

## LAKEWOOD CITY COUNCIL SPECIAL STUDY SESSION AGENDA

Monday, June 14, 2021 City of Lakewood 6:00 P.M.

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

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

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#### **CALL TO ORDER**

#### **ITEMS FOR DISCUSSION:**

- (3) 1. Review of (2021-2024) City Council Goals and Priorities. (Memorandum)
- (36) 2. Partners for Parks Barn Restoration Feasibility Study Update.– (Memorandum)
- (46) 3. 1<sup>st</sup> Quarter (2021) Financial Report. (Memorandum)
- (162) 4. Downtown / Towne Center Subarea Plan Update. (Memorandum)
- (197) 5. Review of 2021 Comprehensive Plan amendments. (Memorandum)

### ITEMS TENTATIVELY SCHEDULED FOR THE JUNE 21, 2021 REGULAR CITY COUNCIL MEETING:

- 1. Proclamation recognizing Juneteenth National Freedom Day.
  - 2. Proclamation recognizing the month of June as Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ+) Pride month.
- 3. Proclamation recognizing Andrea Gernon for her distinguished service to the City.
- 4. West Pierce Fire and Rescue Update. Fire Chief Jim Sharp

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.

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- 5. Authorizing the execution of an interlocal agreement between Pierce County and Cities of Buckley, Bonney Lake, DuPont, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Orting, Puyallup, Reston, Sumner, Tacoma, University Place and Town of Steilacoom for the formation of the Tacoma-Pierce County DUI (Driving Under the Influence) and Traffic Safety Task Force (Motion Consent Agenda)
- 6. Authorizing the execution of a Memorandum of Understanding with Harold Lemay Enterprises related to waste and recycle containers. (Motion Consent Agenda)
- 7. Adopting the (2021-2024) City Council goals and priorities. (Motion Consent Agenda)
- 8. Contaminated Properties Update. (Reports by the City Manager)
- 9. American Rescue Plan Act (ARPA) Community Engagement Status Update. (Reports by the City Manager)

REPORTS BY THE CITY MANAGER

CITY COUNCIL COMMENTS

**ADJOURNMENT** 

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TO: John J. Caulfield, City Manager John C. Caufhal

FROM: Shannon Kelley-Fong, Consultant

DATE: June 14, 2021

SUBJECT: 2021 City Council May 22 Retreat Overview and Draft City Council goals

for 2021-2024

**PURPOSE:** This memorandum provides 1) a brief overview of the Lakewood City Council ("City Council") retreat held on May 22, 2021; and 2) updated draft City Council goals for 2021-2024 that incorporate elements from the past three retreats.

For a more detailed review of previous Council retreats held in March 2021 and March 2020, please see the following materials:

May 22, 2021

March 27, 2021

July 2020 materials

March 7, 2020

**RETREAT RECAP - MAY 22, 2021:** The Lakewood City Council ("Council") met on May 22, 2021 to continue the goal setting efforts that commenced during the Council's March 27, 2021 retreat. The May retreat started with going over and agreeing to ground rules, participating in two icebreaker activities, and a brief review of the outcomes and progress of the March 2021 retreat. During this review, several City Councilmembers expressed that the City's successful handling of the COVID-19 pandemic exemplified the soundness of the City's established financial policies.

**Visioning Processes:** Building off the March 2020 and March 2021 retreats, the May retreat focused primarily on looking to the future of the City. City Councilmembers started the visioning process by sharing their vision for Lakewood over the next few years with a peer and then sharing their conversations with the full City Council. After this initial conversation, City Councilmembers discussed what they wanted to see the City accomplish in the next biennium, this included discussing additional priorities not previously contemplated during the March 2021 retreat. This also continued the discussion started at the March 2021 retreat on diversity, equity, and inclusion (DEI) efforts. The following summarizes and synthesizes key elements identified and discussed during the various visioning exercises that occurred at the May 2021 retreat.

<u>Work and Economy:</u> During the retreat, many Councilmember comments were concentrated on the need to continue to create an environment that positioned the City well to leverage the seismic

changes occurring in the current workforce. Key comments on this topic discussed during the retreat included:

- Being prepared for a rapidly changing workforce, including the increase of telework opportunities.
- Being prepared to handle the impact of impending retirements, as well as the shortage of qualified workers and the need to cultivate skills and training necessary for these positions (workforce development).
- Dealing with issues of childcare, such as people leaving the workforce (predominately women) to take care of children during the pandemic;
- Desire to have Lakewood be less of a commuter city (commonly known as a bedroom community) by having more people work and live in the city in a variety of industries;
- Having a more robust industry and occupation portfolio in Lakewood and expanded tax base;
- Making sure utilities, like broadband, are in place to make Lakewood competitive for future job growth; and
- Continuing to aggressively recruit and retain businesses.

<u>Livability in Lakewood:</u> Many comments by Councilmembers focused on the ways to make Lakewood more attractive to existing and future residents, as well as businesses, including improving the City's offering of recreational activities, cultivating a neighborhood-feel across the City, focusing on design standards that enhance connectivity, improving relationships with the Clover Park School District (CPSD), preserving and improving the International District, and enhancing City-led DEI efforts. Key comments on these topics included the following:

#### Recreation / Activities enhancements:

- Addition of more no- or low-barrier and accessible recreational activities; and
- Creation of a greater diversity of activities for youth, families, and adults.

### Connectivity and Neighborhood-feel:

- Need to continue to improve safety and connectivity of neighborhoods with sidewalks;
- Cultivating places and activities that encourage people to be outside and connected with one another.
- Leveraging Lakewood's natural and built amenities, such as trees, lakes, parks, and views.
- Encouraging environments where people can live and work in close proximity (decreasing commuting for work outside of Lakewood).
- Implementing City plans, such as the Downtown Plan that would create a park, linear green loop, connecting neighborhoods near/adjacent to downtown.
- Enhancing the physical connection between areas of the city, for example Downtown and surrounding neighborhoods.

- Wanting to establish new design standards for commercial and distribution centers to fit
  with desired built environment look while also recognizing that these centers are used in a
  variety of ways and play a significant role in the City's economy.
- Helping preserve and improve the International District, emphasizing that Bus Rapid Transit will create opportunities and challenges for the area in the future.
- Continuing to build and leverage partnership with CPSD.

DEI efforts: The Council discussed DEI efforts at the March 2021 retreat and thus topic was continued at the May retreat. At the May retreat, the City Council emphasized the need to: 1) perform more research and outreach with the greater community on DEI efforts, including partnering with CPSD to broaden the engagement reach; 2) define and have a shared understanding of DEI terms; 3) evaluate creating a DEI assessment for City policies and programs; 4) research what other cities are currently doing for DEI activities; 5) enhance City communication and engagement efforts; and 6) review internal practices, such as employment standards, outreach, procurement, etc. Key comments on this topic discussed during the retreat included:

- Desire to stay internally focused, City leads by example externally.
- Concern that individual comments from the survey would be taken out of context and that the survey was premature in attempting to prioritize DEI efforts.
- Desire to have the City do more community engagement, including in the International
  District, as well as holding community-wide conversations with CPSD. The Council
  discussed how CPSD reaches a much broader representation of the community than City
  communications. The City could use information gathered through communityconversations with CPSD to start formulating an action plan, in addition to more research.
- Need to define and have a shared understanding of DEI terms.
- Consideration of implementing an equity assessment feature as part of assessing City policies, programs, projects, in particular for policy items that go before the City Council for action.
- Desire to remove unnecessary barriers in recruitment efforts and expand employment outreach.
- Desire to review other internal practices, such as current procurement practices.
- Need to increase translation of important City documents to increase accessibility, particularly of essential City communications and forms, such as those from Human Services, Community and Economic Development, Human Resources, etc.
- Enhance current communications platforms using a variety of means, including multimedia and video.

**Strengths, Weaknesses, Opportunities, and Threats (SWOT):** The City Council reviewed the SWOT survey results and made the following additions (in red):

### 5. Strengths, Weaknesses, Threats, Opportunities Assessment

Information & communication		
Strengths:	Weaknesses:	
Michael	Paul Bocchi	Need multiple channels to <b>reach</b> a higher
Brandstetter Build your better Here initiative		percentage of citizens.
	Patti Belle	Not enough staff and support for effective
		communications. Not enough staff for all
		the communication needs. Various
		communication methods need to be
		utilized more and consistently
	Michael	Weakness in innovative outreach across
	Brandstetter	the diversity of the city
	Mary Moss	Sharing our successful stories
	Don	Cybersecurity threats
	Anderson	

Opportunities	s:	Threats:	
Patti Belle	FTE in Communications. Upgrade tech -	Linda	I see us needing a <b>strategic</b>
	equip, services like	Farmer	<b>communications plan</b> to reach the city's
	https://www.citibot.io/e texting. Build the		goals. This will require stronger
	communications team to more than 1 FTE		technological platforms, more FTEs
Mary Moss	Improve ways of getting the success		and/or more contracts for the work. We
	stories out		will need high level strategy as well as
			boots on the ground to write and produce.
			Just keeping a website updated is a full-
			time job let alone social media, video,
			talking pointsnot to mention anything
			about preparing items in multiple
			languages and access formats for
			disabilities.
		Paul Bocchi	Difficult to get to all groups of people.
		Patti Belle	Ransomware
		Mary Moss	Effective ways to communicate
			Lakewood's success stories.
		Don	Public communication w/o local media
		Anderson	

Strengths:		Weaknesses:	
Paul Bocchi	Vastly improved arterial network.	Paul Bocchi	Much of the system is <b>inadequate</b> .
	Committed to improvement.	Michael	Non-motorized plan out of date.
Michael Brandstetter	Sidewalk and street light plans and vision	Brandstetter	
Mary Moss	The upkeep of our roads		
Don	Well situated geographically		
Anderson			
Opportunities	s:	Threats:	
Paul Bocchi	City is seen as successfully completing	Linda	We are a car-centric city. Until we have a
	projects. We are willing in to commit our	Farmer	stronger transit system, we should build
	resources where others may not be.		our systems with cars in mind. Adding
Patti Belle	Continue to build-out sidewalks and		bike lanes and shared use paths is fantastic
	connectors		and if we can embark on proper signage
Don	Well situated geographically		(painting pictures of wheels/strollers and
Anderson			feet onto shared use paths like they do at
			Greenlake in Seattle) will be helpful. A
			sidewalk isn't a sidewalk anymore and
			some of our folks need "just in time"
			signage because sending a Tweet or
			putting it once in a newsletter might not
			get the message out. Also, I'd love to see
			our main "centers" visibly and
			purposefully connected (Mall, Colonial
			Plaza, International District)
		Paul Bocchi	Funding.
		Michael	Loss of projects balance and shift to a
		Brandstetter	primarily arterial focus
		Don	Lack of local funding. Disproportionate
		Anderson	funding to transit.

Built environ	ment		
<b>Strengths:</b>		Weaknesses:	
Mary Moss Our parks have a Huge influence on people's moods		Michael Brandstetter	Stalled development in downtown
	1 1		Design standards of commercial/warehouse
		Jason	Connectivity of neighborhoods near
		Whalen	Downtown. Connectivity of areas around
			the City in general.
		Don	Increased local transit.
		Anderson	
Opportunities	s:	Threats:	
Mary Moss	Services & resources for improving positive impacts on people's physical, mental and social health		

Strengths:		Weaknesses:	
Paul Bocchi	Continue to improve what we have and expand where we can.	Paul Bocchi	Some <b>neighborhoods are not well</b> served by parks.
Patti Belle	Have continued to engage community throughout the pandemic	Don Anderson	Increased demand on general fund
Michael Brandstetter	Strong master plans for parks across the city	Don Anderson	Lack of programming for community.
Don Anderson	Fort Steilacoom is regional jewel		
	Increase in recreation programing – specifically for youth/teens.		
Opportunities	S:	Threats:	
Paul Bocchi	Parks have strong and loyal supporters.  There has been renewed interest in urban parks.	Paul Bocchi	Lack of available land to expand.
Patti Belle	Wi-Fi in Parks		
Michael Brandstetter	Robust post COVID events calendar		

Strengths:		Weaknesses:	
Paul Bocchi	Good finance team and policies are in place.	Paul Bocchi	We need a <b>better tax base</b> . It has improved, but it still needs to improve.
Patti Belle	solid management	Don	Costs rising faster than revenue
Michael		Anderson	
Brandstetter	Very smart comment staff/solid policies		
Mary Moss	our financial situation is strong		
<b>Opportunities</b>	:	Threats:	
Paul Bocchi	Leverage strong financials to improve		Wage pressure. Cannot skinny down
	services and make capital improvements.	Paul Bocchi	forever.
Patti Belle	To increase transparency and provide	Don	
	community engagement opportunities.	Anderson	Inflation. Unfunded mandates.
	Would like to add to the Finance		
	"opportunities" - take a look at <b>Balancing</b>		
	Act - "Balancing Act is a civic		
	engagement tool that makes <b>public</b>		
	budgets fun, educational, and ultimately,		
	engaging for citizens. It increases		
	financial transparency and community		
	participation in the budget process by		
	publishing an entity's budget in an easy-		
	to-understand manner, with intuitive		
	graphics and responsive layers of budget		
	detail. But it also has a built-in simulation,		
	where residents can attempt to balance the		
	budget as they see fit, subject to the same		
	constraints public officials have."		

Strengths:		Weaknesses:	
Paul Bocchi Michael	Professional police force. Professional standards within LPD;	Paul Bocchi	High <b>crime rate</b> remains, but pressure is to <b>reduce policing</b> .
Brandstetter Don Anderso	Innovative thinking at Municipal Court	Patti Belle	Educate public more regarding PD - highlights, policy, general info
		Michael Brandstetter	Significant potential <b>retirements</b> at LPD
Opportunities Patti Belle	Increase education on PD policies and	Threats: Paul Bocchi	Rapid changes may not all be positive.
Tatti Bene	good PR.	Patti Belle	Unforeseen social issue and happenings.
Patti Belle	To increase PD community engagement from hiring: Create a community immersion law enforcement project.	Michael	Increased <b>mental health issues</b> . Current social climate, legislation  Broad national and regional criticism of
Pattie Belle	Body cameras	Brandstetter	public safety and loss of local control over
Michael	Strengthened Veterans Court; New		policy changes.
Brandstetter	therapeutic court(s)	Don Anderson	Police recruiting, especially BIPOC

Housing			
Strengths: Paul Bocchi Michael Brandstetter  Don Anderson	Variety of housing types are available. Rental Housing Safety Program Cheaper than King County Maintaining existing stock.	Paul Bocchi Patti Belle Don Anderson	Portion of housing stock is in <b>poor</b> condition.  Not enough Affordable housing Lack of affordable middle-class housing
Opportunities	<u> </u>	Threats:	
Paul Bocchi	Strong demand for SFR that we have. Preservation & enhancement of neighborhoods is essential.	Linda Farmer	Like other cities, we do not have enough housing types, particularly missing starter homes and step-down homes. We also lack affordabilityand new housing stock even if smaller is bound to be much more expensive than the average person can afford.
		Paul Bocchi	Legislative efforts to meddle in local zoning decisions
		Patti Belle	Lack of <b>affordable and low-income housing</b> . Affordable housing vs low income, lack of inventory, pandemic
		Michael Brandstetter	Threat of loss of local control of policies
		Mary Moss	Lacking <b>affordable housing</b> , no room to build
		Don Anderson	Available land, building code

Strengths:		Weaknesses:	
Paul Bocchi	Open for business. Available land. No	Paul Bocchi	Needs to be stronger.
	B&O.	Patti Belle	Lack of <b>engagement</b> in International
Patti Belle	build on the momentum and success of		District
	bringing new business to Lakewood	Michael	Weakness as we will be in <b>COVID</b>
Michael	New logistics related commercial	Brandstetter	recovery
Brandstetter	development	Don	No class A office space. Little
		Anderson	manufacturing.
Opportunities		Threats:	D COMP. I. I. I.
<b>Opportunities</b> Paul Bocchi	Business sees Lakewood as a good place	Paul Bocchi	Recovery from COVID lockdowns.
Paul Bocchi	Business sees Lakewood as a good place to do business.	Paul Bocchi Patti Belle	Pandemic
	Business sees Lakewood as a good place to do business.  Engage and expand reach at	Paul Bocchi Patti Belle Michael	•
Paul Bocchi Patti Belle	Business sees Lakewood as a good place to do business.  Engage and expand reach at international district	Paul Bocchi Patti Belle Michael Brandstetter	Pandemic Threat of slow post COVID recovery
Paul Bocchi	Business sees Lakewood as a good place to do business.  Engage and expand reach at	Paul Bocchi Patti Belle Michael	Pandemic
Paul Bocchi Patti Belle Michael	Business sees Lakewood as a good place to do business.  Engage and expand reach at international district	Paul Bocchi Patti Belle Michael Brandstetter Don	Pandemic Threat of slow post COVID recovery

Others			
<b>Strengths:</b>		Weaknesses:	
Paul Bocchi	Council policies have remained consistent	Paul Bocchi	As a <b>limited city government</b> , not all things are under our control.
	over the years.		unings are under our control.
<b>Opportunities</b>	:	Threats:	
Paul Bocchi	Behavioral health spending is increasing.	Linda	<b>DEI</b> : Not everyone recognizes that this is
	How will we use?	Farmer	a systemic issue.
Patti Belle	Leverage ARPA dollars for pandemic	Paul Bocchi	Continued COVID impacts.
	recovery		

**Goal Setting:** For the final activity of the retreat, the Council reviewed and updated the draft Council goals to include elements discussed during the past three retreats, see **Attachment A**. Notably, during the retreat, the Council elected to extend the City Council Goals from 2021 to 2024 to align with the time in which the City has to obligate American Rescue Plan Act (ARPA) funds.

After reviewing the materials from the March and May retreat, the addition of the following strategy is recommended:

Under Goal area Robust & Active Community, Section 6.3.C:

Increase the connectivity of people and places throughout the community to cultivate a "neighborhood-feel" using infrastructure improvements, design standard enhancements, and recreational amenities and event offerings.

	TABLE A				
	City Council Priorities in Dra	ft 2021-2024 Council (	Goals		
Rank	Item	<b>Primary Goal Area</b>	Draft 2021-24		
			Council Goals		
May	Increase connectivity and	Robust & Active	6.3.C		
2021	neighborhood-feel	Community			
March	Enhance City-led and involved	Robust & Active	6.2A		
2021	DEI efforts	Community			
March	Enhance communication and civic	Robust & Active	6.2. B		
2021	engagement opportunities	Community			
March	Enhance City programs and events	Robust & Active	6.1A		
2021		Community			
March	Develop a Downtown Park	Dependable	2.1. B		
2021		Infrastructure			
March	Effective use of ARPA funds and	Fiscal Responsibility	4.3. F		
2021	economic recovery				
T1	Downtown Plan implementation	Economic	1.2. A		
		Development			
T1	Attract high wage jobs / careers –	Economic	1.1A		
	including teleworking	Development			
	Professional services				
2	Behavioral health and	Public Safety	3.4. D		
	homelessness				
T3	Road improvements	Dependable	2.1.A/C		
		Infrastructure			
T3	Sidewalk improvements	Dependable	2.1. A		
	(sidewalks, curb, gutter, lights)	Infrastructure			
T3	CSRT / Abatement programs –	Public Safety	3.3. A		
	tackling blight and unsafe				
	conditions				

T4	Analysis of economic incentives	Economic	1.1. B
1	Thatysis of economic meentives	Development	1.1. D
<del>T4</del>	Western State Hospital impact &	Economic	1.2. B
	potential	Development	
T4	Housing balance and	Economic	1.3. A
	<b>affordability</b> : Preservation &	Development	
	changing community needs	_	
T4	Rental Housing Safety Program	Public Safety	3.3. A
<del>T4</del>	Advocate for Tax Increment	Economic	5.2. E
	Financing (TIF)	Development	
T4	Fixing long standing & misguided reputation of city	Transparency	5.1.C
T5	Commercial developments – e.g.,	Economic	1.2. B
10	Woodbrook	Development	1.2. 2
T5	Lakewood Landing	Economic	1.2. A
		Development	
T6	Relationships with JBLM / Camp	Transparency	1.4.B
	Murray & NCZ		5.2.C
T6	Park improvements	Dependable	2.1.B/D
		Infrastructure	
T6	Review of funding options and	Dependable	2.1. A
	programs – including impacts of I– 976	Infrastructure	
T6	Continue strong leadership role –	Transparency	5.2. A
	legislative & local levels		
T7	Cyber security	Dependable	2.4. D
		Infrastructure	
T7	Continued lag of general fund	Fiscal Responsibility	5.2. E
TDO	revenues to expenditures		1.2. 4
T8	Lakewood Station District	Economic	1.2. A
T8	(implementation)	Development  Dublic Sefety	22 1
	Blight / Unsafe conditions	Public Safety	3.3. A
9	Libraries	Transparency	1.2.C
T10	Rail Safety	Public Safety	2.4.C
T10	Improving reputation of CPSD	Transparency	5.4. F
T10	Events	Transparency	1.6
T11	LPD relationships with youth	Transparency	3.4.A/B
T11	Succession planning	Fiscal Responsibility	4.3. A
T12	Community Surveys	Transparency	5.1. E
T12	"Build your better here" campaign and marketing	Transparency	5.1.C
T13	Transition to PALs	Economic	1.1.C
		Development	
T13	Unfunded state mandates	Fiscal Responsibility	5.2. E

T13	Partnership with Lakewood	Transparency	5.3. B
	Multicultural Coalition (LMCC)		
T14	Evaluation of innovative programs	Fiscal Responsibility	4.3. D
	/ partnerships (e.g., regional police		
	services, animal shelter,		
	community court, tech advances,		
	etc.)		
T14	Other forms of community	Transparency	5.1
	outreach		
15	Transit improvements	Dependable	2.4. A
		Infrastructure	
16	Climate and environmental	Public Safety	3.5. D
	policies		

### **ATTACHMENTS:**

**Attachment A** – Draft City Council Goals for 2021-2024 – without redlines **Attachment B** – Draft City Council Goals for 2021-2024 – with redlines

## LAKEWOOD CITY COUNCIL GOALS

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

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

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

The purpose of the City Council Goals is to direct our community toward positive change and serve as the policy direction for City government as well as the policy guide for developing and implementing the City's next two biennial budgets (2021-2022 and 2023-2024). Council goals guide the allocation of resources through the budget and capital improvement program to assure that organizational work plans and projects are developed and achieved that move the community forward.

Operational values improve and optimize the functional performance of the City to achieve the Goals and Objectives listed in this plan.

- <u>Regional Partnerships</u> The City encourages and participates in regional approaches to service delivery to the extent that a regional model produces efficiencies and cost savings, and ultimately improves service to our community members.
- <u>Efficiency</u> The City is committed to providing public services in the most efficient manner possible and maximizing the public's return on its investment. The City will concentrate efforts on data-driven decisions that optimize available resources.
- <u>Accountability</u> The City is accountable to the community for the achievement of City goals. The City will identify meaningful metrics and determine a series of benchmarks to convey City efforts within goal areas. The City will track performances over the next four years, adjusting when necessary, to optimize services and efforts.
- <u>Proactive Focus</u> The City proactively focuses on the entire condition of the City. The
  City will promote long-term financial and strategic planning backed by quantifiable data and
  analysis.

### **ECONOMIC DEVELOPMENT**

### GOAL: The City of Lakewood promotes and supports a dynamic and robust local economy.

#### **Objectives:**

#### 1.1 Align economic goals and resources across departments.

- A. Implement and continue to adjust the City's comprehensive economic development strategy to attract and preserve family and high wage jobs.
- B. Review and develop prudent business incentives that enhance economic development.
- C. Direct growth through sound planning. Update land use codes as necessary and continue to improve internal processes, including the implementation of new technologies.

### 1.2 Pursue infrastructure improvements vital to economic development and to bolster the City's competitiveness.

- A. Implement catalyst projects that promote private investment, i.e., the Downtown Plan, Lakewood Station District Plan, and the development of the Woodbrook Business Park and Lakewood Landing.
- B. Improve underutilized commercial and mixed-use areas, e.g., the WSDOT facility, revise zoning regulations where appropriate and minimize nonconforming uses.
- C. Expand and improve utilities and community assets, such as sewers, libraries, parks, public spaces, etc.

### 1.3 Enhance and diversify housing stock and improve multi-generational community assets.

- A. Improve and expand programs and policies to increase homeownership, diversify housing stock, and preserve existing housing to meet community needs.
- B. Continue to support youth and senior programming and expand community events.
- C. Support and preserve historical, cultural, and ecological places of significance.

### 1.4 Foster collaborative and advantageous partnerships with businesses, community members, non-profits, and regional partners.

- A. Be a leader in local economic development, regional transportation and planning policies.
- B. Continue partnership with JBLM and Camp Murray to improve communication and connectivity, land use development, and transportation.
- C. Expand partnerships with the Chamber of Commerce, neighborhood groups and associations, and other civic groups.
- D. Develop an educated workforce through collaboration with local educational institutions to leverage collective resources and to enhance K-12 and higher education opportunities.

#### 1.5 Promote and facilitate sustainable economic development.

- A. Focus resources on business creation, attraction, retention, and expansion.
- B. Promote an entrepreneurial environment, encourage a balance of manufacturing, commercial, professional, and retail and service businesses.
- C. Continue to leverage and improve City assets, e.g., location, access, lakes, parks, civic engagement opportunities, transit options, cultural amenities, activity hubs, and utilities.

## Dependable Infrastructure

GOAL: The City of Lakewood provides safe, clean, well-maintained, and dependable infrastructure.

#### **Objectives:**

## 2.1 Implement capital infrastructure projects to improve transportation, park, utility systems.

- A. Identify future transportation and determine advantageous and sustainable funding strategies. Update the comprehensive plan and six-year TIP when necessary.
- B. Construct a Downtown Park that serves as a catalyst for the Downtown area.
- C. Expand neighborhood and active transportation infrastructure improvements to increase accessibility and connectivity to roadways, parks, public spaces, and public buildings.
- D. Provide a quality and diverse park and recreation system making strategic additions when prudent.
- E. Implement innovative technology solutions to enhance accessibility, operations, and City services.
- F. Partner with community members and stakeholders to identify and implement infrastructure solutions.

## 2.2 Invest in preventative maintenance of facilities, parks, and streets to protect City assets.

A. Maintain infrastructure using best management practices to ensure it is reliable, safe, aesthetically pleasing, cost effective, and improves municipal services.

#### 2.3 Advance infrastructure projects that enhance the City's identity and diversity.

- A. Enhance and upgrade street amenities, public right-of-way, and wayfaring and reader board signage.
- B. Showcase art, culture, and history to enhance sense of place.

#### 2.4 Increase connectivity and accessibility.

- A. Leverage transit, multimodal infrastructure, and new technologies to improve accessibility in the City and with neighboring communities.
- B. Implement "complete streets" and non-motorized transportation projects that enable safe access for all users, and increases connectivity between neighborhoods, parks, and commercial areas. Update the Non-motorized Plan.
- C. Proactively pursue transportation safety solutions, including rail safety improvements.

### PUBLIC SAFETY

GOAL: The City of Lakewood is one of the safest cities in Washington State.

#### **Objectives:**

#### 3.1 Improve community safety and reduce crime through data driven processes.

- A. Enhance law enforcement services through on-going training and new technologies.
- B. Promote crime prevention through environmental design (CPTED) principals.
- C. Develop, practice, update, and implement emergency management plans.

#### 3.2 Match perception of public safety with reality.

- A. Promote advancements and achievements in public safety and the overall safety of the community.
- B. Provide streamlined and innovative public safety resources for residents, businesses, and visitors.

### 3.3 Provide resources to support the health, welfare, and safety of the community.

- A. Increase proactive abatement, code enforcement, and housing safety programs to eliminate blight and unsafe conditions.
- B. Encourage neighborhood association safety initiatives.
- C. Support creative criminal justice and alternative diversion programs.
- D. Take a proactive role in legislative advocacy in matters that impact public safety.

#### 3.4 Expand community outreach and educational programs.

- A. Cultivate and sustain collaborative partnerships with law enforcement and community stakeholders to develop effective solutions, increase trust, and encourage mutual accountability.
- B. Continue to improve communication efforts with youth and underserved communities to remove barriers, increase trust, and provide opportunities for meaningful engagement.
- C. Emphasize crime prevention through public education.
- D. Use innovative approaches and partnerships to provide connections to services to individuals experiencing behavioral health incidents and/or homelessness.

### FISCAL RESPONSIBILITY

GOAL: The City of Lakewood maintains a strong fiscal position.

#### **Objectives:**

#### 4.1 Provide efficient and effective municipal services.

- A. Invest resources in core functions based on priorities.
- B. Continually analyze risk assumed by the City, adjust policies and programming if necessary.
- C. Monitor, refine, and respond to performance measures.

### 4.2 Evaluate revenues and expenditures and respond to changing service needs.

- A. Maintain and strategically use reserves in case of economic fluctuations, emergency needs, and to take advantage of emerging opportunities.
- B. Develop balanced biennial budgets consistent with adopted financial policies.
- C. Diversify revenue base and explore innovative funding sources.

### 4.3 Make smart investments in people, places, and resources.

- A. Continue to hire and cultivate top tier City personnel and strategically plan for future City leadership needs.
- B. Seek and promote diverse advisory groups.
- C. Continue to maintain "Well City" status.
- D. Continue to evaluate and implement strategic partnerships with other jurisdictions and entities for joint services when of benefit to the community.
- E. Continue to enhance cyber security measures to protect City systems.
- F. Effectively use American Rescue Plan Act funds to help the community recover from the COVID-19 pandemic.

### TRANSPARENCY

GOAL: The City of Lakewood communicates its goals, successes, and challenges to the community and serves as a leader and champion for the community.

#### **Objectives:**

### 5.1 Enhance communications with residents, businesses, and community stakeholders about City issues, projects, and services.

- A. Create and implement a Communication Strategic Plan that prioritizes inclusivity, community engagement, and meaningful civic participation.
- B. Leverage new and existing communication methods and innovative partnerships to effectively build trust, disseminate information, and reduce barriers to access.
- C. Enhance city's image through positive mixed media campaigns and spotlights, planning tools, land use codes, code enforcement, and infrastructure improvements.
- D. Continuously enhance online and digital services.
- E. Regularly implement surveys that measure community priorities, satisfaction, and specific projects.

### 5.2 Advocate for Lakewood at all levels of government.

- A. Continue to serve in a leadership capacity in national, regional, and local affairs.
- B. Develop annual legislative agenda and proactively engage with the county council, state legislature, and federal delegation.
- C. Improve awareness of JBLM's and Camp Murray's direct and indirect economic impacts on the city, region, county, and state.
- D. Advocate for increased public infrastructure funding for streets, non-motorized pathways, and parks and public spaces.
- E. Advocate for innovative solutions to lagging general fund growth, including: economic development programs to expand City revenues, such as including tax increment financing, and solutions to address unfunded mandates.

### 5.3 Strengthen connection and engagement with stakeholders, partners, and communities.

- A. Expand meaningful, two-way communication and engagement opportunities with community stakeholders and regional partners.
- B. Support and collaboratively engage with neighborhood groups, civic associations, and non-profits.
- C. Support access to information on workforce development, healthcare, and local services
- D. Strengthen relationship with local school districts, colleges, and other public entities.

### ROBUST & ACTIVE COMMUNITY

GOAL: The City of Lakewood is a livable, resilient, and inclusive community that embraces and celebrates diversity and provides equitable municipal services.

<u>NOTE:</u> All Economic Development, Dependable Infrastructure, Public Safety, Fiscal Responsibility, and Transparency goals and objectives support the continued advancement of a robust and active community in Lakewood.

### Objectives:

### 6.1 Continue to improve the quality of life for all residents, businesses, and visitors.

- A. Continue to partner with community-based organizations and partner entities to support the community's most vulnerable individuals and families.
- B. Support and encourage the physical, emotional, and behavioral health of those that live, work, and visit Lakewood.
- C. Develop, partner, and implement innovative strategies that foster a more livable, healthy, equitable, and resilient community.
- D. Enhance City-led community programing and events.

### 6.2 Continue to build and support an inclusive and equitable community that embraces, celebrates, and enhances diversity.

- A. Develop a Diversity, Equity, and Inclusion Strategic Plan to identify and provide tools and solutions to equity gaps in processes, policies, plans, programs, and services offered by the City using data-driven approaches.
- B. Enhance and expand communication and outreach efforts to eliminate barriers to full civic engagement and participation, creating a more inclusive, connected, and active community.
- C. Continue to build diversity, equity, and inclusion competency in City leadership and across the organization.
- D. Facilitate relationships with external partners and community stakeholders to increase inclusion and equitable access to services in Lakewood and beyond.

### 6.3 Provide a range of amenities and events that attract residents, businesses, and visitors.

- A. Celebrate, value and support the cultural diversity of the community through partnerships, public art, events and programs.
- B. Develop and expand events and activity hubs with a sense of place, dynamic user experiences, and a diversity of opportunities.
- C. Increase the connectivity of people and places throughout the community to cultivate a "neighborhood-feel" using infrastructure improvements, design standard enhancements, and recreational amenities and event offerings.

## LAKEWOOD CITY COUNCIL GOALS

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

- The City Council's vision for Lakewood at its 30 Year Anniversary is a community:
  - Inspired by its own sense of history and progress;
  - Known for its safe and attractive neighborhoods, vibrant downtown, active arts and cultural communities;
  - Sustained by robust economic growth and job creation;
  - Recognized for the excellence of its public and private schools, and its community and technical colleges;
  - Characterized by the beauty of its lakes, parks and natural environment;
  - Acknowledged for excellence in the delivery of municipal services;
  - Leveraging and embracing of our diversity; and
  - That actively cultivates, embraces, and continually strives to create a more inclusive community with the equitable delivery of City services; and
  - Supportive of Joint Base Lewis McChord (JBLM), Camp Murray, service members and their families.

The purpose of the City Council Goals is to direct our community toward positive change and serve as the policy direction for City government as well as the policy guide for developing and implementing the City's next two biennial budgets (2021-2022 biennial budget.and 2023-2024). Council goals guide the allocation of resources through the budget and capital improvement program to assure that organizational work plans and projects are developed and achieved that move the community forward. The City Council acknowledges that city operations will be impacted by the continuation of the Coronavirus pandemic. The City Council's goals are intended to provide the organization with guidance and direction for the next biennium as the city continues to navigate and respond to the effects of the pandemic

Operational values improve and optimize the functional performance of the City to achieve the Goals and Objectives listed in this plan.

- Regional Partnerships The City encourages and participates in regional approaches to service delivery to the extent that a regional model produces efficiencies and cost savings, and ultimately improves service to our citizens community members.
- <u>Efficiency</u> The City is committed to providing public services in the most efficient manner possible and maximizing the public's return on its investment. The City will concentrate efforts on data-driven decisions that optimize available resources.
- Accountability The City of Lakewood—is accountable to the community for the achievement of City goals. The City will identify meaningful metrics and determine a series of benchmark goals. benchmarks to convey City efforts within goal areas. The City will track performances over the next threefour years, adjusting when necessary, to optimize services—and efforts.

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• <u>Proactive Focus</u> – The City proactively focuses on the entire condition of the City. The City will promote long-term financial and strategic planning backed by quantifiable data and analysis.



### **ECONOMIC DEVELOPMENT**

### GOAL: The City of Lakewood promotes and supports a dynamic and robust local economy.

#### **Objectives:**

### **1.1** Align economic goals and resources across departments.

- A. Implement and continue to adjust the City's comprehensive economic development strategy to attract and preserve family and high wage jobs.
- B. Review and develop prudent business incentives that enhance economic development.
- C. Direct growth through sound planning. Update land use codes as necessary and continue to improve internal processes, including the implementation of new technologies.

## 1.2 Pursue infrastructure improvements vital to economic development and to bolster the City's competitiveness.

- A. Implement catalyst projects that promote private investment, i.e., the Downtown Plan, Lakewood Station District Plan, and the development of the Woodbrook Business Park, and "Lakewood Landing," and the Sounder Station District.
- B. Improve underutilized commercial landand mixed-use areas, e.g., the WSDOT facility, revise of zoning regulations where appropriate, and minimize nonconforming uses, and perform an analysis on Western State Hospital impact and possibilities.
- C. Expand and improve utilities and community assets, such as sewers, libraries, parks, public spaces, etc.

## 1.3\_Enhance and diversify housing stock and improve multi-generational community assets.

- A. Improve and expand programs and policies to increase homeownership, diversify housing stock, and preserve existing housing to meet community needs.
- B. Continue to support youth and senior programming and expand community events.
- C. Support and preserve historical, cultural, and environmentalecological places of significance.

### 1.4 Foster collaborative and advantageous partnerships with businesses, community members, non-profits, and regional partners.

