24 5118 Seattle	49.76	
101.0000.11.542.64.47.005			5/7/2021	67044-002 05/07/21	PKST 04/03-05/03 Pac Hwy & STW	76.26	
101.0000.11.542.64.47.005			5/7/2021	67044-012 05/07/21	PKST 04/03-05/03 Hwy 512 & STW	106.89	
101.0000.11.542.63.47.006			5/7/2021	67044-014 05/07/21	PKST 04/07-05/07 Hwy 512 & STW	91.54	
101.0000.11.542.64.47.005			5/7/2021	67044-016 05/07/21	PKST 04/03-05/03 40th Ave SW	61.09	
101.0000.11.542.64.47.005			5/7/2021	67044-031 05/07/21	PKST 04/03-05/03 84th St S & S	66.27	
101.0000.11.542.64.47.005			5/7/2021	67044-032 05/07/21	PKST 04/03-05/03 100th ST SW &	83.32	
001.0000.11.576.80.47.005			5/7/2021	67044-048 05/07/21	PKFC 04/03-05/03 2716 84th St	103.57	
101.0000.11.542.64.47.005			5/7/2021	67044-050 05/07/21	PKST 04/03-05/03 LKWD Dr SW/St	76.71	
101.0000.11.542.64.47.005			5/7/2021	67044-053 05/07/21	PKST 04/03-05/03 4648 Steil Bl	58.07	
401.0000.41.531.10.47.005			5/7/2021	67044-057 05/07/21	PWSW 04/24-05/03 5118 Seattle	14.31	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
101.0000.11.543.50.47.005			5/7/2021	67044-074 05/07/21	PKST 04/03-05/03 9424 Front St	283.88	
001.0000.11.576.80.47.005			5/7/2021	67044-075 05/07/21	PKFC 04/03-05/03 8807 25th Ave	101.28	
101.0000.11.542.64.47.005			5/7/2021	67044-078 05/07/21	PKST 04/03-05/03 100th St SW &	97.79	
101.0000.11.542.64.47.005			5/7/2021	67044-079 05/07/21	PKST 04/03-05/03 96th St S & S	224.74	
101.0000.11.542.64.47.005			5/7/2021	67044-080 05/07/21	PKST 04/03-05/03 8802 STW	76.99	
101.0000.11.542.64.47.005			5/7/2021	67044-081 05/07/21	PKST 04/03-05/03 3601 Steil Bl	72.97	
101.0000.11.542.63.47.006			5/7/2021	67044-083 05/07/21	PKST 04/03-05/03 40th & 100th	89.40	
101.0000.11.542.64.47.005			5/7/2021	67044-084 05/07/21	PKST 04/03-05/03 Steil & Lkvw	75.48	
101.0000.11.542.63.47.006			5/7/2021	67044-085 05/07/21	PKST 04/03-05/03 26th & 88th S	45.21	
101.0000.11.542.63.47.006			5/7/2021	67044-087 05/07/21	PKST 04/03-05/03 123rd & BPW S	72.60	
101.0000.11.542.63.47.006			5/7/2021	67044-089 05/07/21	PKST 04/03-05/03 9520 Front ST	48.78	
17382	5/14/2021	008414		LAKESIDE FORD,			\$574.82
501.0000.51.521.10.48.005			4/16/2021	LCCS477718	PDFL Keys	574.82	
17383	5/14/2021	000288		LAKESIDE HARDWARE & PAINT INC,			\$12.83
502.0000.17.518.35.31.001			5/5/2021	647589	PKFC Supplies	12.83	
17384	5/14/2021	002021		LAKESIDE HISTORICAL SOCIETY,			\$9,167.56
104.0008.01.557.30.41.001			5/10/2021	05/10/21	HM AG 2021-091 Lodging Tax Gra	9,167.56	
17385	5/14/2021	005490		LAKESIDE PLAYHOUSE,			\$1,290.00
104.0013.01.557.30.41.001			5/5/2021	05/05/21	HM AG 2021-090 03/21-04/21 Lod	1,290.00	
17386	5/14/2021	002296		LEXIS NEXIS,			\$683.58
503.0000.04.518.80.49.004			4/30/2021	3093232591	IT 04/21 LexisNexis	683.58	
17387	5/14/2021	009711		LEXIS NEXIS RISK DATA MGMT INC,			\$34.07
001.0000.15.521.10.41.001			4/30/2021	1226184-20210430	PD 04/21 Person Searches	34.07	
17388	5/14/2021	002185		LOWE'S COMPANIES INC,			\$488.89
001.0000.11.576.81.31.001			4/19/2021	907905	PKFC Supplies	96.11	
001.0000.11.576.81.31.001			4/21/2021	923519	PKFC Supplies	20.50	
502.0016.17.594.18.63.001			4/21/2021	943230	PK Supplies	15.65	
001.0000.11.576.81.31.001			4/23/2021	923396	PKFC Supplies	3.34	
502.0016.17.594.18.63.001			4/16/2021	923931	PKFC Supplies	9.54	
101.0000.11.542.70.31.001			4/1/2021	923361	PKST Supplies	15.78	
502.0000.17.542.65.31.001			4/12/2021	924348	PKST Supplies	51.89	
504.0000.09.518.39.31.001			4/12/2021	924362	RM Claim 2021-0017	79.90	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
502.0000.17.518.35.31.001			4/13/2021	923854	PKFC Supplies	18.73	
502.0000.17.521.50.31.001			4/14/2021	923889	PKFC Supplies	16.81	
502.0000.17.518.35.31.001			4/14/2021	924749	PK Supplies	49.52	
502.0000.17.518.35.31.001			3/25/2021	923882	PKFC Supplies	33.38	
101.0000.11.542.64.31.001			3/29/2021	923430	PKST Supplies	51.65	
502.0000.17.518.35.31.001			3/30/2021	923684	PKFC Supplies	26.09	
17389	5/14/2021	010674		MACKAY COMMUNICATIONS INC,			\$49.98
503.0000.04.518.80.42.001			4/29/2021	SB079491	IT PD 03/21 Air-Time AQ01968	49.98	
17390	5/14/2021	012555		MALAGON, IXTLACCIHUATL			\$134.56
001.0000.02.512.51.49.009			4/27/2021	04/27/21	MC 04/27 Interpreter	134.56	
17391	5/14/2021	010314		MALLORY SAFETY & SUPPLY LLC,			\$1,337.07
001.0000.11.576.80.31.001			4/21/2021	5073675	PKFC Safety Signs	452.80	
001.0000.11.576.80.31.001			5/7/2021	5081822	PKFC First Aid Kits	892.39	
001.0000.11.576.80.31.001				5081822	PKFC 1% Discount On Invoice #5	-8.12	
17392	5/14/2021	009130		MATVIYCHUK, IRENE			\$126.16
001.0000.02.512.51.49.009			4/13/2021	04/13/21	MC 04/13 Interpreter	126.16	
17393	5/14/2021	000360		MCCLATCHY COMPANY LLC,			\$4,424.51
001.0000.07.558.60.44.001			4/30/2021	22047 37975	CD 04/15 Public Hearing LU-20-	347.75	
001.0000.06.514.30.44.001			4/30/2021	22047 41625	LG Ord. 750	165.51	
001.0000.07.558.60.44.001			4/30/2021	22047 41761	CD 04/21 Public Hearing	712.23	
001.0000.07.558.60.44.001			4/30/2021	22047 43211	CD NOA LU-21-00046	192.31	
311.0005.21.595.12.44.001			4/30/2021	22047 44321	PWSC Maple St Sanitary Sewer E	1,295.41	
001.0000.07.558.60.44.001			4/30/2021	22047 47086	CD NOA LU-21-00017	245.91	
190.0005.52.559.31.41.001			4/30/2021	22047 47617	CDBG 04/21 Public Hearing	433.51	
001.0000.06.514.30.44.001			4/30/2021	22047 47627	LG NOA LU-21-0047	160.15	
190.0005.52.559.31.41.001			4/30/2021	22047 47630	CDBG 04/21 Public Hearing	353.11	
001.0000.06.514.30.44.001			4/30/2021	22047 54864	LG 05/03 Public Hearing 2021 C	251.27	
001.0000.07.558.60.44.001			4/30/2021	22047 55939	CD NOA LU-21-00032	267.35	
17394	5/14/2021	009261		NATIONAL CONSTRUCTION RENTALS,			\$3,774.80
001.9999.13.558.70.41.001			5/4/2021	6128504	ED 05/17/21-05/17/22 6ft Tempo	3,774.80	
17395	5/14/2021	010467		NORTH AMERICAN RESCUE LLC,			\$906.88
001.0000.15.521.22.35.010			2/26/2021	IN506993	PD Dressing, Chest Seal - HYFI	269.40	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.15.521.22.35.010			2/26/2021	IN506993	PD Dressing, Emergency Trauma-	164.70	
001.0000.15.521.22.35.010			2/26/2021	IN506993	PD Tourniquet, Combat Applicat	397.98	
001.0000.15.521.22.35.010			2/26/2021	IN506993	freight	14.00	
001.0000.15.521.22.35.010			4/12/2021	IN515639	PD Gauze. Responder Compressed	60.80	
17396	5/14/2021	000366		NORTHWEST CASCADE INC,			\$158,606.48
302.0080.21.595.30.63.001			4/30/2021	AG 2021-111 PP # 1	PWCP AG 2021-111 04/20-04/30 1	158,606.48	
17397	5/14/2021	009317		OPTIC FUSION INC,			\$1,524.28
503.0000.04.518.80.42.001			5/1/2021	95-19079	IT 05/21 Internet Connectivity	1,524.28	
17398	5/14/2021	000395		PANDREA, MARY			\$15.50
001.0000.99.518.40.42.002			5/3/2021	05/03/21 Postage	ND Postage	15.50	
17399	5/14/2021	012470		PARKLAND QUICK PRINT,			\$500.05
001.0000.04.514.20.31.001			5/3/2021	60618	FN Qty. 2,500 Blank AP Check S	285.74	
001.0000.11.571.22.44.001			4/15/2021	60485	PKRC Postcards	214.31	
17400	5/14/2021	000407		PIERCE COUNTY,			\$8,649.99
503.0000.04.518.80.42.001			4/26/2021	CI-301216	IT Q1/21 WAN & LINX User	2,487.00	
401.0000.41.531.10.41.001			5/5/2021	CI-301979	PWSW 04/21 Recording Fees	112.50	
311.0000.01.535.30.41.001			5/5/2021	CI-301979	PWSC 04/21 Recording Fees	39.00	
191.0000.01.559.20.41.001			5/5/2021	CI-301979	NSP 04/21 Recording Fees	114.50	
105.0001.07.559.20.41.001			5/5/2021	CI-301979	AB 04/21 Recording Fees	106.50	
105.0001.07.559.20.41.001			5/5/2021	CI-301979	AB 04/21 Recording Fees	104.50	
105.0001.07.559.20.41.001			5/5/2021	CI-301979	AB 04/21 Recording Fees	113.50	
001.0000.11.565.10.44.004			4/30/2021	CI-301406	PKHS Q1/21 2% Excise Tax & Liq	4,581.90	
001.0000.02.237.11.00.002			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	990.59	
17401	5/14/2021	000428		PIERCE COUNTY SEWER,			\$419.34
101.0000.11.543.50.47.004			5/2/2021	01552201 05/02/21	PKST 04/21 9420 Front St S	52.00	
001.0000.11.576.80.47.004			5/2/2021	00162489 05/02/21	PKFC 04/21 9222 Veterans Dr SW	63.82	
502.0000.17.518.35.47.004			5/2/2021	00870307 05/02/21	PKFC 04/21 6000 Main St SW	11.85	
001.0000.11.576.80.47.004			5/2/2021	00936570 05/02/21	PKFC 04/21 6002 Fairlawn DR SW	23.28	
001.0000.11.576.80.47.004			5/2/2021	01032275 05/02/21	PKFC 04/21 8421 Pine St S	18.21	
502.0000.17.521.50.47.004			5/2/2021	01360914 05/02/21	PKFC 04/21 9401 Lkwd Dr SW	99.28	
001.0000.11.576.81.47.004			5/2/2021	01431285 05/02/21	PKFC 04/21 8714 87th Ave Conce	94.22	
001.0000.11.576.81.47.004			5/2/2021	02020548 05/02/21	PKFC 04/21 9115 Angle LN SW Sh	38.47	
001.0000.11.576.81.47.001			5/2/2021	02067277 05/02/21	PKFC 04/21 9251 Angle LN SW	18.21	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17402	5/14/2021	010064		PINTO, MICHELLE			\$756.80
001.0000.02.512.51.49.009			4/1/2021	04/01-04/29/21	MC 04/01-04/29 Interpreter	756.80	
17403	5/14/2021	010630		PRINT NW,			\$290.52
001.0000.04.514.20.31.001			5/6/2021	D31489501	FN #9 Return Envelopes For AR	290.52	
17404	5/14/2021	007183		PRO-VAC,			\$25,994.74
401.0000.11.531.10.48.001			5/6/2021	103293	PKSW 03/21 Contract Cleaning &	4,101.45	
401.0000.11.531.10.48.001			4/30/2021	70122541	PKSW 04/21 Contract Cleaning &	21,893.29	
17405	5/14/2021	010325		REBUILDING TOGETHER SOUTH,			\$3,500.00
001.0000.11.565.10.41.020			4/15/2021	Q1/21	PKHS AG 2021-103 Q1/21 Rebuil	3,500.00	
17406	5/14/2021	007505		REDFLEX TRAFFIC SYSTEMS INC,			\$32,240.00
001.0000.15.521.71.41.080			4/30/2021	INVI-3466	PD 04/21 Photo Enforcement	32,240.00	
17407	5/14/2021	010522		RICOH USA INC,			\$24.84
503.0000.04.518.80.45.002			4/21/2021	5061859545	IT 03/21-04/20 Add't Images	24.84	
17408	5/14/2021	012410		SOLON, LISA			\$1,928.00
001.9999.11.565.10.41.020			5/15/2021	46	PKHS AG 2019-169 05/01-05/15 L	1,928.00	
17409	5/14/2021	002912		SOUND ELECTRONICS,			\$1,982.61
502.0000.17.521.50.48.001			4/29/2021	511304A	PKFC Fire Alarm InspecRepairs:	269.26	
502.0000.17.518.35.41.001			4/29/2021	511304B	PKFC Fire Alarm Inspection: CH	1,406.72	
502.0000.17.518.35.41.001			5/5/2021	511396	PKFC Jun-Aug Fire Alarm Monito	102.21	
502.0000.17.518.35.41.001			5/5/2021	511397	PKFC Jun-Aug Fire Alarm Monito	102.21	
502.0000.17.521.50.48.001			5/5/2021	511398	PKFC Jun-Aug Fire Alarm Monito	102.21	
17410	5/14/2021	000066		SOUND UNIFORM SOLUTIONS,			\$984.09
001.0000.15.521.22.31.008			4/23/2021	202104SU194	PD Alterations: Kasey Bentz	123.98	
001.0000.15.521.22.31.008			4/27/2021	202104SU217	PD Uniform Alerations: Jon Bea	430.33	
001.0000.15.521.22.31.008			4/15/2021	202104SU110	PD Jumpsuit, Badge: T. Borchar	429.78	
17411	5/14/2021	010656		SOUTH SOUND 911,			\$156,477.49
001.0000.15.521.10.41.126			5/3/2021	00339	PD 05/21 Communication Svcs	115,910.00	
001.0000.15.521.10.41.126			5/3/2021	00339	PD 05/21 RMS Svcs	24,895.83	
001.0000.15.521.10.41.126			5/3/2021	00339	PD 05/21 Records/Permitting Sv	8,508.33	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.15.521.10.41.126			5/3/2021	00339	PD 05/21 Warrant Services	7,163.33	
17412	5/14/2021	002881		SPRAGUE PEST SOLUTIONS CO,			\$276.37
502.0000.17.542.65.48.001			5/5/2021	4516055	PKST 05/05 Gen Pest Svcs Lkwd	57.70	
502.0000.17.518.35.41.001			5/4/2021	4510390	PKFC 05/04 Gen Pest Svcs: CH	92.28	
502.0000.17.521.50.48.001			4/30/2021	4490807	PKFC 04/30 Pest Control Svcs @	126.39	
17413	5/14/2021	004721		SQUAD ROOM EMBLEMS,			\$636.85
001.0000.15.521.22.31.008			5/3/2021	0037	PD Badges	88.55	
001.0000.15.521.22.31.008			5/3/2021	0071	PD Badges	548.30	
17414	5/14/2021	011097		ST. PIERRE, KATHERINE			\$250.00
001.0000.09.518.10.31.001			5/3/2021	955817451980	HR Gift Cards For Safety Promo	250.00	
17415	5/14/2021	009493		STAPLES ADVANTAGE,			\$803.46
101.0000.21.544.20.31.001			5/1/2021	3476200676	CD/CDBG/PW Office Supplies	29.49	
001.0000.07.558.60.31.001			5/1/2021	3476200676	CD/CDBG/PW Office Supplies	49.45	
190.0005.52.559.31.31.001			5/1/2021	3476200676	CD/CDBG/PW Office Supplies	24.93	
101.0000.21.544.20.31.001			5/1/2021	3476200682	PWST/CD Office Supplies	8.31	
001.0000.07.558.60.31.001			5/1/2021	3476200682	PWST/CD Office Supplies	8.31	
101.0000.21.544.20.31.001			5/1/2021	3476200684	PWST Office Supplies	27.23	
001.0000.15.521.10.31.001			4/30/2021	347588194	PD Office Suppkies	40.42	
001.0000.15.521.10.31.001			4/27/2021	3475524483	PD Datastick	93.91	
001.0000.15.521.10.31.001			4/28/2021	3475604063	PD USB	93.36	
001.0000.09.518.10.31.001			4/20/2021	3475033116	HR Certificate Paper & Holders	32.66	
001.0000.09.518.10.31.001			4/20/2021	3475033117	HR 10x13 Env	18.08	
001.0000.02.512.50.31.001			4/13/2021	3474537332	MC Self Ink Stamps	45.76	
001.0000.99.518.40.31.001			4/13/2021	3474537333	ND Copy Paper	162.30	
001.0000.02.512.50.31.001			4/16/2021	3474773295	MC Face Shield	169.25	
17416	5/14/2021	011544		STOWE DEV AND STRATEGIES,			\$780.00
001.9999.13.558.70.41.001			5/3/2021	52	ED AG 2016-181 04/21 Consultin	780.00	
17417	5/14/2021	006497		SYSTEMS FOR PUBLIC SAFETY,			\$29,794.78
501.0000.51.521.10.48.005			5/3/2021	39282	PDFL Tires	600.05	
501.0000.51.521.10.48.005			5/3/2021	39660	PDFL Oil Change	90.79	
501.0000.51.521.10.48.005			5/3/2021	39660	PDFL Safety Inspection	26.65	
501.0000.51.521.10.48.005			5/3/2021	39660	PDFL Brakes	393.11	
501.0000.51.521.10.48.005			5/3/2021	39660	PDFL Electrical	66.03	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.48.005			5/3/2021	39663	PDFL Other	278.25	
501.0000.51.521.10.48.005			5/3/2021	39663	PDFL Tire Repair	150.33	
501.0000.51.521.10.48.005			5/3/2021	39711	PDFL Oil Change	90.23	
501.0000.51.521.10.48.005			5/3/2021	39711	PDFL Safety Inspection	25.28	
501.0000.51.521.10.48.005			5/3/2021	39711	PDFL Brakes	562.50	
501.0000.51.521.10.48.005			5/3/2021	39711	PDFL Tire Repair	188.08	
501.0000.51.521.10.48.005			5/3/2021	39711	PDFL Alternator	619.23	
501.0000.51.521.10.48.005			5/3/2021	39736	PDFL Oil Change	86.13	
501.0000.51.521.10.48.005			5/3/2021	39736	PDFL Safety Inspection	21.98	
501.0000.51.521.10.48.005			5/3/2021	39736	PDFL Tire Rotation	30.21	
501.0000.51.521.10.48.005			5/3/2021	39746	PDFL Electrical	172.25	
501.0000.51.521.10.48.005			5/3/2021	39746	PDFL Other	28.12	
501.0000.51.521.10.48.005			5/7/2021	39169	PDFL Stripout	986.00	
501.0000.51.521.10.48.005			5/7/2021	39672	PDFL Oil Change	80.29	
501.0000.51.521.10.48.005			5/7/2021	39672	PDFL Safety Inspection	580.68	
501.0000.51.521.10.48.005			5/7/2021	39672	PDFL Wipers	36.48	
501.0000.51.521.10.48.005			5/7/2021	39672	PDFL Brakes	465.08	
501.9999.51.594.21.64.005			4/28/2021	38669	PDFL Build	21,544.08	
501.0000.51.521.10.48.005			4/28/2021	39551	PDFL Oil Change	90.80	
501.0000.51.521.10.48.005			4/28/2021	39551	PDFL Safety Inspection	26.65	
501.0000.51.521.10.48.005			4/28/2021	39551	PDFL Electrical	106.32	
501.0000.51.521.10.48.005			4/28/2021	39551	PDFL Brakes	525.22	
501.0000.51.521.10.48.005			4/28/2021	39650	PDFL Oil Change	82.58	
501.0000.51.521.10.48.005			4/28/2021	39650	PDFL Safety Inspection	344.21	
501.0000.51.521.10.48.005			4/28/2021	39650	PDFL Steering	67.02	
501.0000.51.521.10.48.005			4/28/2021	39650	PDFL Brakes	577.47	
501.0000.51.521.10.48.005			4/28/2021	39650	PDFL Wipers	27.17	
501.0000.51.521.10.48.005			4/28/2021	39650	PDFL Tires	800.99	
501.0000.51.521.10.48.005			4/28/2021	39708	PDFL Other	24.52	
17418	5/14/2021	008285		TACOMA PIERCE COUNTY HABITAT,			\$43,357.30
191.0000.03.595.20.61.007			5/3/2021	AG 2020-309 04/30/21	NSP AG 2020-309 Thru 04/30 152	43,357.30	
17419	5/14/2021	012979		THE GORDIAN GROUP,			\$5,799.32
301.0035.11.594.76.41.001			4/30/2021	LAK-301-0033.00	PK FT Steil Pk Pav Phase 2 Res	5,799.32	
17420	5/14/2021	006610		TITUS-WILL FORD SALES, INC,			\$286.52
501.0000.51.521.10.48.005			5/7/2021	FOCS151979	PDFL Diagnostics	286.52	

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17421	5/14/2021	000564		TUCCI & SONS, INC,			\$39,456.31
301.0014.11.594.76.63.001			4/30/2021	91666	PK AG 2020-106 Ft. Steilacoom	41,532.96	
301.0000.00.223.40.00.000			4/30/2021	91666	PK AG 2020-106 Retainage	-2,076.65	
17422	5/14/2021	000153		TYLER TECHNOLOGIES INC,			\$109.40
503.0000.04.518.80.49.004			4/23/2021	020-128908	IT 05/15-06/14 Tyler Supervisi	109.40	
17423	5/14/2021	009372		VENTEK INTERNATIONAL,			\$634.01
503.0000.04.518.80.42.001			5/1/2021	126652	IT 05/01/21-04/30/22 Venue Sin	544.01	
503.0000.04.518.80.42.001			5/1/2021	126652	IT 05/21 CCU Server Hosting, D	90.00	
17424	5/14/2021	000593		WASHINGTON STATE TREASURER,			\$70,031.79
001.0000.02.237.10.00.002			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	29,295.60	
001.0000.02.237.10.00.001			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	17,576.97	
001.0000.02.237.30.00.000			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	95.89	
001.0000.02.386.89.15.001			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	46.18	
001.0000.02.237.10.00.007			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	2,291.33	
001.0000.02.386.82.00.000			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	8.79	
001.0000.02.386.89.16.001			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	254.67	
001.0000.02.386.89.14.001			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	144.87	
001.0000.02.237.10.00.008			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	4,587.68	
001.0000.02.237.10.00.009			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	1,776.45	
001.0000.02.386.20.02.000			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	6.70	
001.0000.02.237.10.00.003			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	11,753.40	
001.0000.02.237.10.00.006			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	2,193.26	
17425	5/14/2021	010239		WEST PIERCE FIRE & RESCUE,			\$110.00
502.0000.17.521.50.41.001			5/3/2021	384B-004-000-001 '21	PKFC Fire Code Permit 9401 Lkw	110.00	
17426	5/14/2021	008553		ZONES INC,			\$37,004.26
503.0006.04.594.80.35.030			4/28/2021	K17017820101	IT - Stonefly Storage Applianc	17,996.91	
503.0006.04.594.80.35.030			4/28/2021	K17017820101	Sales Tax	1,781.69	
503.0000.04.518.80.35.030			4/28/2021	K17244500101	IT 34in Monitor	581.37	
503.0000.04.518.80.35.030			4/29/2021	K17017840102	IT Qnty 12 14TB Hard Drives Fo	5,827.78	
503.0000.04.518.80.35.030			4/29/2021	K17017840102	Sales Tax	576.95	
503.0000.04.518.80.48.002			3/30/2021	K16997400101	IT Web Security Gateway	10,239.56	
17427	5/14/2021	001272		ZUMAR INDUSTRIES INC,			\$2,758.07
001.0000.07.558.60.41.001			4/29/2021	35992	CD Signs	1,314.40	

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101.0000.11.542.64.31.001			5/10/2021	36128	PKST Signs	1,443.67	
94533	4/30/2021	012995		AMERICAN SOC OF LANDSCAPE ARCH, WA STATE CHAPTER			\$75.00
301.0018.11.594.76.41.001			4/20/2021	1275	PK Job Posting: Cap Proj Asst	75.00	
94534	4/30/2021	011193		ARC DOCUMENT SOLUTIONS LLC,			\$4,576.51
302.0135.21.595.30.49.005			4/1/2021	2433567	PWCP Wide Format Copy Job, Edg	3,721.26	
302.0135.21.534.30.49.005			4/1/2021	2433567	PWCP Wide Format Copy Job, Edg	855.25	
94535	4/30/2021	008307		AT&T MOBILITY,			\$10,998.32
195.0027.15.521.30.35.010			3/19/2021	287304884473 3/19/21	IT PD (2) MetroCell 9962	10,998.32	
94536	4/30/2021	011332		BRIGHTON PLACE APARTMENTS,			\$2,540.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-128	CDBG AG 2021-128 CV Rental Ass	2,540.00	
94537	4/30/2021	012480		CABRAL, NICOLE			\$100.00
195.0021.02.512.53.41.001			4/12/2021	04/21	MC 04/21 BJA Grant VC-BX-0026	100.00	
94538	4/30/2021	006493		CH2O INC,			\$219.80
502.0000.17.518.35.41.001			4/14/2021	306789	PKFC 04/21 Labor	219.80	
94539	4/30/2021	002120		CHICAGO TITLE CO,			\$247.05
190.4999.52.369.90.00.000			4/15/2021	200112050337 4/15/21	CDBG DPA-009 Chavez Reconveyan	247.05	
94540	4/30/2021	002120		CHICAGO TITLE CO,			\$247.05
190.4999.52.369.90.00.000			4/15/2021	201706080357 4/15/21	CDBG MHR-140 Herr Reconveyance	247.05	
94541	4/30/2021	006613		CITY OF UNIVERSITY PLACE,			\$193.81
301.0005.11.594.76.63.001			4/28/2021	AR-003691	PK Chambers Ck Trail Reimb Pro	193.81	
94542	4/30/2021	003948		COMCAST CORPORATION,			\$208.25
503.0000.04.518.80.42.001			4/15/2021	8498 35 011 2205662	IT 04/25-05/24 9420 Front St.	208.25	
94543	4/30/2021	008105		DEPARTMENT OF TRANSPORTATION,			\$1,382.53
101.0000.11.544.90.41.001			4/13/2021	RE-313-ATB10413011	PKST/PKSW 03/21 Traffic Mgmt.	921.69	
401.0000.11.531.10.41.001			4/13/2021	RE-313-ATB10413011	PKST/PKSW 03/21 Traffic Mgmt.	460.84	
94544	4/30/2021	001692		DEPT OF LABOR & INDUSTRIES,			\$134.10
502.0000.17.521.50.48.001			4/23/2021	272710	PKFC 03/01/21-03/01/22 PD Elev	134.10	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94545	4/30/2021	000159		EMPLOYMENT SECURITY DEPT,			\$3.50
001.0000.06.515.30.41.001			4/12/2021	21-017751-RDU-G0	LG Guo Work History Search	3.50	
94546	4/30/2021	004710		EQUIFAX CREDIT NORTHWEST CORP,			\$109.90
001.0000.15.521.10.41.001			4/17/2021	6309603	PD 04/21	109.90	
94547	4/30/2021	001565		ERICKSON, TOM			\$15.00
001.0000.00.229.10.00.004			4/15/2021	30022220-5331 Ref	PK Annual Pass Refund Recp't #	1.28	
001.0101.11.347.30.06.001			4/15/2021	30022220-5331 Ref	PK Annual Pass Refund Recp't #	13.72	
94548	4/30/2021	010063		EWING IRRIGATION PRODUCTS INC,			\$1,521.50
001.0000.11.576.80.31.001			4/27/2021	14050146	PKFC Herbicide	639.90	
001.0000.11.542.70.31.001			4/14/2021	13932567	PKST Latching Solenoid	881.60	
94549	4/30/2021	012990		FLANNIGAN, SALLY			\$3,680.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-127	CDBG AG 2021-127 CV Rental Ass	3,680.00	
94550	4/30/2021	012988		FOSS, CAMERON			\$1,468.65
190.2003.53.559.32.41.001			4/29/2021	AG 2021-080	CDBG AG 2021-080 Rent Assist:	1,468.65	
94551	4/30/2021	010481		GLOBAL ASSETS INTEGRATED LLC,			\$563.39
001.0000.15.521.26.35.010			4/30/2021	2021-148	PD Breacher Tape 60 Mils (2" W	228.00	
001.0000.15.521.26.35.010			4/30/2021	2021-148	PD Hydrogel Tape (2" Wide x 50	46.00	
001.0000.15.521.26.35.010			4/30/2021	2021-148	PD Double Sided Duct Tape (Pe	24.00	
001.0000.15.521.26.35.010			4/30/2021	2021-148	PD Black Electrical Tape (Slee	11.00	
001.0000.15.521.26.35.010			4/30/2021	2021-148	PD FETT Sleeved Breaching Blad	158.00	
001.0000.15.521.26.35.010			4/30/2021	2021-148	PD Large Rubber Strips- 2" Wid	57.00	
001.0000.15.521.26.35.010			4/30/2021	2021-148	freight	39.39	
94552	4/30/2021	000196		GOV'T FINANCE OFFICERS ASSOC,			\$575.00
001.0000.04.514.20.49.017			4/6/2021	3002632	FN 2021/2022 GFOA Budget Awar	575.00	
94553	4/30/2021	008664		HOLROYD COMPANY INC,			\$531.95
101.0000.11.542.70.31.030			4/15/2021	375713	PKST 1 1/4" Base Course	541.81	
101.0000.11.542.70.31.030				375713 2% Discount	PKST 2% Discount On Invoice 37	-9.86	
94554	4/30/2021	012977		HUNTERS GLEN APARTMENTS,			\$7,980.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-136	CDBG AG 2021-136 CV Rental Ass	3,980.00	

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190.6002.52.559.70.41.001			4/29/2021	AG 2021-126	CDBG AG 2021-126 CV Rental Ass	4,000.00	
94555	4/30/2021	004863		I O SOLUTIONS INC,			\$153.00
001.0000.09.518.10.41.001			4/27/2021	C49982A	HR Exams/Scoring	153.00	
94556	4/30/2021	012993		JOHNSON COX CO,			\$1,863.90
001.9999.03.513.10.49.005			4/9/2021	00076132	CM Community Cleanup Postcards	1,863.90	
94557	4/30/2021	012989		KORSMO, JOHN AND LISA			\$4,000.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-137	CDBG AG 2021-137 CV Rental Ass	4,000.00	
94558	4/30/2021	000300		LAKEWOOD WATER DISTRICT,			\$237.45
001.0000.11.576.80.47.001			4/27/2021	24214.01 04/27/21	PKFC 02/27-04/30 Oakbrook Pk S	43.12	
101.0000.11.542.70.47.001			4/12/2021	27146.02 04/12/21	PKST 02/13-04/16 9420 Front St	43.12	
101.0000.11.542.70.47.001			4/12/2021	30353.01 04/12/21	PK 02/13-04/16 Lake City Blvd/	43.12	
001.0000.11.576.80.47.001			4/12/2021	14449.03 04/12/21	PKFC 02/13-04/16 9222 Vet Dr S	43.12	
101.0000.11.542.70.47.001			4/20/2021	22087.01 04/20/21	PKST 02/20-04/23 0 75th St & C	64.97	
94559	4/30/2021	000309		LES SCHWAB TIRE CENTER,			\$371.39
501.0000.51.548.79.48.005			4/19/2021	30500657868	PKFL Pack Wheel Bearings, Seal	371.39	
94560	4/30/2021	006029		LLOYD ENTERPRISES INC,			\$771.50
001.0000.11.576.81.31.030			4/21/2021	3325097	PKFC Pro-Gro Blend	771.50	
94561	4/30/2021	008988		MCDONOUGH & SONS INC,			\$26,530.72
401.0000.11.531.10.48.001			2/22/2021	246687	PKSW Emergency Clean Up Custer	150.00	
502.0000.17.518.35.48.001			1/31/2021	246692	PKFC/PKSW 01/21 Sweeping	335.47	
401.0000.11.531.10.48.001			1/31/2021	246692	PKFC/PKSW 01/21 Sweeping	26,045.25	
94562	4/30/2021	005146		MOTOROLA,			\$5,823.60
001.0000.15.521.22.41.090			4/15/2021	8230319902	PD 01/18/2021-01/17/2022 Crime	5,823.60	
94563	4/30/2021	010743		NISQUALLY INDIAN TRIBE,			\$248.71
001.0000.15.521.10.41.125			3/31/2021	26344	PD 03/21 Pharmacy Reimb	248.71	
94564	4/30/2021	002421		NORTHWEST PLAYGROUND EQUIP,			\$2,185.91
502.0000.17.518.35.35.001			3/16/2021	47769	PKFC Court Holding Cell Bench	1,398.00	
502.0000.17.518.35.35.001			3/16/2021	47769	freight	591.00	
502.0000.17.518.35.35.001			3/16/2021	47769	Sales Tax	138.40	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
502.0000.17.518.35.35.001			3/16/2021	47769	Sales Tax	58.51	
94565	4/30/2021	000378		OGDEN MURPHY WALLACE,			\$240.00
001.0000.06.515.30.41.001			4/20/2021	849959	LG Thru 03/31 Public Defender	240.00	
94566	4/30/2021	011884		PARK 52 PROPERTY MGMT,			\$360.00
105.0002.07.342.40.00.000			4/28/2021	04/28/2021 RH	AB RH Refund Overpymt	360.00	
94567	4/30/2021	012946		PARK CHASE ASSOC. LP,			\$1,519.22
190.2003.53.559.32.41.001			4/29/2021	AG 2021-083	CDBG AG 2021-083 Rent Assist:	1,519.22	
94568	4/30/2021	006010		PETEK, PH.D., THOMAS			\$1,540.00
001.0000.15.521.40.41.001			4/19/2021	820	PD 03/21 Psych Evals: L. Cockl	1,540.00	
94569	4/30/2021	000445		PUGET SOUND ENERGY,			\$2,182.75
101.0000.11.542.64.47.005			4/20/2021	300000005037 4/20/21	PKST 03/01-03/30 Gravelly Lk &	333.27	
502.0000.17.518.35.47.011			4/20/2021	200018357661 4/20/21	PKFC 03/18-04/16 6000 Main St	716.66	
001.0000.11.576.81.47.005			4/21/2021	200001527551 4/21/21	PKFC 03/19-04/20 9115 Angle Ln	133.79	
001.0000.11.576.81.47.005			4/23/2021	300000010896 4/23/21	PKFC 03/19-04/20 Ft Steil Park	304.01	
001.0000.11.576.81.47.005			4/23/2021	300000010938 4/23/21	PKFC 03/19-04/20 8802 Dresden	259.83	
001.0000.11.576.81.47.005			4/23/2021	200001527346 4/23/21	PKFC 03/23-04/22 8714 87th Ave	10.93	
001.0000.11.576.81.47.005			4/23/2021	220017468871 04/23/2	PKFC 03/23-04/22 9107 Angle La	137.93	
001.0000.11.576.81.47.005			4/23/2021	220024933081 4/23/21	PKFC 03/23-04/22 8714 87th Ave	74.30	
502.0000.17.521.50.47.011			4/16/2021	200008745289 4/16/21	PKFC 03/17-04/15 9401 Lkwd Dr	212.03	
94570	4/30/2021	010896		PUGET SOUND TITLE - TACOMA,			\$923.16
191.0000.01.559.20.41.001			3/23/2021	219342	NSP Litigation Guarantee: X Zh	923.16	
94571	4/30/2021	012825		READY SET TOW LLC,			\$87.92
001.0000.15.521.10.41.070			4/13/2021	7934	PD 04/13	87.92	
94572	4/30/2021	012991		ROOT PROPERTIES,			\$4,000.00
190.6002.52.559.70.41.001			4/29/2021	AG 2021-132	CDBG AG 2021-132 CV Rental Ass	4,000.00	
94573	4/30/2021	011490		ROSEN SUPPLY CO INC,			\$186.06
001.0000.11.576.81.31.001			4/21/2021	1584596-00	PKFC Repair Kits	186.06	
94574	4/30/2021	011227		SHOW CASE MEDIA,			\$999.00
104.0010.01.557.30.44.001			4/5/2021	3796	HM Spring Issue 1/2 Pg. Farmer	999.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94575	4/30/2021	012951		SILVERWOOD ALLIANCE LLC,			\$8,522.39
190.6002.52.559.70.41.001			4/29/2021	AG 2021-133	CDBG AG 2021-133 CV Rental Ass	2,877.39	
190.6002.52.559.70.41.001			4/29/2021	AG 2021-131	CDBG AG 2021-131 CV Rental Ass	4,000.00	
190.6002.52.559.70.41.001			4/29/2021	AG 2021-125	CDBG AG 2021-125 CV Rental Ass	1,645.00	
94576	4/30/2021	001645		SOUND TRANSIT,			\$3,000.00
401.0000.41.531.10.41.001			4/1/2021	43161	PWSW 04/01/21-03/31/22 Rent -	1,000.00	
401.0000.41.531.10.41.001			4/1/2021	43162	PWSW 04/01/21-03/31/22 Rent -	1,000.00	
401.0000.41.531.10.41.001			4/1/2021	43163	PWSW 04/01/21-03/31/22 Rent -	1,000.00	
94577	4/30/2021	002667		TACOMA TOWING LLC,			\$175.84
001.0000.15.521.10.41.070			4/14/2021	244504	PD 04/13	87.92	
001.0000.15.521.10.41.070			4/21/2021	244634	PD 04/20	87.92	
94578	4/30/2021	005831		TOWN OF STEILACOOM,			\$1,714.40
101.0000.11.542.63.41.001			4/21/2021	2021-04-21-01	PKST AG 2019-107 04/13 & 04/20	1,714.40	
94579	4/30/2021	005543		UNDERWATER SPORTS INC,			\$87.87
001.0000.15.521.22.31.001			1/21/2021	50019276A	PD Bio-Tank Lock	87.87	
94580	4/30/2021	007712		US BANK,			\$525.89
202.0000.03.514.20.41.001			7/27/2020	5819764	DS 07/01/20-06/30/21 LAKLID110	225.89	
202.0000.01.514.20.41.001			7/27/2020	5819772	DS 07/01/20-06/30/21 LAKWCLID1	300.00	
94581	4/30/2021	002509		VERIZON WIRELESS,			\$683.12
503.0000.04.518.80.42.001			4/16/2021	9877773435	IT 03/17-04/16 Phone	17.63	
503.0000.04.518.80.42.001			4/16/2021	9877773435	IT 03/17-04/16 Phone	170.86	
503.0000.04.518.80.42.001			4/16/2021	9877773435	IT 03/17-04/16 Phone	140.95	
503.0000.04.518.80.42.001			4/16/2021	9877773435	IT 03/17-04/16 Phone	35.24	
503.0000.04.518.80.42.001			4/16/2021	9877773436	IT 03/17-04/16 Phone	141.68	
503.0000.04.518.80.42.001			4/16/2021	9877773436	IT 03/17-04/16 Phone	176.76	
94582	4/30/2021	000590		WA RECREATION & PARK ASSOC,			\$500.00
001.0000.11.571.10.49.001			4/13/2021	WWRC21-Mem	PKRC 2021 WWRC Membership	500.00	
94583	4/30/2021	000590		WA RECREATION & PARK ASSOC,			\$290.00
001.0000.11.571.10.49.003			4/23/2021	6458	PK 2021 WRPA Virtual Conf: Dod	145.00	
001.0000.11.571.20.49.003			4/23/2021	6459	PK 2021 WRPA Virtual Conf: Fai	145.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94584	4/30/2021	000577		WABO,			\$213.55
001.0000.07.558.50.31.004			4/26/2021	41170	CD Code Books	213.55	
94585	4/30/2021	011595		WALTER E NELSON CO,			\$1,299.26
502.0000.17.521.50.31.001			4/20/2021	804631	PKFC Towels, Tissue	1,085.83	
502.0000.17.521.50.31.001			4/20/2021	804642	PKFC Liners	213.43	
94586	5/14/2021	010899		ACCESS INFORMATION MANAGEMENT,			\$2,756.78
001.0000.06.514.30.41.001			4/30/2021	8752562	LG 04/21 Record Retention & Mg	2,756.78	
94587	5/14/2021	012998		ARTUS CONSTRUCTION COMPANY,			\$3,316.02
001.0000.00.233.10.00.000			5/6/2021	Ref000196013	05/21-REF OVRPY ON BP-21-00482	3,316.02	
94588	5/14/2021	008307		AT&T MOBILITY,			\$16,233.49
180.0000.15.521.21.42.001			4/19/2021	287293165778 4/19/21	IT/PD Thru 04/19 Phone	400.41	
503.0000.04.518.80.42.001			4/19/2021	287293165778 4/19/21	IT/PD Thru 04/19 Phone	11,236.50	
503.0000.04.518.80.42.001			4/19/2021	287296255265 4/19/21	IT Thru 04/19 Phone	4,588.26	
503.0000.04.518.80.42.001			4/19/2021	287304884473 4/19/21	IT/PD Thru 04/19 Phone	8.32	
94589	5/14/2021	010449		AUSTIN POWDER CO,			\$650.61
001.0000.15.521.26.31.020			4/30/2021	2050525	PD 60' Shock*Star In-Hole Inst	592.00	
001.0000.15.521.26.31.020			4/30/2021	2050525	Sales Tax	58.61	
94590	5/14/2021	011282		BASELINE INC,			\$218.71
502.0000.17.518.35.41.001			5/1/2021	11689-2021	PKFC 1 Yr BaseManage Plus & Ba	218.71	
94591	5/14/2021	013000		BROOK WOOD APARTMENTS,			\$4,000.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-141	CDBG AG 2021-141 CV Rent Assis	4,000.00	
94592	5/14/2021	009770		BRUCE DEES & ASSOCIATES,			\$9,579.00
301.0032.11.594.76.41.001			5/4/2021	6378	PK AG 2020-169 Springbrook Par	9,579.00	
94593	5/14/2021	005965		BUILDERS EXCHANGE OF,			\$66.20
311.0005.21.594.35.44.001			5/3/2021	1068945	PWSC Publish Projects Online	66.20	
94594	5/14/2021	011030		CASCADE PRINT MEDIA INC,			\$597.55
001.0000.99.518.40.31.001			5/5/2021	2160214	ND R/A # 10 Regular Envelopes	597.55	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94595	5/14/2021	000095		CHOUGH, KWANG S			\$376.80
001.0000.02.512.51.49.009			4/8/2021	04/08-04/7/21	MC 04/08-04/27 Interpreter	376.80	
94596	5/14/2021	009191		CITY OF DUPONT,			\$5,448.42
001.0000.02.229.10.00.003			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	5,448.42	
94597	5/14/2021	006613		CITY OF UNIVERSITY PLACE,			\$3,442.04
001.0000.02.229.10.00.001			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	3,442.04	
94598	5/14/2021	011684		CLOVER CREEK COUNCIL,			\$10,000.00
401.0000.41.531.10.41.001			5/4/2021	LW005	PWSW AG 2017-129 Council Agree	10,000.00	
94599	5/14/2021	003948		COMCAST CORPORATION,			\$280.10
180.0000.15.521.21.42.001			5/6/2021	8498 30 099 0003937	PD 05/16-06/15 TLSO Modem	279.80	
180.0000.15.521.21.42.001			5/6/2021	8498 30 099 0003937	PD 04/16-05/15 TLSO Modem	0.30	
94600	5/14/2021	013004		CULBERTSON, CINDY			\$235.50
190.3006.52.559.32.41.001			5/13/2021	22212	CDBG Reimburse Culbertson Stor	235.50	
94601	5/14/2021	009472		DISH NETWORK LLC,			\$165.02
503.0000.04.518.80.42.001			5/4/2021	8255 7070 8168 1616	IT 05/16-06/15 PD TV/HD Receiv	165.02	
94602	5/14/2021	004469		DSHS/LANDS & BLDGS DIV,			\$9,643.50
001.0000.00.233.10.00.000			5/5/2021	Ref000195985	05/21-REF- BP-21-00156 X'LD	9,643.50	
94603	5/14/2021	000166		FEDERAL EXPRESS,			\$29.07
001.0000.99.518.40.42.002			4/30/2021	7-357-35606	ND 04/26 Shipping	29.07	
94604	5/14/2021	000188		GALLS INC.,			\$291.14
001.0000.15.521.22.31.008			5/13/2021	018120598	PD LAPD Tapered Baton	8.98	
001.0000.15.521.22.31.008			5/13/2021	018120605	PD LAPD Tapered Baton	7.49	
001.0000.15.521.22.31.008			5/15/2021	018145920	PD Nylon Ring Flashlight	49.75	
001.0000.15.521.22.31.008			5/15/2021	018146268	PD Nylon Ring Flashlight	71.48	
001.0000.15.521.22.31.008			5/26/2021	018223458	PD LAPD Tapered Baton, Hard Sh	153.44	
94605	5/14/2021	005398		GLOBAL SECURITY &,			\$131.71
101.0000.11.543.50.41.001			5/1/2021	4456418	PKFC 05/01-07/31 Fire Monitori	131.71	
94606	5/14/2021	000196		GOV'T FINANCE OFFICERS ASSOC,			\$420.00

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.04.514.20.49.003			5/2/2021	3005852	FN 07/12-07/23 GFOA Virtual Co	420.00	
94607	5/14/2021	000207		GREATER LAKES MENTAL HEALTH,			\$24,132.77
001.0000.15.521.10.41.001			4/6/2021	Q1/21	PD AG 2021-124 Q1/21 MHP	24,132.77	
94608	5/14/2021	008086		GUNARAMA WHOLESALE INC,			\$3,287.07
001.0000.15.521.10.31.020			4/1/2021	1100400	PD Glock Gen-5 G19 MOS, 9mm	3,848.00	
001.0000.15.521.10.31.020			4/1/2021	1100400	Sales Tax	380.95	
001.0000.15.521.10.31.020			4/23/2021	1101477	PD Glock Gen-5 G17 MOS, 9mm, 4	3,848.00	
001.0000.15.521.10.31.020			4/23/2021	1101477	Sales Tax	342.47	
001.0000.15.521.10.31.020				1079993	PD Credit For Firearm Trade In	-275.00	
001.0000.15.521.10.31.020				1079993	Sales Tax	-27.23	
001.0000.15.521.10.31.020				1091918	PD Credit For Firearm Trade In	-275.00	
001.0000.15.521.10.31.020				1091918	Sales Tax	-27.23	
001.0000.15.521.10.31.020				1105262	PD Credit For Firearm Trade In	-275.00	
001.0000.15.521.10.31.020				1105262	Sales Tax	-27.23	
001.0000.15.521.10.31.020				1108214	PD Trade In Credit For Invoice	-3,575.00	
001.0000.15.521.10.31.020				1108214	Sales Tax	-353.93	
001.0000.15.521.10.31.020				1108662	PD Credit For Firearm Trade In	-270.00	
001.0000.15.521.10.31.020				1108662	Sales Tax	-26.73	
94609	5/14/2021	013003		HPA BORROWER 2017-1 ML LLC,			\$3,990.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-145	CDBG AG 2021-145 CV Rent Assis	3,990.00	
94610	5/14/2021	009728		HSA BANK,			\$78.75
001.0000.09.518.10.41.001			5/4/2021	W307339	HR 04/21 Svc Fee	78.75	
94611	5/14/2021	012977		HUNTERS GLEN APARTMENTS,			\$3,820.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-147	CDBG AG 2021-147 CV Rent Assis	3,820.00	
94612	5/14/2021	004863		I O SOLUTIONS INC,			\$562.00
001.0000.09.518.10.41.001			4/28/2021	C49999A	HR Exams/Scoring	562.00	
94613	5/14/2021	010885		JOHNSTON GROUP LLC,			\$4,500.00
001.0000.03.513.10.41.001			5/1/2021	1166	CM AG 2020-276 05/21 Fed. Gov.	4,500.00	
94614	5/14/2021	011355		JUNIPER COURT,			\$3,996.25
190.6002.52.559.70.41.001			5/13/2021	AG 2021-142	CDBG AG 2021-142 CV Rent Assis	3,996.25	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94615	5/14/2021	000739		KR INC,			\$38.85
101.0000.21.542.30.31.001			5/3/2021	INV-073332	PWST Paint	38.85	
94616	5/14/2021	002960		LAKEWOOD FIRST LIONS CLUB,			\$100.00
001.0000.15.521.10.49.001			5/10/2021	05/10/21	PD Annual Membership: C Lawler	100.00	
94617	5/14/2021	013001		LAKEWOOD HAWAIIAN VILLAGE,			\$4,000.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-140	CDBG AG 2021-140 CV Rent Assis	4,000.00	
94618	5/14/2021	000296		LAKEWOOD SISTER CITIES,			\$125.00
104.0014.01.557.30.41.001			5/6/2021	1 2021	HM AG 2021-088 Int'l Themed Ev	125.00	
94619	5/14/2021	000300		LAKEWOOD WATER DISTRICT,			\$721.44
101.0000.11.542.70.47.001			5/4/2021	11045.03 05/04/21	PKST 04/13-04/24 & Backflow Ar	70.12	
101.0000.11.542.70.47.001			5/4/2021	11046.03 05/04/21	PKST 04/13-04/24 & Backflow St	67.00	
101.0000.11.542.70.47.001			5/4/2021	11047.03 05/04/21	PKST 04/13-04/24 & Backflow Me	67.00	
001.0000.11.576.80.47.001			5/4/2021	25956.03 05/04/21	PKFC 02/22-04/24 8807 25th Ave	63.64	
001.0000.11.576.80.47.001			5/4/2021	26121.03 05/04/21	PKFC 02/22-04/24 8421 Pine St	43.12	
101.0000.11.542.70.47.001			5/4/2021	26340.03 05/04/21	PKST Backflow Test Steil Blvd	27.00	
101.0000.11.542.70.47.001			5/4/2021	26344.02 05/04/21	PKST Backflow Test 3907 Steil.	27.00	
101.0000.11.542.70.47.001			5/4/2021	26345.02 05/04/21	PKST Backflow Test Steilacoom	27.00	
101.0000.11.542.70.47.001			5/4/2021	26346.02 05/04/21	PKST Backflow Test Steil Blvd	27.00	
502.0000.17.521.50.47.001			5/4/2021	26834.02 05/04/21	PKFC 02/22-04/24 & Backflow 94	221.56	
502.0000.17.521.50.47.001			5/4/2021	26902.02 05/04/21	PKFC Backflow 9401 Lkwd SW - P	81.00	
94620	5/14/2021	004680		LANGUAGE LINE SERVICES,			\$115.34
001.0000.02.512.51.49.009			4/30/2021	10225074	MC 04/21	115.34	
94621	5/14/2021	009262		LAW OFFICES OF BARBARA BOWDEN,			\$250.00
001.0000.02.512.51.41.035			4/15/2021	026964	MC 03/15 Conflict Public Defen	250.00	
94622	5/14/2021	011263		LAW OFFICES OF MATTHEW RUSNAK,			\$500.00
001.0000.02.512.51.41.035			5/10/2021	339	MC 04/21	500.00	
94623	5/14/2021	005685		LEMAY MOBILE SHREDDING,			\$330.60
001.0000.15.521.10.41.001			5/1/2021	4698358	PD 04/21 Shredding	220.60	
001.0000.02.512.50.41.001			5/1/2021	4700750	MC 04/16 Shredding	60.00	
001.0000.99.518.40.41.001			5/1/2021	4700764	ND 04/02 Shredding CH 3rd Floo	50.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94624	5/14/2021	000309		LES SCHWAB TIRE CENTER,			\$654.60
501.0000.51.548.79.48.005			4/13/2021	30500656906	PKFL Vehicle Maint	35.73	
501.0000.51.548.79.48.005			4/23/2021	30500658702	PKFL Vehicle Maint	618.87	
94625	5/14/2021	010712		LINDQUIST DENTAL CLINIC,			\$2,077.81
001.0000.11.565.10.41.020			4/14/2021	1112	PKHS G 2021-018 Q1/21 Uncompen	2,077.81	
94626	5/14/2021	006029		LLOYD ENTERPRISES INC,			\$771.50
001.0000.11.576.81.31.001			4/28/2021	3325254	PKFC Pro-Gro Blend: Ft Steil P	771.50	
94627	5/14/2021	004073		MACDONALD-MILLER FACILITY SOL,			\$5,906.97
101.0000.11.544.90.48.001			4/28/2021	SVC203844	PKFC Replaced Sensor in Fridge	552.64	
502.0000.17.518.35.48.001			5/1/2021	PM109442	PKFC HVAC @ CH	4,352.04	
502.0000.17.521.50.48.001			5/1/2021	PM109443	PKFC Qtrly HVAC @ PD	1,002.29	
94628	5/14/2021	011393		NAVIA BENEFIT SOLUTIONS,			\$232.40
001.0000.09.518.10.41.001			4/29/2021	10350219	HR 04/21 Participant Fee	232.40	
94629	5/14/2021	010743		NISQUALLY INDIAN TRIBE,			\$19,095.00
001.0000.15.521.10.41.125			4/30/2021	26771	PD 04/21	18,070.00	
001.0000.15.521.10.41.125			3/31/2021	26763	PD 03/27 EMS Reimb: Stephen Lu	1,025.00	
94630	5/14/2021	011424		OLBRECHTS & ASSOCIATES PLLC,			\$5,723.92
001.0000.07.558.60.41.007			5/10/2021	04/21	CD 04/21 Hearing Examiner: Ced	5,413.92	
001.0000.07.589.00.41.001			5/10/2021	04/21	CD 04/21 Hearing Examiner: Tar	310.00	
001.0000.07.389.00.00.000			5/10/2021	04/21	CD 04/21 Hearing Examiner: Tar	-310.00	
001.0000.07.237.20.00.000			5/10/2021	04/21	CD 04/21 Hearing Examiner: Tar	310.00	
94631	5/14/2021	012352		PREMIER MEDIA GROUP,			\$1,200.00
104.0010.01.557.30.44.001			5/1/2021	2021-32690	HM 1/3 Page Farmers Market Ad	1,200.00	
94632	5/14/2021	010204		PROTECT YOUTH SPORTS,			\$9.95
001.0000.09.518.10.41.001			4/30/2021	862600	HR 04/21 Basic, Nat'l Combo Se	9.95	
94633	5/14/2021	000445		PUGET SOUND ENERGY,			\$23,551.75
001.0000.11.576.80.47.005			4/30/2021	200001526637 4/30/21	PKFC 03/30-04/29 9222 Veteran'	48.55	
101.0000.11.542.63.47.006			4/30/2021	200006381095 4/30/21	PKST 03/30-04/29 7819 150th St	20.99	
101.0000.11.542.63.47.006			4/30/2021	220008814687 4/30/21	PKST 03/30-04/29 7000 150th St	20.79	
101.0000.11.542.63.47.006			4/30/2021	220017817689 4/30/21	PKST 03/30-04/29 11521 GLD SW	72.66	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.11.576.80.47.005			4/30/2021	220018963391 4/30/21	PKFC 03/30-04/29 10365 112th S	61.12	
101.0000.11.542.63.47.005			4/30/2021	220025290614 4/30/21	PKST 03/30-04/29 12702 Vernon	180.51	
101.0000.11.542.63.47.005			4/30/2021	220025290630 4/30/21	PKST 03/30-04/29 8299 Veterans	115.75	
001.0000.11.576.80.47.005			4/26/2021	220002793168 4/26/21	PKFC 03/24-04/23 8807 25th Ave	55.98	
001.0000.11.576.80.47.005			5/3/2021	300000000129 5/3/21	PKFC 03/30-04/29 11500 Militar	80.35	
101.0000.11.542.63.47.006			5/3/2021	300000007165 5/3/21	PKST 04/01-04/30 N of Lk WA Bl	22,771.26	
001.0000.11.576.80.47.005			5/3/2021	300000010268 5/3/21	PKFC 03/30-04/29 Woodlawn Ave	123.79	
94634	5/14/2021	005342		RAINIER LIGHTING & ELECTRICAL,			\$27.78
101.0000.21.544.20.31.001			4/13/2021	542135-1	PWST Tape	27.78	
94635	5/14/2021	012960		RAINIER RENTALS,			\$4,500.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-154	CDBG AG 2021-154 CV Rent Assis	2,250.00	
190.6002.52.559.70.41.001			5/13/2021	AG 2021-160	CDBG AG 2021-160 CV Rent Assis	2,250.00	
94636	5/14/2021	011108		REBUILDING HOPE! PIERCE COUNTY,			\$3,318.63
001.0000.11.565.10.41.020			4/19/2021	21Q1COL	PKHS AG 2021-099 Q1/21 Advocac	3,318.63	
94637	5/14/2021	010478		RICOH USA INC,			\$375.85
503.0000.04.518.80.45.002			4/23/2021	104906678	IT 04/18-08/17 Copier	375.85	
94638	5/14/2021	011105		RWC INTERNATIONAL LTD,			\$1,672.77
501.0000.51.548.79.48.005			4/29/2021	RA103001194	PKFL Vehicle Maint	1,261.68	
501.0000.51.548.79.48.005			4/29/2021	RA103001195	PKFL Trailer Maint	411.09	
94639	5/14/2021	011507		SEUI, MICHAEL			\$264.64
001.0000.02.512.51.49.009			4/27/2021	04/27/21	MC 04/27 & 04/29	264.64	
94640	5/14/2021	012951		SILVERWOOD ALLIANCE LLC,			\$5,901.02
190.6002.52.559.70.41.001			5/13/2021	AG 2021-156	CDBG AG 2021-156 CV Rent Assis	4,000.00	
190.6002.52.559.70.41.001			5/13/2021	AG 2021-151	CDBG AG 2021-151 CV Rent Assis	1,901.02	
94641	5/14/2021	000530		SWARNER COMMUNICATIONS,			\$840.00
104.0010.01.557.30.44.001			5/13/2021	89579	HM Farmers Market Ad	420.00	
104.0010.01.557.30.44.001			4/29/2021	89505	HM Summer Package	420.00	
94642	5/14/2021	002667		TACOMA TOWING LLC,			\$87.92
001.0000.15.521.10.41.070			5/3/2021	244727	PD 05/01	87.92	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94643	5/14/2021	000543		TACOMA-PIERCE COUNTY BAR ASSOC,			\$75.00
001.0000.06.515.30.49.003			5/13/2021	18400 3-Part Webinar	LG WSBA # 18400 3-Part Webinar	75.00	
94644	5/14/2021	011013		TANNE, CARLO			\$120.00
001.0000.02.512.51.49.009			4/9/2021	04/09/21	MC 04/09 Interpreter	120.00	
94645	5/14/2021	012981		TEKS SERVICES INC,			\$6,386.37
104.0010.01.557.30.44.001			4/21/2021	46508	HM Farmers Market Postcard	6,386.37	
94646	5/14/2021	013009		TERRACE APARTMENTS,			\$3,200.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-155	CDBG AG 2021-155 CV Rent Assis	3,200.00	
94647	5/14/2021	002153		THE RESCUE MISSION,			\$3,000.00
001.0000.11.565.10.41.020			5/13/2021	0321	PKHS AG 2021-019 Q1/21 Emergen	3,000.00	
94648	5/14/2021	012999		THE STRATFORD COMPANY,			\$4,000.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-146	CDBG AG 2021-146 CV Rent Assis	4,000.00	
94649	5/14/2021	009354		TK ELEVATOR,			\$1,411.81
502.0000.17.518.35.48.001			4/30/2021	3005912505	PKFC 04/21 CH Car 1& 2, PD, Tr	524.72	
502.0000.17.521.50.48.001			4/30/2021	3005912505	PKFC 04/21 CH Car 1& 2, PD, Tr	262.36	
502.0000.17.542.65.48.001			4/30/2021	3005912505	PKFC 04/21 CH Car 1& 2, PD, Tr	624.73	
94650	5/14/2021	005831		TOWN OF STEILACOOM,			\$9,485.36
001.0000.02.229.10.00.002			5/13/2021	04/21 Court Remit	MC 04/21 Court Remit	9,485.36	
94651	5/14/2021	010640		TRANSUNION RISK AND,			\$204.53
001.0000.15.521.21.41.001			5/1/2021	212084 04/21	PD 04/21 People Searches	204.53	
94652	5/14/2021	011127		US BANK VOYAGER FLEET SYSTEMS,			\$1,646.20
501.0000.51.521.10.32.001			5/1/2021	8693430122118	PDFL/PKFL 04/21 Fuel	434.98	
180.0000.15.521.21.32.001			5/1/2021	8693430122118	PDFL/PKFL 04/21 Fuel	521.60	
181.0000.15.521.30.32.001			5/1/2021	8693430122118	PDFL/PKFL 04/21 Fuel	42.48	
501.0000.51.548.79.32.001			5/1/2021	8693430122118	PDFL/PKFL 04/21 Fuel	647.14	
94653	5/14/2021	001255		US POSTMASTER,			\$5,036.60
001.0000.99.518.40.42.002			5/11/2021	325577	ND Permit 2160: Summer 2021 Co	5,036.60	
94654	5/14/2021	009856		UTILITIES UNDERGROUND LOCATION,			\$536.64

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
101.0000.11.544.90.41.001			4/30/2021	1040169	PKST/PKSW 04/21 Excavation Not	268.32	
401.0000.11.531.10.41.001			4/30/2021	1040169	PKST/PKSW 04/21 Excavation Not	268.32	
94655	5/14/2021	002509		VERIZON WIRELESS,			\$803.12
180.0000.15.521.21.42.001			4/26/2021	9878542760	IT/PD 03/27-04/26 Phone	378.75	
503.0000.04.518.80.42.001			4/26/2021	9878542760	IT/PD 03/27-04/26 Phone	424.37	
94656	5/14/2021	011755		VISA - 0349,			\$195.42
001.0000.99.518.40.42.002			4/26/2021	0349/Meeks 04/26/21	ND 04/26 PD Mailing	195.42	
94657	5/14/2021	011541		VISA - 0456,			\$414.72
180.0000.15.521.21.43.002			4/26/2021	0456/PD3 04/26/21	PD WSNIA Trng: R. Hamilton	414.72	
94658	5/14/2021	011958		VISA - 0975,			\$106.30
001.0000.99.518.40.42.002			4/26/2021	0975/Gumm 04/26/21	ND Postage	31.80	
001.0000.99.518.40.42.002			4/26/2021	0975/Gumm 04/26/21	ND Postage	15.10	
001.0000.99.518.40.42.002			4/26/2021	0975/Gumm 04/26/21	ND Postage	22.65	
191.0000.01.559.20.42.002			4/26/2021	0975/Gumm 04/26/21	NSP Dangerous Bldg Notice 1252	18.25	
105.0001.07.559.20.42.002			4/26/2021	0975/Gumm 04/26/21	AB Dangerous Bldg Notice 2621	1.20	
105.0001.07.559.20.42.002			4/26/2021	0975/Gumm 04/26/21	AB Dangerous Bldg Notice 573 L	17.30	
94659	5/14/2021	012354		VISA - 1105,			\$455.60
001.0000.11.571.20.49.003			4/26/2021	1105/Martin 04/26/21	PKRC Registration: The Great R	49.00	
001.0000.11.571.20.31.001			4/26/2021	1105/Martin 04/26/21	PKRC COL Logo Tablecloths	406.60	
94660	5/14/2021	012401		VISA - 3408,			\$358.95
195.0024.15.521.30.31.001			4/26/2021	3408/Carrol 04/26/21	PD Comcast 03/23-04/22	365.90	
195.0024.15.521.30.31.001			4/26/2021	3408/Carrol 04/26/21	PD 03/14-04/14 Mo LPR Sub	48.98	
001.0000.15.521.10.31.001				3408/Carrol 04/26/21	PD Return: Bike Team Supplies	-55.93	
94661	5/14/2021	012656		VISA - 4197,			\$3,924.76
501.0000.51.548.79.48.005			4/26/2021	4197/Fin 5 04/26/21	PKFL 6 Month PM Inspection	924.76	
104.0010.01.557.30.31.001			4/26/2021	4197/Fin 5 04/26/21	HM Farmers Market Tote Bags	3,000.00	
94662	5/14/2021	012668		VISA - 4635,			\$4,289.91
001.9999.11.571.10.31.001			4/26/2021	4635/Fin 5 04/26/21	PKRC Face Masks 25th Anniversa	1,370.48	
001.0000.11.565.10.41.020			4/26/2021	4635/Fin 5 04/26/21	HS Food For Lakewood's Promise	670.88	
001.9999.11.565.10.41.020			4/26/2021	4635/Fin 5 04/26/21	HS Lakewood's Promise Incredib	2,248.55	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94663	5/14/2021	012715		VISA - 5244,			\$25.00
001.0000.06.515.30.49.003			4/26/2021	5244/Schuma 04/26/21	LG Post Pandemic Webinar: Schu	25.00	
94664	5/14/2021	011642		VISA - 6610,			\$1,525.00
001.0000.15.521.40.49.003			4/26/2021	6610/PD4 04/26/21	PD Global Assets Int Reg:Clark	1,525.00	
94665	5/14/2021	012864		VISA - 7000,			\$1,463.17
001.0000.06.515.30.41.001			4/26/2021	7000/Fin 1 04/26/21	LG Cert. J&S 191023637, 191003	60.50	
504.0000.09.518.11.31.010			4/26/2021	7000/Fin 1 04/26/21	RM 3 Replacement AED Pads	320.47	
001.0000.06.515.30.41.001			4/26/2021	7000/Fin 1 04/26/21	LG Cert. J&S 17-1-03760-7	19.50	
001.0000.09.518.10.41.010			4/26/2021	7000/Fin 1 04/26/21	HR WAPELRA Webinar: Protected	22.00	
101.0000.21.544.20.49.001			4/26/2021	7000/Fin 1 04/26/21	PWST/PWSW 2021-2022 MRSC Small	287.50	
401.0000.41.531.10.49.001			4/26/2021	7000/Fin 1 04/26/21	PWST/PWSW 2021-2022 MRSC Small	287.50	
001.0000.06.515.30.41.001			4/26/2021	7000/Fin 1 04/26/21	LG Cert. J&S 181040631, 181017	73.50	
001.0000.06.515.30.41.001			4/26/2021	7000/Fin 1 04/26/21	LG Case 21-2-04352-8 Working C	6.50	
302.0135.21.595.30.31.001			4/26/2021	7000/Fin 1 04/26/21	PWCP Wood Stakes	385.70	
94666	5/14/2021	012484		VISA - 7482,			\$75.00
001.0000.02.512.50.49.003			4/26/2021	7482/Wright 04/26/21	MC NAWJ Midyear Mtg: Mansfield	75.00	
94667	5/14/2021	011136		VISA - 7750,			\$100.00
001.0000.15.521.40.49.001			4/26/2021	7750/Allen 04/26/21	PD IAPE Certification	100.00	
94668	5/14/2021	011137		VISA - 7768,			\$268.24
001.0000.15.521.10.31.008			4/26/2021	7768/Alwine 04/26/21	PD Helmet Name Tags	118.69	
001.0000.15.521.10.31.008			4/26/2021	7768/Alwine 04/26/21	PD Uniform Pants	149.55	
94669	5/14/2021	011138		VISA - 7776,			\$552.82
001.0000.11.576.80.31.001			4/26/2021	7776/Ander 04/26/21	PKFC Pesticide Sprayer	552.82	
94670	5/14/2021	012863		VISA - 7935,			\$346.02
503.0000.04.518.80.49.004			4/26/2021	7935/White 04/26/21	IT CH Pandora	29.62	
503.0000.04.518.80.48.003			4/26/2021	7935/White 04/26/21	IT Website Calendar Plugin	97.82	
503.0000.04.518.80.49.004			4/26/2021	7935/White 04/26/21	IT Creative Cloud	58.24	
503.0000.04.518.80.49.004			4/26/2021	7935/White 04/26/21	IT Photography Plan	10.98	
503.0000.04.518.80.49.004			4/26/2021	7935/White 04/26/21	IT Monthly MailChimp	96.00	
503.0000.04.518.80.49.004			4/26/2021	7935/White 04/26/21	IT 04/11-05/11 Fix & Protect	29.99	
503.0000.04.518.80.49.004			4/26/2021	7935/White 04/26/21	IT Int'l Trx Fee on Fix & Prot	0.30	
503.0000.04.518.80.49.004			4/26/2021	7935/White 04/26/21	IT InDesign	23.07	


Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94671	5/14/2021	011158		VISA - 7966,			\$2,295.62
001.0000.15.521.40.49.003			4/26/2021	7966/Pitts 04/26/21	PD FBINAA: Alwine	21.00	
001.0000.15.521.40.49.003			4/26/2021	7966/Pitts 04/26/21	PD WA Canine: Bucat	300.00	
001.0000.15.521.40.49.003			4/26/2021	7966/Pitts 04/26/21	PD Law Enf Seminars: Criss	385.00	
195.0022.15.521.30.49.001			4/26/2021	7966/Pitts 04/26/21	PD Phlebotomist Renewal: Hall	147.50	
001.0000.15.521.40.49.003			4/26/2021	7966/Pitts 04/26/21	PD Snipercraft: Anderson	400.00	
001.0000.15.521.40.49.001			4/26/2021	7966/Pitts 04/26/21	PD IACP: Prater	99.00	
001.0000.15.521.40.49.003			4/26/2021	7966/Pitts 04/26/21	PD Body Worn Camera: Alwine	95.00	
001.0000.15.521.40.43.001			4/26/2021	7966/Pitts 04/26/21	PD Hostage Neg Assoc: Eakes	156.80	
001.0000.15.521.40.49.003			4/26/2021	7966/Pitts 04/26/21	PD Intro To Drug Abuse Recogn:	40.00	
001.0000.15.521.40.31.001			4/26/2021	7966/Pitts 04/26/21	PD Stop Stick Trng Kit	294.53	
001.0000.15.521.40.43.001			4/26/2021	7966/Pitts 04/26/21	PD Tactical Breacher Cert: Cla	356.79	
94672	5/14/2021	011162		VISA - 8006,			\$175.00
001.0000.15.521.10.49.001			4/26/2021	8006/Unfred 04/26/21	PD Annual WSEMA Dues	80.00	
001.0000.15.521.40.49.003			4/26/2021	8006/Unfred 04/26/21	PD Body Cameras: Unfred	95.00	
94673	5/14/2021	011172		VISA - 8105,			\$1,049.84
001.0000.15.521.40.43.002			4/26/2021	8105/PD2 04/26/21	PD Volcanic Bike Mech: Rodriqu	1,049.84	
94674	5/14/2021	011714		VISA - 8434,			\$369.83
001.0000.15.521.40.49.003			4/26/2021	8434/LaVerg 04/26/21	PD Covert Inv Reg: Prater	325.00	
001.0000.15.521.10.31.001			4/26/2021	8434/LaVerg 04/26/21	PD Notary Stamp	44.83	
94675	5/14/2021	011177		VISA - 8550,			\$13.21
001.0000.13.558.70.49.004			4/26/2021	8550/Newton 04/26/21	ED 03/29-04/29 Dropbox	13.21	
94676	5/14/2021	012924		VISA - 9329,			\$2,238.49
001.0000.99.518.40.42.002			4/26/2021	9329/PD1 04/26/21	ND 03/29 PD Cert Letter	14.95	
001.0000.15.521.10.31.020			4/26/2021	9329/PD1 04/26/21	PD Range Targets	1,409.55	
001.0000.99.518.40.42.002			4/26/2021	9329/PD1 04/26/21	ND 03/30, 03/31, 04/06 PD Cert	77.95	
001.0000.15.521.10.31.020			4/26/2021	9329/PD1 04/26/21	PD Vtac Targets	531.72	
001.0000.15.521.21.31.001			4/26/2021	9329/PD1 04/26/21	PD Maint Supplies	158.87	
001.0000.15.521.10.31.001			4/26/2021	9329/PD1 04/26/21	PD Wall Calendar	31.97	
001.0000.15.521.10.31.001			4/26/2021	9329/PD1 04/26/21	PD I Phone Case & Metal Plate	27.41	
001.0000.15.521.23.41.001			4/26/2021	9329/PD1 04/26/21	PD Minutes For CI Phone	112.79	
001.0000.15.521.10.31.020				9329/PD1 04/26/21	PD Refund: Dup Sales Tax on 03	-126.72	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94677	5/14/2021	011707		VISA - 9465,			\$976.98
001.9999.11.571.10.31.001			4/26/2021	9465/Fairfi 04/26/21	PKRC Art Supplies: Flipping B	582.47	
001.0000.11.571.20.31.001			4/26/2021	9465/Fairfi 04/26/21	PKRC Lanyards	394.51	
94678	5/14/2021	011595		WALTER E NELSON CO,			\$481.71
502.0000.17.521.50.31.001			4/29/2021	806117	PKFC Purell For PD	481.71	
94679	5/14/2021	000595		WASHINGTON ASSOC OF SHERIFFS,			\$852.68
001.0000.02.523.30.41.001			3/31/2021	EM 2021-00244	MC 03/21 Home Monitoring	852.68	
94680	5/14/2021	000586		WASHINGTON STATE PATROL,			\$840.00
001.0000.15.521.40.41.001			4/22/2021	T2100080	PD EVOC Trng @ WSP	840.00	
94681	5/14/2021	006716		WESTERN SYSTEMS INC,			\$15,331.37
504.0000.09.518.39.31.001			4/7/2021	0000046579	RM Claim # 2020-0055.	13,950.29	
504.0000.09.518.39.31.001			4/7/2021	0000046579	Sales Tax	1,381.08	
94682	5/14/2021	013007		WILCOX, NICHOLAS			\$4,000.00
190.6002.52.559.70.41.001			5/13/2021	AG 2021-158	CDBG AG 2021-158 CV Rent Assis	4,000.00	
# of Checks Issued		293					
Total		\$1,895,076.69					



To: Mayor and City Councilmembers

From: Tho Kraus, Assistant City Manager/Chief Finance Officer

Through: John J. Caulfield, City Manager 

Date: June 7, 2021

Subject: Payroll Check Approval

Payroll Period(s): April 16-30, 2021 and May 1-15, 2021

Total Amount: \$2,336,281.27

Checks Issued:

Check Numbers: 114302-114306

Total Amount of Checks Issued: \$17,585.66

Electronic Funds Transfer:

Total Amount of EFT Payments: \$486,298.81

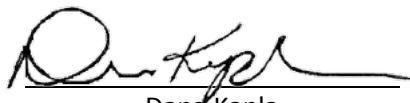
Direct Deposit:

Total Amount of Direct Deposit Payments: \$1,629,289.85

Federal Tax Deposit:

Total Amount of Deposit: \$203,106.95

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claims are just and due obligations against the City of Lakewood, Washington, and that I am authorized to authenticate and certify said liens.



Dana Kapla
Finance Supervisor



Tho Kraus
Assistant City Manager/
Chief Finance Officer



John J. Caulfield
City Manager

Payroll Distribution**City of Lakewood****Pay Period ending 04-16-2021 thru 05-15-2021****Direct Deposit and ACH in the amount of : \$2,318,695.61****Payroll Ck#'s 114302-114306 in the amount of : \$17,585.66****Total Payroll Distribution: \$2,336,281.27****Employee Pay Total by Fund:****Fund 001 - General**

	Amount
City Council	\$ 10,100.00
Municipal Court	\$ 57,620.40
City Manager	\$ 23,033.34
Administrative Services	\$ 93,944.00
Legal	\$ 67,623.34
Community and Economic Development	\$ 97,339.19
Parks, Recreation and Community Services	\$ 88,890.97
Police	\$ 972,403.38
Non-Departmental	\$ -
General Fund Total	\$ 1,410,954.62

Fund 101 - Street	\$ 49,923.34
Fund 102 - Real Estate Excise	\$ -
Fund 104 - Hotel / Motel Lodging Tax	\$ -
Fund 105 - Property Abatement/Rental Housing Safety Program	\$ 14,872.79
Fund 180 - Narcotics Seizure	\$ 2,055.08
Fund 181 - Felony Seizure	\$ -
Fund 182 - Federal Seizure	\$ -
Fund 190 - CDBG Grants	\$ 18,257.91
Fund 191 - Neighborhood Stabilization Program	\$ 479.40
Fund 192 - Office of Economic Adjustment/SSMCP	\$ 12,395.33
Fund 195 - Public Safety Grants	\$ 22,273.97
Fund 301 - Parks CIP	\$ 1,200.00
Fund 302 - Transportation CIP	\$ 81,451.94
Fund 311 - Sewer Capital Project	\$ 4,243.69
Fund 401 - Surface Water Management	\$ 43,589.22
Fund 502 - Property Management	\$ 12,162.00
Fund 503 - Information Technology	\$ 34,325.00
Fund 504 - Risk Management	\$ 365.87
Other Funds Total	\$ 297,595.54

Employee Gross Pay Total	\$ 1,708,550.16
Benefits and Deductions:	\$ 627,731.11
Grand Total	\$ 2,336,281.27

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: June 7, 2021	TITLE: Motion authorizing award of a construction contract to Sierra Santa Fe Corp. in the amount of \$236,704.93 plus a ten percent contingency for the construction of the 2021 Chip Seal Program.	TYPE OF ACTION: — ORDINANCE — RESOLUTION
REVIEW: June 7, 2021	ATTACHMENTS: Vicinity Map Bid Tabulations	X MOTION #2021-33 — OTHER

SUBMITTED BY: Paul A. Bucich, P.E., Public Works Engineering Director/City Engineer.

RECOMMENDATION: It is recommended that the City Council authorize award of a construction contract to Sierra Santa Fe Corporation in the amount of \$236,704.93 plus a ten percent (10%) contingency (\$23,670.49) for the construction of the 2021 Chip Seal Program, City Project No. 302.0005 (2021).

DISCUSSION: The project proposes to chip seal and fog seal approximately 3.9 miles of roadway in the Lake City Neighborhood (South of Veterans Dr. SW) under the Base Bid portion of this project during a period of four (4) weeks. In addition, an Additive Alternate option was bid for chip seal and fog seal of approximately 0.5 miles of roadway on 150th St SW (East of Woodbrook Dr.), Vicinity Map attached. All existing pavement markings along the route will be replaced and updated to current standards

The City received competitive bids from three (3) contractors, bid tabulations for the project are attached.

ALTERNATIVE(S): There is no practical alternative except to reject all bids and re-bid the project. It is unlikely that a re-bid would decrease bids as the three contractors submitting bids are the three primary contractors conducting this type of work in Washington.

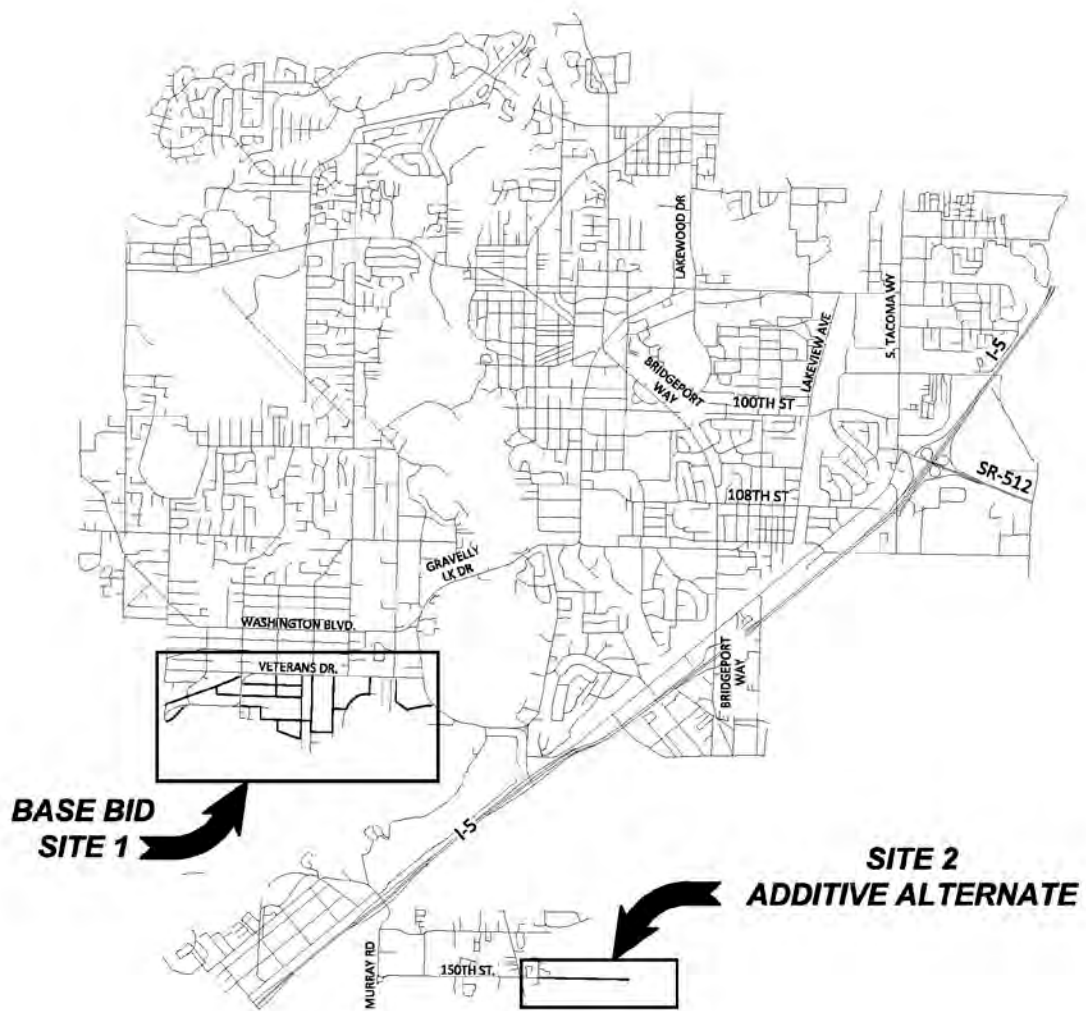
FISCAL IMPACT: This project is funded entirely through the City's 2021/2022 budget, through the Annual Chip Seal project 302.0005. The request is within the budgeted amount.

Timothy J. Motosh, E.I.T.
Prepared by

Paul A. Bucich, P.E.
Department Director

City Manager Review

VICINITY MAP



2021 Chip Seal (#7825536)
 Owner: Lakewood WA, City of
 Solicitor: Lakewood WA, City of
 05/25/2021 02:00 PM PDT

Line Item	Item Description	Unit	Quantity	Engineer Estimate		Sierra Santa Fe Corporation		Doolittle Construction		Olympia Granite	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
					\$221,466.25		\$192,197.00		\$197,933.50		\$269,492.55
A1	Mobilization	LS	1	\$21,000.00	\$21,000.00	\$9,450.88	\$9,450.88	\$20,000.00	\$20,000.00	\$40,775.00	\$40,775.00
A2	Minor Change	FA	1	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
A3	SPCC Plan	LS	1	\$1,000.00	\$1,000.00	\$340.00	\$340.00	\$800.00	\$800.00	\$1,500.00	\$1,500.00
A4	Project Temporary Traffic Control	LS	1	\$30,000.00	\$30,000.00	\$14,185.00	\$14,185.00	\$22,000.00	\$22,000.00	\$45,000.00	\$45,000.00
A5	Asphalt Emulsion CSS-1H Fog Seal	TON	15.3	\$800.00	\$12,240.00	\$2,395.00	\$36,643.50	\$750.00	\$11,475.00	\$850.00	\$13,005.00
A6	Asphalt Emulsion CRS-2P Chip Seal	TON	83.1	\$1,000.00	\$83,100.00	\$807.00	\$67,061.70	\$900.00	\$74,790.00	\$900.00	\$74,790.00
A7	Furnishing and Placing Screening 3/8" to No. 10	SY	45528	\$1.25	\$56,910.00	\$1.14	\$51,901.92	\$1.30	\$59,186.40	\$1.60	\$72,844.80
A8	Furnishing and Placing Crushed Screening 3/8" to No. 4	SY	3917	\$1.25	\$4,896.25	\$0.50	\$1,958.50	\$1.30	\$5,092.10	\$3.25	\$12,730.25
A9	CRS-2P Emulsion Cost Price	Est	1	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00
A10	Rubberized Asphalt for Crack Sealing	LB	1710	\$7.00	\$11,970.00	\$5.65	\$9,661.50	\$2.50	\$4,275.00	\$5.00	\$8,550.00
A11	Raised Pavement Marker Type 2	HUND	0.35	\$1,000.00	\$350.00	\$2,840.00	\$994.00	\$900.00	\$315.00	\$850.00	\$297.50
Schedule A - Base Bid - Total:					\$228,466.25		\$199,197.00		\$204,933.50		\$276,492.55

Line Item	Item Description	Unit	Quantity	Engineer Estimate		Sierra Santa Fe Corporation		Doolittle Construction		Olympia Granite	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
B1	Mobilization	LS	1	\$7,000.00	\$7,000.00	\$6,958.30	\$6,958.30	\$5,000.00	\$5,000.00	\$1,500.00	\$1,500.00
B2	Project Temporary Traffic Control	LS	1	\$10,000.00	\$10,000.00	\$2,500.00	\$2,500.00	\$4,000.00	\$4,000.00	\$11,000.00	\$11,000.00
B3	Asphalt Emulsion CSS-1H Fog Seal	TON	2	\$800.00	\$1,600.00	\$2,395.00	\$4,790.00	\$750.00	\$1,500.00	\$900.00	\$1,800.00
B4	Asphalt Emulsion CRS-2P Chip Seal	TON	9.8	\$1,000.00	\$9,800.00	\$807.00	\$7,908.60	\$900.00	\$8,820.00	\$900.00	\$8,820.00
B5	Furnishing and Placing Crushed Screening 3/8" to No. 10	SY	5852	\$1.20	\$7,022.40	\$1.14	\$6,671.28	\$1.30	\$7,607.60	\$2.15	\$12,581.80
B6	Raised Pavement Marker Type 2	Hund	0.05	\$550.00	\$27.50	\$2,777.00	\$138.85	\$900.00	\$45.00	\$850.00	\$42.50
B7	Removal of Paint Line and/or Raised Pavement Markers	LF	7869	\$2.00	\$15,738.00	\$0.35	\$2,754.15	\$0.50	\$3,934.50	\$0.50	\$3,934.50
B8	Painted Lane Line	LF	5264	\$2.50	\$13,160.00	\$0.55	\$2,895.20	\$0.40	\$2,105.60	\$0.40	\$2,105.60
B9	Painted Lane Line with Raised Pavement Markers	LF	2605	\$4.50	\$11,722.50	\$1.11	\$2,891.55	\$0.40	\$1,042.00	\$0.40	\$1,042.00
Schedule B - Additive Alternate - Total:					\$76,070.40		\$37,507.93		\$34,054.70		\$42,826.40

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: June 7, 2021	TITLE: Motion authorizing award of a construction contract to Central Paving, LLC in the amount of \$224,475.00 plus a ten percent contingency for the construction of the 2021 Roadway Patching Program.	TYPE OF ACTION: — ORDINANCE — RESOLUTION
REVIEW: June 7, 2021	ATTACHMENTS: Vicinity Map Bid Tabulations	X MOTION #2021-34 — OTHER

SUBMITTED BY: Paul A. Bucich, P.E., Public Works Engineering Director/City Engineer.

RECOMMENDATION: It is recommended that the City Council authorize award of a construction contract to Central Paving, LLC. in the amount of \$224,475.00 plus a ten percent (10%) contingency (\$22,447.50) for the construction of the 2021 Roadway Patching Program, City Project No. 302.0005.

DISCUSSION: Approximately 18,750 square feet of localized asphalt pavement failures will be repaired through this project, including the necessary street repairs ahead of the 2021 Chip Seal Project

The City received competitive bids from three (3) contractors, bid tabulations for the project are attached. The apparent low bidder is approximately 7.3% above the engineers estimate. After the estimate was prepared, oil prices have increased and are reflected in the unit prices by all bidders.

ALTERNATIVE(S): There is no practical alternative except to reject all bids and re-bid the project. It is unlikely that a re-bid would decrease bids as there were three bids received from compentent contractors.

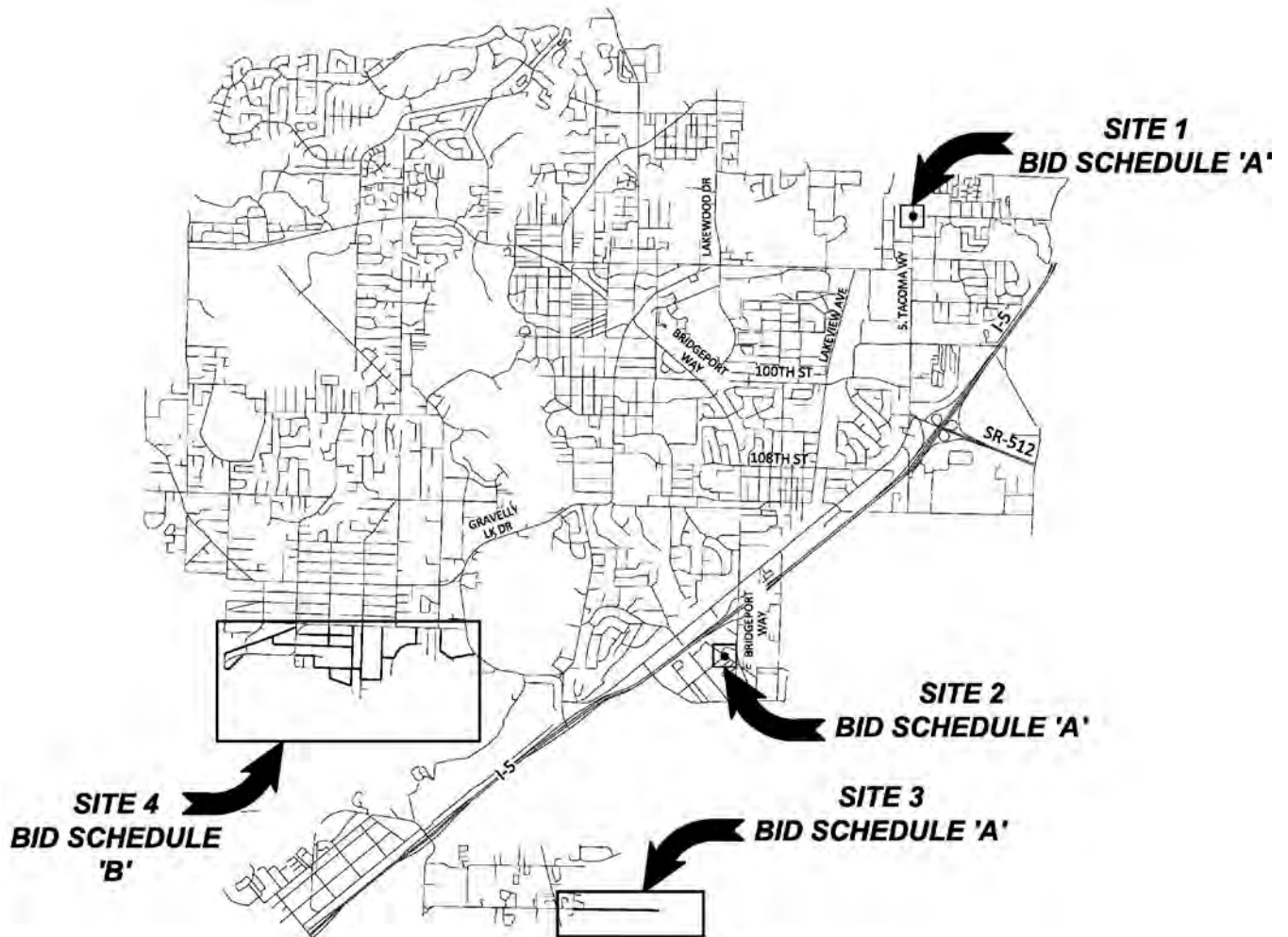
FISCAL IMPACT: This project is funded entirely through the City's 2021/2022 Minor Capital budget 302.0004 and the 2021 Annual Chip Seal program 302.0005. The request is within the budgeted amounts including the requested contingency.

Timothy J. Motoh, E.I.T.
Prepared by

Paul Bucich, P.E.
Department Director

City Manager Review
John P. Campbell

VICINITY MAP



2021 Roadway Patching (#7820454)
 Owner: City of Lakewood
 Solicitor: City of Lakewood
 05/25/2021 02:00 PM PDT

Item #	Item Description	Unit	Quantity	Engineer Estimate		Central Paving, LLC		Asphalt Patch Systems		AA Asphaltting - Sumner	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
A1	Mobilization	LS	1	\$14,000.00	\$14,000.00	\$20,000.00	\$20,000.00	\$1.00	\$1.00	\$7,487.00	\$7,487.00
A2	Project Temporary Traffic Control	LS	1	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$11,700.00	\$11,700.00	\$20,190.00	\$20,190.00
A3	Uniformed Law Enforcement Personnel (Min. \$85/Hr)	HR	8	\$85.00	\$680.00	\$150.00	\$1,200.00	\$85.00	\$680.00	\$120.00	\$960.00
A4	HMA for Pavement Repair Cl. 1/2" PGH-22	SY	1346	\$75.00	\$100,950.00	\$80.00	\$107,680.00	\$94.00	\$126,524.00	\$109.00	\$146,714.00
A5	Paint Line w/ RPM's	LF	1030	\$3.50	\$3,605.00	\$4.00	\$4,120.00	\$3.66	\$3,769.80	\$10.90	\$11,227.00
A6	Temporary Pavement Marking Short Duration	LF	1030	\$1.50	\$1,545.00	\$0.50	\$515.00	\$1.00	\$1,030.00	\$0.80	\$824.00
Schedule A - Sites 1 thru 3				\$140,780.00		\$153,515.00		\$143,704.80		\$187,402.00	

Item #	Item Description	Unit	Quantity	Engineer Estimate		Central Paving, LLC		Asphalt Patch Systems		AA Asphaltting - Sumner	
				Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
B1	Mobilization	LS	1	\$7,000.00	\$7,000.00	\$2,000.00	\$2,000.00	\$1.00	\$1.00	\$6,263.00	\$6,263.00
B2	Project Temporary Traffic Control	LS	1	\$12,000.00	\$12,000.00	\$10,000.00	\$10,000.00	\$5,850.00	\$5,850.00	\$11,792.00	\$11,792.00
B3	HMA for Pavement Repair Cl. 1/2" PG 58H-22	SY	737	\$67.00	\$49,379.00	\$80.00	\$58,960.00	\$107.00	\$78,859.00	\$109.00	\$80,333.00
Schedule B - Site 4				\$68,379.00		\$70,960.00		\$84,710.00		\$98,388.00	

Base Bid Total:				\$209,159.00		\$224,475.00		\$228,414.80		\$285,790.00	
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REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: June 7, 2021	TITLE: Reappointing Ellie Wilson to serve on the Lakewood's Promise Advisory Board.	TYPE OF ACTION: — ORDINANCE — RESOLUTION <u>X</u> MOTION 2021-35 — OTHER
REVIEW:	ATTACHMENTS: Candidate application	

SUBMITTED BY: Briana Schumacher, City Clerk on behalf of Mayor Don Anderson.

RECOMMENDATION: It is recommended that the City Council confirm the Mayor's reappointment of Ellie Wilson to serve on the Lakewood's Promise Advisory Board through May 21, 2024.

DISCUSSION: Notices and outreach to seek volunteers to fill vacancies on the Lakewood's Promise Advisory Board were sent to neighborhood associations, civic groups, community organizations, The News Tribune and The Suburban Times. In addition, articles were distributed through the City's Weekly Informational Bulletins and notices were posted on the City's website.

The role of the Lakewood's Promise Advisory Board is to assist the City Council in the following areas:

A. The Lakewood's Promise Advisory Board shall advise the Mayor, the City Council and city staff regarding the availability and delivery of the five promises within the City.

B. The Lakewood's Promise Advisory Board shall look for ways to develop ongoing relationships among Lakewood citizens and businesses to better deliver Promise activities to youth. To do this, the Lakewood's Promise Advisory Board will recommend individuals to serve on task forces pertaining to each of the Five Promises.


C. The Lakewood's Promise Advisory Board shall advise the City Council in connection with Lakewood's Promise issues as may be referred to the Lakewood's Promise Advisory Board by the City Council which may include, but is not limited to, the following:

1. Facilitate cooperation and coordination with City staff, citizens' groups and other entities, agencies and organizations on Lakewood's Promise issues;
2. Recommend to the City Council strategies to enhance awareness of, and interest in, Lakewood's Promise which may be in cooperation with any appropriate private, civic or public agency of the City, county, state or of the federal government;
3. Recommend ways and means of obtaining private, local, county, state or federal funds for the promotion of Lakewood's Promise programs and projects within the City, and
4. Represent the community and the City of Lakewood as requested by the City Council to address Lakewood's Promise related issues.

ALTERNATIVE(S): The Council could choose not to confirm the appointment or re-advertise for the position.

FISCAL IMPACT: There is no fiscal impact.

Briana Schumacher, City Clerk
Prepared by


City Manager Review

Heidi Wachter, City Attorney
Department Director

MAY 11 2007

CITY OF
LAKEWOOD**CITY OF LAKEWOOD**6000 Main Street SW
Lakewood, WA 98499**APPLICATION FOR APPOINTMENT**

*The information in this document is subject to public disclosure and can be made available to the public.
(Attach additional pages if necessary to complete answers.)*

I wish to be considered for appointment to the following committee, board or commission:

- | | |
|--|--|
| <input type="checkbox"/> Arts Commission | <input type="checkbox"/> Parks and Recreation Advisory Board |
| <input type="checkbox"/> Community Services Advisory Board | <input type="checkbox"/> Planning Commission |
| <input checked="" type="checkbox"/> Lakewood's Promise Advisory Board | <input type="checkbox"/> Public Safety Advisory Committee |
| <input type="checkbox"/> Landmarks and Heritage Advisory Board | <input type="checkbox"/> Salary Commission |
| <input type="checkbox"/> Lodging Tax Advisory Committee (Members of this committee must be representative of an agency involved in tourism promotion.) | |

EXPECTATIONS: Adhere to City of Lakewood's Code of Ethics and regular attendance at meetings is required.

PLEASE RETURN THIS FORM TO: City of Lakewood - City Clerk's Office
6000 Main Street SW
Lakewood, WA 98499
(253) 983-7705 Fax: (253) 589-3774
Email: bschumacher@cityoflakewood.us

Name: Ellie Wilson
(Please Print)

Home Address: 7620 - 98th Ave SW

City: Lakewood State: WA Zip: 98498-3271

Home Phone Number: 253-582-9249 E-mail: geneandellie@gmail.com

Present Employer: Retired

Address: _____ Work Phone: _____

Cell: _____

LODGING TAX ADVISORY COMMITTEE APPLICANT QUESTIONS:

Are you representing a business that is required to collect lodging tax? Yes ☐ No ☐

Are you involved in activities authorized to be funded by revenues received from lodging tax? Yes ☐ No ☐

Have you previously served or are you currently on one of the Lakewood's Boards, Committees or Commissions? Yes No If yes, please explain (include names of Boards, Committees or Commissions and the dates that you served:

Date available for appointment: Immediately

Are you available to attend evening meetings? Yes ☒ No ☐

Are you available to attend daytime meetings? Yes ☒ No ☐

Recommended by: _____

Education: BA Elementary Education
+ 1 year Master program - Special Ed

Professional and/or community activities: Retired teacher, PTIA, Legislative Lobby, Citizens Committee for Schools, Communities In Schools, Lakewood's Promise, Hometown Heroes, Lakewood Incorporation, Lakewood Community Collaboration, Caring Adult Task Force, Promise Advisory Board

Please share some of the experiences or qualifications that you have relating to the work of this board, committee or commission:

I chaired the Citizens' Committee for CP Schools and conducted 7 Levy Campaigns and 2 Bond Campaigns. I was chair or Co-chair of each of the above activities listed.

Please explain why you would like to be part of this board, committee or commission:

There is always work to be done in supporting our youth and their families. This is an outstanding Advisory Board, strongly passionate about collaboration in the delivery of our Five Promises & in supporting our youth & families in Lakewood.

I hereby certify that this application and any other materials and/or documents provided in this application process contains no willful misrepresentation and that the information given is true and complete to the best of my knowledge.

Signature:

Ellie Wilson Date: May 10, 2021



LANDMARKS AND HERITAGE ADVISORY BOARD

April 22, 2021 Meeting Minutes

ZOOM Meeting

6000 Main Street SW

Lakewood, WA 98499

"The mission of the City of Lakewood Landmarks and Heritage Advisory Board is to preserve, protect and promote the unique heritage and historic resources of the City of Lakewood"

CALL TO ORDER

The meeting was called to order at 6:00 p.m. by Mr. Glen Spieth, Chair.

MEETING PROTOCOL

Roll Call

Landmarks & Heritage Advisory Board Members Present: Glen Spieth, Joan Cooley, Christina Manetti and Beth Campbell

Landmarks & Heritage Advisory Board Members Excused: None

Landmarks & Heritage Advisory Board Members Absent: None

Council Liaison to LHAB: Councilmember Patti Belle

Staff Present: Courtney Brunell, Planning Manager and Karen Devereaux, Administrative Assistant

Acceptance/Changes to Agenda

No changes were made to the agenda.

Approval of Minutes

The minutes of the meeting held on March 25, 2020 were approved as written by voice vote, M/S/C Manetti/Cooley. Motion to approve the minutes passed unanimously, 3-0. (Ms. Beth Campbell joined ZOOM meeting just after vote.)

Announcements

Ms. Courtney Brunell introduced Councilmember Ms. Patti Belle. Ms. Belle was assigned as Council Liaison to the Landmarks and Heritage Advisory Board.

PUBLIC COMMENTS

None

PUBLIC HEARINGS

None

REPORTS BY HISTORIC PRESERVATION OFFICER OR STAFF

Ms. Brunell reported the City is moving forward with implementing an installation plan for the historic street signs project despite not being awarded money from the Pierce County Historical Preservation Grant. Although it has been postponed for over a year, the Operations & Maintenance Crew will provide a definitive timeline to share at the next meeting. Ms. Joan Cooley requested staff to provide a list of

the 11 recipients/projects that were awarded money this past grant cycle. Mr. Spieth requested a list of the street names that are scheduled to be installed.

UNFINISHED BUSINESS

"Did You Know" Additional Specific Items/Topics for Website

Ms. Beth Campbell stated she enjoyed reading the short snippets of quick information and thought it was a good start to the project for the website pages.

Dr. Christina Manetti suggested adding information on the source of Ponce de Leon Creek which originates in springs below what is now Lakewood Towne Center. and Visitation Villa convent and school that became Villa Plaza, then Lakewood Mall, and is now the Lakewood Towne Center.

Update Lakewood Touring Map to Include Historic Streets Identified Through the Recognition Program

Members shared that it is difficult to share ideas over a zoom telephone meeting and agreed to table topics until they can meet in person to discuss and view the map together. Ms. Brunell confirmed government buildings are scheduled to stay closed to the public through June 30, 2021 due to the pandemic. Ms. Brunell will update members if this schedule changes.

Developing Information on Designated Lakewood Landmarks with Explanation of Different Types of Designations (Local, state, and Federal) for Website

Dr. Manetti agreed to review the brochure document and make suggestions for changes for the May 25 meeting discussion.

Ideas for Recognizing Past Member Marjorie Thomas-Candau

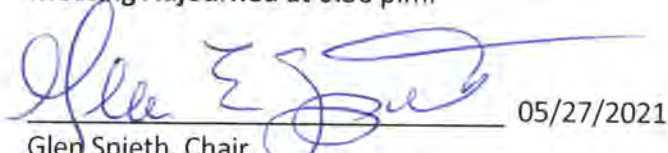
Ms. Brunell offered to check with City Clerk on policy for recognizing board members under these circumstances and report back the findings.

NEW BUSINESS

None

Next Meeting The regular monthly meeting is set for Thursday, June 24, at 6:00 PM.

Meeting Adjourned at 6:30 p.m.


Glen Spieth, Chair
Landmarks & Heritage Advisory Board
05/27/2021


Karen Devereaux, Recording Secretary to the
Landmarks & Heritage Advisory Board
05/27/2021



TO: City Council

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

THROUGH: John Caulfield, City Manager
Dave Bugher, Assistant City Manager for Development Services

DATE: June 7, 2021

SUBJECT: 2021 Comprehensive Plan Amendments Public Hearing

ATTACHMENTS: Proposed 2021 Comprehensive Plan amendments (**Attachment A**);
Comments from Puget Sound Energy, Lakewood Light & Power, and
Pierce Transit (**Attachment B**)

BACKGROUND

The City Council adopted Resolutions 2020-15 and 2021-02 to establish the docket of 2021 Comprehensive Plan amendments.

The Planning Commission held study sessions to review the proposed amendments on February 17, March 24 and April 7. The Commission held a public hearing on the proposed amendments on April 21 and kept the hearing open until May 5 for written comments. Comments from Puget Sound Energy, Lakewood Light & Power, and Pierce Transit were received regarding amendment 2021-01 (the proposed new Energy & Climate Change Chapter) and these comments are attached hereto as **Attachment B**.

In its Resolution 2021-02, the Planning Commission recommended full approval of eight of the ten proposed Comprehensive Plan and text amendments (2021-02, -03, -04, -06, -08, -09, -10, and -11.) The Commission recommended approval amendment 2021-01, the proposed new Energy and Climate Chapter, but requested that the City Council direct the Commission to provide additional recommendations on implementation priorities in the 2022 amendment cycle. The Commission recommended continuing amendment 2021-05, reflecting the adoption of a new Western State Hospital Master Plan, to the 2022 amendment cycle since the Master Plan was not submitted for consideration to the City until May 12, 2021.

On May 24, the City Council held a study session to review the 2021 Comprehensive Plan amendments (see **Attachment A**.) The Council is holding a public hearing on June 7.

ATTACHMENT A

Proposed 2021 Comprehensive Plan Amendments

2021-01: Replacement of Current Sustainability Chapter with an Energy and Climate Change Chapter

The Current Chapter 10, Sustainability, is replaced in its entirety with a new Chapter 10, Energy and Climate Change.

Chapter 10: ENERGY AND CLIMATE CHANGE

TABLE OF CONTENTS

Introduction

Purpose of Chapter

What is Climate Change

Renewable Energy Today

Potential Impacts of Climate Change

Climate Change in the Pacific Northwest

Climate Change Impacts to Washington

Climate Change Impacts to Pierce County

Climate Change Impacts to Lakewood

Lakewood Climate Change Advantages and Challenges

COVID-19 Impacts

Citywide Greenhouse Gas Emissions

Washington State GHG Emission Reduction Standards

Lakewood Energy Generation and Use

Carbon Sequestration

Key Findings and Recommendations

Energy and Climate Change Goals, Policies, and Actions

Endnotes

ACRONYMS

COVID-19	Coronavirus Disease 2019
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
EPA	Environmental Protection Agency
GHG	Greenhouse gas, limited to CO ₂ , CH ₄ , N ₂ O, and fugitive gases
LKVW	Lakeview Light and Power
MgCO ₂ e	Metric tons of carbon dioxide equivalent
MWH	Megawatt-hour (1,000 kilowatt-hours)
NLCD	National Land Cover Database
PSE	Puget Sound Energy
TP	Tacoma Power
WDOC	Washington Department of Commerce
WDOT	Washington Department of Transportation
WDOTR	Washington Department of Transportation – Rail Division
VMT	Vehicle Miles Traveled

INTRODUCTION

It is increasingly evident that there are dramatic relationships between greenhouse gas emissions and local transportation and land use patterns. Lakewood has opportunities to build higher density, mixed-use projects around existing public transit infrastructure, schools, parks and neighborhoods. Energy efficiency and sustainability can be further enhanced by incorporating green materials and construction practices into buildings and streetscape improvements. Sustainable development concepts such as natural resource conservation, transit-oriented development, multimodal transportation access and the encouragement of green building are integrated throughout this Comprehensive Plan Chapter.



Figure 1 (ART DAILY, June 2019)

The Energy and Climate Change Chapter:

- Describes potential climate change impacts, energy use and greenhouse gas emissions;
- Highlights key findings and recommendations;
- Defines goals for energy and climate change;
- Identifies policies and implementing tasks to address energy and climate change needs; and
- Provides a summary table identifying lead responsibilities for each implementing task.

Purpose of the Chapter

This chapter examines how the City's policies will affect energy consumption and determines what measures can be implemented to reduce greenhouse gas emissions to state required levels. The chapter provides policy direction for conserving energy resources and responding to climate change. Broadly framed goals address energy conservation, renewable energy generation and use, and sustainable and responsible community revitalization. More specifically, policies and implementing tasks are designed to: provide leadership to manage climate change; promote clean and efficient transportation options; encourage sustainable and efficient energy systems; promote sustainable development; support community revitalization; and build a climate-resilient community.

What is Climate Change?

A balance of naturally occurring gases dispersed in the atmosphere determines the Earth's climate by trapping solar radiation. This phenomenon is known as the "greenhouse effect." Modern human activity, most notably the burning of fossil fuels for transportation and electricity generation, introduces large amounts of carbon dioxide and other gases into the atmosphere. Reductions in the planet's forested regions where greenhouse gases are stored is also a major contributor to the increasing greenhouse effect. Collectively, these gases intensify the natural

greenhouse effect, causing global average surface temperature to rise, which in turn affects global climate patterns.

Renewable Energy Today

Fossil fuels are the primary source of energy in America today. The transportation sector is the single largest consumer of fossil fuels, followed by buildings which use large amounts of energy for lighting, heating and cooling. In addition to growing global, national and local concern over potential impacts of fossil fuel use and their impacts on overall environmental health, there is also widespread uncertainty about the availability and cost of energy.

As the cost of fossil fuel increases, alternatives to private automobiles will become more economically viable. The market for renewable energy is growing each year. Increased greenhouse gas emissions (GHGs), especially CO₂ from the use of fossil fuels for energy generation, the dwindling existence of fossil fuel coupled with its high costs, are fueling the renewable energy market.

However, the generation of energy from renewable sources requires very large capital investments.

For the first time ever, in April 2019, this country's renewable energy outpaced coal by providing 23 percent of US power generation, compared to coal's 20 percent share.ⁱ In the first half of 2019, wind and solar together accounted for approximately 50 percent of total US renewable electricity generation, displacing hydroelectric power's dominance.

Declining costs and rising capacity factors of renewable energy sources, along with increased competitiveness of battery storage, drove growth in 2019. In the first half of the year, levelized cost of onshore wind and utility-scale solar declined by 10 percent and 18 percent, respectively, while offshore wind took a 24 percent dip.ⁱⁱ The greatest decline was in lithium-ion battery storage, which fell 35 percent during the same period.ⁱⁱⁱ This steady decline of prices for battery

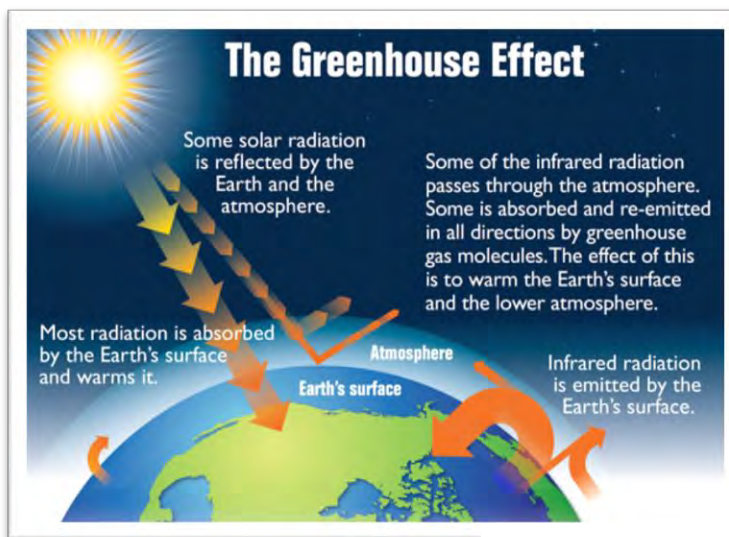


Figure 2 (EPA 2012)

storage has begun to add value to renewables, making intermittent wind and solar increasingly competitive with traditional, “dispatchable” energy sources.

The renewable energy sector saw significant demand from most market segments as overall consumer sentiment remained positive. Renewable energy consumption by residential and commercial customers increased 6 percent and 5 percent, respectively, while industrial consumption declined slightly, by 3 percent, through June 2019 compared with the previous year.^{iv} As in 2018, US corporate renewable energy contracts once again hit new levels, as corporations signed power purchase agreements (PPAs) for 5.9 gigawatts (GW) of renewable energy in the first half of 2019.^v



Figure 3 (*Unknown Source*)

Potential Impacts of Climate Change

The Intergovernmental Panel on Climate Change findings confirm that human activities are the primary cause of climate change.^{vi} Climate impacts can be difficult to observe in part because changes occur slowly over many years.

Scientists expect changing temperatures to result in: disruption of ecosystems; more frequent and damaging storms accompanied by flooding and landslides; increases in the number and severity of heat waves; extended water shortages as a result of reduced snow pack; increased likelihood of wildfires; and disturbance of wildlife habitats and agricultural activities.

Climate Change in the Pacific Northwest^{vii}

By the 2020s, the average temperatures could be higher than most of those experienced during the 20th Century. Seasonally, the Pacific Northwest will experience warming in summer and winter.

Slight changes in summer and winter precipitation are anticipated. Changes in summer precipitation are less certain than changes in winter precipitation. Future years are projected to continue to swing between relatively wet and dry conditions, making it likely that the change due to climate change will be difficult to notice.

There has been an observed increase in the variability of average winter (October-March) season precipitation since 1973 for the Pacific Northwest, but no information on changes at smaller time scales (monthly, daily changes). The cause of this change is unknown. Heavy rainstorms are

expected to increase globally; whether they do in the Pacific Northwest will be related to where and how the storm track moves in the future – it could increase, decrease, or stay the same.

Sea levels will increase globally, but there is much uncertainty in the specific amount of increase and how it will vary by location. Coupled with sea level rise, there could also be land subsidence.

Any changes in windstorms are unknown.

Climate Change Impacts to Washington

The United States Environmental Protection Agency (EPA) published a synopsis of the impacts that climate change could have on Washington. Over the past century, most of Washington State has warmed one to two degrees (F). Glaciers are retreating, the snowpack is melting earlier in the year, and the flow of meltwater into streams during summer is declining. In the coming decades, coastal waters will become more acidic, streams will be warmer, populations of several fish species will decline, and wildfires may be more common.

Sea level rise will threaten coastal development and ecosystems. Erosion will threaten homes and public property along the shore. Increased flooding could threaten wastewater treatment plants, ferry terminals, highways, and railroads along Puget Sound.

Mudflats, marshes, and other tidal wetlands provide habitat for birds and fish. As water levels rise, wetlands may be submerged or squeezed between the rising sea and structures built to protect coastal development.

Three thousand glaciers cover about 170 square miles of mountains in Washington, but that area is decreasing in response to warmer temperatures.

The flows of water in rivers and streams are increasing during late winter and early spring but decreasing during summer. Warmer winters have reduced average snowpack in Washington by 20 percent since 1950. The snowpack is now melting a few weeks earlier than during the 20th century, and, by 2050, it is likely to melt three to four weeks earlier. Decreasing snowpack means there will be less water flowing through streams during summer. Moreover, rising temperatures increase the rate at which water evaporates (or transpires) into the air from soils and plants. More evaporation means that less water will drain from the ground into rivers and streams.

Declining snow and streamflow would harm some economic sectors and aquatic ecosystems. Less snow means a shorter season for skiing and other winter recreation. Water temperatures will rise, which would hurt Chinook and sockeye salmon in the interior Columbia River Basin. The combination of warmer water and lower flows would threaten salmon, steelhead, and trout. Lower flows would also mean less hydroelectric power.

Climate change is likely to more than double the area in the Northwest burned by forest fires during an average year by the end of the 21st century. Higher temperatures and a lack of water can also make trees more susceptible to pests and disease, and trees damaged or killed burn more

readily than living trees. Changing climate is likely to increase the area of pine forests in the Northwest infested with mountain pine beetles over the next few decades. Pine beetles and wildfires are each likely to decrease timber harvests. Increasing wildfires also threaten homes and pollute the air.