- A. Be a leader in local economic development, regional transportation and planning policies.
- B. Continue partnership with JBLM and Camp Murray to improve communication and connectivity, land use development, and transportation.
- C. Expand partnerships with the Chamber of Commerce, neighborhood groups and associations, and other civic groups.
- D. Develop an educated workforce through collaboration with local educational institutions to leverage collective resources and to enhance K-I2 and higher education opportunities.

#### 1.5 Promote and facilitate sustainable economic development.

- A. Focus resources on business creation, attraction, retention, and expansion.
- B. Promote an entrepreneurial environment, encourage a balance of manufacturing, commercial, <u>professional</u>, and retail <u>and service</u> businesses.
- C. Continue to leverage and improve City assets, e.g., location, access, lakes, parks, civic engagement opportunities, transit options, and cultural amenities, activity hubs, and utilities.

# DEPENDABLE INFRASTRUCTURE

GOAL: The City of Lakewood provides safe, clean, well-maintained, and dependable infrastructure.

#### **Objectives:**

- 2.1 Implement capital infrastructure projects to improve transportation, park, utility systems.
  - A. Identify future transportation and determine advantageous and sustainable funding strategies. Update the comprehensive plan and six-year TIP when necessary.
  - B. Construct a Downtown Park that serves as a catalyst for the Downtown area.
  - B.C. Expand neighborhood and active transportation infrastructure improvements to increase accessibility and connectivity to roadways, parks, public spaces, and public buildings.
  - C.D. Provide a quality and diverse park and recreation system making strategic additions when prudent.
  - D.E. Implement innovative technology solutions to enhance accessibility, operations, and City services.
  - E.F. Partner with community members and stakeholders to identify and implement infrastructure solutions.

## 2.2 Invest in preventative maintenance of facilities, parks, and streets to protect City assets.

A. Maintain infrastructure using best management practices to ensure it is reliable, safe, aesthetically pleasing, cost effective, and improves municipal services.

#### 2.3 Advance infrastructure projects that enhance the City's identity and diversity.

- A. Enhance and upgrade street amenities, public right-of-way, and wayfaring <u>and reader</u> <u>board</u> signage.
- B. Showcase art, culture, and history to enhance sense of place.

#### 2.4 Increase connectivity and accessibility.

- A. Leverage <u>transit</u>, multimodal infrastructure, and <u>new</u> technologies to improve accessibility in the City and with neighboring communities.
- B. Implement "complete streets" and non-motorized on-motorized transportation projects that enable safe access for all users, and increases connectivity between neighborhoods, parks, and commercial areas. Update the Non-Motorized Transportation Plan. Non-motorized Plan.
- C. Proactively pursue transportation safety solutions, including rail safety improvements.

### Public Safety

GOAL: The City of Lakewood is one of the safest cities in Washington State.

#### **Objectives:**

#### 3.1 Improve community safety and reduce crime through data driven processes.

- A. Enhance law enforcement services through on-going training and new technologies.
- B. Promote crime prevention through environmental design (CPTED) principals.
- C. Develop, practice, update, and implement emergency management plans.

#### 3.2 Match perception of public safety with reality.

- A. Promote advancements and achievements in public safety and the overall safety of the community.
- B. Provide streamlined and innovative public safety resources for residents, businesses, and visitors.

### 3.3 Provide resources to support the health, welfare, and safety of the community.

- A. Increase proactive abatement, code enforcement, and housing safety programs. to eliminate blight and unsafe conditions.
- B. Encourage neighborhood association safety initiatives.
- C. Support creative criminal justice and alternative diversion programs.
- D. Take a proactive role in legislative advocacy in matters that impact public safety.

#### 3.4 Expand community outreach and educational programs.

- A. Cultivate and sustain collaborative partnerships with law enforcement and citizenscommunity stakeholders to develop effective solutions, increase trust, and encourage mutual accountability.
- B. Continue to improve communication efforts with youth and multicultural underserved communities to bridge gaps and remove barriers, increase trust, and provide opportunities for meaningful engagement.
- C. Emphasize crime prevention through public education.
- D. Continue<u>Use</u> innovative approaches <u>and partnerships</u> to <u>address mentalprovide</u> <u>connections to services to individuals experiencing behavioral</u> health <u>incidents</u> and <u>reduce/or</u> homelessness.

### FISCAL RESPONSIBILITY

GOAL: The City of Lakewood maintains a strong fiscal position.

#### **Objectives:**

### 4.1 Provide efficient and effective municipal services.

- A. Invest resources in core functions based on priorities.
- B. Continually analyze risk assumed by the City, adjust policies and programming if necessary.
- C. Monitor, refine, and respond to performance measures.

#### 4.2 Evaluate revenues and expenditures and respond to changing service needs.

- A. Maintain and strategically use reserves in case of economic fluctuations, emergency needs, and to take advantage of emerging opportunities.
- B. Develop balanced biennial budgets consistent with adopted financial policies.
- C. Diversify revenue base and explore innovative funding sources.

### 4.3 Make smart investments in people, places, and resources.

- A. Continue to hire and cultivate top tier City personnel and strategically plan for future City leadership needs.
- B. Seek and promote diverse advisory groups.
- C. Continue to maintain our "Well City" status.
- D. Continue to evaluate and implement strategic partnerships with other jurisdictions and entities for joint services when advantageous of benefit to the community.
- E. Continue to enhance cyber security measures to protect City systems.
- E.F. Effectively use American Rescue Plan Act funds to help the community recover from the COVID-19 pandemic.

### TRANSPARENCY

GOAL: The City of Lakewood communicates its goals, successes, and challenges to the community. and serves as a leader and champion for the community.

#### **Objectives:**

5.1 Dynamically promote a positive image of Lakewood.

### 5.1 Enhance communications with residents, businesses, and community stakeholders about City issues, projects, and services.

- A. Create and implement a Communication Strategic Plan that prioritizes inclusivity, community engagement, and meaningful civic participation.
- B. Leverage new and existing communication methods and innovative partnerships to effectively build trust, disseminate information, and reduce barriers to access.
- A.C. Enhance city's image through positive mixed media campaigns and spotlights, planning tools, land use codes, code enforcement, and infrastructure improvements.
- D. Continuously enhance online and digital services.
- E. Regularly implement surveys that measure community priorities, satisfaction, and specific projects.

### 5.2 Advocate for Lakewood at all levels of government.

- A. Continue to serve in a leadership capacity in national, regional, and local affairs.
- B. Develop annual legislative agenda and proactively engage with the county council, state legislature, and federal delegation.
- C. Improve awareness of JBLM's and Camp Murray's direct and indirect economic impacts on the city, region, county, and state.
- D. Advocate for increased public infrastructure funding for streets, non-motorized pathways, and parks and public spaces.
- E. Advocate for innovative solutions to lagging general fund growth, including: economic development programs to expand City revenues, such as including tax increment financing, and solutions to address unfunded mandates.

### **5.3 Strengthen connection and engagement** with stakeholders, partners, and communities.

- A. Maintain and improve online services, including: the website and social media platforms.
- B. Implement surveys that measure community priorities, satisfaction, and specific projects.
- C.A. Expand meaningful, two-way communication and engagement opportunities with community stakeholders and regional partner. Focus on inclusive engagement by conducting concentrated outreach to help engage hard-to-reach and vulnerable populations.partners.
- D.B. Support and collaboratively engage with neighborhood groups, civic associations, and non-profits.
- E.C. Support access to information on workforce development, healthcare, and

local services.

F.D. Strengthen relationship with local school districts, colleges, and other public entities.



# ROBUST & ACTIVE COMMUNITY

GOAL: The City of Lakewood is a livable, healthy, resilient, and inclusive community that embraces and celebrates diversity and provides equitable municipal services.

•

<u>NOTE:</u> All Economic Development, Dependable Infrastructure, Public Safety, Fiscal Responsibility, and Transparency goals and objectives support the continued advancement of a robust <u>and active</u> community in Lakewood.

#### **Objectives:**

### 6.1 Continue to improve the quality of life for all residents, businesses, and visitors.

- A. Continue to partner with community-based organizations and partner entities to support the community's most vulnerable residents individuals and improve self-sufficiency families.
- B. Support and encourage the physical, emotional, and mentalbehavioral health of those that live, work, and visit Lakewood.
- C. Develop, partner, and implement innovative strategies that foster a more livable, healthy, equitable, and sustainable resilient community.
- D. 6.2 Enhance City-led community programing and events.

### 6.2 Continue to build and support an inclusive and equitable community that embraces, celebrates, and enhances diversity.

- A. Develop a Diversity, Equity, and Inclusion Strategic Plan to identify and provide tools and solutions to equity gaps in processes, policies, plans, programs, and services offered by the City using data-driven approaches.
- B. Enhance and expand communication and outreach efforts to eliminate barriers to full civic engagement and participation, creating a more inclusive, connected, and active community.
- C. Continue to build diversity, equity, and inclusion competency in City leadership and across the organization.
- D. Facilitate relationships with external partners and community stakeholders to increase inclusion and equitable access to services in Lakewood and beyond.

### <u>6.3</u> Provide a <u>rangediversity</u> of amenities and events that attract residents, businesses, and visitors.

- A. Celebrate, value and support the cultural diversity of the community through partnerships, public art, events and programs.
- B. Develop and expand amenities and events that create and activity hubs with a sense of place, promote dynamic user experiences, and have multipurpose uses a diversity of opportunities.
- C. Increase the connectivity of people and places throughout the community to

cultivate a "neighborhood-feel" using infrastructure improvements, design standard enhancements, and recreational amenities and event offerings.

B.

<del>C.</del>

Strengthen community connections and support civic engagement.





TO: Mayor and City Council

FROM: Mary Dodsworth, Parks, Recreation and Community Services Director

Dave Betz, Task Force Chair

THROUGH: John Caulfield, City Manager (aufre)

DATE: June 14, 2021

SUBJECT: Partners for Parks Public Private Partnership Feasibility Study Update

ATTACHMENTS: Study Summary Power Point

**Summary:** Partners for Parks (PFP) is working on a study to determine community support to renovate a barn at Fort Steilacoom Park for historic preservation and to be used as a regional community event center. While the Board is confident of the public benefit of this project and the community's love for the park and barns, a professional evaluation and action plan is being implemented before proceeding with requesting community investment. The study was to begin in March, 2020, however due to the impacts of Covid, the study was delayed and officially started in April, 2021.

**Barn Study History:** the City has been discussing this project for many many years.

- 1996 2007, citizens, service clubs and park visitors have requested access to the barns for community use, dances, public festivals, events, historic preservation, etc. The barns are currently used for storage by a variety of groups and do not meet current building codes for general assembly.
- 2008, the City conducted a feasibility study to determine the best use of the historical barns located within the confines of FSP. At that time the study concluded that the "H" barn would be the most logical building to renovate first based on its structural integrity, adjacent parking, and usable square footage for a variety of uses.
- 2017, PFP determined that supporting the renovation of a barn at Fort Steilacoom Park would be a valuable asset for the City and included that as a long term goal for the organization. In doing so, they created a stakeholders group and hired a consultant team to investigate and prepare a feasibility plan to renovate the H barn as a potential community event center. The study included building designs, historic preservation limitations, site improvements, permit requirements, and cost estimates.

- 2018, PFP presented their findings to the City and were encouraged to move forward with developing options to renovate the barn at Fort Steilacoom Park.
- 2020, PFP presented an action plan to pursue investing in a public/private partnership. The City approved contributing to a study which was anticipated to begin in 2021.
- 2021, PFP started the study which will take approximately five months to complete.

#### **Barn Study Objectives:**

- Assess and develop internal readiness (are we ready as a community to do this)
- Create and test a compelling case for support
- Identify potential supporters and discuss ideas with community leaders to help form a vision and action plan
- Gauge levels of external goodwill and enthusiasm for the project
- Evaluate the appeal for the barn restoration project
- Recommend realistic goals and timeframes
- Develop and prioritize list of campaign leaders and prospective donors
- Outline campaign plan with recommended strategies for moving forward or not.

#### **Planning Process and Benchmarks:**

- **Planning Phase (April & May)** cultivate a collaborative and inclusive team to support project, analyze current conditions, identify leaders to interview and ask for advice on project, develop case materials and prepare letter of introduction.
- **Interview Phase (June & July)** determine attitudes, competencies and role of PFP and City, define the strengths and weaknesses of the project, determine timing of potential funding, identity potential leaders whose involvement will increase the success of the project. City Councilmembers will be scheduled for interview.
- **Analyze Phase (August)** compile and analyze data from interviews and on-line surveys, determine situational analysis, prepare report, outline action plan, potential funding sources, create confidential leadership and potential donor list and present findings to PFP.

Staff, Partners for Parks representatives and members of the consultant team will be at the June 14 study session to provide an update on this important community project.

## **PARTNERS** for PARKS





### CAMPAIGN FEASIBILITY STUDY

Consulting Team

Al Hove, J.D. Emily Happy James Hushagen, J.D.

## STUDY OBJECTIVES



## STUDY OBJECTIVES, CONT'D

Recommend	Recommend realistic goals and timeframes
Develop Donors	Develop and prioritize list of prospective donors
Develop Leadership	Develop and prioritize list of campaign leaders
Outline	Outline campaign plan with recommended strategies for moving forward

# STUDY PROCESS, TIMELINES + KEY BENCHMARKS



#### PLANNING PHASE

April + May

Assess Internal Landscape

**Develop Case** 

Select Interviewees



#### **INTERVIEW PHASE**

June + July

Conduct Interviews + Administer Online Survey



#### **ANALYSIS PHASE**

#### August

Analyze Data Prepare + Present Report Develop Plan



What prospective leaders and contributors think and feel about the project to be funded and the case for support



Findings and conclusions that shape the campaign's plan and design



An achievable goal





Prospective leaders and how to enlist them



Prospective major contributors and how to cultivate and solicit them



Well-informed Table of Investments

# WHAT THE ANALYSIS REVEALS

Appealing Project that Meets Vital Community Needs

Confidence in the Organization, Collaborations and Leadership

**Compelling Case for Support** 

Sufficient Prospects at the Requisite Giving Levels

Influential, Enthusiastic Leadership

**Favorable Environment and Timing** 

Well-Planned and Resourced Campaign Effort

## 7 KEYS TO CAMPAIGN SUCCESS

## TOGETHER, WE CAN DO IT!



"Leadership is the capacity to translate vision into reality."

—Warren Bennis



FINAL THOUGHTS

+

QUESTIONS

+

**FEEDBACK** 



To: Mayor and City Councilmembers

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

Through: John J. Caulfield, City Manager

Date: June 14, 2021

Subject: 2021 Q1 Financial Report

#### **Introduction**

The intent of the financial report is to provide an overview of activity in all funds through March 31, 2021. Additionally, performance measures and other data reporting are included at the end of this report.

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#### American Rescue Plan Act (ARPA)

On March 12, 2021, President Biden signed the American Rescue Plan Act of 2021 (ARPA). Per Title IX Part 8 Subtitle M of the act, ARPA allocates funds to states, counties and cities for their use to mitigate the effects of COVID-19 has had on their government's revenue and operations as well as their citizens

ARPA funds total \$1.9 trillion, of which \$350 billion is allocate to states and local governments. The State portion of the funding is \$195 billion of which \$1.25 billion minimum will be distributed equally among the 50 states and the District of Columbia. The remaining state portion will be distributed according to a formula that takes into account each state's share of unemployed individuals.

The local portion of the funding totals \$130 billion which is equally divided between cities and counties. For cities, \$45.5 billion of the \$65 billion will be allocated to metropolitan cities (population over 50,000) utilizing a modified formula and the remaining amounts for smaller jurisdictions (population under 50,000) will be allocated according to population share but will not exceed 75% of their most recent budget. For counties, the \$65 billion will be allocated based on the county share of population. Counties that are CDBG recipients will receive the larger share between the population based on CDBG formula.

As a metropolitan city, Lakewood has been allocated \$13.77 million in ARPA funds. Funds will be disbursed in two traunches, each 50% (\$6.88M). The first disbursement request is expected in June 2021 and the second disbursement will be received no earlier than 12 months after the first traunch is received.

#### Eligible uses include:

- (A) to respond to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19) or its negative impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;
- (B) to responds to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers of the State, territory, or Tribal / local government 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 revenues of such State, territory, or Tribal / local government due to the COVID-19 public health emergency relative to revenues collected in the most recent full year of the State, territory, or Tribal / local government prior to the emergency; or
- (D) to make necessary investments in water, sewer, or broadband infrastructure.

ARPA funds are one-time monies, and commensurate with City financial policies, should only be used for one-time purposes versus ongoing operations. The additional administrative support needed to administer ARPA funds will depend on the scope and number of grants or programs the City Council directs to be established.

The City Council, at their March 27 retreat, established its ARPA program policy direction and prioritized a number of items for funding. The City Council also directed the City to conduct a community engagement effort to incorporate stakeholder, partner and public input into the final decision regarding how to best spend the City's ARPA funds.

The City is currently 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 was signed by the President in March 2021. The outcome of this review will be provided to the City Council along with the information gathered from the community engagement effort at a future City Council meeting.

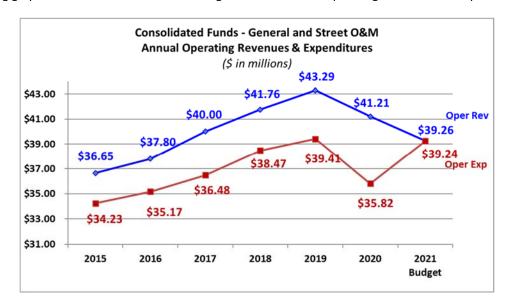
#### Consolidated Funds - General/Street O&M

The funds are combined in this presentation, as these two funds are the City's primary general governmental operating funds. In 2021, the General Fund anticipates providing an annual subsidy of \$1.38M, which equates to 59% of the Street O&M Fund sources.

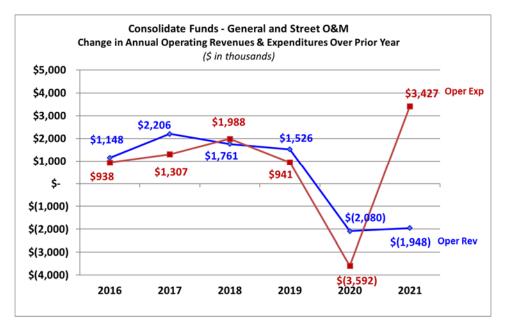
Consolidated	2015		2016	2017	2018	2019	2020	
General & Street O&M	Annual		Annual	Annual	Annual	Annual	Annual	2021
Funds		Actual	Actual	Actual	Actual	Actual	Actual	Budget
Operating Revenue	\$	36,648,190	\$ 37,796,664	\$40,002,901	\$41,764,092	\$43,289,960	\$41,209,821	\$39,262,151
Operating Expenditures	\$	34,234,619	\$ 35,172,853	\$36,480,054	\$38,468,132	\$39,409,137	\$35,817,073	\$39,243,795
Operating Income / (Loss)		\$2,413,571	\$2,623,811	\$ 3,522,847	\$ 3,295,960	\$ 3,880,823	\$ 5,392,748	\$ 18,356

The following table and charts provide a comparison of operating revenues, operating expenditures and the resulting operating income/loss for the current and historical years.

The following graph illustrates the total current budgeted and historical operating revenues and expenditures.



The following graph illustrates the change in total revenues collected and expenditures compared to the prior year.



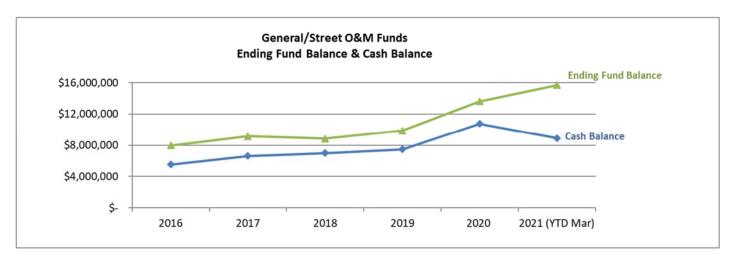
#### Consolidated Funds – General and Street O&M Ending Fund Balance and Cash

In support of the City's financial integrity, the City Council adopted on September 15, 2014, a set of financial policies including fund balance reserves totaling 12% of General/Street O&M Funds operating revenues. In 2020, this 12% equates to \$4.71M as follows:

- **2% General Fund Contingency Reserves:** The purpose of this reserve is to accommodate unexpected operational changes, legislative impacts, or other economic events affecting the City's operations which could not have been reasonably anticipated at the time the original budget was prepared. A 2% reserve fund based on the General/Street O&M Funds operating revenues equates to \$785K.
- 5% General Fund Ending Fund Balance Reserves: The purpose of this reserve is to provide financial stability, cash flow for operations and the assurance that the City will be able to respond to revenue shortfalls with fiscal strength. A 5% reserve fund based on the General/Street O&M Funds operating revenues equates to \$1.96M.
- 5% Strategic Reserves: The purpose of this reserve is to provide some fiscal means for the City to
  respond to potential adversities such as public emergencies, natural disasters or similarly major
  unanticipated events. A 5% reserve fund based on the General/Street O&M Funds operating revenues
  equates to \$1.96M.

The following table and graph below provides the current and historical General/Street O&M Funds ending balance and cash & investment.

Year	То	tal Ending Fund Balance	Cash
2016	\$	7,975,155	\$ 5,545,118
2017	\$	9,163,535	\$ 6,634,879
2018	\$	8,847,536	\$ 6,986,782
2019	\$	9,878,841	\$ 7,483,611
2020	\$	13,613,583	\$ 10,769,320
2021 (YTD Mar)	\$	15,680,106	\$ 8,902,769



						2021 YTD / vs 2020 YTD		2021 YTD / vs 2021 YTD	
General & Street O&M Funds	20	20		2021		Over / (U		Over / (U	
Combined Summary	Annual Actual	YTD Actual	Adopted Bdgt	YTD Budget	Actual	\$ Chg	% Chg	\$ Chg	% Chg
REVENUES:									
Property Tax	\$ 7,259,756	\$ 2,668,637	\$ 7,412,100	\$ 3,096,089	\$ 3,327,537	658,900	24.7%	231,449	7.5%
Local Sales & Use Tax	11,946,044	2,537,782	10,060,000	2,319,426	3,453,835	916,053	36.1%	1,134,409	48.9%
Sales/Parks	671,080	155,546	575,000	136,129	181,223	25,677	16.5%	45,094	33.1%
Brokered Natural Gas Use Tax	39,494	6,790	34,000	7,854	7,828	1,038	15.3%	(26)	-0.3%
Criminal Justice Sales Tax	1,213,087	249,787	1,043,000	233,151	326,071	76,285	30.5%	92,920	39.9%
Admissions Tax	96,599	80,809	200,000	54,546	13,278	(67,531)	-83.6%	(41,268)	-75.7%
Utility Tax	5,402,943	1,506,380	5,479,100	1,524,929	1,449,705	(56,675)	-3.8%	(75,224)	-4.9%
Leasehold Tax	6,903	-	4,300	219	-	-	n/a	(219)	-100.0%
Gambling Tax	1,910,429	577,707	2,452,000	643,453	803,468	225,761	39.1%	160,014	24.9%
Franchise Fees	4,289,904	1,033,555	4,269,000	1,017,931	1,012,377	(21,178)	-2.0%	(5,554)	-0.5%
Development Service Fees (CED)	2,252,765	407,330	1,755,200	391,786	447,025	39,695	9.7%	55,239	14.1%
Permits & Fees (PW)	147,236	38,784	106,500	24,782	39,094	310	0.8%	14,313	57.8%
License & Permits (BL, Alarm, Animal)	354,013	107,187	382,525	150,810	114,480	7,293	6.8%	(36,330)	-24.1%
State Shared Revenues	2,188,859	459,908	2,092,105	507,855	569,985	110,077	23.9%	62,129	12.2%
Intergovernmental	453,830	166,954	288,665	82,119	63,002	(103,953)	-62.3%	(19,117)	-23.3%
Parks & Recreation Fees	127,720	51,290	191,250	49,811	24,997	(26,292)	-51.3%	(24,814)	-49.8%
Police Contracts, including Extra Duty	1,129,300	311,000	1,138,500	279,269	279,269	(31,730)	-10.2%	-	0.0%
Other Charges for Services	18	18	1,800	962	1,615	1,597	8750.1%	653	67.9%
Fines & Forfeitures - Municipal Court	608,159	213,000	663,205	189,458	118,893	(94,107)	-44.2%	(70,566)	-37.2%
Fines & Forfeitures - Camera Enforcement	665,148	246,715	700,000	176,269	85,368	(161,347)	-65.4%	(90,901)	-51.6%
Miscellaneous/Interest/Other	161,833	65,051	129,201	27,628	20,669	(44,382)	-68.2%	(6,959)	-25.2%
Interfund Transfers	284,700	71,175	284,700	71,175	71,175	-	0.0%	-	0.0%
Subtotal Operating Revenues	\$ 41,209,821	\$ 10,955,405	\$ 39,262,151	\$ 10,985,653	\$ 12,410,894	\$ 1,455,489	13.3%	\$ 1,425,241	13.0%
EXPENDITURES:									
City Council	134,101	35,200	148,287	37,091	29,940	(5,260)	-14.9%	(7,152)	-19.3%
City Manager	636,362	184,752	709,664	185,409	152,029	(32,723)	-17.7%	(33,379)	-18.0%
Municipal Court	1,853,556	535,916	1,990,524	556,590	479,714	(56,203)	-10.5%	(76,877)	-13.8%
Administrative Services	1,840,554	489,092	1,911,795	499,767	506,644	17,552	3.6%	6,877	1.4%
Legal	1,430,939	408,748	1,623,752	414,749	374,120	(34,628)	-8.5%	(40,629)	-9.8%
Community & Economic Development	2,188,040	544,910	2,519,919	619,434	582,379	37,470	6.9%	(37,055)	-6.0%
Parks, Recreation & Community Services	2,407,609	568,093	2,930,296	626,198	594,432	26,339	4.6%	(31,767)	-5.1%
Police	22,929,739	6,409,974	24,460,328	6,561,743	6,054,213	(355,761)	-5.6%	(507,529)	-7.7%
Street Operations & Engineering	1,807,679	550,893	\$2,327,384	600,846	\$591,606	40,713	7.4%	(9,240)	-1.5%
Non-Departmental	107,234	54,748	136,925	64,974	52,479	(2,269)	-4.1%	(12,495)	-19.2%
Interfund Transfers	481,260	-	484,921	35,000	35,000	35,000	n/a	(12, 133)	0.0%
Subtotal Operating Expenditures		\$ 9.782.326	\$ 39,243,795		-	(329,770)	-3,4%	(749,247)	-7.3%
OPERATING INCOME (LOSS)		\$ 1,173,079			\$ 2,958,339	\$ 1,785,260	152.2%	\ -, ,	277.4%
OTHER FINANCING SOURCES:	, -, ,	, , , , , ,	, ,,,,,,,	,	, , , , , , , , , , , ,	, ,,		, , , ,	
Grants, Contrib, 1-Time Source	3,446,592	88,746	100,250	101,162	101,162	12,416	14.0%	-	0.0%
Transfers In	-	-	-	-	-	-	n/a	-	n/a
Subtotal Other Financing Sources	\$ 3,446,592	\$ 88,746	\$ 100,250	\$ 101,162	\$ 101,162	\$ 12,416	14.0%	\$ -	0.0%
OTHER FINANCING USES:									
Capital & Other 1-Time	4,089,922	257,220	202,084	112,978	112,978	(144,243)	-56.1%	-	0.0%
Interfund Transfers	1,014,676	719,129	880,000	880,000	880,000	160,871	22.4%	-	0.0%
Subtotal Other Financing Uses	\$ 5,104,598	\$ 976,349	\$ 1,082,084	\$ 992,978	\$ 992,978	\$ 16,628	1.7%	\$ -	0.0%
Total Revenues and Other Sources	\$ 44,656,412	\$ 11,044,151	\$ 39,362,401	\$ 11,086,814	\$ 12,512,056	\$ 1,467,905	13.3%	\$ 1,425,241	12.9%
Total Expenditures and other Uses	\$ 40,921,670	\$ 10,758,675	\$ 40,325,879	\$ 11,194,780	\$ 10,445,533	\$ (313,142)	-2.9%	\$ (749,247)	-6.7%
D. C. C. ADA	A 0.070.011	A 0.070.00	A	A = 30= 00 :	A 40 C10 T01	A 0.701.71	9= 951	A 70	400.00
Beginning Fund Balance:	\$ 9,878,841	\$ 9,878,841	\$ 5,767,631	\$ 5,767,631		\$ 3,734,742	37.8%		136.0%
Ending Fund Balance:	\$ 13,613,583	\$ 10,164,317		\$ 5,659,665		\$ 5,515,789	54.3%	\$ 10,020,440	177.1%
Ending Fund Balance as a % of Oper Rev	33.0%								
Reserve - Total Target 12% of Oper Rev:		\$ 4,945,178		\$ 4,711,458					
2% Contingency Reserves	\$ 824,196								
5% General Fund Reserves		\$ 2,060,491							
5% Strategic Reserves Undesignated / Posenved for 2021, 2024 Budgets		\$ 2,060,491		\$ 1,963,108					
Undesignated/Reserved for 2021-2024 Budgets	ο,000,4U4	\$ 5,219,138	\$ 92,695	\$ 948,207	\$ 10,968,648				

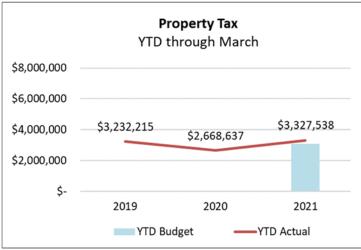
Note: Undesignated/Reserved Balances are are one-time funds and per the city's financial policies may not be used for ongoing operations.
\$1.9M of ending fund balance is needed to implement the proposed carry forward budget adjustment.

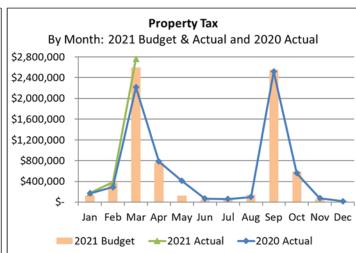
#### **Property Tax**

A property tax rate is placed on each piece of property within the City and is used for general governmental purpose. The rate is expressed in "dollars per \$1,000 assessed value (AV), and is a function of the property tax levy permitted by law and adopted by the City Council. In the City of Lakewood, as in other Washington cities, the maximum regular levy cannot exceed \$3.60, which includes the maximum regular levy of \$3.375 plus an additional \$0.225 per \$1,000 AV to provide for the Firemen's Pension Fund. Property tax is assessed on land, buildings, and residential homes, and on inventory and improvements to commercial property.

Levy Rate Per \$1,000 Assessed Value (AV)								
Taxing District	2019	2020	2021					
City of Lakewood	\$ 1.03	\$ 0.98	\$ 0.91					
Emergency Medical Services	0.44	0.50	0.49					
Flood Control	0.08	0.10	0.10					
Pierce County	1.13	1.05	0.98					
Port of Tacoma	0.18	0.18	0.17					
Rural Library	0.50	0.47	0.44					
School District	2.88	3.78	3.74					
Sound Transit	0.21	0.20	0.20					
Washington State	2.62	3.01	2.93					
West Pierce Fire District	2.48	2.81	2.67					
Total Levy Rate	\$ 11.54	\$ 13.08	\$ 12.63					
Total AV (\$ in billions)	\$ 6.93	\$ 7.46	\$ 8.11					

	Property Tax Year-to-date through March											
						•	(Under)					
Month	2010 1 -11	2020 4 -11	20			s 2020 Actual	2021 Actual vs					
	2019 Actual	2020 Actual	Budget	Actual	\$	%	\$ -1.000	%				
Jan	\$ 144,853	\$ 167,149	\$ 124,516	\$ 175,819	\$ 8,670	5.2%	\$ 51,303	41.2%				
Feb	492,293	288,602	370,884	386,370	97,768	33.9%	15,486	4.2%				
Mar	2,595,070	2,212,886	2,600,688	2,765,349	552,463	25.0%	164,661	6.3%				
Apr	601,934	786,517	763,259	-	-	-	-	-				
May	32,454	412,020	121,571	-	-	-	-	-				
Jun	25,420	66,088	33,869	-	-	-	-	-				
Jul	37,309	59,647	47,578	-	-	-	-	-				
Aug	168,603	99,526	138,384	-	-	-	-	-				
Sep	2,468,943	2,517,610	2,551,259	-	-	-	-	-				
Oct	535,490	559,245	589,209	-	-	-	-	-				
Nov	41,237	73,883	49,394	-	-	-	-	-				
Dec	15,837	16,583	21,487	21,487 -		-	-	-				
Total YTD	\$ 3,232,215	\$ 2,668,637	\$ 3,096,089	\$ 3,096,089 \$3,327,538		24.7%	\$ 231,450	7.5%				
Total Annual	\$ 7,159,443	\$ 7,259,756	\$ 7,412,100	n/a	n/a	n/a	n/a	n/a				
5-Year Ave Chang	ge (2016 - 2020):	1.9%					·					



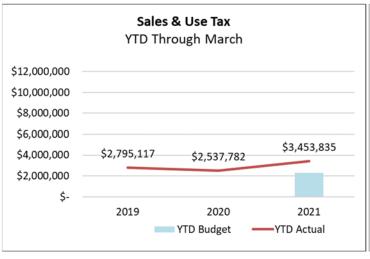


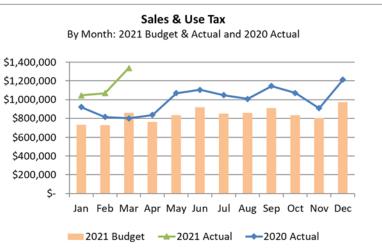
#### Sales & Use Tax

The City imposes a sales and use tax of 1% to fund general government programs. Of this total, 15% is provided to Pierce County per state law. The City imposes both the basic 0.5% and the optional 0.5% sales and use tax. This tax is imposed on personal and business purchases of tangible property. The retail sales tax is also assessed on some services such as repairs and construction. The City receives 1% of the sales tax rate. Of the 1%, the City receives 0.84% (Pierce County receives 15% of the 1% and the State receives 1% of the 1% leaving 0.84% to the City).