The changing climate will affect Washington's agricultural sector, particularly fruits and vegetables, which often require irrigation. Because streams rather than ground water provide most of Washington's irrigation water, the expected decline in streamflow would reduce the water available for irrigation. About two-thirds of the nation's apples come from Washington, and most are grown east of the Cascade Mountains where the dry climate requires irrigation. The Washington Department of Ecology is concerned that yields of apples and cherries may decline in the Yakima River Basin as water becomes less available. Alfalfa, potato, and wheat farmers also require substantial irrigation.

Climate Change Impacts to Pierce County

Pierce County's climate change impacts mirror many of the impacts associated with Washington State.

Sea levels, depending on future global trends in greenhouse gas emissions and glacial melt rates, are anticipated to rise by up to 6 inches by 2030; up to 15 inches by 2050; and up to 57 inches by 2100.

Ocean acidity is projected to increase 38–109 percent by 2100 relative to 2005 levels. Corrosive conditions are particularly of concern to the shellfish industry in Puget Sound, which depends on good water quality to grow oysters, clams and mussels.

Stream temperatures in the Pacific Northwest are projected to increase by 3°F by 2080. Warmer water temperatures will also result in more lake closures and could be lethal to salmonids and other aquatic species.



Figure 4 (*Pierce County*)

Current trends indicate that Mount Rainer's glaciers - and other sources contributing to summertime stream flows and sedimentation in Puget Sound watersheds - will continue to melt as temperatures warm. In all years between 2003 and 2009, there has been a net melting of the Emmons and Nisqually Glaciers between

0.5- and 2.0-meters water equivalent.

Extreme heat events will become more frequent while extreme cold events will become less frequent. Wildfires are expected to become more common as temperatures rise and less rain falls during summer months.

Landslides are expected to become more common in winter and spring due to projected increases in extreme precipitation events and increasing winter precipitation, particularly in areas most prone to present-day landslides.

Flood risk is projected to increase during the fall and winter seasons as warmer temperatures cause more precipitation to fall as rain over a larger portion of the basin. Eight of the top ten peak floods have been recorded since 2006. Less snowmelt will cause the lowest flows to become lower in the summer months.

For rivers originating on Mount Rainier, including the Puyallup, White, Nisqually, and Carbon Rivers, sediment loads are expected to increase, further contributing to flood risk, as declining snowpack and glacial recession expose more unconsolidated soils to rain, flood flows, and disturbance events.

Total annual precipitation in the Pacific Northwest is not projected to change substantially, but heavy rainfall may be more frequent and intense, and summer precipitation may decrease. More rain and less snow will fall in the winter.

Climate Change Impacts to Lakewood

Local impacts are not definitive, but Lakewood could experience:

1. Changes to local weather patterns leading to more frequent peak storm events;
2. Rising Puget Sound water levels which could influence Chambers Creek Dam at high tides and eventually lead to overtopping;
3. Areas with steep slopes, such as Chambers Creek Canyon, with heavy rainfall events, could lead to increased landslides.

4. Increased flood risk in the Clover Creek watershed; rising flood waters could impact I-5 between Highway 512 and Bridgeport Way;
5. Additional pollutant loading from peak storm events and higher summer temperatures are likely to make existing water quality issues in the City's numerous lakes and streams worse (expect depleted oxygen levels and more algae bloom events); and
6. Potential for fires in Fort Steilacoom Park, the open space areas behind Western State Hospital, JBLM lands adjacent to the city limits, and vacant lands within the I-5 and Highway 512 Corridors. Loss of vegetation and impacts to air quality are at risk.



Figure 5 (LANDSAT)

Lakewood Climate Change Advantages and Challenges

Lakewood has advantages and challenges as it prepares for climate change.

Advantages

Climate: Lakewood's moderate climate means lower heating and cooling demands than other areas in the nation and globally.

Access to hydroelectric power: Two of the three power companies that serve Lakewood receive power from hydroelectric plants.

Infill Potential: Several underutilized parcels provide opportunities to develop walkable, mixed-use environments to meet resident's needs.

Transportation: Residents have convenient access to transportation alternatives. Pierce Transit provides several bus routes connecting Lakewood to other parts of Pierce County. Sound Transit provides regular bus transportation to Sea-Tac International Airport, in addition to a commuter rail station.

Challenges

Lakewood is a relatively new city: Upon incorporation in 1996, Lakewood faced many challenges in providing basic municipal services. Climate change policy was not a priority. However, as the city has matured, it is now beginning to examine climate change and its impacts upon the city and region.

Older housing stock: Even though Lakewood incorporated in 1996, as a community, it has been around for over 100 years. Lakewood is primarily a suburb of Tacoma. Much of the housing stock is older and likely needs substantial upgrades to improve energy conservation.

Location: Employment centers are primarily found in Tacoma and the Seattle-Metro area, requiring reliance upon transportation to get to work. Twenty-one percent of resident's commute to Tacoma, and 19 percent to the Seattle-Metro area. About 79 percent use single occupant

Two transit stations and two park-and-rides are in the city.

Recently revised land use regulations:

Lakewood has adopted a Downtown Subarea Plan. A second subarea plan is under preparation for the Lakewood Station District.

Adopted non-motorized transportation

plan: The plan provides a comprehensive plan to enhance the Lakewood urban area pedestrian and bicycle systems. This effort was initiated by the City to address long range transportation goals and policies. Originally adopted in 2009, the plan should be updated to better reflect many land policies changes that have occurred in the past 10-years.

Adopted complete streets policy: The City adopted an ordinance in 2016 recognizing transit, bicycling, and walking as fundamental modes of transportation are of equal importance to that of passenger vehicles. This led to the City reconstructing Motor Avenue SW into a complete street.

Promoting energy conservation: The City has already installed LED lighting for all streetlights (2,372) and all traffic signals (69).

Open space protections: City has taken action to protect and preserve open spaces both on private and public properties. A review of the National Land Coverage Database, between 2001 and 2016, shows no net loss in open space. City has also been active in expanding parks.

Tree preservation: Since 2001, the city has had in place a tree preservation ordinance. The city is also proactive in regard to removal of trees without permits; over the years, the city has substantially fined property owners. Fines that are collected go into a tree preservation fund.

Floodplain protections: The City updated its floodplain regulations creating an overlay zone and new development standards.

vehicles, 10 percent use carpool, and five percent use public transit. Average commute distance is 26.4 miles^{viii}. Commute trips are significant factors that increase CO2 production.

Lack of a street network: A very limited grid street network is found in the City's older neighborhoods, namely Tillicum, and Lakeview. This creates access issues and requires additional vehicle miles traveled to reach destinations and can discourage walking or biking alternatives.

Lack of street infrastructure: Even though it is an urban community, much of Lakewood lacks curbs gutters, and sidewalks. While the city has taken steps to improve the situation, current conditions make it difficult to promote walkability when many of the basic services are non-existent.

Transportation: The community lacks a bus rapid transit system. Sound Transit commuter service is limited.

Underlying land use patterns: Current land use patterns were established by Pierce County. The county's zoning followed very basic principles. It did not offer much protection from incompatible uses. The county zoning promoted strip commercial development and auto-dependent uses.

Lakewood is not a full-service city: Water is provided by the Lakewood Water District. Sewer is provided by Pierce County Utilities. Waste collection is provided under contract with Waste Management Services. Power is provided by three different power purveyors, Puget Sound Energy, Tacoma Power, and Lakeview Light and Power, a mutual non-profit company. The City does not control these agencies.

Shoreline Master Program (SMP): SMP regulations restrict development in areas buffering water bodies, streams, or wetlands.

COVID-19 Impacts



Figure 6 (*Unknown source*)

COVID-19 has increased teleworking opportunities for employees which has decreased greenhouse gas emissions from commuting. New estimates based on people's movements suggest that global greenhouse gas emissions fell roughly 10 to 30 percent, on average, during April 2020 as people and businesses reduced activity^{ix}. Highway traffic is down 17 percent in Washington State; Pierce Transit has seen a dramatic reduction in ridership, in some cases depending on the day, as much as 70 percent^x. Employees have adjusted to

using virtual platforms for note taking, document sharing and more. Ensuring all employees have the proper resources and training on paperless tools will aid in reaching reduction goals.

The overall impact COVID-19 has on GHG emissions is unknown but will be assessed once the pandemic is over.

Citywide Greenhouse Gas Emissions¹

Google, through its Environmental Insights Explorer (EIE) program, currently offers a means by which cities can calculate GHG emissions. EIE is a relatively new program which was started in 2018 and offered to a few select cities. Lakewood became aware of the in 2020. It is offered free-of-charge. All that is required is to have a city designated official sign up and Google does all the work. Lakewood became a member of the EIE program in October of last year (2020). Greenhouse emissions data has been analyzed by Google and provided to Lakewood.

EIE uses unique Google data sources and modeling capabilities to produce estimates of activity, emissions, and reduction opportunities. The data in EIE is anonymous, highly aggregated and combined with other data sources to create useful environmental insights. The data sources include, for example, aggregated location history data, building outlines and types, and overhead imagery. All of these sources contain useful information for taking action toward a low-carbon future when aggregated to a city scale. Google also uses advanced machine learning techniques

¹ There are data elements missing: water, wastewater, and solid waste. Because Lakewood is a contract city it has not been easy to collect data to perform a GHG analysis in these areas. Further, developing a GHG emissions inventory is a new process, so much of the data in these areas has not been collected. That means we relied estimates that may not necessarily be descriptive of Lakewood.

to understand how people are moving around the world, and then applies scaling factors, efficiency and emissions factors for specific communities.

Calculating Lakewood's GHG baseline, or inventory, is the first step toward climate action planning. The GHG inventory can help prioritize investments on the most impactful areas, as it highlights the main emission sources or hot spots and can be used as a baseline to measure progress.

The steps Google uses to create an emissions baseline, or inventory, include:

- Defining the city boundaries and the activity sectors that will be included in the assessment.
- Gathering the activity data representing these boundaries and sectors, e.g.: the energy consumed or the volume and type of fuels burned or products consumed.
- Performing a number of data manipulations and estimates, e.g.: accounting for limited coverage or availability of data.
- Applying the right conversion factors to estimate total GHG emissions, e.g.: converting kWh of electricity or gallons of fuel consumed, into GHG emissions. This is done using the so-called emission factors, which represent the average GHG emissions released when burning a type of fuel or when using a type of vehicle or when generating electricity.

What GHGs are included?

EIE accounts for emissions of seven greenhouse gases associated with electricity generation and fuel burning: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and nitrogen trifluoride (NF₃). The emissions factors used cover a regional, national or supranational grid, sourced from CURB: Climate Action for Urban Sustainability tool. For each city, Google uses a blended average of the nearest available emission factor data. The unit to measure the total greenhouse gas emissions is metric tons of carbon dioxide equivalent (tCO₂e) or in the imperial system, pounds of carbon dioxide equivalent (lbCO₂e).

The EIE tool provides data for the calendar year indicated on each city summary and sector page. For building emissions, a complete calendar year is extrapolated based on the latest Google-sourced data. For transport, all trips taken in the calendar year are included.

Due to the continual improvement in data availability and coverage, and challenges with modelling historic years relative to current data, past years' emissions data is not available, although in Lakewood's case, there is historic data provided for 2018 and 2019.

What economic sectors and emission sources are included?

There are many activities that may occur within the city boundaries that generate greenhouse gas (GHG) emissions: energy production, transportation, and industrial activities. At this time, EIE does not include waste management, agriculture, forestry, other land uses, or carbon sequestration.

The Environmental Insight Explorer focuses on two sectors that represent the two most important contributors in the total GHG inventory of most cities: road transportation (“transportation”) and electricity consumed in residential and commercial buildings (“buildings”). In GPC terms, this corresponds to the following categories:

- Stationary fuel combustion in commercial and residential buildings;
- Grid-supplied electricity consumption in commercial and residential buildings; and
- In-boundary and out-of-boundary road vehicles and boats, including all trips initiated and finished within city boundaries, trips started within city boundaries and finished outside city boundaries, and trips initiated outside city boundaries and finished within city boundaries.

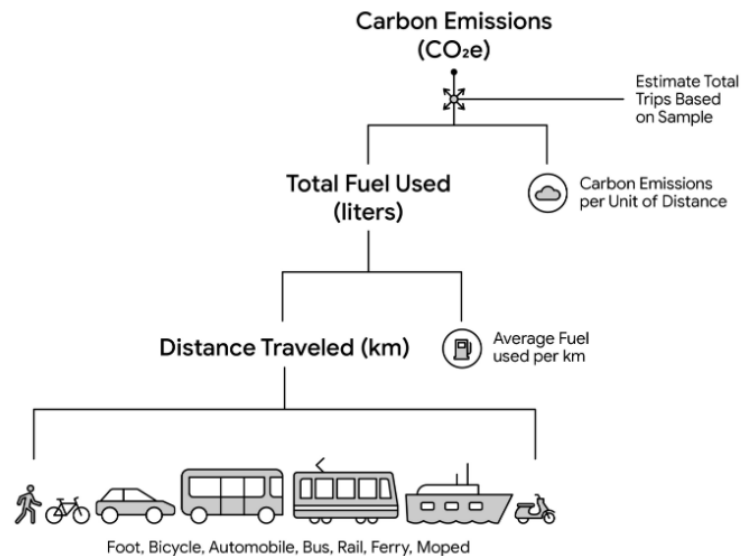
An important note for transportation emissions, EIE accounts for:

- All trips on any road, by using anonymized and aggregated location history data, and modeling the entire population and occupancy factors for each mode of travel; and
- The entire trip, that starts or ends within the city boundary. EIE provide this information since the entire trip is more relevant for reduction planning (such as mode shifts from vehicles to bicycles, for example).

Transportation

Transportation vehicles generate greenhouse gas emissions directly from the combustion of fossil fuels and indirectly by the electricity the electric vehicles (EVs) consume. The quantity of GHGs emitted by the transportation sector in a city depends on factors such as transportation modes, types of fuels used, age and efficiency of the vehicle fleet, total trips and annual miles traveled. It is a complex set of calculations best describe in this chart below.

Calculating Carbon Emissions: Transportation



Google uses proprietary data to characterize the trips taken within the city boundaries and the trips that crossed the city boundaries. This data is derived from location history data, on which they have applied a number of privacy filters, aggregation/anonymization techniques, and inference models.

This data takes into account movement over all major road classifications, from interstates to local roads. Similar to the population (and occupancy factor) scaling techniques used by transportation models based on Household Travel Surveys, EIE estimates annual vehicle trips by mode and vehicle distance traveled (vehicle kilometers traveled: “VKT”, vehicle miles traveled: “VMT”) for all trips in a city.

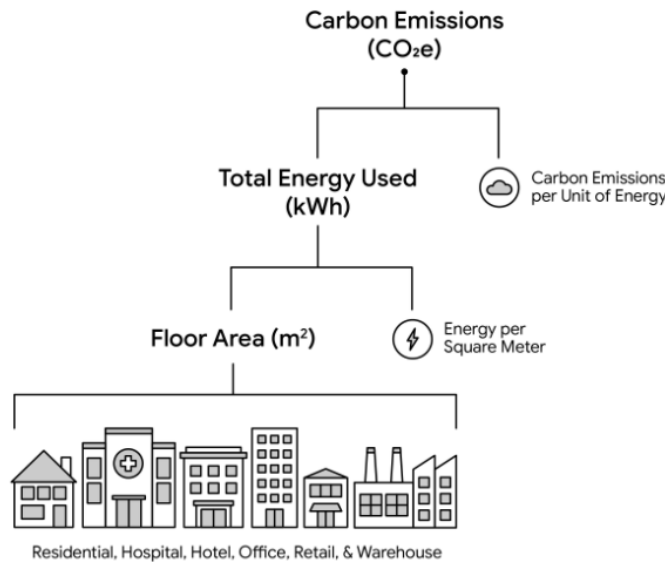
These measures are combined with region-specific assumptions from CURB: Climate Action for Urban Sustainability tool, such as the split between gasoline and diesel vehicles (vehicle fleet mix and fuel combinations) and average fuel efficiency. Finally, EIE applies fuel efficiency and emissions factors sourced from CURB to convert the estimated activity data into total emissions of CO₂ equivalents (CO₂e). The factors also take into account all GHGs produced by burning the fuel, including CO₂, methane and others.

Buildings

Buildings generate greenhouse gas emissions from direct combustion of fossil fuels (heating, for example) and indirectly from the electricity the residents and equipment consume. The quantity of GHG emitted directly or indirectly by buildings depends on many factors – for instance, the number of buildings, their type (a hospital consumes more energy than a residential apartment), the heating and cooling technologies deployed and the types of fuels used, the quantity of electricity used by the occupants and the equipment, the source of

electricity, and the energy efficiency of the building and equipment. Other factors that are much harder to control by cities, such as the climatic zone where the city is located, also have an important impact on the total energy that each building consumes every year.

Calculating Carbon Emissions: Buildings



EIE estimates floor space and assigns a building-type category to most buildings within the city boundaries. Floor space was modeled using data sourced from Google Maps, imagery and 3D modeling. Residential buildings may include houses and apartments, and nonresidential may include offices, retail, warehouses, commercial and mixed-use buildings.

Once the total floor space per type of building is acquired, EIE uses region-specific energy intensity factors (energy per floor space unit) from CURB: Climate Action for Urban Sustainability tool to estimate the total energy consumed to power each type of structure. For each location, EIE uses a blended average of the nearest available emission factor data and assumed a mix of grid-supplied electricity and stationary combustion energy sources based on CURB's energy usage breakdown.

Finally, EIE applies electricity and stationary combustion emission factors sourced from CURB which correspond to the electricity factors published by the International Energy Agency (IEA) in 2012 and the International Panel on Climate Change (IPCC). This process converts the estimated activity data (total electricity consumed) into total GHG emissions. Emission factors are calculated by the IEA using the electricity generation technologies in the region and national or subnational energy generation emission data.

Because city-specific fuel mix for on-site combustion is not available and is highly variable across cities, EIE assumes a default 50/50 mix of natural gas and diesel oil. The factors also

take into account all GHGs produced for electricity generation, including CO₂, methane and others.

(IMPORTANT NOTE: Since the utility companies that provide electricity to Lakewood use predominantly renewable energy sources, the level of GHG used in buildings is probably overstated. Also, the assumption of a 50/50 mix of natural gas and diesel (fuel) oil is incorrect. Over 90 percent of buildings use either electricity or natural gas.)

Solar

Renewables and zero-carbon energy sources, including solar, can reduce and offset the emissions from fossil fuel electricity generation. The Environmental Insights Explorer is built upon Google's Project Sunroof tool, which estimates the technical solar potential of all buildings in a region. The current EIE system uses Google Earth imagery to analyze roof shape and local weather patterns to create an aggregated solar potential estimate.

Solar energy production is a viable opportunity to reduce GHG emissions in Lakewood. Solar panels can produce energy wherever there is light, even in the Pacific Northwest. In order to get the most out of a solar panel system, it is important to position the panels correctly, estimate power needs, and understanding the different wiring possibilities.

Solar panels produce maximum power when they are perpendicular to the incoming sunlight. For Lakewood, the position of the solar panel must be at an angle to its latitude, 47 degrees, minus 15 degrees. Therefore, the angle of a solar panel must be at 32 degrees. Since the Pacific Northwest is in the Northern Hemisphere, the sun will be in the southern sky. Panels should face south. Lastly, panels should be relatively clear of trees. If a tree shades a panel, the system will produce less power.

The average home might use anywhere from 5,000 to 8,000 kilowatt hours of power annually, or 14 to 22 kilowatt hours daily. The average power output per square foot of a solar panel system in the Pacific Northwest translates to about 500 to 800 square feet of solar panels. These numbers will vary based on a household's usage habits. While not required, any solar powered system that is generated can be a part of the existing electric grid. A grid-tied system sends the power it generates to a main power grid. The power company credits the producer for any excess solar power the system generates. If solar system is not generating enough power, power is drawn from the grid. (Source data: <https://sciencing.com/solar-panels-viable-pacific-northwest-7357.html>)

Google Environmental Insights Explorer GHG Initial Estimates

Table 1 provides the approximate metric tons of carbon dioxide equivalent (MTCO₂e) by emission type. In 2019, Lakewood's industries, businesses and residents generated about 639,410 MTCO₂e.

Other highlights include:

- The transportation greenhouse gas component was the largest source of community emissions (37%), followed by industrial users (23%), and residential users (20%).
- Greenhouse gas emissions from Lakewood residences account for a substantial percentage of the City's total emissions. In 2019, Lakewood residents produced about 131,192 MgCO₂e, primarily from the use of natural gas, and PSE electricity generated from coal-fired plants.
- Combined, commercial/industrial sector GHG emissions are less than that of transportation.
- Transportation is the largest single source of greenhouse gas emissions in Lakewood. Lakewood is a bedroom community for Pierce County, King County, and Thurston County. Prior to COVID-19, around 16,400 persons commuted away from Lakewood during the workday. Commuting patterns show that 79% use single occupant vehicles, 10% carpool, and 5% use public transit.
- Since 1990, on average, Lakewood has increased its GHG emissions by less than one percent per year. However, cumulatively this adds up over time.

Table 1 Lakewood GHG Emissions in 2019		
Emission-Type	City of Lakewood 2019 Emissions (MgCO₂e)	Percent of Total
Residential		
Residential electricity	72,121	11%
Residential natural gas	59,071	9%
Sub-total	131,192	21%
Commercial/Industrial		
Non-residential electricity	110,746	17%
Non-residential natural gas	35,629	6%
Sub-total	146,375	23%
Transportation		
On road vehicles - cross boundary inbound	156,997	25%
On road vehicles - cross boundary outbound	158,353	25%
On road vehicles - in boundary	34,216	5%
Bus VMT - cross boundary inbound	5,274	<1%
Bus VMT - cross boundary outbound	5,955	<1%
Bus VMY – in boundary	1,048	<1%
Sub-total	361,843	57%
Grand Total	639,410	

Table 1 Lakewood GHG Emissions in 2019		
Emission-Type	City of Lakewood 2019 Emissions (MgCO₂e)	Percent of Total
SPECIAL NOTES: 1. Transportation emissions are overstated since it includes I-5 and Highway 512 emissions, but it is difficult to determine emissions using the Google EIE model. 2. Residential & non-residential emissions are also overstated since Google uses a 50/50 mix of electricity to carbon fuels. In actuality, the mix is closer to 80/20. If the 80/20 split is used, MgCO ₂ e emissions are calculated at 194,297 for both residential and non-residential.		

Source: 2019 Google EIE and ICLEI (Local Governments for Sustainability) Clearpath software.

Google Environmental Insights Explorer Rooftop Solar Potential

The rooftop solar potential for Lakewood is a reduction of 223,000 MgCO₂e annually. This number represents a 35 percent reduction in total GHGs. This assumes that solar panels receive at least 75% of the maximum annual sun in the City. For Lakewood, the average value of the threshold is 843.20 kWh/kW. The number of existing solar arrays within the City is 57. These existing solar arrays represent less than 1 percent of the total solar potential. Potential emissions reductions equivalent to 47,200 passenger cars taken off the road for one year or 5,730,000 tree seedling grown for 10 years. Estimated solar installation potential is measured at 321,000 MWh AC/year (megawatt alternating current per year). Information about building shapes is calculated using a machine learning algorithm using data from Google Maps and overhead imagery. See Table 2 for specific details on solar production.

Table 2 Total Solar Potential					
Carbon Offset Metric Tons	(Property) Count Qualified	KW Median	KW Total	Percent Covered	Percent Qualified
223,313.88	14,589	11.75	331,289.5	97.5266	80.2608

However, there are numerous technical challenges that may affect results by 25% or more. Based on Google's definition of "technical potential," installations must meet the following criteria:

- Sunlight: Every included panel receives at least 75% of the maximum annual sun in the area;
- Installation size: Every included roof has a total potential installation size of at least 2kW;
- Space and obstacles: Only areas of the roof with enough space to install 4 adjacent solar panels are included. Obstacles like chimneys are taken into account.

Washington State GHG Emission Reduction Standards

In 2020, the state amended its Revised Code of Washington (RCW) establishing new standards for GHG reductions. This amendment was in response to a report prepared by the Washington Department of Ecology in 2019 which has set standards for emission reductions. Under RCW 70A.45.020, the revised reduction schedule now has more restrictive standards:

Washington State – current	Reduce GHG emissions to 1990 levels by 2020
	Reduce GHG emissions by 45% below 1990 by 2030
	Reduce GHG emissions by 70% below 1990 by 2040
	Reduce GHG emissions by 95% below 1990 (net zero) by 2050

Utilizing extrapolated data it is estimated that Lakewood’s estimated GHG may have been 535,000 MgCO₂e although this number has been difficult to quantify. Using RCW 70A.45.020, Lakewood’s projected CHG targets would be as follows:

45% below 1990 by 2030:	294,250 MgCO ₂ e
70% below 1990 by 2040:	160,500 MgCO ₂ e
95% below 1990 by 2050:	26,750 MgCO ₂ e

What does this mean? These target numbers are very aggressive. Lakewood’s ability to meet these numbers is unlikely given that the City is not full-service and does not control the decisions and efforts of the service providers. Almost all the utilities that serve Lakewood are provided by outside purveyors where the City has limited authority to affect changes in energy and waste management. In Lakewood’s situation, the means to reduce GHG emissions is through cooperative agreements with utility providers, tightened sustainability regulations, promoting intermodal and public transportation, community education and outreach, the introduction of electric vehicles and hybrids into the City’s fleet system, energy conservation, and efforts to enhance carbon sinking.

Other ways to reduce GHG emissions is through the conversion of PSE electric power to renewable energy resources, a dramatic reduction in vehicle miles driven (VMT), the conversion of internal combustion vehicles to electric vehicles, and converting natural gas users to electricity, – three of these proposals are beyond Lakewood’s legislative authority, and the fourth, natural gas conversion, may be regarded as overreach.

Lakewood Energy Generation and Use

As provided in Table 1 above, approximately 44% of the city’s 2019 emissions came from Residential, Commercial, and Industrial Built Environment. Changes to fuel sources can have significant impact to the City’s GHG emissions.

In the Puget Sound, buildings are most often heated by natural gas and electricity and illuminated by electricity produced by a fuel mix that includes natural gas, nuclear energy, hydroelectric power and renewable energy sources. There are three primary suppliers of energy in Lakewood: Lakeview Light and Power, a member-owned mutual cooperative; Puget Sound Energy, an

investor-owned utility; and Tacoma Power, a public utility. Figure 7 shows the boundaries of each of the utility providers within Lakewood.

Table 2 provides information on the utility fuel mix of each of the three utility providers for 2015 and 2019.

In 2015, Lakeview Light and Power and Tacoma Power provided around 88 percent of their power from hydroelectric sources. Puget Sound Energy used a different fuel mix including coal, 37 percent; hydroelectric power, 28 percent; natural gas, 30 percent; and wind, 4 percent. In 2019, Lakeview Light and Power and Tacoma Power provided around 82 percent of their power from hydroelectric sources. Puget Sound Energy used a different fuel mix including coal, 32 percent; hydroelectric power, 17 percent; natural gas, 28 percent; and wind, 8 percent. There were slight changes in the utility fuel mix in favor of renewable sources.

In 2019, the Washington Legislature and governor adopted the Washington Clean Energy Transformation Act, requiring the state's electric utilities to fully transition to clean, renewable power by 2045.

Washington's investor-owned utilities, such as Puget Sound Energy, must develop and implement plans to reduce carbon emissions or pay penalties for failing to meet requirements. The Washington State Utilities and Transportation Commission is in the process of developing programs and rules to review companies' plans and ensure compliance with the legislative requirements. To-date, Washington electric companies have surpassed conservation and renewable energy requirements although the impact of COVID-19 may have slowed efforts in 2020 and could further impact efforts in 2021. The City of Lakewood GHG emission inventory may not fully identify the impact of utility companies move to renewable sources until 2025 or even 2030.

	2015 Lakeview Light & Power	2019 Lakeview Light & Power	% Change	2015 Puget Sound Energy	2019 Puget Sound Energy	% Change	2015 Tacoma Power	2019 Tacoma Power	% Change
Fuel	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Biogas	0	0	0	0	0.14	+0.14	0	0	0
Biomass	0.22	0	-0.22	0.32	0.06	-0.26	0.18	0.57	+0.39
Coal	2.35	0	-2.35	36.65	31.98	-4.67	2.71	0	-2.71
Geothermal	0	0	0	0	0.02	+0.02	0	0	0
Hydro	86.30	83.16	-3.14	28.65	17.17	-11.48	88.64	82.33	-6.31
Natural Gas	0.86	0	-0.86	29.66	27.92	-1.74	0.98	0	-0.98
Nuclear	10.18	11.45	+1.27	0.59	0.27	-0.32	6.11	7.10	+0.99
Other biogenic	0.03	0	-0.03	0	0	0	0.02	0	-0.02
Other non-biogenic	0.04	0	-0.04	0.13	0	-0.13	0.04	0	-0.04
Petroleum	0.02	0	-0.02	0.10	0.04	-0.06	0.02	0.03	+0.01

Table 3 Utility Fuel Mix – 2015^{xi} and 2019^{xii}									
	2015 Lakeview Light & Power	2019 Lakeview Light & Power	% Change	2015 Puget Sound Energy	2019 Puget Sound Energy	% Change	2015 Tacoma Power	2019 Tacoma Power	% Change
Fuel	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Solar	0	0	0	0	0.87	+0.87	0	0.01	+0.01
Waste	0	0	0	0	0	0	0	0	0
Wind	0	0	0	3.90	8.26	+4.36	1.30	6.62	+5.32
Unspecified	0	5.39	+5.39		13.27	+13.27		3.34	+3.34
Totals	100	100	0	100	100	0	100	100	0

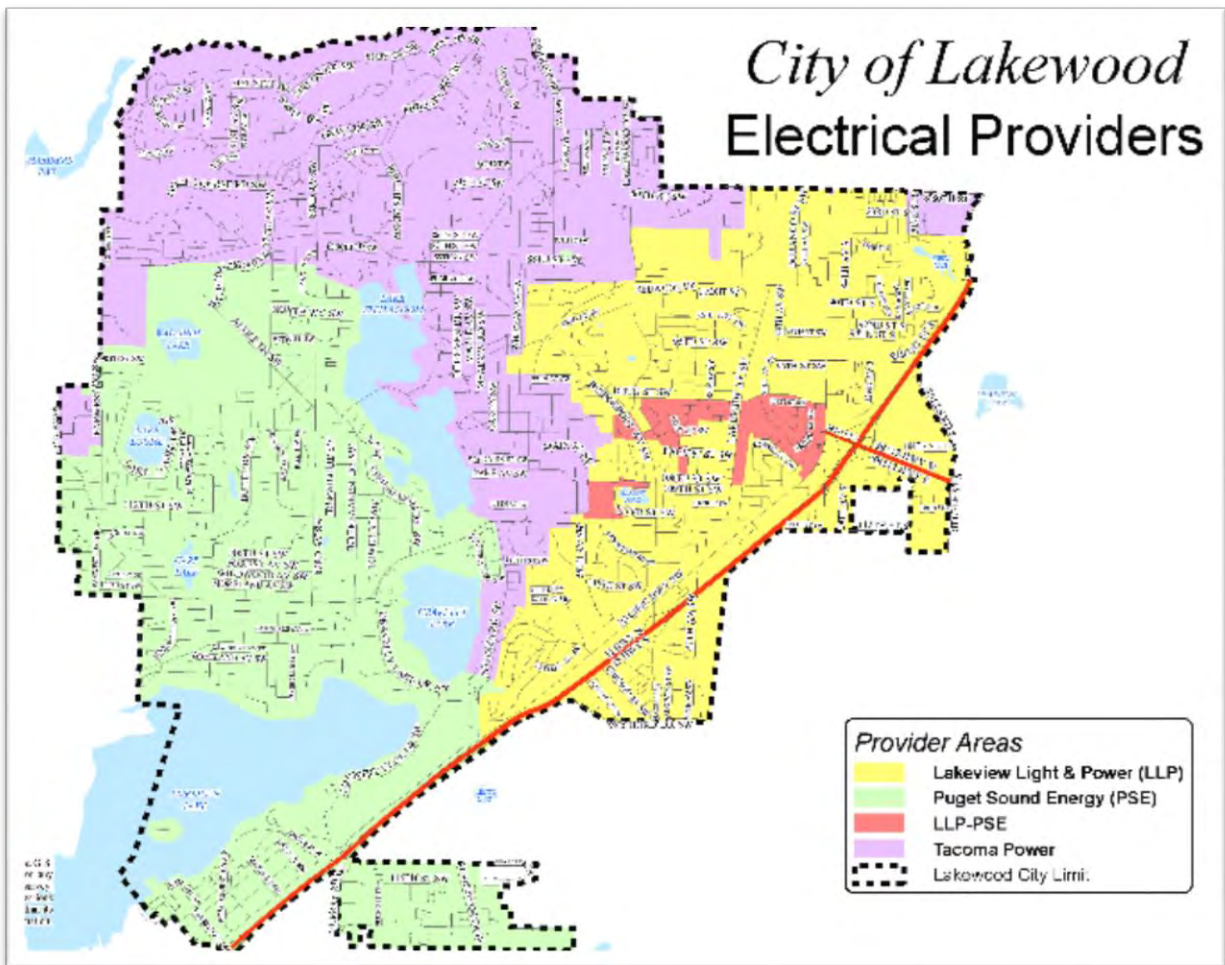


Figure 7 (City of Lakewood)

Carbon Sequestration

In addition to reducing GHG emissions, the City of Lakewood has the ability to remove carbon emissions from the atmosphere.

Locally forested areas and tree canopy found in the City's designated open space areas, lawns/fields and wetlands remove carbon emissions from the atmosphere through the process of photosynthesis and store them back into the earth. This process is referred to as carbon sequestration or carbon sinking. The work these natural resources do to support an ecological balance have been largely ignored. Lakewood's inventory estimates of the amount of carbon removed from the atmosphere are unknown as of this writing. Wetlands in particular, specifically the Flett Creek Complex, can store a significant amount of carbon.

Today, all of the City's forested areas and freshwater inland wetlands are currently protected or conserved through the City's open space policies, the shoreline master program, and development regulations, including a tree preservation ordinance. The City has not typically taken in consideration the carbon sequestration benefit of these resources, however, in its decision-making process.

Lakewood examined the change in land cover over time by comparing the 2001 and 2016 National Land Cover Database (NLCD) land cover types (Figures 8, 9, and 10). The City experienced an increase in urbanization of infill areas. Examples include the development of a vacant lot for Walmart, commercial development along major corridors, the initial stages of industrial development in the Woodbrook Industrial park, new infill short plat subdivisions scattered throughout residentially zoned areas, and new housing development adjacent to the lakes. Of interest, in areas outside Lakewood significant changes took place with the development of the Chambers Creek Golf Course and the expansion of Joint Base Lewis McChord (JBLM).

A significant unknown is the impact of climate change on lakes. Inland waters play a key role in carbon sequestration, with both positive and negative effects. Half of the carbon that lakes receive is respired and returned to the atmosphere as CO₂. On the other hand, some carbon gets buried in freshwater sediments. The scientific community lacks adequate data and proper models to evaluate how global warming will affect the ways that freshwater interacts with the land, atmosphere, and oceans. However, one topic is certain, lakes are warming at an alarming rate, outpacing oceans and the atmosphere. And Lakewood's lakes are fairly shallow, exacerbating the situation. Table 3 below lists Lakewood's primary lakes. Average and maximum depths information have been provided.

Table 4					
Primary Lakewood Lakes					
Name of lake	Surface area (acres)	Average depth (feet)	Maximum depth (feet)	Primary inflow	Primary outflow
Gravelly Lake	160	38	57	Groundwater	Seepage
American Lake	1,091.3	53	90	Groundwater; Murray Creek	Sequalitchew Creek

Lake Steilacoom (reservoir)	306	11	20	Ponce de Leon Creek (springs); Clover Creek	Chambers Creek
Waughop Lake	33	7	Unknown	Groundwater	None
Lake Louise	38	17	35	Groundwater	None
Seeley Lake (wetland)	46	Unknown	Unknown	Groundwater & stormwater	None
Ward's Lake (Owens Marsh)	11	30	65	Storm water catch basin for southeast Tacoma	Tacoma gravel holding basin (84 th Street SW)/ flows into Flett Creek

As lakes begin to warm, dissolved oxygen supply is depleted, and significant changes occur in the lake. Fish species that require cold water and high dissolved oxygen levels are not able to survive. With no dissolved oxygen in the water the chemistry of the bottom sediments is changed, resulting in the release of the plant nutrient phosphorus into the water from the sediments. As a result, the phosphorus concentrations in lakes can reach extremely high levels. During major summer storms or at fall overturn, this phosphorus can be mixed into the surface waters to produce nuisance algae blooms.

The loss of land uses like forest, wetland, or fields would increase new emissions while also losing the ability to remove carbon (double impact). This would impact the City's ability to meet state GHG reduction standards. Placing a greater value on ecosystems that provide carbon sequestration introduces a powerful new tool for the Lakewood community to protect its natural resources, lay the groundwork for a future local carbon offset program, and reveals the vital caretaking role that local elected officials can play in increasing natural carbon sequestration and storage.

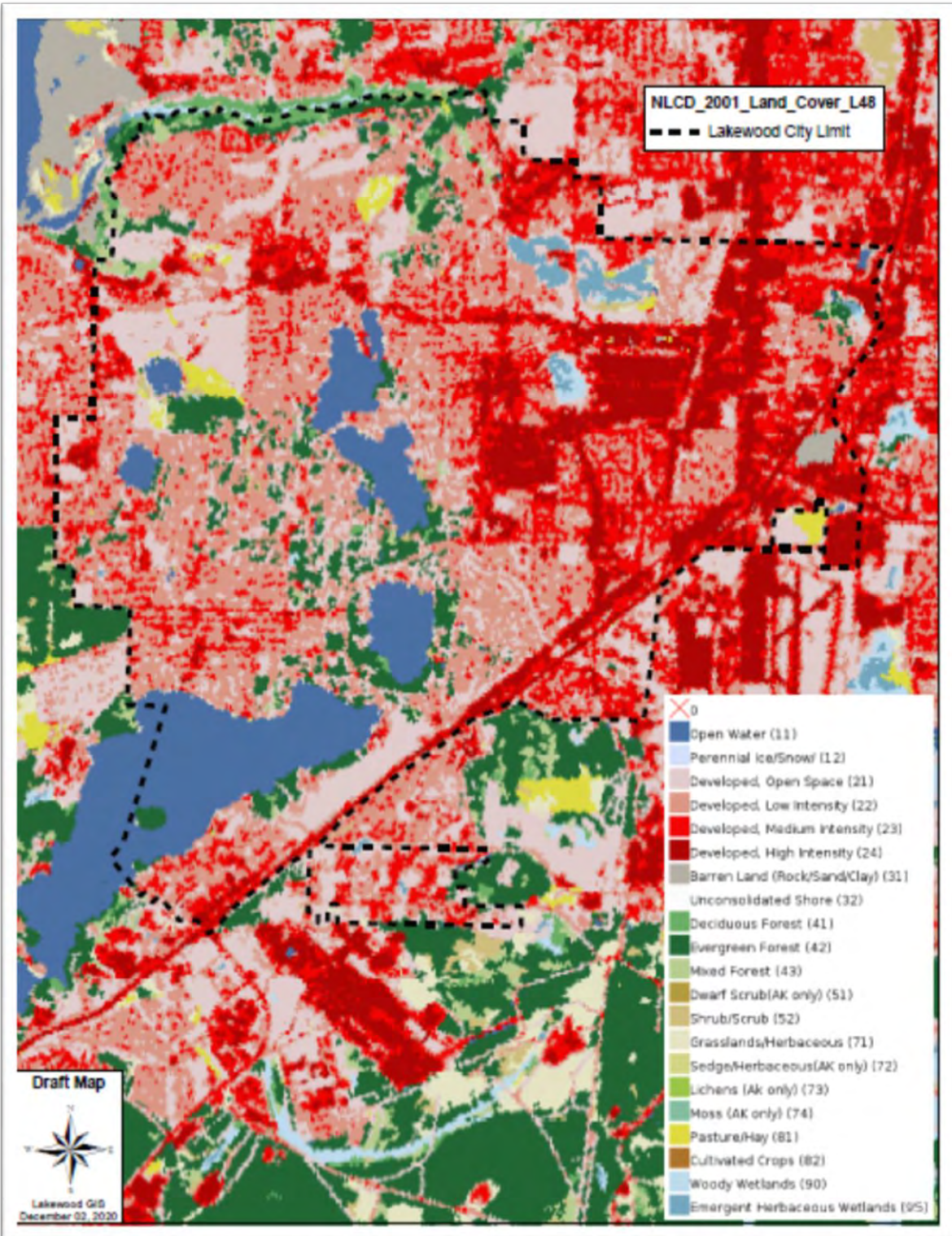


Figure 8
 Lakewood Land Coverage, 2001

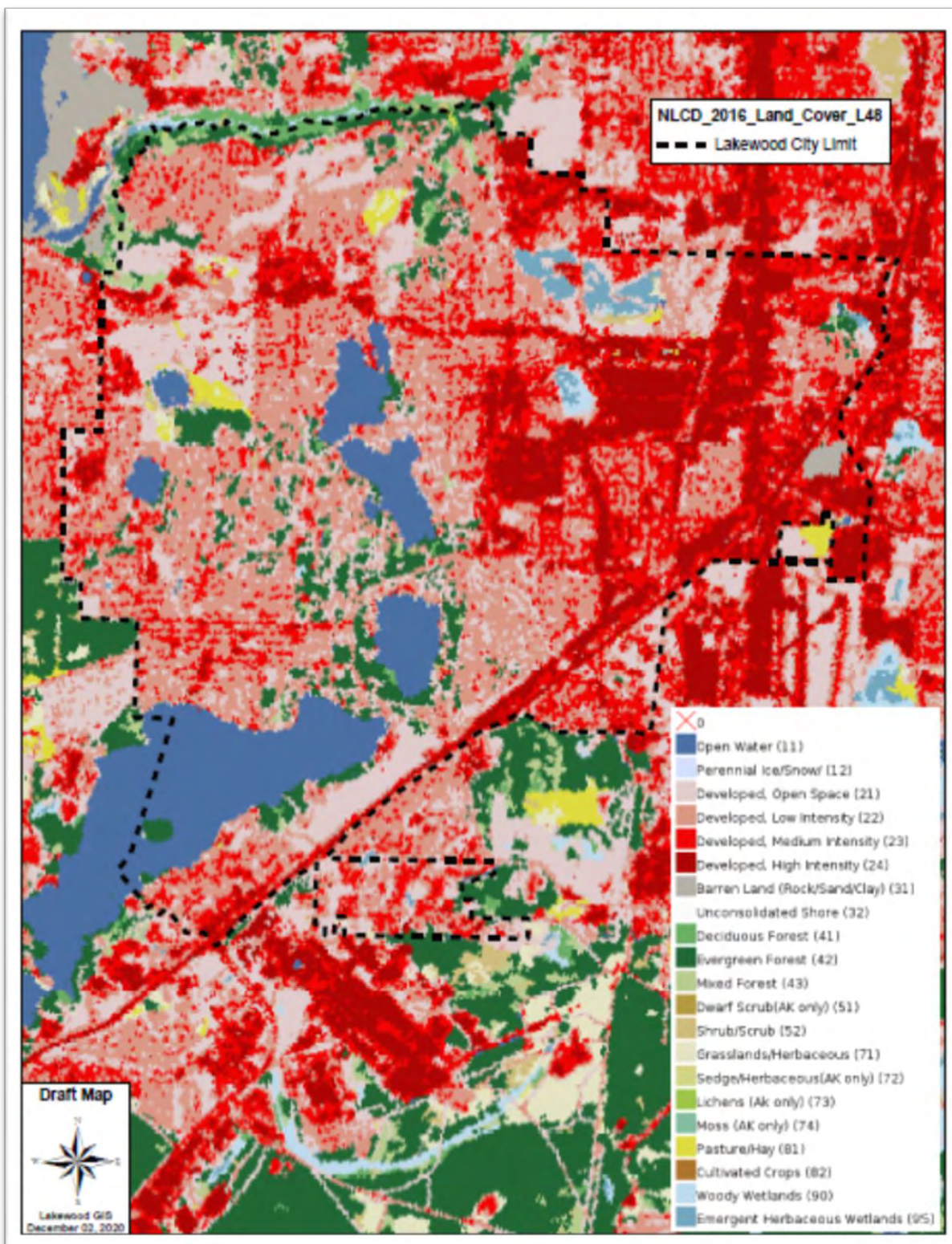


Figure 9
 Lakewood Land Coverage, 2016-2001

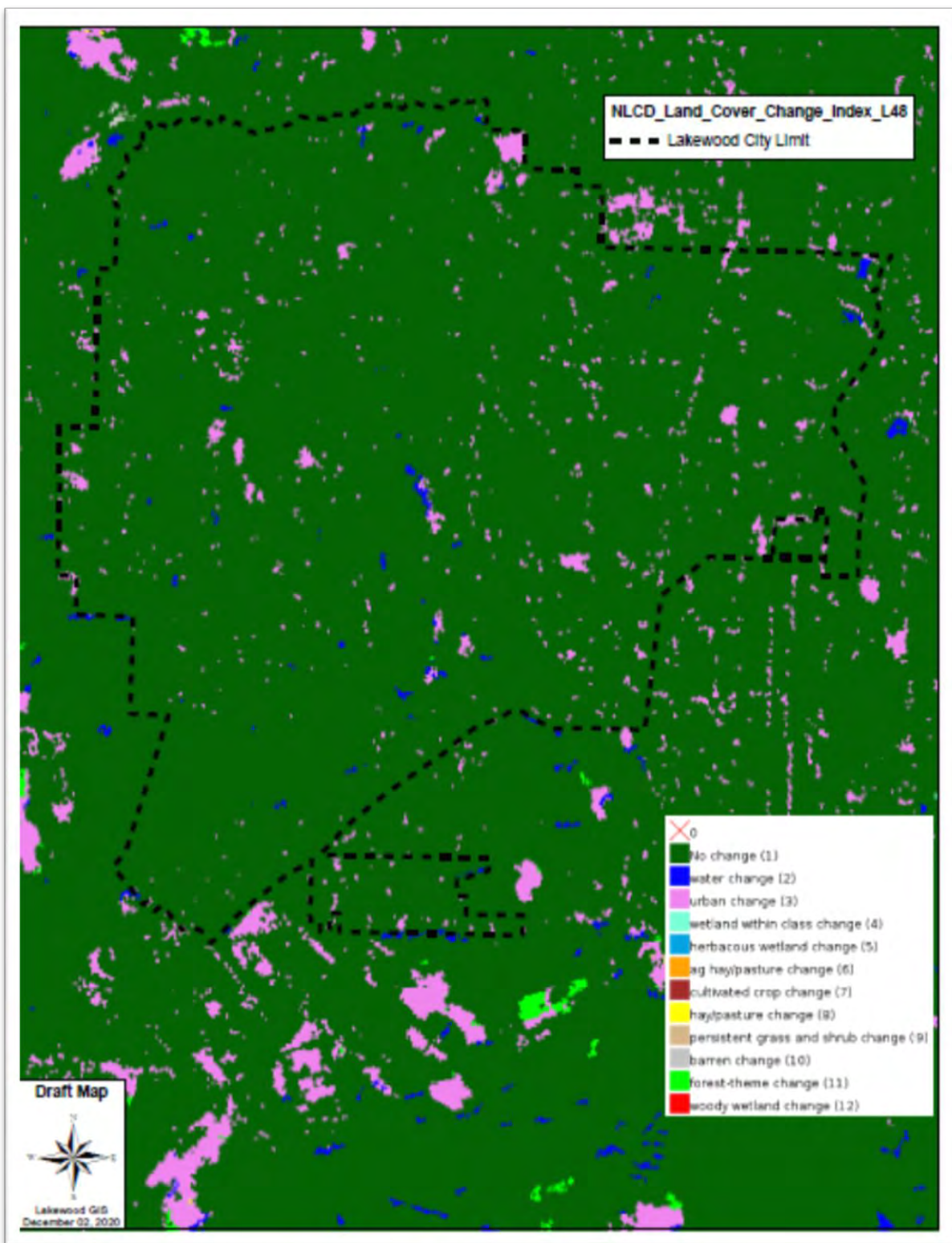


Figure 10
 Net Changes in Land Coverage
 (Green denotes no change; pink shows urban change)

Key Findings and Recommendations

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

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

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

Finding 1: Lakewood can provide leadership and engagement.

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

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

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

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

- Promoting mixed-use and infill development in the Downtown and other major activity centers, along key commercial corridors and on vacant and underutilized parcels;
- Promoting walkability in neighborhoods by improving streetscape design and locating housing close to local serving uses and public spaces;

- Prioritizing the use of green and sustainable development standards and practices in planning, design, construction and renovation of buildings and infrastructure;
- Promoting the integration of neighborhood commercial uses in residential areas;
- Supporting urban agriculture and making locally grown food accessible to all residents; and
- Raising awareness among Lakewood Employers of the benefits of allowing workers to work remotely.

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

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

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

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

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

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

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

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

ENERGY AND CLIMATE CHANGE GOALS, POLICIES, AND ACTIONS

The following energy and climate change goals, policies, and specific implementation strategies (actions) build off the findings provided above. The goals and policies are intended to provide guidance to decision makers as they seek to implement the recommend actions. City Departments and Non-city organizations will play important roles in the implementation of the described actions the approximate timeframes of action implementation and developing priorities.

Implementation of near-term actions will be sought in the next five years. Mid-term actions may be implemented between 5 and 20 years. Long-term actions may be implemented over the next 20 years. Actions that have both near-term and long-term components are best implemented as an ongoing activity over the next 20 years or may have multiple steps that require action at different times.

All of the strategies in this document are important, and it is difficult to rank them in priority. The priorities are not intended to provide a “hard” schedule but rather a sense of the relative importance among the strategies listed. It is the expectation that the public review and adoption process will be used to vet and refine these priorities.

Table 5 Acronyms Used in Implementation			
CA	City administration (may refer to any city department, as applicable)	LPD	Lakewood Police Department
CC	City Council	O&M	Operations & Maintenance
CM	City Manager	PC	Planning Commission
CED	Community Economic Development	PWE	Public Works & Engineering
CCOMM	City Communications	PARKS	Parks and Recreation
COMM	Community	PRAD	Parks and Recreation Advisory Board
FIRE	West Pierce Fire & Rescue		

Goal EC 1: Provide Leadership in Managing Climate Change

Take steps to address climate change and to manage its effects. This goal entails not only pursuing new programs and strategies but informing residents and businesses about these actions and actively monitoring results to ensure progress in priority areas. Partner with other jurisdictions and organizations to develop effective regional solutions and regulation at regional, state and federal levels. Collaborate with residents, businesses, public agencies and neighboring jurisdictions, in order to meet or exceed state requirements for reductions in greenhouse gas emissions.

Table 6: Goal EC 1 Policies and Tasks
Policy EC 1.1 Provide Leadership and Advocacy: The success of climate change initiatives depends on collaborative approaches. Lakewood will take a leadership role in advocating for local and regional climate change solutions, forge new partnerships, develop innovative solutions, and continue to support and promote regional climate change and sustainability efforts.

No.	What	Who	When	Recommended Priority
A	Develop an action plan for reducing greenhouse gas emissions. Include: a comprehensive greenhouse gas emissions inventory and forecast; emissions reduction target(s); carbon sequestration targets; and a program for monitoring and reporting results.	CC, CM, PC, CED	Immediate need (2022-2023)	High (unfunded)
B	Inform City staff, City Council, and Planning Commission on City's emission reduction targets and progress.	CA, CC, CM, CCOMM, PC	Near-term (ongoing)	High
C	Enter into formal interlocal cooperation agreements with utility providers to reduce waste, promote water conservation, and improve energy efficiencies.	CC, CM, CA, CED, outside agencies	Near-term (2022-2025)	Medium
D	Collaborate with Pierce Transit, Sound Transit, WSDOT Rail Division, Amtrak and major employers in Lakewood to promote greater transit opportunities and use.	CC, outside agencies	Long-term (TBD)	Unknown
E	Amend/revise the current strategic plan that will help guide and focus City resources and program initiatives to (1) reduce greenhouse gas production and the carbon footprint of City government and the Lakewood community, and, (2) reduce and minimize the potential risks of climate change.	CC, CM, CED	Near-term (biannually)	High
F	Undertake a policy review of City comprehensive, strategic, and subarea plans to assure that City policies are appropriately targeted to prepare for and mitigate potential impacts of climate change.	CC, PC, CM, CED	Near-term (biannually)	High
G	Collaborate with neighboring jurisdictions to share best practices and implement regional programs to help residents and businesses meet regional demand reduction targets.	CC, CM, PC, CED, outside agencies	Immediate need (2022-2023)	High (unfunded)
H	Work with energy providers (Puget Sound Energy, Lakeview Light & Power, and City of Tacoma Power) to develop strategies that will reduce energy demand and promote energy conservation.	CC, CM, PWE, CED, outside agencies	Near-term (ongoing)	High (unfunded)
I	Collaborate with local workforce development programs so that City of	CC, CM, CED	Near-term (biannually)	Medium

	Lakewood can lead Pierce County in Green jobs			
Policy EC 1.2 Increase Public Awareness and Support: Encourage residents and businesses to reduce their carbon footprint by raising their awareness about the impacts of climate change and by building support for climate change initiatives in Lakewood.				
A	Develop a program to inform residents and businesses about key climate change challenges and potential solutions. A potential option is to create an online tool that provides current GHG emission data and resources for the public.	CCOMM, CA, CED	Near-term (ongoing)	High (unfunded)

Goal EC 2: Improve Clean and Efficient Transportation Options

Expand the City's transportation network by encouraging the use of climate-friendly technology, planning growth around multiple modes of travel and reducing automobile reliance. Promote improved public transit and partner with private developers to undertake citywide improvements that make active modes of travel, such as walking and bicycling, more comfortable and preferable options.

Table 7: Goal EC 2 Policies and Tasks				
Policy EC 2.1 Increase Use of Energy Efficient Vehicles and Equipment Encourage the use of energy efficient vehicles and equipment to reduce energy consumption and carbon emissions and support the use of low-emission or renewable fuel vehicles by residents and businesses, public agencies and City government.				
No.	What	Who	When	Recommended Priority
A	Support the use of highly efficient climate-friendly fuel using vehicles, adequate alternative refueling stations, and the use of waste for producing fuel where feasible.	CA, CED, PWE, O&M	Near-term (2022-2025)	Low
B	Develop fleet electrification plan including necessary charging infrastructure and implement electric first policy when purchasing replacement vehicles and other fuel burning equipment. When electric vehicle options are inappropriate, hybrid vehicles should be the second choice.	CA, CM, O&M	Mid-term	High (unfunded)
C	Work with Clover Park School District to ensure the state anti-idling program for school buses is enforced. Encourage the District to educate parents and transportation providers to avoid idling during pick-up/drop-off times.	PWE, CED, CM, outside agencies	Near-term (ongoing)	High
Policy EC 2.2 Expand Increase Affordability of Public Transit Public transit provides an environmentally friendly, cost-effective, and equitable mode of travel for residents and visitors. Lakewood will coordinate with regional transportation agencies and support				

enhanced and expanded public transit to improve mobility options for residents and visitors. Encouraging transit-supportive development patterns can further maximize the efficiency of these systems and help reduce air pollution and greenhouse gas emissions within Lakewood.

No.	What	Who	When	Recommended Priority
A	<p>Continue to collaborate with Pierce Transit, Sound Transit, Washington Department of Transportation (WDOT), and major employers in Lakewood that provide shuttle services, to explore the potential for expanding transit in the evenings for people with special needs. This includes:</p> <ul style="list-style-type: none"> ▪ Exploring the potential to enhance Lakewood's paratransit service. ▪ Collaborate with regional transportation agencies to maintain and enhance service within the City and region. ▪ Explore strategies to address affordability, access and safety. 	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
B	<p>Coordinate and partner with transit partners to develop an incentives program to expand transit use among residents and employees in Lakewood. This includes exploring the potential for supporting fare-free transit zones in major commercial areas, free or very low-cost bus passes for target groups, pre-tax passes, rebates to employees who give up use of employer parking facilities, and online tools for providing real time information to transit riders. Expand outreach and information programs to promote transit use.</p>	CA, CM, outside agencies	Mid-term	Medium (unfunded)
C	<p>Coordinate with Pierce Transit and Sound Transit to expand service, increase affordability and accessibility for seniors, youth, and low-income households. Ensure that all transit stations and routes to and from these stations are safe.</p>	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
D	<p>Coordinate with Pierce Transit and Sound Transit to ensure public transit service connects major destinations in Lakewood including education institutions, community facilities, employment</p>	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)

	centers, regional open space areas, and major commercial corridors to serve a greater number of riders and reduce commuter vehicle miles. Encourage development of a bus rapid transit system that connects Downtown Tacoma to Lakewood			
Policy EC 2.3 Develop Safe and Convenient Walking and Bicycling Routes Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.				
No.	What	Who	When	Recommended Priority
A	Update citywide bicycle and pedestrian plans to make Lakewood a more pedestrian and bicycle-friendly City. This includes identifying gaps in the network and explore developing potential pedestrian and bicycle priority areas or districts.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	High (unfunded)
B	Collaborate with Pierce County, University Place, the Town of Steilacoom, Tacoma, and WSDOT to ensure links to a regional commuter trail network.	CC, CM, PC, PWE, CED, outside agencies	Near-term (2022-2025)	Medium (unfunded)
C	Explore bicycle-sharing programs.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	Low (unfunded)
D	Require, through revised development codes that new businesses, schools and residential developments, install and maintain secured bicycle parking facilities, the purpose of which is to ensure that these ecologically friendly, low-impact transportation modes are available to all community members.	CED, CA, CM, outside agencies	Near-term (2022-2025)	Medium (unfunded)
E	Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) and Washington State accessibility requirements.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	High (unfunded)
F	As feasible and appropriate, the City shall require new development and redevelopment to provide pedestrian connections and safety improvements to foster use of non-motorized transportation. This includes connections between retail, living, and working places and transit connections and facilities. It	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High

	includes traffic calming and other safety-related improvements; development of new sidewalks and trails; and new pedestrian and bicycle amenities.			
G	Pursue grant funding to plan and construct missing pedestrian and bicycle connections between major destinations, such as, parks, opens spaces, civic facilities, employment centers, retail and recreation areas.	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High
H	Coordinate and partner with the Clover Park School District and Safe Routes to Schools to expand educational programs and events to encourage and promote walking and biking, including a Bike to School Day, walking school bus, and sidewalk painting for safe routes.	PWE, outside agencies	Near-term (Ongoing)	High
I	Evaluate a proposed transportation impact fee to generate revenue to expand non-motorized transportation.	CC, CM, PC, PWE, CED	Mid-term	High
Policy EC 2.4 Expand Regional Passenger Rail Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.				
No.	What	Who	When	Recommended Priority
A	Coordinate with Washington State Department of Transportation, Sound Transit, and Amtrak about adding an Amtrak Cascades stop within the City.	CC, outside agencies	Mid-term	High (unfunded)
B	Work with Sound Transit to provide for extended hours of operations at the Sound Transit Lakewood Station and to expand the existing parking garage.	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
Policy EC 2.5 Reduce Private Automobile Use Work toward creation of an urban landscape that will reduce reliance on private automobiles through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling.				
No.	What	Who	When	Recommended Priority
A	Coordinate with Lakewood Chamber of Commerce to inform local employers on the options for and benefits of compressed work weeks, telecommuting, and other schedule adjustments that reduce commute trips.	CC, CM, PC, PWE, CED, outside agencies	Near-term (2022-2025)	Medium (unfunded)
B	Refer to Action Items EC2.1 B AND EC2.3 A – F.			