Agency	Rate
State of Washington	6.50%
City of Lakewood	1.00%
Criminal Justice Sales Tax	0.10%
Pierce Transit	0.60%
Sound Transit	1.40%
Pierce County Juvenile Facilities	0.10%
Zoo-Park Fee	0.10%
South Sound 911	0.10%
Total Tax on Sales & Use	9.90%

	Sales Tax Year-to-date through March											
				rear to date		Jugii iviai cii	Over / (Under)					
				20	21		202	21 Actual v	s 2020 Actual	202	21 Actual vs	2021 Budget
Month	2019 Actual	2020 Actual		Budget		Actual		\$	%		\$	%
Jan	\$ 866,122	\$ 921,305	\$	732,952		1,045,104	\$	123,799	13.4%	\$	312,153	42.6%
Feb	834,94	815,257		727,150		1,069,437		254,180	31.2%		342,287	47.1%
Mar	1,094,05	801,220		859,324		1,339,293		538,074	67.2%		479,969	55.9%
Apr	936,60	835,856		759,883		-		-	-		-	-
May	1,009,89	1,069,435		832,011		-		-	-		-	-
Jun	1,106,87	1,105,668		919,967		-		-	-		-	-
Jul	1,033,260	1,047,578		848,904		-		-	-		-	-
Aug	1,027,630	1,008,016		857,666		-		-	-		-	-
Sep	1,047,083	1,145,841		911,230		-		-	-		-	-
Oct	972,142	1,072,199		832,857		-		-	-		-	-
Nov	942,492	909,197		804,742		-		-	-		-	-
Dec	1,083,910	1,214,472		973,315		-		-	-	Г	-	-
Total YTD	\$ 2,795,11	\$ 2,537,782	\$	2,319,426	\$	3,453,835	\$	916,053	36.1%	\$	1,134,409	48.9%
Annual Total	\$ 11,955,004	\$ 11,946,044	\$	10,060,000		n/a		n/a	n/a		n/a	n/a
Annual Sales	\$1.42	\$1.42		\$1.20								
(in billions)												
5-Year Ave Change	e (2016 - 2020):					-						

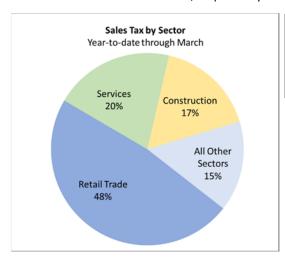




				s & Use Ta to-date th		-		
			Over / (Ur		Toug	gii iv	iurcii	Explanation of Variance
	A ct	tual	Change fron					Increase / (Decrease)
Sector	2020	2021	\$	%				\$ in Thousands
Retail Trade	\$ 1,117,736	\$ 1,654,251	\$ 536,515	48.0%	\$2	11	97%	Motor Vehicle and Parts Dealers
Retail Ilaue	\$ 1,117,730	3 1,034,231	\$ 550,515	46.0%	\$ 2		68%	Miscellaneous Store Retailers
					\$		20%	General Merchandise Stores
						31	68%	Clothing and Clothing Accessories Stores
					Ι΄.			
						28	27%	Building Material and Garden Equipment and Supplies
						26	79%	Furniture and Home Furnishings Stores
					l '	24	45%	Health and Personal Care Stores
						12	39%	Nonstore Retailers
					\$	8	9%	Food and Beverage Stores
					\$	8	17%	Electronics and Appliance Stores
					\$	8	14%	Sporting Goods, Hobby, Musical Instrument & Books
_					\$	6	23%	Gasoline Stations
Services	540,400	695,677	155,277	28.7%	Ι'		30%	Food Services and Drinking Places
						30	38%	Administrative and Support Services
						26	29%	Repair and Maintenance
					Ι'	11	64%	Personal and Laundry Services
					\$	4	16%	Accommodation
					\$	2	10%	Professional, Scientific, and Technical Services
Construction	436,958	578,528	141,570	32.4%	\$	2 65	56% 22%	Waste Management and Remediation Services Construction of Buildings
Construction	450,956	370,320	141,570	32.4%				-
					\$		47% 70%	Specialty Trade Contractors
Wholesale Trade	126 621	126 970	258	0.2%	_	34	70%	Heavy and Civil Engineering Construction
wholesale frade	136,621	136,879	256	0.2%	\$ \$	(6)	-6%	Merchant Wholesalers, Durable Goods
Information	120 801	126 007	F 116	4.2%	_	6	21% 44%	Merchant Wholesalers, Nondurable Goods Other Information Services
Information	120,891	126,007	5,116	4.2%				
					\$	5	258%	Data Processing, Hosting, and Related Services
					\$	3	47%	Publishing Industries (except Internet)
						(4)	-5%	Telecommunications
F: .	00.000	116.262	46.424	46.50/		(6)	-80%	Motion Picture and Sound Recording Industries
Finance, Insurance,	99,829	146,263	46,434	46.5%	I :	43	59%	Rental and Leasing Services
Real Estate					\$	2	11%	Credit Intermediation and Related Activities
Manufacturing	34,633	49,134	14,501	41.9%		4	286%	Apparel Manufacturing
					\$	3	329%	Machinery Manufacturing
					\$	3	612%	Wood Product Manufacturing
					\$	3	181%	Beverage and Tobacco Product Manufacturing
					\$	2	58%	Miscellaneous Manufacturing
					\$	2	134%	Computer and Electronic Product Manufacturing
Government	32,227	40,214	7,987	24.8%		9	39%	Administration of Economic Programs
						(1)	-19%	Govt/Unclassifiable
Other	18,487	26,882	8,395	45.4%		7	82%	Transit and Ground Passenger Transportation
					\$	2	20%	Support Activities for Transportation
Total	\$ 2,537,782	\$ 3,453,835	\$ 916,053	36.1%				

Note on Wholesale Sales Tax Classification: Sales tax applies if the buyer does not have a reseller permit or exemption certificate. Additionally, purchases made for personal or household use is not exempt from sales tax. This includes items used in a business that are not resold, such as office supplies, tools, equipment and equipment rentals.

Retail trade, the largest economic sector, accounts for 48% of collections, followed by services and construction, which account for 20% and 17%, respectively.



Top 10 Taxpayers (Grouped by Sector)  Year-to-date through March									
			Over/(	Over / (Under)					
			Change fr	om 2020					
Sector	2020	2021	\$	%					
Motor Vehicle and Parts Dealers	\$ 97,172	\$ 232,157	\$ 134,985	138.9%					
General Merchandise Stores	191,803	204,428	12,625	6.6%					
Construction of Buildings	43,764	104,466	60,702	138.7%					
Miscellaneous Store Retailers	44,164	79,229	35,065	79.4%					
Building & Garden Materials and Supplies	51,939	66,254	14,315	27.6%					
Heavy and Civil Engineering Construction	62,782	60,352	(2,430)	-3.9%					
Rental and Leasing Services	32,517	59,494	26,977	83.0%					
Administrative and Support Services	35,447	51,265	15,817	44.6%					
Total	\$ 559,588	\$ 857,645	\$ 298,057	53.3%					

The Marketplace Fairness Act, effective January 1, 2018, resulted in an increase in sales tax distributions for all cities and counties, but also eliminated the SST mitigation payments that many cities and counties have received since 2008. SST mitigation helped compensate jurisdictions for sales tax revenues that were lost when the state switched from an origin-based to destination-based sales tax for delivery of goods. As jurisdictions receive increased sales tax revenues from internet and remote sales, their SST mitigation payments are reduced by a corresponding amount, and all mitigation payments will cease of as October 1, 2019. The City's SST mitigation ceased mid-2018 since sales tax from the Marketplace Fairness Act exceeded SST mitigation.

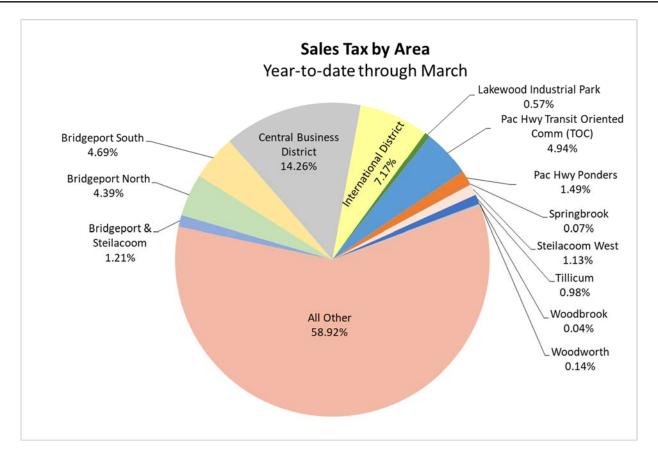
	Marketplace Fairness Act											
		AWC	Annual	Over/Und	er Estimate							
Year	Α	nnual Est	Actual	\$	%							
2018	\$	83,017	\$121,932	\$ 38,915	46.9%							
2019	\$	254,620	\$ 157,863	\$ (96,757)	-38.0%							
2020	\$	325,104	\$268,037	\$ (57,067)	-17.6%							
2021	\$	364,509										
2022	\$	397,231										
2023	\$	433,026										
Total	\$1	,857,507										

		Marke	tpl	ace Fairne	ss A	ct Quarte	rly [	Distributio	ns			
									Cł	Chg From Prior Y Over/(Under)		
		2018		2019		2020		2021		Ś	%	
Q1	\$	27,107	\$	32,686	\$	44,164	Ś	79,229	\$	35,065	79.4%	
Q2	_	28,007	_	36,003	_	69,638		, 5,225	Ť	23,000	751176	
Q3		29,402		39,758		68,020						
Q4		37,416		49,416		86,215						
Total YTD	\$	27,107	\$	32,686	\$	44,164	\$	79,229	\$	35,065	79.4%	
<b>Total Annual</b>	\$	121,932	\$	157,863	\$	268,037		n/a		n/a	n/a	

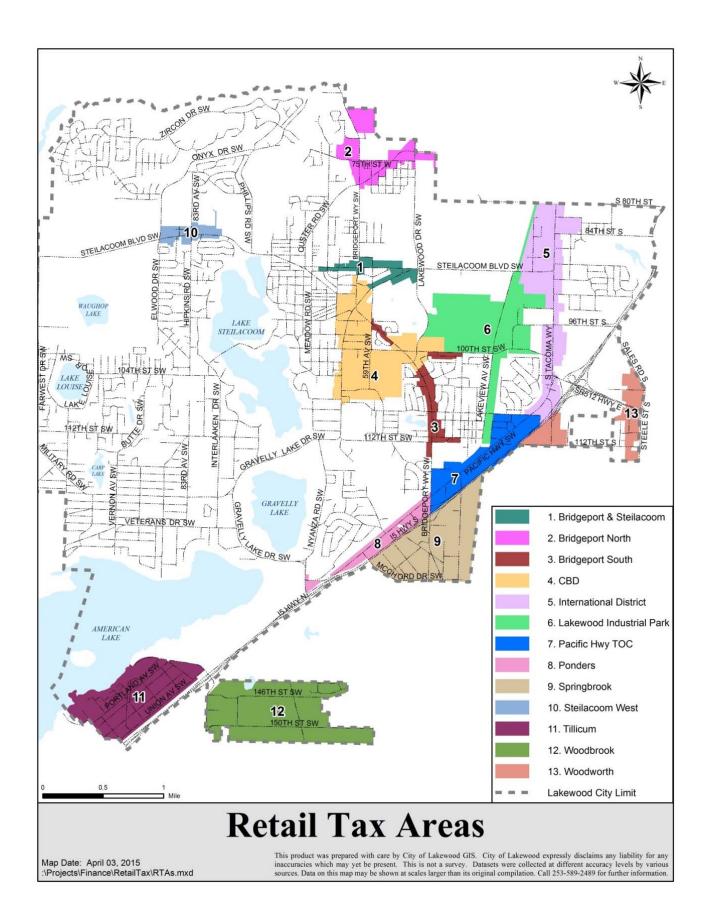
The following section provides a sales tax comparison by retail area and is based on UBI numbers and physical location addresses received from the Washington State Business License database, matched against UBI numbers in the City's sales tax database.

The area category title "All Other" which includes food services & drinking places, construction, and telecommunications attempts to capture: businesses that have multiple locations reporting under a single UBI number is excluded from the retail area reporting (such as Walgreens, O'Reilly's, Starbucks, Dollar Tree, McDonald's, etc.); businesses that do not fall under the retail area as currently defined (such food services & drinking places); or businesses that do not have a physical location in the City but are providing services within the City limits ( telecommunications and construction). Businesses are added to the sales and use tax area periodically throughout the year; therefore, amounts reported in previous periods may differ.

Area	Map II	D Location
Bridgeport & Steilacoom	1	Steilacoom Boulevard from John Dower Road to Lakewood Drive
Bridgeport North	2	Bridgeport Wy from Custer Rd to University Place city limit & Custer Road from Bridgeport Way to Tacoma city limit
Bridgeport South	3	Bridgeport Way from 108th Street to 59th Avenue
Central Business District	4	Lakewood Towne Center, the Colonial Center, and Lowes/Hobby Lobby Complex
International District	5	South Tacoma Way and Durango Avenue from 87th Street to the B&I
Lakewood Industrial Park	6	Lakeview Avenue from 108th Street to Steilacoom Boulevard and Lakewood Industrial Park
Pacific Highway TOC	7	Pacific Highway from 108th St SW to Bridgeport Way
Pacific Highway Ponders	8	Pacific Highway from Gravelly Lake Drive to Bridgeport Way
Springbrook	9	Springbrook Neighborhood
Steilacoom West	10	Steilacoom Drive from 87th Avenue to Phillips Road
Tillicum	11	Tillicum Neighborhood
Woodbrook	12	Woodbrook Neighborhood
Woodworth	13	112th Street & South Tacoma Way/Steel Street/Sales Road (East Lakewood)



Note: Changes to the Sales Tax by Area reporting will occur in the future. These changes will include updating the Central Business District to Downtown District and Pacific Highway to Lakewood Station District and Bridgeport South. This is a time and labor intensive process that will need to be prioritized.



#### Sales & Use Tax by Area

Year-to-date through March

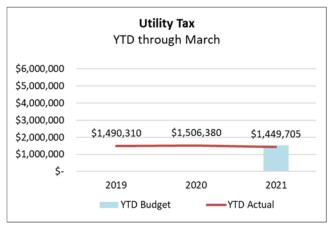
	Year-to-date through March												
			Over / (U	nder)				Explanation of Variance					
			Change from	m 2020				Increase / (Decrease)					
Map ID/Area	2020	2021	\$	%				\$ in Thousands					
1 Bridgeport & Steilacoom	\$ 34,947	\$ 41,876	\$ 6,929	19.8%	\$	5	84%	Personal and Laundry Services					
					\$	3	22%	Building Material and Garden Equipment and Supplies					
2 Bridgeport North	149,119	151,565	2,446	1.6%	_		2 2 1 1 1						
3 Bridgeport South	125,538	162,110	36,572	29.1%	٠.	12 7	264%	Health and Personal Care Stores					
					\$ \$	4	29% 34%	Food Services and Drinking Places Repair and Maintenance					
					\$	2	189%	Heavy and Civil Engineering Construction					
					\$	2	124%	Food and Beverage Stores					
					\$	2	20%	Credit Intermediation and Related Activities					
4 Central Business District	403,035	492,519	89,484	22.2%	\$	40	45%	General Merchandise Stores					
					\$	14	28%	Building Material and Garden Equipment and Supplies					
					\$	12	13%	Food Services and Drinking Places					
					\$	12 11	40%	Miscellaneous Store Retailers					
5 International District	152,532	247,544	95,012	62.3%	÷	32	52% 140%	Clothing and Clothing Accessories Stores  Motor Vehicle and Parts Dealers					
3 international bistret	132,332	247,344	33,012	02.570	\$	27	81%	Rental and Leasing Services					
					\$	7	20%	Food Services and Drinking Places					
					\$	6	76%	Miscellaneous Store Retailers					
					\$	4	37%	Food and Beverage Stores					
					\$	3	73%	Repair and Maintenance					
					\$	2	45%	Support Activities for Transportation					
					\$ \$	2	42%	Clothing and Clothing Accessories Stores					
6 Lakewood Industrial Park	11,934	19,655	7,721	64.7%	\$	1 5	269% 79%	Specialty Trade Contractors  Repair and Maintenance					
o Lakewood Madstrair ark	11,554	13,033	7,721	04.770	\$	1	818%	Administrative and Support Services					
					\$	1	233%	Nonmetallic Mineral Product Manufacturing					
7 Pacific Highway (TOC)	128,893	170,618	41,725	32.4%		33	32%	Motor Vehicle and Parts Dealers					
Transit Oriented Commercial					\$	5	126%	Clothing and Clothing Accessories Stores					
					\$	2	104%	Repair and Maintenance					
					\$	2	286%	Miscellaneous Store Retailers					
8 Pacific Highway Ponders	44,506	51,598	7,092	15.9%	\$	3	15%	Motor Vehicle and Parts Dealers					
9 Springbrook	3,625	2,386	(1,239)	-34.2%	Ş		42%	Accommodation					
10 Steilacoom West	36,430	39,108	2,678	7.4%	\$	2	6%	Food and Beverage Stores					
		,	,		\$	1	29%	Food Services and Drinking Places					
11 Tillicum	27,513	33,676	6,163	22.4%	\$	3	107%	Apparel Manufacturing					
					\$	1	51%	Miscellaneous Store Retailers					
					\$	1	6%	Food Services and Drinking Places					
					\$	1 1	438% 58%	Personal and Laundry Services Gasoline Stations					
12 Woodbrook	1,447	1,259	(188)	-13.0%	Ş		36%	dasonne stations					
13 Woodworth	3,801	4,852	1,051	27.7%									
Other:		,	,	·									
Food Services, Drinking Places	96,106	145,890	49,784	51.8%	\$	49	59%	Food Services and Drinking Places					
					\$	1	7%	Food and Beverage Stores					
Construction	422,688	558,074	135,386	32.0%		64	21%	Construction of Buildings					
					\$	40 32	51%	Specialty Trade Contractors					
Telecommunications	84,170	80,410	(3,760)	-4.5%	Ş	32	68%	Heavy and Civil Engineering Construction					
All Other Categories	811,497	1,250,694	439,197	54.1%	Ś	168	207%	Motor Vehicle and Parts Dealers					
7 ar 5 area categories	011,137	1,230,03	.03,237	32,0		71	79%	Miscellaneous Store Retailers					
					\$	28	37%	Administrative and Support Services					
					\$	21	126%	Furniture and Home Furnishings Stores					
					\$	16	47%	Rental and Leasing Services					
					\$	13	81%	Clothing and Clothing Accessories Stores					
					\$	12	52%	Health and Personal Care Stores					
					\$ \$	12 10	39% 26%	Nonstore Retailers Repair and Maintenance					
	1				\$	10	30%	Building Material and Garden Equipment and Supplies					
					\$	9	25%	Electronics and Appliance Stores					
	1				\$	9	39%	Administration of Economic Programs					
	1				\$	7	82%	Transit and Ground Passenger Transportation					
	1				\$	6	26%	Merchant Wholesalers, Nondurable Goods					
	1				\$	6	44%	Other Information Services					
	A 0	40	A		\$	5	258%	Data Processing, Hosting, and Related Services					
Total	\$ 2,537,782	\$ 3,453,835	\$ 916,053	36.1%									

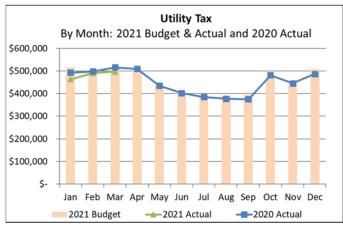
#### **Utility Tax**

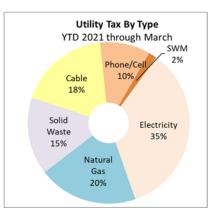
The City levies a tax on utilities provided within the city. The tax is currently 5% of gross income for electric and gas services and 6% of gross income for solid waste, cable, cellular phone, landlines and storm drainage.

The increase in December 2019 is primarily due to revenues received from an audit of a major phone provider for the tax period of January 1, 2012 through May 31, 2018.

				tility Tax te through M	arch				
							Over/(		
Month	2019 Actual	2020 Actual	Budget	21 Actual	202	1 Budget v	<u>s 2020 Actual</u> %	2021 Actual v	s 2021 Budget %
Jan	\$ 482,703	\$ 492,960	\$ 515,632	\$ 462,655	\$	(30,305)	-6.1%	\$ (52,977)	
Feb	494,221	497,700	499,969	490,246	7	(7,454)	-1.5%		
Mar	513,387	515,720	509,328	496,804		(18,916)	-3.7%	, ,	
Apr	509,876	509,190	510,839	-		-		-	_
May	438,676	434,542	437,651	_		-	-	-	-
Jun	406,169	402,144	403,545	-		-	-	-	-
Jul	378,731	384,505	388,922	-		-	-	-	-
Aug	383,662	377,613	390,295	-		-	-	-	-
Sep	394,350	375,303	392,857	-		-	-	-	-
Oct	490,378	480,846	466,094	-		-	-	-	-
Nov	504,221	445,436	455,134	-		_	-	-	-
Dec	578,978	486,985	508,834	-			-	-	_
Total YTD	\$ 1,490,310	\$ 1,506,380	\$ 1,524,929	\$ 1,449,705	\$	(56,675)	-3.8%	\$ (75,223)	-4.9%
Total Annual	\$ 5,575,350	\$ 5,402,943	\$ 5,479,100	n/a		n/a	n/a	n/a	n/a
5-Year Ave Change (	2016 - 2020):	-0.8%		_					_





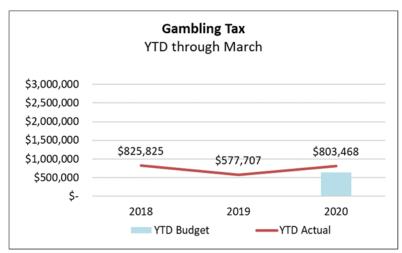


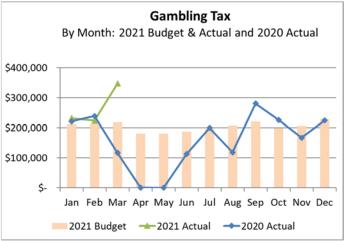
	Utility Tax by Type Year-to-date through March														
									Over/	(Ui	nder)				
									2	021 YTD A	Actual	2021 Actual			
	20	vs	2020 YTD	Actual	l vs 2020 YTD Budget										
Туре	<b>Annual Actual</b>	YTD Actual	An	nual Budget	ΥT	D Budget	Υ	TD Actual		\$	%		\$	%	
Electricity	\$ 1,662,189	\$ 496,629	\$	1,748,000	\$	502,744	\$	502,177	\$	5,548	1.1%	\$	(567)	-0.1%	
Natural Gas	711,112	281,935		681,000		285,407		288,596		6,661	2.4%		3,189	1.1%	
Solid Waste	878,978	220,429		886,000		223,143		224,488		4,059	1.8%		1,345	0.6%	
Cable	1,075,202	262,115		1,061,000		265,343		264,850		2,735	1.0%		(493)	-0.2%	
Phone/Cell	807,400	222,263		842,000		225,000		145,826		(76,437)	-34.4%		(79,174)	-35.2%	
SWM	268,062	23,009		261,100		23,292		23,769		760	3.3%		477	2.0%	
Total	\$ 5,402,943	\$1,506,380	\$	5,479,100	\$1	,524,929	\$	1,449,705	\$	(56,675)	-3.8%	\$	(75,224)	-4.9%	

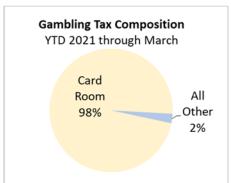
#### **Gambling Tax**

The City levies a gambling tax on gross receipts derived by operators of gambling activities, including punchboards; pull tabs, bingo, raffles, amusement games, and social card rooms. Fund raising activities and charitable and non-profit organizations that involve game of chance are subject to the tax. The gambling tax rates by activity are as follows: card rooms (11% of gross receipts), punch boards (3% of gross receipts), pull tabs (5% of gross receipts), bingo (5% off gross receipts less amounts paid as prizes), raffles (5% of gross receipts less amount paid as prizes); amusement games (2% of gross receipts less amount paid as prizes). Gambling tax from card rooms account for the majority of the revenues.

					Gambling Tax													
					Υ	ear-to-dat		ŭ	rch									
											Over/	(Und	der)					
						20	21		202	21 Actual vs 20	020 Actual	2021 Actual vs 2021 Budget						
Month	20	019 Actual	20	020 Actual	ual Budget Actual \$ %								\$	%				
Jan	\$	232,365	\$	221,353	\$	211,429	\$	232,113	\$	10,760	4.9%	\$	20,684	9.8%				
Feb		276,487		239,499		213,873		223,710		(15,789)	-6.6%		9,837	4.6%				
Mar		316,973		116,855		218,151		347,645		230,790	197.5%		129,494	59.4%				
Apr		287,987		764		181,487		-		-	-		-	-				
May		290,634		-		180,606		-		-	-		-	-				
Jun		248,101		113,131		187,567		-		-	-		-	-				
Jul		192,822		200,210		196,178		-		-	-		-	-				
Aug		277,725		118,950		207,948		-		-	-		-	-				
Sep		292,664		281,165		220,497		-		-	-		-	-				
Oct		224,158		226,662		198,830		-		-	-		-	-				
Nov		250,787		167,453		206,954		-		-	-		-	-				
Dec		209,109		224,388		228,481		-		-	-		-	-				
Total YTD	\$	825,825	\$	577,707	\$	643,453	\$	803,468	\$	225,761	39.1%	\$	160,015	24.9%				
Total Annual	\$	3,099,810	\$	1,910,431	\$	2,452,000		n/a		n/a	n/a		n/a	n/a				
5-Year Ave Chan	Year Ave Change (2016 - 2020): -5.9% COVID-19 caused closure affected March through June 2020.																	







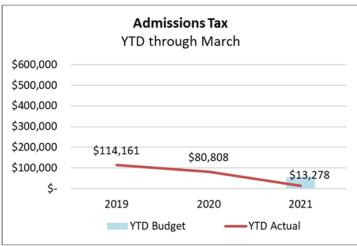
	Card Room	•	ax - Major Es		nts Only									
2019 2020 Over / (Under)														
	Annual Annual YTD 2021 YTD 2020 Actual vs YTD 2019 Actual													
Major Establishment	Actual	Actual	Actual	YTD Actual	\$	%								
Chips Casino	\$ 902,660	\$ 548,388	\$ 151,178	\$262,391	\$ 111,213	73.6%								
Great American Casino	667,826	351,655	128,410	114,599	(13,811)	-10.8%								
Macau Casino	789,618	566,617	153,823	228,144	74,321	48.3%								
Palace Casino	alace Casino 617,032 374,182 121,828 178,599 56,771 46.6%													
Total														

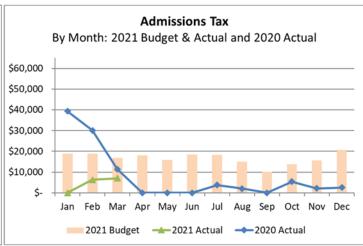
Covid-19 Restrictions closed the card rooms for mid-March through mid-June 2020.

#### **Admissions Tax**

The City levies an admissions tax of 5% on activities such as movie and play tickets, entrance fees and over charges to clubs. The tax is levied on the person or organization collecting the admission fee.

	Admissions Tax Year-to-date through March													
											Over/(			
						20	21		202	21 Actual vs 2		20	21 Actual v	s Budget
Month	20:	19 Actual	202	20 Actual	-			Actual		\$	%		\$	%
Jan	\$	40,681	\$	39,325	\$	18,801	\$	7	\$	(39,318)	-100.0%	\$	(18,794)	-100.0%
Feb		31,915		30,115		18,877		6,301		(23,814)	-79.1%		(12,576)	-66.6%
Mar														
Apr 54,869 - 18,034													-	
May		45,834		2		15,702		-		-	-		-	-
Jun		44,332		-		18,532		-		-	-		-	-
Jul		50,429		3,752		18,269		-		-	-		-	-
Aug		39,231		2,058		15,064		-		-	-		-	-
Sep		28,213		-		10,015		-		-	-		-	-
Oct		36,870		5,339		13,693		-		-	-		-	-
Nov		39,323		2,105		15,532		-		-	-		-	-
Dec		51,618		2,535		20,612		-		-	-		-	-
Total YTD	Total YTD \$ 114,161 \$ 80,83						\$	13,278	\$	(67,532)	-83.6%	\$	(41,268)	-75.7%
Total Annual	\$	504,880	\$	96,599	\$	200,000		n/a		n/a	n/a		n/a	n/a
5-Year Ave Chang	-Year Ave Change (2016 - 2020): -16.8% Decreases in 2020 and 2021 due to COVID-19 caused closure/reduced capacity.													





	Admissions Tax by Payer  Year-to-date through March														
	Over / (Under)														
	20	19	20	2021	YTD 2021 Actual v	s YTD 2020 Actual									
Major Establishment	Annual	YTD	Annual	YTD	YTD Actual	\$	%								
AMC Theatres	\$ 318,466	\$ 71,307	\$ 61,598	\$ 57,297	\$ 10,285	\$ (47,013)	-82.1%								
Déjà Vu	7,520	1,490	-	-	-	-	-								
Grand Prix Raceway	22,137	6,552	6,455	-	1,462	1,462	-								
Great American Casino	-	-	-	-	-	-	-								
Oakbrook Golf Club	-	-	5,030	-	1,531	1,531	-								
Regal Cinemas	152,093	31,327	23,516	23,512	-	-	-								
Star Lite Swap Meet	4,663	3,484	-	-	-	-	-								
Total	\$ 504,878	\$ 114,161	\$ 96,600	\$ 80,810	\$ 13,278	\$ (67,531)	-83.6%								

Note: Star Lite Swap Meet closed on 5/31/2019 and Déjà Vu closed in 9/18/2019.

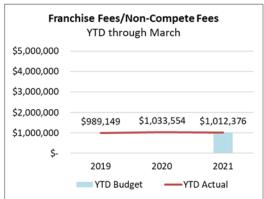
Oakbrook Golf Club tax effective 10/1/2020

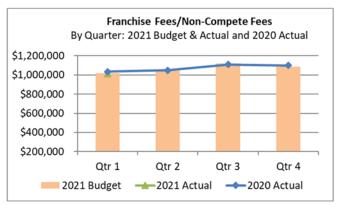
#### Franchise Fees & Non-Compete Fees

Franchise fees are charges levied on private utilities for their use of City streets and other public properties to place utility infrastructure and to recoup City costs of administering franchise agreements. The franchise fees on light, natural gas, and telephone utilities are limited by statute to the actual administrative expenses incurred by the City directly related to receiving and approving permits, licenses, or franchises. Cable TV franchise fees are governed by the Federal Cable Communications Policy Act of 1996 and are negotiated with cable companies for an amount not to exceed 5% of gross revenues.

Utility	Contract Expiration	Utility Tax	Franchise Fee	Non- Compete Fee
Comcast Phone	11/02/25	6.00%	-	-
Comcast Cable	12/04/25	6.00%	5.00%	-
Integra Communications	07/27/24	6.00%	-	-
Lakeview Light & Power	12/23/22	5.00%	-	-
Lakewood Water District	12/22/26	-	-	6.00%
Pierce County Sanitary Sewer	03/13/31	-	-	6.00%
Puget Sound Energy	01/20/26	5.00%	-	-
Rainier Connect (formerly Click!)	05/07/24	6.00%	5.00%	-
TPU Light	06/01/25	-	-	6.00%
TPU Water	11/23/21	-	-	8.00%
Waste Connections	12/31/25	6.00%	4.00%	-
Small Cell Wireless (fee is admin cost)				
- AT&T Small Wireless	06/08/25	-	-	-

	Franchise Fees/Non-Compete Fees  Year-to-date through March													
							(Under)							
0.0	2019	2020	20		2021 Actual vs 2		2021 Actual vs Budget							
Month	Actual	Actual	Budget Actual		Ş	%	Ş	%						
Jan	\$ -	\$ -	\$ -	\$ -	-	-	-	-						
Feb	79,748	82,474	81,677	64,436	(18,038)	-21.9%	(17,241)	-21.1%						
Mar	909,401	951,080	936,254	947,940	(3,140)	-0.3%	11,686	1.2%						
Apr	-	-	-	-	-	-	-	-						
May	78,814	86,860	82,874	-	-	-	-	-						
Jun	947,375	960,754	962,514	-	-	-	-	-						
Jul	-	-	-	-	-	-	-	-						
Aug	82,636	86,140	85,116	-	-	-	-	-						
Sep	1,004,558	1,023,951	1,034,400	-	-	-	-	-						
Oct	-	-	-	-	-	-	-	-						
Nov	77,808	72,925	78,034	-	-	-	-	-						
Dec	964,798	1,025,718	1,008,131	-	-	-	-	-						
Total YTD	\$ 989,149	\$ 1,033,554	\$ 1,017,931	\$ 1,012,376	\$ (21,178)	-2.0%	\$ (5,555)	-0.5%						
Total Annual	\$ 4,145,138	\$ 4,289,902	\$ 4,269,000	n/a	n/a	n/a	n/a	n/a						
5-Year Ave Change	(2016 - 2020)	3.7%		•		•								



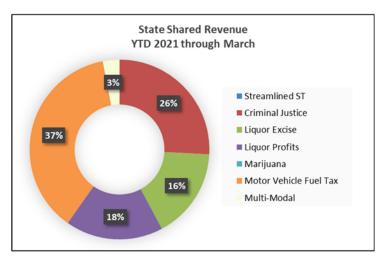


			Fr	anchise Fees/N Year-to-a	lon-Compete late through I									
								Over / (	Under)					
		20	20		2021		2021 Actual v	s 2020 Actual	2021 Actual v	s YTD Budget				
Toma	2010 A atrival	Annual	YTD Actual I S S S S S S S S S S S S S S S S S S											
Туре	2019 Actual	Actual	Y ID Actual	Budget	Budget	Actual	Þ	%	Þ	%				
Cable	\$ 888,488	\$ 898,527	\$ 218,474	\$ 901,000	\$ 216,403	\$ 220,306	1,832	0.8%	3,903	1.8%				
Water	526,830	528,130	96,368	433,000	78,046	97,133	765	0.8%	19,087	24.5%				
Sewer	961,344	999,895	249,030	1,028,000	252,906	234,408	(14,622)	-5.9%	(18,498)	-7.3%				
Solid Waste	645,175	655,787	163,591	667,000	164,358	167,297	3,706	2.3%	2,939	1.8%				
Tacoma Power	1,123,301	1,204,366	301,091	1,240,000	306,218	293,233	(7,858)	-2.6%	(12,985)	-4.2%				
Small Cell	1	3,200	5,000	ı	-	-	(5,000)	-100.0%	-	n/a				
Total	\$4,145,138													

#### **State Shared Revenues**

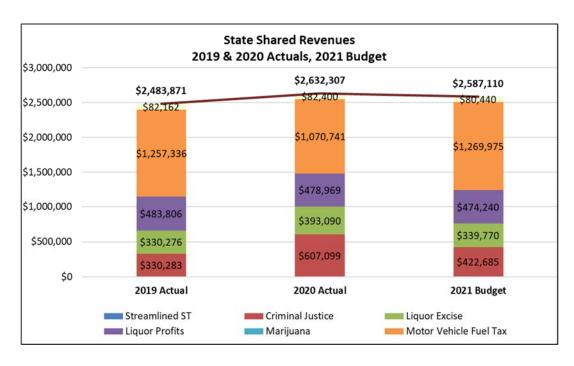
State-shared revenues are from taxes and fees collected by the State and disbursed to municipalities based on population or other criteria. The source of these shared revenues include: sales tax mitigation, criminal justice, leasehold excise tax, state lodging tax sharing, liquor excise tax and liquor profits, and motor vehicle fuel tax.

The following tables provides a comparison of state shared revenues, including the portion of motor vehicle fuel tax, increased gas tax and multi-modal revenue receipted directly in the transportation capital fund.



	State Shared Revenue  Year-to-date through March												
	2019		20		)21	2021 YTD Actual vs 2	2020 YTD Actual						
Revenue	Annual	Annual	YTD	Annual	YTD	Over/(Ur	ider)						
	Actual	Actual	Actual	Budget	Actual	\$	%						
CJ-Violent Crimes/Population	\$ 94,809	\$ 102,436	\$ 24,175	\$ 95,000	\$ 25,930	\$ 1,755	7.3%						
CJ-Special Programs	64,628	67,713	16,232	70,235	17,045	813	5.0%						
CJ-DUI Cities	8,069	9,072	1,957	8,000	2,357	400	20.4%						
CJ-High Crime	162,777	427,878	39,980	249,450	128,936	88,956	222.5%						
Liquor Excise Tax	330,276	393,090	92,021	339,770	110,493	18,472	20.1%						
Liquor Board Profits	483,806	478,969	119,753	474,240	118,602	(1,151)	-1.0%						
Marijuana Enforcement Profits	8	8	4	-	-	(4)	-100.0%						
Motor Vehicle Fuel Tax	841,601	709,693	165,786	855,410	166,623	837	0.5%						
Subtotal - General/Street	\$1,985,974	\$2,188,859	\$ 459,908	\$2,092,105	\$ 569,985	\$ 110,077	23.9%						
Motor Vehicle Fuel Tax	343,752	289,874	67,716	344,330	67,071	(645)	-1.0%						
Increase Motor Vehicle Fuel Tax	71,983	71,174	17,795	70,235	17,624	(171)	-1.0%						
Multi-Modal	82,162	82,400	20,337	80,440	20,142	(195) -1.09							
Subtotal - Capital Projects	497,897	443,448	105,848	495,005	104,837	\$ (1,011)	-1.0%						
Total State Shared Revenue	\$2,483,872	\$2,632,307	\$ 565,756	\$2,587,110	\$ 674,822	\$ 109,066	19.3%						

Motor vehicle fuel tax decrease is due to COVID-19 stay home/work from home.



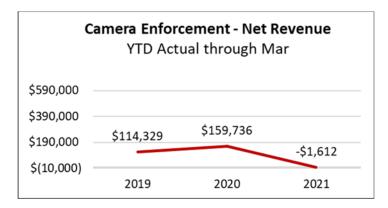
#### **POLICE**

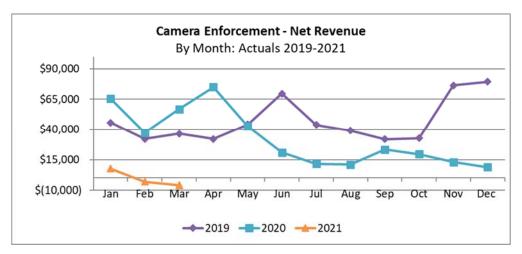
#### Photo Infraction - Red Light/School Zone Enforcement

The City currently has eight cameras operating at five locations:

- Two (2) school zone cameras located at: 5405 Steilacoom Blvd WB and 9904 Gravelly Lake Drive SB.
- Six (6) red light cameras located at: Bridgeport Blvd SW & San Francisco Ave SW SB & NB, Steilacoom Blvd SW & Phillips Rd SW WB & EB; and South Tacoma Way & SR 512 NB & SB.