Goal EC 3: Increase Sustainable and Energy-Efficient Systems

Reduce the City's consumption of energy by encouraging energy conservation and supporting the consumption of energy produced by climate-friendly technologies. Reduce the City's overall waste stream by reducing the City's consumption of goods and materials.

Table 8: Goal EC 3 Policies and Tasks

Policy EC 3.1 Expand Renewable Energy: Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand.				
No.	What	Who	When	Recommended Priority
A	Encourage and support the generation, transmission and use of locally distributed renewable energy. Advocate at the regional and state level for upgrades to the existing power grid so that it can support renewable energy production and transmission.	CC, CA, CM, CED, COMM	Long-term	High (unfunded)
B	Evaluate incentives that promote the inclusion of solar power with commercial, industrial, and residential development.	CC, CM, PWE, CED, outside agencies	Near-term	High (unfunded)
C	Establish a Green Energy and Building Fund to provide incentives to increase building electrification conversions and battery storage.	CC, CM, PWE, CED, outside agencies	Medium-term	High (unfunded)
Policy EC 3.2 Promote Energy Efficiency and Conservation: Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.				
No.	What	Who	When	Recommended Priority
A	Work with PSE to raise awareness about existing rebate and assistance program that will increase energy conservation.	CC, CM, CED, outside agencies	Near-term (2021-2025)	High
B	Work with utilities to explore strategies to reduce GHG emissions in multifamily housing.	CED, outside agencies	Near-term (2021-2025)	High
Policy EC 3.3 Promote Solid Waste Reduction and Recycling: Promote waste reduction and recycling to minimize materials that are processed in landfills.				
No.	What	Who	When	Recommended Priority
A	Work with the current solid waste facility franchise holder and Pierce County to	CC, CM, CA,	Near-term	High (unfunded)

	<p>expand recycling programs and reduce the generation of solid wastes. Potential measures include:</p> <ul style="list-style-type: none"> ▪ providing recycling containers in parks and public spaces; ▪ establishing computer reuse and recycling programs; ▪ expanding or enhancing recycling and green waste services for all residents and businesses; and ▪ providing locations for household hazardous wastes to be recycled. <p>Programs should also include outreach and education efforts.</p>	COMM, outside agencies	(2022-2025)	
B	Develop a comprehensive recycling and composting program for all city-owned facilities.	CC, CM, COMM	Medium-term	High (unfunded)
C	Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.	CC, CM, COMM	Medium-term	High (unfunded)
D	Continue to support neighborhood events such as garage sales and clean-up/recycling events.	CC, CM, COMM	Medium-term	High (unfunded)
E	Support tool libraries, repair cafes, and other collaborative consumption projects.	CC, CM, COMM	Medium-term	High (unfunded)
F	Require that all commercial entities participate in recycling and a green waste program, once established.	CC, CM, CED, PWE, COMM	Medium-term	High (unfunded)
Policy EC 3.4 Promote Water Conservation and Reuse: Promote water conservation and recycled water use to reduce energy use associated with wastewater treatment and management.				
No.	What	Who	When	Recommended Priority
A	<p>Implement water conservation efforts for households, businesses, industries and public infrastructure. Include measures such as the following:</p> <ul style="list-style-type: none"> ▪ Require low-flow appliances and fixtures in all new development; ▪ Work with the Lakewood Water District to create an incentives program that encourages retrofitting existing development with low-flow water fixtures; ▪ Require new development and landscaped public areas to use state-of-the-art irrigation systems that reduce water consumption including 	CC, CM, PC, CED, PWE, outside agencies	Near-term (2022-2025)	High

	graywater systems and rainwater catchment; <ul style="list-style-type: none"> ▪ Encourage use of drought-tolerant and native vegetation; and ▪ Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design including graywater systems. 			
B	Install hydration stations in all municipal facilities to allow refills of reusable water	CC, CM, CED, PARKS, PWE	Medium	Low (unfunded)
C	Require hydration stations all new development that includes private and public parks	CED, PWE	Medium	Low (unfunded)
Policy EC 3.5 Incorporate Sustainable Practices in City Government Operations: Promote climate-friendly standards, practices, technologies and products in all City facilities and operations. Lead by example to reduce greenhouse gas emissions by incorporating best practices and available technologies.				
No.	What	Who	When	Recommended Priority
A	Refer to Action Items EC 1.1 G and EC 2.1 B.			
B	Establish a trip reduction policy that includes a remote work strategy, and appropriate technology.	CA, CM, CED, outside agencies	Near-term (2021)	High
C	Conduct a feasibility study on using treated greywater and rainwater harvesting for non-potable water needs at city facilities	CA, CM, CED, PWE	Long-term	Low (unfunded)
D	Work with energy partnerships to develop and implement an Electrification Action Plan for all City facilities. In new and existing buildings, incorporate strategies to address electricity storage, and focus on highlighting any hurdles or solutions that would be applicable to the broader community	CA, CM, CED, PWE, outside agencies	Long-term	Low (unfunded)
E	Develop a city-wide environmentally preferable purchasing policy (EPP). Consider life-cycle costing as one of the decision-making tools in the process and promote purchasing of local products.	CA, CM, CED, PWE	Long-term	Low (unfunded)
F	Replace all non-energy star office equipment and appliances at their end of their life cycle with energy and water efficiency as a primary consideration for all future purchasing decisions.	CA, CM, CED, PWE	Long-term (on-going)	Low (unfunded)

G	Examine City practices for opportunities to reduce paper consumption in the workplace. Implement a document management information system.	CA, CM, CED, PWE	Near-term (2021-2025)	High (funded)
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Goal EC 4: Encourage Sustainable Development

Reduce energy consumption by promoting sustainable land uses and development patterns. Pursue infill development opportunities and encourage the construction of higher-density, mixed-use projects around existing public transit infrastructure, schools, parks, neighborhood-serving retail and other critical services. Incorporate ecologically sustainable practices and materials into new development, building retrofits and streetscape improvements.

Table 9: Goal EC 4 Policies and Tasks

Policy EC 4.1 Promote Mixed-Use and Infill Development				
Promote mixed-use, high-density, infill development on vacant and underutilized parcels along commercial corridors, in the Downtown area, and in the Lakewood Station District.				
No.	What	Who	When	Recommended Priority
A	Regularly update the Downtown Subarea Plan and the Lakewood Station District as market conditions and climate conditions change. Both subarea plans shall receive priority in capital improvement planning and funding.	CC, CM, PC, CED	Near-term (2020-2021)	High
B	Develop plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes. Possible corridors include South Tacoma Way, Steilacoom Boulevard SW, Bridgeport Way, and Union Avenue SW. Include development standards and urban design guidelines.	PC, CED	Medium	High (unfunded)
C	Continue to incentivize mixed-use and infill development (fee waivers, density bonuses, development impact fee, tax benefits, etc.)	CC, CM, PC, CED	Near-term (ongoing)	High (unfounded)

D	Continue to expand and enhance open space lands throughout the City through property acquisition.	CC, CA, PARKS	Near-term (ongoing)	High (depends on grant availability)
E	Conduct a sustainability audit that evaluates existing plans, ordinances, and development standards to identify regulatory barriers to infill development.	PC, PWE, CED, outside agencies	Near-term (2021-2025)	High (unfunded)
F	Conduct a feasibility study to determine how best to allow alternative uses and designs within vacant low-density residential areas. Provide outreach in identified neighborhoods.	PWE, CED	Near-term (2021-2025)	High (unfunded)
G	Consider the use of incentives for new construction projects that exceed energy efficiency standards with a focus on affordable and multifamily housing.	CC, CM, PC, CED	Near-term (2021-2025)	Medium
H	Using the data from the Carbon Sequestration Analysis described in task EC 4.3 C and D, complete an analysis and findings of forested landscapes, ecological function and ecosystem processes, including carbon sequestration, into land use decisions. The City shall keep statistics from each land use decision for a biannual report.	CC, CM, CED, PWE, PARKS	Medium term	Medium

Policy EC 4.2 Develop Compact Walkable Neighborhoods and Livable Streets

Promote safe and walkable neighborhoods and inter-connected streets through the design of complete streetscapes, public gathering places and all types of physical development that encourages less vehicle use.

No.	What	Who	When	Recommended Priority
A	Review and if appropriate, update the City's street design standards so that they support public transit, bicycles and walking on all streets. The updated standards should be consistent with and	CC, CM, PC, PWE, CED	Near-term (2021-2025)	High (some programs are already underway;

	<p>tailored to street or trail function and adjacent land use type.</p> <ul style="list-style-type: none"> ▪ Update Street Design Standards based on recommendation from bicycle and pedestrian plans. ▪ Identify priority thoroughfares for developing new green streets in the City to implement a natural systems approach for stormwater management and to expand urban greenery. 			others have not been started)
B	Evaluate the feasibility of reducing the number or width of travel lanes on future, key mixed-use streets that may have excess capacity and using the capacity and/or regained width for wider sidewalks and bicycle lanes.	CC, CM, PC, PWE, CED	Near-term (2021-2025)	High (some programs are already underway; others have not been started)

Policy EC 4.3 Encourage Green Buildings and Landscaping:

Encourage the use of green and sustainable development standards and practices in planning, design, construction and renovation of facilities; promote the use of green streets that incorporate extensive landscaping, pervious surfaces and native planting; encourage new development and redevelopment projects to be LEED-certified green buildings; and promote ecologically-sensitive approaches to landscaping.

No.	What	Who	When	Recommended Priority
A	Ensure that roadway medians include native plants and trees and are wide enough to support their long-term viability with the least demand for irrigation and maintenance.	CC, CM, PC, CED, PWE, O&M	Near-term (2021-2025)	High (unfunded)
B	Continue to prioritize the use of locally propagated native drought-tolerant	CC, CM, PC, CED,	Near-term	High

	vegetation and discourage the use of invasive non-native species in home landscaping.	PWE, O&M	(ongoing)	
C	Develop and promote an urban forest management/ master reforestation plan.	CED, PARKS, PC, PRAD, CC, CM	Near-term (2012-2025)	High (unfunded)
D	<p>Evaluate the feasibility of expanding tree planting within the City, including an evaluation of potential carbon sequestration as well as GHG emissions. Specific tasks include:</p> <ul style="list-style-type: none"> ▪ Encourage active forest management of trees and invasive species in the open space to encourage ecosystem health and reduction of fuel load. ▪ Where appropriate for ecosystem health, plant additional trees on City-owned land, including public parks, open space, medians, and rights of way. ▪ Review parking lot landscape standards to encourage appropriate tree cover and associated sequestration potential. ▪ Require that the site planning, construction, and maintenance of new development preserve existing healthy trees and native vegetation on site to the maximum extent feasible. Replace trees and vegetation that cannot be saved. ▪ Where appropriate, encourage community members to plant trees on private land (taking into consideration fuel reduction goals and defensible space requirements). ▪ Consider creating a tree giveaway event or providing lower-cost trees to the public through a bulk purchasing program. 	CC, CM, PC, CED, PARKS, PWE,	Near-term (2021-2025)	High (unfunded)

	<ul style="list-style-type: none"> Encourage the creation of community gardens on public and private lands by community groups. <p>Provide information to the public, including landscape companies, gardeners, and nurseries, on carbon sequestration rates, drought tolerance, and fire resistance of different tree species.</p>			
E	Evaluate the benefits and tradeoffs of regulations that require all-electric buildings. Potential tools to require all-electric buildings include city mandates, building code updates, or ordinances. Ideally, these regulations would cover new construction and major renovations.	CC, CM, PC, CED	Near-term (2021-2025)	High (unfounded)
F	Install energy efficient appliances; where appropriate consider the conversion of power to all electricity, and upgrade structures to improve energy conservation.	CC, CM, PC, CED	Near-term (2021-2025)	High
G	Consider revising building codes to disincentivize natural gas for heating in buildings.	CC, CM, PC, CED	Near-term (2021-2025)	High (unfounded)
H	Beginning in 2021, adopt and enforce the 2018 Washington State Energy Code.	CC, CM, CED	Near-term (2021-2025)	High
I	Enforce the 2018 International Building Code, Section 429, Electric Vehicle Charging Infrastructure. This section includes charging infrastructure for accessible parking spaces.	CC, PC, CM, CED, PWE	Near-term	High
J	Consider local amendments to the building codes to allow for, encourage, or require integration of passive solar	CC, CM, PC, CED	Near-term	Medium

	design, green roofs, active solar and other renewable energy sources.		(2021-2025)	
K	Support the addition of performance-based alternatives to energy codes and appropriate sections of the building code.	CED	Near-term (2021-2025)	High
L	Create a Green Building Task Force for developing a green building code and other Municipal building recommendation.	CC, CM, CED	Near-term (2021-2025)	High (unfunded)

Policy EC 4.4 Promote Green Infrastructure:

Develop green infrastructure standards that relies on natural processes for stormwater drainage, groundwater recharge and flood management. (Green approaches for infrastructure development are environmentally and fiscally efficient and provide long-term benefits to the community by reducing energy consumption and maintenance and capital improvement costs.)

No.	What	Who	When	Recommended Priority
A	Refer to Actions Tasks in EC 4.3.			
B	Evaluate the feasibility of incorporating Washington State Department of Commerce Incentivizing Low-impact Development report into the development code and as a resource for developers.	CC, CM, PC, CED	Long-term	Medium (unfunded)
C	Evaluate the feasibility of creating a sustainable site planning score to evaluate a development.	CC, CM, PC, CED	Near-term	High (unfunded)

Policy EC 4.5 Encourage Local Food Systems (Urban Agriculture):

Collaborate with local urban agriculture advocates to identify sites with urban agriculture potential. Urban agriculture has the potential to supplement the availability of fresh fruit and vegetables in the community, provide economic opportunities to Lakewood residents, lower food costs, reduce overall energy consumption and build social cohesion.

No.	What	Who	When	Recommended Priority
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A	<p>Assess opportunities for sustainable Urban Agriculture.</p> <p>Work with non-profits and regulatory agencies to explore the potential for creating, expanding and sustaining local urban agriculture, including community gardens, orchards and farmers' markets.</p> <p>The assessment should explore the feasibility of implementing the following strategies:</p> <ul style="list-style-type: none"> ▪ Developing a site inventory and a management plan to administer the use of potential urban agricultural sites; ▪ Expanding the number and frequency of farmer's markets throughout Lakewood; ▪ Promoting urban agriculture as a desirable civic activity that improves the quality of urban life, food security, neighborhood safety and environmental stewardship; ▪ Establishing a community-based support system for urban growers such as tool banks, shared processing facilities, farmers' markets, community supported agriculture ventures, funding streams and technical service providers; ▪ Offering locally grown food to local schools, hospitals, nursing homes, food banks, daycare centers, correction facilities and businesses such as restaurants, while creating economic opportunities for urban growers and related industries; ▪ Creating training programs for unemployed people to work in 	PARKS, CED	Near-term (2021-2025)	High (partially funded)
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	urban food-related businesses as a source of jobs; <ul style="list-style-type: none"> ▪ Working with representatives of community gardening and urban farming organizations to meet needs unique to urban farm enterprises; ▪ Ensuring long-term land commitment for community gardens, entrepreneurial farms and other urban agriculture ventures; ▪ Updating building codes to encourage rooftop gardening. 			
B	Coordinate with Clover Park School District in developing school-based programs that integrate nutrition and gardening in order to raise awareness about the connection between healthy food choices and locally grown fresh produce and the environmental benefits of urban agriculture.	PARKS, CED	Near-term (2021-2025)	High (partially funded)

Goal EC 5: Develop a Hazards Management Plan (developing a climate-resilient community)

While the impacts of climate change on local communities are uncertain, it is important to prepare to respond to major storm events and protect residents and businesses from increased risks of natural disasters.

Resilience involves three abilities which are related to hazards management: 1) the ability to absorb strain and preserve functioning despite the presence of adversity; 2) an ability to recover or bounce back from untoward events – as the community becomes better able to absorb a surprise and stretch rather than collapse; and 3) an ability to learn and grow from previous episodes of resilient action.

Table 10: Goal EC 5 Policies and Tasks

Policy EC 5.1 Avoid and Minimize Impacts: When considering climate change impacts, first seek to avoid impacts altogether, then minimize them, and finally, adapt to the unavoidable impacts as much as possible.

No.	What	Who	When	Recommended Priority
A	Refer to Action Items listed in EC 2.1, 2.3, 3.3 – 3.5, and 4.1 – 4.3.	CC, CED, LPD, FIRE, PWE	Near-term (2021-2025)	High
Policy EC 5.2 Identify Risks: Improve the ability to identify areas prone to greater risk from climate change hazards and restrict development and redevelopment in those areas. Increase support for mapping and data collection of high-risk areas.				
No.	What	Who	When	Recommended Priority
A	Develop a Community Wildfire Protection Plan using Community Assistance Grants.	CC, CM, PC, CED, FIRE	Long-term	Medium (unfunded)
B	Review, and as appropriate, update Lakewood Municipal Code based on Community Wildfire Protection Plan recommendations and best management practices.	CC, CM, PC, CED, FIRE	Long-term	Medium (unfunded)
C	Review, and as appropriate, update Lakewood Municipal Code (LMC) Title 14, Environmental Protections. Title 14 provides regulations for geologic hazard areas, flood hazard areas, and critical lands and natural resources. Climate change impacts may require that new regulations be inserted into this chapter.	CC, CM, PC, CED	Near-term (2021-2025)	High (unfunded)
D	Refer to Action Items EC 1.1 A and F			
Policy EC 5.3 Align Plans and Strategies: Align land use, hazard mitigation, transportation, capital improvement, economic development, and other relevant plans. All of the community's plans, land use, hazard mitigation, transportation, capital improvement, economic development, and other relevant plans, should be working toward the same goals, and their performance measures, indicators, and policy recommendations aligned.				
No.	What	Who	When	Recommended Priority
A	Refer to Action Items EC 1(C) and EC 1(D).			
Policy EC 5.4 Prepare a Hazard Management Plan: Develop a comprehensive approach to hazards management planning to include possible climate change scenarios and includes both pre-incident and post-incident responses. <ul style="list-style-type: none"> Develop post-disaster redevelopment plans. Expand federal and state support for climate-related hazards management. Continue to coordinate and cooperate with the hazards-management community. 				
No.	What	Who	When	Recommended Priority
A	Review, and as appropriate update the City's Hazard Mitigation Plan to address climate change.	LPD, FIRE	Near-term (2021-2025)	High
Policy EC 5.5 Adopt and Enforce Building and Energy Codes: As required by Washington State, update building and life safety codes to better address the variety of hazards that are likely to result from climate change.				

No.	What	Who	When	Recommended Priority
A	Every two years, or as otherwise dictated by Washington State, update LMC Title 15, Buildings and Construction Codes to address hazards resulting from climate change.	CC, CM, CED, FIRE	Near-term (2021-2025)	High
Policy EC 5.6 Maintain Basic Services: Develop strategies to maintain energy, water, and food security for possible climate related disasters, including coordination with appropriate state emergency management agencies.				
No.	What	Who	When	Recommended Priority
A	Coordinate with appropriate agencies to develop strategies for maintaining the City's energy, water, and food security during possible climate related disasters.	CC, CM, PC, CED	Long-term	Medium (unfunded)

¹ Oliver Milman, “US generates more electricity from renewables than coal for first time ever,” Guardian, October 2018, <https://www.theguardian.com/environment/2019/jun/26/energy-renewable-electricity-coal-power>, accessed October 2018.

² David Weston, “Offshore wind and batteries LCOE falling sharply,” March 2019, <https://www.windpowermonthly.com/article/1580195/offshore-wind-batteries-lcoe-falling-sharply>, accessed October 2018.

³ Ibid.

⁴ U.S. Energy Information Administration, Monthly Energy Review, October 2019, <https://www.eia.gov/totalenergy/data/monthly>, accessed October 2019.

⁵ Bloomberg New Energy Finance, “Corporations Already Purchased Record Clean Energy Volumes in 2018, and It’s Not an Anomaly,” August 2019, <https://about.bnef.com/blog/corporations-already-purchased-record-clean-energy-volumes-2018-not-anomaly>, accessed October 2019.

⁶ Preparing for Climate Change, A Guidebook for Local, Regional, and State Government. Center for Science in the Earth System. Joint Institute for the Study of the Atmosphere and Ocean, University of Washington, and King County, Washington, 2007, pages 38, 39.

⁷ University School of Washington, Tacoma, School of Urban Studies, Lakewood, WA Commute Patterns; <https://www.tacoma.uw.edu/urban-studies/lakewood-wa-commute>

⁸ Nature Climate Change; Current and future global climate impacts resulting from COVID-19. <https://doi.org/10.1038/s41588-020-0883-o>

⁹ COVID-19 Multimodal Transportation System Performance Dashboard; <https://www.wsdot.wa.gov/about/covid-19-transportation-report/>.

¹⁰ Washington State Electric Utility Fuel Mix Disclosure Reports For Calendar Year 2015; <https://www.commerce.wa.gov/wp-content/uploads/2020/04/Energy-Fuel-Mix-Disclosure-2015.pdf>

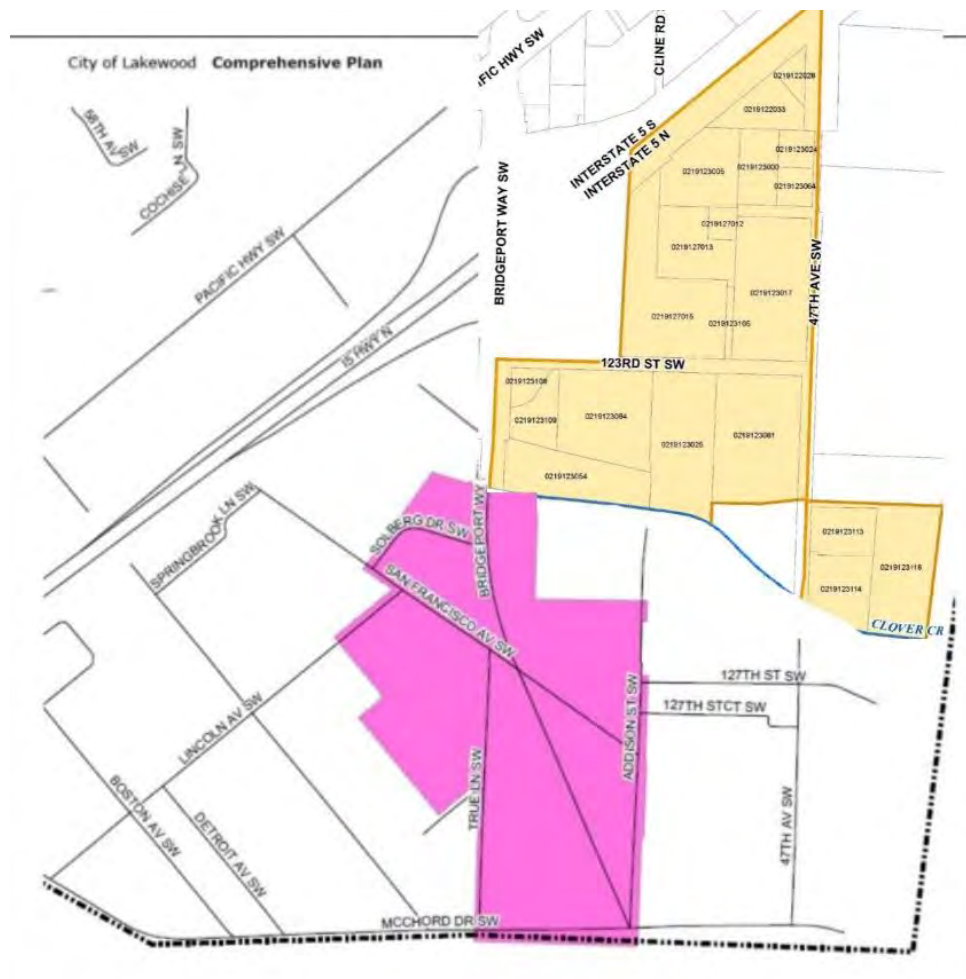
¹¹ Washington State Electric Utility Fuel Mix Disclosure Reports For Calendar Year 2019; <https://www.commerce.wa.gov/wp-content/uploads/2020/04/Energy-Fuel-Mix-Disclosure-2018.pdf>

2021-02 Updates re 2020 rezone of Springbrook parcels to Industrial Business Park Zone

Update Comprehensive Plan maps and text to reflect the change for a targeted residential growth area to a targeted industrial growth area. Remove the Springbrook Center of Local Importance, CoLI 6, which was “designated as a CoLI based on its importance to the City and special status as a compact high-density residential area.”

Update to 2021-02:

The parcels in the Springbrook CoLI (shown in pink below) do not overlap with the 2020 rezone of 19 Springbrook parcels from Transit Oriented Commercial (TOC) or MultiFamily (MF) to Industrial Business Park (IBP) (shown in gold below), all of which are located Northeast of the CoLI and separated from the northern boundary of the CoLI by Clover Creek. The removal of CoLI 6 is therefore unnecessary as part of the 2021 Comprehensive Plan amendment cycle.



▪1.4.1 Controlling Sprawl

Land use in Lakewood is characterized by sprawl - that all too common pattern of low intensity land use, where housing, businesses, and other activities are widely scattered with no focus. Sprawl,

often the result of lax land use controls, results in inefficient use of infrastructure, over-dependence on the automobile, lack of spatial organization, and urban development that most people perceive as ugly. This plan will reverse this trend through the following:

- Land use designations custom tailored to resolving Lakewood's existing land use problems.

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

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

- Targeted residential growth in specific neighborhoods.

A number of residential areas will be rejuvenated as high-density neighborhoods supported by public open space, neighborhood commercial centers, and other amenities, including the portions of the Springbrook Neighborhood shown in Figure 2.9. ~~The neighborhood targeted for maximum growth is Springbrook. Along with its name change from McChord Gate, this neighborhood will undergo substantial redevelopment at land-efficient densities. With its proximity to employment opportunities at JBLM and the central business district (CBD), as well as excellent access via I-5 and commuter rail at Lakewood Station, Springbrook is a natural candidate for high density residential development. Construction of new townhouses and apartments has been catalyzed through provision of amenities such as new parks, open space, and improved infrastructure (including a new water main installed in 2012). Other neighborhoods with substantial growth capacity slated for redevelopment under this plan include the Custer neighborhood in north central Lakewood, the northern portion of Tillicum, the Downtown Subarea, and the area around the Lakewood Station District Subarea commuter rail station.~~

• 1.6.7 Regional Planning Policies

• In addition to the GMA, this plan is required to comply with VISION ~~2040~~2050, the multi-county policies, and Pierce County's County-Wide Planning Policies (CWPP). This plan shares many of the VISION ~~2040-2050~~ goals, especially expanding housing choice and increasing job opportunities for community residents. Urban scale neighborhood redevelopment proposed for the Downtown Subarea, the Lakewood Station District Subarea, Springbrook portions of Springbrook, Tillicum, and elsewhere exemplifies the type of urban growth envisioned by these regional policies. Numerous other features, including improved pedestrian and bicycle networks, compact urban design types, and balanced employment and housing, further demonstrate this consistency. The goals and policies comprising Lakewood's Comprehensive Plan also reflect the emphasis of each of the major CWPP issue areas. In particular, the Future Land-Use Map is based on the

CWPP's land-use principles. This is reiterated in the corresponding goals and policies associated with the map, which comprise the land-use chapter.

1.7 2015 Update

A substantial update to this plan was completed in 2015. The 2015 updates acknowledged goals that had been met since the plan's initial adoption in 1996, and also took into account the recommendations resulting from a Visioning project in 2014-15. The 2015 updates intended to implement the provisions of Vision 2040, including the regional growth strategy put forth by the Puget Sound Regional Council (PSRC) at that time. VISION 2050, adopted in 2020 by PSRC, maintained much of the same policy and growth planning foundations.

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

In 2014 the City designated eight (8) Centers of Local Importance (COLIs). These COLIs were adopted in Section 2.5 (Land Use Maps chapter) of this comprehensive plan. Centers of Local Importance are designated in order to focus development and funding to areas that are important to the local community. Residential COLIs are intended to promote compact, pedestrian oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options. COLIs may also be used to identify established industrial areas. The Centers of Local Importance identified for the City of Lakewood include:

- A. Tillicum
- B. Fort Steilacoom/Oakbrook
- C. Custer Road
- D. Lakewood Industrial Park/CPTC
- E. South Tacoma Way
- F. Springbrook
- G. Woodbrook
- H. Lake City West

In 2020, Lakewood removed Springbrook from the Lakewood Station District boundary and rezoned nineteen parcels within the Springbrook area from Transit Oriented Commercial and Multi-Family 3 to Industrial Business Park (IBP.) This was done in recognition of the increased interest in and need for industrial lands in Lakewood along the I-5 corridor, as evidenced by the significant industrial development in the Woodbrook neighborhood in the 2010's. This rezoning did not affect the Springbrook CoLI, described in Section 2.5.6.

Between 2017 and 2020, the City of Lakewood is also working with Pierce County and the Puget Sound Regional Council (PSRC) to develop an appropriate regional Centers policies and planning approaches for Joint Base Lewis-McChord (JBLM) and other military installations within the PSRC geography. The base has a, given their significant impact and influence on the cities, the region, and the State, and the City of Lakewood. As a result, "major military installations" (those with

at least 5,000 enlisted or service personnel) were recognized in the 2018 Regional Centers Framework, and VISION 2050 includes policies to consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries, and to recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities. VISION 2050 also includes a transportation project selection action item that allows for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. PSRC and Pierree County are seeking an appropriate and equitable way to account for JBLM within the regional Centers framework and the Growth Management Act.

2.5.6 Springbrook

The area just outside the gate to JBLM on Bridgeport Way SW is designated as a CoLI based on its importance to the City and special status as a compact high-density residential area. The Springbrook Center boundaries are shown on Figure 2.9. The area includes the main access gate to the airfield portion of JBLM. The area currently includes Springbrook Park, CenterForce Industries, neighborhood commercial uses, and approximately 100 acres of multi-family residential zoning currently developed with approximately 1,565 multi-family dwelling units. A new water line has recently been extended to the area which will help accommodate additional growth. This CoLI was not affected by the 2020 rezoning of a number of Springbrook parcels to Industrial Business Park.

LU-2.8 Continue to provide technical assistance for redevelopment of land in Lake City, Lakeview, Springbrook, Tillicum, and lands located in the City's residential target areas (RTAs) ~~tax incentive urban use centers~~ and senior overlay.

3.4 Industrial Lands and Uses

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

3.11 Isolated Areas

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

As a result of this isolation, all three neighborhoods exhibit signs of neglect. Historically, both Woodbrook and Tillicum lack sewer systems. Beginning in June 2009, sewer trunk lines were installed in parts of both communities. Figure 3.12 shows the locations of major trunk lines in Lakewood-proper. Figure 3.13 shows the recently constructed sewer lines in Tillicum and

Woodbrook. A small percentage of the Woodbrook properties and about one half of the Tillicum properties are connected, respectively, to sewers. It is the City's policy to connect all properties located within these neighborhoods to sewers based on available funding.

Most property is old, run down, and undervalued. Springbrook is dominated by a chaotic assortment of land uses arranged according to a dysfunctional street pattern. Despite relatively high-density housing, Springbrook's residents lack schools, or even basic commercial services. Given the multitude of crime and health problems plaguing these areas, unique approaches are needed for each neighborhood and are presented in the goals and policies below. Springbrook has a designated residential Center of Local Importance (CoLI), discussed in Section 2.5.6 and shown in Figure 2.9. The City Council also rezoned a number of Springbrook parcels outside of the CoLI to Industrial Business Park in 2020.— Additional recommendations for Tillicum are included in Chapter 4, while Chapter 5 addresses economic development in Woodbrook.

LU-53.1 Promote higher residential densities in ~~those portions of the~~ Springbrook Center of Local Importance (CoLI) ~~that are most convenient to Lakewood Station, designated open space, and road and transit access.~~

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

LU-53.7 Create a neighborhood business district ~~at the intersection of Bridgeport Way and San Francisco Avenue along the west side of Bridgeport Way between McChord Drive and Seattle Avenue.~~

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

Table 4.3: Key Pedestrian Routes

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Onyx Drive	Oakbrook	Oakbrook Park to 87th Ave.
Phillips Road	Oakbrook	Steilacoom Blvd. to 81st St.
87th Ave SW	Oakbrook	Onyx Drive to Fort Steilacoom Park
Hipkins Road		104th to Steilacoom Blvd.
Green Street Loop with Arterial and Local Streets in Downtown	Downtown	See Downtown Plan for extent and street sections
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.
Waverly Drive	Lakewood Center	72nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Dr.
Mt. Tahoma Drive	Lakewood Center	Dekoven to Bridgeport Way
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length

Green Streets	Neighborhood	Extents
San Francisco Ave.	Springbrook	Bridgeport Way to 49th Ave.
49th Ave.	Springbrook	San Francisco Ave. to 127th St.
127th St.	Springbrook	49th Ave. to 47th Ave.
Bridgeport Way	Springbrook	123rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length
Custer Road	Flett	Bridgeport Way to Lakewood Dr.

4.5.2 Lakewood Station District

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

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

Other changes envisioned within the Lakewood Station district include:

- the strengthening and completion of the street grid north of St. Clare Hospital and east of Bridgeport Way; ~~and development of an open space corridor adjacent to the railroad tracks as part of a greater citywide system; and~~
- ~~expansion of the street grid in Springbrook to allow for connections between 47th Street and Bridgeport Way.~~
- ~~providing~~ for enhanced bicycle routes and facilities as part of this multi-modal transportation hub.

~~ED-5.13: Develop and implement a sub-area plan for Springbrook.~~

7.5.1 Lakeview Light and Power

Lakeview Light and Power serves a large portion of eastern Lakewood, including most areas south of Steilacoom Boulevard and east of ~~Gravelly Lake Drive~~ Bridgeport Way. Lakeview Light and Power’s service area also includes the Springbrook neighborhood, most of the area south of 112th Street SW and east of Nyanza Road SW, and ~~west of I-5~~ some areas between Gravelly Lake

~~Drive and Bridgeport Way SW.~~

Approximately one-third of the projected population growth and two-thirds of the projected employment growth will occur in the Lakeview Light and Power service area. Lakeview Light and Power does not anticipate requiring any new facilities to accommodate this projected population and employment growth, provided that the future commercial and/or industrial development is not substantially more energy intensive on a per-job basis than existing commercial and industrial development in the city.

11.3.3 Develop redevelopment and subarea plans for the Lakewood Station District, ~~Springbrook~~, the CBD, the Pacific Highway SW corridor, and selected residential arterials.

2021-02 CEDD REVIEW

Housing Capacity Analysis: The housing analysis for the redesignation and rezone of 19 parcels in the Springbrook neighborhood to IBP was conducted in 2020. There is no change to the City's housing capacity from this 2021 amendment.

A. Consistency with the Comprehensive Plan: This amendment improves internal consistency within the Comprehensive Plan, reflecting in the Plan's text the redesignations and rezones of 19 Springbrook parcels completed in 2020.

B. Compatibility with development in the vicinity: This amendment is intended to concentrate industrial development, for which there is an increasing demand in Lakewood near the I-5 and Hwy 512 corridors, into a specific section of Springbrook that is separated from the planned residential densification within the Springbrook Center of Local Importance (CoLI.)

C. Transportation impacts and mitigation: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

D. Public Service impacts and mitigation: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

E. Public health, safety and general welfare impacts: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

F. Range of permitted uses: Not applicable. This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

G. Change in circumstances: This amendment includes text amendments to the Comprehensive Plan that are in response to a 2020 Future Land Use Map and Zoning Map amendment.

H. Advantages vs. negative impacts: This amendment improves internal consistency within the Comprehensive Plan text and its Future Land Use Map, reflecting in the Plan's text the redesignations and rezones of 19 Springbrook parcels completed in 2020. There are no negative impacts from this amendment.

CEDD Recommendation: Approval.

2021-03 Updates to reflect adoption of 2020 City Parks Legacy Plan

Update Comprehensive Plan maps and text to reflect adoption of 2020 Parks Legacy Plan.

Additions and deletions are included below in underline/strikeout.

Note: Comprehensive Plan Figures 3-5, 3-6, and 3-8 will be updated in a future Comprehensive Plan amendment cycle.

3.10 Green Spaces, Recreation, and Culture

3.10.1 Parks, Open Space, and Recreation – An Overview

The Lakewood community evolved under a regionally focused parks and recreation planning system. In the 1970's and 1980's extensive residential growth occurred in Lakewood without concurrent attention to green spaces and recreational needs. Many neighborhoods had no parks or other such amenities. Further, park areas were in stages of disrepair due to years of deferred maintenance and limited capital improvements. Upon the City's incorporation in 1996, less than 40 acres of park land and facilities were transferred to the City by other public agencies.

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

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

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

In September 2005, Lakewood adopted a new Parks and Recreation Master Plan. The Parks, Recreation and Community Services Department (PRCS) expanded the recreation division, developed new community partnerships, created new citizen advisory boards, added three new parks, a new senior activity center and made system-wide park improvements to better serve Lakewood residents.

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

in the 2014 Lakewood Legacy Plan, which was designed to meet the state of Washington's requirement for a six-year parks, recreation and open space plan (PROS).

In the spring of 2019, the City embarked on an update to the 2014 Legacy Plan producing the vision, mission, motto, and goals listed below. This update included a multi-pronged outreach and engagement plan, as well as a detailed demand and need analysis. The demand and need analysis included a review of existing environments, demographic trends, park and recreation trends, and input received from the community at public engagement efforts. For the needs analysis, the city performed gap analyses using the plan's level of service measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment (PACA).

Vision: Lakewood is a healthy and vibrant community where opportunities abound.

Mission: Lakewood provides quality parks, diverse programs, and sustainable practices that encourage an engaged and livable community.

Motto: Safe, Clean, Green, and Equitable.

Goal 1: Protect, preserve, enhance and expand parks and open space facilities.

Goal 2: Provide equitable and community-driven services that are accessible for all.

Goal 3: Increase the connectivity of the community.

Connectivity means the state or extent of being connected or interconnected. For the Legacy plan, this means the ability to access parks and park amenities, and build and leverage social connections, for people to feel comfortable and welcome in the City's public spaces, and for people to have opportunities for civic engagement

Goal 4: Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.

Goal 5: Provide transparent, accountable, and fiscally responsible services and facilities.

~~The goals are listed below.~~

Environmental:

~~Protect the open space needs of future generations through acquisition, development and environmental stewardship. Create safe access to open space through a connected system of urban, non-motorized trails.~~

Economic:

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

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

Social:

~~Build social equity through affordable, inclusive and accessible park and recreation services. Create a strong, active and healthy community by providing a variety of open space and recreation opportunities.~~

Cultural:

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

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

Organizational:

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

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

The Legacy Plan lays out a road map to guide the future development of park and recreation services, while creating a healthy and sustainable park and recreation system for future residents. It works in concert with the Comprehensive Plan which provides direction for the planning, acquisition, development, and renovation of parks, open space, and recreational facilities for the years 2014-2020 – 2034-2040. The Legacy Plan was developed with participation from City and service area residents. It identifies existing publicly owned parks and facilities and their needed improvements, opportunities for partnerships, potential funding sources, and a course of action.

The Legacy Plan is used in the following ways:

A strategic guide: The plan acts as a foundation for future strategic planning, decision making and visioning exercises. It serves as a guide for elected officials and City personnel in the provision of park, open space and recreation services.

An information provider: The plan provides information on the City's park, open space and recreation system for elected officials, City personnel, community members and any other interested parties.

To support grant funding: The plan is designed to support grant applications; specifically, the plan is designed to meet the planning requirements of the Washington State Recreation and Conservation Office (RCO).

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

3.10.2 Park Planning Areas

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

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

The 10 park planning areas are shown in Figure 3.4 which are bisected by:

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

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

3.10.23 Inventory of Parks and Open Space

The current City's parks system consists of one regional park, two community parks, nine neighborhood parks, one natural area and three urban parks, plus the Senior Activity Center and a community garden. In addition to City parks, the City is collaborating with Pierce County on the Chambers Creek Canyon Area of the Chambers Creek Regional Park and Seeley Lake Park. The City also has a joint-partnership with the Clover Park School District that allows Lake Louise Elementary School to serve as a neighborhood park after school hours. In addition to City parks and open space facilities, Washington state and Pierce County have parks, open spaces, and facilities located in Lakewood, including: Seeley Lake, Chambers Creek Canyon Area, South Puget Sound Urban Wildlife Area, the Lakewood Community Center and the American Lake boat launch at Camp Murray.

Currently, the Parks, Recreation and Human Services Department manages a total of 14 park sites, totaling about 650 acres. The Lakewood's parks range in size from a large Fort Steilacoom Park of over 350 acres, serving visitors from a wide region, to Primley Park of less than 0.2 acre, serving a particular local neighborhood. While the majority of the current park assets are

developed and well maintained, there are a few undeveloped or minimally maintained areas. ~~Examples include Lakeland Park, Edgewater Park and some portions of developed parks kept in their natural state for residents to relax and enjoy, such as the well-preserved native oak woodland and meadows in Fort Steilacoom Park and the 20-acre natural area in Wards Lake Park.~~

~~The Department~~Lakewood offers ~~15~~ten (10) play structures in various parts of the City. Among the ten parks managed for high-impact recreation purposes, each has at least one playground structure to welcome neighborhood users, such as toddlers learning how to navigate a slide.

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

~~Ten~~Twelve picnic shelters are provided in six major parks for community use. Five of them are located in Fort -Steilacoom Park ~~and~~, two in Harry Todd Park, and two in Springbrook Park. Fort Steilacoom Park also houses a very popular 22-acre dog park. Figure 3.5 shows the locations of all public open spaces in the City. Figure 3.6 shows park and recreation sources managed by alternative providers.

The City operates two boat launches, one on American Lake at ~~at~~ American Lake Park, and the other on Lake Steilacoom at Edgewater Park. Beach access and swim areas are also available at American Lake Park and Harry Todd Park.

The City manages a total of over 51,000 feet of gravel paths, 22,300 feet of asphalt pathways and almost 5,000 feet of cement trails. Trails are provided in all types of parks, for both high and low-impact recreation pursuits.

Restrooms in parks are highly desired by the public; however, maintenance and operation costs continue to rise. ~~Except Fort Steilacoom Park, which has restrooms open year-round, all other restrooms in American Lake Park, Harry Todd Park, Kiwanis Park and Wards Lake Park are seasonal.~~ Year round restrooms are provided in Fort Steilacoom Park, American Lake Park, Kiwanis Park and Harry Todd Park.

The City has 13 lakefront street-ends adjacent to, Lake Louise, Lake Steilacoom, Gravelly Lake, and American Lake. Lakefront street-ends are portions of the City's rights-of-way (ROW), or public easements, that "dead end" into public lakes. As ROW, lakefront street-ends are not considered parks or parkland. The City continues to actively monitor and evaluate existing lakefront street-ends.

~~The City has identified 13 street ends adjacent to Waughop Lake, Lake Steilacoom, Gravelly Lake, and American Lake. Street ends could be used for open space and recreation purposes. Figure 3.7 provides locations and lists recommendations for street ends. The City offers a wide~~

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

~~Park and recreation services are provided by alternative sources. Figure 3.8 shows the locations of both private and public golf courses found within the immediate vicinity of Lakewood.~~

Schools also provide recreational opportunities throughout the community; Figure 3.9-8 shows the locations of 26 public schools within Lakewood. Community facilities are identified in Figure 3.109. Through a partnership with the Clover Park School District, the playground at Lakewood Louise was enhanced in 2009 to support community use during non-school hours. The improvements provided open space in an underserved area, improved our parks level of service and was an efficient use of public resources.

Analysis of Park Land and Facilities Needs

3.10.4 Park and Recreation Demand

As part of the 2020 Legacy Plan update the city performed a demand and needs assessment that included: an analysis of existing environments, demographic trends, park and recreation trends, and input received from the community at public engagement efforts. For the needs analysis, the City also performed gap analyses using the plan's level of service measurements: a walkshed measurement and a quality and diversity assessment, known as the Park Amenity Condition Assessment (PACA).

~~Since Lakewood is mostly developed, much of the future population growth would likely occur in areas where residential intensification occurs in the form of infill and mixed-use development. Also complicating park planning are three important factors:~~

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

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

Major Findings:

~~The issues important to the respondents include neighborhood parks and family-based recreation. While there were other areas of importance as well, overall, this community is interested in recreating with families in their local parks. Special events appear to be of~~

importance to respondents. In general, a set of trends emerged in terms of programs and facilities. Although not in a specific hierarchical order, the following are the top issues that the City will want to address in the near future and long term:

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

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

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

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

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

- ☐ North section of planning area 2 west of Bridgeport Way—which may be serviced by acquiring neighborhood park lands adjacent to Chambers Creek Regional Park and/or by acquiring private park land near the Oakbrook County Club or the private Oakbrook Pool on Ruby.
- ☐ East section of planning area 8 east of Gravelly Lake—which could be serviced by developing a trail system around Gravelly Lake linking existing neighborhood parks and/or by developing a school park at Tyee Park Elementary School.
- ☐ East section of planning area 10 east of I-5—which may be serviced by developing and/or acquiring and redeveloping residentially zoned land adjacent to the industrial area. Woodbrook Middle School property has been rezoned industrial reserve.

Figure 3.11 illustrates the underserved areas based on 20-minute walk radius.

Intergovernmental Coordination Opportunities

Currently, the parks, recreation and human services department has collaborated with close to one hundred partners, including public, private and non-profit agencies. These collaborations help manage or develop park resources, plan programs and events, deliver activities, market programs or share the use of facilities, equipment or program space.

For park development and management, the department has successfully partnered with public agencies including the County and the State to operate Fort Steilacoom Park and the Clover Park School District to develop a neighborhood-school park at Lake Louise Elementary School. On the programming side, the department works with many agencies including the local school district, Pierce College, Pierce County Library District, Communities in Schools and over 40 nonprofit and local interest groups. Over 30 private organizations provide sponsorship and assist in joint marketing programs.

There are different forms of partnership agreements in place governing how relationships are managed. In some cases, these collaborations take the form of informal “handshakes” and in other situations, an interlocal agreement. While most partnerships are informal, the City has established interlocal agreement with Pierce County to rent space at the Lakewood Community Center. Pierce County, Lakewood, and the city of University Place have also entered into an interlocal agreement for the development of Chambers Creek Trail. A third interlocal agreement is in place with the local school district to use a local elementary school site, Lake Louise Elementary, as a neighborhood park.

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

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

Another important resource that supports annual basic park maintenance is the City’s Work Crew program. Created as an alternative sentencing program in the municipal court system to reduce jail housing costs, the work crew offenders perform community service hours in lieu of jail time and fines. Due to the City hosting several municipal courts and sharing this alternative sentencing program, the use of the City’s work crew has significantly been reduced in the past few years. ~~Although the number of participants varies from week to week and season to season, the work crew provides about 10,000 hours each year in park maintenance support.~~

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

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

~~**GOAL LU-41:** Protect the open space and water access needs of future generations through acquisition, development and environmental stewardship.~~

~~Policies:~~

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

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

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

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

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

GOAL LU 41: Protect, preserve, enhance and expand parks and open space facilities.

Policies:

LU 41.1: Protect irreplaceable natural, cultural and historical assets.

LU 41.2: Preserve existing parks and facilities by using preventative maintenance and innovative and sustainable practices.

LU 41.3: Enhance parks by providing a variety of amenities that meet the diverse needs of a growing and changing population.

LU 41.4: Expand park systems by strategically acquiring land and proactively planning for future system needs.

~~**GOAL LU-42:** Create safe access to open space through a connected system of urban, nonmotorized trails.~~

~~Policies:~~

~~LU 42.1:— Develop a connected system of nonmotorized trails throughout the City.~~

~~LU 42.2:— Develop off-street trails within City parks to encourage physical activity for park visitors. LU 42.3:— Develop trails and linear urban parks within development sites to improve trail connectivity.~~

~~LU 42.4:— Secure resources for trail development and maintenance.~~

GOAL LU 42: Provide equitable and community-driven services that are accessible for all.

Policies:

LU 42.1: Provide a wide variety of park amenities and programs to meet the various needs of the community.

LU 42.2: Continue to remove physical, financial, and social barriers that prevent or deter park and recreation use.

LU 42.3: Celebrate and support the cultural diversity of the community.

LU 42.4: Provide a variety of opportunities to involve residents, partners, and stakeholder groups in park and recreation planning, design, decision making, and program implementation.

LU 42.5: Develop policies to support active and healthy communities.

~~**GOAL LU 43: Invest in a quality park and recreation system to enhance economic benefit.**~~

~~Policies:~~

~~LU 43.1: Create public spaces and amenities in the CBD to support downtown businesses and residents.~~

~~LU 43.2: Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.~~

~~LU 43.3: Invest in Fort Steilacoom Park and Fort Steilacoom Golf Course to support regional use and generate economic benefit.~~

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

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

GOAL LU 43: Increase the connectivity of the community.

Connectivity means the state or extent of being connected or interconnected. For the plan, this means the ability to access parks and park amenities, and build and leverage social connections, for people to feel comfortable and welcome in the City's public spaces, and for people to have opportunities for civic engagement.

Policies:

LU 43.1: Develop and maintain a system of connected non-motorized trails that encourage physical activity and create safe routes to parks and public spaces.

LU 43.2: Build and leverage partnerships with other entities, organizations, community stakeholder groups, and other City departments to provide quality and accessible services.

LU 43.3: Create a sense of place at parks and in public spaces by incorporating art, culture, and history.

LU 43.4: Provide a variety of outreach and promotional materials to spread awareness of parks and recreation services.

LU 43.5: Assume a wide range of roles in the provision of services, including direct provider, partner, sponsor, and information clearinghouse.

~~**GOAL LU 44: Secure sustainable and diverse funding to acquire, develop, maintain and operate the park and recreation system.**~~

~~Policies:~~

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

~~LU 44.2: Seek creative funding sources to meet the open space, water access and program needs of the community.~~

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

GOAL LU 44: Leverage and invest in facilities, programs, and infrastructure that boost economic opportunities and improve quality of life.

Policies:

LU 44.1: Continue to develop and expand destination park amenities and community signature events that increase tourism and improve recreation opportunities.

LU 44.2: Develop park and public space amenities in the downtown and other mixed-use and commercial areas.

LU 44.3: Provide safe, clean, and green parks that attract visitors, businesses, and enhance property values.

~~**GOAL LU 45: Provide affordable, inclusive and accessible park and recreation services Citywide. Policies:**~~

~~LU 45.1: Include a wide variety of quality programs to meet the diverse needs of the community.~~

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

~~45.3: Seek creative alternatives to ensure program affordability. LU 45.4: Ensure equitable access to parks across the City.~~

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

~~LU 45.6: Seek public support for affordable, inclusive and accessible park and recreation services.~~

GOAL LU 45: Provide transparent, accountable, and fiscally responsible services and facilities.

Policies:

LU 45.1: Make accountable, transparent, and responsible decisions that consider the environmental, economic, social, and cultural impacts to our community.

LU 45.2: Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends, performance outcomes and statutory requirements.

LU 45.3: Secure sustainable, diverse, and creative funding.

LU 45.4: Cultivate and leverage community partnerships to improve park and recreation services.

LU 45.5: Research, implement, evaluate, and improve park and recreation practices.

~~GOAL LU 46: Create a safe, strong, active and healthy community by providing a variety of open space and recreation opportunities.~~

~~Policies:~~

~~LU 46.1: Provide a wide range of park and open space amenities and facilities to support a safe and healthy community.~~

~~LU 46.2: Ensure park and facility design and maintenance support a safe and healthy community.~~

~~LU 46.3: Develop policies to support active living and healthy communities.~~

~~GOAL LU 48: Acknowledge Lakewood's cultural diversity by providing a wide range of park and recreation opportunities.~~

~~Policy:~~

~~LU 48.1: Raise cultural awareness by showcasing community cultures through recreation programming, supporting special events, displaying cultural art in parks and public places, and developing new partnerships with organizations that represent diverse ethnic backgrounds.~~

GOAL LU-49: ~~Maintain and update the Legacy Plan goals, strategies, policies and procedures in response to changing needs, trends, performance outcomes and statutory requirements.~~

Policies:

~~LU-49.1: Maintain plan update cycle to ensure plan relevancy.~~

~~LU-49.2: Track performance outcomes to assess factors affecting plan implementation.~~

~~LU-49.3: Incorporate program evaluations and performance management into daily operations and annual work programs.~~

~~LU-49.4: Encourage the use of best practices in the management and operation of the parks and recreation system.~~

2021-04 Updates related to allowing and/or encouraging various housing types (e.g., transitory accommodations, accessory dwelling units, and “missing middle” housing)

Update Comprehensive Plan text to reflect state law and regional policy requirements, and to include actions already taken by Lakewood to preserve and encourage affordable and attainable housing (e.g., MFTE program, ADU regulation updates and zoning expansion, Downtown Subarea Plan and Lakewood Station District Subarea Plan density increases, etc.)

Additions and deletions to the Comprehensive Plan are included below in underline/strikeout. Additional edits to reflect the adoption of the new language below may be presented before final action by the City Council.

There are a number of city policies in place to ease gentrification:

- Lakewood makes a strong effort to preserve and expand public housing opportunities.
- Pierce County offers a property tax exemption program for senior citizens or disabled persons that freezes the value of the residence as of January 1 of the initial application year, exempts all excess levies, and may exempt a portion of regular levies. This program protects elderly and long-term residents from property tax increases which can keep homeowners in their current homes.
- The City has numerous programs in place to enforce building codes and offers options for renters to report bad landlords.
- The City offers developers higher levels of density in return for funding more affordable housing units in their projects.
- The City has adopted inclusionary housing regulations.
- Under consideration is the establishment of community benefit agreements with investors in large projects to ensure that local resident benefit from potential investments.
- In October 2018, the City adopted the Downtown Subarea Plan, which plans for 2,257 residential units, or 20% of the City’s overall 2030 population target, at various affordable and market rate price points and 7,369 jobs over a 20+ year period.
- The City adopted the Lakewood Station Subarea in May 2021, which plans for 1,772 dwelling units, or 15% of the City’s overall 2030 population target, and 1,105 jobs over a 20+ year period. Affordable housing types are a major focus in this subarea given its current demographics.
- Each year, the Community and Economic Development Department provides to local leaders a housing inventory report. The report shows the net increase/decrease in actual

housing production and provides the local leaders the opportunity to adjust housing policies based on current events.

In addition, Lakewood has a significant number of affordable housing programs:

1. **Habitat for Humanity Partnership:** The City of Lakewood continues to partner with Habitat for Humanity to build low income housing in Lakewood that includes financial support from the City's Community Development Block Grant (CDBG) and HOME Investment Partnerships Program funds. Between 2001 and 2019, Habitat for Humanity constructed 41 new homes for low income families in the Tillicum neighborhood.

In 2021 and 2022, Lakewood proposed to use HOME funds totaling \$715,000 as a development subsidy to provide down payment assistance to nine (9) low income homebuyers. This would bring the total to 50 new homes for low income families.

2. **CDBG and HOME Programs:** The City of Lakewood is part of the Continuum of Care with Pierce County and the City of Tacoma to qualify for Federal and Community Development Block Grant (CDBG) and HOME Investment Partnerships Program (HOME) dollars. Both are federal assistance programs provided by the U.S. Department of Housing and Urban Development (HUD) with HOME providing funds in support of affordable housing, particularly housing for low- and very low-income individuals to include partnering with Habitat for Humanity to construct low income housing units in the Tillicum neighborhood.

Until 2018, these federal revenue sources (CDBG and HOME) were decreasing annually. For comparison purposes, the City received CDBG funding totaling \$913,000 in 2000 and \$455,000 in 2017, a decrease of over 50% (and that does not take into account the time value of money).

However, the Lakewood City Council, in 2014, established a federal priority that the federal government restore CDBG funding. The result of this advocacy is that Congress with strong support and leadership from the City's federal delegation did restore CDBG funding to 2008 levels. This action increased annual CDBG funds by about \$150,000 to almost \$600,000, and HOME Funds to over \$331,000 in 2020.

The City of Lakewood has been a CDBG entitlement city since 2000. During that time, the City has invested approximately \$4.6 million to construct sidewalks and the installation of street lights in a large number of low income neighborhoods throughout Lakewood along with road improvements. These improvements, particularly street lights, has resulted in much safer neighborhoods. The City has also invested almost \$5.3 million in support of affordable and low-income housing such as home remodels and repairs, emergency assistance to help displaced individuals find housing, and down payment assistance.

In June 2020, the City Council adopted the 2020-2025 5-Year Consolidated Plan for the Community Development Block Grant (CDBG) and HOME Investment Partnership Act

(HOME) Programs. The policy direction for the investment of these funds will focused on:

- Assisting low and moderate income homeowners maintain their homes through the City's Major Home Repair Program (195 residences);
 - Providing down payment assistance loans (69 residences);
 - Loans for Public Works Trust fund projects (21);
 - Providing emergency and permanent housing assistance for low income families displaced through no fault of their own;
 - Providing assistance to low income households to help them afford the housing costs of market-rate units through a newly created Tenant-Based Rental Assistance (TBRA) program; and
 - Funds to support the acquisition, construction and/or rehabilitation of affordable housing for low-income rentals and/or to facilitate new homeownership opportunities to include a down payment assistance program (e.g., Habitat for Humanity).
3. **SHB 1406 Program:** In March 2020, the Lakewood City Council adopted an ordinance authorizing a sales and use tax credit for affordable and supportive housing in accordance with SHB 1406 that was approved by the State Legislature in 2019. In 2020, the City of Lakewood received approximately \$97,571 per year for 20-years, totaling an estimated \$1,951,417. The City Council directed that the funds be used in conjunction with the City's CDBG Major Home Repair Program, CDBG Major Home Repair and Sewer Loan Program, and HOME Housing Rehabilitation Loan Program given that there is a high demand for these programs by city residents.
4. **Rental Housing Safety Program:** Given that low income housing accounts for a large percentage of residential units, in 2017 the City launched a Rental Housing Safety Program (RHSP). This proactive program is designed to ensure that all rental housing units comply with specific life and safety standards and are providing a safe place for tenants to reside.