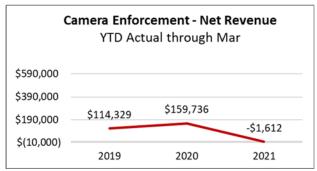
			P	hoto Infract		ght / Schoo te through	l Zone Enfo <i>March</i>	rcement			
										Over / (U	nder)
		Year 2019			Year 2020			Year 2021		Net Revenue 2	021 vs 2020
	Gross	Vendor	Net	Gross	Vendor	Net	Gross	Vendor	Net		0/
Month	Revenue	Payment	Revenue	Revenue	Payment	Revenue	Revenue	Payment	Revenue	\$	%
Jan	\$ 77,124	\$ 31,455	\$ 45,669	\$ 97,729	\$ 32,240	\$ 65,489	\$ 30,145	\$ 22,500	\$ 7,645	\$ (57,844)	-88.3%
Feb	64,380	32,240	32,140	69,584	32,240	37,344	29,016	32,240	(3,224)	(40,568)	-108.6%
Mar	68,761	32,240	36,521	79,403	22,500	56,903	26,207	32,240	(6,033)	(62,936)	-110.6%
Apr	64,478	32,240	32,238	97,456	22,500	74,956	-			-	-
May	76,632	32,240	44,392	57,712	15,000	42,712	_	-	-	-	-
Jun	101,799	32,240	69,559	39,750	18,750	21,000	-	-	-	-	-
Jul	76,168	32,240	43,928	34,022	22,500	11,522	-	-	-	-	-
Aug	71,272	32,240	39,032	33,450	22,500	10,950	-	-	-	-	-
Sep	64,088	32,240	31,848	45,915	22,500	23,415	-	-	-	-	-
Oct	64,963	32,240	32,723	42,056	22,500	19,556	-	-	-	-	-
Nov	108,665	32,240	76,425	36,846	23,798	13,048	-	-	-	-	-
Dec	111,736	32,240	79,496	31,227	22,500	8,727	-	-	-	-	-
Total	\$210,264	\$ 95,935	\$114,329	\$246,716	\$ 86,980	\$159,736	\$ 85,366	\$ 86,980	\$ (1,612)	\$ (161,348)	-101.0%
Total Annual	\$950,064	\$386,095	\$563,969	\$665,150	\$279,528	\$385,622	n/a	n/a	n/a	n/a	n/a

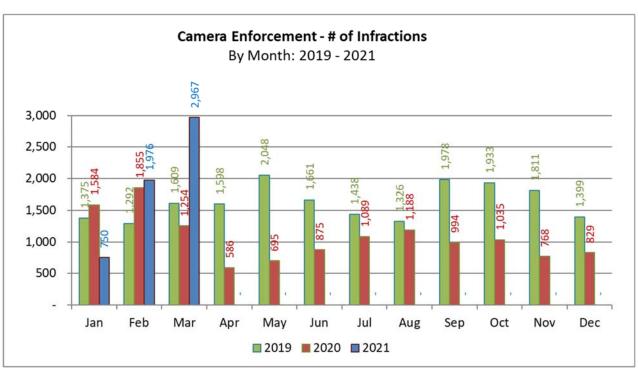




	# of Infraction Notices Generated  Year-to-date through March														
	BP Way	& San Fr	ancisco	Steilac	oom & F	hillips	South Ta	coma Way	y & SR512	Scl	hool Zor	nes		Total	
Month	2019	2020	2021	2019	2020	2021	2019	2020	2021	2019	2020	2021	2019	2020	2021
Jan	72	67	69	222	273	143	533	498	538	548	746	1	1,375	1,584	750
Feb	65	49	76	278	292	207	540	587	611	409	927	1,082	1,292	1,855	1,976
Mar	53	48	78	280	244	219	736	408	778	540	554	1,892	1,609	1,254	2,967
Apr	51	53	-	278	251	-	665	282	-	604	-	-	1,598	586	-
May	62	77	-	368	123	-	737	495	-	881	-	-	2,048	695	-
Jun	92	101	-	422	101	-	778	673	-	369	-	-	1,661	875	-
Jul	101	85	-	415	185	-	771	819	-	151	-	-	1,438	1,089	-
Aug	100	97	-	382	248	-	695	843	-	149	-	-	1,326	1,188	-
Sep	62	87	-	347	179	-	690	728	-	879	-	-	1,978	994	-
Oct	79	89	-	344	166	-	685	780	-	825	-	-	1,933	1,035	-
Nov	72	98	-	314	121	-	512	549	-	913	-	-	1,811	768	-
Dec	65	62	-	285	157	-	493	610	-	556	-	-	1,399	829	-
<b>Total YTD</b>	190	164	223	780	809	569	1,809	1,493	1,927	1,497	2,227	2,974	4,276	4,693	5,693
Total															
Annual	874	913	223	3,935	2,340	569	7,835	7,272	1,927	6,824	2,227	2,974	19,468	12,752	5,693

COVID-19 caused school closures and stay home/work from home affected school zone and red light camera infractions notices generated.



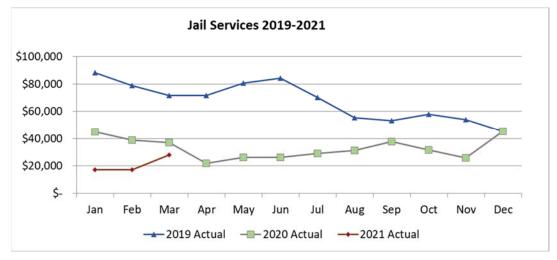


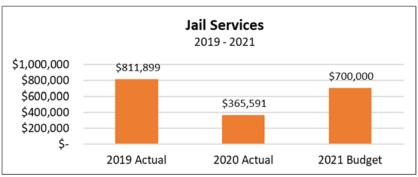
#### **Jail Services**

The City contracts with various agencies to provide jail services. Current contracts are with Nisqually and Pierce County.

	2020 Jail Rates													
Pierce County	Booking Fee	\$58.23	Nisqually	Booking Fee	\$20.00									
	Daily Rate	\$88.45		Daily Rate	\$65.00									
	Escort Fee*	\$135.84		Major Medical Costs	City Pays									
	Mental Health Fee	\$229.56												
	Special Identification Proces	\$189.53												
	Major Medical Costs	City Pays												

		Year	2019			Year	2020			Year	2021	
Service		Pierce		Total by		Pierce		Total by		Pierce		Total by
Period	Nisqually	County	Medical	Month	Nisqually	County	Medical	Month	Nisqually	County	Medical	Month
Jan	\$ 65,097	\$ 17,695	\$ 5,666	\$ 88,458	\$ 32,955	\$ 12,167	\$ -	\$ 45,122	\$ 14,662	\$ 1,349	\$ 1,085	\$ 17,095
Feb	55,820	15,059	8,036	78,914	22,685	16,085	-	38,770	16,610	513	-	17,123
Mar	52,065	13,109	6,659	71,833	24,310	12,645		36,955	27,534	300	_	27,834
Apr	55,426	15,713	452	71,591	13,994	7,630		21,624	-		-	-
May	53,300	27,369	-	80,669	20,995	5,188	-	26,183	-	-	-	-
Jun	56,745	27,580	-	84,325	19,305	6,808	-	26,113	-	-	-	-
Jul	53,425	14,769	1,973	70,166	18,891	9,864	208	28,963	-		_	-
Aug	35,620	14,360	5,558	55,538	21,522	9,740	-	31,262	-	-	-	-
Sep	29,120	24,179	-	53,299	28,176	9,454	-	37,630	-	-	-	-
Oct	21,480	26,515	9,791	57,786	26,251	5,451		31,702	-	-	-	-
Nov	30,909	22,967	-	53,876	21,965	3,694		25,659	-	-	-	-
Dec	33,235	12,209	-	45,444	13,698	1,908		15,606	-	-	-	-
Annual Total	\$ 542,242	\$ 231,524	\$ 38,133	\$ 811,899	\$ 264,747	\$ 100,636	\$ 208	\$ 365,591	\$ 58,805	\$ 2,162	\$ 1,085	\$ 62,052
·		Ann	ual Budget	\$ 950,000	OO Annual Budget \$ 950,000				Ann	ual Budget	\$ 700,000	
	Annual Exp	as % of Ann	ual Budget	85.5%	85.5% YTD as % of Annual Budget 38.5% YTD as % of Annual Budget				8.9%			

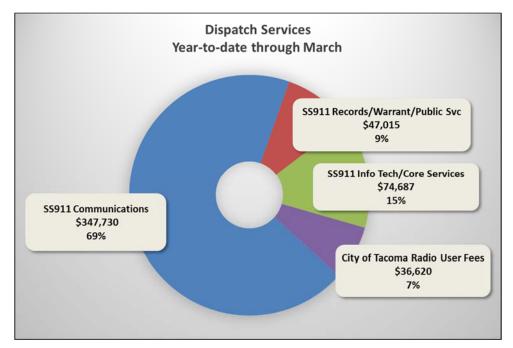




#### **Dispatch Services**

South Sound 911 PDA (Public Development Authority) provides dispatch emergency communication, records and technology services, and regional, interoperable first responder radio system.

South S	South Sound 911 Dispatch Services												
Year	-to	-date throu	gh l	March									
		2019		2020		20	21						
Category	Annual Annual Actual												
Communication	\$	1,509,250	\$	1,448,880	\$	1,390,920	\$	347,730					
Records/Warrant/Public Services		156,870		188,013		188,060		47,015					
Information Technology/Core Services		284,810		294,480		298,750		74,687					
Subtotal	\$	1,950,930	\$	1,931,373	\$	1,877,730	\$	469,432					
Radio User Fees City of Tacoma		118,841		117,464		117,560		36,620					
Total Dispatch Services	\$	2,069,771	\$	2,048,837	\$	1,995,290	\$	506,053					
Change Over Prior Year - \$	\$	(49,148)	\$	(20,934)	\$	(53,547)							
Change Over Prior Year - %		-2.3%		-1.0%		-2.6%							



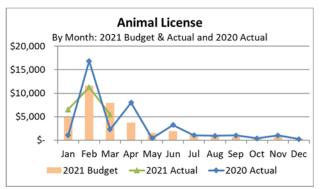
#### **Animal License**

The City requires all dogs and cats over the age of eight weeks and residing in the city limits to be licensed annually. All licenses expire on December 31. Licenses not renewed by February 28 are subject to a \$2 late penalty.

Anima	l License Fees	
		Senior (65+) or
Fee Type	Regular	Physically Disabled
Unaltered Dogs/Cats	\$55.00	\$30.00
Spayed/Neutered Dogs	\$20.00	\$10.00
Spayed/Neutered Cats	\$12.00	\$4.00
Pets Unders 6 Months Old	\$4.00	\$4.00
Service Dogs	\$0.00	\$0.00
Late Fee (after February 28)	\$2.00	\$2.00

					Υé	Anim ear-to-date		icense rough M	arch					
											Over/			
Month	201	9 Actual	2020	Actual	2021 Budget Actual					1 Actual vs	2020 Actual %	20	)21 Actual	vs Budget %
									_	7	-	_	7	-
Jan	\$	8,561	\$	1,055	\$	4,903	\$	6,557	\$	5,502	521.5%		1,654	33.7%
Feb		250		16,839		11,608		11,271		(5,568)	-33.1%		(337)	-2.9%
Mar		17,903		2,291		7,917		5,453		3,162	138.0%		(2,464)	-31.1%
Apr		2,394		7,986		3,718		-		-	-		-	-
May		3,183		410		1,520		-		-	-		-	-
Jun		1,609		3,216		1,952		-		-	-		-	-
Jul		1,063		1,049		1,177		-		-	-		-	-
Aug		848		943		928		-		-	-		-	-
Sep		714		995		705		-		-	-		-	-
Oct		987		370		527		-		-	-		-	-
Nov		700		1,011		735		-		-	-		-	-
Dec		626		213		310		_		-	-		-	-
Total YTD	\$	26,714	\$	20,185	\$	24,428	\$	23,281	\$	3,096	15.3%	\$	(1,147)	-4.7%
Total Annual	\$	38,838	\$	36,378	\$	36,000		n/a		n/a	n/a		n/a	n/a
5-Year Ave Chang	Year Ave Change (2016 - 2020): -1.8%											•		





			Animal Co	ntro	ol							
	Y	ear-	to-date thro	ugl	h March							
											Over/(	Under)
Operating	2019		202	0			202	21		202	1 Actual v	s 2020 Actual
Revenues & Expenditures	Annual Actual Annual Actual YTD Actual Annual Est YTD Actua							D Actual		\$	%	
Operating Revenue:												
Animal License	\$ 38,838	\$	36,376	\$	20,184	\$	36,000	\$	23,281	\$	3,097	15.3%
Animal Services - City of Dupont	33,252		33,917		8,479		34,514		8,469		(10)	-0.1%
Animal Services - Town of Steilacoom	18,012		15,630		422		16,601		2,103		1,681	398.3%
Total Operating Revenues	\$ 90,101	\$	85,923	\$	29,085	\$	87,115	\$	33,853	\$	4,768	16.4%
Operating Expenditures:												
Personnel	190590+1		196,614		50,217		201,175		53,264		3,047	6.1%
Operating Supplies	500		569		569		2,220		500		(69)	-12.1%
Minor Equipment	1,355		-		-		2,120		-		-	n/a
Humane Society	132,365		121,795		36,186		150,534		37,714		1,528	4.2%
Other Services & Charges	-		151		-		1,200		-		-	n/a
Total Operating Expenditures	\$ 134,221	\$	319,129	\$	86,972	\$	357,249	\$	91,479	\$	4,507	5.2%
Net Program Cost	\$ (44,120)	\$	(233,206)	\$	(57,887)	\$	(270,134)	\$	(57,626)	\$	261	-0.5%

Note - operating expenditures do not include internal service allocations (such as vehicle repairs & maintenance, vehicle replacement reserves, etc.) as all police internal service charges are accounted for under Command Section.

#### **Alarm Permits and Fees**

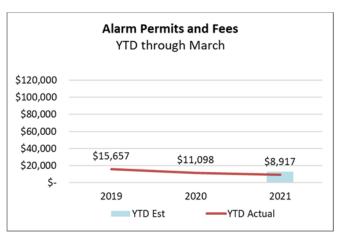
False alarms cost the City and citizens thousands of dollars per year and take officers away from actual emergencies. The false alarm ordinance includes a registration process, provides for annual alarm permit fees for residential and business alarms, and provides for fees for false alarms to encourage all alarm users to maintain the reliability of and to properly use their alarm equipment.

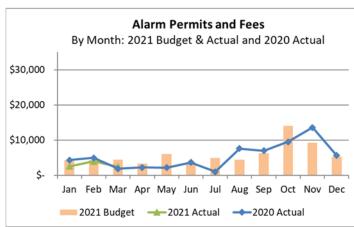
				m Permits ar				
							(Under)	
B. 4 4 b	2019	2020		2021	1	s 2020 Actual	2021 Actual vs 20	
Month	Actual	Actual	Budget	Actual	\$	%	\$	%
Jan	\$ 11,037	\$ 4,333	\$ 4,271	\$ 2,564	\$ (1,769)	-40.8%	\$ (1,707)	-40.0%
Feb	1,594	4,933	4,354	3,930	(1,003)	-20.3%	(424)	-9.7%
Mar	3,026	1,832	4,366	2,425	593	32.4%	(1,941)	-44.5%
Apr	3,418	2,219	3,333	-	-	-	-	-
May	2,135	2,184	6,026	-	-	-	-	-
Jun	3,770	3,638	3,694		-	-	-	-
Jul	10,912	1,001	4,893	-	-	-	-	-
Aug	2,708	7,619	4,391	<u>-</u>	-	-	-	-
Sep	6,435	7,009	6,219	-	-	-	-	-
Oct	9,634	9,543	14,042	-	-	-	-	-
Nov	23,419	13,577	9,188	-	-	-	-	-
Dec	6,261	5,647	5,223	-	-	-	-	-
Total YTD	\$ 15,657	\$ 11,098	\$ 12,991	\$ 8,919	\$ (2,179)	-19.6%	\$ (4,072)	-31.3%
Total Annual	\$ 84,349	\$ 63,535	\$ 70,000	n/a	n/a	n/a	n/a	n/a
5-Year Ave Change	e (2016 - 2020):	-8.0%						

Note: The table reflects gross revenue and does not take into account of related processing and other fees totaling \$51,379 in 2019, \$31,736 in 2020 and \$3,075 YTD 2021.

The reason for the decrease in revenues earlier in 2018 is due to timing of billings by PMAM, the City's 3<sup>rd</sup> party contractor. PMAM acquired ATB in 2011; however, transition of data from ATB to the new PMAM platform did not occur until January 2018. There were inconsistencies in the data transition and PMAM's IT Team had been working on reconciling the data and completed it in July 2018. PMAM issued renewal notices to alarm companies in August 2018 (billed approximately \$69,000). This billing included four alarm companies totaling \$55,000.

The number of new registrations have been trending downward from 2017 to 2019. The number of customers that have renewed each year has also trended downward and could be due to several reasons: the customer moved and did not provide notification; the customer cancelled their alarm service and did not provide notification; or the customer was not aware they had to renew the permit. The number of billable false alarms have decreased, which is a natural progression of the program. As customers become more aware of the expectations and are more diligent in the management of the alarm system, the number of false alarms decrease. Another trend PMAM is seeing throughout all of their customer base is the dollars collected have decreased due to the COVID-19 pandemic. From March through June 2021, PMAM did not see any major impacts, but moving into the second half of the year, customers are prioritizing their finances by necessity over luxury.





#### **Seizure Funds**

#### **Fund 180 Narcotics Seizure Fund**

The purpose of this fund is for tracking assets seized as a result of involvement with the illegal sale, possession, or distribution of drugs or controlled substances, and for the purchase of controlled substances or drugs by law enforcement officers or agents, as well as other expenses to enhance and improve law enforcement activities having a close and demonstrable relationship to enforce enforcement of controlled substances. Funds may not be used to supplant existing funding sources.

Fund 180 - Narcotics Seizure Year-to-date through March													
		2019		2020		20	21						
	1	Annual	1	Annual		Annual		YTD					
		Actual		Actual		Budget		Actual					
Sources:													
Forfeitures	\$	123,275	\$	71,670	\$	-	\$	80					
Law Enforcement Contracts		38,171		33,485		-		1,495					
Interest Earnings/Misc		6,098		1,197		-		49					
Total Sources	\$	167,544	\$	106,352	\$	-	\$	1,624					
Uses:													
Investigations/Predictive Policing		201,584		162,477		-		16,885					
Capital Purchases		-		-		120,000		-					
Total Uses	\$	201,584	\$	162,477	\$	120,000	\$	16,885					
Sources Over/(Under) Uses	\$	(34,040)	\$	(56,125)	\$	\$ (120,000) \$ (15,261							
Beginning Balance	\$	316,361	\$	282,321	\$	120,000	\$	226,196					
Ending Balance	\$	282,321	\$	226,196	\$	-	\$	210,935					

#### **Fund 181 Felony Seizure Fund**

The state statute authorizes the seizure of assets that have been or was actually employed as an instrumentality in the commission or in the aiding or abetting in the commission of any felony, or which was furnished or was intended to be furnished by any person in the commission of, as a result of, or as a compensation for the commission of, any felony, or which was acquired in whole or in part with the proceeds traceable to the commission of a felony. Funds shall be used exclusively by the City in the expansion and improvement of law enforcement activity; however may not be used to supplant existing funding sources.

Fund 181 - Felony Seizure  Year-to-date through March													
rear to		2019		2020		20	21						
	Α	nnual		Annual		Annual		YTD					
	Actual Actual Budget Actu												
Sources:													
Forfeitures	\$	14,121	\$	42,620	\$	-	\$	-					
Interest Earnings/Misc		-		40		-		12					
Total Sources	\$	14,121	\$	42,660	\$	-	\$	12					
Uses:													
Investigations/Predictive Policing		21,022		2,966		-		3,495					
Capital Purchases		-		-		-		-					
Total Uses	\$	21,022	\$	2,966	\$	-	\$	3,495					
Sources Over/(Under) Uses	\$	(6,901)	\$	39,694	694 \$ - \$ (3,483)								
Beginning Balance	\$	15,044	\$	8,143	\$	-	\$	47,837					
Ending Balance	\$	8,143	\$	47,837	\$	-	\$	44,354					

#### **Fund 182 Federal Seizure Fund**

The Federal Equity Sharing Guidelines lists the following (funds shall be used to increase or supplement and not be used to replace or supplant):

<u>Permissible Uses</u>: law enforcement investigations; law enforcement training, law enforcement and detention facilities; law enforcement equipment; law enforcement travel and transportation; law enforcement awards and memorials; drug and gang education awareness programs; matching fund for grants; pro rata funding of the law enforcement agency's percentage of costs associated with supporting multi-agency items or facilities; asset accounting and tracking of expenditures of federally shared funds; language assistance services in connection with law enforcement activity; transfers of cash to other law enforcement agencies; support of community-based programs (cash transfers to community-based programs are not permitted); and windfall situations to provide additional support to community –based programs.

<u>Impermissible Uses</u>: Salaries and benefits of permanent law enforcement personnel, except in limited circumstances (i.e. express statutory authorization, overtime of officers and investigators, new positions and temporary or not-to-exceed one year appointments and salary of an officer hired to replace an officer assigned to a task force, specialized programs that generally to not involve traditional law enforcement functions); use of forfeited property by non-law enforcement personnel; payment of education-related costs; uses contrary to the laws of the state or local jurisdiction; non-official government use of shared assets; personal or political use of shared assets; purchase of food and beverage (except for conference and meals during local operations); extravagant expenditures or wasteful expenditures and entertainment; cash on hand, secondary accounts, and stored value cards (such as prepaid credit cards); transfers to other law enforcement agencies; purchase of items for other law enforcement agencies; costs related to lawsuits; loans; and money laundering operations.

Fund 182 - Federal Seizure Year-to-date through March										
		2019		2020 Annual		2021				
		Annual	1			Annual	YTD			
		Actual	Actual		Budget			Actual		
Sources:										
Forfeitures	\$	264,203	\$	63,492	\$	-	\$	-		
Interest Earnings/Misc		-		1,132		-		51		
Total Sources	\$	264,203	\$	64,624	\$	-	\$	51		
Uses:										
Crime Prevention		4,374		399		-		-		
Capital Purchases		-		163,147		120,000		-		
Total Uses	\$	4,374	\$	163,546	\$	120,000	\$	-		
Sources Over/(Under) Uses	\$	259,829	\$	(98,922)	\$	(120,000)	\$	51		
Beginning Balance	\$	-	\$	259,829	\$	120,000	\$	160,907		
Ending Balance	\$	259,829	\$	160,907	\$	-	\$	160,958		

#### **Fund 195 Public Safety Grants**

The purpose of this fund is to account for the revenues and expenditures related to public safety grants. The following table provides a financial summary of these grants.

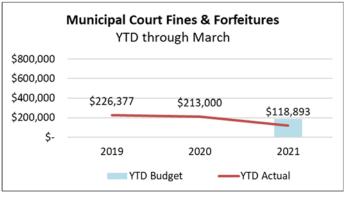
	Year-to-date through March							
	Beg	inning					End	ling
Public Safety Grants	Ва	lance	F	Revenue	Ехр	enditure	Bala	ance
Dept. of Justice - Veterans Treatment Court	\$	-	\$	27,819	\$	27,819	\$	-
Washington Auto Theft Prevention Authority (WATPA)		-		65,111		65,111		-
Washington Traffic Safety Commission (WTSC) Impaired Driving		-		2,497		2,497		-
Total	\$		\$	95,427	\$	95,427	\$	-

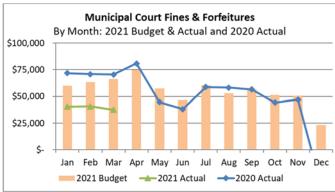
	20	21		
	Annual			
Public Safety Grants	Budget	Υ	TD Mar	
Dept. of Justice - Veterans Treatment Court	\$ 132,328	\$	27,819	
Washington Auto Theft Prevention Authority (WATPA)	-		65,111	
Washington Traffic Safety Commission (WTSC) Impaired & Distracted Driving	-		2,497	
Total	\$ 132,328	\$	95,427	

#### **MUNICIPAL COURT**

Effective January 2015, as part of the new contracts, fines and forfeiture revenues from the Town of Steilacoom and City of University Place are no longer retained by the City, other than for past cases. Revenues from 2015 cases and forward are collected by the City and remitted on a monthly basis to the contract jurisdictions (City of DuPont, City of University Place and Town of Steilacoom).

Municipal Court Fines & Forfeitures  Year-to-date through March											
					Over / (Under)						
Month				021	2021 Actual	vs 2020 Actual	2021 Actual vs Budget				
	2019 Actual	2020 Actual	Budget	Actual	Ş	%	Ş	%			
Jan	\$ 76,991	\$ 71,738	\$ 60,079	\$ 40,542	\$ (31,196)	-43.5%	\$ (19,537)	-32.5%			
Feb	78,043	70,791	63,167	40,724	(30,067)	-42.5%	(22,443)	-35.5%			
Mar	71,343	70,471	66,213	37,627	(32,844)	-46.6%	(28,586)	-43.2%			
Apr	63,866	80,802	74,797	-	-	-	-	-			
May	86,843	44,622	57,472	-	-	-	-	-			
Jun	52,973	38,097	46,601	-	-	-	-	-			
Jul	51,449	58,687	60,182	-	-	-	-	-			
Aug	82,274	58,214	52,929	-	-	-	-	-			
Sep	70,292	56,595	56,696	-	-	-	-	-			
Oct	54,188	44,210	51,366	-	-	-	-	-			
Nov	78,483	47,094	50,666	-	-	-	-	-			
Dec	46,026	(33,161)	23,038	-	-	-	-	-			
Total YTD	\$ 226,377	\$ 213,000	\$ 189,458	\$ 118,893	\$ (94,107)	-44.2%	\$ (70,565)	-37.2%			
Total Annual	\$ 812,771	\$ 608,160	\$ 663,205	n/a	n/a	n/a	n/a	n/a			
5-Year Ave Chan	-Year Ave Change (2016 - 2020): -8.2%										



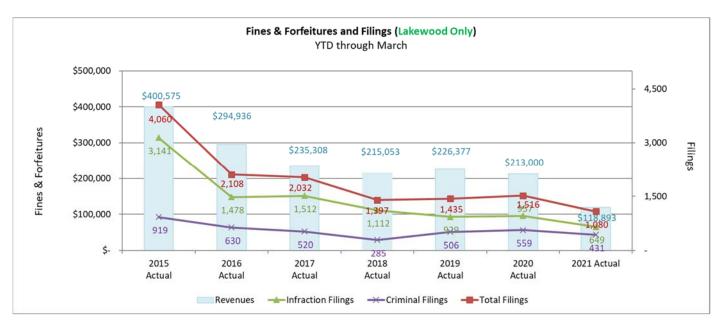


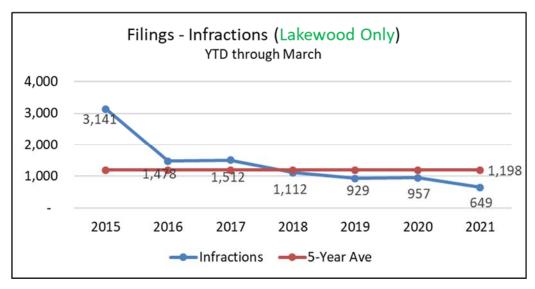
Municipal Court Fines & Forfeitures											
Year-to-date through March											
		202	20		2021		Over / (Under)		Over / (Under)		
	2019	Annual	YTD	Annual	YTD	YTD	2021 YTD Actual vs	2020 YTD Actual	2021 YTD Actual vs 2021 YTD Budget		
Category	Actual	Actual	Actual	Budget	Budget	Actual	\$ %		\$	%	
Admin, Filing, Copy, Forms, Legal	\$ 51,015	\$ 42,168	\$ 11,937	\$ 41,050	\$ 10,618	\$ 7,783	\$ (4,154)	-34.8%	\$ (2,835)	-26.7%	
Detention & Corrrection Services	158,640	95,415	42,695	190,255	37,976	23,756	(18,939)	-44.4%	(14,220)	-37.4%	
Civil Penalties	2,720	1,740	646	1,800	575	218	(428)	-66.3%	(357)	-62.1%	
Civil Infraction Penalties	484,398	384,788	137,487	358,000	122,291	81,750	(55,737)	-40.5%	(40,541)	-33.2%	
Civil Parking Infractions	1,498	1,420	295	2,000	262	545	250	84.7%	283	107.7%	
Criminal Traffic Misdemeanor Fines	38,272	10,961	1,846	13,000	1,642	3,089	1,243	67.3%	1,447	88.1%	
Criminal Non-Traffic Fines	7,751	20,678	4,048	8,000	3,601	(7,415)	(11,463)	-283.2%	(11,016)	-305.9%	
Court Cost Recoupment	16,514	18,633	5,778	18,800	5,139	3,946	(1,832)	-31.7%	(1,193)	-23.2%	
Interest/Other/Misc	51,965	32,358	8,268	30,300	7,354	5,221	(3,047)	-36.9%	(2,133)	-29.0%	
Total	\$ 812,771	\$ 608,160	\$213,000	\$ 663,205	\$ 189,458	\$118,893	\$ (94,107)	-44.2%	\$ (70,565)	-37.2%	

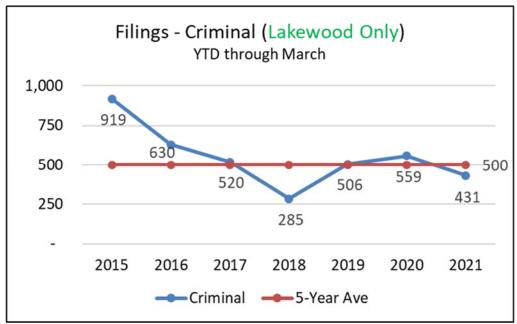
Municipal Court  Year-to-date through March											
						Over / (Under)					
	2019	20	)20	20	21	2021 YTD Actual					
Operating	Annual	Annual	YTD	Annual	YTD	vs 2020 YTD Actual					
Revenues & Expenditures	Actual	Actual	Actual	Budget	Actual	\$	%				
Operating Revenue:											
Fines & Forfeitures	\$ 798,411	\$ 608,160	\$ 213,000	\$ 189,458	\$ 118,892	\$ (94,109)	-44.2%				
Court Services - City of University Place	153,321	251,187	84,619	-	-	(84,619)	-100.0%				
Court Services - Town of Steilacoom	155,276	87,364	33,364	106,090	106,090	72,726	218.0%				
Court Services - City of DuPont	121,505	35,565	35,565	90,177	90,177	54,612	153.6%				
Total Operating Revenues	\$ 1,228,513	\$ 982,276	\$ 366,548	\$ 385,725	\$ 315,159	\$ (51,389)	-14.0%				
Operating Expenditures:											
Judicial Services	1,065,824	1,045,965	346,015	1,076,121	298,817	(47,198)	-13.6%				
Professional Services*	591,672	562,198	137,607	572,000	125,335	(12,272)	-8.9%				
Probation & Detention	301,019	245,393	52,295	342,403	55,562	3,267	6.2%				
Total Operating Expenditures	\$ 1,958,515	\$ 1,853,556	\$ 535,917	\$ 1,990,524	\$ 479,714	\$ (56,203)	-10.5%				
Net Revenue (Cost)	\$ (730,002)	\$ (871,280)	\$ (169,369)	\$ (1,604,799)	\$ (164,555)	\$ 4,814	-2.8%				

 $<sup>{\</sup>it *Professional Services includes Pro-Tem Judge , Public Defender, Jury/Witness Fees and Interpreter Services.}\\$ 

The following charts provides current and historical filings and fines & forfeitures for Lakewood (does not include photo infraction filings and revenues).



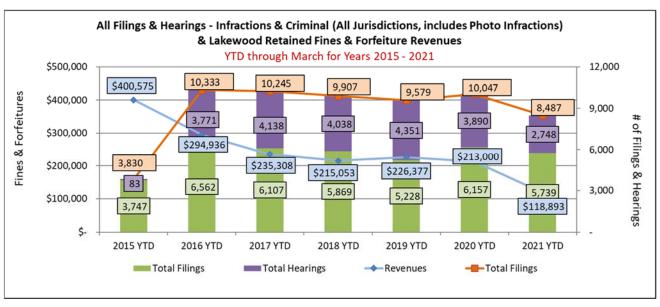




	Fines & Forfeitures Retained by Contract Jurisdictions (Received by the City of Lakewood and Remitted to Contract Jurisdictions)													
Contract Jurisdiction 2016 Annual 2017 Annual 2018 Annual 2019 Annual 2020 Annual 2021 YTD														
City of University Place	\$	64,187	\$	70,720	\$	86,876	\$	63,086	\$	68,482	\$	14,571		
Town of Steilacoom		69,060		90,649		104,858		99,374		65,191		18,114		
City of DuPont		88,908		95,501		78,473		68,131		40,715		10,840		
Total \$ 222,155 \$ 256,870 \$ 270,208 \$ 230,591 \$ 174,388 \$ 43,525														

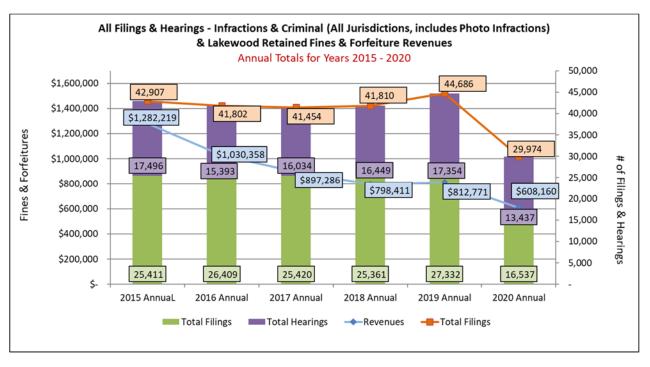
Filings and Hearings by Jurisdiction – YTD March

		FILI	INGS						
Total YTD Mar	Infractions	Criminal	Photo/ Camera	Total Filings	Infractions	Criminal	Photo/ Camera	Total Hearings	Total Filing & Hearings
2021	807	488	4,444	5,739	350	2,371	27	2,748	8,487
Lakewood	649	431	4,444	5,524	273	2,062	27	2,362	7,886
University Place	6	4	-	10	19	151	-	170	180
Steilacoom	87	26	-	113	34	80	-	114	227
DuPont	65	27	-	92	24	78	-	102	194
2020	1,327	668	4,162	6,157	781	3,020	89	3,890	10,047
Lakewood	957	559	4,162	5,678	623	2,532	89	3,244	8,922
University Place	114	53	-	167	76	308	1	384	551
Steilacoom	150	31	-	181	44	90	1	134	315
DuPont	106	25	-	131	38	90	1	128	259
2019	1,320	614	3,294	5,228	616	3,637	98	4,351	9,579
Lakewood	929	506	3,294	4,729	435	2,895	98	3,428	8,157
University Place	90	50	-	140	81	402	-	483	623
Steilacoom	215	41	-	256	74	190	-	264	520
DuPont	86	17	-	103	26	150	-	176	279
2018	1,717	911	3,241	5,869	604	3,347	87	4,038	9,907
Lakewood	1,112	701	3,241	5,054	432	2,591	87	3,110	8,164
University Place	107	77	-	184	47	367	-	414	598
Steilacoom	260	57	-	317	66	151	-	217	534
DuPont	238	76	-	314	59	238	-	297	611
2017	2,052	717	3,338	6,107	645	3,393	100	4,138	10,245
Lakewood	1,512	520	3,338	5,370	482	2,586	100	3,168	8,538
University Place	110	97	-	207	46	465	-	511	718
Steilacoom	141	40	-	181	33	156	-	189	370
DuPont	289	60	-	349	84	186	-	270	619
2016	1,944	871	3,747	6,562	645	3,043	83	3,771	10,333
Lakewood	1,478	630	3,747	5,855	473	2,338	83	2,894	8,749
University Place	68	75	-	143	31	341	-	372	515
Steilacoom	158	36	-	194	51	139	_	190	384
DuPont	240	130	-	370	90	225	-	315	685
2015	3,640	1,151	2,520	7,311	1,238	3,189	112	4,539	11,850
Lakewood	3,141	919	2,520	6,580	1,166	2,740	112	4,018	10,598
University Place	89	134	-	223	72	449	-	521	744
Steilacoom	205	57	-	262	-	-	-	-	262
DuPont	205	41	-	246	-	-	-	-	246



Filings and Hearings by Jurisdiction – Annual Totals

		FILI	INGS						
Annual Totals	Infractions	Criminal	Photo/ Camera	Total Filings	Infractions	Criminal	Photo/ Camera	Total Hearings	Total Filing & Hearings
2020	4,120	2,274	10,143	16,537	2,408	10,762	267	13,437	29,974
Lakewood	2,777	1,876	10,143	14,796	1,788	9,005	267	11,060	25,856
University Place	392	201	-	593	242	1,067	-	1,309	1,902
Steilacoom	633	102	-	735	226	374	-	600	1,335
DuPont	318	95	-	413	152	316	-	468	881
2019	7,638	3,050	16,644	27,332	2,710	14,346	298	17,354	44,686
Lakewood	5,678	2,481	16,644	24,803	2,070	11,598	298	13,966	38,769
University Place	419	302	-	721	194	1,655	-	1,849	2,570
Steilacoom	922	188	-	1,110	301	596	-	897	2,007
DuPont	619	79	-	698	145	497	-	642	1,340
2018	6,494	3,187	15,680	25,361	2,392	13,724	333	16,449	41,810
Lakewood	4,008	2,390	15,680	22,078	1,608	10,727	333	12,668	34,746
University Place	687	340	-	1,027	264	1,585	-	1,849	2,876
Steilacoom	1,053	234	-	1,287	313	604	-	917	2,204
DuPont	746	223	-	969	207	808	-	1,015	1,984
2017	7,910	3,097	14,413	25,420	2,615	13,055	364	16,034	41,454
Lakewood	5,303	2,235	14,413	21,951	1,890	9,898	364	12,152	34,103
University Place	629	396	-	1,025	227	1,843	-	2,070	3,095
Steilacoom	1,151	204	-	1,355	266	583	-	849	2,204
DuPont	827	262	-	1,089	232	731	-	963	2,052
2016	7,733	3,569	15,107	26,409	2,581	12,414	398	15,393	41,802
Lakewood	5,463	2,623	15,107	23,193	1,933	9,567	398	11,898	35,091
University Place	602	409	-	1,011	199	1,583	-	1,782	2,793
Steilacoom	678	162	-	840	179	487	-	666	1,506
DuPont	990	375	-	1,365	270	777	-	1,047	2,412
2015	10,453	4,197	10,761	25,411	4,806	12,322	368	17,496	42,907
Lakewood	8,204	3,308	10,761	22,273	4,569	10,784	368	15,721	37,994
University Place	316	458	-	774	237	1,538	-	1,775	2,549
Steilacoom	787	197	-	984	-	-	-	-	984
DuPont	1,146	234	-	1,380	-	-	-	-	1,380

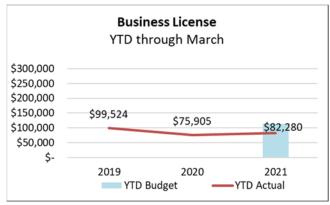


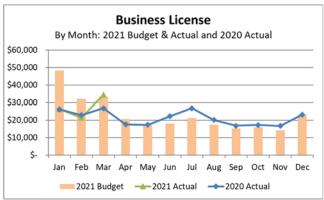
#### **COMMUNITY & ECONOMIC DEVELOPMENT**

## **Business License**

Businesses located or doing business in the City are required to obtain a local business license prior to commencing operations. Business license fees are set by the City Council and may change from time to time. Currently, the cost of a general business license is \$60 for a 12-month period. Additional fees may apply to specialty businesses. Organization exempt from taxation under 26 USC 501(C)(3) and (4) must apply and obtain a business license, but are exempt from the business license fee. The number of business licenses in a given year range between 3,800 - 4,200 with roughly 3,800 renewals annually.

	Business License Year-to-date through March														
									Over / (Under)						
							021		2	021 Actual vs		202		2021 Budget	
Month	20:	19 Actual	20	20 Actual		Budget		Actual		\$	%		\$	%	
Jan	\$	34,715	\$	26,180	\$	48,166	\$	26,370	\$	190	0.7%	\$	(21,796)	-45.3%	
Feb		26,320		22,935		32,162		21,420		(1,515)	-6.6%		(10,742)	-33.4%	
Mar		38,489		26,790		33,063		34,490		7,700	28.7%		1,427	4.3%	
Apr		30,280		17,625		20,722		-		-	-		-	-	
May		20,725		17,350		17,174		-		-	-		-	-	
Jun		21,715		22,220		17,988		-		-	-		-	-	
Jul		22,940		26,814		21,345		-		-	-		-	-	
Aug		20,650		20,090		17,339		-		-	-		-	-	
Sep		18,935		16,815		15,199		-		-	-		-	-	
Oct		21,395		17,240		15,942		-		-	-		-	-	
Nov		15,100		16,775		14,307		-		-	-		-	-	
Dec		21,225		23,270		23,119		-		-	-		-	-	
Total YTD	\$	99,524	\$	75,905	\$	113,390	\$	82,280	\$	6,375	8.4%	\$	(31,110)	-27.4%	
Annual Total	\$	292,489	\$	254,104	\$	276,525		n/a		n/a	n/a		n/a	n/a	
5-Year Ave Chang	-Year Ave Change (2016 - 2020): -1.7%														





General business licenses were down in 2020 due to the closure of the State Business License Services (BLS) office as a result of COVID-19 causing delays in processing. BLS deferred the general business license expirations dates, thus less revenue from renewals. Business activity is overall is down due to the pandemic, however is picking up in

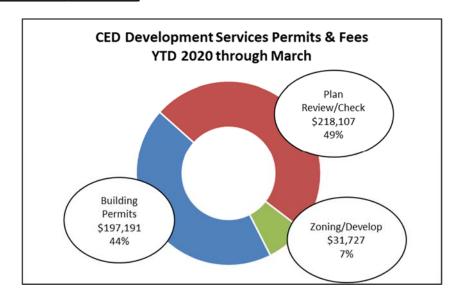
	Business License By Type Year-to-date through March													
Over / (Under)														
								20	21 YTD	Actual vs				
	2019	20	20		2021				2020 YTD Actual					
Month	Annual	Annual		YTD	Budget	Budget YTD Actual			\$	%				
General	\$257,545	\$239,815	\$	66,380	\$ 240,000	\$	71,780	\$	5,400	8.1%				
Specialty	34,944	14,289 9,52			36,525	10,500			975	10.2%				
Total	\$292,489	89 \$254,104 \$ 75,905 \$276,525 \$ 82,280 \$ 6,375 8.4%												

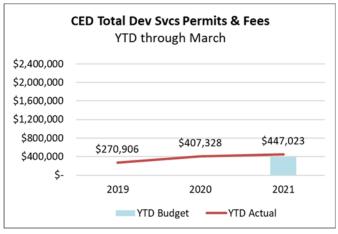
2021. Specialty licenses are down in 2021 compared to 2019 due to the closure of Déjà vu on September 18, 2019.

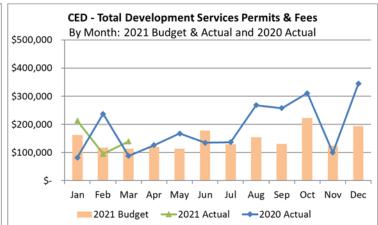
## **Development Services Permits & Fees**

Community and Economic Development permits and fees include building and related permits (i.e. mechanical, plumbing), plan review fees, plan check fees and zoning and development fees.

	CED - Total Development Services Permits & Fees  Year-to-date through March												
			Year-to-a	ate through N	Over / (Under)								
			202	21	20	021 Actual v	s 2020 Actual	2021 Actual vs 2	021 Budget				
Month	2019 Actual	2020 Actual	Budget	Actual		\$	%	\$	%				
Jan	\$ 72,564	\$ 82,142	\$ 161,532	\$ 213,048	\$	130,906	159.4%	\$ 51,516	31.9%				
Feb	68,038	237,367	116,989	95,057		(142,310)	-60.0%	(21,932)	-18.7%				
Mar	130,304	87,821	113,263	138,920		51,099	58.2%	25,657	22.7%				
Apr	116,692	126,265	119,667	-		-	-	-	-				
May	108,024	167,679	113,653	-		-	-	-	-				
Jun	133,225	134,496	178,168	-		-	-	-	-				
Jul	164,974	136,845	128,757	-		-	-	-	-				
Aug	153,265	267,680	153,759	-		-	-	-	-				
Sep	165,581	257,296	130,416	-		-	-	-	-				
Oct	236,520	310,984	222,330	-		-	-	-	-				
Nov	210,059	100,064	123,714	-		-	-	-	-				
Dec	189,782	344,128	192,949	-		-	-	-	-				
Total YTD	\$ 270,907	\$ 407,330	\$ 391,786	\$ 447,025	\$	39,694	9.7%	\$ 55,237	14.1%				
Total Annual	\$ 1,749,027	\$ 2,252,765	\$ 1,755,200	n/a		n/a	n/a	n/a	n/a				
5-Year Ave Change	(2016 - 2020):	18.4%											

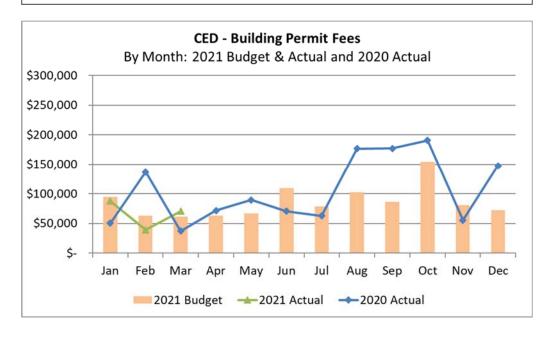




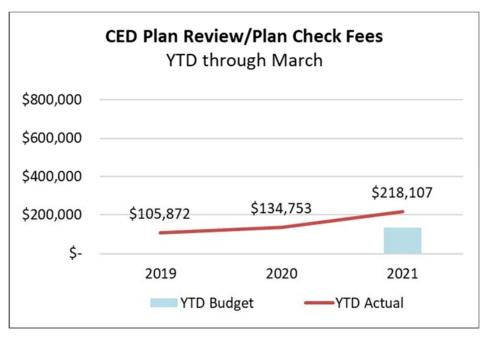


	CED - Building Permit Fees												
			Year-to-d	ate through Ma	ırch								
						Over	/ (Under)						
			20	21	2021 Actual v	s 2020 Actual	2021 Actual v	2021 Budget					
Month	2019 Actual	2020 Actual	Budget	Actual	\$	%	\$	%					
Jan	\$ 37,664	\$ 50,272	\$ 94,941	\$ 87,473	\$ 37,201	74.0%	\$ (7,468)	-7.9%					
Feb	32,461	136,871	62,857	39,191	(97,680)	-71.4%	(23,666)	-37.7%					
Mar	56,949	37,180	61,121	70,527	33,347	89.7%	9,406	15.4%					
Apr	55,884	71,701	62,914	-	-	-	-	-					
May	58,981	89,589	66,940	-	-	-	-	-					
Jun	78,037	70,566	109,619	-	-	-	-	-					
Jul	86,656	62,726	78,165	-	-	-	-	-					
Aug	100,468	176,682	102,926	-	-	-	-	-					
Sep	112,318	177,112	86,616	-	-	-	-	-					
Oct	168,457	190,511	154,527	-	-	-	-	-					
Nov	148,441	55,369	80,479	-	-	-	-	-					
Dec	69,586	147,713	72,195	-	-	-	-	-					
Total YTD	\$ 127,074	\$ 224,323	\$ 218,920	\$ 197,191	\$ (27,132)	-12.1%	\$ (21,729)	-9.9%					
Total Annual	\$ 1,005,902	\$ 1,266,291	\$ 1,033,300	n/a	n/a	n/a	n/a	n/a					
5-Year Ave Chang	ge (2016 - 2020):	16.4%			•			_					

**CED Building Permit Fees** YTD through March \$1,400,000 \$1,200,000 \$1,000,000 \$800,000 \$600,000 \$400,000 \$224,323 \$197,191 \$127,074 \$200,000 \$-2019 2020 2021 YTD Budget YTD Actual

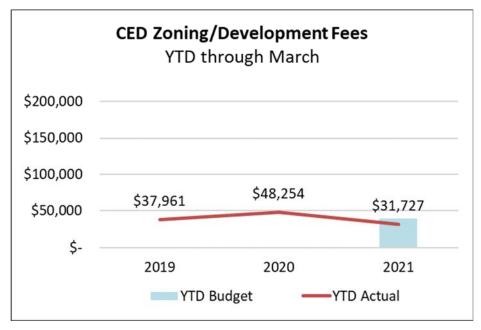


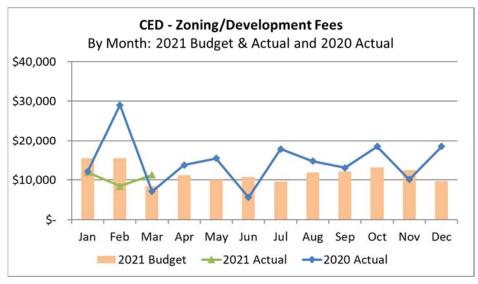
					CEI	D - Plan R	evie	w/Plan Ch	eck	Fees				
						Year-to-	date	through Ma	rch					
											Over / (			
						20	021		2	2021 Actual v	s 2020 Actual	202	1 Actual vs	2021 Budget
Month	201	L9 Actual	20	20 Actual	E	stimate		Actual		\$	%		\$	%
Jan	\$	20,271	\$	19,758	\$	51,075	\$	113,615	\$	93,857	475.0%	\$	62,540	122.4%
Feb		19,617		71,472		38,695		47,394		(24,078)	-33.7%		8,699	22.5%
Mar		65,985		43,523		43,663		57,098		13,575	31.2%		13,435	30.8%
Apr		46,362		40,794		45,539		-		-	-		-	-
May		37,242		62,631		36,694		-		-	-		-	-
Jun		39,477		58,319		57,762		-		-	-		-	-
Jul		72,564		56,290		40,954		-		-	-		-	-
Aug		45,135		76,218		38,978		-		-	-		-	-
Sep		38,033		67,124		31,615		-		-	-		-	-
Oct		53,300		101,986		54,600		-		-	-		-	-
Nov		54,348		34,565		30,773		-		-	-		-	-
Dec		111,166		177,955		111,050							-	
Total YTD	\$	105,872	\$	134,753	\$	133,436	\$	218,107	\$	83,354	61.9%	\$	84,671	63.5%
Total Annual	\$	603,499	\$	810,634	\$	581,400		n/a		n/a	n/a		n/a	n/a
5-Year Ave Change	(20	16 - 2020):		23.8%										





			CED - Zonir	ng/Develop	ment Fees								
			Year-to-	date through	March								
							(Under)						
			20	2021 2021 Actual vs 2020 Actual 2021 Actual vs 2021 Budge									
Month	2019 Actual	2020 Actual	Budget	Actual	\$	%	\$	%					
Jan	\$ 14,630	\$ 12,112	\$ 15,515	\$ 11,960	\$ (152)	-1.3%	\$ (3,555)	-22.9%					
Feb	15,961	29,024	15,437	8,472	(20,552)	-70.8%	(6,965)	-45.1%					
Mar	7,370	7,118	8,479	11,295	4,177	58.7%	2,816	33.2%					
Apr	14,446	13,770	11,214	-	-	-	-	-					
May	11,801	15,459	10,019	-	-	-	-	-					
Jun	15,710	5,611	10,786	-	-	-	-	-					
Jul	5,754	17,829	9,638	-	-	-	-	-					
Aug	7,662	14,780	11,855	-	-	-	-	-					
Sep	15,230	13,060	12,185	-	-	-	-	-					
Oct	14,763	18,487	13,203	-	-	-	-	-					
Nov	7,270	10,130	12,463	-	-		-	_					
Dec	9,030	18,460	9,704	-									
Total YTD	\$ 37,961	\$ 48,254	\$ 39,432	\$ 31,727	\$ (16,527)	-34.3%	\$ (7,705)	-19.5%					
Total Annual	\$ 139,627	\$ 175,840	\$ 140,500	n/a	n/a	n/a	n/a	n/a					
5-Year Ave Change	(2016 - 2020):	13.3%		•									





#### **Cost Recovery – Development Services**

In May 2016, the City Council adopted a set of revised financial policies to include cost recovery. The following is an excerpt of the cost recovery policy as it relates specifically to target cost recovery for development review services:

Target Cost Recovery Level for Development Review Services. The cost recovery policy applies to the following development programs/services: planning (long and short plats, privately initiated re-zonings and comprehensive plan amendments, variances, use permits); building and safety (building permits, structural plan checks, inspections); engineering (public improvement plan checks, inspections, subdivision requirements, encroachments, right-of-way permits); and fire plan check. Cost recovery for these services should generally be very high. In most instances, the City's cost recovery ratio goal should be 85%. The timeline to achieve the cost recovery is no later than year 2021. In setting cost recovery levels, the City shall clearly establish and articulate performance measurements to ensure that there is "value for cost."

The table below provides historical annual and current estimated annual and actual subsidy and recovery ratio by program.

Development Services Permits & Fees (Includes Community & Economic Development, Public Works Engineering & Surface Water Management)											
(includes Community & Ed	conomic Dev		te throuah Ma		surrace water	ivianagemen	τ)				
	2016	2017	2018	2019	2020	20	021				
	Annual	Annual	Annual	Annual	Annual	Annual	YTD				
	Actual	Actual	Actual	Actual	Actual	Budget	Actual				
Operating Revenues:											
Building Related Permits	696,696	860,776	1,390,775	1,005,902	1,266,291	1,033,300	197,191				
Plan Review/Plan Check Fees	370,220	661,291	625,754	603,498	810,634	581,400	218,107				
Other Zoning/Development Fees	105,660	134,106	188,137	139,627	175,840	140,500	31,727				
Oversize Load Permits	5,126	6,851	6,636	4,591	3,370	3,000	3,418				
ROW Permits	82,318	88,026	100,148	97,035	65,164	52,000	18,321				
Site Development Permits 63,753 79,678 113,246 93,936 149,632 100,000 34,16											
Street Vacation Permits	-	-	-	2,000	1,000	-	-				
Engineering Fees	50	2,754	-	-	-	-	-				
Total Operating Revenue	\$1,323,823	\$1,833,482	\$ 2,424,696	\$ 1,946,589	\$ 2,471,931	\$ 1,910,200	\$ 502,924				
Operating Expenditures:											
Current Planning	662,641	630,971	659,093	718,158	715,817	775,895	233,888				
Long Range Planning	135,641	171,058	192,837	218,809	196,147	240,978	72,586				
Building	909,265	1,014,891	1,035,962	1,146,618	1,135,909	1,303,025	226,499				
Development Services	301,241	325,821	331,330	382,403	365,394	417,452	97,325				
Total Operating Expenditures	\$2,008,788	\$2,142,741	\$ 2,219,222	\$ 2,465,988	\$ 2,413,267	\$ 2,737,350	\$ 630,298				
General Fund Subsidy Amount	\$ 684,965	\$ 309,259	\$ (205,474)	\$ 519,399	\$ (58,664)	\$ 827,150	\$ 127,374				
Recovery Ratio	66%	86%	109%	79%	102%	70%	80%				
					Average Actu	•					
					und Subsidy ( covery Ratio (	•	\$ 249,897 889				

#### Note:

<sup>-</sup> Expenditures do not include indirect overhead cost allocation for finance, human resources, legal, legislative and executive functions.

<sup>-</sup> Public Works Development Services Permits includes associated revenues and expenditures accounted for in the SWM Fund; also includes 10% overhead cost.

# Fund 105 Property Abatement / Rental Housing Safety Program / 1406 Affordable Housing Program

# **Property Abatement**

The Property Abatement portion of this fund accounts for projects that the City has identified and processed through the abatement program. All revenue and the rightful recovery of those project expenses, along with all revenues from fees, fines, and interest, and other rightful recoveries from those projects are deposited into the program for the purpose of funding additional abatement projects.

Pr	ope	rty Abateme	ent					
Year-	to-d	ate through I	Mar	rch				
		2019		2020		20	21	
Operating		Annual		Annual	1	Annual		YTD
Revenues & Expenditures		Actual		Actual		Budget		Actual
Operating Revenue:								
Abatement Charges	\$	138,739	\$	59,134	\$	77,000	\$	65,231
Misc/Interest/Other		40,206		13,401		35,000		30,299
Total Operating Revenues	\$	178,946	\$	72,535	\$	112,000	\$	95,530
Operating Expenditures:								
Personnel Costs		46,364		31,419		48,000		13,383
Supplies		91		642		-		441
Professional Services		84,315		60,513		99,000		25,204
Other Services & Charges		1,704		360		-		293
Total Operating Expenditures	\$	132,474	\$	92,934	\$	147,000	\$	39,321
Net Program Income (Cost)	\$	46,472	\$	(20,398)	\$	(35,000)	\$	56,209
Other Sources / (Uses)								
Transfer In From General Fund		60,000		60,000		35,000		35,000
Total Sources / (Uses)	\$	60,000	\$	60,000	\$	35,000	\$	35,000
Beginning Balance	\$	464,313	\$	570,784	\$	-	\$	610,387
Ending Balance	\$	570,784	\$	610,386	\$	-	\$	701,596

	Dang	erous Building and Pu	ıblic Nuisances			
	Address	Dangerous Building	Public Nuisance	Other	Date Started	Date Completed
1	12616 47th Ave. SW	-	Х	1	9/9/2019	2/4/2020
2	5408 Steilacoom Blvd. SW	-	Х	-	12/3/2019	2/4/2020
3	10506 Bridgeport Way SW	X	-	1	1/11/2019	12/15/2020
4	9006 Washington Blvd. SW	X	-	-	8/16/2018	3/1/2020
5	5509 Boston Ave. SW	Х	-	-	12/3/2018	1/27/2021
6	6922 146th St. SW	X	-	1	8/1/2019	4/1/2020
7	6918 146th St. SW	X	-	-	8/1/2019	4/1/2020
8	14601 Woodbrook Dr. SW	X	-	-	8/1/2019	4/1/2020
9	9827 American Ave SW	X	-	1	10/18/2018	4/17/2020
10	2621 84th St. S	X	-	1	1/9/2019	In process
11	9314-16 Bridgeport Way SW	X	-	1	11/15/2018	In litigation
12	9320-30 Bridgeport Way SW	X	-	-	11/15/2018	In litigation
13	6112 100th St. SW	X	-	1	5/16/2019	In process
14	8203 32nd Ave. Ct. S, #46	X	-	1	5/17/2019	12/15/2020
15	8602 Maple St. SW	X	-	1	7/9/2017	In process
16	4824 101st St. SW	X	Х	-	6/27/2019	11/4/2020
17	8410 S Tacoma Way	X	Х	ı	6/6/2019	In process
18	8113 Sherwood Forest St. SW	Х	Х	Χ	7/31/2019	In process
19	6401 Wildaire Rd. SW	X	Х	-	8/16/2019	1/26/2021

	Dange	erous Building and Pu	ıblic Nuisances			
	Address	Dangerous Building		Other	Date Started	Date Completed
20	7119 Foster St. SW	Х	Х	1	10/30/2019	In process
21	8604 Maple St. SW	-	Х	-	10/24/2019	In process
22	12632 Lincoln Ave. SW	Х	Х	-	1/9/2020	In process
23	12314 Pacific Hwy SW	-	-	Х	4/9/2020	In process
24	9230 Northlake Dr. SW	Х	Х	-	4/9/2020	1/26/2021
25	9616 Gravelly Lake Dr. SW	Х	Х	-	10/26/2020	In process
26	12715 Addison St. SW	Х	Х	Х	5/17/2020	In process
27	573 Lake Louise Dr. SW	Х	Х	Х	5/14/2020	In process
28	11618 Pacific Highway SW	-	-	Х	8/26/2020	In process
29	8920 Gravelly Lake Drive SW	-	-	Х	10/29/2020	In process (UST)
30	5408 Steilacoom Blvd SW	Х	Х	-	10/29/2020	7/31/2020
31	9152 Gravelly Lake Drive SW	-	-	Х	Not started	Not started (UST)
32	9601 Gravelly Lake Drive SW	-	-	Х	Not started	1/4/2021
33	10202 Gravelly Lake Drive SW	-	-	Х	Not started	Not started (UST)
34	WSH Building 45	Х	-	-	7/6/2020	2/25/2021
35	WSH Building 46	Х	-	-	7/6/2020	2/25/2021
36	WSH Building 48	Х	-	-	7/6/2020	2/25/2021
37	WSH Building 49	Х	-	-	7/6/2020	2/25/2021
38	4500-4504 111th ST SW, Units 1-5	_	-	Х	4/13/2020	In process
39	4925 Diamond Blvd. SW	-	-	Х	1/27/2020	In process
40	5116 128th Street Ct. SW, Unit C	-	-	X	1/29/2020	9/14/2020
41	5501 116th St. SW	-	-	X	2/26/2020	In process
42	6622 146th Street SW	_	-	X	1/27/2020	In process
43	7114 87th Street SW	-	-	X	2/5/2020	10/14/2020
44	7563 Dowerdell Ln. W	-	-	X	1/10/2020	In process
45	9315 Gravelly Lake Dr SW	Х	-	-	4/13/2020	4/10/2021
46	10202 Gravelly Lake Drive SW	-	-	Х	10/29/2020	Not started (UST)
47	9522 Bridgeport Way SW	-	-	X	3/9/2020	6/23/2020
48	13020 Lincoln Avenue SW	-	Х	X	2/2/2019	10/20/2020
49	14804 Portland Avenue SW	-	-	X	2/18/2020	Not started
50	8129 Durango Street SW	_	-	X	10/29/2020	In process
	8311 Durango Street SW	_	-	X	Unknown	10/15/2020
52	7101-7229 150th Street SW	Х	Х	-	8/7/2018	In process
53	12718 Gravelly Lake Drive SW	-	-	Χ	10/7/2020	In process
54	116 Haman Lane SW	_	-	X	10/29/2020	In process
55	5629 Boston Avenue	-	Х	X	10/29/2020	11/13/2020
56	8906 Wadsworth St SW	Х	X	-	11/30/2020	In process
57	2624 92nd Street S	X	-	Х	12/3/2020	1/31/2021
58	7131 150th Street SW	X	Х	-	1/19/2021	In process
59	7407-7409 146th Street SW (APN: 0219221041)	X	X	Х	4/4/2019	In process
60	9724 South Tacoma Way	-	-	X	12/22/2020	In process
61	8423 95th Street SW	-	Х	-	1/4/2021	In process
62	6111 88th Street SW	-	-	Х	Unknown	In process
63	2404-2506 104th Street Court S	-	-	X	1/4/2021	In process
64	15013 Union Avenue S	-	_	X	1/19/2021	In process
65	9704-9706 121st Street SW	-	Х	X	2/18/2021	In process
- 33			^	.,	2,20,2021	31 in process;
		_			_	2 in litigation;
	Totals	34	22	32	65	4 not started;
						28 completed.
Note:	The category "Other" includes structures damage	ed by fire, major land	use violations. 8	& maior	RHSP violation	

Note: The category "Other" includes structures damaged by fire, major land use violations, & major RHSP violations. Information is up-to-date as of March 8, 2021; however prject status can change weekly.

#### **Rental Housing Safety Program**

On August 1, 2016, the Lakewood City Council approved Ordinance No. 644 creating a Rental Housing Safety Program (RHSP). The program requires all residential rental properties (apartments, single family homes, duplexes, etc.) within Lakewood city limits to be registered. The 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 live. As of October 4, 2017, all rental properties owners will be required to register their property with the City every year and have the property inspected once every five years.

Rental	Rental Housing Safety Program													
Year-	to-a	late through I	Mar	ch										
		2019		2020										
Operating		Annual		Annual		Annual		YTD						
Revenues & Expenditures		Actual		Actual		Budget		Actual						
Operating Revenue:														
Registration Program Fees	\$	205,307	\$	179,398	\$	175,000	\$	129,969						
Total Operating Revenues	\$	205,307	\$	179,398	\$	175,000	\$	129,969						
Operating Expenditures:														
Personnel Costs		172,420		218,137		222,150		53,216						
Supplies		738		687		-		487						
Professional Services		487		222		-		-						
Other Services & Charges		17		329		-		-						
Internal Service Charges		26,179		44,345		2,850		-						
Total Operating Expenditures	\$	199,841	\$	263,719	\$	225,000	\$	53,703						
Net Program Income (Cost)	\$	5,466	\$	(84,321)	\$	(50,000)	\$	76,266						
Other Sources / (Uses)														
Transfer In From General Fund		25,000		25,000	\$	50,000		50,000						
Total Sources / (Uses)	\$	25,000	\$	25,000	\$	50,000	\$	50,000						
Beginning Balance	\$	4,568	\$	35,034	\$	-	\$	(24,287)						
Ending Balance	\$	35,033	\$	(24,287)	\$	-	\$	101,978						

Month	2019	2020	2021
Jan	\$ 63,805	72,979	79,429
Feb	18,464	24,523	24,951
Mar	15,639	9,715	25,589
Apr	19,103	6,480	-
May	6,086	1,844	-
Jun	8,374	5,867	-
Jul	12,153	4,330	-
Aug	6,510	12,498	-
Sep	8,163	9,453	-
Oct	14,459	11,754	-
Nov	20,922	16,058	-
Dec	11,629	3,897	-
Total YTD	\$ 97,908	\$ 107,217	\$ 129,969
Annual Total	\$ 205,307	\$ 179,398	n/a
	2021 Annua	al Estimate =	\$ 175,000
2021 %	of Revenue	Collected =	74%



### 1406 Affordable Housing Program

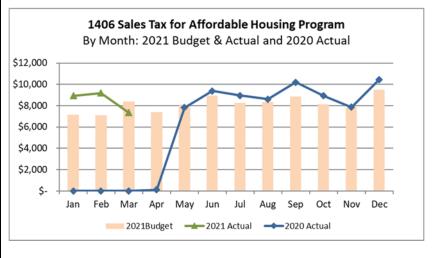
On March 2, 2020, the City Council approved Ordinance 731 relating to local sales and use tax, authorizing the maximum capacity of the tax authorized under the provisions of Substitute House Bill 1406 for affordable and supporting housing. The revenue to the City is a credit of the state's sales tax. With adoption of this ordinance, the City is able to impose the rate of 0.0073%. According to the Department of Revenue (DOR), the maximum amount the City may receive is \$98K per state fiscal year for twenty years totaling an estimated \$1.95M. The City notified DOR on March 13, 2020 and DOR began imposing the tax effective May 1, 2020. The City received its first full distribution amount in July 2020 with some funds trickling through in May and June due to early returns filed.

The direction from the Lakewood City Council is to use the funds 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 home repair and rehabilitation loans in the City.

The City anticipates using the 1406 Affordable Housing Program funds for CDBG Major Home Repair Program in third quarter 2021.

1406 Affordable Ho Year-to-date thr	•	n			
			20	21	
Operating	2020		Annual		YTD
Revenues & Expenditures	Actual		Budget		Actual
Operating Revenue:					
Sales & Use Tax	\$ 72,316	\$	98,000	\$	25,488
Total Operating Revenues	\$ 72,316	\$	98,000	\$	25,488
Operating Expenditures:					
Program Costs	-		98,000		-
Total Operating Expenditures	\$ •	\$	98,000	\$	-
Net Program Income (Cost)	\$ 72,316	\$	-	\$	25,488
Other Sources / (Uses)					
Transfer In From General Fund	-		-		-
Total Sources / (Uses)	\$ -	\$	-	\$	-
Beginning Balance	\$	\$	-	\$	72,316
Ending Balance	\$ 72,316	\$	-	\$	97,804

			sing Progra	m	
Month		2020	Budget		Actual
Jan	\$	1	\$ 7,140		8,941
Feb		-	7,084		9,198
Mar		-	8,371		7,349
Apr		107	7,402		-
May		7,811	8,105		-
Jun		9,379	8,962		-
Jul		8,959	8,270		-
Aug		8,618	8,355		-
Sep		10,203	8,877		-
Oct		8,924	8,113		-
Nov		7,860	7,839		-
Dec		10,456	9,482		
Total YTD	\$	-	\$ 22,595	\$	25,488
Annual Total	\$	72,316	\$ 98,000	\$	25,488



### **Fund 190 Community Development Block Grant**

Fund 190 CDBG is predominantly comprised of U.S. Department of Housing and Urban Development funds for Community Development Block Grant Entitlements (CDBG), HOME program funding through the Lakewood and Tacoma HOME Consortium and Section 108 Loan Guarantees. There is also a grant from the Nisqually Tribe for minor home repairs and West Pierce Fire & Rescue for emergency assistance for displaced residents.

Through the planning and citizen participation process CDBG and HOME spending priorities are set on an annual basis, to be broken out into funding projects for physical improvements, public service (not to exceed 15%), housing, economic development, and administration (not to exceed 20%).

## CDBG:

CDBG Funds may be used to fund an array of projects and activities qualifying under any of four categories:

- (1) Physical/Infrastructure Improvements
- (2) Public Service
- (3) Housing
- (4) Economic Development

Investments made in various housing programs (Major Home Repair/Sewer Loan Program, Down Payment Assistance, and Multi-family Housing), and economic development activities (Microenterprise Loan Program) have created multiple Revolving Loan Funds (RLF) for each of the funded activities.

In addition to tracking the various CDBG grant allocation's revenue and expenditures in Fund 190 CDBG, notes receivable for Housing Program Loans are also tracked. These are revolving loans for Major Home Repair, Major Home Repair for Sewer and Down Payment Assistance for qualifying homebuyers.

С	DBG Entitlement	<b>Funding History</b>	,
		Change Ove	r Prior Year
Program Year	Annual Allocation	\$	%
2021	573,352	\$ (22,563)	-3.8%
2020	595,915	\$ 32,791	5.8%
2019	563,124	1,893	0.3%
2018	561,231	76,865	15.9%
2017	484,366	17,316	3.7%
2016	467,050	(698)	-0.1%
2015	467,748	(4,004)	-0.8%
2014	471,752	(9,846)	-2.0%
2013	481,598	10,703	2.3%
2012	470,895	(106,895)	-18.5%
2011	577,790	(114,016)	-16.5%
2010	691,806	50,755	7.9%
2009	641,051	5,749	0.9%
2008	635,302	(24,966)	-3.8%
2007	660,268	(3,682)	-0.6%
2006	663,950	(77,700)	-10.5%
2005	741,650	(43,350)	-5.5%
2004	785,000	(21,000)	-2.6%
2003	806,000	(91,000)	-10.1%
2002	897,000	(46,000)	-4.9%
2001	943,000	30,000	3.3%
2000	913,000	n/a	n/a
Total	\$ 14,092,848		

The following tables provide a summary of loans and grants for Major Home and Sewer Repair Down Payment Assistance. These are zero interest loans with 20-year terms. Payments are revolving which dictates that the principal received is applied to current program expenditures before billing CDBG.