By addressing housing conditions proactively through the RHSP, and quickly identifying and addressing substandard conditions and code violations, this program is preserving Lakewood's existing housing stock versus the gentrification that is occurring elsewhere in the Puget Sound region. Since Lakewood has more rental housing units than similarly-sized suburban cities, much of which is at an age that requires life cycle investments, the program has identified that there are a significant number of rental units in need of maintenance.

The implementation of this program has proven to be very successful and has exceeded expectations after less than three years of being operational. The results show that the quality of the rental housing stock in Lakewood is improving. The number of failed properties in 2017/18, 20 percent; 2019, 19 percent, and in 2020, 5 percent.

This program was recognized by the Tacoma-Pierce County Health Department with a Healthy Communities Award as well as by the Association of Washington Cities (AWC) with a Municipal Excellence Award in 2019.

5. Affordable Housing Initiative (2060) and Homeless Housing Act (2163) Programs:

The City works collaboratively with Pierce County to allocate State 2060 and 2163 funds, which support affordable housing and homelessness programs.

Both programs are administered through interlocal agreements (ILA) between Pierce County and its cities and towns, including Lakewood. These funds, which are collected countywide, are distributed by an oversight committee composed of members from the City of Tacoma, City of Lakewood, Pierce County and other city and town representatives.

Current rules require that 50% of the funds, which totals a combined \$10.8 million in 2020, be issued directly to Pierce County; the remaining 50% goes to urban areas, with the majority being distributed each year to the City of Tacoma. In accordance with the interlocal agreements, 16% of the funding is dedicated to the operations and maintenance of eligible homeless shelters. Also, both programs are subject to the review committee and steering committee process.

Lakewood works proactively with eligible agencies, including Living Access Support Alliance (LASA), Emergency Food Network (EFN), and other Pierce County nonprofits, to apply and secure 2060 and 2163 funds for Lakewood projects. These monies support affordable housing, homelessness, and related social service programs.

6. Housing Policies: Since incorporation in 1996, the Lakewood City Council has prioritized both economic development and housing development to create a true city identity and to provide needed “missing middle” housing for current and future residents. Basically, missing middle housing includes many housing types, such as duplexes, four-plexes, cottage courts, and courtyard buildings that provide diverse and more affordable housing options supporting locally-serving retail and public transportation options.

- Lakewood has adopted inclusionary housing regulations found within its land use development code (Lakewood Municipal Code, Title 18A, Chapter 18A.90). The purpose of these regulations is to disperse low-income units throughout the City so as to avoid perpetuating existing concentrations of poverty. The provisions allow a project proponent to receive more return from a project through additional density, relaxed development standards, and discounted review fees in return for helping to meet public goals.
- Lakewood also has a senior housing overlay. Its stated purpose is to provide housing opportunities for housing elders in areas of the city where the greatest level of services are available.

- There is an established multifamily housing tax incentive program in place. The program has four objectives: Encourage increased residential opportunities within mixed-use centers; Stimulate new construction or rehabilitation of existing vacant and underutilized buildings for multifamily housing and to increase and improve housing opportunities; Assist in directing future population growth to the Downtown and the Lakewood Station District, thereby reducing development pressure on single-family residential neighborhoods; and Achieve development densities which are more conducive to transit use.

To-date, hundreds of new multifamily residential units have been constructed which may not have otherwise been built.

- In late 2018, the City Council adopted the Downtown Subarea Plan, accompanying development code (located at LMC Title 18B) and SEPA Planned Action, all of which were focused on solidifying a clear City Center while encouraging well-designed, higher density housing and mixed use development that could take advantage of transit options within and near to the subarea. The Planned Action provides a way by which subarea development review is streamlined since individual projects consistent with the subarea plan do not have to undergo a SEPA analysis. The Downtown Subarea Plan plans for 2,257 new housing units within the subarea plan boundaries by 2040.
- In 2019, Lakewood adopted a completely revamped land use and development code (located at LMC Title 18A.) One of the purposes was to better address zoning regulations pertaining to residential development and special needs housing.
- Lakewood has also been an early adopter of updated Accessory Dwelling Unit (ADU) policies and development code requirements that provide for the easier creation of more attached and detached ADUs associated with a single-family housing unit, duplex, triplex, townhome, or other housing unit in multiple city zones, including R1-R4, MR1 & MR 2, MF1 & MF2, and TOC.
- In 2021, the City adopted the Lakewood Station District Subarea (LSDS) Plan, development code (located at LMC Title 18C) and SEPA Planned Action. The Lakewood Station District is a multi-modal commuter hub and offers a mixture of intensive land uses and activities supportive of direct regional transportation access via the Lakewood commuter rail station and I-5.

The LSDS Plan implements development standards to foster a high quality, pedestrian-oriented urban environment including incentives to encourage dense mix of commercial and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities, all supported by direct regional transportation access.

Residential densities are planned for up to 40 units per acres in the residential zone (MF3) and up to 54 units per acre in the mixed use zone (TOC). Residential development will target housing serving households at 65%-110% of the area median income (AMI), which is itself 67% Lakewood's AMI and 49% of the Pierce County AMI. Rowhouse residential development allows for compact residential development at an affordable price point. Ground-related units will provide private and semiprivate outdoor space and the opportunity for zero-lot line platted development. This type of development will provide homeownership opportunities and the chance to build wealth and equity for moderate income households in the subarea.

7. **SSMCP Housing Study:** The City has also been partnering with South Sound Military and Communities Partnership (SSMCP) in developing a Housing Study to improve the affordable housing options for service members and their families, which balances JBLM mission readiness goals with local community goals by:

- Identifying and addressing opportunities and barriers to adequate off-installation housing affordable to the E1 to E5 service member;
- Identifying and addressing mutually acceptable community strategies to increase housing supply;
- Identifying incentives for landlords to consider service member housing needs; and
- Providing resource tools to assist these service members in locating affordable, quality housing.

A key challenge faced by service members and their families is finding available housing within a 30-minute drive given the structural supply limitations. The SSMCP Housing Study has identified a number of recommendations that are currently underway for consideration and implementation to include expanding the military's rental partnership program (RPP), collaboration between local real estate agencies and JBLM public affairs to share housing resources, advocate for housing legislation at both the state and federal levels of government, develop model comprehensive housing goals and policies for cities and counties, and incentivize and remove impediments for development of additional housing.

8. **Coronavirus Aid, Relief, and Economic Security (CARES) Act:** Following the declarations of emergency due to the COVID-19 pandemic, federal funds were made available to states and cities of a certain size under the Coronavirus Aid, Relief, and Economic Security Act ("CARES Act"). In May 2020, Governor Inslee announced that Washington would award \$300 million of the state's CARES funding to local governments that did not receive direct distributions under the CARES Act. On August 31, 2020, the Governor announced an increase of \$125 million awarded to local governments for a total of \$420 million. Lakewood was awarded \$1,790,100 of CARES Act funds in May 2020 and an additional \$895,050 in August 2020, for a total of \$2,685,150.

For the first round of funding, the City Council directed that eighty percent (80%) of the funds be allocated through grant programs to provide rental assistance and child care service provider assistance, and small business assistance (including both for-profit and non-profit businesses.)

Additions and deletions to LMC Title 18A are included below in underline/strikeout.

18A.10.180 Definitions

“Affordable housing” and “affordable unit” mean, a ~~dwelling unit~~(s) reserved for ~~occupancy~~ by ~~eligible households~~ and having monthly ~~housing expenses~~ to the ~~occupant~~ no greater than thirty (30) percent of a given monthly ~~household~~ income, adjusted for ~~household~~ size, as follows unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

(a) For rental housing, sixty percent (60%) of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or

(b) For owner-occupied housing, eighty percent (80%) of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

1. *Moderate Income.* For owner-occupied housing, eighty (80) percent of the area median income, and for renter-occupied housing, sixty (60) percent of the area median income.

2. Pursuant to the authority of RCW 36.70A.540, the City finds that the higher income levels specified in the definition of affordable housing in this title, rather than those stated in the definition of “low-income households” in RCW 36.70A.540, are needed to address local housing market conditions in the City.

3. For Chapter 3.64 LMC, “affordable housing” means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty (30) percent of the household’s monthly income. For the purposes of housing intended for owner occupancy, “affordable housing” means residential housing that is within the means of low- or moderate-income households.

~~“Extremely low income” means an individual, family, or unrelated persons living together, regardless of age or ability, whose adjusted gross income is thirty (30) percent or less of the median income, adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Tacoma Primary Metropolitan Statistical Area.~~

“Extremely low-income household” means a single person, family, or unrelated persons living together whose adjusted income is at or below thirty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

“Low-income household” means a single person, family, or unrelated persons living together whose adjusted income is at or below eighty (80) percent of the median family income adjusted for family size, as determined by the United States Department of Housing and Urban Development for the Tacoma Primary Metropolitan Statistical Area household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

18A.40.110 Residential uses.

A. *Residential Land Use Table.* See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

	Zoning Classifications																				
Residential Land Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker’s unit	–	–	–	–	–	–	–	–	–	–	P	P	P	P	P	P	P	–	P	P	–
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	–	–	–	–	P	–	–	–	–	–	–	–	–
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–
Boarding house (B)(2)	C	C	C	C	C	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cottage housing (B)(3)	P	P	P	P	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Co-housing (dormitories, fraternities and sororities) (B)(4)	–	–	–	–	P	P	P	P	P	–	P	P	–	–	–	–	–	–	–	–	–
Detached single-family (B)(5)	P	P	P	P	P	P	–	–	–	P	–	–	–	–	–	–	–	–	–	–	–
Two-family residential, attached or detached dwelling units	P	P	P	CP	P	P	P	–	–	P	P	P	–	–	–	–	–	–	–	–	–
Three-family residential, attached or detached dwelling units	P	P	P	CP	C	C	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Multifamily, four or more residential units	–	–	–	–	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–
Mixed use	–	–	–	–	–	–	–	–	–	–	P	P	P	P	–	–	–	–	–	–	–
Family daycare (B)(6)	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–	–	–
Home agriculture	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–	–	–	–	–

	Zoning Classifications																				
Residential Land Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Home occupation (B)(7)	P	P	P	P	P	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mobile home parks (B)(8)	–	–	C	C	C	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mobile and/or manufactured homes, in mobile/manufactured home parks (B)(8)	–	–	C	C	C	–	P	P	P	–	–	P	–	–	–	–	–	–	–	–	–
Residential accessory building (B)(9)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Small craft distillery (B)(6), (B)(12)	–	P	P	P	P	–	–	–	–	–	–	P	P	P	P	P	P	–	P	–	–
Specialized senior housing (B)(10)	–	–	–	–	C	C	C	C	C	–	–	P	C	C	–	–	–	–	–	–	–
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–

G. Change in circumstances: This amendment reflects updates to state law, regulations, and policies and to improve consistency between the Plan and the City's CDBG, HOME, RSHP, COVID-19, and other housing programs and plans.

H. Advantages vs. negative impacts: This amendment includes map and text amendments to the Comprehensive Plan to update its discussion regarding the City's housing programs that assist with providing affordable housing options and a range of housing types. This amendment improves the Lakewood Comprehensive Plan's internal consistency and also improves consistency between the Plan and the City's CDBG, HOME, RSHP, COVID-19, and other housing programs and plans. There are no negative impacts.

CEDD Recommendation: Approval

2021-05 Updates related to Western State Hospital (WSH) and Public and Semi-Public Institutional Uses

Update Comprehensive Plan maps and text in relation to WSH Master Plan update and/or other updates as needed per state law.

2021-05 Status: At the time the City Council approved the 2021 Comprehensive Plan amendment cycle docket, it was anticipated that the WSH Master Plan update application would have been submitted to the City for review not later than December 31, 2020. However, the application has not yet been submitted, and therefore the drafting of amendments 2021-05 is not yet possible.

CEDD Recommendation: **Defer to 2022 Comprehensive Plan amendment cycle.**

2021-06 Updates to reflect adoption of the Downtown Subarea Plan and the Lakewood Station District Subarea (LSDS) Plan.

Amendments are shown in underline/strikeout below. All other sections of the Comprehensive Plan remain unchanged.

1.4.1 Controlling Sprawl

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

- Land use designations custom tailored to resolving Lakewood's existing land use problems.

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

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

- Targeted residential growth in specific neighborhoods.

A number of residential areas will be rejuvenated as high-density neighborhoods supported by public open space, neighborhood commercial centers, and other amenities. The neighborhood targeted for maximum growth is Springbrook. Along with its name change from McChord Gate, this neighborhood will undergo substantial redevelopment at land-efficient densities. With its proximity to employment opportunities at JBLM and the central business district (CBD), as well as excellent access via I-5 and commuter rail at Lakewood Station, Springbrook is a natural candidate for high density residential development. Construction of new townhouses and apartments has been catalyzed through provision of amenities such as new parks, open space, and improved infrastructure (including a new water main installed in 2012). Other neighborhoods with substantial growth capacity slated for redevelopment under this plan include the Custer neighborhood in north central Lakewood, the northern portion of Tillicum, and the area around the Lakewood commuter rail station.

- Focused investment.

Public investment will be focused on the areas of the city where major change is desired such as the City's Downtown subarea, coterminous with the designated Regional Growth Center. Spending will be prioritized to achieve the coherent set of goals established in this plan. As required by law, capital expenditure will be consistent with the comprehensive plan, providing a rational basis for fiscal decision-making. Specifically, public investment will be tied to growth; thus, areas targeted for increased housing and employment density will have top priority for City spending. The City has spent over \$24 million on projects in the Springbrook,

Woodbrook and Tillicum areas since 2004, including extension of sanitary sewer service to Tillicum and Woodbrook, extension of water service to Springbrook, and substantial roadway improvements in these areas.

1.4.3 Creation of Place

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

- Continue development of the ~~Central Business District (CBD)~~ Downtown Subarea.

The CBD-Downtown Subarea is the center of commercial and cultural activity for the city. It encompasses both the Lakewood Towne Center and Colonial Center. In 2018, the City adopted the Downtown Subarea Plan, Code and Planned Action to spur placemaking and significant redevelopment in the subarea, including planning for 2,257 housing units and 7,369 jobs. The Downtown Subarea Plan includes goals, policies and strategies to implement its vision; it is hereby incorporated by reference into the Comprehensive Plan. The area in and around the Towne Center is envisioned as a magnet for intensive mixed use urban development including higher density office and residential uses. At the north end of the CBD-Downtown subarea, the Colonial Center will serve as the hub of Lakewood’s cultural activity. Higher quality, denser urban redevelopment is expected within the District, noticeably increasing social, cultural, and commercial activity. Streetscape and other urban design improvements will make this area more accessible and inviting to pedestrians.

- Development of a special district around Lakewood Station.

The Lakewood Station area is intended to become a new high density employment and residential district catalyzed by station-area development opportunities. A new pedestrian bridge connecting on the Lakewood Sounder Station to the neighborhood to the north was completed in 2013. In 2021, the City adopted the Lakewood Station District Subarea Plan, Code and Planned Action. Under the Plan, A dense concentration of urban development with a major concentration of multi-unit housing, health care services, and, shopping will be developed within walking distance of the Lakewood commuter rail station. A significant high density, multi-unit residential presence providing residents with both rental and ownership opportunities in the center of this area will is be encouraged. 1,722 housing units and 1,276 jobs are planned for. The Lakewood Station District Subarea Plan includes goals, policies and strategies to implement its vision; it is hereby incorporated by reference into the Comprehensive Plan. There will be Sspecial emphasis placed on design to per the form-based code to enhance the pedestrian environment and create a diverse new urban neighborhood. New open space opportunities consistent with the desired urban character will be prioritized-realized in private and public developments to attract development. A new pedestrian bridge connection the Lakewood Station to the neighborhood to the north was completed in 2013.

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

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

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

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

2.3.5 High-Density Multi-Family

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

2.3.6 Downtown

The Downtown Subarea is the primary retail, office, social, urban residential, and government center of the City. The complementary, interactive mixture of uses and urban design envisioned in the Downtown Subarea Plan provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district and its designation as a Regional Growth Center. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. The Downtown is intended to attract significant numbers of additional office and retail jobs as well as new high-density housing. The plan anticipates that the properties within the Downtown will be developed into commercial and residential mixed uses with several public destination places (Colonial Plaza and Central Park.)

2.3.7 Corridor Commercial

The commercial corridors along I-5, South Tacoma Way, Pacific Highway SW, and Union Avenue SW are examples of Lakewood's dominant pattern of strip commercial development. The geographic relationship of the corridors to major road networks and the Lakewood Station District Subarea promotes employment, services, retail, and business/light industrial uses linked to access to major transportation networks. While the continuous linear alignment is a unifying element, each corridor presents varying challenges and opportunities. The Lakewood Station District Subarea Plan envisions new housing units and new employment, optimizing how people can work and live in and near the Corridor Commercial zone.

2.3.16 Lakewood Station District

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

2.4 Urban Center Designation

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

According to the CWPP, centers are intended to:

- Be priority locations for accommodating growth;
- Strengthen existing development patterns;
- Promote housing opportunities close to employment;
- Support development of an extensive transportation system which reduces dependency on automobiles; and
- Maximizes the benefit of public investment in infrastructure and services.

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

2.4.1 Urban Center

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

Lakewood has one Urban Center; see Figure 2.2. The boundaries of the Urban Center were drawn to include the most appropriate balance of high-density employment and housing in the City. The Urban Center includes the entire Downtown subarea. High capacity transit is provided by the existing Pierce Transit Center in Lakewood Towne Center, with connections to the Sound Transit commuter rail at Lakewood Station and direct high occupancy vehicle (HOV) access to I-5 for bus service outside the center. Major public amenities will include improved pedestrian facilities such as design treatments, trails, and parks to be developed concurrent with implementation of the comprehensive plan. Policy language addressing designation of the urban center is located in Section 3.5 of this plan.

3.3 Commercial Lands and Uses

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

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

Competitiveness: Much of Lakewood's commercial development is older and thus vulnerable to changes in markets and competition from newer developments. At the time of the comprehensive plan's adoption, both the Lakewood Mall and the Colonial Center, the two principal commercial nuclei, were struggling with low market shares and resulting high vacancy rates. Since that time, redevelopment of Lakewood Mall into Lakewood Towne Center and a "power center" concept has reversed the high vacancy rate in this portion of the CBD Downtown, and created an impetus for nearby redevelopment.

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

3.3.5 Lakewood Station District

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

Policies:

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

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

LU-25.3: Seek ways to acquire additional public and semi-public open space including the creation of mechanisms for bonus densities in return for provision of open space and other public amenities.

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

LU-25.5: ~~Prepare-Implement the a sub-area plan for the~~ Lakewood Station District Subarea Plan.

4.1 Introduction

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

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

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

This chapter begins the process of fulfilling a community vision of Lakewood as a fully evolved city that combines a defined sense of place and a collective unity of spirit as evidenced by an appealing, functional environment. Five major urban design building blocks are defined in this chapter to work toward this goal.

First, urban design needs related to specific land-use categories are discussed. Secondly, the relationship of urban design to transportation planning is presented, and some street classifications related to urban design are presented. Next, a physical framework plan identifies the key elements that define the city's physical structure in terms of its open space network, civic boulevards, and major gateways. Urban design strategies for specific focus areas are presented, along with specific actions for implementation. Finally, overall urban planning goals and policies are identified to guide development of Lakewood's physical environment.

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

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

4.2 Relationship Between Urban Design and Land-Use Designations

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

4.3 Relationship Between Urban Design and Transportation

* * *

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

4.4 Citywide Urban Design Framework Plan

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

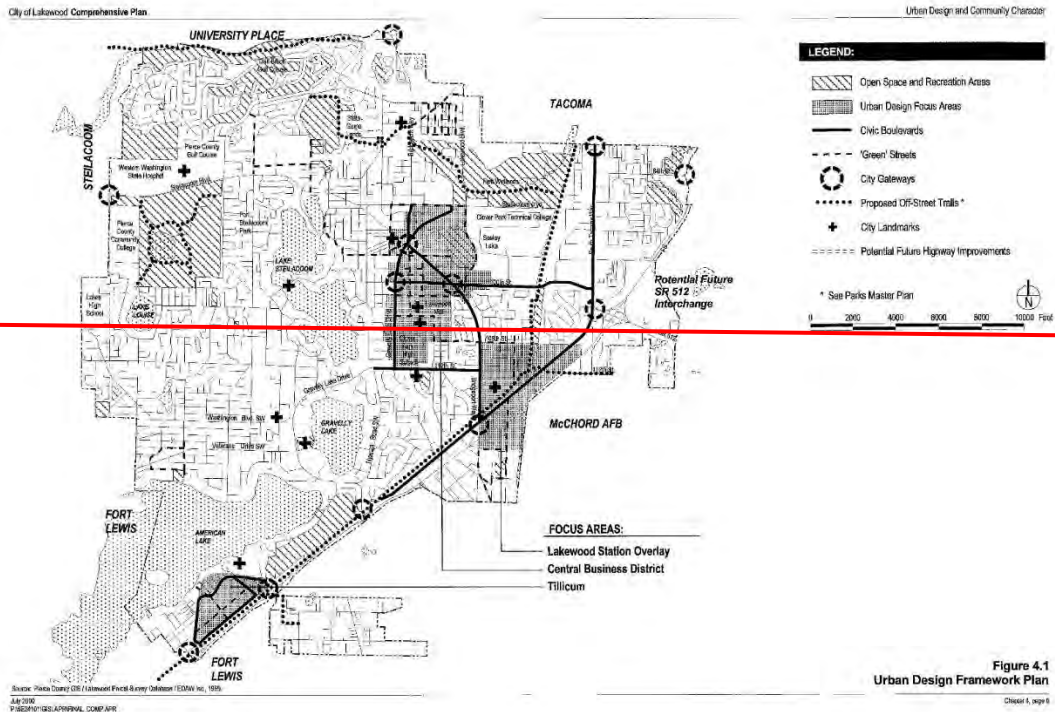
Landmarks: Landmarks are reference points in or outside the city. They help orient people and create the city's identity. Lakewood landmarks identified in this plan include:

- | | |
|---------------------------|--------------------------|
| • Colonial Center | •• <u>Colonial Plaza</u> |
| • Flett House | • Lakewood Mall |
| • Boatman-Ainsworth House | • Lakewood Gardens |
| • Settlers Cemetery | • Lake Steilacoom Bridge |
| • Fort Steilacoom | • City Hall* |
| • Thornewood Manor House | • Lakewood Station* |

*potential future landmarks

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

[NOTE – replace Figure 4.1 with an updated Urban Focus Area map depicting the Downtown and Lakewood Station District Subareas, the Tillicum Neighborhood, and the City Landmarks listed in Section 4.4 text.]



4.5 Focus Area Urban Design Plans

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

4.5.1 Downtown

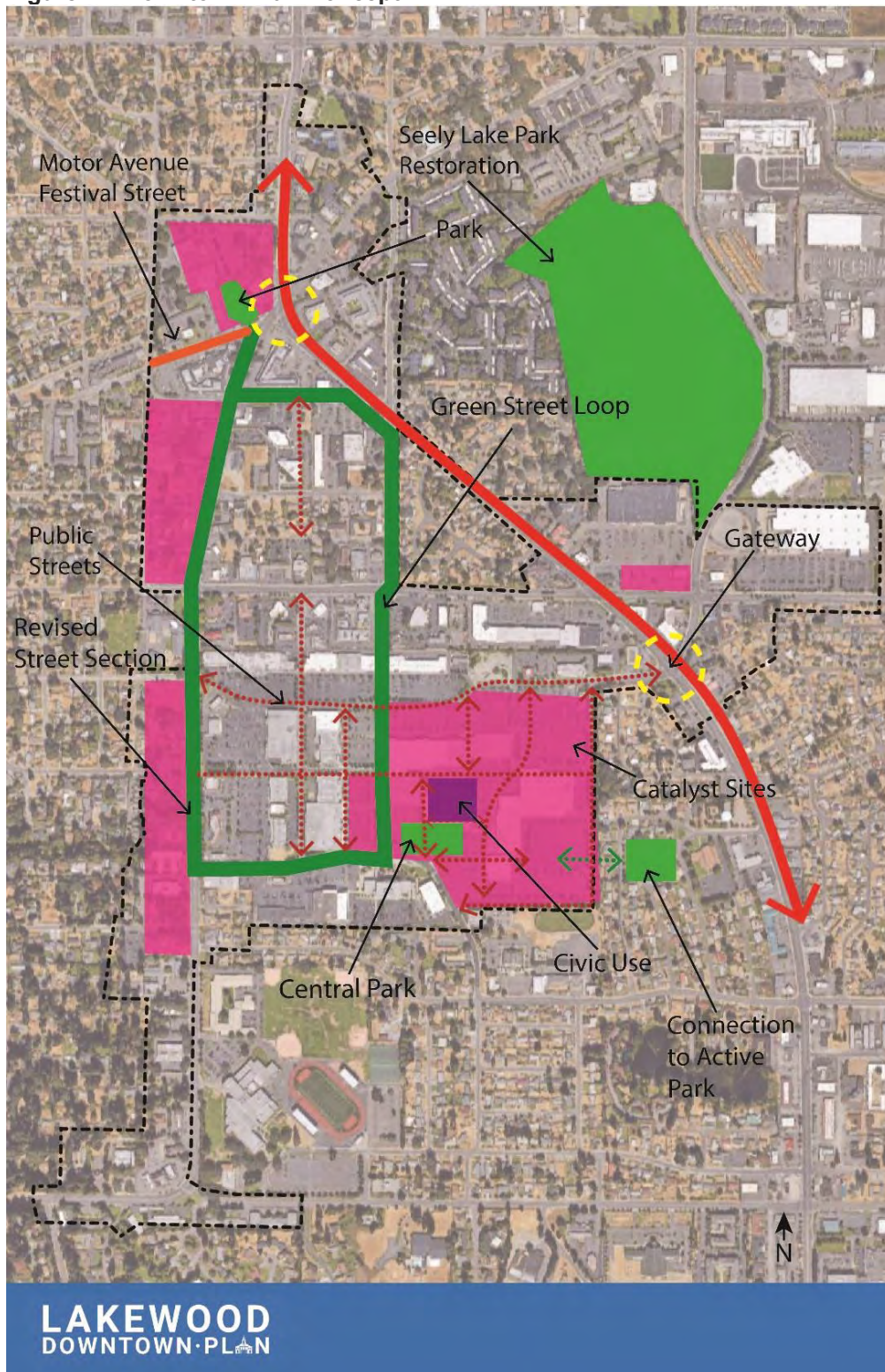
In 2018, the City adopted the Downtown Subarea Plan, Development Code and SEPA Planned Action, realizing Aa major goal of this Comprehensive Plan is to create a downtown in the Urban Center where CBD zoning is largely applied, redeveloping with it into a rich urban area with civic amenities, walkable streets, and a mix of uses including housing, entertainment, restaurants, and retail. The Downtown has significant economic assets such as the Lakewood Towne Center, historic and cultural assets such as the Colonial Center, nearby open space assets such as Seeley Lake, civic assets such as Clover Park High School and City Hall, and other major retail and entertainment assets. There is a strong street pattern, including the intersection of three of the city's major civic boulevards: Bridgeport Way, Gravelly Lake Drive, and 100th Street.

To create a downtown atmosphere, a number of land use and infrastructure changes will be needed are identified in the Downtown Subarea plan, including:

- **Green Street Loop:** To address the lack of park space, improve public streets, and improve circulation for pedestrians and bicyclists the green loop will include park like elements, green infrastructure, and support redevelopment in Downtown.

- **New Public Streets:** The Downtown lacks a dense and walkable street grid to support urban development, circulation, and an active public realm.
- **Central Park:** A new urban park of between two to four acres is proposed just north of City Hall to serve as the main gathering space for the community and to include a variety of features and programming.
- **Revised Gravelly Lake Drive:** As part of the Green Street Loop, a revised road design for Gravelly Lake Drive SW is proposed. The revision will allow for expanded sidewalks and a multi-use path on the east side of the street.
- **Catalyst Sites:** Catalyst sites are the best opportunities to weave together public improvements in infrastructure and amenities with infill and redevelopment by the private sector. The best opportunities for redevelopment based on vacant and underutilized sites, and large surface parking areas, and surrounding context have been identified as catalyst sites in the near term to further the implementation of this Plan.
- **~~Motor Avenue Festival Street~~Colonial Plaza:** ~~In 2019, t~~The City ~~intends to move forward with~~~~completed~~ ~~creating the~~ Colonial Plaza, a festival ~~street space~~ along Motor Avenue consistent with the adopted ~~concept~~ Downtown Subarea pPlan. ~~The plan that~~ includes a large central plaza, a pedestrian promenade, a farmer's market and event structure, street trees, landscaping, and public art opportunities.

Figure 4.2 Downtown Plan Concept



Framework, 2018

4.5.2 Lakewood Station District

Development Completion of the Sound Transit commuter rail station (“Lakewood Sounder Station”) on Pacific Highway Southwest represents a major investment of public funds in Lakewood. It also presents the potential for major land use change as the private market responds to the opportunities presented by increased transportation options. The Comprehensive Plan has ~~defined~~ the Lakewood Station district as a transit-oriented neighborhood with higher density residential uses, medically oriented businesses, and other commercial uses responding to increased transportation access in the area since 2000.

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

The City adopted the Lakewood Station District Subarea (LSDS) Plan, Development Code and Planned Action in 2021, which are hereby incorporated into the Comprehensive Plan. Springbrook was not included in the subarea boundaries due to I-5 being a significant physical barrier, and the subarea was extended further northeast than originally drawn to include the 512 park & ride. Points of interest within the Subarea include the Sounder Station, the planned multi-phased mixed use development termed Lakewood Landing, the St. Clare Hospital complex, the SR-512 park-and-ride, Pacific Highway and Bridgeport Way commercial areas, and a residential area. The LSDS was mostly built out pre-incorporation, so the focus is on redevelopment.

Since there are few environmental constraints, and with its proximity to I-5 and the Sounder regional commuter rail, the LSDS is an ideal place to realize a transit-oriented higher density affordable and “missing middle” housing types and a variety of employment centers. The LSDS Vision statement reads:

The Lakewood Station District is a multi-modal commuter hub of Lakewood and the southern terminus of Sound Transit’s commuter rail service. The Lakewood Station District provides an amenity-rich, transit-oriented development node surrounding the Lakewood Station.

This District offers a mixture of intensive land uses and activities supportive of direct regional transportation access via the Lakewood commuter rail station and I-5.

The District implements development standards to foster a high quality, pedestrian-oriented urban environment including incentives to encourage a dense mix of commercial and medical office, regional and local retail, services and hospitality, and high-density residential uses offering ownership and rental housing opportunities, all supported by direct regional transportation access.

The LSDS Plan keeps parcels zoned as already identified in the Comprehensive Plan. By adopting a hybrid form-based code that will assist with higher density residential and commercial redevelopment over time, the planned new residential capacity is 1,172 dwellings and the planned employment capacity is 1,276 jobs.

<u>Zone</u>	<u>Sum of Res. Units</u>	<u>Total Acres</u>	<u>Density Achieved</u>	<u>Max Density</u>	<u>% of Max Density Achieved</u>
<u>Multifamily 3: 2020</u>	<u>475</u>	<u>40.9</u>	<u>11.6</u>	<u>54</u>	<u>21%</u>
<u>Planned MF 3: 2035</u>	<u>1,502</u>	<u>40.9</u>	<u>36.7</u>	<u>54</u>	<u>68%</u>

Other changes envisioned within the Lakewood Station district include:

- the strengthening and completion of the street grid north of St. Clare Hospital and east of Bridgeport Way;

- development of an open space corridor adjacent to the railroad tracks as part of a greater citywide system; and
- expansion of the street grid in Springbrook to allow for connections between 47th Street and Bridgeport Way.
- Provide for enhanced bicycle routes and facilities as part of this multi-modal transportation hub.

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

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

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

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

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

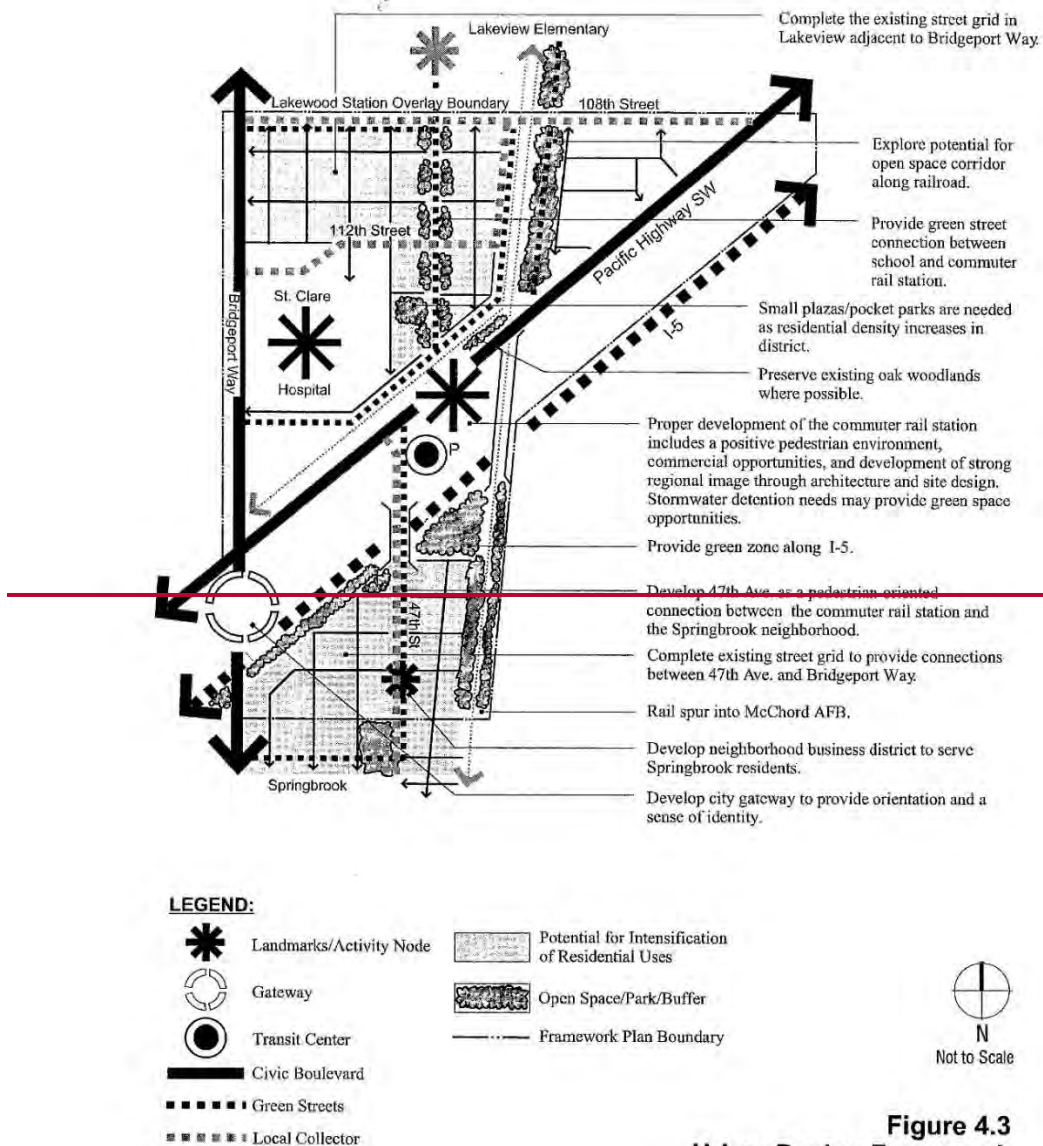


Figure 4.3
Urban Design Framework
for Lakewood Station District

SOURCE: EDAW, Inc. 1999

July 2000

File path: p:\6e24101\graphics\UrbanDsgn2.cdr

Chapter 4, page15



BERK, 2020

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

Policies:

- UD-8.1: ~~Develop-Implement the Downtown Subarea~~ ~~sub-area p~~ ~~Plan for the entire CBD~~ ~~area~~, paying attention to the integration of Lakewood Towne Center with the remainder of the ~~CBD~~ ~~subarea~~.
- UD-8.2: Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.
- UD-8.3: Promote design elements that enhance the distinctive character of the Colonial Center while enabling contemporary urban design in the ~~C~~ ~~Downtown~~ ~~BD~~ overall.
- UD-8.4: Maintain a pedestrian-orientation in building, site, and street design and development in the ~~CBD~~ ~~Downtown~~.
- UD-8.5: Promote urban amenities throughout the ~~CBD~~ ~~Downtown~~ ~~D~~ and on individual sites.

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

Policies:

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

5.2.7 Retail & Lodging Development

~~Lakewood Towne Center~~ The Downtown is a site of open air destination with four distinct components: A City Hall as its centerpiece; a power center; an entertainment center; and a neighborhood center, all of which need further development to create a greater sense of place and gathering area for the community and visitors.

The International District is located along South Tacoma Way, from the City's entrance at 80th Street to the North and the 512 interchange to the South. Although Korean settled and developed, the area is a mix of cultures, restaurants, grocery, and other retail. Paldo World, Boo Han Market, and HMart are the most prominent stores along this corridor. The Great American Casino to the South, at the 512, was built in 2007. In 2017, Lee Medical Center was built, bringing a new family medical team, lab, counseling, and internal medicine facility to the area. This district currently brings in more retail

sales tax to the City than any other combined area in the City. The district is has potential for major redevelopment, particularly at the City's entrance.

In 2008/2009, the City conducted both a hotel study and market analysis on Pacific Highway from 108th to Bridgeport. Development followed with the construction of Candlewood Suites, Lakewood Station and Pedestrian Bridge, Lakewood Ford, and the Nisqually Market. In 2012, LaQuinta Inn was converted to a Holiday Inn, and the Sounder Train service was extended to Lakewood Station. In 2013, Kenworth Northwest built a state-of-the-art new truck sales and service facility. A mobile home park was closed in preparation for two Marriott Hotel properties, one of which is planned for construction in 2015.

Numerous older motels have been closed along South Tacoma Way and Pacific Highway in anticipation of redevelopment.

In 2008, Walmart opened a new supercenter at the City's entrance to the Northwest on Bridgeport Avenue, and Lowes opened on 100th and Lakewood Drive. In 2014, Hobby Lobby and Big Lots opened at 100th and Bridgeport, site of the former Kmart store.

The Colonial Shopping Center, which included a former QFC, ~~was purchased by an equity firm in 2013. It is currently being re-designed. New tenants are being recruited to the site~~continues to be a focus for redevelopment by the City.

5.2.8 Office Development

There is some office space within the business parks, along major corridors and, small office space within ~~the Central Business District~~Downtown. The most significant office developments have been medical facilities, a professional services office on Main Street SW, and ~~the new~~ Harborstone Credit Union. Office buildings have constituted minimal new development. This may be a future focus as business and healthcare campuses develop.

☐ **5.4 Summary of Achievements**

- The establishment of Lakewood's own police department.
- Installation of over \$20 million in water and sewer infrastructure in Tillicum and Woodbrook.
- Required \$1.5 million in mitigation measures to offset the relocation of the main entrance into Camp Murray.
- Over \$5 million in improvements to the Berkeley Bridge and Union Avenue SW.
- Over \$5 million in new road improvements to Pacific Highway SW.
- Construction of the Sounder Station including parking garage and pedestrian overpass.
- In 2002, the redevelopment of the Lakewood Mall into the Lakewood Towne Center.
- Recruitment of National retailers to the CBD and the South Tacoma Way Corridor.
- The location of Tactical Tailor to Lakewood.
- The removal of blighted buildings and structures on South Tacoma Way and Pacific Highway SW.
- Construction of a Wal-Mart Super Center on Bridgeport Way, including \$1.5 million in

new road improvements.

- Construction of the new Kenworth Truck Dealership on Pacific Highway SW.
- Construction of Lakewood Ford on Pacific Highway SW.
- Installation of major park upgrades at Fort Steilacoom Park.
- Extensive new road improvements on Murray Road SW, including a new roundabout, 59th Street SW, 104th Street SW, and Bridgeport Way from the northerly City limits to Gravelly Lake Drive SW.
- Establishment of the Rental Housing Safety Program and Dangerous Building Abatement Program priorities in 2018.
- Adoption of the Downtown Subarea Plan in 2018.
- Construction of Colonial Plaza to create a public festival site in the Downtown.
- Adoption of the Lakewood Station District Subarea Plan in 2021.

GOAL ED-5: Promote the revitalization/redevelopment of the following areas within Lakewood:

- 1) the ~~Central Business District~~Downtown Subarea;
- 2) the South Tacoma Way & Pacific Highway Corridors;
- 3) Springbrook;
- 4) Tillicum/Woodbrook;
- 5) ~~Lakeview (Lakewood Station District);~~The Lakewood Station District Subarea and
- 6) Lake City.

Policies:

ED-5.1: Where appropriate, develop and maintain public-private partnerships for revitalization.

ED-5.2: Pursue regional capital improvement opportunities within these specific areas.

ED-5.3: Promote the concentration of commercial uses and cultural activities ~~in the Central Business District~~Downtown with the intent of increasing and maintaining the vitality of the community.

ED-5.4: Promote industrial land development at the Woodbrook Business Park.

ED-5.5: Continue existing programs to expand sewers throughout Tillicum and Woodbrook.

ED-5.6: Expand commercial development along Pacific Highway SW by converting lands designated Public/Institutional into commercial uses.

ED-5.7: Expand housing ownership opportunities.

ED-5.8: Identify and implement strategies to foster small business development and expansion.

ED-5.9: Aggressively market the ~~Central Business District~~Downtown as a place to live, shop, and do business.

ED-5.10: Encourage mixed use developments within the ~~Central Business District~~Downtown and Lakeview.

ED-5.11: Remove blighted buildings from residential neighborhoods.

ED-5.12: Promote single family development in Lake City and Tillicum.

ED-5.13: Develop and implement a sub-area plan for Springbrook.

ED-5.14: Consider establishing a local development government corporation and an equity investment approach for land assembly within a designated target area. Under this model, landowners contribute their land (and improvements) as “shares” to the corporation and receive a portion of the distribution from cash flow generated by redevelopment.

GOAL T-16: Foster the evolution of a ~~central business district~~Downtown that is compact and walkable and not ~~defined by large expanses of parking lots.~~

Policies:

T-16.1: Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action. Conduct periodic reviews of Downtown development to verify the Plan's success.

T-16.2: Consider maximum parking requirements for higher density areas to encourage alternative transportation modes.

T-16.32: Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.

T-16.43: Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment.

T-16.54: Encourage the use of structured or underground parking to use land more efficiently.

T-16.65: Focus investments in downtown central business areas by promoting joint- and mixed use development and integrating shared-use parking practices.

T-16.76: Incorporate regional ~~T~~ransportation ~~2040~~ guidelines into planning for centers and high-capacity transportation station areas.

GOAL U-14: Coordinate utilities undergrounding with new development, redevelopment, and street projects.

Policies:

U-14.1: Where feasible, time undergrounding of utilities to coincide with major street projects.

U-14.2: Seek financing for utilities undergrounding in conjunction with road improvement financing.

U-14.3: To the maximum extent possible and based upon applicable regulations, the City should require the undergrounding of utility distribution lines in new subdivisions, new construction, and significantly reconstructed facilities, consistent with all applicable laws.

U-14.4: To the maximum extent possible and based upon applicable regulations, the City should work with the utility companies in preparing a plan for undergrounding utilities in areas where their

visual impact is critical to improving the appearance of the City, such as the ~~Central Business District~~Downtown Subarea and the I-5 Corridor (Pacific Highway SW and South Tacoma Way).

Land-Use Implementation Strategies

- 11.3.1 Target redevelopment of obsolete one-bedroom apartment complexes.
- 11.3.2 Recognize existing programs and regulatory mechanisms such as the City's street lighting program, street tree program, sign ordinance, sidewalk program, significant tree ordinance as ongoing means of achieving land-use goals.
- 11.3.3 Develop and implement redevelopment and subarea plans for the Lakewood Station District Subarea, Springbrook, the ~~CBD~~Downtown, the Pacific Highway SW corridor, and selected residential arterials.
- 11.3.4 Examine the potential for employing density bonuses in return for private development of public open space.
- 11.3.5 Maintain and periodically update the city's Critical Areas and Resource Lands Ordinance and related plans as required by the GMA. The City's critical areas regulations were initially adopted in 2004.
- 11.3.6 Maintain and update as required the City's Shoreline Master Program (adopted 20194) consistent with GMA and the state Shoreline Management Act (SMA), including salmon recovery provisions.
- 11.3.7 Capitalize on historical sites in the area such as Fort Steilacoom, Lakewold Gardens, and the Lakewood Colonial Theater, as well as other local amenities like the lakes and parks.
- 11.3.8 Work to maintain an adequate variety of land uses within the city to support development.
- 11.3.9 Work to provide for on-line submittal of development permit and building permit application forms.
- 11.3.10 Streamline the permit processing system wherever possible to make it easier to understand and to minimize the review time and costs.
- ~~11.3.11 Develop redevelopment plans for the Lakewood Station area, the Central Business District, and the Pacific Highway southwest corridor.~~
- ~~11.3.12~~11.3.11 Continue to prepare the Woodbrook area for redevelopment with industrial uses and pursue opportunities to locate appropriate businesses consistent with utility extensions as described in the Woodbrook Business Park Development report issued in July, 2009.
- ~~11.3.13~~11.3.12 Continue with redevelopment efforts in Tillicum and the preparation of development regulations and design standards as described in the Tillicum Neighborhood Plan originally adopted in June 2011 and updated thereafter.
- ~~11.3.14~~11.3.13 Promote Low Impact Development (LID) practices as required by the City's National Pollution Discharge Elimination System (NPDES) municipal stormwater general permit, including supporting dual use of landscaping and open space areas for stormwater infiltration, and minimizing impervious surface areas. LID principles should be incorporated into the City's land use and site development regulations to promote on-site infiltration of stormwater.

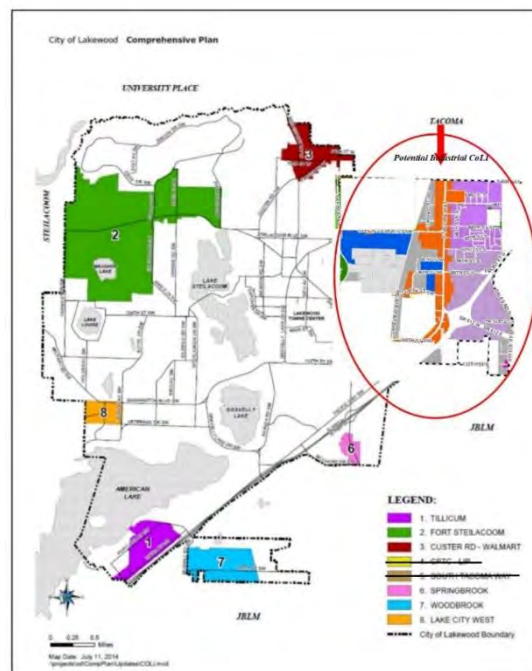
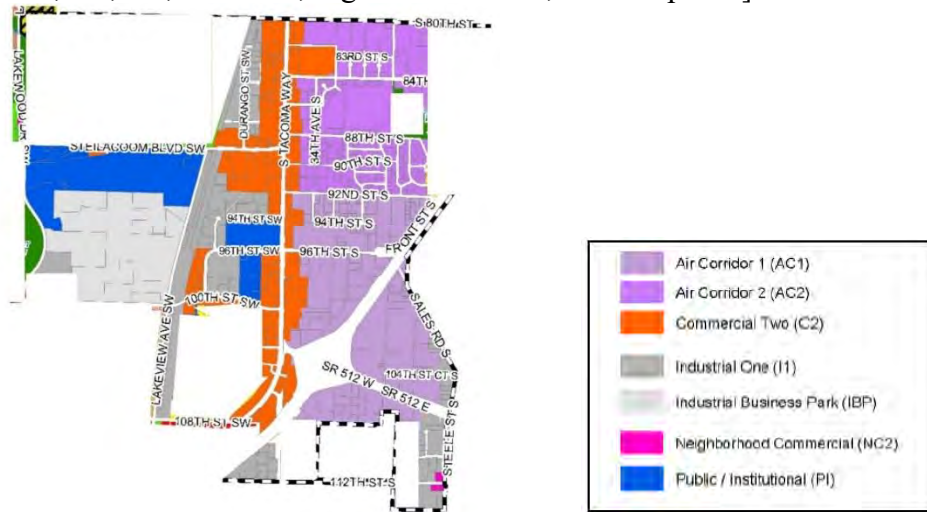
Transportation Implementation Strategies

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

2021-07 Updates related to establishing a new industrial Center of Local Importance (CoLI) and removing existing CoLIs 4 (Industrial Business Park/Clover Park Technical College) and 5 (South Tacoma Way.)

Update Comprehensive Plan maps and text to remove current CoLIs 4 and 5 and create a new industrial CoLI recognized at the Countywide level in order to spur economic development and also qualify for new transportation funding to support the industrial development within the new CoLI boundaries. *(Maps of the proposed CoLI are included below.)*

[Sections 1.7, 2.1, 2.5, Goal T-2, Figures 2.3 – 2.11, and Chapter 5]



2021-07 Status: Proposed amendment 2021-07 would establish a new industrial Center of Local Importance (CoLI) and removing existing CoLIs 4 (Industrial Business Park/Clover Park Technical College) and 5 (South Tacoma Way.) Following its adoption into the Lakewood Comprehensive Plan, the City would seek to secure recognition of the Industrial CoLI at the Countywide level in order to spur economic development and also qualify for new transportation funding to support the industrial development within the new CoLI boundaries.

At the time the City Council approved the 2021 Comprehensive Plan amendment package to include 2021-07, it was anticipated that the City could secure EDA grant funds to develop the new CoLI text, maps and planning analysis. However, EDA funds were exhausted before this project was submitted. As a result, the CED would not be able to pursue adoption of this amendment in the 2021 cycle.

The CED had begun pursuing two potential funding sources for 2021-07 with the intention of recommending that the amendment be deferred until the 2022 Comprehensive Plan amendment cycle:

- **Port of Tacoma Local Economic Development Investment Fund.** This fund is designed to assist non-profit organizations and municipal agencies with eligible economic development projects in Pierce County.
- **CERB Planning Study Grant.** CERB provides limited grant funding for studies to evaluate high-priority economic development projects, and rural broadband projects. When considering planning grants, the Board gives priority to projects that could result in a type of project eligible for CERB construction funds.

City Council Action to Remove 2021-07: On February 16, 2021 the City Council voted to remove proposed amendment 2021-07 from the 2021 Comprehensive Plan amendment cycle via Resolution 2021-02 with no direction to move it to the 2022 cycle.

As a result, this amendment will not be pursued in future amendment cycles unless and until the City Council directs that it be.

2021-08 Rezoning Parcels, Reviewing Comprehensive Plan Text and Tillicum Neighborhood Plan:

I. Parcels in Proximity to Berkeley Interchange – Redesignate/rezone parcels 2200000172, -173, -192, -193, -210, -240, -250, -260, -270, -941, -942, and -950 from Single Family (SF)/Residential 3 (R3) to Neighborhood Business District (NBD)/Neighborhood Commercial 2 (NC2.)

II. Parcels included within pending Habitat for Humanity Project – Redesignate/rezone parcels 0219212116, -017, -056, and -063 from Single Family (SF)/Residential 3 (R3) to Mixed Residential (MR)/Mixed Residential 2 (MR2.)

III. Conduct review of the 2011 Tillicum Neighborhood Plan, the Tillicum Center of Local Importance (CoLI), and the text in Comprehensive Plan Sections 1.5, 2.5.1 and 4.5.3 and Goal LU-52, with appropriate public outreach and participation, for potential updates and amendments as part of the 2022 or 2023 Comprehensive Plan amendment cycle.

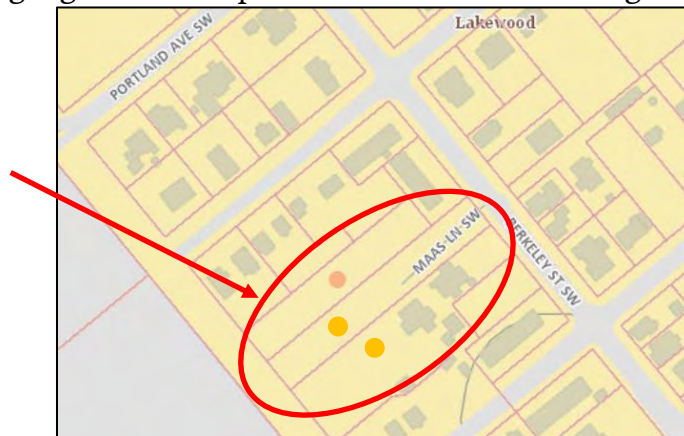
ANALYSIS:

I. Parcels in proximity to Berkeley Interchange:

The original private application included within this amendment was to redesignate and rezone three parcels near the Berkeley/I-5 interchange in Tillicum (numbered 2200000172, 2200000173, and 2200000192) from Single Family (SF)/Residential 3 (R3) to Neighborhood Business District (NBD)/Neighborhood Commercial 2 (NC2.) The impetus for the requested rezone was the improvements to the I-5 corridor and replacement of the Berkeley interchange near JBLM, and how the new interchange would influence the desire for some commercial uses in close proximity to it.

A similar private application was submitted as part of the 2019 Comprehensive Plan amendment cycle but was not adopted due in large part to the status of the I-5 interchange construction at the time. The applicant inquired of the City whether to submit an application for the 2020 cycle, but ultimately did not do so.

The maps below highlight the three parcels identified for rezoning in the private application:





Figures 1-5 included below depict the complete reconstruction of the I-5 interchange at Berkeley Street SW adjacent to Tillicum. The new Berkeley Street interchange will feature signalized intersections and will be grade separated from the railroad. A new roundabout will be built at the intersection of Berkeley Street and Union Avenue to help facilitate traffic flow through the area. Construction began at the Berkeley Street interchange in October 2018. Final traffic configuration and completion of the project is during summer 2021.

Figure 1 – Berkeley/I-5 Intersection Prior to Reconstruction



Figure 2 – NEW Berkeley St./I-5 Intersection (2018 depiction)



Figure 3 – Enlarged Depiction of Intersection in Tillicum (2018)



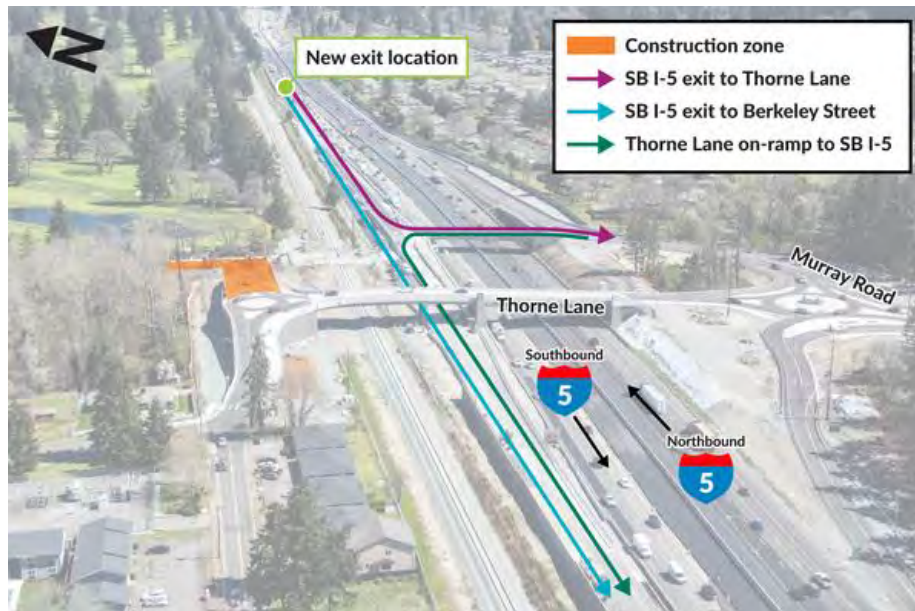
Figure 4 – Two-Dimensional View Berkeley St/I-5 Intersection



Figure 5 – March 2021 WSDOT Depiction of Berkeley Street SW and Thorne Lane Interchanges and Southbound Exits



A new permanent shared exit on southbound I-5 will open to travelers going to Thorne Lane and Berkeley Street in by Memorial Day, 2021. The barrier that is being built will eventually separate mainline I-5 traffic from those taking the exit. Anyone traveling to the Tillicum and Woodbrook neighborhoods will be using this shared exit.



In 2019, the City did not approve the application to rezone parcels in Tillicum because it was premature; it was unknown what the final configuration of the Berkeley St. SW interchange would be, nor when it would actually be completed. Now that the configuration of the interchange is known and construction is nearly complete, it is possible for the City to more accurately analyze how specific parcels and the nearby area will be affected by it.

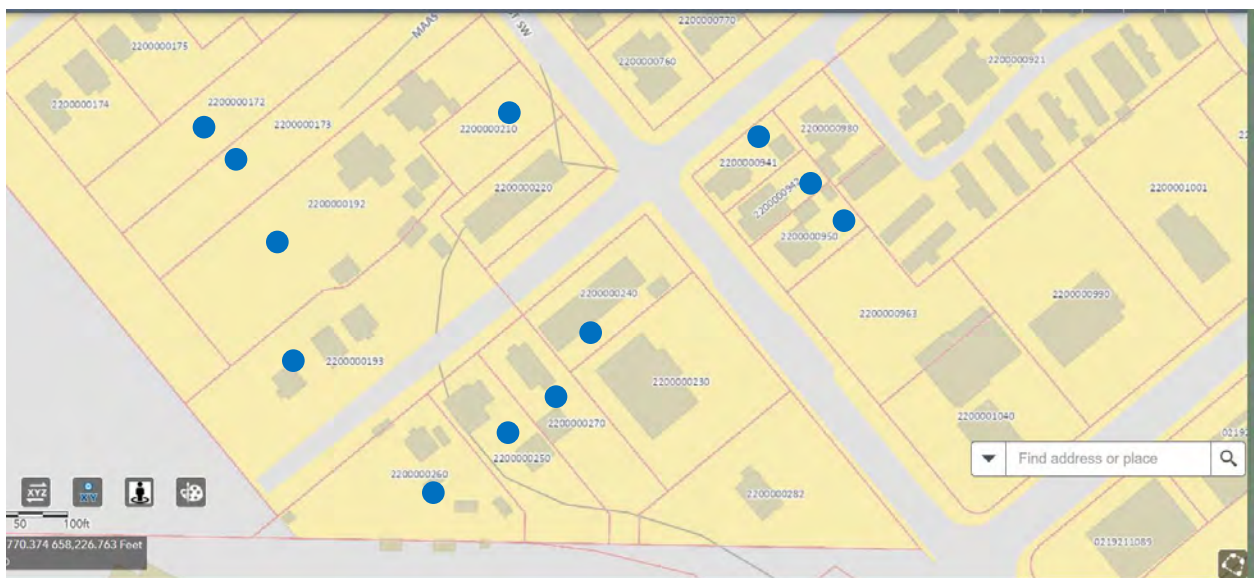
The Tillicum area community has planned for redevelopment for many years. The 2011 Tillicum Neighborhood Plan, which has been incorporated into the City's Comprehensive Plan by reference, refers to a 1980 planning process.

The City's Comprehensive Plan anticipates and encourages increased economic development activity in Tillicum, identified as an isolated area of the City. Comprehensive Plan Policy LU-51.1 states that the City should "[p]rovide for commercial and service uses for the daily needs of the residents within the [Tillicum] neighborhood." In addition, Comprehensive Plan Section 4.5.2 states in part:

With a traditional street grid, significant public open space and lake access, and strong regional transportation connections, there is a major opportunity for Tillicum to evolve into a more urban, pedestrian and bicycle-oriented community. This is further enhanced by the long-range potential for a commuter rail station and new highway connection to the east.

The private application included three parcels. However, given the layout of parcels in close proximity to the new Berkeley St SW interchange, it makes sense to consider rezoning several other parcels as well to establish a logical land use pattern. Several maps are included below.

To help implement Comprehensive Plan Policy 51.1 and manifest the opportunity for Tillicum to evolve mentioned in Section 4.5.2, the nine parcels with the yellow and blue dots below in addition to those submitted by a private applicant for consideration could be redesignated and rezoned from Single Family (SF)/Residential 3 (R3) zoning to Neighborhood Business District (NBD)/Neighborhood Commercial 2 (NC2.)



The table below compares the uses allowed in the current R3 and requested NC2 zones:

Type of Use	Use	R3 (4.8 dua)	NC2 (35 dua)
Commercial and Industrial	Accessory commercial	-	P
	Accessory Industrial	-	-
	Accessory retail or services	-	P
	Artisan shop	-	P
	Auto and vehicle sales/rental	-	C
	Auto parts sales	-	P
	Bank, financial services	-	P
	Brewery – production	-	C
	Building and landscape materials sales	-	P
	Building contractor, light	-	-
	Building contractor, heavy	-	-
	Business support service	-	P
	Catering service	-	P
	Cemetery, mausoleum, columbarium	-	-
	Club, lodge, private meeting hall	C	P
	Commercial recreation facility – indoor	-	P
	Commercial recreation facility – outdoor	-	-
	Community center	-	P
	Construction/heavy equipment sales and rental	-	-
	Convenience store	-	P
	Equipment rental	-	P
	Flex Space	-	-
	Fuel dealer	-	-
	Furniture/fixtures manufacturing, cabinet shop	-	-
	Furniture, furnishings, appliance/ equipment store	-	P
	Gas station	-	P
	General retail	-	P
	Golf course, country club	-	-
	Grocery store, large	-	P
	Grocery store, small	-	P
	Handcraft industries, small-scale manufacturing	-	P
	Health/fitness facility, commercial	-	P
	Health/fitness facility, quasi-public	-	-
	Kennel, animal boarding B(3)	-	C
	Laboratory – Medical/Analytical	-	P
	Laundry, dry cleaning plant	-	-
	Library, museum	-	P
	Live/work and work/live units	-	C
	Maintenance service, client site services	-	-
	Manufacturing, Assembling and Packaging - Light	-	-
	Manufacturing, Assembling and Packaging - Medium	-	-

	Manufacturing, Assembling and Packaging - Heavy	-	-
	Metal Products Fabrication, Machine and Welding – American Direct	-	-
	Medical Services - Lab		P
	Mixed use	-	P
	Mobile home, RV, and boat sales	-	-
	Mortuary, funeral homes and parlors	-	P
	Motion Picture Production Studios	-	-
	Office – business services	-	P
	Office – processing	-	C
	Office – professional	-	P
	Outdoor storage	-	-
	Pawn Brokers and Second Hand Dealers	-	-
	Personal services	-	P
	Personal services – restricted	-	-
	Petroleum product storage and distribution	-	-
	Places of assembly	P	P
	Printing and publishing	-	P
	Produce stand	-	P
	Recycling facility – processing facility	-	-
	Repair service - equipment, large appliances	-	-
	Research and development	-	-
	Recycling Facility - Scrap and dismantling yards	-	-
	Second hand store	-	-
	Shelter, animal B(3), B(4)	-	P
	Shopping center	-	P
	Social service organization	-	C
	Solid waste transfer station	-	C
	Small craft distillery	-	P
	Sports and active recreation facility	-	-
	Storage - personal storage facility	-	-
	Studio - art, dance, martial arts, music, etc.	-	P
	Swap meet	-	-
	Theater, auditorium	-	P
	Veterinary clinic B(3)	-	P
	Vehicle services – major repair/body work	-	C
	Vehicle services – minor maintenance/repair	-	P
	Vehicle storage	-	-
	Warehouse	-	-
	Warehouse retail	-	-
	Wholesaling and distribution	-	-
	Wildlife preserve or sanctuary	-	-
	Wine production facility	-	-
Eating and Drinking Establishments	Bar/tavern	-	-
	Brewery - brew pub	-	P

	Microbrewery	-	P
	Mobile food vending facility	-	P
	Night club	-	C
	Restaurant, café, coffee shop – counter ordering	-	P
	Restaurant, café, coffee shop –drive-through services	-	C
	Restaurant, café, coffee shop –table service	-	P
	Restaurant, café, coffee shop – outdoor dining	-	P
	Restaurant, café, coffee shop – serving alcohol	-	P
	Tasting room	-	P
	Vendor stand	-	P
Health and Social Services	Day care center in existing and new schools	-	-
	Day care center in existing or new churches	C	C
	Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site	-	C
	Day care center providing care for children and/or adult relatives of employees of a separate business establishment located on the same site B(2), B(3)	-	-
	Day care center, independent	-	P
	Human service agency offices	-	P
	Medical service - clinic, urgent care	-	P
	Medical service - doctor office	-	P
	Medical service – hospital	-	-
	Medical service - integrated medical health center	-	P
	Medical service – lab	-	P
	Pharmacy	-	P
	Preschool/nursery school	C	P
Lodging	Bed and breakfast guest houses	C	-
	Hostels	-	-
	Hotels and motels	-	-
	Short term vacation rentals	P	P
Residential Uses	Accessory caretaker's unit	-	P
	Accessory dwelling unit	P	-
	Babysitting care	P	P
	Boarding house	C	-
	Cottage housing	P	-
	Co-housing (dormitories, fraternities and sororities)	-	P
	Detached single family	P	-
	Two family residential, attached or detached dwelling units	-	P
	Three family residential, attached or detached dwelling units	-	-
	Multifamily, four or more residential units	-	P
	Mixed use	-	P
	Family daycare	P	P
	Home agriculture	P	-
	Home occupation	P	-

	Mobile home parks	C	-
	Mobile and/or manufactured homes, in mobile/manufactured home parks	C	P
	Residential accessory building	P	P
	Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	-	-
	Small craft distillery	P	P
	Specialized senior housing	-	P
	Accessory residential uses	P	P
Special Needs Housing	Assisted Living Facility	-	P
	Confidential Shelter	P	P
	Continuing Care Retirement Community	-	P
	Enhanced Services Facility	-	C
	Hospice Care Center	C	-
	Nursing Home	-	P
	Type 1 Group Home – Adult Family Home	P	P
	Type 2 Group Home, Level 1	P	P
	Type 2 Group Home, Level 2	C	-
	Type 2 Group Home, Level 3	-	C
	Type 3 Group Home, Level 1	-	C
	Type 3 Group Home, Level 2	-	C
	Type 3 Group Home, Level 3	-	C
	Type 4 Group Home	-	-
	Type 5 Group Home	-	C

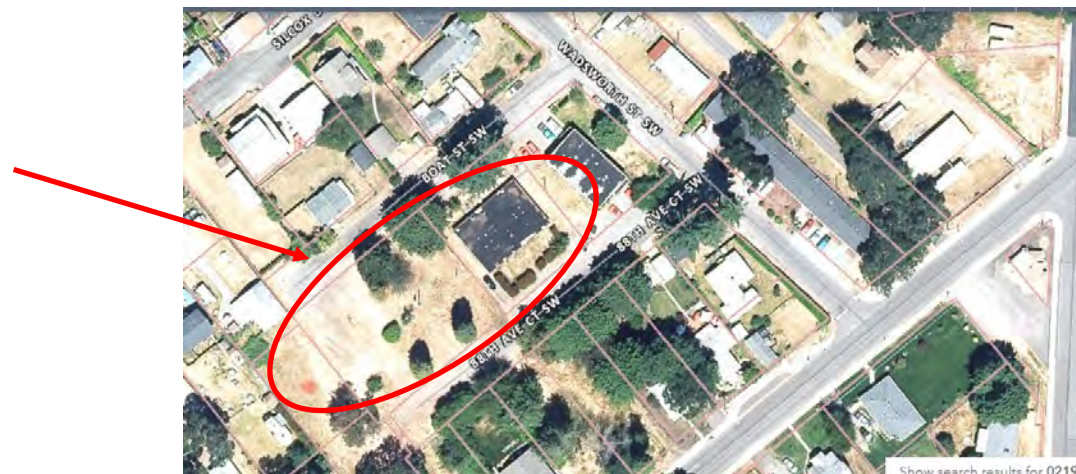
II. Parcels included within pending Habitat for Humanity Project

Parcels 0219212116, -017, -056 and -063 within Tillicum comprise the land for a pending Habitat for Humanity (HfH) project. This City-requested portion of amendment 2021-08 would redesignate and rezone these parcels from SF/R3 to MR/MR2 zoning.

On October 19, 2020, the City Council approved Motion 2020-53 authorizing the City Manager to execute a HOME Investment Partnership Program (HOME) agreement with Tacoma-Pierce County Habitat for Humanity (HfH) in the amount of \$600,000 for the acquisition and redevelopment of nine (9) new affordable housing units for low income homebuyers. Additional funding in the amount of \$40,000 was also approved to be used by city staff for direct project administrative costs associated with HOME program compliance. Total funding for this project is \$640,000. HfH must finish the project by mid-December 2024 per terms on the acquisition funds from HOME.

When the Council approved funding, reports mentioned that Comprehensive Plan and Zoning Map amendments would be required. However, HfH missed submitting an application for the 2021 Comprehensive Plan Amendment Docket because one of the parcels was in foreclosure; thus, HfH did not have possession of title. At the time, it was recommended that the amendment be included in the 2021 Comprehensive Plan/Zoning Amendment Docket, but was inadvertently left out.

This HfH project includes parcels that are part of a dangerous building abatement process ongoing over the past decade, and helps clean up and stabilize the neighborhood. The project also increases density to allow for nine new affordable housing units. It is part of the longstanding partnership between the City and HfH to bring new affordable units to the City's residents.



Of relevance to this application is the increasing value of land in the region. Potential delays could increase costs and impact current financing.

III. Review and updates to City's Planning for the Tillicum Neighborhood

The 2011 Tillicum Neighborhood Plan is now ten years old. The City's current Comprehensive Plan identifies Tillicum as a Center of Local Importance (CoLI) and reaffirms the 2011 Neighborhood Plan at Sections 1.5 and 2.5.1 (discussing the Tillicum Center of Local Importance) and in Goal LU-52:

1.5 How Will this Plan Be Used?

Following adoption in 2000, this Comprehensive Plan was implemented in large part through adoption of a number of programs, plans, and codes. Some of these additional documents include:

* * *

- Sub-area, corridor, and gateway plans for specific portions of Lakewood. Sub-area plans have been prepared for Tillicum and the Woodbrook Industrial Park;

-

2.5.1 Tillicum

The community of Tillicum, Figure 2.4, is designated as a CoLI based on its characteristics as a compact, walkable community with its own unique identity and character. The area is located just outside the main gates of both Joint Base Lewis-McChord (JBLM) and Camp Murray National Guard Base ("Camp Murray"). The area is geographically isolated from the rest of Lakewood because of inadequate street connections. The only practical access to the area is provided by I-5. This center provides a sense of place and serves as a gathering point for both neighborhood residents and the larger region with regard to the resources it provides for Camp Murray, JBLM, and access to American Lake.

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

- § Civic services including the Tillicum Community Center, Tillicum Elementary School, a fire station, JBLM and Camp Murray, the Tillicum Youth and Family Center, and several veterans service providers;
- § Commercial properties along Union Ave. SW that serve highway traffic from I-5, personnel from JBLM and Camp Murray, and local residents;
- § Recreational facilities including Harry Todd Park, Bills Boathouse Marina, the Commencement Bay Rowing Club, and a WDFW boat launch facility that attracts boaters from around the region;
- § Historic resources including Thornewood Castle. Much of the area was developed between 1908 and the 1940s. The street pattern around Harry Todd Park reflects the alignment of a trolley line that served the area in the early 1900's;

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

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

Tillicum Center of Local Importance (CoLI) Map:



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

Policies:

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

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

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

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

Policies:

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

LU-52.2: Promote integration of Tillicum with the American Lake shoreline through improved physical connections, protected view corridors, trails, and additional designated parks and open space.

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

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

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

Lakewood Comprehensive Plan Section 4.5.2 discusses Tillicum in more depth and Figure 4.4 depicts a Tillicum Urban Design Framework:

4.5.2 Tillicum

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

In public meetings discussing alternative plans for the city, Tillicum emerged as a neighborhood viewed as having significant potential for residential growth over the next 20 years. With a traditional street grid, significant public open space and lake access, and strong regional transportation connections, there is a major opportunity for Tillicum to evolve into a more urban, pedestrian and bicycle-

oriented community. This is further enhanced by the long-range potential for a commuter rail station and new highway connection to the east.

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

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

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

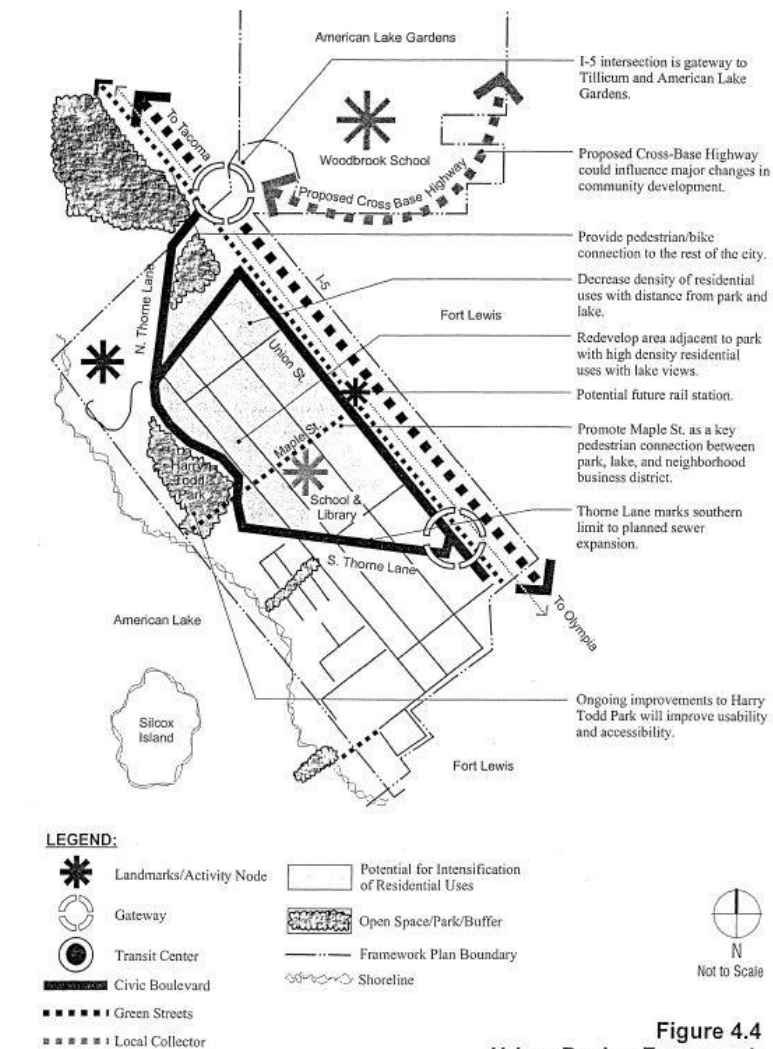
The urban design framework plan for Tillicum is shown in Figure 4.4. Some of the specific urban design actions which could be undertaken in Tillicum include:

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

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

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

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



SOURCE: EDAW, Inc. 1999.

Given changes in circumstances since they were drafted, including City actions already taken to implement them and regardless of the current application to rezone any parcels in Tillicum, certain sections and concepts in the 2011 Tillicum Neighborhood Plan, the text in Comprehensive Plan Sections 1.5, 2.5.1 and 4.5.3, the text of Goal LU-52, and the Urban Design Framework of Figure 4.4 are outdated and in need of a rewrite with public outreach and input. The Tillicum Center of Local Importance (CoLI) boundaries should be reviewed concurrently and updated if necessary.

It is recommended that the review described above be conducted with public participation (particularly for the Neighborhood Plan), and any identified amendments to the relevant documents be considered as part of the 2022 or 2023 Comprehensive Plan amendment cycle.

2021-09 Text amendments to Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.

Additions and deletions are included below in underline/strikeout.

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

LU-18.5: Work to reinvigorate economically blighted areas in Lakewood ~~by establishing Community Renewal Areas with associated renewal plans.~~

2021-10 Text amendments to LMC Chapter 18A.40 expanding the list of water supply related facilities (water wells, culverts, water tanks) and sewer or pumping station facilities in the Lakewood development code.

Additions and deletions to LMC Title 18A are included below in underline/strikeout.

18A.40.150 Utilities

A. Utilities Land Use Table. See LMC 18A.10.120 (D) for the purpose and applicability of zoning districts.

	<u>Zoning Classifications</u>																						
	R 1	R 2	R 3	R 4	MR 1	MR 2	MF 1	MF 2	MF 3	AR C	NC 1	NC 2	TO C	CB D	C 1	C 2	C 3	IB P	I 1	I 2	P I	OSR 1	OSR 2
Electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations <u>(B)(1)*</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
<u>Electrical distribution substations (B)(2)</u>	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Electrical transmission lines of 115 kV or less and support poles <u>(B)(3)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
<u>Electric vehicle</u> battery charging stations <u>(B)(7)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Natural gas or <u>fuels</u> <u>related</u> conveyance facilities; <u>includes gas compressor stations</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P <u>C</u>	P <u>C</u>
Potable water conveyance facilities <u>(B)(5)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Potable water storage facilities	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Storm water collection and conveyance	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

	<u>Zoning Classifications</u>																						
	R 1	R 2	R 3	R 4	MR 1	MR 2	MF 1	MF 2	MF 3	AR C	NC 1	NC 2	TO C	CB D	C 1	C 2	C 3	IB P	I 1	I 2	P I	OSR 1	OSR 2
facilities; <u>includes levees and culverts</u>																							
Storm water detention/retention facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Telecommunications earth receiving stations (satellite dishes) <u>(B)(4)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Telecommunications lines, pipes, support poles and related facilities, not including earth receiving stations, <u>personal wireless service</u> , transmission/receiving/r elay facilities, or switching facilities <u>(B)(1)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Telecommunications switching facilities	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Telecommunications transmission/receiving/r elay facilities <u>(B)(2)</u>	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
<u>Water purification and filtration activities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Waste water conveyance facilities; <u>includes pumping and/or lift stations (B)(5)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
<u>Water supply wells and pumping stations</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>
<u>Wireless service facilities</u> (WSFs) <u>(B)(6)</u>	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	C	C

P: Permitted Use C: Conditional Use “–” Not allowed. *Numbers in parentheses reference use-specific development and operating conditions under subsection (B) of this section.

2021-11 Text and Map amendments regarding Transitory Accommodations in response to 2020 ESSB 1754, adding “Religious Organizations; Hosting of the Homeless” to the Comprehensive Plan and LMC Title 18A.

New text is underlined and deleted text is shown in strikethrough. The remainder of the Comprehensive Plan is unchanged.

- PS-18.4: Provide assistance for a continuum of housing for persons with special needs, homeless persons and people at risk of homelessness.
- Develop partnerships with housing providers and human services agencies providing emergency shelters, permanent supportive, and repaid re-housing assistance.
 - Support the efforts of the ~~Ten-Year Regional Plan to End Chronic Homelessness~~ Continuum of Care and its current Plan to End homelessness in Pierce County.

New text is underlined and deleted text is shown in strikethrough. The remainder of LMC Title 18A is unchanged.

18A.10.180

“Transitory accommodations” means tents, sheds, huts, cabins, trailers or other enclosures which are not permanently attached to the ground, may be easily erected and dismantled, and are intended for temporary occupancy, usually for recreational or humanitarian purposes.

18A.20.080 Review authorities.

KEY:	
Appeal	= Body to whom appeal may be filed
Director	= Community and Economic Development Director
PC	= Planning Commission
HE	= Hearing Examiner
CC	= City Council
R	= Recommendation to Higher Review Authority
D	= Decision
O	= Appeal Hearing (Open Record)
C	= Appeal Hearing (Closed Record)
N	= No
Y	= Yes

The following table describes development permits, the public notice requirements, and the final decision and appeal authorities. See LMC 18A.20.400 et seq. for appeals. When separate applications are consolidated at the applicant’s request, the final decision shall be rendered by the highest authority designated for any part of the consolidated application.

Applications	Public Notice of Application	Director	HE	PC	CC
TYPE I ADMINISTRATIVE					
Accessory building	N	D	O/Appeal	N	N
Accessory dwelling unit	N	D	O/Appeal	N	N
Administrative nonconforming determination	N	D	O/Appeal	N	N
Boundary line adjustment	N	D	O/Appeal	N	N
Business license	N	D	O/Appeal	N	N
Certificate of occupancy	N	D	O/Appeal	N	N
Commercial addition/remodel	N	D	O/Appeal	N	N
Demolition permit	N	D	O/Appeal	N	N
Design review	N	D	O/Appeal	N	N
Final subdivision plat (10 or more lots)	Y	D	O/Appeal	N	N
Home occupation permit			O/Appeal		
<u>Hosting the homeless by religious organizations</u>	<u>See RCW 35A.21.360</u>	<u>D</u>	<u>O/Appeal</u>	<u>N</u>	<u>N</u>
Land use permit – minor modification	N	D	O/Appeal	N	N
Manufactured/mobile home permit	N	D	O/Appeal	N	N
New commercial building permit	N	D	O/Appeal	N	N
New single-family building permit	N	D	O/Appeal	N	N
Pre-application conference permit	N	N	N	N	N
Preliminary and final short plats (creating 2 – 9 lots)	N	D	O/Appeal	N	N
Reasonable accommodation request	N	D	O/Appeal	N	N
Residential addition/remodel	N	D	O/Appeal	N	N
Shoreline exemption	N	D	O/Appeal	N	N
Sign permit	N	D	O/Appeal	N	N
Site development permit	N	D	O/Appeal	N	N
Small wireless facility permit	See Chapter 18A.95 LMC				
Temporary use permit	N	D	O/Appeal	N	N
Transfer of development rights	N/A (Program administered by Pierce County)				
Time extension or minor modification to a Type I permit	N	D	O/Appeal	N	N
Tree removal permit	N	D	O/Appeal	N	N
Zoning certification	N	D	O/Appeal	N	N
Zoning (map and/or text) interpretation or determination	N	D	O/Appeal	N	N
TYPE II ADMINISTRATIVE					
Binding site plan	Y	D	O/Appeal	N	N
Cottage housing	Y	D	O/Appeal	N	N
Environmental review (SEPA) – (SEPA Checklist and Threshold Determination)	Y	D	O/Appeal	N	N
Preliminary and final short plats (2 – 9 lots)	Y	D	O/Appeal	N	N
Shoreline conditional use permit	Y	D	O/Appeal	N	N
Shoreline substantial development permit	Y	D	O/Appeal	N	N
Shoreline variance permit	Y	D	O/Appeal	N	N
Time extension or minor modification to a Type II permit	Y	D	O/Appeal	N	N

Applications	Public Notice of Application	Director	HE	PC	CC
Transitory accommodation permit	Y	D	O/Appeal	N	N
TYPE III DISCRETIONARY					
Conditional use permit	Y	R	D	N	N
Land use permit – major modification	Y	R	D	N	N
Major modification to a Type III permit	Y	R	D	N	N
Planned development district	Y	R	D	N	N
Preliminary plat, long	Y	R	D	N	N
Public facilities master plan	Y	R	D	N	N
Shoreline conditional use permit when referred by the Shoreline Administrator	Y	R	D	N	N
Shoreline substantial development permit when referred by the Shoreline Administrator	Y	R	D	N	N
Shoreline variance when referred by the Shoreline Administrator	Y	R	D	N	N
Time extension to a Type III permit	Y	R	D	N	N
Unusual use(s) permit	Y	R	D	N	N
Variance	Y	R	D	N	N
Zoning Map amendment, site specific	Y	R	D	N	CC/ Appeal
TYPE IV OTHER					
Scrivener corrections to CPA map and/or CPA text	Y	R	N	N	D
TYPE V LEGISLATIVE					
Annexation	Y	R	N	R	D
Comprehensive Plan Map only amendment, Area Wide	Y	R	N	R	D
Comprehensive Plan Map only amendment, site specific	Y	R	N	R	D
Comprehensive Plan text only amendment	Y	R	N	R	D
Development agreement	Y	R	N	R	D
Shoreline Master Program amendment	Y	R	N	R	D
Zoning amendment – Text only	Y	R	N	R	D

18A.20.310 Public notice framework.

To inform the public of proposed project actions, the Department and applicants shall provide notice as identified in the table below. A vicinity map and basic site plan shall be included with any mailed notices. If a project is SEPA-exempt and no public hearing is required, notice of application as required by RCW 36.70B.110 will be limited to the type of notice described below.

KEY:	
NOA	= Notice of Application
CED	= Community and Economic Development Department
NOD	= Notice of Decision
PO-300	= Property owners within 300 feet of project site
PR	= Parties of record on file
SEPA	= State Environmental Policy Act
WAC	= Washington Administrative Code

Process: Type I Administrative			
Application Type	Notice Types	When	Who gets Notices
1. Accessory building; 2. Accessory dwelling unit; 3. Administrative nonconforming determination; 4. Business license; 5. Certificate of occupancy; 6. Commercial addition/remodel; 7. Conditional use permit – minor modification; 8. Demolition permit; 9. Design review; 10. Final subdivision plat (10 or more lots); 11. Home occupation permit;	NOD.	Within 90 calendar days after the City notifies the applicant that the application is complete.	1. Applicant; and 2. PR.
12. <u>Hosting the homeless by religious organizations;</u>	<u>See RCW 35A.21.360</u>	<u>See RCW 35A.21.360</u>	<u>See RCW 35A.21.360</u>
13. Housing incentives permit; 14. Landscape plan approval; 15. Land use approval; 16. Lot line adjustment; 17. Manufactured/mobile home permit; 18. New commercial permit; 19. New multifamily permit; 20. New single-family permit; 21. Pre-application permit; 22. Preliminary and final short plats (creating 2 – 9 lots); 23. Reasonable accommodation request; 24. Residential addition/remodel; 25. Senior housing overlay permit;	NOD.	Within 90 calendar days after the City notifies the applicant that the application is complete.	1. Applicant; and 2. PR.

Process: Type I Administrative			
Application Type	Notice Types	When	Who gets Notices
26. Shoreline exemption;			
27. Sign permit;			
28. Site development permit;			
29. Small cell wireless permit;			
30. Temporary use permit;			
31. Transfer of development rights;			
32. Tree retention plan;			
33. Time extension or minor modification to a Type I permit;			
34. Tree removal permit;			
35. Zoning certification;			
36. Zoning interpretations (map and/or text).			

Chapter 18A.30 Discretionary Permits

Sections:

- 18A.30.005 Definitions.
- Article I. Comprehensive Plan Amendment
 - 18A.30.010 Type of action.
 - 18A.30.020 Plan amendment procedures – Comprehensive plan.
 - 18A.30.030 Preliminary review and evaluation criteria – Comprehensive plan.
 - 18A.30.040 Council approval of final docket – Comprehensive plan.
 - 18A.30.050 Final review and evaluation – Comprehensive plan.
 - 18A.30.060 Decision criteria for rezone requests – Comprehensive plan.
 - 18A.30.070 Consistency between the zoning map and the future land use map – Comprehensive plan.
 - 18A.30.080 Planning Commission and City Council review and adoption process.
 - 18A.30.090 Timing and exemptions.
 - 18A.30.100 Notice to County Assessor of changes in comprehensive plan and development regulations.
- Article II. Conditional Use Permit
 - 18A.30.110 Purpose – Conditional use permit.
 - 18A.30.120 Type of action.
 - 18A.30.130 Criteria for approval.
 - 18A.30.140 Conditions of approval.
 - 18A.30.150 Minor modifications to approved conditional use permits.
 - 18A.30.160 Time frame for submission of construction permits.
 - 18A.30.170 SEPA-exempt conditional uses.
 - 18A.30.180 Compliance – Conditional use permit.
 - 18A.30.190 Transferability – Conditional use permit.

- 18A.30.200 Essential public facilities – Conditional use permit.
 - 18A.30.210 Special needs housing – Conditional use permit.
- Article III. Cottage Housing
 - 18A.30.220 Purpose – Cottage housing.
 - 18A.30.230 Applicability.
 - 18A.30.240 General provisions.
 - 18A.30.250 Development standards.
 - 18A.30.260 Open space.
 - 18A.30.270 Building design standards.
 - 18A.30.280 Parking.
 - 18A.30.290 Common area maintenance.
 - 18A.30.300 Low impact development standards.
 - 18A.30.310 Modifications.
- Article IV. Development Agreement
 - 18A.30.320 Authority.
 - 18A.30.330 Process type of action.
 - 18A.30.340 Content.
 - 18A.30.350 Application.
 - 18A.30.360 Timing of public hearings.
 - 18A.30.370 Notice.
 - 18A.30.380 Staff report.
 - 18A.30.390 Public hearing and City Council action.
 - 18A.30.400 Term of agreement.
- Article V. Land Use Review and Approval
 - 18A.30.410 Purpose – Land use review and approval.
 - 18A.30.420 Process type of action.
 - 18A.30.430 Applicability.
 - 18A.30.440 Delegation of authority.
 - 18A.30.450 Application – Content.
 - 18A.30.460 Application – Review process.
 - 18A.30.470 Site plan review log – Summary of action.
 - 18A.30.480 Notification.
 - 18A.30.490 Reconsideration in response to SEPA comments.
 - 18A.30.500 Amendments.
 - 18A.30.510 Dedication, improvements and performance bond.
 - 18A.30.520 Final approval – Expiration.
- Article VI. Planned Development
 - 18A.30.530 Purpose.
 - 18A.30.540 Application.

- 18A.30.550 Public hearing.
- 18A.30.560 Required findings.
- 18A.30.570 Action of Hearing Examiner.
- 18A.30.580 Minimum size.
- 18A.30.590 Permitted modifications.
- 18A.30.600 Permitted residential density and lot sizes.
- 18A.30.610 Required open space and recreation facilities.
- 18A.30.620 Multiple zoning districts.
- 18A.30.630 Phased development.
- Article VII. Rezone and Text Amendments
 - 18A.30.670 Authority.
 - 18A.30.680 Site-specific rezone procedures.
 - 18A.30.690 Collection of rezone applications.
 - 18A.30.695 Quasi-judicial rezone procedures.
 - 18A.30.695.10 Purpose.
 - 18A.30.695.20 Applicability.
 - 18A.30.695.30 Application requirements.
 - 18A.30.695.40 Public notice.
 - 18A.30.695.50 Review.
 - 18A.30.695.60 Burden of proof.
 - 18A.30.695.70 Examiner's authority.
 - 18A.30.695.80 Appeals.
 - 18A.30.695.90 Compliance with conditions.
- Article VIII. Temporary Use Permits
 - 18A.30.700 Purpose.
 - 18A.30.710 Permitted uses.
 - 18A.30.720 Exemptions.
 - 18A.30.730 Application and authorization.
 - 18A.30.740 Standards.
 - 18A.30.750 Criteria for granting approval.
 - 18A.30.760 Decision.

• ~~Article IX. Transitory Accommodations~~

- Article X. Variance
 - 18A.30.840 Purpose.
 - 18A.30.850 Process type of action.
 - 18A.30.860 Limitations.
 - 18A.30.870 Authority.
 - 18A.30.880 Required findings.
 - 18A.30.890 Additional conditions of approval.

- Article XI. Unusual Uses
 - 18A.30.900 Purpose.
 - 18A.30.960 Process type of action.

18A.40.010 Purpose.

The purpose of this chapter is to establish permitted land uses for the City of Lakewood. The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied, or maintained. The use is considered permanently established when that use will be or has been in continuous operation for a period exceeding 60 days, except that in no case shall a transitory accommodation, which may be allowed to operate continuously for a period of up to 90 days. A use which will operate for 60 days or less, and hosting the homeless by religious organizations, are considered temporary uses, and are subject to the requirements of LMC Chapter 18A.110, Part VII. All applicable requirements of this code, or other applicable state or federal requirements, shall govern a use located within the Lakewood city limits.

For reference: RCW 35A.21.360 Hosting the homeless by religious organizations—When authorized—Requirements—Prohibitions on local actions.

(1) A religious organization may host the homeless on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings.

(2) Except as provided in subsection (7) of this section, a code city may not enact an ordinance or regulation or take any other action that:

(a) Imposes conditions other than those necessary to protect public health and safety and that do not substantially burden the decisions or actions of a religious organization regarding the location of housing or shelter, such as an outdoor encampment, indoor overnight shelter, temporary small house on-site, or vehicle resident safe parking, for homeless persons on property owned or controlled by the religious organization;

(b) Requires a religious organization to obtain insurance pertaining to the liability of a municipality with respect to homeless persons housed on property owned by a religious organization or otherwise requires the religious organization to indemnify the municipality against such liability;

(c) Imposes permit fees in excess of the actual costs associated with the review and approval of permit applications. A code city has discretion to reduce or waive permit fees for a religious organization that is hosting the homeless;

(d) Specifically limits a religious organization's availability to host an outdoor encampment on its property or property controlled by the religious organization to fewer than six months during any calendar year. However, a code city may enact an ordinance or regulation that requires a separation of time of no more than three months between subsequent or established outdoor encampments at a particular site;

(e) Specifically limits a religious organization's outdoor encampment hosting term to fewer than four consecutive months;

(f) Limits the number of simultaneous religious organization outdoor encampment hostings within the same municipality during any given period of time. Simultaneous and adjacent hostings of outdoor encampments by religious organizations may be limited if located within one thousand feet of another outdoor encampment concurrently hosted by a religious organization;

(g) Limits a religious organization's availability to host safe parking efforts at its on-site parking lot, including limitations on any other congregationally sponsored uses and the parking available to support such uses during the hosting, except for limitations that are in

accord with the following criteria that would govern if enacted by local ordinance or memorandum of understanding between the host religious organization and the jurisdiction:

- (i) No less than one space may be devoted to safe parking per ten on-site parking spaces;
- (ii) Restroom access must be provided either within the buildings on the property or through use of portable facilities, with the provision for proper disposal of waste if recreational vehicles are hosted; and

(iii) Religious organizations providing spaces for safe parking must continue to abide by any existing on-site parking minimum requirement so that the provision of safe parking spaces does not reduce the total number of available parking spaces below the minimum number of spaces required by the code city, but a code city may enter into a memorandum of understanding with a religious organization that reduces the minimum number of on-site parking spaces required;

(h) Limits a religious organization's availability to host an indoor overnight shelter in spaces with at least two accessible exits due to lack of sprinklers or other fire-related concerns, except that:

(i) If a code city fire official finds that fire-related concerns associated with an indoor overnight shelter pose an imminent danger to persons within the shelter, the code city may take action to limit the religious organization's availability to host the indoor overnight shelter; and

(ii) A code city may require a host religious organization to enter into a memorandum of understanding for fire safety that includes local fire district inspections, an outline for appropriate emergency procedures, a determination of the most viable means to evacuate occupants from inside the host site with appropriate illuminated exit signage, panic bar exit doors, and a completed fire watch agreement indicating:

(A) Posted safe means of egress;

(B) Operable smoke detectors, carbon monoxide detectors as necessary, and fire extinguishers;

(C) A plan for monitors who spend the night awake and are familiar with emergency protocols, who have suitable communication devices, and who know how to contact the local fire department; or

(i) Limits a religious organization's ability to host temporary small houses on land owned or controlled by the religious organization, except for recommendations that are in accord with the following criteria:

(i) A renewable one-year duration agreed to by the host religious organization and local jurisdiction via a memorandum of understanding;

(ii) Maintaining a maximum unit square footage of one hundred twenty square feet, with units set at least six feet apart;

(iii) Electricity and heat, if provided, must be inspected by the local jurisdiction;

(iv) Space heaters, if provided, must be approved by the local fire authority;

(v) Doors and windows must be included and be lockable, with a recommendation that the managing agency and host religious organization also possess keys;

(vi) Each unit must have a fire extinguisher;

(vii) Adequate restrooms must be provided, including restrooms solely for families if present, along with handwashing and potable running water to be available if not provided within the individual units, including accommodating black water;

(viii) A recommendation for the host religious organization to partner with regional homeless service providers to develop pathways to permanent housing.

(3)(a) A code city may enact an ordinance or regulation or take any other action that requires a host religious organization and a distinct managing agency using the religious organization's property, owned or controlled by the religious organization, for hostings to include outdoor encampments, temporary small houses on-site, indoor overnight shelters, or vehicle resident safe parking to enter into a memorandum of understanding to protect the public health and safety of both the residents of the particular hosting and the residents of the code city.

(b) At a minimum, the agreement must include information regarding: The right of a resident in an outdoor encampment, vehicle resident safe parking, temporary small house on-site, or indoor overnight shelter to seek public health and safety assistance, the resident's ability to access social services on-site, and the resident's ability to directly interact with the host religious organization, including the ability to express any concerns regarding the managing agency to the religious organization; a written code of conduct agreed to by the managing agency, if any, host religious organization, and all volunteers working with residents of the outdoor encampment, temporary small house on-site, indoor overnight shelter, or vehicle resident safe parking; and when a publicly funded managing agency exists, the ability for the host religious organization to interact with residents of the outdoor encampment, indoor overnight shelter, temporary small house on-site, or vehicle resident safe parking using a release of information.

(4) If required to do so by a code city, any host religious organization performing any hosting of an outdoor encampment, vehicle resident safe parking, or indoor overnight shelter, or the host religious organization's managing agency, must ensure that the code city or local law enforcement agency has completed sex offender checks of all adult residents and guests. The host religious organization retains the authority to allow such offenders to remain on the property. A host religious organization or host religious organization's managing agency performing any hosting of vehicle resident safe parking must inform vehicle residents how to comply with laws regarding the legal status of vehicles and drivers, and provide a written code of conduct consistent with area standards.

(5) Any host religious organization performing any hosting of an outdoor encampment, vehicle resident safe parking, temporary small house on-site, or indoor overnight shelter, with a publicly funded managing agency, must work with the code city to utilize Washington's homeless client management information system, as provided for in RCW 43.185C.180. When the religious organization does not partner with a managing agency, the religious organization is encouraged to partner with a local homeless services provider using the Washington homeless client managing information system. Any managing agency receiving any funding from local continuum of care programs must utilize the homeless client management information system. Temporary, overnight, extreme weather shelter provided in religious organization buildings does not need to meet this requirement.

(6) For the purposes of this section:

(a) "Managing agency" means an organization such as a religious organization or other organized entity that has the capacity to organize and manage a homeless outdoor encampment, temporary small houses on-site, indoor overnight shelter, and a vehicle resident safe parking program.

(b) "Outdoor encampment" means any temporary tent or structure encampment, or both.

(c) "Religious organization" means the federally protected practice of a recognized religious assembly, school, or institution that owns or controls real property.

(d) "Temporary" means not affixed to land permanently and not using underground utilities.

(7)(a) Subsection (2) of this section does not affect a code city policy, ordinance, memorandum of understanding, or applicable consent decree that regulates religious organizations' hosting of the homeless if such policies, ordinances, memoranda of understanding, or consent decrees:

(i) Exist prior to June 11, 2020;

(ii) Do not categorically prohibit the hosting of the homeless by religious organizations; and

(iii) Have not been previously ruled by a court to violate the religious land use and institutionalized persons act, 42 U.S.C. Sec. 2000cc.

(b) If such policies, ordinances, memoranda of understanding, and consent decrees are amended after June 11, 2020, those amendments are not affected by subsection (2) of this section if those amendments satisfy (a)(ii) and (iii) of this subsection.

(8) An appointed or elected public official, public employee, or public agency as defined in RCW 4.24.470 is immune from civil liability for (a) damages arising from the permitting decisions for a temporary encampment for the homeless as provided in this section and (b) any conduct or unlawful activity that may occur as a result of the temporary encampment for the homeless as provided in this section.

(9) A religious organization hosting outdoor encampments, vehicle resident safe parking, or indoor overnight shelters for the homeless that receives funds from any government agency may not refuse to host any resident or prospective resident because of age, sex, marital status, sexual orientation, race, creed, color, national origin, honorably discharged veteran or military status, or the presence of any sensory, mental, or physical disability or the use of a trained dog guide or service animal by a person with a disability, as these terms are defined in RCW 49.60.040.

(10)(a) Prior to the opening of an outdoor encampment, indoor overnight shelter, temporary small house on-site, or vehicle resident safe parking, a religious organization hosting the homeless on property owned or controlled by the religious organization must host a meeting open to the public for the purpose of providing a forum for discussion of related neighborhood concerns, unless the use is in response to a declared emergency. The religious organization must provide written notice of the meeting to the code city legislative authority at least one week if possible but no later than ninety-six hours prior to the meeting. The notice must specify the time, place, and purpose of the meeting.

(b) A code city must provide community notice of the meeting described in (a) of this subsection by taking at least two of the following actions at any time prior to the time of the meeting:

(i) Delivering to each local newspaper of general circulation and local radio or television station that has on file with the governing body a written request to be notified of special meetings;

(ii) Posting on the code city's web site. A code city is not required to post a special meeting notice on its web site if it: (A) Does not have a web site; (B) employs fewer than ten full-time equivalent employees; or (C) does not employ personnel whose duty, as defined by a job description or existing contract, is to maintain or update the web site;

(iii) Prominently displaying, on signage at least two feet in height and two feet in width, one or more meeting notices that can be placed on or adjacent to the main arterials in proximity to the location of the meeting; or

(iv) Prominently displaying the notice at the meeting site.

April 23, 2021

David Bugher, Assistant City Manager
City of Lakewood
6000 Main St. SW
Lakewood, WA 98499

RE: City of Lakewood's Draft Comprehensive Plan Energy and Climate Change Chapter

Dear Mr. Bugher:

Puget Sound Energy (PSE) is Washington State's oldest and largest privately-owned electric and natural gas utility. Today, PSE delivers safe, reliable and affordable energy to approximately 1.1 million electric customers and 900,000 natural gas customers across ten counties in Western and Central Washington. In the City of Lakewood, PSE serves 9,320 electric customers and 11,783 total natural gas customers. PSE's customers include residential, commercial, and industrial customers of all sizes. We strive to be our customers' clean energy partner of choice and we continually work with them to develop innovative ways to serve their energy needs and their environmental goals.

Clean Energy Transformation Act (CETA)

In 2019, PSE worked closely with the Washington State Legislature to develop the Clean Energy Transformation Act – one of the nation's most aggressive electric sector emissions reduction standards. When we publicly supported that Act, we made many commitments to our leaders and to our customers. We committed to providing Washington residents with coal-free power by the end of 2025; to meeting the aggressive new emissions reduction standards in a cost-conscious and equitable way; to working collaboratively with our State's leaders to reduce emissions in the transportation sector; and to studying new ways to generate and store the energy our customers need. We know that in order to meet those commitments, our company and our industry cannot do this alone.

2021 Beyond Net Zero Carbon Pledge

Earlier this year, Puget Sound Energy set an aspirational goal to be a Beyond Net Zero Carbon company by 2045: PSE will target reducing its own carbon emissions to net zero and go beyond by helping other sectors to enable carbon reduction across the state of Washington. Our goal is to reduce emissions from PSE electric and gas operations and electric supply to net zero by 2030. By 2045, PSE will have a 100% carbon-free electric supply. We also strive to reach net zero carbon emissions for natural gas sales by 2045—customer use in homes and businesses—with an interim target of a 30% emissions reduction by 2030. Our goal is to partner with customers and stakeholders to identify programs and products that cost-effectively reduce carbon across sectors and across our region and state. Examples include transportation through EV implementation and the support of low carbon fuels, upstream methane emission reduction, and RNG projects for municipal solid waste, agricultural waste and forestry sources.

Our mission today is deep decarbonization and greenhouse gas emissions reduction. Our customers want clean energy and we are committed to working together to make this a reality. As part of this commitment we are actively working in a number of areas, including:

- Being an early leader in addressing climate change, investing billions in renewable resources and energy efficiency for homes and businesses;
- Working with our customers to save 67 billion electric kWh and 600 million natural gas therms through energy efficiency programs;

- Studying battery storage technology in a variety of scenarios, including the ability to provide wind and solar energy storage;
- Serving as the largest utility producer of renewable energy in the Pacific Northwest;
- Innovating to modernize the grid, helping customers save money and energy while improving reliability and reducing PSE's carbon footprint;
- Helping Washington address transportation, its single largest source of emissions, by investing in electric vehicles and the development of LNG for maritime and commercial transportation;
- A long history of operating hydroelectric power projects that provide clean energy to thousands of local homes and businesses as well as obtaining multiple power purchase agreements for clean hydroelectric and wind power; and
- Creating ground-breaking renewable energy programs like Green Direct, which provides commercial and municipal customers the ability to purchase 100 percent of their energy from dedicated, local, renewable energy resources.

As PSE drives towards the clean energy future, we are mindful that our success will necessitate successful collaboration with partners—residential customers, commercial and industrial customers, state government, local governments and others. Throughout the proposed recommendations in draft Climate and Energy Chapter of the Comprehensive Plan, it is clear that you share many of the values that PSE and our customers hold. The draft plan contains many promising ideas that could help preserve our beautiful region for future generations to come.

We strongly implore the City of Lakewood to insist on thorough evaluation of many of these proposals before consideration for further actions. At a high level, the costs, feasibility, and impacts on all of our customers should be closely studied to ensure that the outcomes match the intent and there are no unforeseen impacts. Together, the City of Lakewood and PSE can reduce emissions and keep energy reliable and affordable.

PSE welcomes participation and partnerships that align with the strategies we are continuing to develop in coordination with our external stakeholders. These partnerships include:

- Green Power Program
- Solar Choice
- Carbon Balance
- Green Direct
- Battery Storage Pilots
- Community Solar
- Net Metering

PSE will continue to expand these offerings and introduce new ones as we move down the path towards carbon-free electricity. We look forward to working with our community partners to ensure successful implementation of existing programs and to pilot new programs and technologies as they become available.

Fuel Switching

Puget Sound Energy recognizes that the path to maximizing the reduction of greenhouse gases requires creative and innovative thinking, and appreciate the opportunities we have had to work with our local government partners on these solutions.

When considering potential recommendations that affect customer choice in fuels, or incent customers to switch from one fuel, such as natural gas, propane, oil, and wood to another fuel, such as electricity, PSE asks that our partners continue to ensure that the following pieces of the equation are considered:

1. Does the change actually reduce greenhouse gas emissions? PSE is committed to meaningful and real greenhouse gas emissions reductions and works to deliver these reductions while avoiding leakage across administrative boundaries. Simply shifting emissions to another location does not actually reduce emissions.
2. Is there sufficient infrastructure available to support the fuel change? If not, how can it be developed? In promoting electricity as a fuel, the requirements and timing of infrastructure needed to support the higher demand must be considered to ensure that change can be supported and reliability maintained. Also

important to consider is the technology maturity and supply chain for the appliances and devices purchased and installed by customers.

3. What will the change cost and who will bear those costs? Fuel switching decisions are made by individual homes and businesses. Full consideration of costs, including equipment, fuels, and infrastructure, as well as any policy design should be considered. If costs are not considered and policies carefully designed, benefits could fall to those who can most afford them while costs fall to those who cannot.
4. How will jobs be affected? Ensuring that there is adequate supply of skilled workers to support change, as well as providing for those workers who may be adversely affected by the change, must be considered to ensure sustainable policies.

Direct Fuel Use in the Built Environment

Puget Sound Energy serves 900,000 customers with safe, reliable, and affordable natural gas service. We also recognize that customers have choice in their energy services. Our region has become increasingly concerned about greenhouse gas emissions, and on our gas side of the business we have:

- Developed programs such as Carbon Balance, which allows customers to reduce their carbon footprint by purchasing third-party verified carbon offsets from local projects that work to reduce or capture greenhouse gases,
- Increased incentives for energy efficiency improvements that reduce building energy consumption,
- Planned for and acquired natural gas alternatives like Renewable Natural Gas and we are investigating other low carbon fuels such as hydrogen, and
- Committed to net zero methane leaks on our gas distribution system by 2022.

Electric Vehicles

Puget Sound Energy supports the development of electric vehicle (EV) charging infrastructure for customer-owned electric vehicles. PSE had the first customer-facing electric vehicle program in Washington State and has continued to expand its electric vehicle program offerings over the past 6 years. Most recently, PSE has a public charging station in Lacey, with plans to add similar stations at several other locations in our service territory. PSE also supports personal charging stations and runs pilot programs to better understand the impact of EV charging on the electric grid. As more local government fleets and individuals invest in electric vehicles, PSE is proud to partner on the infrastructure to make these changes possible. PSE has also installed workplace charging stations in locations like Kenmore City Hall and Inglewood Shores Condominiums. PSE has also partnered with King County Metro to electrify its transit fleet.

Thank you for the opportunity to comment on the City of Lakewood's 2021 draft Climate and Energy Chapter of the Comprehensive Plan. We look forward to working with you and our customers to secure a clean energy future for our region.

Sincerely,



Kierra Phifer
Local Government Affairs and Public Policy Manager
Puget Sound Energy

From: John DeVore <jdevore@lakeviewlight.com>

Sent: Wednesday, May 5, 2021 3:20 PM

To: David Bugher <DBugher@cityoflakewood.us>

Subject: RE: Draft City of Lakewood Comprehensive Plan Energy & Climate Change Chapter

This email originated outside the City of Lakewood.

Use caution when following links or opening attachments as they could lead to malicious code or infected web sites.
When in doubt, please contact the HelpDesk.

- helpdesk@cityoflakewood.us ext. 4357

Hi David: Please see my input below:

Lakeview's 2019 Utility Fuel Mix Data, aligns with what was reported. I do want to note that the 5.39% generated from "unspecified sources" is inclusive of both non-carbon and carbon generation resources. We also appreciate the City's support against any legislation that attempts to dismantle any portion of the dispatchable and renewable Federal Columbia River Power System, which helps sustain resource adequacy for Lakewood's residents and businesses.

We continue to enjoy a strong partnership with the City. Notification of any changes in building codes (i.e. EV charging, electric heating, or solar requirements) and when they may occur, are much appreciated.

Suggested Edits:

Page 11:

Third sentence under Citywide Greenhouse Gas Emissions is missing the word "program".

In the footnote, the last sentence is missing the word "upon".

Page 13: The second phrase in the first sentence ("...indirectly by the electricity the electrical vehicles consume...") is an inaccurate assumption. Vehicles that are solely electric, produce zero emissions and our fuel mix (stated above) being less than 5% from carbon energy sources. The same inaccurate assumption is listed on the top of page 14.

Notes to Consider:

The City's sub-area plans and GHG goals appear to be somewhat diametrically opposed to one another. As Lakewood looks to grow its population, both work and residency, that brings with it the double-edged sword of more GHG emissions. Whether it's additional people, buildings, vehicles, consumption – it all adds materially to the GHG calculation. In summary, population growth is a critical factor and is absent from most mainstream GHG reduction plans.

Regarding solar, our region's largest peak demands are when PV generation is least productive, in the winter months.

Thank you for the opportunity to review the draft.

John M. DeVore

General Manager

Lakeview Light & Power

253-327-6116 (W) | 253-732-4927 (C)

From: David Bugher <DBugher@cityoflakewood.us>
Sent: Friday, April 16, 2021 12:12 PM
To: 'LWortham@ci.tacoma.wa.us' <LWortham@ci.tacoma.wa.us>; John DeVore <jdevore@lakeviewlight.com>; 'Kierra.Phifer@pse.com' <Kierra.Phifer@pse.com>
Subject: Draft City of Lakewood Comprehensive Plan Energy & Climate Change Chapter

EXTERNAL EMAIL

Good morning,

Attached is a draft of Lakewood's Comprehensive Plan Energy & Climate Change Chapter. I am requesting that your respective agencies review and comment on its contents. This document represents several "firsts" for the city:

- Calculation of greenhouse gas emissions for 2019;
- Use of Google software to calculate greenhouse gas emissions, including solar energy potential ;
- Information on Lakewood's fuel mix amongst three power purveyors within the city; and
- Proposed climate change goals, policies, and actions.

Many of the goals, policies, and actions are city-centric, but there are some that may relate to your agency. For PSE, there is a brief discussion on the conversion of natural gas users to electricity.

This document is the first time Lakewood has attempted to address climate change, thus, the proposed implementation measures are an assortment of proposals that other communities have considered.

If possible, please provide comments by May 5, 2021. If you need more time, please let me know.

Respectfully,

Dave Bugher
Assistant City Manager
Development Services
City of Lakewood
Work: 253.983.7739
Cell: 253.254.3316

May 5, 2021 Comments from Pierce Transit re proposed amendment 2021-01

Table 6: Goal EC 1 Policies and Tasks

Policy EC 1.1 Provide Leadership and Advocacy:

The success of climate change initiatives depends on collaborative approaches. Lakewood will take a leadership role in advocating for local and regional climate change solutions, forge new partnerships, develop innovative solutions, and continue to support and promote regional climate change and sustainability efforts.

No.	What	Who	When	Recommended Priority
A	Develop an action plan for reducing greenhouse gas emissions. Include: a comprehensive greenhouse gas emissions inventory and forecast; emissions reduction target(s); carbon sequestration targets; and a program for monitoring and reporting results.	CC, CM, PC, CED	Immediate need (2022-2023)	High (unfunded)
B	Inform City staff, City Council, and Planning Commission on City's emission reduction targets and progress.	CA, CC, CM, CCOMM, PC	Near-term (ongoing)	High
C	Enter into formal interlocal cooperation agreements with utility providers to reduce waste, promote water conservation, and improve energy efficiencies.	CC, CM, CA, CED, outside agencies	Near-term (2022-2025)	Medium
D	Collaborate with Pierce Transit, Sound Transit, WSDOT Rail Division, Amtrak and major employers in Lakewood to promote greater transit opportunities and use.	CC, outside agencies	Long-term (TBD)	Unknown
E	Amend/revise the current strategic plan that will help guide and focus City resources and program initiatives to (1) reduce greenhouse gas production and the carbon footprint of City government and the Lakewood community, and, (2) reduce and minimize the potential risks of climate change.	CC, CM, CED	Near-term (biannually)	High
F	Undertake a policy review of City comprehensive, strategic, and subarea plans to assure that City policies are appropriately targeted to prepare for and mitigate potential impacts of climate change.	CC, PC, CM, CED	Near-term (biannually)	High
G	Collaborate with neighboring jurisdictions to share best practices and implement regional programs to help residents and businesses meet regional demand reduction targets.	CC, CM, PC, CED, outside agencies	Immediate need (2022-2023)	High (unfunded)
H	Work with energy providers (Puget Sound Energy, Lakeview Light & Power, and City of Tacoma Power) to develop strategies that will reduce energy demand and promote energy conservation.	CC, CM, PWE, CED, outside agencies	Near-term (ongoing)	High (unfunded)
I	Collaborate with local workforce development programs so that City of Lakewood can lead Pierce County in Green jobs	CC, CM, CED	Near-term (biannually)	Medium

Policy EC 1.2 Increase Public Awareness and Support: Encourage residents and businesses to reduce their carbon footprint by raising their awareness about the impacts of climate change and by building support for climate change initiatives in Lakewood.

A	Develop a program to inform residents and businesses about key climate change challenges and potential solutions. A potential option is to create an online tool that provides current	CCOMM, CA, CED	Near-term (ongoing)	High (unfunded)
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Commented [DS1]: One thing I noticed that's seemingly missing from the overall Goals and Policies is what's being proposed as part of the Lakewood Station mixed use infill development project.

Commented [DS2]: I'm wondering what they mean by "opportunities"? Perhaps change this word to "access"?

	GHG emission data and resources for the public.			
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Table 7: Goal EC 2 Policies and Tasks

Policy EC 2.1 Increase Use of Energy Efficient Vehicles and Equipment				
Encourage the use of energy efficient vehicles and equipment to reduce energy consumption and carbon emissions and support the use of low-emission or renewable fuel vehicles by residents and businesses, public agencies and City government.				
No.	What	Who	When	Recommended Priority
A	Support the use of highly efficient climate-friendly fuel using vehicles, adequate alternative refueling stations, and the use of waste for producing fuel where feasible.	CA, CED, PWE, O&M	Near-term (2022-2025)	Low
B	Develop fleet electrification plan including necessary charging infrastructure and implement electric first policy when purchasing replacement vehicles and other fuel burning equipment. When electric vehicle options are inappropriate, hybrid vehicles should be the second choice.	CA, CM, O&M	Mid-term	High (unfunded)
C	Work with Clover Park School District to ensure the state anti-idling program for school buses is enforced. Encourage the District to educate parents and transportation providers to avoid idling during pick-up/drop-off times.	PWE, CED, CM, outside agencies	Near-term (ongoing)	High
Policy EC 2.2 Expand Increase Affordability of Public Transit				
Public transit provides an environmentally friendly, cost-effective, and equitable mode of travel for residents and visitors. Lakewood will coordinate with regional transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors. Encouraging transit-supportive development patterns can further maximize the efficiency of these systems and help reduce air pollution and greenhouse gas emissions within Lakewood.				
No.	What	Who	When	Recommended Priority
A	Continue to collaborate with Pierce Transit, Sound Transit, Washington Department of Transportation (WDOT), and major employers in Lakewood that provide shuttle services, to explore the potential for expanding transit in the evenings for people with special needs. This includes: <ul style="list-style-type: none"> Exploring the potential to enhance Lakewood's paratransit service. Collaborate with regional transportation agencies to maintain and enhance service within the City and region. Explore strategies to address affordability, access and safety. 	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
B	Coordinate and partner with transit partners to develop an incentives program to expand transit use among residents and employees in Lakewood. This includes exploring the potential for supporting fare-free transit zones in major commercial areas, free or very low-cost bus passes for target groups, pre-tax passes, rebates to employees who give up use of employer parking facilities, and online tools for providing real time information to transit riders. Expand outreach and information programs to promote transit use.	CA, CM, outside agencies	Mid-term	Medium (unfunded)

Commented [DS3]: The way this reads, it's as if we don't offer SHUTTLE trips during evenings too. But I'm pretty sure that's not the case.