# Major Home Repairs & Sewer and Down Payment Assistance Loans and Grants:

Major Home Repairs & Sewers (MHRS) / Down Payment Assistance (DPA)  Loans and Grants													
	As o	f Ma	rch 31, 202	?1									
	МНІ	RS		DI	PA								
Program	# of		Original	# of	(	Original							
Year	Projects	4	Amount	Projects	A	Amount							
2021	-	\$	-	-	\$	-							
2020	4	\$	76,231	-	\$	-							
2019	6	\$	174,193	-	\$	-							
2018	9	\$	184,460	-	\$	-							
2017	4	\$	72,325	-	\$	-							
2016	6	\$	129,356	-	\$	-							
2015	1	\$	37,144	-	\$	-							
2014	5	\$	72,979	1	\$	3,365							
2013	8	\$	144,408	-	\$	-							
2012	9	\$	106,857	1	\$	2,250							
2011	8	\$	170,407	-	\$	-							
2010	13	\$	256,287	2	\$	8,619							
2009	6	\$	102,652	5	\$	23,791							
2008	3	\$	37,224	4	\$	19,379							
2007	4	\$	56,345	2	\$	8,700							
2006	6	\$	67,556	1	\$	7,000							
2005	7	\$	69,634	-	\$	-							
2004	4	\$	36,058	3	\$	14,901							
2003	8	\$	49,136	8	\$	35,336							
2002	3	\$	19,999	-	\$	-							
2001	-	\$	-	11	\$	51,621							
2000	-	\$	-	1	\$	5,000							
Total	114	\$	1,863,251	39	\$	179,962							

# Major Home Repairs & Sewer Loans Detail:

Loan ID # Year 2002 3 = Total # Loans/Grants 0 = Total Outstanding MHR-001 MHR-003 MHR-004 Year 2003 8 = Total # Loans/Grants 1 = Total Outstanding	Loa	Original in / Grant Amount	Prin Intere	cipal &				First			
Year 2002 3 = Total # Loans/Grants 0 = Total Outstanding MHR-001 MHR-003 MHR-004 Year 2003 8 = Total # Loans/Grants		\mount		•		Loans		Payment	<b>.</b>	Maturity	Interest
3 = Total # Loans/Grants 0 = Total Outstanding MHR-001 MHR-003 MHR-004 Year 2003 B = Total # Loans/Grants			01	ther	Re	ceivable	Closing Date	Date	Status	Date	Rate
D = Total Outstanding  MHR-001  MHR-003  MHR-004  Year 2003  B = Total # Loans/Grants											
MHR-001 MHR-003 MHR-004 Year 2003 B = Total # Loans/Grants											
MHR-003 MHR-004 Year 2003 B = Total # Loans/Grants	\$	19,999		19,999	_	-					
MHR-004 Year 2003 8 = Total # Loans/Grants	\$	6,000		6,000		-	9/23/2002		Paid Off		0.0%
Year 2003 B = Total # Loans/Grants	\$	5,999			\$	-	2/24/2003		Paid Off		0.0%
B = Total # Loans/Grants	\$	8,000	\$	8,000	\$	-	5/5/2003		Paid Off		0.0%
•											
L = Total Outstanding											
	\$	49,137		41,178	\$	7,956					
MHR-006	\$	7,831		7,831	\$	-	7/23/2003		Paid Off		0.0%
MHR-008	\$	4,523	\$	4,523	\$	-	9/8/2003	10/1/2023	Paid Off	9/8/2023	0.0%
MHR-009	\$	7,956		-	\$	7,956	9/16/2003	10/1/2023		9/10/2023	0.0%
MHR-011	\$	7,237		7,237	\$	-	10/21/2003		Paid Off		0.0%
MHR-018	\$	6,950			\$	-	1/28/2004		Paid Off		0.0%
MHR-016	\$	6,640		6,640		-	3/2/2004	3/1/2024	Paid Off	2/25/2024	0.0%
MHR-019	\$	8,000			\$	-	5/12/2004		Paid Off		0.0%
MHR-017	\$	-	\$	-	\$	-	5/21/2004		Written Off		0.0%
Year 2004											
4 = Total # Loans/Grants											
0 = Total Outstanding	\$	36,058		36,058	\$	-	1				
MHR-020	\$	12,554	\$	12,554	\$	-	9/15/2004		Paid Off		0.0%
MHR-030	\$	7,504			\$	-	9/23/2004		Paid Off		0.0%
MHR-029	\$	8,000		8,000		-	11/1/2004		Written Off		0.0%
MHR-024	\$	8,000	\$	8,000	\$	-	12/3/2004		Paid Off		0.0%
Year 2005 7 = Total # Loans/Grants 2 = Total Outstanding	\$	60.634	¢	40.090	Ļ	10.645					
		69,634		49,989		19,645	0/00/0005		2 1 1 0 11		0.00/
MHR-038	\$	7,064		7,064	\$	7.645	8/29/2005	4/4/2016	Paid Off	2/1/2026	0.0%
MHR-031	\$	9,235		1,590		7,645	9/1/2005	4/1/2016	D. 1.1 Off	3/1/2026	0.0%
MHR-032	\$	7,302		7,302		-	9/2/2005		Paid Off		0.0%
MHR-034	\$	7,993		7,993		-	10/19/2005		Paid Off		0.0%
MHR-036	\$	15,840		15,840		-	12/15/2005		Paid Off		0.0%
MHR-040	\$	10,200 12,000		10,200	\$	12.000	4/11/2006	6/1/2026	Paid Off	6/1/2026	0.0%
MHR-047 Year 2006	Ş	12,000	Ş	-	Ş	12,000	6/7/2006	6/1/2026		6/1/2026	0.0%
fear 2006 6 = Total # Loans/Grants											
5 = Total # Loans/Grants 2 = Total Outstanding	ć	67 556	ċ	48.043	ć	10 614					
	\$	67,556		48,942		18,614	7/26/2026		Daid Off		0.00/
MHR-046	\$	9,697		9,697		-	7/26/2006	12/1/2006	Paid Off	11/0/2020	0.0%
MHR-052	\$	11,927		11,927		-	11/14/2006	12/1/2026	Paid Off	11/8/2026	0.0%
MHR-053	\$	11,858		11,858			12/20/2006	1/1/2027	Paid Off	12/27/2026	0.0%
MHR-055	\$	10,126		3,500		6,626	1/3/2007	1/1/2027	Doi:d Off	12/27/2026	0.0%
MHR-056	\$	11,960		11,960		11 000	5/22/2007	5/1/2027	Paid Off	4/10/2027	0.0%
MHR-054	\$	11,988	Ş	-	\$	11,988	4/25/2007	5/1/202/		4/19/2027	0.0%
/ear 2007 1 = Total # Loans/Grants											
•	ė	EC 240	¢	26 170	ć	20.167					
2 = Total Outstanding	\$	56,346		26,179		30,167	11/0/222	40/4/222		11/0/2222	0.77
MHR-061	\$	11,777		-	\$	11,777	11/8/2007	12/1/2027		11/2/2027	0.0%
MHR-062	\$	18,390		-	\$	18,390		12/1/2027	D	11/14/2027	0.0%
MHR-063	\$	19,291		19,291		-	11/20/2007		Paid Off		0.0%
MHR-064	\$	6,888	\$	6,888	Ş	-	2/4/2008		Paid Off		0.0%
Year 2008											
		27.22		25.005		44.000					
	\$	37,224		25,325		11,899	0/01/0555	0/4/25==		0/45/2555	0.5-1
L = Total Outstanding	L C	11 000		-	· ·	11 000					() O0/
3 = Total # Loans/Grants 1 = Total Outstanding MHR-066 MHR-069	\$	11,899 11,980		11,980	\$	11,899	8/21/2008 12/29/2008	9/1/2028	Written Off	8/15/2028	0.0%

		Major	Но	me Repa		& Sewei	r Loans (M	I <b>HRS) -</b> con	itinued		
Loan	Lo	Original an / Grant		Total rincipal & erest Paid /		Loans		First Payment		Maturity	Interest
ID#		Amount		Other	R	eceivable	Closing Date	Date	Status	Date	Rate
Year 2009											
6 = Total # Loans/Grants											
4 = Total Outstanding	\$	102,653	_	46,799	\$	55,854					
MHR-075	\$	14,397		4,740	\$	9,657	9/21/2009	9/1/2013		9/1/2016	0.0%
MHR-077	\$	12,597		3,302	\$	9,295	11/13/2009	12/1/2013	D : 1 Off	11/1/2016	0.0%
MHR-079	\$	23,168	_	23,168	\$	- 44.742	11/4/2009	6/4/2042	Paid Off	42/4/2047	0.0%
MHR-073	\$	14,137	_	2,425	\$	11,712	12/23/2009	6/1/2013	D.: LOW	12/1/2017	0.0%
MHR-080	\$	13,164 25,190		13,164	\$	- 25 100	4/16/2010	6/1/2020	Paid Off	6/1/2020	0.0%
MHR-082	\$	25,190	\$	-	\$	25,190	5/28/2010	6/1/2030		6/1/2030	0.0%
Year 2010											
13 = Total # Loans/Grants	\$	256 207	,	142 750	Ļ	112 527					
7 = Total Outstanding			\$	142,750	\$	113,537	7/2/2010	7/1/2020		6/25/2012	0.00/
MHR-076 MHR-087	\$	25,110 19,930	_	4,260	\$ \$	25,110 15,670	7/2/2010 9/30/2010	7/1/2030 9/1/2030		6/25/2013 9/23/2030	0.0%
MHR-088	\$	21,124	_	4,200	\$	15,670 21,124	9/30/2010	10/1/2030		9/23/2030	0.0%
MHR-083	\$	26,232	_	26,232	\$	Z1,1Z4	10/8/2010	10/1/2030	Paid Off	3/24/2030	0.0%
MHR-089	\$	3,474			\$	3,474	10/8/2010	11/1/2030	r alu Oli	10/22/2030	0.0%
MHR-086	\$	21,778		21,778	\$	- 3,474	11/29/2010	11/1/2030	Paid Off	10/22/2030	0.0%
MHR-093	\$	24,390		24,390	\$		2/28/2011	6/1/2016	Paid Off	2/18/2031	0.0%
MHR-092 (Grant)	\$	12,100		12,100	\$		2/28/2011	0/1/2010	r aid Oil	n/a	n/a
MHR-090	\$	16,770		12,100	\$	16,770	3/14/2011	4/1/2031		3/8/2031	0.0%
MHR-094	\$	25,020		25,020	\$	-	4/4/2011	4/1/2031	Paid Off	3/29/2031	0.0%
MHR-085	\$	22,449		8,400	\$	14,049	5/14/2014	7/1/2014	Tala on	7/1/2029	0.0%
MHR-096 (Grant)	\$	11,120		11,120	\$	- 14,043	4/21/2011	7/1/2014		n/a	n/a
MHR-095	\$	26,790		9,450		17,340	6/28/2011	4/1/2015		4/1/2031	0.0%
Year 2011	Y	20,730	Υ	3,430	Y	17,540	0/20/2011	4/1/2013		4/1/2031	0.070
8 = Total # Loans/Grants											
4 = Total Outstanding	\$	170,407	\$	83,704	\$	86,703					
MHR-098	\$	22,293		-	\$	22,293	7/21/2011	8/1/2031		7/13/2031	0.0%
MHR-100	\$	18,858		18,858	\$	-	9/20/2011	6/1/2017	Paid Off	9/14/2016	0.0%
MHR-101	\$	26,182		-	\$	26,182	11/9/2011	12/1/2031		11/2/2016	0.0%
MHR-102	\$	6,386		6,386	\$	-	12/19/2011	, , , , ,	Paid Off	, ,	0.0%
MHR-099	\$	19,414		-	\$	19,414	12/30/2011	1/1/2031		12/21/2031	0.0%
MHR-107	\$	27,300		27,300	\$	-	1/10/2012		Short Sale		0.0%
MHR-103	\$	24,974		6,160	\$	18,814	1/11/2012	8/1/2017		1/5/2017	0.0%
MHR-105/to MHR-162	\$	25,000		25,000	\$	-	5/14/2012	6/1/2022	Sub-Ordinate		0.0%
Year 2012 9 = Total # Loans/Grants		,		,							
5 = Outstanding Loans	\$	106,857	Ś	27,714	Ś	79,143					
MHR-106	\$	28,913	_	-	\$	28,913	8/28/2012	9/1/2022		8/21/2022	0.0%
MHR-112	\$	12,230		-	\$	12,230	2/27/2013	3/1/2033		2/20/2033	0.0%
MHR-113	\$	17,850		-	\$	17,850	12/8/2012	12/1/2032		12/4/2032	0.0%
MHR-114 (Grant)	\$	1,696	_	1,696	\$	-	7/18/2012	12/1/2002		n/a	n/a
MHR-117	\$	10,174		10,174	\$	-	6/17/2013		Paid Off	, u	0.0%
MHRS-01	\$	7,150	_	7,150	_	-	9/27/2012		Paid Off		0.0%
MHRS-05	\$	10,022		- 7,130	\$	10,022	9/18/2012	10/1/2032	. 3.2 311	9/11/2032	0.0%
MHRS-06	\$	10,128		-	\$	10,128	9/27/2012	12/1/2017		9/20/2017	0.0%
MHRS-07	\$	8,694		8,694	_	-	9/11/2012	12/1/2017		9/5/2017	0.0%
Year 2013	Y	2,33-7	-	5,05 <del>1</del>	Ÿ		-, -1, -012	, _, _,		-,-,,	3.070
8 = Total # Loans/Grants											
4 = Total Outstanding	Ś	144,408	\$	63,200	Ś	81,208					
MHR-118	\$	27,921		5,120		22,801	10/16/2013	10/10/2018		10/10/2018	0.0%
MHR-119	\$	11,969		11,969		-	7/1/2013	2, 23, 2310	Paid Off	-,,2020	0.0%
MHR-120	\$	15,100		15,100		-	11/22/2013	1/1/2014	Paid Off	12/1/2033	0.0%
MHR-121 (Grant)	\$	8,457	_	8,457	-	-	9/6/2013	, ,		n/a	n/a
MHR-122 (Grant)	\$	12,597		12,597	\$	-	10/3/2013			n/a	n/a
		24,938		4,188		20,750	3/6/2014	5/1/2014		5/1/2034	0.0%
MHR-123	\$	24,550									
MHR-123 MHR-124	\$	31,238		5,769	\$	25,469	4/14/2014	8/1/2014		8/1/2034	0.0%

		Major	Но	me Repa			•	HRS) - cont	tinued		
				Total	A:	s of March 3	11, 2021	<b></b> .			
Loan	Lo	Original an / Grant		Principal & erest Paid /		Loans		First Payment		Maturity	Interest
ID#		Amount		Other	R	eceivable	Closing Date	Date	Status	Date	Rate
Year 2014											
5 = Total # Loans/Grants											
1 = Total Outstanding	\$	72,979	_	62,648	_	10,331	- / /				
MHR-126	\$	11,140		11,140	-	-	9/22/2014	12/1/2014	Paid Off	1/12/2034	0.0%
MHR-127	\$	12,558 14,014		12,558 3,683	-	10 221	2/5/2015 1/14/2015	4/1/2015	Paid Off	3/1/2035	0.0%
MHR-128 MHR-129	\$	24,497		24,497	_	10,331	1/14/2015	3/1/2015	Paid Off	3/1/2035	0.0%
MHRS-04	\$	10,770	_	10,770	_		1/29/2015	4/1/2015	Paid Off	4/1/2035	0.0%
Year 2015	Y	10,770	Ÿ	10,770	Y		1/23/2013	1/1/2013	T did Oil	1/1/2003	0.070
1 = Total # Loans/Grants											
1 = Outstanding Loans	\$	37,144	\$	6,672	\$	30,472					
MHR-132	\$	37,144	\$	6,672	\$	30,472	12/22/2015	2/1/2016		1/1/2036	0.0%
Year 2016 6 = Total # Loans/Grants											
4 = Total Outstanding	\$	129,356	\$	53,743	\$	75,613					
MHR-133	\$	25,000		25,000		-	8/16/2016	8/1/2036		7/1/2036	0.0%
MHR-135	\$	28,303		3,968	-	24,335	12/9/2016	2/1/2017	D. 1 - 7	1/1/2037	0.0%
MHR-136	\$	10,702	_	10,702	_	10.079	12/5/2016	1/1/2037	Paid Off	1/1/2037	0.0%
MHRS-09	\$	12,724 37,761		2,646 11,427	_	10,078	12/19/2016 12/19/2016	2/1/2017 2/1/2017		1/1/2037 1/1/2037	0.0%
MHRS-10 MHR-138	\$	14,866		11,427	\$	26,334 14,866	1/20/2017	12/1/2017		12/31/2037	0.0%
Year 2017 4 = Total # Loans/Grants	Ų	14,800	ب		Ų	14,800	1/20/2017	12/1/2037		12/31/2037	0.070
2 = Total Outstanding	\$	72,322	Ś	40,604	Ś	31,718					
MHRS-08	\$	8,243		-	\$	8,243	6/15/2017	6/1/2037		6/1/2037	0.0%
MHRS-11	\$	23,289	\$	23,289	\$	-	6/19/2017	8/1/2017	Paid Off	7/1/2037	0.0%
MHR-137	\$	28,225	\$	4,750	\$	23,475	11/15/2017	12/1/2037		11/1/2037	0.0%
MHR-145	\$	12,565	\$	12,565	\$	-	11/16/2017	1/1/2037	Paid Off		0.0%
Year 2018											
9 = Total # Loans/Grants	,	104.460	,	42.264	,	171 000					
8 = Total Outstanding	<b>\$</b>	<b>184,460</b> 14,779		13,361	\$	<b>171,099</b> 14,779	1/29/2018	1/1/2038		1/29/2038	0.0%
MHR-140 MHR-142	\$	12,565	\$		\$	12,565	1/29/2018	1/1/2038		1/29/2038	0.0%
MHR-146	\$	23,625	\$		\$	23,625	2/16/2018	2/1/2038		2/16/2038	0.0%
MHR-149	\$	5,201	\$	_	\$	5,201	2/6/2018	2/1/2038		2/1/2038	0.0%
MHR-150	\$	5,201	\$	-	\$	5,201	1/11/2018	1/1/2038		1/11/2038	1.0%
MHR-151	\$	12,686	\$	12,686	\$	-	2/16/2018	3/1/2018	Paid Off	3/1/2038	1.0%
MHR-147	\$	15,000		-	\$	15,000	7/28/2018	7/1/2038		7/28/2038	0.0%
MHR-154	\$	70,203		675	\$	69,528	11/29/2018	11/1/2038		11/29/2038	0.0%
MHR-162/MHR-105	\$	25,200	\$	-	\$	25,200	12/6/2018	12/1/2038		12/6/2038	0.0%
Year 2019											
6 = Total # Loans/Grants											
5 = Total Outstanding	_	174,193		55,098	_	119,095	2/20/2010	6/1/2010		E /1 /2020	1.00/
MHR-155 MHR-158	\$	22,442 44,800		2,123 271	_	20,319 44,529	2/28/2019 5/15/2019	6/1/2019 8/1/2019		5/1/2039 6/1/2039	1.0%
MHR-160	\$	36,736		36,736			4/26/2019	6/1/2019	Paid Off	5/1/2039	1.0%
MHR-161	\$	43,000		9,837		33,163	5/8/2019	6/30/2019	i did Oii	6/1/2039	1.0%
MHR-164	\$	12,215			\$		2/13/2020	1/1/2039		1/1/2039	1.0%
MHR-165	\$	15,000		6,131	_		8/1/2019	8/1/2019		7/1/2039	1.0%
Year 2020 4 = Total # Loans/Grants				·							
4 = Total Outstanding	\$	76,231	\$	377	\$	75,854					
MHR-163	\$	23,791		377	_		3/12/2020	3/1/2040		3/1/2040	1.0%
MHR-168	\$	30,500		-	\$	30,500	2/6/2020	2/1/2040		2/1/2040	0.0%
MHR-173	\$	3,440		-	\$	3,440	5/26/2020	5/26/2040		5/26/2040	0.0%
MHR-177	\$	18,500	\$	-	\$	18,500	11/20/2020	11/1/2040		11/1/2040	1.0%
Year 2021											
0 = Total # Loans/Grants											
0 = Total Outstanding	\$	-	\$	-	\$	-					
Life-to-Date Total											
114 = Total # Loans/Grants											
57 = Total Outstanding	¢	1,863,251	Ś	844 345	¢	1,018,906					
	Y	_,000,201	7	244,343	7	_,5_5,500					90

# **Down Payment Assistance Loans & Grants Detail:**

		Dow	n Pa	ayment A As o		stance - arch 31, 202		Grants			
Loan		Original	Pa	Principal syments &		Loans	Closing	First	Shahara.	Maturity	Interest
ID#	Loan/ G	Grant Amount		Other	К	eceivable	Date	Payment Date	Status	Date	Rate
Year 2000											
1 = Total # Loans/Grants											
0 = Total Outstanding	\$	5,000		5,000	\$	-					1
DPA-001	\$	5,000	\$	5,000	\$	-	12/5/2001		Paid Off		0.0%
Year 2001											
11 = Total # Loans/Grants											
2 = Total Outstanding	\$	51,622	\$	46,869	\$	4,753					
DPA-002	\$	5,000	\$	5,000	\$	-	7/2/2001		Paid Off		0.0%
DPA-004	\$	3,366	\$	3,366	\$	-	8/28/2001		Paid Off		0.0%
DPA-005	\$	5,000	\$	5,000	\$	-	9/4/2001		Paid Off		0.0%
DPA-006	\$	5,000	\$	5,000	\$	-	9/20/2001		Paid Off		0.0%
DPA-007	\$	5,000	\$	5,000	\$	_	9/21/2001		Written Off		0.0%
DPA-008	\$	4,425		4,425			10/18/2001		Paid Off		0.0%
DPA-009	\$	3,973		- 4,423	\$	3,973	12/5/2001	10/26/2021	. 414 011	10/26/2021	0.0%
DPA-009 DPA-012	\$	5,000	\$	5,000	\$	<u> </u>	1/25/2002	10,20,2021	Paid Off	10/20/2021	0.0%
DPA-012 DPA-011	\$	5,000		5,000	\$		1/31/2002		Paid Off		0.0%
DPA-013	\$	4,778	\$	4,778	\$	- 700	2/28/2002	0/4/2047	Paid Off	2/4/2022	0.0%
DPA-014	\$	5,080	\$	4,300	\$	780	3/21/2002	9/1/2017		2/1/2022	0.0%
Year 2003											
8 = Total # Loans/Grants											
0 = Total Outstanding	\$	35,336		35,336	_	-					
DPA-015	\$	5,000	\$	5,000	\$	-	8/1/2003		Paid Off		0.0%
DPA-016	\$	2,167	\$	2,167	\$	-	8/20/2003		Paid Off		0.0%
DPA-017 (Grant)	\$	5,000	\$	5,000		n/a	12/3/2003			n/a	n/a
DPA-018 (Grant)	\$	5,000	\$	5,000		n/a	1/22/2004			n/a	n/a
DPA-020 (Grant)	\$	3,169	\$	3,169		n/a	2/17/2004			n/a	n/a
DPA-022 (Grant)	\$	5,000	\$	5,000		n/a	4/22/2004			n/a	n/a
DPA-021 (Grant)	\$	5,000	\$	5,000		n/a	4/29/2004			n/a	n/a
DPA-023 (Grant)	\$	5,000		5,000		n/a	6/30/2004			n/a	n/a
Year 2004		,									
3 = Total # Loans/Grants											
0 = Total Outstanding	\$	14,901	Ś	14,901	Ś	_					
DPA-024	\$	5,000		5,000		-	9/2/2004		Daid Off		0.0%
	\$								Paid Off		
DPA-025	\$	4,901		4,901	\$	-	9/28/2004		Paid Off		0.0%
DPA-026 Year 2006	Ş	5,000	Ş	5,000	Ş		5/2/2005		Paid Off		0.0%
1 = Total # Loans/Grants											
1 = Total Outstanding	\$	7,000		-	\$	.,					
DPA-027	\$	7,000	\$	-	\$	7,000	7/26/2006	7/17/2026		7/17/2026	0.0%
Year 2007											
2 = Total # Loans/Grants											
1 = Total Outstanding	\$	8,700	\$	3,500	\$	5,200					
DPA-029	\$	5,200	Ś	-	\$	5,200	2/28/2008	2/27/2028		2/27/2028	0.0%
DPA-030	\$	3,500		3,500		-	, ,		Written Off	, ,	0.0%
Year 2008		-,0		-,0							
4 = Total # Loans/Grants											
0 = Total Outstanding	\$	19,379	ċ	19,379	ċ						
							44 /24 /2000		orr		0.00/
DPA-032	\$	6,959	_	6,959		-	11/21/2008		Written Off	42/40/2022	0.0%
DPA-033	\$	2,550		2,550		-	12/22/2008	2/18/2028	Paid Off	12/18/2028	
DPA-034	\$	6,995		6,995	_	-	Short Sale		Written Off	. /a = /-	0.0%
DPA-035	\$	2,875	Ş	2,875	\$	-	5/11/2009	4/27/2029	Paid Off	4/27/2029	0.0%
Year 2009											
5 = Total # Loans/Grants											
1 = Total Outstanding	\$	23,791	\$	16,791	\$	7,000					
DPA-041	\$	7,000	\$	7,000	\$	-	9/30/2009		Paid Off		0.0%
	\$	4,410		4,410		-	10/9/2009	10/7/2029	Paid Off	10/7/2029	0.0%
DPA-042	٧										
					Ś	-	11/30/2009		Paid Off		0.0%
DPA-042 DPA-044 DPA-046	\$	2,091 7,000	\$	2,091	\$	7,000	11/30/2009 5/12/2010	5/5/2030	Paid Off	5/5/2030	0.0%

		Down Pay	m	ent Assista	ano	ce - Loan	s & Grant	s (continued)			
				As o	f M	arch 31, 202	?1				
				Principal							
Loan		Original	- 1	Payments &		Loans	Closing	First		Maturity	Interest
ID#	Loar	n/Grant Amount		Other	F	Receivable	Date	Payment Date	Status	Date	Rate
Year 2010											
1 = Total # Loans/Grants											
2 = Total Outstanding	\$	8,619	\$	7,000	\$	1,619					
DPA-048	\$	1,619	\$	-	\$	1,619	11/18/2010	10/29/2030		10/29/2030	0.0%
DPA-049	\$	7,000	\$	7,000	\$	-	5/25/2011	5/16/2031	Paid Off	5/16/2031	0.0%
Year 2012											
1 = Total # Loans/Grants											
1 = Total Outstanding	\$	2,250	\$	-	\$	2,250					
DPA-050	\$	2,250	\$	-	\$	2,250	10/24/2012	10/16/2032		10/16/2032	0.0%
Year 2014											
1 = Total # Loans/Grants											
1 = Total Outstanding	\$	3,364	\$	3,364	\$	-					
DPA-051	\$	3,364	\$	3,364	\$	-	9/30/2014		Paid Off		0.0%
Life-to-Date Total											
39 = Total # Loans/Grant											
7 = Total Outstanding	\$	179,962	\$	152,140	\$	27,822					

# CDBG Loan Detail:

The City of Lakewood note receivable from Living Access Support Alliance (LASA) of \$250,000 is for partial funding of the Client Services Center project. This is a 20 year deferred loan at zero interest.

	CDBG	Entitlen	nent Loan -		ng Acces		Alliance Loan	(LASA)	
Loan ID #	Lo	Original pan/Grant Amount	Total Principal Paid	F	Loans Receivable	Closing Date	First Payment Date	Maturity Date	Interest Rate
2013-01	\$	250,000	\$ -	\$	250,000	6/2/2014	7/23/2023	6/2/2034	0.0%
Life-to-Date Total  1 = Total # Loans  1 = Outstanding	\$	250,000	\$ -	\$	250,000				

## **HOME:**

In accordance with HOME federal regulations, expenditures for the HOME program have primarily focused investment in the creation of, maintenance of, or acquisition of affordable housing for low and moderate income individuals. Programs funded include the Housing Rehabilitation Program (single-family homeowner rehabilitation), Down Payment Assistance, and the Affordable Housing Fund (investments primarily with Habitat for Humanity and various non-profit housing providers). The Housing Rehabilitation, Down Payment, and Affordable Housing Funds all have corresponding Revolving Loan Funds (RLF) established in accordance with HUD regulations, which allow for the recapture and reuse of loan funds for similar housing activities.

The HOME program is funded annually through the Lakewood and Tacoma HOME Consortium. The Consortium reimburses expenditures for the City of Lakewood's projects/programs, which include Housing Rehabilitation, Affordable Housing, and Home Down Payment Loans, to the City of Lakewood. The notes on these loans are held and tracked by the Lakewood and Tacoma HOME Consortium in Tacoma, and are not accounted for in Fund 190 CDBG.

	sing Rehabilita	
	# of	Original
Program Year	Projects	Amount
2021	-	\$ -
2020	-	\$ -
2019	-	\$ -
2018	1	\$ 82,718
2017	1	\$ 37,432
2016	1	\$ 74,611
2015	2	\$ 88,697
2014	-	\$ -
2013	1	\$ 36,258
2012	4	\$ 201,175
2011	2	\$ 131,300
2010	3	\$ 178,130
2009	6	\$ 412,750
2008	7	\$ 289,765
2007	3	\$ 179,546
2006	7	\$ 379,452
2005	7	\$ 286,313
2004	10	\$ 390,697
2003	11	\$ 363,099
2002	5	\$ 155,471
2001	3	\$ 126,899
2000	1	\$ 40,000
Total	75	\$ 3,454,313

# **HOME Housing Rehabilitation Loan Detail:**

						HOME I	lo	using Re			ion Loans				
Loan		Original		Loan		Net		Principal id & Write		Loans	Clasina Data	First Payment	Chahua	Maturity	Interest
ID#	Loa	n Amount	Ke	auction	LOa	n Amount		Offs	K	eceivable	Closing Date	Date	Status	Date	Rate
Year 2000	_														
1 = Total # Loans	\$	40,000	\$	-	\$	40,000	\$	40,000	\$	-	0 /00 /0000		2 : 1 0 ((	1	0.00/
LHR-001	\$	40,000	\$	-	\$	40,000	\$	40,000	\$	-	9/23/2002		Paid Off		0.0%
Year 2001 3 = Total # Loans	\$	126 000	٠		\$	126 000	\$	126 000	\$	_					
LHR-002	\$	<b>126,899</b> 49,979	<b>\$</b>	-	\$	<b>126,899</b> 49,979	\$	<b>126,899</b> 49,979	\$	-	7/23/2003		Paid Off		0.0%
LHR-002	\$	40,000	\$		\$	40,000	\$	40,000	_		9/8/2003		Paid Off		0.0%
LHR-005	\$	36,920	\$		\$	36,920	\$	36,920	_		9/16/2003		Paid Off		0.0%
Year 2002	٧	30,320	۲		7	30,320	ڔ	30,320	٧		3/10/2003		T alu Oli		0.070
5 = Total # Loans	\$	155,471	\$	361	\$	155,110	\$	139,663	\$	15,447					
LHR-003	\$	39,028	\$	-	\$	39,028	\$	39,028	_		9/15/2004		Paid Off		0.0%
LHR-006	\$	50,000	\$	-	\$	50,000	\$	50,000	\$		7/22/2002		Paid Off		0.0%
LHR-007	\$	30,735	\$	-	\$	30,735	\$	30,735	\$	-	9/23/2004		Paid Off		0.0%
LHR-008	\$	15,808	\$	361	\$	15,447	\$		\$	15,447	2/28/2003	2/1/2023		2/28/2023	0.0%
LHR-011	\$	19,900	\$	-	\$	19,900		19,900	\$	-	12/3/2004	, -, - 3 = 3	Paid Off	,,	0.0%
Year 2003		_ ,			•	- , 0	•	- /2 2 3	ŕ		, , , , , , , , , , , , , , , , , , , ,				
11 = Total # Loans	\$	363,099	\$	6,806	\$	356,293	\$	222,299	\$	133,994					
LHR-009	\$	40,000	\$	-	\$	40,000	\$	-	\$	40,000	7/31/2003	4/1/2023		8/23/2025	0.0%
LHR-013	\$	35,328	\$	-	\$	35,328	\$	35,328	\$	-	9/1/2005		Paid Off		0.0%
LHR-020	\$	18,744	\$	-	\$	18,744	\$	15,608	\$	3,136	11/13/2003	11/1/2023		11/13/2023	0.0%
LHR-012	\$	68,321	\$	-	\$	68,321	\$	68,321	\$	-	10/19/2005		Paid Off		0.0%
LHR-019	\$	23,344	\$	2,100	\$	21,244	\$	-	\$	21,244	12/18/2003	12/18/2023		12/18/2023	0.0%
LHR-016	\$	42,304	\$	-	\$	42,304	\$	42,304	\$	-	4/11/2006		Paid Off		0.0%
LHR-012B	\$	23,145	\$	-	\$	23,145	\$	23,145	\$	-	5/14/2004		Paid Off		0.0%
LHR-026	\$	28,760	\$	4,702	\$	24,058	\$	-	\$	24,058	5/4/2004	5/1/2024		5/4/2024	0.0%
LHR-032	\$	13,473	\$	-	\$	13,473	\$	13,473	\$	-	6/21/2004		Paid Off		0.0%
LHR-014	\$	45,560	\$	4	\$	45,556	\$	-	\$	45,556	6/1/2024	6/1/2024			0.0%
LHR-022	\$	24,120	\$	-	\$	24,120	\$	24,120	\$	-	6/7/2006		Paid Off		0.0%
Year 2004															
10 = Total # Loans	\$	390,697	\$	1,849	\$	388,848	\$	249,475	\$	139,373					
LHR-021	\$	34,100	\$	111	_	33,989		-	\$	33,989	7/28/2004	7/1/2024		7/28/2024	0.0%
LHR-018/099X	\$	44,153	\$	-	\$	44,153		44,153	\$	-	11/14/2006		Paid Off		0.0%
LHR-031	\$	13,072	\$	-	\$	13,072		13,072	\$	-	12/20/2006		Paid Off		0.0%
LHR-025R	\$	54,015	\$	918	-	53,097	\$	53,097	\$	-	10/11/2004		Paid Off	10/11/2024	
LHR-030	\$	48,000	\$	-	\$	48,000	\$	48,000	\$	-	12/16/2004		Paid Off		0.0%
LHR-039	\$	38,704	\$	489	\$	38,215		-	\$	38,215	3/30/2005	3/30/2025		3/30/2025	0.0%
LHR-027	\$	47,838		-	\$	47,838	_	47,838		-	4/2/2005	. / /	Paid Off		0.0%
LHR-019B	\$	19,500	\$	214		19,286		-	\$	19,286	4/29/2005	4/29/2025	D : 1 O (f	12/27/2026	
LHR-041	\$	43,315	\$	-	\$	43,315		43,315		-	5/22/2007	6 (6 (2225	Paid Off	6 /6 /2025	0.0%
LHR-028	\$	48,000	\$	117	<b>&gt;</b>	47,883	\$	-	\$	47,883	6/6/2005	6/6/2025		6/6/2025	0.0%
Year 2005	ė	206 212	ب	240	ė	206.065	ė	161 106	ė	124 960					
7 = Total # Loans LHR-043	\$ c	286,313	\$ c	248	<b>\$</b>	<b>286,065</b> 41,480		<b>161,196</b> 41,480		124,809	11/9/2007		Paid Off		0.0%
LHR-043 LHR-033	\$	41,480 33,752	\$	-	\$	33,752	_	33,752		-	11/8/2007 8/29/2005		Paid Off		0.0%
LHR-033	\$	52,577	\$	109	_	52,468		18,099		34,369	8/29/2005	8/23/2025	raiu UII	8/23/2025	0.0%
LHR-034 LHR-038	\$	26,504	\$	109	\$	26,504		26,504		34,309	2/14/2006	0/23/2023	Paid Off	0/23/2023	0.0%
LHR-038	\$	65,000	\$	-	\$		<u> </u>	20,504	\$	65,000	6/1/2006	6/1/2026	i aiu Oii	6/1/2026	0.0%
LHR-049	\$	25,500	\$		\$	25,500			<del>ې</del> \$	25,500	6/8/2006	6/8/2026		6/8/2026	0.0%
LHR-052	\$	41,500	\$	139	_	41,361		41,361		25,500	6/23/2006	6/23/2026	Paid Off	6/23/2026	0.0%
Year 2006	, y	11,500	٦	133	•	11,501	7	12,501	ب		5,25,2000	3,23,2020	1 414 011	3, 23, 2020	0.070
7 = Total # Loans	\$	379,452	\$	256	\$	379,196	Ś	245,302	Ś	133.894					
LHR-050	\$	52,000	\$	-	\$	52,000	_	52,000		-	8/23/2006	1/1/2013	Paid Off	8/23/2026	0.0%
LHR-040	\$	42,420	\$	-	\$	42,420		42,420		-	10/4/2006	_, _, _010	Paid Off	5, 25, 2020	0.0%
LHR-053	\$	73,910	\$		\$	73,910		73,910		-	10/4/2006		Written Off		0.0%
LHR-054	\$	47,570	\$	-	\$	47,570		47,570		-	1/31/2007	8/1/2017	Paid Off	1/31/2027	0.0%
LHR-055	\$	69,150	\$	17	\$	69,133		-	\$	69,133	1/31/2007	1/31/2026		1/31/2027	0.0%
LHR-057	\$	65,000	\$	239		64,761	_	-	\$	64,761	3/29/2007	3/29/2027		3/29/2027	0.0%
	7	,	+		7	,	· T		-	,	-,,,	-,,,		-,,,	2.0,0