Commented [DS4]: I'd suggest they better define "enhanced service," especially regarding paratransit.

C	Coordinate with Pierce Transit and Sound Transit to expand service, increase affordability and accessibility for seniors, youth, and low-income households. Ensure that all transit stations and routes to and from these stations are safe.	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
D	Coordinate with Pierce Transit and Sound Transit to ensure public transit service connects major destinations in Lakewood including education institutions, community facilities, employment centers, regional open space areas, and major commercial corridors to serve a greater number of riders and reduce commuter vehicle miles. Encourage development of a new bus rapid transit system that connects Downtown Tacoma to Lakewood.	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
Policy EC 2.3 Develop Safe and Convenient Walking and Bicycling Routes				
Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.				
No.	What	Who	When	Recommended Priority
A	Develop and implement citywide bicycle and pedestrian plans to make Lakewood a more pedestrian and bicycle-friendly City. This includes identifying gaps in the network and explore developing potential pedestrian and bicycle priority areas or districts.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	High (unfunded)
B	Collaborate with Pierce County, University Place, the Town of Steilacoom, Tacoma, and WSDOT to ensure links to a regional commuter trail network.	CC, CM, PC, PWE, CED, outside agencies	Near-term (2022-2025)	Medium (unfunded)
C	Explore bicycle-sharing programs.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	Low (unfunded)
D	Encourage businesses, schools and residential developments to provide secure bicycle parking to ensure that these ecologically friendly, low-impact transportation modes are available to all community members.	CED, CA, CM, outside agencies	Near-term (2022-2025)	Medium (unfunded)
E	Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) and Washington State accessibility requirements.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	High (unfunded)
F	As feasible and appropriate, the City shall require new development and redevelopment to provide pedestrian connections and safety improvements to foster use of non-motorized transportation. This includes connections between retail, living, and working places and transit connections and facilities. It includes traffic calming and other safety-related improvements; development of new sidewalks and trails; and new pedestrian and bicycle amenities.	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High

Commented [LS5]: General Comment: At this point, until we acquire new funding from sales tax, we are limited to the available service hours. We unfortunately do not have more service hours to allocate in the mid-term unless we choose to go to the ballot and are successful in acquiring our full state allowed funding. In our Ballot measure, we are preparing to provide free rides for youth, seniors, and veterans as the first benefit of passage.

Commented [LS6]: Question: Are there current locations in city that meet this and are not currently served during operational hours by Pierce Transit?

Commented [DS7]: Would they allow us to exchange the word "system" with "route"?

Commented [LS8]: Please include "Transit" here as well. More connectivity increases our rider's ability to ride.

G	Pursue grant funding to plan and construct missing pedestrian and bicycle connections between major destinations, such as, parks, opens spaces, civic facilities, employment centers, retail and recreation areas.	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High
H	Coordinate and partner with the Clover Park School District and Safe Routes to Schools to expand educational programs and events to encourage and promote walking and biking, including a Bike to School Day, walking school bus, and sidewalk painting for safe routes.	PWE, outside agencies	Near-term (Ongoing)	High
I	Evaluate a proposed transportation impact fee to generate revenue to expand non-motorized transportation.	CC, CM, PC, PWE, CED	Mid-term	High

Policy EC 2.4 Expand Regional Passenger Rail

Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.

No.	What	Who	When	Recommended Priority
A	Coordinate with Washington State Department of Transportation, Sound Transit, and Amtrak about adding an Amtrak Cascades stop within the City.	CC, outside agencies	Mid-term	High (unfunded)
B	Work with Sound Transit to provide for extended hours of operations at the Sound Transit Lakewood Station and to expand the existing parking garage.	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)

Policy EC 2.4 Reduce Private Automobile Use

Work toward creation of an urban landscape that will reduce reliance on private automobiles through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling.

No.	What	Who	When	Recommended Priority
A	Coordinate with Lakewood Chamber of Commerce to inform local employers on the options for and benefits of compressed work weeks, telecommuting, and other schedule adjustments that reduce commute trips.	CC, CM, PC, PWE, CED, outside agencies	Near-term (2022-2025)	Medium (unfunded)
B	Refer to Action Items EC2.1 B AND EC2.3 A – F.			

Commented [LS9]: And Transit?

Commented [LS10]: This would impact the Pierce Transit and Sound Transit coordinated bus operations as well. Noting in case this has a defined timepoint.

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: June 7, 2021	TITLE: A Resolution Adopting the City of Lakewood Six Year (2022-2027) Comprehensive Transportation Improvement Program	TYPE OF ACTION: — ORDINANCE <u>X</u> RESOLUTION NO. 2021-08
REVIEW: May 17, 2021 Public Hearing	ATTACHMENTS: Resolution 2021-08, Comprehensive Transportation Improvement Program 2022-2027	 — MOTION — OTHER

SUBMITTED BY: Paul A. Bucich, Public Works Engineering Director

RECOMMENDATION: It is recommended that the City Council adopt the City of Lakewood Six Year Comprehensive Transportation Improvement Program (2022-2027) as submitted at the public hearing on May 17, 2021.

DISCUSSION: A public hearing was held on May 17, 2021, and the hearing was advertised in the Tacoma News Tribune and through the City's social media accounts, Staff also placed the draft program on the City's web site. No public comments were received. Chapter 35.77.010 RCW requires that the City annually update its Six Year Comprehensive Transportation Improvement Program (6-Year TIP) and file a copy with the Secretary of the Washington State Department of Transportation within 30 days of adoption.

ALTERNATIVE(S): Because the adoption of a Six Year Comprehensive Transportation Program is required by State statute, there is no practical alternative to its adoption if the City wishes to continue leveraging local dollars with State and Federal grant funds. Council may however modify or prioritize projects within the Program as deemed appropriate and can amend the 6-year TIP at any time following a public hearing.

FISCAL IMPACT: The TIP is not required to be fiscally balanced and decisions on initiating projects comes with the adoption of the City's biennial budget.

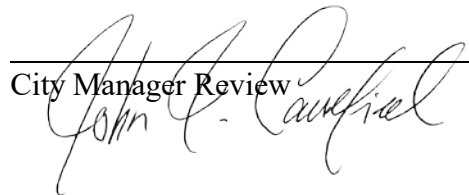
Charles "Ted" Hill

Prepared by

Paul A. Bucich, P.E

Department Director

City Manager Review



RESOLUTION NO. 2021-08

A RESOLUTION of the City Council of the City of Lakewood, Washington, adopting the Six-Year (2022-2027) Comprehensive Transportation Improvement Program.

WHEREAS, pursuant to Section 35.77.010 of the Revised Code of Washington, cities are required to adopt and annually update a six-year Transportation Improvement Program as part of a coordinated transportation program; and

WHEREAS, a public hearing was held before the Lakewood City Council at a meeting on May 17, 2021, to hear and receive public comment on the proposed, amended six-year program; and

WHEREAS, the 2022-2027 Program was developed under the guidance of the City Council and was made available on the City's website. A request for public comment on the 6-yr TIP was also made on the city's social media accounts and the Tacoma News Tribune soliciting comments prior to the public hearing; and

WHEREAS, after considering all of the information presented the City Council finds that prioritized road and street capital improvement projects are essential to proper planning and the improvement of transportation within the City, and that planning as provided under the RCW is necessary to obtain available state and federal funding.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD,
WASHINGTON HEREBY RESOLVES, as Follows:

Section 1. That the Six-Year Comprehensive Transportation Improvement Program for 2022 through 2027, a copy of which is attached hereto and incorporated by reference, is adopted, and that the City Council authorizes the City Manager or designee to use the same in applications for grant funding for transportation related projects, and further authorizes the City Manager or designee to apply for such grants based thereon.

Section 2. That this Resolution shall be in full force and effect upon passage and signatures herein.

PASSED by the City Council this 7th day of June, 2021.

CITY OF LAKEWOOD

Don Anderson, Mayor

Attest:

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney



CITY OF LAKEWOOD
AMENDED SIX-YEAR COMPREHENSIVE
TRANSPORTATION IMPROVEMENT PROGRAM
2022-2027
-- FINAL: 6/7/2021 --

PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program (Program) and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding, it must appear in the agency's current Program.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and preservation of our street system. It is also important to note that the adoption of the Program does not irreversibly commit the City of Lakewood to construct the projects. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

CONSISTENCY WITH LAND USE MANAGEMENT PLAN

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and, in particular, transportation facilities and services. The City of Lakewood was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Lakewood has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to "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."

Specific goals include the following.

1. To provide a safe, comfortable and reliable transportation system.
2. To reduce consumption of energy through an efficient and convenient transportation system.
3. To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
4. To keep travel times for people and goods as low as possible.

5. To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
6. To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.
7. To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City's Comprehensive Plan.

GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

FUNDING SOURCES

A. Motor Vehicle Fuel Tax Funds

The Motor Vehicle Fuel Tax Funds have been programmed to provide matching funds for federal aid and urban arterial projects and for projects to be implemented with Motor Vehicle Fuel Tax Funds only.

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. The dollars shown in this year's Program reflect the revenues from this source expected to be received by the City of Lakewood.

B. Federal Aid Funding Programs

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST ACT). The Act authorizes \$305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. The ACT essentially continues on with a number of specific funding programs that were funded under the previous Federal Transportation program (MAP 21). These include the following:

1. STP Surface Transportation Program: This is a regionally competitive program.
2. CMAQ Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
3. HSIP Highway Safety Improvement Program: Statewide competition for federal funds targeted at safety improvements at high accident locations.
4. TAP Transportation Alternatives Program: This is a regionally competitive program and focuses on pedestrian and bicycle facilities (on and off road); safe-routes to schools, etc.; and other non-highway focused programs.

Much of the above said Federal grant funds are funneled thru the regional MPOs which for Lakewood that's Puget Sound Regional Council (PSRC). PSRC will have the next call for projects in 2022 where typically \$200,000,000 in grant funding is available throughout its four county region. Typically Lakewood projects are most competitive at County Wide level where we compete against all other Pierce County agencies for approximately \$15,000,000.

C. Washington State Transportation Improvement Board (TIB)

The TIB has a number of statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The two TIB programs in which the City can compete are as follows:

1. UAP Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.
2. SP Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity.

3. Complete Streets. The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

D. Community Development Block Grants (CDBG)

This is a program to provide physical improvements within low-income census tracts or to promote economic development within the City. Through the years 2019-2024 it is anticipated that a minimum of \$250,000 (on average) per year will be made available for pavement preservation, street lighting, and pedestrian improvements in eligible neighborhoods.

E. City Funding Sources

1. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. The City's REET is restricted to funding capital, including transportation and related debt service. Revenue from REET has averaged \$2,000,000 between 2014 and 2018, the REET is estimated at \$1,700,000 annually.
2. General Fund Transfer In. This funding source comes from several different sources that make up the General Fund revenue including: property tax, sales tax, and utility tax and fees. The Street Capital Projects Fund is budgeted to receive approximately \$500,000 annually (on average) over the next 5 years in support of the pavement preservation program.
3. Transportation Benefit District (TBD). In 2014, the TBD Board implemented a \$20 per vehicle tab fee to provide funds toward a specific list of pavement preservation projects to be implemented between 2015 through 2020. The anticipated revenue is approximately \$815,000 per year.
4. General Obligation bonds: A general obligation bond (GO) is a municipal bond backed by the credit and taxing power of the issuing jurisdiction.
5. Downtown Plan Trip Mitigation Fee Policy: All businesses in the subarea plan that generate new PM Peak Hour trips as determined by the most recent edition of the ITE Trip Generation Manual, will be charged a Transportation Mitigation Fee (TMF).

F. Washington State Department of Transportation

1. Pedestrian and Bicycle Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to the pedestrian and bicyclists. The recent call for projects has expanded the program's scope to emphasize "complete streets" – accommodation of all roadway users from vehicles to bicyclists to pedestrians. The programs focus for "complete streets" is for "Main Street" urban arterials and corridors. Historically, the city has not received much funding from this program. However, given the change in the grant scope, there may be opportunities from this source in the future.
2. Safe Routes to Schools Program: This is a statewide competitive program specifically oriented toward pedestrian and bicycle safety near schools.
3. Surface Water Management Program:

The City's Surface Water Management (SWM) Program pays for all drainage facilities constructed in conjunction with street improvements. The revenue from SWM is directly related to the amount of capital improvement projects constructed.

PROJECT NUMBERING SYSTEM

Project numbers were revised to match the City's CIP Budget 2021/2022 using City's BARS numbering system for consistency. Most sections of the Program will have non-sequential project numbering, as projects are completed and removed from the list. Projects carried forward from previous year(s) retain the same project numbers from the previous year(s).

BUDGET DOLLARS

Costs shown are planning level estimates and are reflected in each year as FY2021 dollars, with 3% inflation per year to year of anticipated expenditure.

2021	2022	2023	2024	2025	2026	2027
1.000	1.030	1.061	1.093	1.126	1.159	1.194

Note: Compounded Inflation Multiplier does not apply to grant amounts, these are fixed based upon the grant award.

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0024 Steilacoom Blvd - Farwest to Phillips Design/ROW funded, \$5,587,000 construction unfunded. <i>Note: project is tied to 302.0137 and 302.0133 ROW funds</i>	This project designs and acquires ROW to construct curb, gutter, sidewalks, bike lanes, turn lanes, street lighting, drainage, overlay.	150	City	155						155
		935	Grant	935						935
			Other							0
		7,030	Total	1,090	0	0	0	0	0	1,090
302.0015 112th / 111th - Bridgeport to Kendrick	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City	Completed in 2021						0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0071 Phillips Road West Side - Agate Dr. SW to Onyx Dr. SW (west side of the road)	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement overlay.		City							0
			Grant							0
			Other							0
		1,159	Total	0	0	0	0	0	0	0
302.0072 59th Ave SW Sidewalk - 100th to Bridgeport Wy SW	Sidewalk east side of roadway. Infill behind new curb and gutter constructed in 2015.		City							0
			Grant							0
			Other							0
		155	Total	0	0	0	0	0	0	0
302.0073 150th Street Corridor Capacity	Provide capacity for Woodbrook Industrial development: widening of 150th Street; bike/pedestrian facilities; structural pavement section improvements		City							0
			Grant							0
			Other							0
		2,215	Total	0	0	0	0	0	0	0
302.0074 South Tacoma Way - 88th to North City Limits Design Funds Only Unfunded Construction: \$4,000,000 total corridor cost \$4,507,000	Curb, gutter, sidewalks, bike lanes, street lighting, signal at 84th, drainage, overlay.	140	City	140						140
		375	Grant	375						375
		4,224	Other							0
		4,739	Total	515	0	0	0	0	0	515
302.0075 Mt. Tacoma Dr. SW/Motor Ave. SW: S 80th St. Road Restoration Improvements	Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Mt. Tacoma Dr. SW and Motor Ave. SW.		City							0
			Grant							0
			Other							0
		3,451	Total	0	0	0	0	0	0	0
302.0076 Gravelly Lake Non-Motorized Trail - Phase 2 (Nyanza Rd. SW: GLD to GLD)	Provide non-motorized path around Gravelly Lake along Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.		City							0
			Grant							0
			Other							0
		4,841	Total	0	0	0	0	0	0	0

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0077 Gravelly Lake Non-Motorized Trail - Phase 3 (GLD - Nyanza Rd. SW to Washington Blvd. SW)	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.		City							0
			Grant	Combined with 302.0135						0
			Other							0
			Total	0	0	0	0	0	0	0
302.0083 Hipkins Rd. - 104th to Steilacoom Blvd.	Curb, gutters, sidewalks, street lighting, drainage, traffic calming, and overlay.		City							0
			Grant							0
			Other							0
		3,863	Total	0	0	0	0	0	0	0
302.0084 Interlaaken Drive SW Non-Motorized Improvements - Short Lane to Holly Hedge Ln. SW	Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Interlaaken Dr.		City							0
			Grant							0
			Other							0
		5,562	Total	0	0	0	0	0	0	0
302.0085 Murray Road Corridor Capacity <i>Notes: Assume multiple phases; multiple years</i>	Provide capacity for Woodbrook Industrial development: widening of Murray Road; bike/pedestrian facilities; structural pavement section improvements		City							0
			Grant							0
			Other							0
		1,700	Total	0	0	0	0	0	0	0
302.0090 96th Street - 2-way left turn lane	Widen 96th St. from 500' east of So. Tac. Wy to I-5 underpass to provide 2-way left turn lane. Does not include sidewalks or HMA overlay.		City							0
			Grant							0
			Other							0
		798	Total	0	0	0	0	0	0	0
302.0092 Steilacoom Blvd. - Custer Rd SW to Lakewood Dr SW	Curbs, gutters, sidewalks, street lighting on both sides from BPW to Fairlawn. Overlay BPW to GLD.		City							0
			Grant							0
			Other							0
		4,249	Total	0	0	0	0	0	0	0
302.0093 Gravelly Lake Dr. - Pacific Hwy to Nyanza (south)	Curb, gutter, sidewalk, bike way, street lighting, pavement rehab		City							0
			Grant							0
			Other							0
		1,854	Total	0	0	0	0	0	0	0
302.0096 Union Avenue - W. Thorne Ln. to Spruce St. <i>Notes: Limits revised to reflect recent improvements at Berkeley/Union.</i>	Widen to add turn lane, shared bike/travel lane, sidewalks, street lighting. Intersection improvements.		City							0
			Grant							0
			Other							0
		4,249	Total	0	0	0	0	0	0	0

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0097 Lakewood Station - Non-Motorized Access Improvements (115th Ct. SW to Pedestrian Crossing at Kendrick St. SW)	Curb, gutters, sidewalks, and street lighting improvements per Lakewood's 2009 Non-Motorized Transportation Plan and Sound Transit Access Improvement Study.		City							0
			Grant							0
			Other							0
		1,288	Total	0	0	0	0	0	0	0
302.0109 Phillips Rd. Sidewalks and Bike Lanes Agate to Steilacoom Blvd. (east side of roadway)	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement overlay.		City							0
			Grant							0
			Other							0
		2,292	Total	0	0	0	0	0	0	0
302.0111 Kendrick from 111th St. SW to 108th St. SW Roadway Improvements	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement rebuild.		City							0
			Grant							0
			Other							0
		953	Total	0	0	0	0	0	0	0
302.0113 Military Rd. SW: Edgewood Dr. SW to Farwest Dr.	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. This connect Military Rd. to sidewalks constructed as part of development on Military Rd. and far west.		City							0
			Grant							0
			Other							0
		2,833	Total	0	0	0	0	0	0	0
302.0114 112th Sidewalks: Gravelly Lk. Dr. SW to Bridgeport Way SW	curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay		City							0
			Grant							0
			Other							0
		3,090	Total	0	0	0	0	0	0	0
302.0115 Davisson Rd. SW and Highland Ave SW: 112th St. SW to 108th St. SW	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay		City							0
			Grant							0
			Other							0
		1,494	Total	0	0	0	0	0	0	0
302.0116 Custer Rd. SW: Bridgeport Way - Lakewood Dr. SW (East City Limits/74th St.)	curb, gutter, sidewalks, bike facilities, street lighting, drainage, road reconstruction, utility relocation		City							0
			Grant							0
			Other							0
		3,193	Total	0	0	0	0	0	0	0
302.0117 Round-a-Bout 87th Ave. SW, Dresden Ln., and Ft. Steilacoom Park Entrance and sidewalks 87th Ave. SW Dresden Ln. to Steilacoom Blvd.	round-a-bout, curb, gutter, sidewalks, bike facilities, street lighting, drainage, road reconstruction, and signage		City							0
			Grant							0
			Other							0
		1,082	Total	0	0	0	0	0	0	0

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0118 Lakewood Drive - Custer/74th to N. City Limits	Traffic signal replacement, ADA upgrades, new sidewalk, storm drainage upgrades, and hot mix asphalt paving		City							0
			Grant							0
			Other							0
		983	Total	0	0	0	0	0	0	0
302.0119 Lakewood Drive - Steilacoom Blvd. to Flett Creek	curb, gutter, sidewalks, street lighting, drainage, overlay		City	Completed in 2021						0
			Grant							0
			Other							0
		-	Total	0	0	0	0	0	0	0
302.0120 Tyee Park School Sidewalks - Seminole Rd. SW	Intersection upgrades and sidewalks to school		City							0
			Grant							0
			Other							0
		489	Total	0	0	0	0	0	0	0
302.0121 112th Sidewalks: Farwest Dr. SW to Butte Dr. SW	curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay		City							0
			Grant							0
			Other							0
		3,193	Total	0	0	0	0	0	0	0
302.0122 47th Ave. SW Sidewalks: Clover Creek to Pacific Hwy. SW	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay		City							0
			Grant							0
			Other							0
		1,133	Total	0	0	0	0	0	0	0
302.0131 Custer Rd. SW: Bridgeport Way SW to Steilacoom Blvd. SW	Curb, gutter, sidewalk, roadway widening, turn pockets, pedestrian ramps, signage, and striping.		City			240	600			840
			Grant							0
			Other							0
		2,833	Total	0	0	240	600	0	0	840
302.0134 Veterans Drive SW-Gravelly Lake Dr. to American Lake Park	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay		City	Completed						0
			Grant							0
			Other							0
		-	Total	0	0	0	0	0	0	0
302.0135 Washington Blvd/North Gate Rd/Edgewood Ave SW - North Gate Rd. SW to Gravelly Lake Dr. SW Vernon Ave. SW: Wash. Blvd. SW to Veterans Dr. SW (JBLM North Access Project)	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.	9,351	City	3,000						3,000
		7,274	Grant	4,274						4,274
			Other							0
		16,625	Total	7,274	0	0	0	0	0	7,274

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0136 100th - 59th Ave. to South Tacoma Way	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City							0
			Grant							0
			Other							0
		12,772	Total	0	0	0	0	0	0	0
302.0137 Steilacoom Blvd/88th - Weller Road to Custer Rd.	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.	2,110	City							0
		450	Grant							0
			Other							0
		2,560	Total	0	0	0	0	0	0	0
302.0138 Oakbrook Sidewalks & Street Lighting Onyx Dr SW (Garnet to Phillips)	Curb, gutter, sidewalks, bike facilities, turn lanes, street lighting, drainage, overlay.		City							0
			Grant							0
			Other							0
		-	Total	0	0	0	0	0	0	0
302.0141 104th St. SW - Short Ln. to Lake Louise Dr.	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City							0
			Grant							0
			Other							0
		3,713	Total	0	0	0	0	0	0	0
302.0142 Ardmore Dr. SW: Steilacoom Blvd. SW to Whitman Ave. SW - Complete Street Improvements	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.		City							0
			Grant							0
			Other							0
		2,122	Total	0	0	0	0	0	0	0
302.0144 146th St. SW: Woodbrook Dr. SW to Murray Rd. SW Industrial Road Section	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City							
			Grant							
			Other							
		2472	Total							
302.0145 Custer Rd. SW: Bridgeport Way SW to Lakewood Dr. SW - Complete Street	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City							
			Grant							
			Other							
			Total							
302.0146 Downtown Plan - Green Street Loop: Gravelly Lake Dr., 59th Ave., Main St., Mt. Tacoma Dr., and Bridgeport Way	Downtown loop with full Green Street Amenities		City							
			Grant							
			Other							
		20085	Total							

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0147 59th Ave. SW and Towne Center Blvd. SW	Curb, gutter, sidewalks, street lighting, drainage, and paving		City Grant Other							
		2575	Total							
302.0148 100th St. SW / Bridgeport Way SW: add westbound right turn pocket	Curb, gutter, sidewalks, drainage, and paving		City Grant Other							
		669.5	Total							
302.0150 Lake Louise Loop Patching and Road Restoration Lake Louise Dr. SW and 101st St. SW	Roadway patching and repair, sidewalk, signage, markings, and striping.		City Grant Other							
		154.5	Total							
302.0152 Oakbrook Non-Motorized Loop - Onyx Dr. SW/97th Ave SW to Zircon Dr. SW Zircon Dr. SW to Onyx Dr. SW/Phillips Rd. SW Coral Ln. SW/Amber Dr. SW: Onyx Dr. SW and Zircon Dr. SW	Curb, gutter, sidewalks, shared use path, turn lanes, street lighting, drainage, overlay. Total length 3.3 miles.		City Grant Other							
		12,360	Total							
302.0153 Whitman Ave. SW: Ardmore Dr. SW/93rd St. SW to Motor Ave. SW(Colonial Plaza)	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, pavement rebuild and widening. Total length 0.2 miles.		City Grant Other							
		798.25	Total							
302.0155 Edgewater Dr. SW/Waverly Dr. SW: Stenacoom Blvd. SW to Mt. Tacoma Dr. SW	Curb, gutter, sidewalks, bike facilities, parking, street lighting, drainage, road rebuild. Total length 0.6 miles.		City Grant Other							
		2,575	Total							
302.0156 Elwood Dr. SW and Angle Lane SW - Dresden Ln. SW to Hipkins Rd. SW	Curb, gutter, sidewalk, shared use path, street lighting, drainage, pavement overlay and widening. Total length 1.0 miles.		City Grant Other							
		3,605	Total							
302.0158 Interlaaken Dr. SW: 112th St. SW to Washington Blvd. SW	Curb, gutter, sidewalks, shared use path, street lighting, drainage, pavement overlay and widening. Total length 0.5 miles.		City Grant Other							
		1,854	Total							

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0159 Idlewild Rd. SW: Idlewild School to 112th St. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.15 miles.		City Grant Other							
		515	Total							
302.0160 112th St. SW: Idlewild Rd. SW to Interlaaken Dr. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.15 miles.		City Grant Other							
		489	Total							
302.0161: N. Thorne Ln.: Union Ave. SW to Portland Ave. SW	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, pavement rebuild and widening. Total length 0.3 miles.		City Grant Other							
		927	Total							
302.0162 93rd St. SW: Whitman Ave. SW/Ardmore Dr. SW to Bridgeport Way SW	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, pavement rebuild and widening. Total length 0.15 miles.		City Grant Other							
		618	Total							
302.0163 Butte Dr. SW-Vernon: 104th St. SW to Washington Blvd. SW	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Total length 1.1 miles.		City Grant Other							
		4,069	Total							
302.0164 Sidewalk fill-in on Farwest Dr. from 112th to Lakes High School, and 100th St. Ct. SW to Steilacoom Blvd. SW	Fill-in of missing sidewalks.		City Grant Other							
		669.5	Total							
302.0165 Pine St. SW: 84th St. SW to 80th St. SW(City Limits)	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.2 miles.		City Grant Other							
		824	Total							

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
302.0167 McChord Dr. SW-New York Ave SW: Pacific Hwy. SW to Bridgeport Way SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.73 miles. Park amenities at Pac. Hwy		City Grant Other	New TIP Project						
		1,460	Total							
302.0168 McChord Dr. SW: Bridgeport Way SW to 47th Ave. SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.11 miles		City Grant Other	New TIP Project						
		220	Total							
302.0169 47th Ave. SW: McChord Dr SW to 127th St. SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.20 miles		City Grant Other	New TIP Project						
		400	Total							
302.0170 Lincoln Ave. SW: McChord Dr. SW to San Francisco Ave. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.35 miles.		City Grant Other	New TIP Project						
		700	Total							
302.0171 Chicago Ave. SW: Spring Brook Ln. SW to McChord Dr. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.37 miles.		City Grant Other	New TIP Project						
		740	Total							
302.0172 San Francisco Ave. SW: Spring Brook Ln. SW to True Ln. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.22 miles.		City Grant Other	New TIP Project						
		440	Total							
302.0173 Clover Creek Dr. SW: Pacific Hwy. SW to Hillcrest Dr. SW *This does not include the work within the Sound Transit ROW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.06 miles.		City Grant Other	New TIP Project						
		360	Total							
TOTALS		11,751	City	3,295	0	240	600	0	0	4,135
		9,034	Grant		0	0	0	0	0	5,584
		4,224	Other	0	0	0	0	0	0	0
		168,087.15	Total	8,879	0	240	600	0	0	9,719

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 2 TRAFFIC SIGNALS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022-2027
302.0059 Steilacoom / Durango New Traffic Signal	Intersection meets warrants for traffic signal. Signal needed with new development in area. Special concern with adjacent train crossing becoming active.	798.25	City							0
			Grant							0
			Other							0
		798	Total	0	0	0	0	0	0	0
302.0060 100th Street & Lakewood Drive SW Traffic Signal Replacement	Replace 100th/Lakewood signal, street lighting, drainage, overlay.	551	City	400	Completed in 2021					400
			Grant							0
			Other							0
		551	Total	400						400
302.0078 So. Tacoma Way / 92nd Street	New warranted signal, improvements include associated ADA upgrades and pavement patching.		City							0
			Grant							0
			Other							0
		721	Total	0	0	0	0	0	0	0
302.0082 City-Wide Traffic Signal Management System	City-hall based Traffic Management Center. Fiber optic interconnect. PTZ major corridors. Active traffic management including web based info.		City							0
			Grant							0
			Other							0
		324	Total	0	0	0	0	0	0	0
302.0094 Gravelly Lake Drive / Avondale Traffic Signal	Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents.		City							0
			Grant							0
			Other							0
		798	Total	0	0	0	0	0	0	0
302.0098 84th St. Pedestrian Crossing Signal at Pine St	Install pedestrian signal, connection to Pine street intersects Tacoma's Water Ditch Trail and Wards Lake Park.		City							0
			Grant							0
			Other							0
		268	Total	0	0	0	0	0	0	0
302.0123 Holden/Military Rd. New Traffic Signal S 80th St. Road Restoration	Intersection meets warrants for traffic signal. Increased volumes in and around Mann Middle School.		City							0
			Grant							0
			Other							0
		567	Total	0	0	0	0	0	0	0
302.0126 Custer Rd. and 88th Traffic Signal Replacement	Replace existing traffic signal with pole and mast arm signal.		City							0
			Grant							0
			Other							0
		567	Total	0	0	0	0	0	0	0

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 2 TRAFFIC SIGNALS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022-2027
302.0166 Gravelly Lake Dr./112th St. SW Traffic Signal Replacement	Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents.		City							0
			Grant							0
			Other							0
		798	Total	0	0	0	0	0	0	0
302.0174 Pacific Hwy. SW/Sharondale SW New Traffic Signal for Lakewood Station District Plan	Traffic signal for future increased volumes related to the Lakewood Station District Plan. Will include pedestrian ramp modifications and minor roadway patching.		City							0
			Grant							0
			Other							0
		775	Total	0	0	0	0	0	0	0
TOTALS		798	City	0	0	0	0	0	0	0
		0	Grant	0	0	0	0	0	0	0
		0	Other	0	0	0	0	0	0	0
		5,616	Total	0	0	0	0	0	0	0

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 3 TRANSPORTATION PLANNING	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022- 2027
101.0000 Pavement Management System Pavement Condition Index Rating	Semi-Annual evaluation of pavement condition	30/5/yr	City Grant Other	15	5	33	6	35	6	99 0 0
		30/yr	Total	15	5	33	6	35	6	99
302.0132 Non-Motorized Transportation Plan Update	Update NMTP to include relevant policy updates and capital improvement projects. (original plan adopted June 2009)	50/yr	City Grant Other	50						50 0 0
		50/yr	Total	50	0	0	0	0	0	50
302.0000 ADA Transition Plan Update	Update ADA transition plan to address ADA deficiencies of existing curb ramps; signal access / operations; etc.	5/yr	City Grant Other	5	5	5	6	6	6	33 0 0
		5/yr	Total	5	5	5	6	6	6	33
TOTALS		85/yr	City	70	11	38	11	41	12	183
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		85	Total	70	11	38	11	41	12	183

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 4 STREET LIGHTING	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022-2027
302.0002 New Street Lighting	Install street lighting per identified Street Lighting plan map (Yearly)	170/yr	City	175	180	180	185	0	0	720
			Grant							0
			Other							0
		170/yr	Total	175	180	180	185	0	0	720
TOTALS		170/yr	City	175	180	180	185	0	0	720
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		170	Total	175	180	180	185	0	0	720

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 5 BRIDGES	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022-2027
101.0000 Bridge Inspection	On-going biennial bridge inspection.	5	City		5		6		6	17
			Grant							0
			Other							0
		5	Total	0	5	0	6	0	6	17
302.0130 Structural guardrail replacement Clover Creek Gravelly Lake Drive: 112th to Nyanza Includes structural analysis of the box culvert.	Design and replace the existing guard rail over the south side of the roadway where Gravelly Lake Drive crosses Clover Creek between Nyanza and 112th.		City							0
			Grant							0
			Other							0
		150	Total	0	0	0	0	0	0	0
TOTALS		5	City	0	5	0	6	0	6	17
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		155	Total	0	5	0	6	0	6	17

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 6 ROADWAY RESTORATION PROJECTS	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022-2027
302.0004 Minor Capital Improvements Total Estimated Cost \$250 One time \$1,250,000 in 2020	Roadway patching and repair, sidewalk, signage, markings, and striping.	250	City	1,250	260	260	270	270	270	2,580
			Grant							0
			Other							0
		250	Total	1,250	260	260	270	270	270	2,580
302.0005 Chip Seal Resurfacing Program	Projects in various locations may include pavement preservation contribution to planned utility projects to facilitate full roadway overlays.	360	City	360	360	380	380	390	390	2,260
			Grant							0
			Other							0
		360	Total	360	380	380	390	390	390	2,260
302.0068 Pacific Hwy - 108th to SR512	Roadway patching, overlay, markings, and striping.	115	City		31	94		0		125
		612	Grant		26	585				611
			Other							0
		727	Total	0	57	679	0	0	0	736
302.0080 108th - Bridgeport Way to Pacific Hwy	Roadway patching, overlay, markings, and striping.		City							0
			Grant							0
			Other							0
		-	Total	0	0	0	0	0	0	0
302.0145 150th St. SW: East City Limits to Woodbrook Dr. SW Road Restoration	Roadway patching and repair, sidewalk, signage, markings, and striping.		City							
			Grant							
			Other							
		360.5	Total							
302.0151 S. Tacoma Way: 96th St. S to S 84th St. Road Restoration	Roadway patching and repair, overlay, signage, markings, and striping.		City							
			Grant							
			Other							
		927	Total							
TOTALS										
		725	City	1,610	651	734	650	660	660	4,965
		612	Grant	#####	26	585	0	0	0	611
		-	Other	0	0	0	0	0	0	0
		2,625	Total	1,610	697	1,319	660	660	660	5,576

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold & Italicized numbers denote grant secured</i>										
SECTION 7 NEIGHBORHOOD TRAFFIC MANAGEMENT	Description	Base Cost 2021	Sources	2022	2023	2024	2025	2026	2027	2022-2027
302.0003 Neighborhood Traffic Safety Traffic Calming Various Locations	May include speed humps, traffic circles, signage, radar feedback signs, etc.	25	City	25	27	27	30	30	30	169
		25	Grant							
			Other							
		25	Total	25	27	27	30	30	30	169
TOTALS		25	City	25	27	27	30	30	30	169
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		25	Total	25	27	27	30	30	30	169

Completed/Removed and Added Projects										
302.0015 112th / 111th - Bridgeport to Kendrick	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City	Completed in 2021						0
		Grant								0
		Other							0	
			Total	0	0	0	0	0	0	0
302.0119 Lakewood Drive - Steilacoom Blvd. to Flett Creek	curb, gutter, sidewalks, street lighting, drainage, overlay		City	Completed in 2021						0
		Grant								0
		Other							0	
		-	Total	0	0	0	0	0	0	0
302.0134 Veterans Drive SW-Lake Park	curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay		City	Completed in 2021						0
		Grant								0
		Other							0	
		-	Total	0	0	0	0	0	0	0
302.0138 Oakbrook Sidewalks & Streets Onyx Dr SW (Garnet to Phillips)	Curb, gutter, sidewalks, bike facilities, turn lanes, street lighting, drainage, overlay.		City	Completed in 2021						0
		Grant								0
		Other							0	
		-	Total	0	0	0	0	0	0	0
302.0060 100th Street & Lakewood Drive SW Traffic Signal Replacement	Replace 100th/Lakewood signal, street lighting, drainage, overlay.		City	Completed in 2021						0
		Grant								0
		Other							0	
			Total		0	0	0	0	0	0
302.0080 108th - Bridgeport Way to Pacific Hwy	Roadway patching, overlay, markings, and striping.		City	Completed in 2021						0
		Grant								0
		Other							0	
		-	Total	0	0	0	0	0	0	0

Completed/Removed and Added Projects										
302.0167 McChord Dr. SW: Pacific Hwy. SW to Bridgeport Way SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.73 miles		City	New TIP Project						
		1,460	Grant							
302.0168 McChord Dr. SW: Bridgeport Way SW to 47th Ave. SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.11 miles		City	New TIP Project						
		220	Grant							
302.0169 47th Ave. SW: McChord Dr SW to 127th St. SW	Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.20 miles		City	New TIP Project						
		400	Grant							
302.0170 Lincoln Ave. SW: McChord Dr. SW to San Francisco Ave. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.35 miles.		City	New TIP Project						
		700	Grant							
302.0171 Chicago Ave. SW: Spring Brook Ln. SW to McChord Dr. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.37 miles.		City	New TIP Project						
		740	Grant							
302.0172 San Francisco Ave. SW: Spring Brook Ln. SW to True Ln. SW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.22 miles.		City	New TIP Project						
		440	Grant							
302.0173 Clover Creek Dr. SW: Pacific Hwy. SW to Hillcrest Dr. SW *This does not include the work within the Sound Transit ROW	Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.06 miles.		City	New TIP Project						
		360	Grant							
			Other							
			Total							

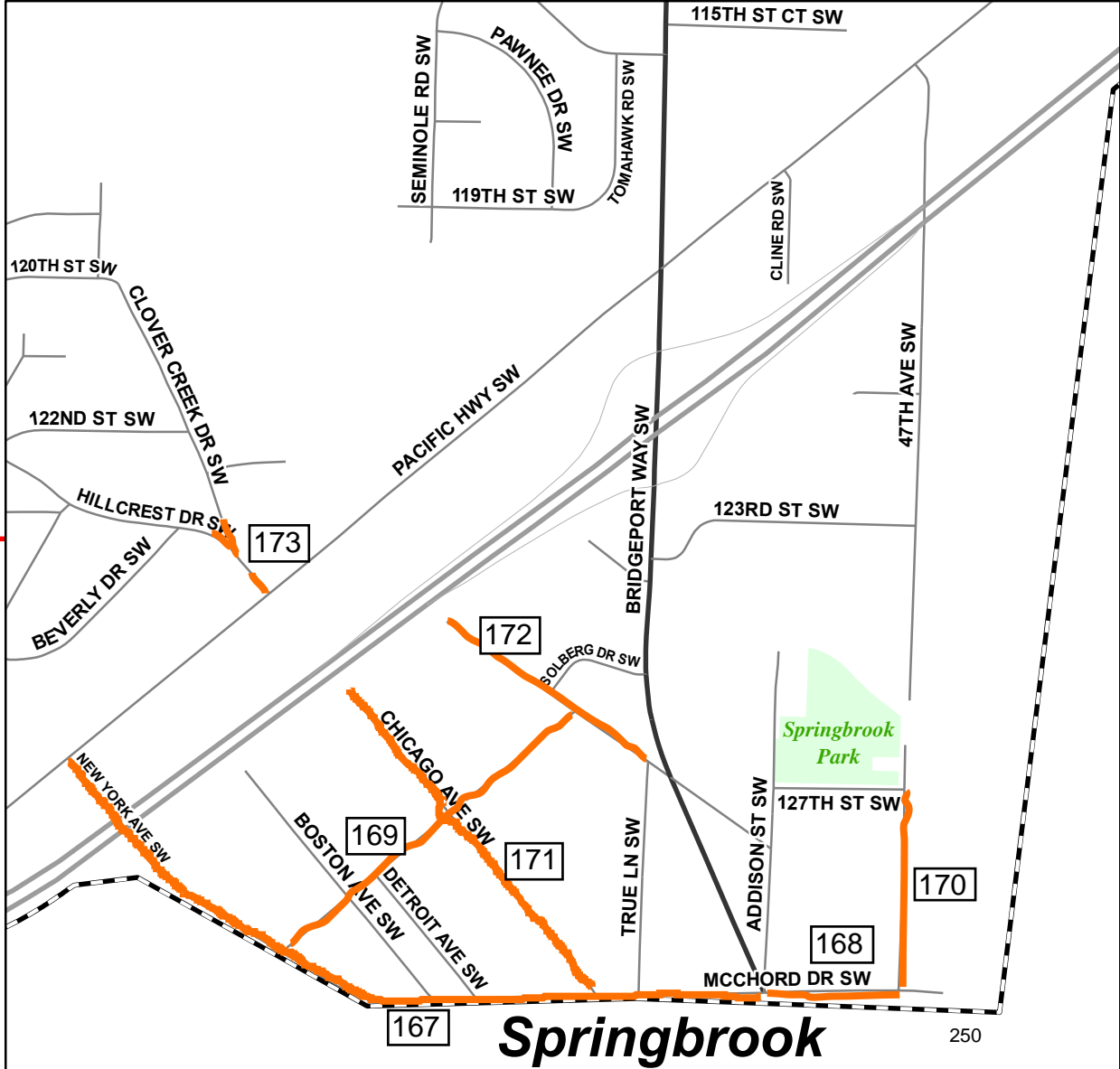
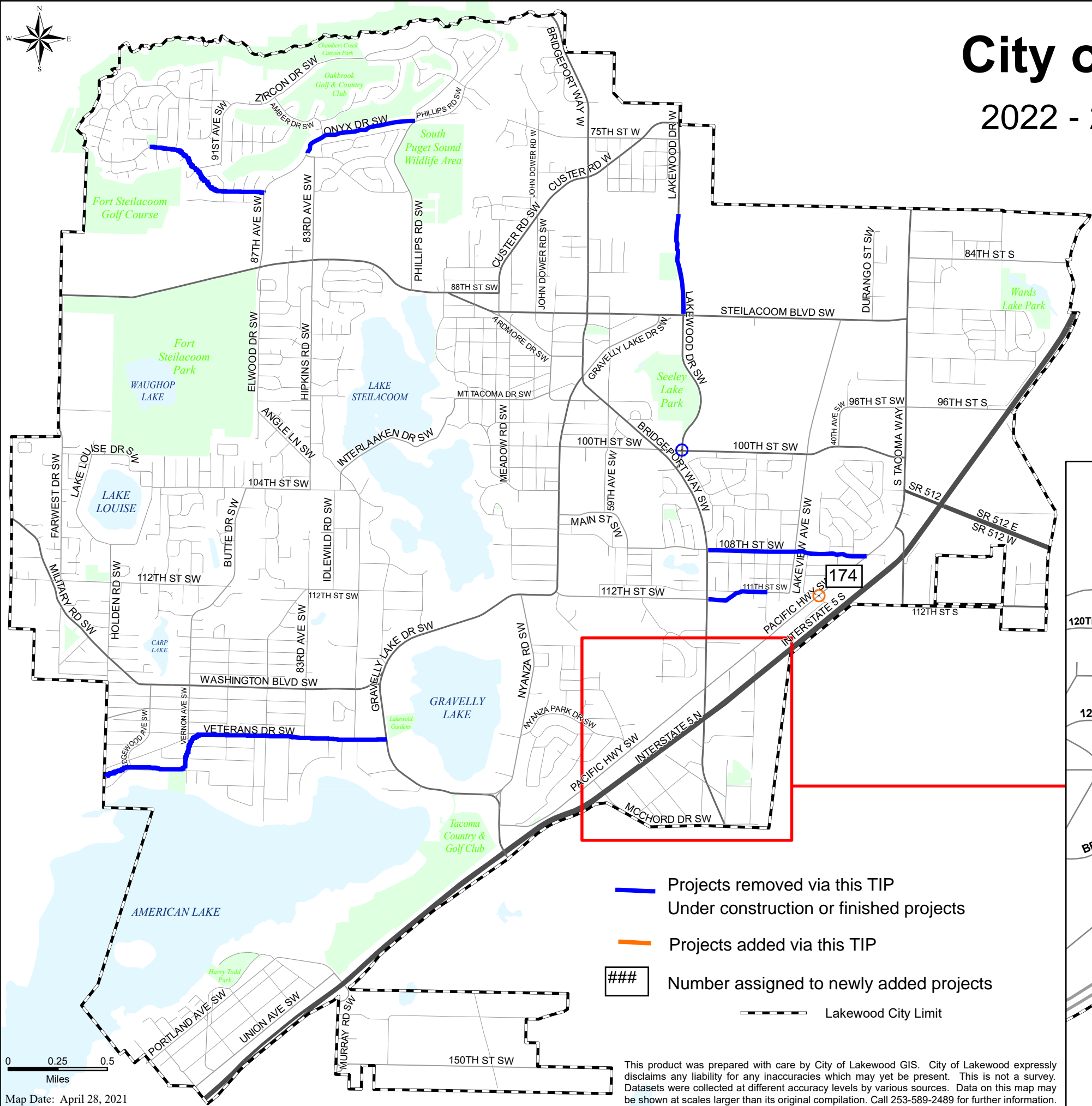
Completed/Removed and Added Projects

302.0077 Gravelly Lake Non-Motorized Trail - Phase 3 (GLD - Nyanza Rd. SW to Washington Blvd. SW)	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.		City							0
			Grant	Combined into 302.0135 below						0
			Other							0
			Total	0	0	0	0	0	0	0
302.0135 Washington Blvd/North Gate Rd/Edgewood Ave SW - North Gate Rd. SW to Gravelly Lake Vernon Ave. SW: Wash. Blvd. SW to Veterans Dr. SW (JBLM North Access Project)	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.	9,351	City	3,000						3,000
		7,274	Grant	4,274	Added 302.0077 Scope & Budget					4,274
			Other							0
		16,625	Total	7,274	0	0	0	0	0	7,274
302.0145 Custer Rd. SW: Bridgeport Way SW to Lakewood Dr. SW - Complete Street	Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.		City							
			Grant	Duplicate of 302.0116 Removed						
			Other							
			Total							



City of Lakewood


2022 - 2027 TIP Projects





TO: Mayor and City Council

FROM: Lt. Andy Gildehaus, Patrol Specialty Unit

THROUGH: John Caulfield, City Manager 

DATE: June 7, 2021

SUBJECT: Review of DUI and Traffic Safety Task Force Interlocal Agreement

ATTACHMENTS: Interlocal Agreement and PowerPoint

The Pierce County Regional DUI (Impaired Driving) Task Force is comprised of officers from surrounding agencies that all come together to provide saturated enforcement through emphasis patrols. The team conducts enforcement on collision causing infractions to help reduce impaired driving while increasing awareness. The ultimate goal of the Task Force is to reduce driving behavior and choices that cause injuries or fatalities.

Data from the most recent three years (2015–2017) show that Washington’s traffic fatality and serious injury trend is going in the wrong direction. Compared with prior three-year period (2012–2014), traffic fatalities have increased 23%, and serious injuries 7%. This mirrors a national increase of 11.3% in traffic fatalities. The Task Force ILA allows us to directly address this issue in and around the City of Lakewood.

The funding is provided through the WTSC and reimburses all costs associated with the enforcement participation by Lakewood PD and the other agencies. As we see our communities emerging from the pandemic, traffic is already greatly increased and will continue to increase. With that, this ILA will allow the City of Lakewood to take direct action in reducing dangerous driving behaviors allowing our citizens and visitors to have a safe and pleasant experience on the road as they travel in and through our great city.

**INTERLOCAL AGREEMENT BETWEEN
PIERCE COUNTY, AND THE CITIES OF BUCKLEY, BONNEY LAKE,
DUPONT, FIFE, FIRCREST, GIG HARBOR, LAKEWOOD, MILTON, ORTING,
PUYALLUP, RUSTON, SUMNER, TACOMA, AND UNIVERSITY PLACE, AND
THE TOWN OF STEILACOOM (HEREINAFTER COLLECTIVELY THE
“PARTIES” OR INDIVIDUALLY A “PARTY”) BY AND FOR THE FORMATION
OF THE TACOMA-PIERCE COUNTY DUI (DRIVING UNDER THE
INFLUENCE) AND TRAFFIC SAFETY TASK FORCE.**

THIS AGREEMENT, made pursuant to RCW Chapter 39.34, the Interlocal Cooperation Act, is made and entered into by and between the following initial Parties: Pierce County, a political subdivision of the State of Washington, the City of Buckley, a Washington State municipal corporation, the City of Bonney Lake, a Washington State municipal corporation, the City of Dupont, a Washington State municipal corporation, the City of Fife, a Washington State municipal corporation, the City of Fircrest, a Washington State municipal corporation, the City of Gig Harbor, a Washington State municipal corporation, the City of Lakewood, a Washington State municipal corporation, the City of Milton, a Washington State municipal corporation, the City of Orting, a Washington State municipal corporation, the City of Puyallup, a Washington State municipal corporation, the City of Ruston, a Washington State municipal corporation, the Town of Steilacoom, a municipal subdivision of the State of Washington, the City of Sumner, a Washington State municipal corporation, the City of Tacoma, a Washington State municipal corporation, and the City of University Place, a Washington State municipal corporation.

RECITALS

WHEREAS, in 2016, an entity known as the Tacoma Pierce County DUI and Traffic Safety Task Force (hereinafter “Task Force”) was created by interlocal agreement between the Parties for the purpose of promoting the targeting, apprehending and prosecution of individuals accused of committing traffic infractions or criminal law violations, impaired driving, and/or violations of alcohol laws; and

WHEREAS, The Task Force has been successful in applying for and receiving funding for High Visibility Enforcement Mobilization grants from the Washington Traffic Safety Commission in Target Zero Region 5 (Pierce County); and

WHEREAS, the prior interlocal agreement naturally expired per its terms on March 19, 2021; and

WHEREAS, it is the desire, and in the best interest of the Parties, to continue to participate in regional traffic safety emphasis efforts (hereinafter

“Task Force Emphasis Events”) for the mutual benefit of the communities they serve; and

WHEREAS, Multi-agency participation in such a Task Force is authorized under the Washington Mutual Aid Peace Officer Powers Act set forth in Chapter 10.93 R.C.W. and the Interlocal Cooperation Act set forth in Chapter 39.34 R.C.W.

AGREEMENT

NOW, THEREFORE, in furtherance of the foregoing and in consideration of the following terms and conditions, the Parties agree as follows:

1. Purpose. The purpose of this Agreement shall be to form and operate a Task Force, comprised of individual law enforcement officers from each Party, with the goal of sharing resources to apprehend and successfully prosecute individuals who commit traffic violations and/or impaired driving offenses within specifically targeted areas of Pierce County and to coordinate those efforts regionally.
2. Term. This Agreement shall be in effect for a period of two (2) years from the date first signed by any Party hereto (the Term). The Term shall automatically renew for additional two (2) year terms at the end of each preceding term unless earlier terminated. If any individual Party desires to terminate the relationship created by this agreement, then they must provide not less than ninety (90) days written notice to the other parties hereto. If the Parties collectively wish to terminate this agreement, the Parties shall agree, through a writing signed by an authorized representative of each Party hereto, not less than ninety (90) days prior to the expiration of any term that the automatic renewal shall not occur.
3. Participation. The Parties each agree to provide, as staffing and other operational considerations allow, law enforcement personnel to participate in Task Force Emphasis Events within Pierce County on the days and between the hours as determined by the Task Force and the Washington Traffic Safety Commission.
4. Liability and Indemnification. The Parties do not by this Agreement create any separate legal or administrative entity. Each participating agency shall bear the financial responsibility and liability for the actions of each of its employees that participate in the Task Force or any single Task Force Emphasis Event, including but not limited to salary, benefits and worker’s compensation insurance. Any individual law enforcement officer participating in a Task Force Emphasis Event shall remain the employee and responsibility of their employing agency.
5. Administration of Task Force. This Agreement shall be administered by the Task Force comprised of the Pierce County Sheriff and the Chiefs of Police for each Party, or their respective delegates.

6. Task Force Emphasis Event Operations. Consistent with established Task Force procedures and policies, each individual Task Force Emphasis Event shall be facilitated by the hosting Party's employee holding a rank of sergeant or higher.
7. Property Ownership. Each Party shall be responsible for its own property used during the Term of the Agreement and any property acquired by an individual Party during the Term of this Agreement shall remain with that Party upon termination or expiration of the Agreement.
8. Communication and Coordination. The Task Force Target Zero Manager (a WTSC representative) and Law Enforcement Liaison (as chosen by the Parties) shall be responsible for coordinating Task Force Emphasis Events and all related communications between the Parties.
9. Participating Agencies. A list of the Task Force Parties is attached hereto as Attachment 1. The attached list may be updated as additional parties join or withdraw without the need to revise this Agreement, but subject to approval by the governing body of any additional party.
10. Recording. In accordance with RCW 39.34.040 as currently written or hereafter amended, a copy of this Agreement shall be filed with the Pierce County Auditor.
11. Consent. The signature hereon by any Sheriff or Chief Law Enforcement Officer shall constitute consent to the full exercise of peace officer powers within their respective jurisdictions by any and all properly certified or exempted officers engaged in any sanctioned operations or Task Force Emphasis Events of the Task Force. The consent shall be valid during the tenure of the responsive undersigned individuals during the life of this agreement.
12. Agency Responsibility. The consents given in Section 11 above are not intended to reallocate, under R.C.W. 10.93.040, the responsibility of the participating agencies for the acts or omissions of their officers.
13. Severability. Should any clause, phrase, sentence or paragraph of this Agreement or its application be declared invalid or void by a court of competent jurisdiction, the remaining provisions of this Agreement or its applications of those provisions not so declared shall remain in full force and effect.
14. Headings/Titles. All titles and section headings are provided for the purpose of reference and convenience and are not intended to affect the meaning, content or scope of this Agreement.

IN WITNESS WHEREOF, authorized representatives of the Parties hereto have signed their names in the spaces below:

Dated this ____ day of ____, 2021.

CITY OF LAKEWOOD

John J. Caulfield, City Manager

Attest:

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

ATTACHMENT 1

Pierce County Sheriff's Department
Buckley Police Department
Bonney Lake Police Department
Dupont Police Department
Fife Police Department
Fircrest Police Department
Gig Harbor Police Department
Lakewood Police Department
Milton Police Department
Orting Police Department
Puyallup Police Department
Ruston Police Department
Steilacoom Department of Public Safety
Sumner Police Department
Tacoma Police Department
University Place Police Department



Impaired Driving Task Force ILA

Impaired Driving Task Force ILA

- The City of Lakewood's continued participation in the Regional DUI Task Force
- Emphasis includes but is not limited to:
 - Impaired Driving
 - Street Racing
 - Distracted Driving
 - Restraint safety – Seat belts/Child seats

Benefits to the City of Lakewood

- All expenses for participation are reimbursed and funded by WTSC
- Additional enforcement/resources in the City and surrounding area
- Allows patrol to not be pulled away for long periods of time
- Increased awareness and reduction in driving offenses
- Targets injury causing offenses for increase safety

Recent highlights to change in DUI laws

- Impaired Driving - Third Substitute House Bill 1504, Concerning Impaired Driving, Chapter 330
- Adds an additional 12 months to the standard sentence range for each minor child in a vehicle for people convicted of vehicular homicide, vehicular assault, DUI, or physical control. These enhancements will not be eligible for good time credits or earned release time.
- Grants the court discretion to waive imposition of the mandatory minimum sentence and impose alternative penalties for first-time impaired driving offenses and modifies the alternative penalties available on a second or third offense upon a showing of substantial risk to the offender's physical or mental well-being.

FFY 2020 PERFORMANCE ACTIVITY MEASURES

Activity Measure Total

- Number of seat belt citations issued during grant-funded enforcement activities - 558
- Number of impaired driving arrests made during grant-funded enforcement activities - 1,071
- Number of speeding citations issued during grant-funded enforcement activities - 6,616

- **Prosecuting DUI cases**: In 2018, Washington courts filed 28,606 DUI cases. These cases are legally and scientifically complex. Junior prosecutors who are relatively inexperienced often handle DUI prosecutions. As they grow in ability, they often move out of the DUI prosecution arena. As a result, there is a continuing need for on-going trial skill training and a resource to provide up-to-date knowledge on impaired driving laws for Washington's prosecutors.
- **Driver impairment testing**: The Washington State Toxicology Laboratory has seen a 45 percent increase in case submissions over the past five years, which has caused a backlog of untested cases. The resulting turnaround time for case completion has drastically increased (from three weeks to over 100 days). Additional scientists are necessary to process the additional cases.

Target Zero Performance Dashboard – Fatalities

Link to 2019 Target Zero Plan:
<http://www.targetzero.com>

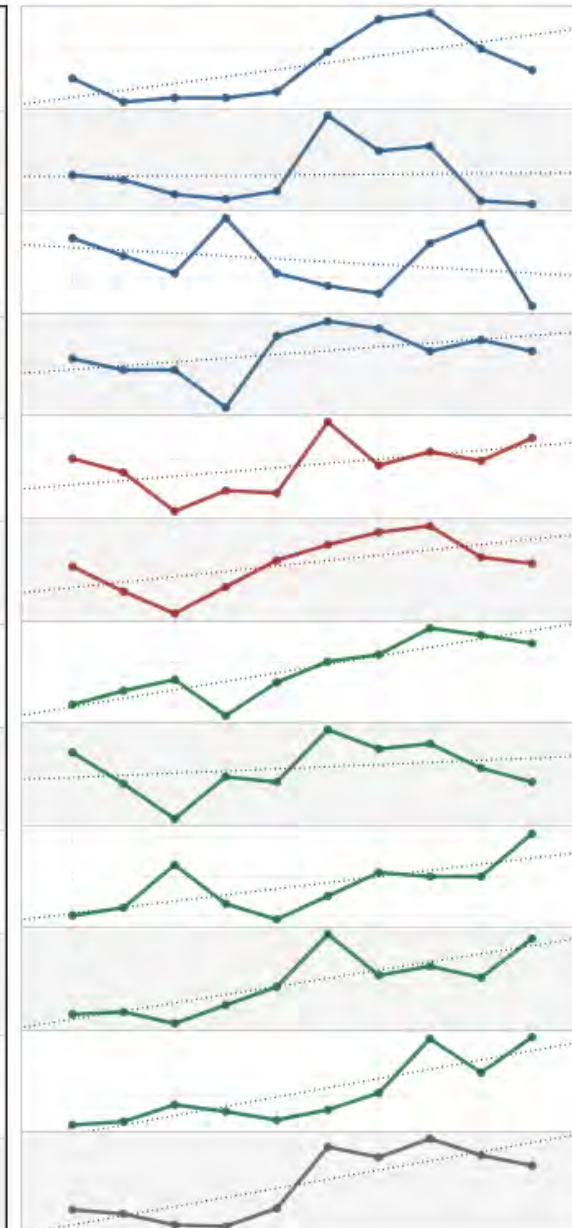
Year All	Impairment Involved	270 53%	247 54%	251 55%	251 57%	257 54%	296 50%	328 59%	334 57%	299 54%	278 53%
County All	Distraction Involved	144 32%	141 36%	132 32%	129 29%	134 31%	181 34%	159 28%	162 32%	128 29%	126 27%
City All	Speeding Involved	176 28%	169 34%	162 36%	184 42%	162 34%	157 31%	154 27%	174 30%	182 28%	149 27%
Emphasis Categ.. <div> <div>High Risk Behavior</div> <div>Crash Type</div> <div>Road Users</div> <div>Total</div> </div>	Unrestrained Vehicle Occupa..	102 18%	99 20%	99 19%	89 21%	108 19%	112 19%	110 17%	104 18%	107 14%	104 21%
	Lane Departure	260 49%	254 51%	237 47%	246 55%	245 53%	276 48%	257 41%	263 42%	259 43%	269 50%
	Intersection Related	105 25%	89 22%	75 20%	92 20%	109 26%	119 25%	127 28%	131 28%	111 22%	107 18%
	Walkers and Bicyclists	69 23%	79 22%	87 24%	61 14%	85 25%	100 23%	105 22%	124 26%	119 29%	113 20%
	Young Driver 16-25 Involved	164 33%	146 34%	126 32%	150 28%	147 28%	177 28%	166 33%	169 28%	155 30%	147 26%
	Motorcyclists	70 16%	72 16%	83 23%	73 18%	69 13%	75 12%	81 12%	80 14%	80 18%	91 18%
	Older Driver 70+ Involved	50 12%	51 15%	46 10%	54 14%	62 15%	85 17%	67 15%	71 17%	66 14%	83 16%
	Heavy Truck Involved	33 8%	35 6%	45 9%	41 7%	36 9%	42 6%	52 12%	84 13%	64 11%	85 16%
	Total	460 100%	454 100%	438 100%	436 100%	462 100%	551 100%	536 100%	563 100%	539 100%	524 100%
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019



Priority Level One
emphasis areas
include factors
occurring in at least..