						HOME H	lo	_			ion Loans				
								As of Marc	ch 3	31, 2021					
								Principal							
Loan		Original	n-	Loan		Net	Pa	id & Write	_	Loans	Clasina Data	First Payment	C+-+	Maturity	Interest
ID#	LO	an Amount	ке	auction	LO	an Amount		Offs	К	Receivable	Closing Date	Date	Status	Date	Rate
Year 2007		4=0=46	_	4-0					_						
3 = Total # Loans	\$	179,546	\$	176			\$	57,060	\$		42/22/2000		D - 1 -1 O ((		0.00/
LHR-062	\$	57,060	\$	- 20	\$	57,060	\$	57,060	\$		12/23/2009	0/17/2010	Paid Off	0/47/2027	0.0%
LHR-058/087	\$	56,886	\$	39	\$	56,847	\$	-	\$	•	8/17/2007	8/17/2018		8/17/2027	0.0%
LHR-063 Year 2008	Ş	65,600	Ş	137	Ş	65,463	Ş	-	Ş	65,463	1/31/2008	2/1/2028		1/31/2028	0.0%
7 = Total # Loans	\$	289,765	¢	1,409	\$	288,356	\$	151,073	\$	137,284					
LHR-066	\$	36,915	\$	-	\$	36,915	\$	36,915	\$	•	7/2/2010		Paid Off		0.0%
LHR-068	\$	49,085	\$	248	\$	48,837	\$	-	\$		10/10/2008	10/10/2028	T did Oil	10/10/2028	0.0%
LHR-071	\$	62,845	\$	668	\$	62,177	\$	-	\$		10/10/2008	10/10/2028		10/10/2028	0.0%
LHR-070	\$	38,050	\$	-	\$	38,050	\$	38,050	\$		10/10/2008	10,10,1010	Paid Off	10,10,101	0.0%
LHR-072	\$	50,070	\$	-	\$	50,070	\$	50,070	\$		9/30/2010		Paid Off		0.0%
LHR-069	\$	26,450	\$	181	\$	26,269	\$	-	\$		2/24/2009	12/19/2028		2/24/2029	0.0%
LHR-073	\$	26,350	\$	312	\$	26,038	\$	26,038	_	· · · · · · · · · · · · · · · · · · ·	4/10/2009	4/10/2029	Paid Off	4/10/2029	0.0%
Year 2009		,			Ė		Ė	,							
6 = Total # Loans	\$	412,750	\$	6,227	\$	406,523	\$	162,240	\$	244,283					
LHR-078	\$	65,000	_	1,383	\$	63,617	\$	-	\$		9/15/2009	9/15/2029		9/15/2029	0.0%
LHR-074	\$	59,525		3,243	\$	56,282	\$	-	\$	56,282	10/2/2009	10/2/2029		10/2/2029	0.0%
LHR-077	\$	83,100	\$	-	\$	83,100	\$	83,100	\$	-	11/9/2011		Paid Off		0.0%
LHR-076	\$	64,200	\$	407	\$	63,793	\$	-	\$	63,793	11/6/2009	11/1/2029		11/6/2029	0.0%
LHR-080	\$	61,685	\$	1,094	\$	60,591	\$	-	\$	60,591	12/17/2009	12/31/2029		12/17/2029	0.0%
LHR-082	\$	79,240	\$	100	\$	79,140	\$	79,140	\$	-	2/16/2010	2/16/2030	Paid Off		0.0%
Year 2010															
3 = Total # Loans	\$	178,130		4,873	\$	173,257	\$	57,519	\$						
LHR-081	\$	59,150		1,631	\$	57,519	\$	57,519	\$		1/31/2011	12/28/2030	Paid Off	1/31/2031	0.0%
LHR-085	\$	52,200		3,242	\$	48,958	_	-	\$	•	2/2/2011	2/18/2031		2/2/2031	0.0%
LHR-086	\$	66,780	\$	-	\$	66,780	\$	-	\$	66,780	5/5/2011	5/5/2031		5/5/2031	0.0%
Year 2011															
2 = Total # Loans	\$	131,300		3,854	\$	127,446	\$	-	\$		. /= /=	. /- /		. /= /=	
LHR-090	\$	47,500		3,617	\$	43,883	\$	-	\$		4/5/2012	4/5/2032		4/5/2032	0.0%
LHR-091	\$	83,800	\$	237	Ş	83,563	\$	-	\$	83,563	5/8/2012	5/8/2032		5/8/2032	0.0%
Year 2012		204 475		2 602		407.404		70 5 40	,	424.020					
4 = Total # Loans	\$	201,175			\$	197,484	\$	72,542		124,939	0/20/2012	0/20/2022	D=: 4 Ott	0/20/2022	0.00/
LHR-094	\$	34,500	\$ \$		\$	31,367	\$	31,367	\$ \$		9/28/2012	9/28/2032	Paid Off	9/28/2032	0.0%
LHR-096 LHR-097	\$	50,000 75,500	\$	560	\$	49,442 75,500	\$	-	\$	· · · · · · · · · · · · · · · · · · ·	1/23/2013 2/20/2013	1/29/2018 2/20/2033		1/23/2033	0.0%
	\$		\$		\$		\$		\$			2/20/2033	Daid Off	4/20/2033	0.0%
LHR-095 Year 2013	Ş	41,175	Ş	-	Ş	41,175	Ş	41,175	Ş	-	12/30/2014		Paid Off		0.0%
1 = Total # Loans	Ś	36,258	\$	_	\$	36,258	¢	17,585	¢	18,673					
LHR-066R	\$	36,258	\$	-	\$	36,258	_	17,585			8/27/2013	10/1/2013		8/27/2033	0.0%
Year 2015	٧	30,230	ڔ		٧	30,230	ڔ	11,505	٧	10,073	0,21,2013	10,1,2013		0,21,2033	3.070
2 = Total # Loans	Ś	88,697	\$	_	Ś	88,697	Ś	36,097	Ś	52,600					
	\$	15,947	\$	-	\$	15,947		15,947			12/29/2015	1/1/2016		12/29/2035	0.0%
LHR-100	\$	72,750	\$	-	\$	72,750	-	20,150			9/28/2015			9/28/2035	0.0%
Year 2016		,				,		-,	ŕ	,	,	. ,		,	
1 = Total # Loans	\$	74,611	\$	-	\$	74,611	\$	74,611	\$	-					
LHR-101	\$		\$	-	\$	74,611	_	74,611			8/26/2016	8/26/2036	Paid Off	7/1/2036	0.0%
Year 2017															
1 = Total # Loans	\$	37,432	\$	_	\$	37,432	¢	37,432	¢	_					
LHR-103	\$	37,432	\$	_	\$	37,432		37,432			1/3/2018	3/1/2018		2/1/2038	0.0%
Year 2018	٧	37,432	ڔ		ڔ	37,432	ڔ	J1, <del>4</del> J2	٧		1/3/2010	3/1/2010		2/1/2030	0.070
1 = Total # Loans	\$	82,718	ċ		\$	82,718	¢	82,718	ć						
LHR-104	\$	82,718		_	\$	82,718	_	82,718			7/28/2018	8/1/2038		8/1/2038	0.0%
Year 2021	ڔ	02,/10	ڔ	-	ڔ	02,/10	ڔ	02,/10	ڔ		1/20/2010	0/1/2030		0/1/2030	0.076
0 = Total # Loans	Ś	_	Ś	_	\$	-	\$	_	\$	_					
TOTAL W EDGIS	, ,	-	٧		7		۲	-	٠	-					
Life to Data Tatal															
Life-to-Date Total	,	2.454.242	4	20.752	,	2 424 562	۸.	. 022 744		1 400 050					
75 = Total # Loans	Ş	3,454,313	Ş	29,/52	Ş	5,424,563	<b>\$</b> .	1,933,/11	Ş	1,490,850					

## Section 108:

The Section 108 program funds are used to fund large-scale, capital intensive economic development, housing, public facilities, and infrastructure and community development projects throughout Lakewood. This funding source most closely mirrors CDBG program regulations and requirements, in that, it must meet the national objective of serving low and moderate income individuals (primarily through the creation or retention of jobs for low and moderate income persons). Funding is to be awarded to qualifying projects as "gap funding" and is typically the final piece of the financing puzzle required to complete a project's budget. Funds are to be provided as loans with terms up to 20 years and carry standard underwriting and collateralization requirements. Section 108 loans require borrower (jurisdiction) to pledge current and future CDBG allocations as principal security for the loan guarantee with additional collateral security being provided to the City by the final borrower (business or end use).

In 2012, the City of Lakewood was awarded \$2,888,000 from HUD for Section 108 Loan Guarantee funds. To be eligible for continuation of this loan program, the City must reapply every five years, which the City did not. If the City were to reapply, the City may be eligible for \$1.9M (as of end of March 2021). Changes in underwriting requirements and complexity, along with lower borrowing rates were some of the determining factors to not reapply and pursue this financing source only as last resort.

				Se	cti	on 108	Loa	ans				
				А	s oj	f March 31,	202	1.1				
Loan		Original an/Grant		Total		Total			Closing	First	Maturity	Interest
ID#		Amount	Prin		Int	erest Paid	Lo	an Balance	Date	Payment Date	Date	Rate
Year 2014												
1 = Total # Loans												
1 = Total Outstanding	\$	700,000	\$	160,000	\$	122,815	\$	540,000				
Curbside Motors	\$	700,000	\$	160,000	\$	122,815	\$	540,000	12/5/2014	8/1/2015	8/1/2034	4.25%
Year 2015												
1 = Total # Loans												
1 = Total Outstanding	\$	310,000	\$	15,000	\$	64,302	\$	295,000				
Living Access												
Support Alliance												
(LASA)	\$	310,000	\$	15,000	\$	64,302	\$	295,000	8/1/2015	8/1/2020	8/1/2034	4.25%
Year 2017												
1 = Total # Loans												
0 = Total Outstanding	\$	141,000	\$	141,000	\$	6,349	\$	-				
City of Lakewood												1.5%
108th Street	\$	141,000	\$	141,000	\$	6,349	\$	-	8/31/2017	8/1/2018	8/31/2020	variable
Life-to-Date Total												
3 = Total # Loans												
2 = Total Outstanding	\$ 1	,151,000	\$	316,000	\$	193,466	\$	835,000				

On August 31, 2017, the City entered into a Contract Loan Guarantee with Housing Urban Development for the overlay project 108th Street. The loan amount is \$141,000 to be paid with three years of CDBG entitlement funds. This was approved in the annual action plan and the note application. The security pledge is the City's full faith and credit. The interest rate is variable and is set by LIBOR. As of 9/30/2020 the outstanding principal balance for this loan is zero.

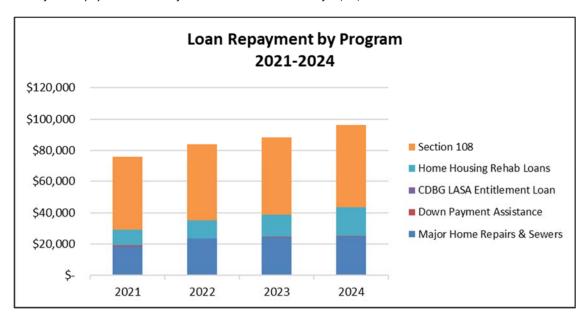
A Section 108 Loan in the amount of \$700,000 was issued in 2014 for Curbside Motors Incorporated and another for \$310,000 in 2015 for Living Access Support Alliance by the United States Department of Housing and Urban Development (HUD) to the City. The outstanding combined principal balance as of March 31, 2021 of \$835,000 is being repaid by a third party and, therefore, is not recognizable as debt on the City's long-term debt schedule or City's financials.

# **Loan Repayment by Program**

The following table provides a schedule of loan repayments by program.

Loan Repayment by Program		2021		2022		2023		2024	20	25-2029	2	030-2060
Major Home Repairs & Sewers	\$	18,490	\$	23,333	\$	24,415	\$	24,732	\$	125,963	\$	801,973
Down Payment Assistance		855		300		300		300		3,300		22,767
CDBG LASA Entitlement Loan		-		-		-		-		-		250,000
Home Housing Rehab Loans		9,814		11,314		13,725		18,428		193,588		1,243,981
Section 108		47,000		49,000		50,000		53,000		300,000		336,000
Total	\$	76,159	\$	83,947	\$	88,440	\$	96,460	\$	622,851	\$	2,654,721
				Averag	e A	nnual Ye	ars 2	2025-2029	\$	103,809		
				Averag	e Annual Ye		ears 2030-2060				\$	88,491

The schedule of loan repayments above reflects estimated amounts as of 12/31/2020.



# **CDBG Fund Summary**

The following tables provide the fund's financial information.

Fund 190 CDBG	
Balance Sheet	
As of March 31, 2021	
Assets:	
Cash	\$ 24,299
Due From Other Governments	42,035
Notes/Loan Receivable - CDBG Down Payment Assistance	27,822
Notes/Loan Receivable - CDBG Major Home & Sewer Repairs	1,018,907
Notes/Loan Receivable - CDBG LASA	250,000
Notes/Loan Receivable - Nisqually Tribe Contribution	 1,411
Total Assets	\$ 1,364,474
Liabilities:	
Accounts Payable	\$ -
Retainage Payable	3,910
Payroll Payable	13,640
Interfund Loan Payable	33,777
HUD DPA Checking Interest	86
Total Liabilities	\$ 51,413
Fund Balance (Restricted)	\$ 1,313,061
Total Liabilities & Fund Balance	\$ 1,364,474

		Year-	to-d	late through I	Mar	ch 31, 2021		
Fund 190 CDBG Summary	В	Seginning Balance	ı	Revenue	Ex	penditure	Fu	nd Balance
CDBG	\$	1,374,976	\$	76,251	\$	144,918	\$	1,306,309
HOME		-		86,652		86,652		-
Nisqually Tribal		6,747		5		-		6,752
Total	\$	1,381,723	\$	162,908	\$	231,570	\$	1,313,061
CDBG	\$	1,374,976	\$	76,251	\$	144,918	\$	1,306,309
Administration		-		13,972		25,461		(11,489)
Administration - FFY 2020		-		-		-		-
Administration - Revolving Program Income		-		-		11,489		(11,489)
Administration - CARES CVD 1 & CVD 3		-		13,972		13,972		-
Physical Improvements		-		5,040		-		5,040
Sidewalks - Phillips Rd. (1)		-		5,040		-		5,040
Housing Programs		1,124,976		20,513		82,731		1,062,758
Major Home Repair/Sewer		1,124,976		-		3,910		1,121,066
Admin of HOME Programs		-		18,486		18,486		-
Major/DPA Revolving Loans, Interest, Fees		-		2,027		60,335		(58,308)
Affordable Housing		250,000		-		-		250,000
CDBG Loan		250,000		-		-		250,000
CARES - CVD 1 Program				36,726		36,726		-
Program - Economic Development		-		36,726		36,726		-
номе	\$	-	\$	86,652	\$	86,652	\$	-
Housing Rehabilitation		-		111		111		-
Affordable Housing - TBRA & Other		-		86,541		86,541		-
NISQUALLY & OTHER	\$	6,747	\$	5	\$	-	\$	6,752
Emergency Assist Displaced Residents		441		-		-		441
Emergency Assist Displaced Residents		441		-		-		441
Minor Home Repairs		6,306		5		-		6,311
Minor Home Repairs		6,306		5		-		6,311
Total	\$	1,381,723	\$	162,908	\$	231,570	\$	1,313,061

<sup>(1)</sup> Project funding applied from cancelled Low Income Street Lighting

### **Fund 191 Neighborhood Stabilization Program**

The purpose of this fund is to account for the revenues and expenditures associated with the Federal Neighborhood Stabilization Program. The NSP was established for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. The NSP1 program provides funds to purchase and redevelop foreclosed and abandoned homes and residential properties. The NSP3 program provides a third round of neighborhood stabilization grants to all states and select governments on a formula basis. NSP 3 program funds have been spent. The following table provides a financial summary of the NSP program.

		Y	'ear	r-to-date throu	gh I	March 31, 202	1	
		Beginning						Ending
Neighborhood Stabilization Program		Balance		Revenue	E	xpenditure		Balance
Neighborhood Stabilization Program 1		\$ 197,609	\$	3,682	\$	1,705	\$	199,586
Neighborhood Stabilization Program 3		57,505		-		-		57,505
То	tal	\$ 255,114	\$	3,682	\$	1,705	\$	257,091

## **Fund 192 South Sound Military Communities Partnership**

The purpose of this fund is to account for the revenues and expenditures associated with the Federal Office of Economic Adjustment Grant Program, which provides grants to assist communities with the alleviation of socioeconomic effects that may result from military base closures and realignments. This fund also accounts for all activity associated with the South Sound Military Communities Partnership (SSMCP). The following table provides a financial summary of the OEA/SSMCP programs.

South Sound Military Communities Partnership /	Υ	ear	-to-date throu	gh N	/arch 31, 202	1	
Office of Economic Adjustment	Beg Bal		Revenue	Ex	penditure		Ending
SSMCP	\$ 18,018	\$	213,950	\$	40,802	\$	191,166
Dept. of Defense /Tactical Tailor	-		12,408		12,408	\$	-
Total	\$ 18,018	\$	226,358	\$	53,210	\$	191,166

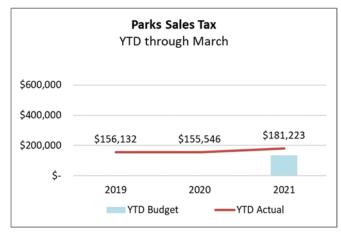
#### PARKS, RECREATION & COMMUNITY SERVICES

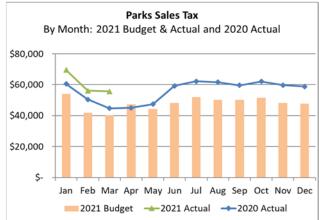
#### **Parks Sales Tax**

On September 19, 2000, Pierce County voters approved the ballot measure to increase local sales taxes by one-tenth of 1 percent. A sales and use tax equal to one-tenth of one percent (0.001%) within Pierce County provides funds to acquire, improve, rehabilitate, maintain, or develop regional and local parks; to improve, rehabilitate, maintain or expand accredited zoo, aquarium and wildlife preserves pursuant to RCW 82.14.400(6); for community-based housing; and to implement the creation of a zoo and aquarium advisory authority.

The tax was proposed as a funding mechanism for Tacoma Metro Park District (the zoo). The money collected is shared 50-50 between the Parks District and the cities not contained in the District and the county.

							ales Tax	ch					
					7007-10-00		in ough war			Over /	(Und	er)	
					20	21		20	21 Actual v	s 2020 Actual	20	21 Actual vs	2021 Budget
Month	20	19 Actual	20	20 Actual	Budget		Actual		\$	%		\$	%
Jan	\$	62,678	\$	60,456	\$ 54,053	\$	69,579	\$	9,123	15.1%	\$	15,526	28.7%
Feb		48,314		50,467	41,798		56,065		5,598	11.1%		14,267	34.1%
Mar		45,140		44,623	40,278		55,579		10,956	24.6%		15,301	38.0%
Apr		58,086		45,035	47,277		-		-	-		-	-
May		52,692		47,381	44,163		-		-	-		-	-
Jun		55,907		59,234	48,080		-		-	-		-	-
Jul		59,742		62,205	51,987		-		-	-		-	-
Aug		57,222		61,563	50,039		-		-	-		-	-
Sep		57,409		59,547	50,067		-		-	-		-	-
Oct		58,156		62,021	51,547		-		-	-		-	-
Nov		54,478		59,711	48,074		-		-	-		-	-
Dec		53,831		58,837	47,637		-		-	-		-	-
Total YTD	\$	156,132	\$	155,546	\$ 136,129	\$	181,223	\$	25,677	16.5%	\$	45,094	33.1%
Total Annual	\$	663,655	\$	671,080	\$ 575,000		n/a		n/a	n/a		n/a	n/a
5-Year Ave Change (	2016	5 - 2020):	•	4.6%									•





#### Cost Recovery – Parks, Recreation & Community Services

In May 2016, the City Council adopted a set of revised financial policies to include cost recovery. The following is an excerpt of the cost recovery policy as it relates specifically to target cost recovery for parks programs/services:

Target Cost Recovery Level for Parks Programs/Services. The cost recovery policy applies to the following parks and recreation programs/services: recreation services; special events and community gathering; senior services; and all parks. The following should be considered when determining pricing levels: The higher the community benefit, the higher the General Fund subsidy level and the higher the individual benefit, the lower the General Fund subsidy level. The overall cost recovery goal for all parks programs and services should be 45%.

Included in the revenues is the parks sales tax, which is allocated to the various parks programs/functions based on prorated share of expenditures. The growth in parks sales tax has helped reduce the general fund subsidy amount.

The table below provides historical annual and current budgeted annual and actual subsidy and recovery ratio by program.

		Pa	rks			Communit							
		2016		2017		2018		2019	2020		20	21	
		Annual		Annual		Annual		Annual	Annual		Annual		YTD
Program		Actual		Actual		Actual		Actual	Actual		Budget		Actual
Recreation:													
Revenues	\$	216,547	\$	261,919		259,786	<u> </u>	273,458	152,314	<u> </u>	278,659	\$	50,119
Expenditures	\$	416,464	\$	465,267		405,448	\$	467,173	297,314		479,387	\$	72,802
General Fund Subsidy	\$	199,917	\$	203,347	\$	145,662	\$	193,715	\$ 145,000	\$	200,728	\$	22,683
Recovery Ratio		52%		56%		64%	Ш	59%	51%		58%		69%
Senior Services:													
Revenues	\$	128,002	\$	146,667	\$	135,302		164,863	\$ 120,842		101,868	\$	18,474
Expenditures	\$	221,579	\$	222,371	·	236,627	\$	246,535	\$ 180,325		243,300	\$	37,094
General Fund Subsidy	\$	93,576	\$	75,703	\$	101,325	\$	81,672	\$ 59,483	\$	141,432	\$	18,620
Recovery Ratio		58%		66%		57%		67%	67%		42%		50%
Parks Facilities:													
Revenues	\$	189,650	\$	196,875	\$	207,559	<u> </u>	216,183	\$ 211,344	<u> </u>	168,691	\$	40,254
Expenditures	\$	475,050	\$	465,075		500,484	_	544,466	\$ 424,886	<u> </u>	444,965	\$	95,245
General Fund Subsidy	\$	285,400	\$	268,200	\$	292,925	\$	328,283	\$ 213,542	\$	276,274	\$	54,991
Recovery Ratio		40%		42%		41%		40%	50%		38%		42%
Fort Steilacoom Park:													
Revenues	\$	222,616		229,551		282,142	\$	298,997	\$ 245,841	\$	248,073	\$	77,021
Expenditures	\$	604,482	\$	588,850	\$	672,444	\$	733,560	\$ 619,238	\$	789,994	\$	193,943
General Fund Subsidy	\$	381,866	\$	359,299	\$	390,302	\$	434,563	\$ 373,397	\$	541,921	\$	116,922
Recovery Ratio		37%		39%		42%		41%	40%		31%		40%
Subtotal Direct Cost:													
Revenues	\$	756,815	\$	835,013	\$	884,789	\$	953,501	\$ 730,341	\$	797,291	\$	185,869
Expenditures	\$	1,717,575	\$	1,741,562	\$	1,815,003	\$	1,991,734	\$ 1,521,763	\$	1,957,646	\$	399,084
General Fund Subsidy	\$	960,760	\$	906,549	\$	930,214	\$	1,038,233	\$ 791,422	\$	1,160,355	\$	213,215
Recovery Ratio		44%		48%		49%		48%	48%		41%		47%
Administration (Indirect Cost):													
Revenues	\$	79,621	\$	87,032	\$	89,860	\$	94,133	\$ 122,958	\$	79,209	\$	42,872
Expenditures	\$	293,036	\$	304,327	\$	301,174	\$	329,201	\$ 341,371	\$	312,761	\$	123,669
General Fund Subsidy	\$	213,415	\$	217,295	\$	211,314	\$	235,068	\$ 218,413	\$	233,552	\$	80,797
Recovery Ratio	L	27%		29%		30%		29%	36%		25%		35%
Total Direct & Indirect Cost:													
Revenues	\$	836,436	\$	922,045	\$	974,649	\$	1,047,634	\$ 853,299	\$	876,500	\$	228,741
Expenditures	\$	2,010,611	\$	2,045,889	\$	2,116,177	\$	2,320,935	\$ 1,863,134	\$	2,270,407	\$	522,753
General Fund Subsidy		1,174,175	\$	1,123,844	\$	1,141,528	\$	1,273,301	\$ 1,009,835	\$	1,393,907	\$	294,012
Recovery Ratio		42%		45%		46%		45%	46%		39%		44%
									und Subsidy covery Ratio			\$	1,144,537 45%

COVID-19 caused closure/event cancellation and participant capacity limitations in 2020 and 2021.

# **Human Services Program**

Since incorporation, the City has dedicated 1% of General Fund in for human services programs that support our most vulnerable populations and create conditions that enable people in need to access resources and support services which foster healthy and functional individuals and families where children thrive and achieve their full potential.

					2018		2019	2020		2021		Total
Agency	Program						Allocation 2017-2020					
37	Total	\$	337,441	\$	344,707	\$	353,356	\$ 329,605	\$	380,000	\$	1,365,109
Access to Health & Behavior Health		\$	59,000	\$	42,500	\$	59,000	\$ 54,005	\$	41,500	\$	214,505
Communities In Schools	Lakewood School-Wide Support		22,500		-		-	-		-		22,500
Community Healthcare	Primary Medical Care		-		-		20,000	15,000		14,000		35,000
Community Healthcare	Uncompensated Medical Care for ESL		5,000		-		-	-		-		5,000
Franciscan Health System	Children's Immunization		-		-		-	-		-		-
Lindquist Dental Clinic for Children	Dental Care for Children		12,000		17,000		14,000	14,005		15,000		57,005
Pierce County Aids Foundation	Case Management		7,500		8,500		12,500	12,500		-		41,000
Pierce County Project Access	Donated Care Program		12,000		17,000		12,500	12,500		12,500		54,000
<b>Emotional Supports and Youth Programm</b>	ning	\$	59,016	\$	88,923	\$	86,903	\$ 85,973	\$	125,000	\$	320,815
Asian Pacific Cultural Center	Promised Leaders of Tomorrow		-		-		-	-		20,000		-
Centerforce	Inclusion for Adult with Disabilities		-		-		10,000	10,000		-		20,000
Communities In Schools	After School Program		-		24,000		17,500	17,500		25,000		59,000
Lakewood Boys & Girls Club	After School Program		12,500		12,500		20,000	20,000		20,000		65,000
Pierce College	Computer Clubhouse		11,626		14,000		-	-		-		25,626
Pierce College / City of Lakewood (*)	Lakewood's Promise		17,390		19,923		21,403	25,664		25,000		84,380
Pierce County Aids Foundation	Oasis Youth Center		7,500		8,500		10,000	10,000		15,000		36,000
YMCA of Pierce & Kitsap Counties	Late Night Youth Programs		10,000		10,000		8,000	2,809		20,000		30,809
Housing Assistance and Homelessness P	revention	\$	40,988	\$	41,000	\$	25,953	\$ 29,000	\$	40,000	\$	136,941
Catholic Community Services	Family Housing Network		15,988		16,000	L	11,953	15,000		14,000		58,941
Rebuilding Together South	Rebuilding Day & Year-Round Services		10,000		10,000		14,000	14,000		14,000		48,000
Tacoma Rescue Mission	Adams Street Family Shelter		15,000		15,000		-	-		12,000		30,000
Crisis Stabilization and Advocacy		\$	113,837	\$	107,284	\$	106,500	\$ 85,627	\$	68,000	\$	413,248
Caring for Kids	Ready to Learn Fair & School Supplies		5,000		4,997		-	-		-		9,997
Greater Lakes Mental Health	Emergency Assistance		25,000		25,000		25,000	25,000		25,000		100,000
Lakewood Area Shelter Association	Client Services Center		22,500		22,500		18,750	3,555		-		67,305
(LASA)						L						
Rebuilding Hope Sexual Assault Center	Therapy & Advocacy Programs		14,893		16,000		14,000	14,000		12,500		58,893
South Sound Outreach Services	Connection Center Utility Assistance		9,444		1,287		-	-		-		10,731
Springbrook Connections	Direct Services & Resouce Connections		-		-		-	-		12,500		-
Tacoma Community House	Victims of Crime Advocacy Program		12,000		12,500		18,750	13,072		-		56,322
TACID	HELP & ACCESS Programs		-		-		-	-		-		-
YWCA Pierce County	Domestic Violence Services		25,000		25,000		30,000	30,000		18,000		110,000
Access to Food		\$	64,600	\$	65,000	\$	75,000	\$ 75,000	\$	105,500	\$	279,600
Emergency Food Network	Food Distribution		25,000		25,000		25,000	25,000		25,000		100,000
Making a Difference Foundation	Eloise's Cooking Pot Food Delivery		-		-		-	-		15,500		-
Nourish Pierce Co (Fish Food Banks of	Food Bank		25,000		25,000		20,000	20,000		25,000		90,000
Pierce Co)		L				L						
St. Leo Food Connection	Children's Feeding Program		5,600		6,000		-	-		-		11,600
St. Leo Food Connection	Springbrook Mobile Food Bank		9,000		9,000		30,000	30,000		25,000		78,000
Tillicum Community Center	Emergency Services - Food		-		-		-	-		15,000		-

# **Fund 502 Property Management**

The table below provides the operational costs of maintaining City Hall, Police Station and Sounder Station.

Property Management Operating Expenditures  Year-to-date through March											
Operating Expenditures		20	20	20	)21	Over/(Under) 2021 YTD Actual vs 20					
		Annual	YTD	Annual							
	2019 Actual	Actual	Actual	Budget	YTD Actual	\$	%				
City Hall Facility	\$ 369,872	\$ 374,899	\$ 88,293	\$ 381,034	\$ 101,122	\$ 12,829	14.5%				
Personnel	121,578	122,649	31,877	125,534	30,020	(1,857)	-5.8%				
Supplies	32,199	21,762	8,835	35,810	3,435	(5,400)	-61.1%				
Services	109,081	127,510	27,916	80,400	47,679	19,763	70.8%				
Utilities	107,014	102,978	19,665	139,290	19,988	323	1.6%				
Police Station	\$ 266,904	\$ 275,469	\$ 64,514	\$ 245,052	\$ 65,810	\$ 1,296	2.0%				
Personnel	62,438	66,397	16,775	61,832	14,665	(2,111)	-12.6%				
Supplies	12,466	12,654	1,699	25,700	6,033	4,334	255.1%				
Services	80,244	82,857	18,624	66,390	25,186	6,562	35.2%				
Utilities	111,757	113,561	27,415	91,130	19,926	(7,489)	-27.3%				
Sounder Station *	\$ 61,413	\$ 54,521	\$ 11,721	\$ 69,517	\$ 10,293	\$ (1,428)	-12.2%				
Personnel	12,487	13,279	3,355	12,367	3,060	(295)	-8.8%				
Supplies	3,278	2,085	424	5,000	641	217	51.3%				
Services	39,531	33,156	6,819	52,150	5,775	(1,045)	-15.3%				
Utilities	6,116	6,001	1,123	-	817	(306)	-27.2%				
<b>Total Operating Expenditures</b>	\$ 698,189	\$ 704,887	\$ 164,527	\$ 695,603	\$ 177,223	\$ 12,696	7.7%				

<sup>\*</sup> Reflects Sounder Station operating expenditures accounted for in Fund 502 Property Management.

# Fund 301 – Parks CIP

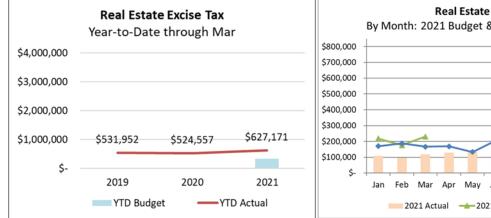
The Parks Capital Project Fund accounts for the receipts and disbursements related to the acquisition or construction of major park capital facilities with the exception of those facilities financed by proprietary and trust funds.

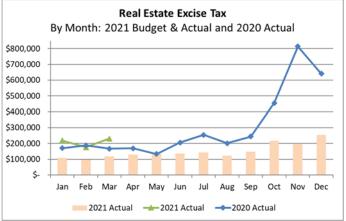
Fund 301 Pa	rks CIP - As of March 31, 2021	202	21 Budget	20	021 Actual				
Revenues:									
Grants		\$	332,000	\$	254,498				
Contributi	ons/Donations		-		13,540				
Interest/C	ther		-		436				
Transfer Ir	ransfer In - Fund 001 General 80,000								
Transfer Ir	n - Fund 102 REET		158,000		-				
Transfer Ir	n - MVET		-		986				
	Total Revenues	\$	570,000	\$	349,460				
Expenditure	es:								
301.0003	Harry Todd Playground Replacement		-		312,929				
301.0006	Gateways		-		64,611				
301.0014	Ft Steilacoom Park/South Angle Lane Parking & Elwood Fencing		-		94,691				
301.0016	Park Equipment Replacement		20,000		5,344				
301.0017	Park Playground Resurfacing		10,000		7,078				
301.0018	Project Support		50,000		3,730				
301.0019	Edgewater Dock		-		375				
301.0020	Wards Lake Improvements		200,000		-				
301.0025	Fort Steilacoom Park ADA/Sensorty All Abilities Playground		-		70,345				
301.0027	American Lake Improvement (ADA, Playground)		200,000		-				
301.0032	Springbrook Park Expansion V		-		8,345				
301.0034	Kiwanis Park Playground Replacement		90,000		-				
301.0035	Fort Steilacoom Park Pavilion Restroom Improvements		-		31,541				
301.0036	Service Club Sign		-		12,827				
	Total Expenditures	\$	570,000	\$	611,813				
	Beginning Fund Balance	\$		Ś	2,605,500				
	Ending Fund Balance	۶ \$	•	\$	2,343,146				
	Liluling Fully Datatice	Ą	-	Ą	2,343,140				

#### **Fund 102 Real Estate Excise Tax**

All sales of real estate are taxed at 1.78%, of which 1.28% goes towards state funding of K-12 education and public works assistance and the City receives 0.5% for capital purposes. The Pierce County Treasurer collects the real estate excise tax and remits to the City on a monthly basis. The tax is the obligation of the seller and due and payable immediately at the time of the sale.

Real Estate Excise Tax  Year-to-date through March										
							(Under)			
			20	21	2021 Actual vs	2020 Actual	2021 Actual v	s 2021 Budget		
Month	2019	2020	Budget	Actual	\$	%	\$	%		
Jan	\$ 177,064	\$ 170,333	107,981	\$ 219,089	\$ 48,756	28.6%	\$ 111,108	102.9%		
Feb	73,074	187,573	97,087	176,802	(10,771)	-5.7%	79,715	82.1%		
Mar	281,814	166,651	117,056	231,280	64,629	38.8%	114,224	97.6%		
Apr	385,709	169,105	130,276	-	-	-	-	-		
May	237,058	133,477	133,009	-	-	-	-	-		
Jun	307,045	206,539	135,539	-	-	-	-	-		
Jul	202,258	254,238	142,778	-	-	-	-	-		
Aug	158,917	201,397	122,702	-	-	-	-	-		
Sep	222,439	243,682	147,046	-	-	-	-	-		
Oct	293,584	454,960	216,264	-	-	-	-	-		
Nov	154,694	814,336	196,270	-	-	-	-	-		
Dec	500,975	640,825	253,992	-	-	-	-	-		
Total YTD	\$ 531,952	\$ 524,557	\$ 322,124	\$ 627,171	\$ 102,614	19.6%	\$ 305,047	94.7%		
Total Annual	\$ 2,994,631	\$ 3,643,120	\$ 1,800,000	n/a	n/a	n/a	n/a	n/a		
5-Year Ave Change	e (2016 - 2020):	14.5%								





The following tables summarize by month, the number of taxable and exempt real estate transactions, and lists major transactions (sales price of \$1M and greater).

Transactions that are exempt include:

- Property acquired by gift, inheritance, and other transfers which do not represent market transactions at "arm's length", such as transfers to a corporation or partnership owned by the transferor or his/her own family members;
- o Transfers to lien holders when such transfers are in lieu of foreclosure;
- Real property acquired from a governmental entity;
- o Business transfers in which no gain or loss occurs;
- o Trade in credit; and
- Standing timber, if the income from the timber sale is subject to B&O tax.