NOTE: Several factors
can be involved in a
single fatal crash,
therefore percents ..


NOTE: Hover over
data points for more
information.



Target Zero Performance Dashboard – Fatalities

Link to 2019 Target Zero Plan:

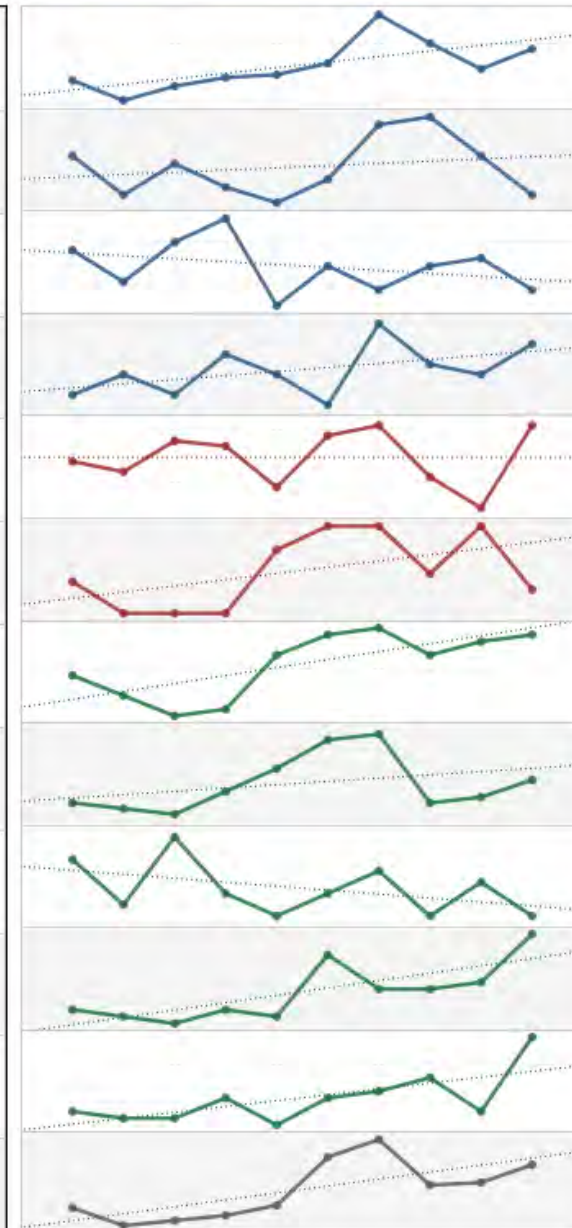
<http://www.targetzero.com>

Year All	Impairment Involved	27 61%	20 44%	25 40%	28 82%	29 57%	33 52%	50 72%	40 56%	31 36%	38 77%
County Pierce	Distraction Involved	17 35%	12 18%	16 18%	13 17%	11 31%	14 28%	21 24%	22 55%	17 46%	12 30%
City All	Speeding Involved	24 35%	20 47%	25 42%	28 83%	17 27%	22 28%	19 22%	22 35%	23 52%	19 21%
Emphasis Categ.. <div> <div>High Risk Behavior</div> <div>Crash Type</div> <div>Road Users</div> <div>Total</div> </div> 	Unrestrained Vehicle Occupa..	7 13%	9 19%	7 5%	11 30%	9 19%	6 14%	14 6%	10 9%	9 8%	12 33%
	Lane Departure	24 41%	22 41%	28 51%	27 77%	19 45%	29 55%	31 20%	21 23%	15 12%	31 54%
	Intersection Related	12 22%	8 25%	8 12%	8 9%	16 23%	19 13%	19 32%	13 45%	19 43%	11 17%
	Walkers and Bicyclists	9 27%	6 23%	3 16%	4 7%	12 45%	15 22%	16 19%	12 20%	14 16%	15 16%
	Young Driver 16-25 Involved	15 24%	14 56%	13 28%	17 34%	21 27%	26 45%	27 54%	15 44%	16 31%	19 41%
	Motorcyclists	14 23%	10 16%	16 65%	11 15%	9 16%	11 16%	13 9%	9 16%	12 24%	9 6%
	Older Driver 70+ Involved	3 4%	2 11%	1 1%	3 1%	2 15%	11 7%	6 5%	6 28%	7 22%	14 28%
	Heavy Truck Involved	3 7%	2 4%	2 15%	5 7%	1 7%	5 5%	6 13%	8 17%	3 15%	14 24%
	Total	47 100%	40 100%	42 100%	44 100%	48 100%	67 100%	74 100%	56 100%	57 100%	64 100%
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019

Priority Level One
emphasis areas
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Target Zero Performance Dashboard – Fatalities

Link to 2019 Target Zero Plan:
<http://www.targetzero.com>

Year
All

County
Pierce

City
Lakewood

Emphasis Categ..

- High Risk Behavior
- Crash Type
- Road Users
- Total

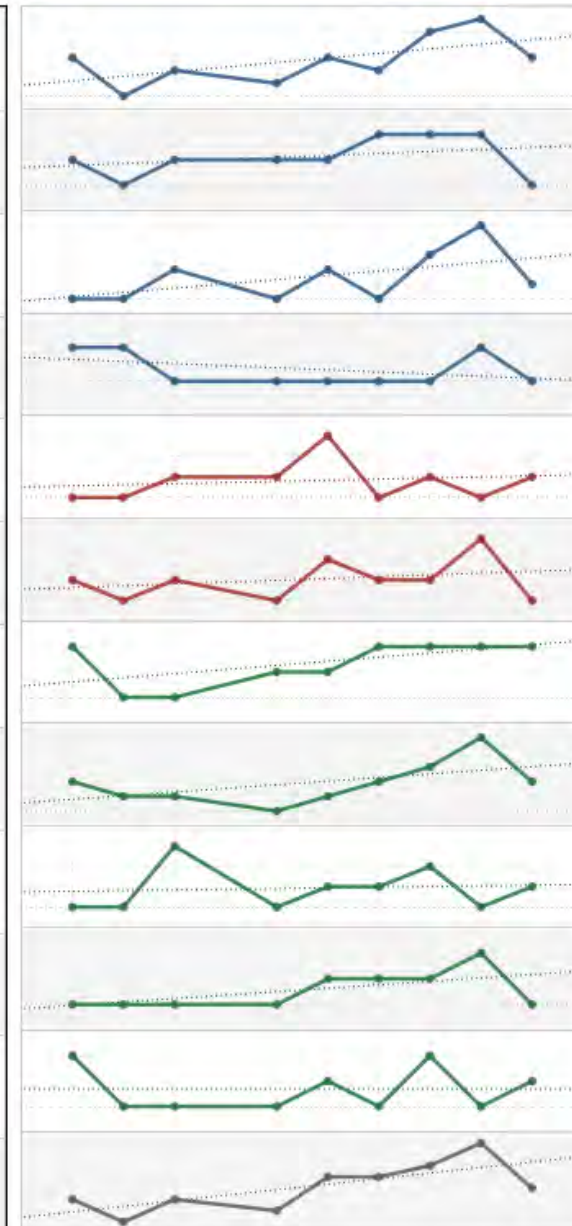


Priority Level One
emphasis areas
include factors
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NOTE: Several factors
can be involved in a
single fatal crash,
therefore percents ..

NOTE: Hover over
data points for more
information.


Impairment Involved	3 100%	0 0%	2 67%		1 50%	3 60%	2 40%	5 83%	6 75%	3 75%
Distraction Involved	1 33%	0 0%	1 33%		1 50%	1 20%	2 40%	2 33%	2 25%	0 0%
Speeding Involved	0 0%	0 0%	2 67%		0 0%	2 40%	0 0%	3 50%	5 63%	1 25%
Unrestrained Vehicle Occupa..	1 33%	1 100%	0 0%		0 0%	0 0%	0 0%	0 0%	1 13%	0 0%
Lane Departure	0 0%	0 0%	1 33%		1 50%	3 60%	0 0%	1 17%	0 0%	1 25%
Intersection Related	1 33%	0 0%	1 33%		0 0%	2 40%	1 20%	1 17%	3 38%	0 0%
Walkers and Bicyclists	2 67%	0 0%	0 0%		1 50%	1 20%	2 40%	2 33%	2 25%	2 50%
Young Driver 16-25 Involved	2 67%	1 100%	1 33%		0 0%	1 20%	2 40%	3 50%	5 63%	2 50%
Motorcyclists	0 0%	0 0%	3 100%		0 0%	1 20%	1 20%	2 33%	0 0%	1 25%
Older Driver 70+ Involved	0 0%	0 0%	0 0%		0 0%	1 20%	1 20%	1 17%	2 25%	0 0%
Heavy Truck Involved	2 67%	0 0%	0 0%		0 0%	1 20%	0 0%	2 33%	0 0%	1 25%
Total	3 100%	1 100%	3 100%		2 100%	5 100%	5 100%	6 100%	8 100%	4 100%
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019





TO: Mayor and City Council

FROM: Mary Dodsworth, Parks, Recreation & Community Services Director

THROUGH: John Caulfield, City Manager 

DATE: June 7, 2021

SUBJECT: Summer Youth Corp Program – Warriors of Change

ATTACHMENTS: Communities in Schools of Lakewood proposal

Summary: Council suggested developing a summer youth corps employment program in Lakewood. As with all successful Lakewood programs, we reached out to our community partners to determine if other programs are already available and/or how we could help develop or support a new program to meet the needs of local youth. Communities in Schools of Lakewood (CIS) is working with the Clover Park School District (CPSD), the City, local businesses and colleges to support a summer youth program for Clover Park High School students. The program would provide academic support, project based learning, leadership opportunities, transition support after graduation, and research and community problem solving skills as they develop solution based projects and presentations. The program includes college student mentors so it would also support training and experience to Clover Park High School graduates and CIS past participants who are now college students. Funds would be used to cover the cost of student stipends, staffing and administration. Student stipends are a major program incentive which can reduce various barriers for students to participate in the program. Other partners include local credit unions who may help with financial literacy and transactions and various community experts who may support the community based problem solving mentoring and panel presentations. CPSD is providing paid teachers and facility support. The City would provide program funding and community collaboration support as needed throughout the program.

The six week program is due to begin June 21. Student stipends are a large portion of the project costs so if less students participated, program funding costs would be reduced. Also, we will work with CIS to consider other available funding sources to offset program costs.

See attached proposal along with a cost estimate. Staff will share more details regarding the program at the June 7 Council meeting.

“Warriors of Change”

A Lakewood Project-Based Leadership Development Experience

Request for Summer 2021 Funding by Communities In Schools of Lakewood

Warriors of Change 2021 will be the first-annual 6-week summer program that is “project-based leadership development experience” held at Clover Park High School June 21-July 30, 2021.

Summary: Approximately 80 Clover Park High School Students who are rising seniors (2021 summer will serve graduating class 2022 etc.) will have the *opportunity to be empowered leaders* by participate in community, project-based learning, leadership classes, and preparing them for their transitions their seniors and beyond. The Warriors of Change program will take place in the afternoon so students will also be able to participate in half-day credit-retrieval (*as needed) with tutors and teachers supporting their completion.

Need: It is no question that this year has been challenging for the young people of Lakewood. Warriors of Change is an opportunity for next year’s leaders (seniors) at Clover Park High School to have an empowering leadership experience preparing them to take on the challenges in their life and in our community.

Reducing Barriers and Increasing Participation: Providing an end-of-program cash award (of \$500 per student) will reduce barriers to participation by negating some of the financial hardship that sometimes is created by a high-school students attending summer programming because they are often taking care of younger siblings, getting paid summer jobs or helping their family in other ways. The cash-incentive increases the investment in their education and future and provides opportunity for students to truly invest in themselves as leaders.

Partnership: The Warriors of Change program is facilitated in partnership with Clover Park School District, providing school-district teachers and staff to facilitate project-based learning and contracting with Quantum Learning to provide one-week of the “Keys to Leadership” leadership development program. Communities In Schools of Lakewood’s Program Coordinator is coordinating the program, with the support of a Site Coordinator staff and MSW Inter Alvaro Lara will be providing additional support to the program.

Additionally 8 college-students/CPHS graduates will be brought in to provide project-mentoring and support to the cohorts of high school students.

Funding Request: The Clover Park School District is providing funding for school-staff and teachers, facilitate costs, and the contract with Quantum Learning.

We request funding from the City of Lakewood for Communities In Schools of Lakewood portion of the Warriors of Change program and the cash-incentives for the student participants.


\$40,000	Student end-of-program cash incentives (\$500 each for 80 students)
8,000	Cohort-Mentor stipends (\$1,000 each for 8 college-age students)
4,800	Admin costs for managing student & mentors (10%)
9,150	Summer Program Coordinator Costs for 2 months (2 weeks planning + 6 week program)
6,500	Summer Site Coordinator Costs for 2 months
\$68,450	Total Request Amount (for 2021*)

*Note: Warriors of Change 2021 is the pilot program of a 6-week leadership development project-based learning experience for Clover Park High School rising seniors, with the hope that the program can grow to expand and serve more students for future years.



To: Mayor and City Councilmembers

From: Brian Humphreys, Human Services Coordinator

Through: John J. Caulfield, City Manager 

Date: June 7, 2021

Subject: 2022 Human Services General Funding and ARPA Recommendations

Attachments: A. 2021 Human Services Funding Summary
B. 2021 Q1 Human Services Contract Performance
C. 2020 Human Services Contract Performance
D. 2019 Human Services Contract Performance
E. General Fund Contribution to Human Services 2020-2022

Summary

The Community Services Advisory Board is making two recommendations to the City Council:

1. To approve a lean process for reallocating 2022 general fund human services contracts
2. To consider a recommendation for allocating 1% of the ARPA stimulus funding for human services needs

FIRST RECOMMENDATION – 2022 Human Services Funding Allocation

In 2020 the City Council approved five updated funding strategies for determining use of the 1% of the general fund budget allocated for human services, as well as two strategic initiatives through Lakewood's Promise. These were recommended by both the Community Services Advisory Board (CSAB) and Lakewood's Promise Advisory Board (LPAB) after reviewing census data, feedback from the Community Collaboration, and a community listening process.

2021 Human Services Funding Strategies:

- Emotional Supports and Youth Programming
- Housing Assistance and Homelessness Prevention
- Crisis Stabilization and Advocacy
- Access to Health and Behavioral Healthcare
- Access to Food

2021 Lakewood's Promise Strategic Initiatives:

- Workforce Development
- Youth Mental Health

Since 2015, Council has approved two-year funding for human services contracts because the rigorous process of reviewing, rating, and deliberating applications to make recommendations is time consuming for CSAB members and the City Council. However, because it was unclear whether community needs would change due to COVID-19, it was decided the 2021 human services contracts would be for only one year and the City would reassess whether to continue funding current contracts, determine if new strategies were needed or if Council wanted to implement another grant application and review process.

Throughout the pandemic, the human services department has remained engaged with residents and organizations to understand how/whether needs are changing in the community so we can respond with strategic collaboration or targeted stimulus funding. It has remained the case that there are not many new needs, but the existing needs have been exacerbated. Based on current program outcomes, the current funding areas and strategic initiatives remain the appropriate priorities.

Rather than a new application which might yield the same results, CSAB recommends offering second-year contracts to the existing human services contractors if they meet two conditions:

1. Contractors complete their site visits with “Good” ratings in each of the four review categories. Site visits will occur this Summer.
2. Programs are on pace to meet contract deliverables based on their 3rd quarter reports.

If any programs did not meet both conditions, CSAB would then make recommendations to the City Council to reallocate those funds to contracted partners with high-performing programs based on information gathered in performance reports and during the site visits.

SECOND RECOMMENDATION – ARPA Human Services Allocation

The City Council is considering allocating 1% of the ARPA stimulus funding (\$68,830 per year) to human services needs for 2021 and 2022.

CSAB discussed how it might support Council with regards to this opportunity during its May meeting. Members reviewed the information presented above, that the existing needs have been exacerbated and the current funding areas and initiatives seem to remain the priorities. CSAB also discussed concern about stimulus funding and the potential high volume of partners who are eager to receive funding but may not be committed to build trust and serve Lakewood long-term.

Therefore, CSAB’s recommendation is to allocate the ARPA human services funding to one or both of the Lakewood’s Promise strategic initiatives (Workforce Development and Youth Mental Health). These were selected as a result of working with the community to identify and affirm what the biggest gaps are for Lakewood children, youth and families to thrive. Also, since Promise was cultivating partnerships for these initiatives before the pandemic, it has identified organizations with a demonstrated commitment to serve the community.

The workforce initiative has CareerTEAM, Pierce College, and Clover Park Technical College as lead partners, and is currently putting on walkthrough career & employment fairs in Springbrook and Tillicum. An example of a youth mental health initiative is Clover Park School District’s *Give 6* which coaches adults to help build six assets in youth critical for good mental health.

If the City Council adopts the first recommendation, then there would be capacity for CSAB to partner with Lakewood’s Promise to recommend several options for supporting Workforce Development and/or Youth Mental Health for the City Council to consider.

ATTACHMENT A: 2021 Human Services Funding Summary

2021 City of Lakewood Human Services Funding		\$ 380,000.00
EMOTIONAL SUPPORTS AND YOUTH PROGRAMMING		\$ 125,000.00
Asian Pacific Cultural Center	Promised Leaders of Tomorrow	\$ 20,000.00
Boys & Girls Club	LIFT: Support for Youth	\$ 20,000.00
Communities in Schools of Lakewood	Integrated Student Supports	\$ 25,000.00
Oasis Youth Center	Support for Lakewood LGBTQ Youth	\$ 15,000.00
YMCA	Teen Outreach Initiative	\$ 20,000.00
Lakewood's Promise	Thriving Families and Youth Mental	\$ 25,000.00
HOUSING ASSISTANCE AND HOMELESSNESS PREVENTION		\$ 40,000.00
Catholic Community Services	Family Housing Network	\$ 14,000.00
Rebuilding Together South Sound	House Rehabilitation and Volunteer Day	\$ 14,000.00
Tacoma Rescue Mission	Shelter Services	\$ 12,000.00
CRISIS STABILIZATION AND ADVOCACY		\$ 68,000.00
Greater Lakes Mental Healthcare	LPD Behavioral Health Contact Team	\$ 25,000.00
Rebuilding Hope: Sexual Assault	Advocacy & Therapy	\$ 12,500.00
YWCA	Domestic Violence Services	\$ 18,000.00
Springbrook Connections	Direct Services & Resource Connections	\$ 12,500.00
ACCESS TO HEALTH AND BEHAVIORAL		\$ 41,500.00
Community Health Care	Behavioral Health Services	\$ 14,000.00
Lindquist Dental Clinic for Children	Uncompensated Care Fund	\$ 15,000.00
Pierce County Project Access	Donated Care	\$ 12,500.00
ACCESS TO FOOD		\$ 105,500.00
Emergency Food Network	Co-op Food Purchasing Program	\$ 25,000.00
St. Leo Food Connection	Mobile Food and Backpack Programs	\$ 25,000.00
Nourish Pierce County	Nutritious Food for Families in Need	\$ 25,000.00
Tillicum Community Center	Emergency Services - Food	\$ 15,000.00
Making a Difference Foundation	Eloise's Cooking Pot Food Delivery	\$ 15,500.00

ATTACHMENT B: 2021 Q1 Human Services Contract Performance

City of Lakewood 2021 Human Services Funded Programs						
Agency	Program	Amount	Contract Outputs LR = Lakewood Residents	2021 Goal	1st Quarter Outputs	%
ASIAN PACIFIC CULTURAL CENTER	Promise Leaders of Tomorrow	\$20,000	LR Served	50	Not Submitted	
			Wraparound Services	Tracking	Not Submitted	
			Tutoring/Mentoring Hours	Tracking	Not Submitted	
BOYS & GIRLS CLUB	Support for Youth in Struggling Families	\$20,000	LR Served	60	32	53%
			Total Nnumber of Club Visits	2500	902	36%
YMCA	Teen Outreach Initiative	\$20,000	LR Served	150	Not Submitted	
			Healthy Meals Provided	2200	Not Submitted	
			Mentoring/Coaching Hours	5500	Not Submitted	
PC AIDS FOUNDATION	Oasis Center for LGBTQ Youth	\$15,000	Center days offered	225	Not Submitted	
			LR Served	200	Not Submitted	
COMMUNITIES IN SCHOOLS OF LAKEWOOD	Integrated Student Supports	\$25,000	LR Served	300	137	46%
			Students receiving case management	300	137	46%
			Bags of Food Distributed	6000	3074	51%
CITY OF LAKEWOOD	Lakewood's Promise	\$25,000				
EMOTIONAL SUPPORTS TOTAL		\$125,000	TOTAL LR SERVED	760	169	22%
EMERGENCY FOOD NETWORK	Co-op Food Purchasing	\$25,000	LR Served	20,000	4,292	21%
			Visits at Lakewood locations	160,000	31,243	20%
			Lbs of food distributed	1,600,000	560,955	35%
NOURISH PC	Nutritious Food for Families	\$25,000	LR Served	8,000	Not Submitted	
			Meals provided to LR	300,000	Not Submitted	
TILlicum COMMUNITY CENTER	Emergency Food Services	\$15,000	LR Served	3,552	430	12%
			Reporting increased food security	Tracking	0*	N/A
*TCC reported distributing food, but has been unable to survey participants due to their COVID-19 restrictions						
MAKING A DIFFERENCE FOUNDATION	Food Bank Delivery	\$15,500	LR Served	1,800	Not Submitted	
			Lbs of food distributed	130,000	Not Submitted	
ST. LEO FOOD	Backpack Program	\$25,000	LR Served	2,900	592	20%
	Mobile Food Truck		Meals provided to LR	166,700	20,907	13%
FOOD TOTAL		\$105,500	TOTAL LR SERVED			
LINDQUIST DENTAL	Uncompensated Care	\$15,000	LR Served	153	50	33%
			Cost of care per visit	Tracking	\$39.20	N/A
COMMUNITY HEALTH CARE OF LAKEWOOD	Prompt Care	\$14,000	LR Served	300	Not Submitted	
			LR Receiving Behavioral Health Services	150	Not Submitted	
PC PROJECT ACCESS	Donated Care	\$12,500	LR Served	75	77	103%
			Value of care	\$450,000	\$197,430	44%
HEALTH & BEHAVIORAL HEALTH TOTAL		\$41,500	TOTAL LR SERVED			

RESCUE MISSION	Shelter Services	\$12,000	LR Served	180	43	24%
			LR with New Employment	90	5	6%
			LR into Permanent Housing	120	27	23%
CATHOLIC COMMUNITY SERVICES	Family Housing Network	\$14,000	LR Served	200	203	102%
			Bed nights provided	15,000	10,243	68%
REBUILDING TOGETHER	Rebuilding Day/ Year Round Services	\$14,000	LR Served	8	1	13%
			Home repair projects	5	1	20%
			Value of repair projects	\$24,000	\$4,918	20%
HOUSING ASSISTANCE TOTAL		\$40,000	TOTAL LR SERVED			
GREATER LAKES	Behavioral Health Contact Team	\$25,000	LR Served	300	55	18%
			Calls for service	450	47	10%
			Referrals to community services	75	17	23%
YWCA	Domestic Violence Services	\$18,000	LR Served	100	26	26%
			Advocacy and Legal Hours	Tracking	207	N/A
			Shelter Bed Nights	Tracking	0	N/A
SPRINGBROOK CONNECTIONS	Direct Services and Resource	\$12,500	LR Served	200	49	25%
			Services Provided/Referred	250	44	18%
REBUILDING HOPE	Advocacy and Therapy	\$12,500	LR Served	39	33	85%
			Treatment Hours	269	117	43%
STABILIZATION TOTAL		\$68,000	TOTAL LR SERVED			
Total Requests		\$380,000				

ATTACHMENT C: 2020 Human Services Contract Performance

City of Lakewood 2020 Human Services Funded Programs						
Agency	Program	Contract Outputs LR = Lakewood Residents	2020 Goal	2020 Outputs	%	Site Visit Results (Good, Fair, Poor)
YWCA	CHILDREN'S PROGRAM	LR Served	Tracking	18	N/A	Good
		Children's services & advocacy hours	150	212	141%	
BOYS & GIRLS CLUB	LAKEWOOD TEEN PROGRAM	LR Served	365	340	93%	Good
		Average attendance	60	49	82%	
YMCA	FRIDAY LATE NITES and Virtual Programs	LR Served	350	449	128%	Good
		Late Nights held (in person and virtual)	70	72	103%	
PC AIDS FOUNDATION	OASIS CENTER FOR LGBTQ YOUTH	Center days offered	200	176	88%	Good
		LR Served	(Tracking)	98	N/A	
COMMUNITIES IN SCHOOLS OF LAKEWOOD	SCHOOL-WIDE SUPPORTS	LR Served	200	332	166%	Good
		Students receiving case management	(Tracking)	246	N/A	
		Support activities	75	120	160%	
City of Lakewood	Lakewood's Promise					
EMOTIONAL SUPPORTS TOTAL		TOTAL LR SERVED		1,357		
EMERGENCY FOOD NETWORK	CO-OP FOOD PURCHASING	LR Served	20,000	20,213	101%	Good
		Visits at Lakewood locations	160,000	129,432	81%	
		Lbs of food distributed	1,600,000	1,765,100	110%	
NOURISH PC	NUTRITIOUS FOOD FOR FAMILIES	LR Served	8,500	8,145	96%	Good
		Meals provided to LR	500,000	645,303	129%	
ST. LEO FOOD	LAKEWOOD CHILDREN'S PROGRAM	LR Served	3,400	2,986	88%	Good
		Meals provided to LR	200,000	166,111	83%	
		FOOD TOTAL		TOTAL LR SERVED		
CENTERFORCE	INCLUSION FOR ADULTS W/ DISABILITIES	LR served	55	62	113%	Good
		Support service hours	9,500	5,975	63%	
PC AIDS FOUNDATION	MEDICAL CASE MANAGEMENT	Active Lakewood clients	60	66	110%	Good
		Case management contacts	50	191	382%	
LINDQUIST DENTAL	UNCOMPENSATED CARE FUND	LR Served	142	142	100%	Good
		Cost of care per visit	(Tracking)	\$52.00	N/A	
COMMUNITY HEALTH CARE	LAKEWOOD PROMPT CARE	LR Served	600	1,400	233%	Good
		Prompt care visits	1,200	1315	110%	
REBUILDING HOPE	THERAPY SERVICES	LR Served	9	9	100%	Good
		Therapy hours	128	248	194%	
PC PROJECT ACCESS	DONATED CARE	LR Served	75	98	131%	Good
		Value of care	\$300,000	\$332,113	111%	
HEALTH & BEHAVIORAL HEALTH TOTAL		TOTAL LR SERVED		1,711		
YWCA	DOMESTIC VIOLENCE SHELTER	Shelter bed nights provided	2,000	1,350	68%	Good
		LR Served	(Tracking)	27	N/A	
LASA	HOMELESS PREVENTION	LR Served	175	72	41%	Good
		Basic needs and essential services	150	69	46%	
		Case management hours	525	103.5	20%	
CATHOLIC COMMUNITY	FAMILY HOUSING NETWORK	LR Served	200	233	117%	Good
		Bed nights provided	15,000	13,250	88%	
REBUILDING TOGETHER	REBUILDING DAY/YEAR ROUND SERVICES	LR Served	9	7	78%	Good
		Home repair projects	4	4	100%	
		Value of repair projects	\$24,000	\$16,800	70%	
HOUSING ASSISTANCE TOTAL		TOTAL LR SERVED		339		
GREATER LAKES	BEHAVIORAL HEALTH CONTACT TEAM	LR Served	300	263	88%	Good
		Calls for service	450	468	104%	
		Referrals to community services	125	133	106%	
YWCA	LEGAL SERVICES PROGRAM	LR Served	Tracking	49	N/A	Good
		Legal Serices provided	500	761	152%	
TACOMA COMMUNITY HOUSE	CLIENT ADVOCACY	LR Served	20	23	115%	Good
		Case management hours	150	167	111%	
		Safety plans & legal processes executed	50	18	36%	
REBUILDING HOPE	ADVOCACY PROGRAM	LR Served	28	30	107%	Good
		Advocacy hours	175	195	111%	
STABILIZATION TOTAL		TOTAL LR SERVED		365		
Total Requests		TOTAL LR SERVED		35,116		

ATTACHMENT D: 2019 Human Services Contract Performance

City of Lakewood 2019 Human Services Funded Programs						
Agency	Program	Contract Outputs LR = Lakewood Residents	2019 Goal	2019 Outputs	%	Site Visit Results (Good, Fair, Poor)
YWCA	CHILDREN'S PROGRAM	LR Served	Tracking	16	N/A	Good
		Children's services & advocacy hours	150	218	145%	
BOYS & GIRLS CLUB	LAKEWOOD TEEN PROGRAM	LR Served	365	396	108%	Good
		Average attendance	60	149	248%	
YMCA	FRIDAY LATE NITES	LR Served	350	629	180%	Good
		Late Nights held	70	75	107%	
PC AIDS FOUNDATION	OASIS CENTER FOR LGBTQ YOUTH	Center days offered	200	178	89%	Good
		LR Served	(Tracking)	118	N/A	
COMMUNITIES IN SCHOOLS OF LAKEWOOD	SCHOOL-WIDE SUPPORTS	LR Served	200	341	171%	Good
		Students receiving case management	(Tracking)	256	N/A	
		Support activities	75	138	184%	
City of Lakewood	Lakewood's Promise					
EMOTIONAL SUPPORTS TOTAL		TOTAL LR SERVED		1,500		
EMERGENCY FOOD NETWORK	CO-OP FOOD PURCHASING	LR Served	20,000	20,703	104%	Good
		Visits at Lakewood locations	160,000	136,476	85%	
		Lbs of food distributed	1,600,000	2,141,328	134%	
NOURISH PC	NUTRITIOUS FOOD FOR FAMILIES	LR Served	8,500	8,356	98%	Good
		Meals provided to LR	500,000	860,229	172%	
ST. LEO FOOD	LAKEWOOD CHILDREN'S PROGRAM	LR Served	3,400	3,020	89%	Good
		SPRINGBROOK MOBILE	Meals provided to LR	200,000	172,817	
FOOD TOTAL		TOTAL LR SERVED		32,079		
CENTERFORCE	INCLUSION FOR ADULTS W/ DISABILITIES	LR served	70	47	67%	Fair*
		Services provided	500	2,487	497%	
*The Human Services Coordinator conducted a second site visit to develop a corrective plan for 2020, which included identifying more realistic numbers and a new metric to replace "Services provided" with a more outcome-based goal based on employment rates and wages of participants.						
PC AIDS FOUNDATION	MEDICAL CASE MANAGEMENT	Active Lakewood clients	60	64	107%	Good
		Case management contacts	50	181	362%	
LINDQUIST DENTAL	UNCOMPENSATED CARE FUND	LR Served	142	207	146%	Good
		Cost of care per visit	(Tracking)	\$48.33	N/A	
COMMUNITY HEALTH CARE	LAKEWOOD PROMPT CARE	LR Served	600	1,600	267%	Good
		Prompt care visits	1,200	1417	118%	
REBUILDING HOPE	THERAPY SERVICES	LR Served	9	11	122%	Good
		Therapy hours	128	271	212%	
PC PROJECT ACCESS	DONATED CARE	LR Served	75	107	143%	Good
		Value of care	\$300,000	\$346,071	115%	
HEALTH & BEHAVIORAL HEALTH TOTAL		TOTAL LR SERVED		2,036		
YWCA	DOMESTIC VIOLENCE SHELTER	Shelter bed nights provided	2,000	2,625	131%	Good
		LR Served	(Tracking)	38	N/A	
LASA	HOMELESS PREVENTION	LR Served	175	213	122%	Good
		Basic needs and essential services	150	173	115%	
		Case management hours	525	523.25	100%	
CATHOLIC COMMUNITY	FAMILY HOUSING NETWORK	LR Served	200	364	182%	Good
		Bed nights provided	15,000	25,229	168%	
REBUILDING TOGETHER	REBUILDING DAY/YEAR ROUND SERVICES	LR Served	9	15	167%	Good
		Home repair projects	4	8	200%	
		Value of repair projects	\$24,000	\$29,342	122%	
HOUSING ASSISTANCE TOTAL		TOTAL LR SERVED		358		
GREATER LAKES	BEHAVIORAL HEALTH CONTACT TEAM	LR Served	300	293	98%	Good
		Calls for service	450	531	118%	
		Referrals to community services	125	188	150%	
YWCA	LEGAL SERVICES PROGRAM	LR Served	Tracking	82	N/A	Good
		Legal Serices provided	500	892	178%	
TACOMA COMMUNITY HOUSE	CLIENT ADVOCACY	LR Served	20	17	85%	Good
		Case management hours	150	120	80%	
		Safety plans & legal processes executed	50	65	130%	
REBUILDING HOPE	ADVOCACY PROGRAM	LR Served	28	35	125%	Good
		Advocacy hours	175	262	150%	
STABILIZATION TOTAL		TOTAL LR SERVED		313		
Total Requests		TOTAL LR SERVED		36,286		

ATTACHMENT E: 2019 Human Services Contract Performance

General Fund Contribution to Human Services Programs	2020 Actual	2021		2022	
		Original	Revised	Original	Revised
General Fund Contribution*	\$ 359,605	\$ 380,000	\$ 380,000	\$ 390,000	\$ 390,000
General Fund Operating Exp	\$ 35,020,543	\$ 38,298,311	\$ 38,336,672	\$ 39,211,802	\$ 39,250,161
HS Programs as % of General Fund Operating Exp	1.03%	0.99%	0.99%	0.99%	0.99%

* 2020 Actual includes carry forward of 2020 HS programs into 2021 as follows:

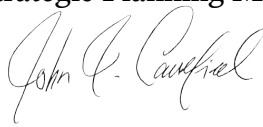
\$5,000 for Lakewood's Promise - Youth Council

\$10,000 for Lakewood's Promise - Work Force Development

\$15,000 for Utility Assistance (LASA or Other)

If Council adopts the first recommendation to offer second-year contracts to existing programs supported by human services general funds, CSAB can make a recommendation for how to allocate the additional \$10,000 in 2022 based on information gathered in performance reports and during the site visits during Summer 2021.



TO: City Council
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
THROUGH: John Caulfield, City Manager 
DATE: June 7, 2021
SUBJECT: American Rescue Plan Act (ARPA) Program Status Update
ATTACHMENT: Presentation for City Boards and Commissions

BACKGROUND

As a “metropolitan city” per the American Rescue Plan Act (ARPA), Lakewood has been allocated a total of \$13,766,236.00, to be distributed in two tranches of \$6,883,118 each (one is available now, and the other available 365 days after the first tranche is distributed.)

Per Department of Treasury guidance, ARPA funds must be committed by 12/31/2024 and exhausted by 12/31/2026.

Also per the Treasury, the City may use funds to cover the portion of payroll and benefits of employees corresponding to time spent on administrative work necessary due to the COVID-19 public health emergency and its negative economic impacts.

At its March 27 retreat, the City Council established its ARPA program policy direction and prioritized a number of items for funding. The Council also directed the City to conduct a community engagement effort to incorporate stakeholder, partner and public input into the final decisions about how to best spend the City’s ARPA funds.

DISCUSSION

Community Engagement

The City has begun the community engagement efforts directed by the Council:

- www.cityoflakewood.us/ARPA is live;
- The June *Connections* magazine includes information about the City’s ARPA award;
- Recruitment of a graduate intern to staff the community engagement project is underway;
- Discussions at City boards and commissions will be held in June and July (Attached is the presentation to be used with City boards and commissions to solicit their members’ feedback about how to spend ARPA funds);
- An online public open house will be held in June or July to inform viewers about ARPA and how the City can use the funds;
- An online survey will be launched in conjunction with the online open house to solicit public feedback regarding how to spend ARPA funds;

- Stakeholder meeting with human services and public agency partners, municipal partners, economic development partners, cultural contacts and more will be held in July; and
- Information about how to submit feedback to the City will be available at Farmers' Markets and the Summer Concert Series.

ARPA Collaborations

The City has begun work to run a Youth Summer Employment program in partnership with Communities in Schools Lakewood and Clover Park School District. \$68,000 of ARPA funds is the estimated cost for the 2021 program.

Lakewood has also been communicating with Pierce County and other cities and towns about the potential to collaborate on joint ARPA-funded initiatives and projects.

- 1) Lakewood has been requested by the Pierce County Economic Development Department to consider allocating \$500,000 of its CLFRF toward a multi-year business support program (Pierce County has allocated \$5M to this program.) The program will be countywide and will:
 - focus on growing entrepreneurship;
 - focus on BIPOC needs; and
 - have both structured cohort and tailored individual opportunities.
- 2) Lakewood has been invited to collaborate with Pierce County and other cities to best allocate ARPA CLFRF; an initial call for jurisdictions was held May 27.

Cities have been asked to report back to the group by 6/17 whether Councils agree to work collaboratively on ARPA-funded efforts such as:

- business assistance, homelessness and affordable housing, youth programs, infrastructure (water, sewer and broadband), food bank support, school backpack program support, mental health services, and more.)

Participating jurisdictions' staff will work on developing a proposal for electeds' review and approval in later 2021.

- 3) Lakewood is engaging with Pierce County and Tacoma about the potential purchase of a hotel at 72nd and Hosmer for use as a homeless shelter.
- 4) Lakewood is discussing possible joint support of LASA with Pierce County.

City Use of ARPA Funds

The City is conducting an internal review of eligible expenses that comply with the City Council's policies as well as the Department of Treasury's guidance interpreting ARPA released since the Act itself was signed by the President. The outcome of this review will be

provided to the Council along with the information gathered from the community engagement effort at a future City Council meeting.

Setting City Policy on ARPA Administrative Costs

The City Council is asked for its approval of the use of ARPA funds to cover the portion of payroll and benefits of employees corresponding to time spent on administrative work necessary due to the COVID–19 public health emergency and its negative economic impacts, including but not limited to costs related to disbursing payments of Fiscal Recovery Funds and managing new grant programs established using Fiscal Recovery Funds.

This will include the costs for intern(s) recruited to assist City staff on the ARPA program, the cost of which is anticipated to be \$15,000 for one intern and another \$15,000 if a second intern is brought on.

2021 America Rescue Plan Act (ARPA) Funding to Lakewood



Tiffany Speir, Long Range & Strategic Planning Manager



Lakewood ARPA Allocation

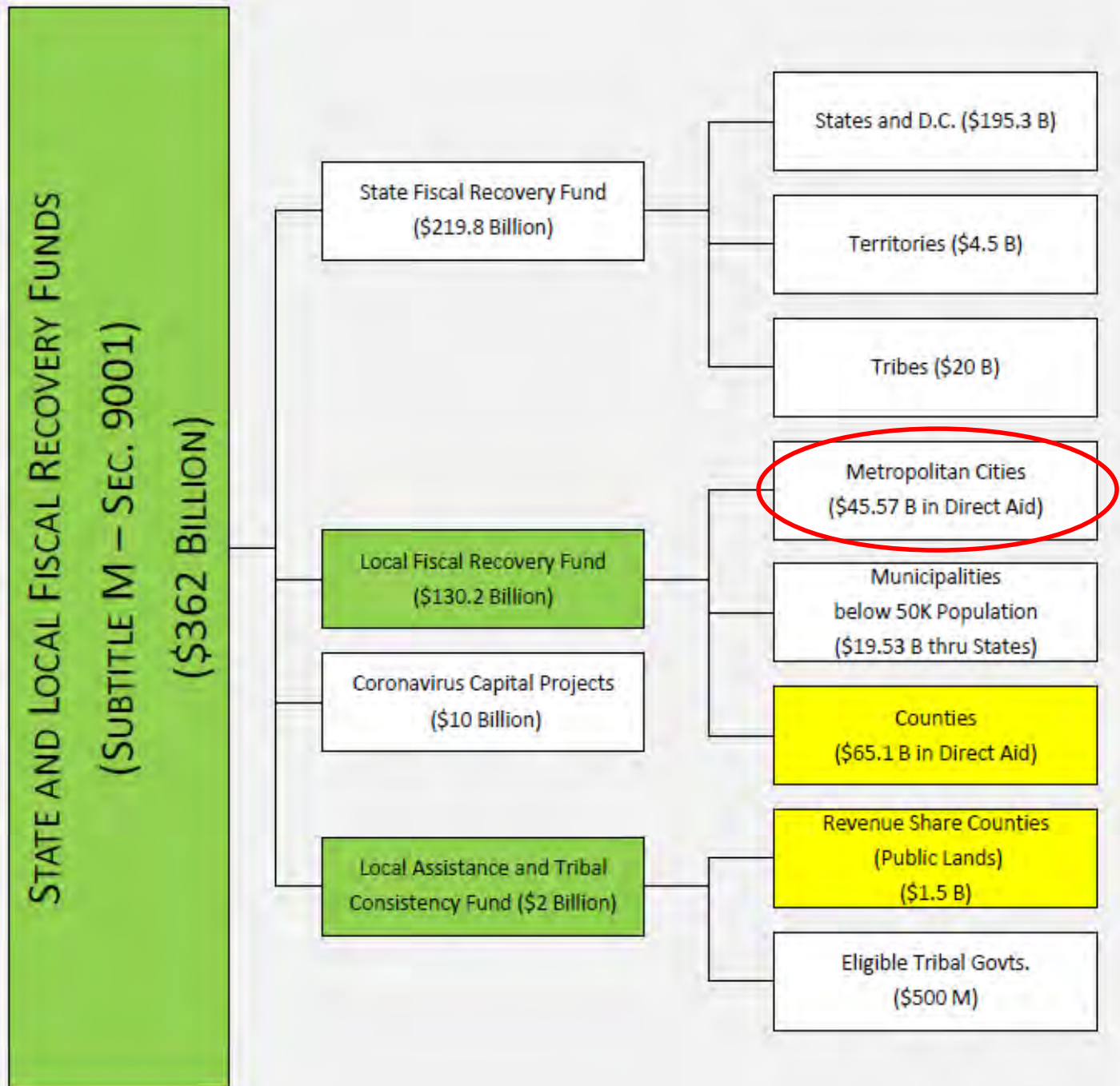
Lakewood Final ARPA Funding Allocation: \$13,766,236

2021 = Traunch 1: \$6,883,118

2022 = Traunch 2: \$6,883,118

Commit funds by December 31, 2024.

Exhaust funds by December 31, 2026



ARPA funds allocated to local governments shall only be used:

“(A) to respond to the public health emergency with respect to COVID-19 or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;

“(B) to respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers that are performing such essential work, or by providing grants to eligible employers that have eligible workers who perform essential work;

“(C) for the provision of government services to the extent of the reduction in revenue of such metropolitan city due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year of the metropolitan city prior to the emergency; or

“(D) to make necessary investments in water, sewer, or broadband infrastructure.

At its March 27 retreat, the City Council agreed upon the following policy positions related to the use of ARPA funding:

- Preference was to use ARPA for one-time costs; however, the City Council would consider making exceptions for certain programs or pilot programs.
- The City has ample time to expend ARPA funds. As a result, the City Council would like to have more research performed on community needs, including more community engagement with businesses, residents, human service providers and other non-profits, and other community stakeholders.
- ARPA funds should be treated as general fund monies and as such subject to the City's one percent (1%) set-a-side for human services.

ARPA Community Engagement Plan (May – August 2021)

- I. Reach out to stakeholders, partners, and others to seek input (*that's YOU!*)**
- II. Ongoing Coordination/Outreach to Local Governments**
 - a. Confirm that proposed uses of ARPA by Lakewood “fill the holes” versus duplicate services and resources being provided by other entities
 - b. Determine where partnerships with local governments may maximize benefits from ARPA funds for residents, businesses, and City
- V. Coffee with the Mayor (date TBA)**
- VI. Lakewood *Connections* (June 2021 issue)**
- VII. Public Open House Calling for Ideas and Comments**
- VIII. Online Survey**
- IX. Farmers' Markets**
- X. Summer Concert Series**
- XI. City Council Study Session(s)**
- XII. City Council Public Hearing and Action on Resolution/Ordinance about ARPA expenditures in 2021-2026.**

What types of **COVID-19 response, mitigation, and prevention activities are eligible?**

A broad range of services are needed to contain COVID-19 and are eligible uses, including:

- public communication efforts; enhancement to health care capacity, including through alternative care facilities; purchases of personal protective equipment; support for prevention, mitigation, or other services in congregate living facilities (e.g., nursing homes, incarceration settings, homeless shelters, group living facilities) and other key settings like schools; ventilation improvements in congregate settings, health care settings, or other key locations; enhancement of public health data systems; and other public health responses.
- Capital investments in public facilities to meet pandemic operational needs are also eligible, such as physical plant improvements to public hospitals and health clinics or adaptations to public buildings to implement COVID-19 mitigation tactics.

What types of services are eligible as **responses to the negative economic impacts of the pandemic**?

Assistance to households includes, but is not limited to:

- food assistance;
- rent, mortgage, or utility assistance;
- counseling and legal aid to prevent eviction or homelessness;
- cash assistance (cash transfers must be reasonably proportional to the negative economic impact they are intended to address);
- emergency assistance for burials, home repairs, weatherization, or other needs;
- internet access or digital literacy assistance; or
- job training to address negative economic or public health impacts experienced due to a worker's occupation or level of training.

Continued: What types of services are eligible as **responses to the negative economic impacts of the pandemic?**

Assistance to small business* and non-profits* includes, but is not limited to:

- Loans or grants to mitigate financial hardship such as declines in revenues or impacts of periods of business closure, for example by supporting payroll and benefits costs, costs to retain employees, mortgage, rent, or utilities costs, and other operating costs;
- Loans, grants, or in-kind assistance to implement COVID-19 prevention or mitigation tactics, such as physical plant changes to enable social distancing, enhanced cleaning efforts, barriers or partitions, or COVID-19 vaccination, testing, or contact tracing programs; and
- Technical assistance, counseling, or other services to assist with business planning needs

*Recipients should maintain records to support their assessment of how businesses or business districts receiving assistance were affected by the negative economic impacts of the pandemic and how the aid provided responds to these impacts.

Government services can include, but are not limited to:

- maintenance of infrastructure or pay-go spending for building new infrastructure, including roads;
- modernization of cybersecurity, including hardware, software, and protection of critical infrastructure;
- health services;
- environmental remediation;
- school or educational services; and
- the provision of police, fire, and other public safety services.

Coronavirus State and Local Fiscal Recovery Funds – “necessary investments in water, sewer, or broadband infrastructure.”

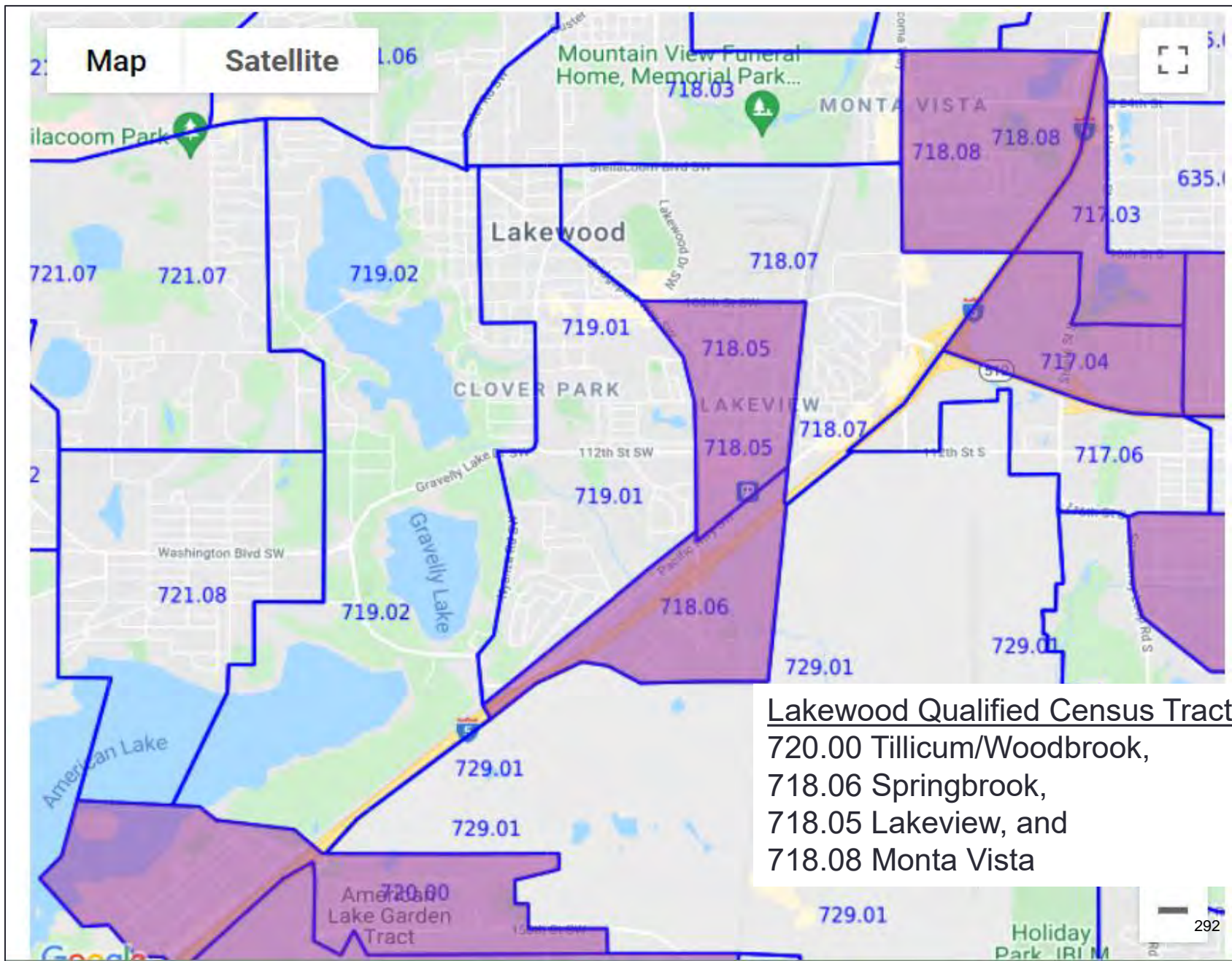
- Projects eligible under the Clean Water State Revolving Fund
 - Construct, improve, and repair wastewater treatment plants; control non-point sources of pollution; create green infrastructure; manage and treat stormwater; water reuse; protect waterbodies from pollution.
- Projects eligible under the Drinking Water State Revolving Fund
 - Build or upgrade facilities to improve water quality; transmission, distribution, and storage systems; consolidation or establishment of drinking water systems
- Cybersecurity
- Climate Change and Resilience
- Lead Service Line Replacement

ARPA Serving the hardest-hit communities and families

The pandemic has disproportionately impacted low-income families and communities of color and has exacerbated systemic health and economic inequities. Low-income and socially vulnerable communities have experienced the most severe health impacts. [Coronavirus State and Local Fiscal Recovery Funds](#) allow for a broad range of uses to address the disproportionate public health and economic impacts of the crisis on the hardest-hit communities, populations, and households.

Eligible services include:

- **Addressing health disparities and the social determinants of health**, through funding for community health workers, public benefits navigators, remediation of lead hazards, and community violence intervention programs;
- **Investments in housing and neighborhoods**, such as services to address individuals experiencing homelessness, affordable housing development, housing vouchers, and residential counseling and housing navigation assistance to facilitate moves to neighborhoods with high economic opportunity;
- **Addressing educational disparities** through new or expanded early learning services, providing additional resources to high-poverty school districts, and offering educational services like tutoring or afterschool programs as well as services to address social, emotional, and mental health needs; and,
- **Promoting healthy childhood environments**, including new or expanded high quality childcare, home visiting programs for families with young children, and enhanced services for child welfare-involved families and foster youth.



Federal Housing Assistance via ARPA

The American Rescue Plan (ARP) Act of 2021 includes approximately **\$37.5 billion in funding to support homeowners, renters, and individuals experiencing homelessness**. This funding is intended to help renters and homeowners with late or missed payments as well as assist individuals experiencing housing insecurity transition to and remain in secure housing.

\$21.6 Billion In Emergency Rental Assistance Provided to Low-Income Tenants

The ARP Provides Approximately \$10 Billion to the Homeowner Assistance Fund (HAF)

\$5 Billion Allocated to Assist Persons Experiencing Homelessness through the HOME Investment Partnerships Program (HOME)

Throughout the pandemic, approximately half a million people have continued to experience homelessness in the United States. States have reported [shortages in shelter capacities](#) due to social distancing requirements, thus reducing the number of persons able to find shelter. The ARP allocates \$5 billion in funding to communities for:

- Development of affordable and supportive housing
- Short-term rental assistance
- Development of non-congregate shelter
- Support services for people experiencing or at risk of experiencing homelessness

Funds have been allocated within 30 days following enactment of the ARP (April 10, 2021).

Pierce County COVID-19 American Rescue Plan Fund

Community Response & Resilience	Ordinance 2021-32	Details
Food Banks	\$2,000,000	EFN and partner food pantries (food, capital, PPE, operations)
Youth Diversion Programs	\$250,000	Justice Involved Youth (Juvenile Court)
Youth Summer Programs	\$1,500,000	
Farmers Market Support	\$260,000	Tacoma Farmers Market \$110k Other Farmers Markets up to \$25k each
Financial Coaching	\$395,000	Center for Strong Families & Sound Outreach
Domestic Violence Services	\$250,000	Family Justice Center \$100,000, YWCA \$100,000 Rebuilding Hope \$35,000, Catherine Place \$15,000
Affordable Housing Action Strategy Consultant	\$150,000	Pierce County Council
Comprehensive Life Resources	\$300,000	Youth and Young Adult Homelessness Program
Homelessness Services	\$2,000,000	
Graduate Tacoma	\$750,000	Out of School & Summer Learning Network
Program Coordinators	\$250,000	
Total to date	\$8,105,000	

Pierce County COVID-19 American Rescue Plan Fund

Economic Stabilization	Ordinance 2021-32	Details
Fairs and Community Events	\$200,000	Pierce County Fair \$60,000 Lacamas Community Center \$20,000 Other Community Events \$120,000
Entrepreneurship & Technical Assistance Grants	\$5,000,000	Economic Development to design program with a focus on Black, Indigenous, and People of Color (BIPOC) communities
Business Assistance	\$8,000,000	Small Business & Non-Profit
Washington Service Corps	\$500,000	
Summer Jobs Programs	\$1,000,000	Pierce County Recovery Corps
Workforce Development	\$525,000	Workforce Central
Program Coordinators	\$350,000	Business Liaisons
Total to date	\$15,575,000	

What do **YOU** think ARPA funds should be spent on?

- 1) **Respond to COVID-19 or its negative economic impacts**, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;
- 2) **Provision of government services** to the extent of the reduction in revenue of such metropolitan city due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year of the metropolitan city prior to the emergency; or
- 3) Make **necessary investments in water, sewer, or broadband infrastructure**.

The Community Collaboration has:

- 1) affirmed that existing City Human Services funding strategies continue to be the correct ones; and
- 2) also supports an emphasis on workforce development and youth mental health; Community Services has been cultivating partnerships to address these issues. An ongoing commitment to listening is critical, but the City can also leverage the information already shared by partners.

Item Supported by at least 1 Councilmember @ 3/27 Retreat	Eligible?
Restore City lost revenue for 2020, 2021, and 2022 vis-a-vis FY 2019. (Staff restored to 1/27/20 level)	Yes
Dedicate 1% of ARPA tranches (\$68,830) to CSAB in 2022 and 2023	Yes
Expand City Human Services Program	Yes
o Mental Health	
o Drug & Alcohol Dependency	
o Financial Counseling	
Establish Youth Employment Program with staff resources to facilitate valuable jobs connections (e.g., Lakewood Gardens, local non-profits)	Yes
Leverage Public Partners' Services	Yes
o Rental assistance/Mortgage assistance	
o Human Services	Yes
Develop Online "Street" to promote Lakewood Businesses (especially small and minority owned businesses)	Yes
Provide Resource Navigation Services to Lakewood Businesses in Multiple Languages	Yes
Provide Resource Navigation Services to Lakewood Residents (i.e., point them toward service providers)	Yes
Support Lakewood Cultural Businesses/NGOs/Arts & Entertainment Venues	Yes

Item Supported by at least 1 Councilmember @ 3/27 Retreat	Eligible?
Support Veteran Homeless Resource Center Construction	Yes
Support LASA or Other Provider Transitional Housing Construction	Yes
Maintain Existing Affordable Housing	Yes
o Increase support for and partnerships with RTSS, Habitat for Humanity, Homeownership Center of Tacoma	
o Increase funding for Senior/Low Income Housing grant program (roofs, ramps, etc.)	
Install City Reader Board(s)	Yes
Improve City website, including multi-lingual services/access, live chat/digital assistant, search tools	Yes
Upgrade HVAC Systems at City Hall and other facilities for health safety (e.g. install bipolar UV ionization)	Yes
Consolidate City operations to 1 st and 2 nd floors of City Hall	Yes
Update Council Chambers to allow for partial/full virtual meetings, hearings, etc.	Yes
Develop capabilities for online Court services and proceedings	Yes
Install security cameras in City high crime areas	Maybe
Provide WiFi access throughout City	Yes
Provide water access at City parks facilities for handwashing	Yes