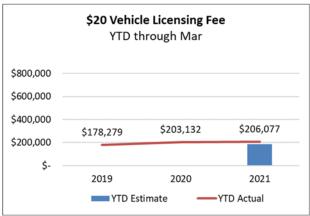
	Transaction Type			Transaction Type			# of	Major Transactions - 2021		
Month	Exempt	Taxable	Total	Parcels	Description	Sales Price	Net Tax			
Jan	54	81	135	143	Single Family Residence 128 Country Club Circle SW	\$1,120,000	\$5,544			
					Condo 13140 Country Club Drive SW Unit 403	\$1,425,000	\$7,054			
					Vacant Commercial Land & Improvements 7907 Washington Blvd SW	\$1,500,000	\$7,425			
					Bridgeport Plaza 11001 to 10017 Bridgeport Way	\$2,500,000	\$12,375			
					Americas Best Value Inn 4215 Sharondale St	\$4,200,000	\$20,790			
					Industrial Land & Land Improvements 10720 26th Ave S	\$5,553,000	\$27,487			
Feb	65	98	163	171	Woodbrook Food Center 14421 Woodbrook SW	\$1,030,000	\$5,099			
					Dirk's Tracj Repair 2421 110th St S	\$1,200,000	\$5,940			
					Single Family Residence 8921 North Thorne Lane SW	\$1,500,000	\$7,425			
					New Apartment Complex 14607 - 14619 Murray Rd SW	\$1,750,000	\$8,663			
					NewDuplexes 8113 to 8133 John Dower Road SW	\$1,760,500	\$8,714			
					Vacant Industrial Land 7402 150th St SW	\$3,390,017	\$16,781			
Mar	56	99	155	158	Apartments 14405 to 14417 Union Ave SW	\$1,521,440	\$7,531			
					Single Family Residence 12785 Gravelly Lake Drive SW	\$1,680,000	\$8,316			
					Single Family Residence 7235 Interlaaken Drive SW	\$1,999,000	\$9,895			
					Herfy's Texaco Minimart & Laundry 12706 Bridgeport Way SW	\$2,840,000	\$14,058			
Total YTD Mar	175	278	453	472		\$34,968,957	\$173,096			

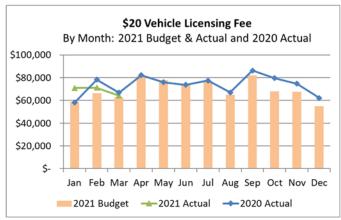
	Tran	saction Ty	oe .	# of	Major Transactions - 2020		
Month	Exempt	Taxable	Total	Parcels	Description	Sales Price	Net Tax
Jan	60	67	127	142	Apartment Complex 14405 to 14417 Untion Ave SW	\$1,198,400	\$5,932
					Crest Apartments 3276 South 92nd St	\$1,199,000	\$5,935
					Washington Oaks Apartments 15308 Washington Ave SW	\$1,700,000	\$8,415
					Carlyle Apartments 12721 47th Ave SW	\$1,700,000	\$8,415
					Clover Creek Apartments 12502 Addison St SW	\$1,750,000	\$8,663
					Eden Plaza 9312 South Tacoma Way	\$3,280,000	\$16,236
Feb	42	70	112	124	Steilacoom Square 3865 Steilacoom Blvd SW Auto Repair Services 4046 100th St SW	\$4,612,500 \$1,400,000	\$22,832 \$6,930
reb	42	70	112	124	Entertainment Bars 8920 South Tacoma Way	\$1,400,000	\$9,356
					Single Family Residence 7708 Walnut Street SW	\$2,000,000	\$9,900
					Gas Station Mini Mart 15408 Union Ave SW	\$2,500,000	\$12,375
					Western Inn 9920 South Tacoma Way	\$7,170,000	\$35,492
Mar	53	82	135	143	Single Family Residence 12746 Gravelly Lake Drive SW	\$1,625,000	\$8,044
					Malibu Apts 4120 109th St SW	\$2,093,000	\$10,360
					Grand Cedars Apts 5226 to 5230 Chicago Ave SW	\$2,820,000	\$13,959
	20	7.0	444	474	Amber Court Apts 12809 Lincoln Ave SW	\$3,080,000	\$15,246
Apr	38	73	111	174	Land & Land Improvements 5400 Chicago Ave SW	\$2,472,600	\$12,239
May	40	72	112	110	Single Family Residences 124xx - 125xx Springbrook Lane	\$7,417,400	\$36,716
May	40	/2	112	118	Vincent Apartments 3313 to 3317 92nd St South	\$1,200,000	\$5,940 \$6,118
					Single Family Residence 11702 Madera Drive SW Single Family Residence 8904 Frances Folsom St SW	\$1,236,000 \$1,403,000	\$6,118 \$6,945
Jun	43	100	143	153	Vacant Undeveloped Land 8109 North Thorne Lane SW	\$1,403,000	\$6,945 \$4,950
Juli	43	100	143	133	Single Family Residence 8911 North Thorne Lane SW	\$1,000,000	\$4,950
					Medical Office 5605 100th St SW STE A-D	\$1,100,000	\$5,445
					Islander Apts 10417 to 10423 112th St SW	\$1,175,000	\$5,816
					Apt 5810 to 5816 77th St West	\$1,300,000	\$6,435
					Single Family Residence 11507 Gravelly Lake Drive SW	\$1,872,500	\$9,269
					Residential 6922 & 6918 146th St SW and		
					14714, 14704, 14601 Woodbrook Dr SW	\$2,514,998	\$12,449
Jul	59	103	162	174	Single Family Residence 11420 Gravelly Lake Drive SW	\$1,150,000	\$5,693
					Single Family Residence 8925 Lake Steilacoom Point Road SW	\$1,225,000	\$6,064
					Vacant Industrial Land 7301 150th Street SW	\$1,300,000	\$6,435
					Apt Condo High Rise 13140 Country Club Drive SW Unit 303	\$1,300,000	\$6,435
					Auto Parking XXX 36th Ave Court SW	\$2,500,000	\$12,375
					Bell Garden Apartments 8810 John Dower Road SW	\$2,644,000	\$13,088
					Vacant Undeveloped Residential Land XXX Moreland Ave SW	\$2,700,000	\$13,365
				400	Boral Roofing 10920 Steele St S	\$6,100,000	\$30,195
Aug	41	95	136	138	Single Family Residence 9705 Lake Seilacoom Drive SW	\$1,000,000	\$4,950
					Single Family Residence 15 Lagoon Ln N	\$1,150,000 \$1,334,000	\$5,693 \$6,603
					Single Family Residence 8812 Frances Folsom St SW Single Family Residence 7308 Norh St S	\$1,650,000	\$8,168
Sep	53	98	151	165	Single Family Residence 7233 Interlaaken Drive SW	\$1,050,000	\$5,198
ЗСР		30	131	103	Retail Trade 12612 Pacific Highway SW	\$1,100,000	\$5,445
					Single Family Residence 10807 Evergreen Terrace SW	\$1,280,000	\$6,336
					Single Family Residence 10007 Lake Steilacoom Drive SW	\$1,300,000	\$6,435
					Single Family Residence 9104 116th St SW	\$1,300,000	\$6,435
					Gas Station Mini Mart 7718 Bridgeport Way W	\$1,500,000	\$7,425
					Multi-Family Apts 110 Country Club Lane	\$2,190,000	\$10,841
					Duplex 8102 Sherwood Forest St SW	\$2,348,400	\$11,625
					Gas Station Mini Mart 8306 Tacoma Mall Boulevard	\$5,250,000	\$25,988
Oct	61	98	159	164	Single Family Residence 12617 Gravelly Lake Drive SW	\$1,000,000	\$4,950
					General Warehousing Storange 3003 107th St South	\$1,100,000	\$5,445
					Multi-Family Apts 6415 Steilacom Blvd SW	\$1,317,500	\$6,522
					Multi-Family Apts 11216 to 11230 Kline St SW	\$1,450,000	\$7,178
					Single Family Residence 8420 Woodholme Rd SW	\$2,038,200	\$10,089
					Professional Svcs Building 5712 Main St SW	\$11,350,000	\$56,183
Nev	40	01	120	152	Vacant Industrial Land 3451 84th St South	\$39,500,000	\$195,525
Nov	48	91	139	153	Single Family Residence 48 Loch Lane SW	\$1,025,000	\$5,074 \$6,930
					Jack In the Box 8814 South Tacoma Way Precision Countertops 8201 Durango St SW	\$1,400,000 \$1,630,000	\$8,069
					Clover Meadows Apartments 12517 47th Ave SW	\$3,272,250	\$16,198
	]				Warehouse Condo 2624 112th St S	\$5,550,000	\$27,473
					Village at Seeley Lake Apts 9221 57th Ave S	\$119,000,000	\$589,050
Dec	66	119	185	217	Single Family Residence 10313 Interlaaken Drive SW	\$1,000,000	\$4,950
					General Warehousing Storage 3727 112th St SW	\$2,600,000	\$12,870
					General Merchandise Retail Trade 8016 Durango St SW	\$2,950,000	\$14,603
					Governmental Services 12811 Pacific Highway SW (DHS)	\$5,573,000	\$27,586
	ı			ĺ	Business Park 10029 South Tacoma Way	\$18,231,250	\$90,245
					•		
					Beaumont Apts 8609 82nd St SW	\$62,116,500	\$307,477
Total YTD Mar Total Annual	155 604	219 1,068	374 1,672	409			\$307,477 <b>\$198,089</b>

	Tran	saction Typ	е	# of	Major Transactions - 2019		
Month	Exempt	Taxable	Total	Parcels	Description	Sales Price	Net Tax
Jan	60	90	150	159	Commercia/Retail 5221 100th St SW	\$1,850,000	\$9,158
					Commercial/Retail (Custer Square) 4102 to 7406 Custer Rd W	\$2,550,000	\$12,623
					Apartment Complex 12802 True Lane SW	\$5,293,600	\$26,203
Feb	39	54	93	98	Single Family Residence 6718 76th St W	\$1,050,000	\$5,198
Mar	61	90	151	198	Universal Tires & Wheels 9210 South Tacoma Way	\$1,000,000	\$4,950
					Single Family Residence 14 Country Club Drive SW	\$1,650,000	\$8,168
					General Warehousing 3401 96th St South	\$27,200,000	\$134,640
Apr	65	101	166	178	Single Family Residence 8921 North Thorne Lane SW	\$1,100,000	\$5,445
					Commercial Retail Trade 10506 Bridgeport Way SW	\$1,200,000	\$5,940
					Apartment Complex 5314 San Francisco Ave SW	\$1,877,500	\$9,294
					Beaumont Apartments 8609 82nd St SW	\$46,393,200	\$229,646
May	58	107	165	196	Single Family Residence 25 Forest Glen Ln SW	\$1,175,000	\$5,816
					Commercial Land & Improvements 11329 Pacific Hwy SW	\$1,600,000	\$7,920
					Commercial Land & Improvements 9530 Front St South	\$5,000,000	\$24,750
					Commercial Land & Improvements 9522 to 9537 Gravelly Lake Drive	\$7,865,000	\$38,932
Jun	51	116	167	185	Single Family Residence 11901 Greendale Drive SW	\$1,072,500	\$5,309
					RV Storage Yard XXX Steilacoom Blvd SW	\$1,200,000	\$5,940
					General Warehousing Storage/Farmers Coffee 9412 Front St S	\$1,225,000	\$6,064
					Walgreens 9505 Bridgeport Way SW	\$4,327,714	\$21,422
					Bridgeport Professional/Medical Svcs Bldg 7424 Bridgeport Wy	\$7,250,000	\$35,888
					Star Lite Market Place 8327 S Tacoma Way	\$11,700,000	\$57,915
Jul	53	99	152	167	Single Family Residence 11914 Nyanza Rd SW	\$1,200,000	\$5,940
Aug	54	101	155	170	No major transactions (\$1M+)	n/a	n/a
Sep	53	106	159	189	76 Union Gas Station Mini Mart 7718 Bridgeport Way West	\$1,500,000	\$7,425
					Tillicum Manor Mobile Park 23 Spaces 2 Duplexes 15317 WA Ave SW	\$1,618,000	\$8,009
					Single Family Residence 7 Country Club Drive West	\$1,795,000	\$8,885
					Commercial General Merchandise Retail Trade 10408 South Tac Way	\$2,425,000	\$12,004
					Commerical 9314 to 9316 Bridgeport Way SW	\$2,500,000	\$12,375
		100	464	101	Commercial Lakewood Square 6010 Mt Tacoma Drive SW	\$4,466,000	\$22,107
Oct	55	109	164	181	Single Family Residence 12404 Gravelly Lake Drive SW	\$1,140,000	\$5,643
					Lake Center Apt 5925 99th St SW	\$1,150,000	\$5,693
					Les Schwab xxx Durango St SW	\$1,218,000	\$6,029
					Klauser Building 3625 Perkins Ln	\$1,450,000	\$7,178
					Single Family Residence 12753 Gravelly Lake Drive SW	\$1,775,000	\$8,786
					Mt Tahoma Square Phase One 9505 South Tacoma Wy Butler House 4901 115th St Ct SW	\$2,100,000	\$10,395
					Macau Casino Restaurant 9811 South Tacoma Wy	\$3,197,100	\$15,826 \$29,700
					•	\$6,000,000	
Nov	42	83	125	126	CVS Pharmacy 9332 to 9400 Bridgeport Way SW	\$8,505,300	\$42,101
INUV	42	03	125	136	Meadow Park TrIr Ct & Computer Repair 7416 Custer Road W Professional Office Building 9881 Bridgeport Way LLC	\$1,000,000 \$1,120,000	\$4,950 \$5,544
					New Construction Multi Family Apts 15001 Woodbrook Dr SW	\$1,120,000	\$5,544 \$6,683
					Single Family Residence 12718 Gravelly Lake Dr SW		
					, ,	\$1,940,000	\$9,603 \$9,900
					Single Family Residence 23 Country Dr SW	\$2,000,000	\$9,900
Doc	60	91	160		Dutch Brothers Coffee 6229 Lake Grove St W Single Family Residence 57 Country Club Road SW	\$2,095,000	\$10,370
Dec	69	91	100		Single Family Residence 10502 Brook Lane SW	\$1,002,000	\$4,960 \$5,054
					Single Family Residence 7117 Interlaaken Drive SW	\$1,021,000	\$5,054 \$7,178
					Freeport Apts 10211 47th Ave SW	\$1,450,000 \$1,751,500	\$7,178 \$8,670
					Medical Office 11203 Bridgeport Way SW	\$1,751,500	\$10,692
					Single Family Residence 6820 150th St SW	\$5,000,000	\$10,692
					Oakridge Condos 8008 83rd Ave SW	\$20,169,600	\$99,840
					Royal Oaks Apts 8008 to 8248 Bridgeport Way SW	\$25,154,000	\$124,512
Total YTD Mar	160	234	394	455	1074. Gallo riplo GGGG to GZ-10 Bridgeport Way 5W	\$40,593,600	\$200,939
Total Annual	660	1,147	1,807	1,857		\$242,832,014	
. o ta tilliadi	000	_,,	_,55,	_,55,		T - 1-100E1017	+ -,, <del></del> 1

#### **Fund 103 Transportation Benefit District**

	\$20 Vehicle Licensing Fee														
						Year-to-	date	through M	arch						
					2021				Over / (Under) 2021 Actual vs 2020 Actual 2021 Actual vs 2021 Budget						
Month	20.	19 Actual	201	20 Actual		<u>zu</u> Budget		Actual	20	\$	%	202	21 Actual vs 20 \$	21 Budget %	
Jan	\$	60,311	\$	57,938	\$	58,575		70,902	\$	12,964	22.4%	\$	12,327	21.0%	
Feb		65,498	7	78,329	7	66,287		70,983	_	(7,346)	-9.4%	τ'	4,696	7.1%	
Mar		52,470		66,865		62,769		64,192		(2,673)	-4.0%		1,422	2.3%	
Apr		80,200		82,118		81,706		-		-	-		-	-	
May		86,823		75,953		77,556		-				-	-		
Jun		76,931		73,676		74,450		-		-	-		-	-	
Jul		69,201		77,463		76,602		-		-	-		-	-	
Aug		70,290		66,960		64,823		-		-	-		-	-	
Sep		83,477		86,194		81,964		-		-	-		-	-	
Oct		66,370		79,594		67,768		-		-	-		-	-	
Nov		73,750		74,686		67,644		-		-	-		-	-	
Dec		45,363		62,073		54,854				-			-		
Total YTD	\$	178,279	\$	203,132	\$	187,632	\$	206,077	\$	2,944	1.4%	\$	18,445	9.8%	
Annual Total	\$	830,685	\$	881,849	\$	835,000		n/a		n/a	n/a		n/a	n/a	
5-Year Ave Chg	(20:	16 - 2020):		2.6%				•					•		





On August 6, 2012, the Lakewood City Council adopted Ordinance #550, creating a transportation benefit district (TBD) in the City of Lakewood, referred to as the Lakewood TBD. The TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing and funding transportation improvement within the city limits of Lakewood. It has the authority to impose certain taxes and fees, either through the vote of the people of board action, for transportation purposes. The TBD is governed by the members of the Lakewood City Council as the District's Board of Directors and the Mayor services as Chair of the Board. The Transportation Benefit District authority automatically expires on 12:01 am on July 16, 2032, unless dissolved sooner.

On September 15, 2014, the Lakewood TBD adopted Ordinance #TBD-01, authorizing an annual \$20 vehicle licensing fee for the TBD. The TBD Board found this fee is the best way to preserve, maintain, operate, construct, or reconstruct the transportation infrastructure of the City of Lakewood and fund transportation improvements within the District that are consistent with existing state, regional or local transportation plans necessitated by existing or reasonably foreseeable congestion levels.

The fees are effective for tabs due beginning April 1, 2015. The Washington State Department of Licensing (DOL) collects the fees and distributes the net proceeds to the City on a monthly basis. DOL automatically deducts one percent (1%) of the \$20 fee at the time of collection for administration and collections expenses incurred. The 1% administration fee is the maximum amount permitted by RCW 82.80.140.

On July 1, 2015 the Washington State Legislature enacted Second Engrossed Substitute Bill 5987 (SESSB 5987), which authorizes the City to assume the rights, powers, functions, and obligation of the TBD. On November 22, 2016, the City Council declared its intent to conduct a public hearing to consider the proposed assumption of the rights, powers, function, and obligations of the existing City of Lakewood TBD. The City Council conducted the public hearing on December 5, 2016. On December 12, 2016, the City Council adopted the ordinance to assume the TBD.

On May 6, 2019, the Lakewood TBD adopted Ordinance # 708, authorizing two additional eligible projects and identified completed TBD projects as follows (to be updated in 2021, see discussion in following section):

#### **Completed Projects**

- Steilacoom Boulevard Lakewood Drive to West of South Tacoma Way
- Lakewood Drive 100<sup>th</sup> to Steilacoom Boulevard
- Main Street Gravelly Lake Drive to 108<sup>th</sup> St
- 59<sup>th</sup> Main Street to 100<sup>th</sup>
- 108<sup>th</sup> Bridgeport to Pacific Highway
- 108<sup>th</sup> Main Street to Bridgeport

#### **Current Eligible Projects**

- Pacific Highway 108<sup>th</sup> to SR 512
- 100<sup>th</sup> Lakeview to South Tacoma Way
- New LED Street Lights
- Signal Projects
- Minor Capital Projects
- Neighborhood Traffic Safety
- Personnel, Engineering, Professional Services
- Chip Seal Program Local Access Roads
- Lakewood Drive Flett Creek to North City Limits
- 59<sup>th</sup> 100<sup>th</sup> to Bridgeport
- Custer Steilacoom to John Dower
- 88<sup>th</sup> Steilacoom to Custer
- 100<sup>th</sup> 59<sup>th</sup> to Lakeview
- Non-Motorized Trail: Gravelly Lake Drive Washington Blvd to Nyanza Road SW (added 5/6/2019)
- Overlay & Sidewalk Fill-In: Custer Road John Dower to 500' West of Bridgeport Way (added 5/6/2019)

The \$20 vehicle license fee is estimated to generate \$835,000 annually, however, has increased to over \$880,000 in 2020. This revenue source along with General Fund contributions, real estate excise tax, motor vehicle fuel tax and grants will provide funding for needed improvements to city streets and roads.

### <u>Initiative I-976 / Supreme Court Decision / City Next Steps</u>

In November 2019, voters approved I-976 (known as the "\$30 car tab initiative") effective December 5, 2019. The initiative makes significant changes to many other aspects of the State's transportation system, including repeal of the authority for transportation benefit districts to impose fees.

The initiative would: Limit motor vehicle license fees to \$30 per year; repeal or reduce certain motor vehicle weight fees; repeal the authority for TBDs to impose vehicle license fees; reduce electric vehicle fees to \$30 per year; repeal the 0.3% tax on motor vehicle retail sales; require local motor vehicle excise taxes (MVETs) to be calculated using the Kelley Blue Book base value of the vehicle; conditionally repeal the Sound Transit 0.8% MVET; and require the retirement or refinancing of Sound Transit-related bonds.

There would also be reductions in many of the state accounts associated with transportation funding, including the Multimodal Transportation Account (including state grants and local programs funded by these resources), the Motor Vehicle Account, State Patrol Highway Account, and the Transportation Partnership Account. In addition to the \$835,000/year from the \$20 VLF, the City receives multimodal funding and motor vehicle excise tax of approximately \$82,000/year and \$1,285,000/year, respectively, which could be impacted if reductions occur as the state level.

The Transportation Benefit District authority automatically expires on 12:01 am on July 16, 2032, unless dissolved sooner. The City did not anticipate dissolving the TBD earlier than this date since Ordinance 550 authorizes the City to establish TBDs within the boundaries of the City of Lakewood. I-976 affects the \$20 VLF (car tabs) option but does not eliminate other funding options, such as a voter-approved sales tax.

The State Department of Licensing (DOL) is responsible for collecting vehicle licensing fees and taxes. Once collected, DOL sends the revenue to the Washington State Treasurer. The Treasurer distributes funds to the City. In 2020 through September, the City deposited the revenues in a liability account pending the outcome of I-976. DOL was responsible for taking necessary and appropriate action to refund any collected fees or taxes and communicate accordingly with customers pending instructions from the court as the case moved forward.

In July 2020, State Supreme Court heard oral arguments about the constitutionality of the initiative to lower the cost of car tabs that voters passed last year. The injunction on I-976 remained in place until the Washington State Supreme Court can rule on appeal. On April 29, the Washington State Supreme Court accepted expedited direct review and granted the motion to stay the injunction pending the appeal. This meant that the injunction preventing I-976 from taking effect would stay in place until the Supreme Court's decision on the appeal.

In October 2020, the Washington State Supreme Court ruled on the constitutionality of I-976 and struck down the initiative because it contained multiple subjects and a misleading ballot title. Now that the court has ruled, the 2020 vehicle license fees that the City has been receiving from the State Department of Licensing (DOL) is recognized as revenue.

Since the State Supreme Court finds that the voter-approved I-976 is unconstitutional, the Lakewood City Council has a few options. One option is to rescind the \$20 vehicle license fee or second move forward with using the monies to continue investing in transportation infrastructure projects. City's \$20 vehicle license fee could be used to leverage the issuance of bonds in support of transportation projects totaling approximately \$11 million that would be repaid over 20 years.

The City will update the list of eligible and completed TBD funded projects following City Council discussion and decision in 2021.

## **Vehicles Subject to the Vehicle Licensing Fee**

The annual vehicle fee is due for each vehicle subject to license tab fees and for each vehicle subject to gross weight fees with an unladen (scale) weight of 6,000 pounds or less as described in table below. Vehicles with non-expiring registration, such as Disabled American Veteran and Collector Vehicles, are exempt from the tax. The annual vehicle licensing fee applies only when renewing a vehicle registration, and is effective upon the registration renewal date as provided by the Department of Licensing.

The following vehicles are subject to the vehicle licensing fee under RCW 82.80.140:

	Vehicles Subject to the VL	F
Use Type	Description	Authority
CAB	Taxicab	RCW 46.17.350
CMB	Combination	RCW 46.17.355
		if scale weight is 6000 pounds or less
CMB (non-powered)	Trailers	RCW 46.16A.450(b)
COM	Commercial vehicle	RCW 46.17.350
		if scale weight is 6000 pounds or less
COM non powered	Commercial	RCW 46.16A.450
CYC	Motorcycle	RCW 46.17.350
FIX	Fixed Load vehicle	RCW 46.17.355
		if scale weight is 6000 pounds or less
FRH, 6 seats or less	For Hire	RCW 46.17.350
FRH, 7 seats or more	For Hire	RCW 46.17.355
		if scale weight is 6000 pounds or less
HDL	House Moving Dolly	RCW 46.17.350
LOG (powered)	Used Exclusively for hauling logs	RCW 46.17.355
		if scale weight is 6000 pounds or less
LOG (non-powered)	Used exclusively for hauling logs	RCW 46.17.355
MHM	Motor home	RCW 46.17.350
MOB	Mobile Home	RCW 46.17.350 (if actually licensed)
PAS	Passenger vehicle	RCW 46.17.350
STA, 6 seats or less	Stage	RCW 46.17.350
STA, 7 seats or more	Stage	RCW 46.17.355
		if scale weight is 6000 pounds or less
TLR	Private –use trailer	RCW 46.17.350
	(if over 2000 pounds scale weight)	
TOW	Tow truck	RCW 46.17.350
TRK	Truck	RCW 46.17.355
		if scale weight is 6000 pounds or less
TVL	Travel trailer	RCW 46.17.350
NEP	Neighborhood electric passenger vehicle	RCW 46.17.350
NET	Neighborhood electric truck	RCW 46.17.355
		if scale weight is 6000 pounds or less
MEP	Medium-speed electric passenger vehicle	RCW 46.17.350
MET	Medium-speed electric truck	RCW 46.17.355
		if scale weight is 6000 pounds or less

## Vehicles Exempt from the Vehicle Licensing Fee

The following vehicles are specifically exempted from the vehicle licensing fee:

- a. Campers, as defined in RCW 46.04.085;
- b. Farm tractors or farm vehicles as defined in RCW 46.04.180 and 46.04.181;
- c. Mopeds, as defined in RCW 46.04.304;
- d. Off-road and non-highway vehicles as defined in RCW 46.04.365;
- e. Private use single-axle trailer, as defined in RCW 46.04.422;
- f. Snowmobiles as defined in RCW 46.04.546; and
- g. Vehicles registered under chapter 46.87 RCW and the international registration plan.

The following vehicles are not subject to the vehicle fee under RCW 82.80.140:

	Vehicles Exempt from VLF	
Use Type	Description	Reasoning
ATQ	Antique Vehicle (any vehicle 30 years old)	Not subject to license fees
ATV	Motorized Non highway vehicle	Not subject to RCW 82.80.140
CGR	Converter Gear	Not subject to license fees
CMP	Campers	Exempt under RCW 82.80.140
GOV	State, County, City, Tribal	Not subject to license fees
FAR	Farm	Exempt under RCW 82.80.140
FCB	Farm Combination	Exempt under RCW 82.80.140
FED	Federally Owned	Not subject to license fees
FEX	Farm Exempt	Not subject to license fees
FMC	Federal Motorcycle Trailer	Not subject to license fees
ORV	Off Road Vehicles	Exempt under RCW 82.80.140
PED	Moped	Exempt under RCW 82.80.140
ATQ	Restored and Collector Vehicles	Not subject to license fees
SCH	Private School	Not subject to license fees
SNO, SNV	Snowmobiles	Exempt under RCW 82.80.140
SNV	Vintage snowmobiles	Exempt under RCW 82.80.140
SNX	State, County, City owned snowmobiles	Exempt under RCW 82.80.140
TLR	Personal use trailers, single axle	Exempt under RCW 82.80.140
	(less than 2,000 pounds scale weight)	

# Fund 302 - Transportation CIP

The *Transportation Capital Projects Fund* accounts for receipts and disbursements related to acquisition, design, construction and any other related street capital project expenditures. Revenues supporting this fund's activities include motor vehicle fuel tax; direct and indirect federal grants; state grants; GO bond proceeds; transfers in from the Real Estate Excise Tax Fund; contribution from General Fund, Community Development Block Grant, and the councilmanic \$20 vehicle licensing fees from the Transportation Benefit District Fund.

Fund 302 Tra	ansportation CIP - As of March 31, 2021	2021 Budget	20	21 Actual
Revenues:				
Motor Veh	icle Excise Tax	\$ 344,330	\$	67,071
Increased	Motor Vehicle Excise Tax	70,235		17,624
Multi-Mod	al Distribution	80,440		20,142
Grants		4,786,400		573,779
Contributi	ons From Utilities/Developers/Partners	150,302		-
Pavement	Degradation	-		13,495
Interest/O	ther	-		1,258
GO Bond P	roceeds	6,600,000		-
Transfer In	- Fund 001 General	700,000		700,000
Transfer In	- Fund 102 REET	679,295		-
Transfer In	- Fund 190 CDBG	-		(5,040)
Transfer In	- Fund 401 SWM	1,575,000		-
	Total Revenues	\$14,986,002	\$	1,388,328
Expenditure	s:			
302.0000	Unallocated	-		10,380
302.0001	Personnel, Engineering & Professional Svcs	587,000		103,953
302.0002	New LED Streetlights	175,000		4,149
302.0003	Neighborhood Traffic Safety	27,000		354
302.0004	Minor Capital	260,000		6,792
302.0005	Chip Seal Program	380,000		9,561
302.0015	112th/111th Bridgeport Way to Kendrick	-		19,994
302.0024	Steilacoom Blvd - Farwest to Phillips	-		40,458
302.0060	Signal Projects	-		20,946
302.0068	Overlay: Pac Hw to 112th St SW	31,000		18
302.0074	Streets: S Tacoma Way - 88th to 80th St	515,000		50
302.0077	Gravelly Lake Dr WA Blvd to Nyanza Rd SW - Non-Motorized Trail	-		38,266
302.0080	Overlay: 108th Street – Bridgeport Way to Pacific Highway	746,000		23,915
302.0119	Sidewalks: Lakewood Drive - Steilacoom Blvd. to Flett Creek	-		28,500
302.0133	Street & Sidewalks: Steilacoom Blvd (Farwest to Weller) ROW Acquisitio	1,100,000		-
302.0134	Veterans Dr - GL Dr to Amer Lake Park	-		1,047,019
302.0135	Building, Street & Park Improvements	9,351,002		39,109
302.0137	Streets: Steilacoom Blvd/88th (Weller to Custer Rd.)	2,560,000		18,017
302.0138	Sidewalks: Onyx Dr SW - 89th to 97th	-		15,905
302.0144	146th St - Woodbrook to Murray	-		4,228
	Total Expenditures	\$15,732,002	\$	1,431,614
	Beginning Fund Balance	\$ 927,246	\$	4,869,918
	Ending Fund Balance	\$ 181,246	\$	4,826,632

# **Sewer CIP Funds**

The Sewer Capital Project CI Fund accounts for the construction and expansion of a sewer system and related costs to maintain and operate the fund. The City Council also adopted Resolution 2018-19, which supports continuing the sewer surcharge and expanding the geographical area to include the entire city and identifies that the surcharge are to be used for design, construction and other costs associated with sewer projects beyond paying for debt service. This will allow the City to use surcharge revenue to pay for sewer projects both inside and outside of Tillicum and Woodbrook.

Fund 311 Sev	ver Capital Project - As of March 31, 2021	202	1 Budget	20	2021 Actual	
Revenues:						
Interest/Ot	her	\$	-	\$	656	
Sewer Avai	lability charges		165,000		53,214	
Transfer In	- Fund 204 Sewer Project Debt (4.75% Surcharge)		190,000		-	
	Total Revenues	\$	355,000	\$	53,870	
Expenditures	<b>:</b>					
311.0000	Unallocated		35,000		5,259	
311.0002	Side Sewer CIPS		50,000		-	
311.0005	Maple St Sewer Extension		710,000		16,668	
	Total Expenditures	\$	795,000	\$	21,927	
	Beginning Fund Balance	\$	465,586	\$	1,531,918	
	Ending Fund Balance	\$	25,586	\$	1,563,861	

# Fund 401 – Surface Water Management Operations & CIP

The Surface Water Management Fund accounts for activities that provide storm water collection and disposal services to the City. Activities include administration, engineering, construction, operation, maintenance, and repairs, which are primarily supported by user fees. The fees are billed by Pierce County and are included in the semi-annual property taxes, and remitted by the County to the City.

Fund 401 Surface Water Management - As of March 31, 2021	20	21 Budget	2021 Actual				
Revenues:							
Storm Drainage Fees & Charges	\$	4,351,500	\$	396,156			
Site Development Permits		50,000		17,080			
Special Assessment		33,285		244			
GO Bond Proceeds		1,000,000					
Interest Earnings / Other		15,600		1,554			
Grants/Contributions		-		3,305			
Total Revenues	\$	5,450,385	\$	418,338			
Expenditures:							
401.0000 Operations & Maintenance		3,106,924		422,586			
401.0000 Transfers to Transportation CIP		1,575,000		-			
401.0000 Debt Service Payment		126,000		-			
401.0008 Outfall Retrofit		-		467			
401.0014 Water Quality Improvements		25,000		-			
401.0016 112th St Drainage Improvements		40,000		2,443			
401.0018 Waughop Lake Treatment		-		8			
401.0020 2022 Drainage Pipe Repair Project		35,000		5,389			
401.0021 American Lake Treatment Project		29,886		1,138			
401.0023 Clover Creek Flood Risk Reduction Study		125,000		-			
401.9999 IT Maintenance & Operations		6,665		3,563			
Total Expenditures	\$	5,069,475	\$	435,594			
Beginning Fund Balance	\$	1,500,405	\$	5,821,019			
Ending Fund Balance	\$	1,881,315	\$	5,803,763			

#### **ADMINISTRATIVE SERVICES**

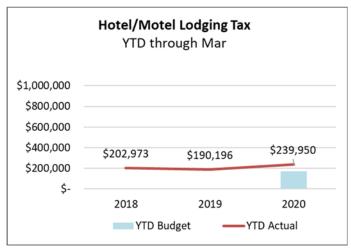
## **Fund 104 Hotel/Motel Lodging Tax**

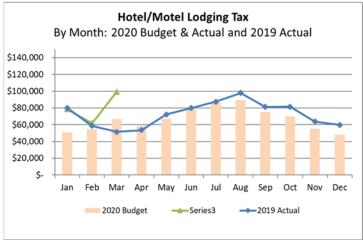
There is an excise tax of 7% on the sale of or charge made for the furnishing of lodging by a hotel, rooming house, tourist court, motel, trailer camp and the granting of similar license to use real property. The hotel/motel taxes generated from the rental of rooms are restricted to the promotion of tourism in the City.

The City's Lodging Tax Advisory Committee makes recommendations to the City Council in regards to how the taxes are to be used.

The 2018 overall increase is due primarily to new hotel, increased activity and additional revenue resulting from an excise tax audit performed by the state.

	Hotel/Motel Lodging Tax  Year-to-date through March																
										Over / (Under)							
					202	20		2	2021 Actual vs	2020 Actual	20	21 Actual v	s 2021 Budget				
Month	2019 Actual	2	020 Actual		Budget		Actual		\$	%	\$		%				
Jan	\$ 52,821	\$	80,098	\$	50,812	\$	78,567	\$	(1,531)	-1.9%	\$	27,755	54.6%				
Feb	65,824		58,654		54,749		61,859		3,205	5.5%		7,110	13.0%				
Mar	84,328		51,444		66,525		99,524		48,080	93.5%		32,999	49.6%				
Apr	82,032		53,538		58,386		-		-	-		-	-				
May	97,918		72,138		66,854		-		-	-		-	-				
Jun	111,782		79,755		79,193		-		-	-		-	-				
Jul	121,053		87,560		86,624		-	-		-		-	-				
Aug	122,802		97,783		89,296		-		-	-		-	-				
Sep	109,087		81,284		74,959		-		-	-		-	-				
Oct	94,968		81,553		69,704		-		-	-		-	-				
Nov	80,038		63,713		54,833		-		-	-		-	-				
Dec	69,300		59,791		48,065		-		-	-		-	-				
Total YTD	\$ 202,973	\$	190,196	\$	172,086	\$	239,950	\$	49,754	26.2%	\$	67,864	39.4%				
Annual Total	\$ 1,091,953	\$	867,311	\$	800,000		n/a		n/a	n/a		n/a	n/a				
5-Year Ave Chang	ge (2016 - 2020)	:	2.9%	Dec	reases in 202	20 d	ue to COVIE	)- <u>1</u>	9 caused clos	ure/cancellat	ion	of events.					





The following table provides details of the hotel/motel lodging tax allocations for year-to-date March 31, 2021.

	2021					
Hotel/Motel Lodging Tax Summary	Annual Budget	Actual YTD Mar				
4% Revenue:						
Special Hotel/Motel Tax (2%)	\$ 228,571	\$ 68,557				
Transient Rental Income (2%)	228,571	68,558				
Subtotal	457,142	137,114				
3% Revenue:						
Special Hotel/Motel Tax (3%)	342,857	102,835				
Subtotal	342,857	102,835				
Interest	-	427				
Total Revenue	800,000	240,376				
4% Expenditure:						
Asia Pacific Cultural Center	15,000	-				
City of Lakewood Communications - Imaging Promotion	40,000	12,744				
City of Lakewood - Concert Series	20,000	-				
City of Lakewood - PRCS - Farmers Market	35,000	2,056				
City of Lakewood - PRCS - SummerFEST	80,000	-				
Historic Fort Steilacoom Association	12,000	-				
Lakewold Gardens	50,000	-				
Lakewood Arts Festival Association	19,500	-				
Lakewood Chamber of Commerce	90,000	12,024				
Lakewood Chamber of Commerce - Nights of Lights	25,000	-				
Lakewood Historical Society & Museum	35,000	5,166				
Lakewood Playhouse	25,000	449				
Lakewood Sister Cities Association - Gimhae	16,350	-				
Lakewood Sister Cities Association - Int'l Festival	7,550	-				
Tacoma Regional Convention + Visitor Bureau & Tacoma Sound Sports Commission	100,000	15,005				
Subtotal	570,400	47,444				
3% Expenditure:						
City of Lakewood - PRCS - Gateways	-	-				
CPTC McGavick Center Payment	101,850	-				
Subtotal	101,850	-				
		-				
Total Expenditures	\$ 672,250	\$ 47,444				
Beginning Balance	\$ 1,247,353	\$ 1,659,031				
Ending Balance	\$ 1,375,103	\$ 1,851,963				

# **Fund 501 Fleet & Equipment**

The Fleet and Equipment Replacement Fund accounts for all costs associated with operating, maintaining and replacing the City's vehicles and other motorized equipment. This fund owns and depreciates all non-proprietary fund assets of this nature. Fleet and equipment user charges are allocated to the operating funds based on usage.

Fund 501 - Fleet & Year-to-date the	•	-	d						
		2019		2020		20	021		
		Annual		Annual	A	nnual		YTD	
		Actual		Actual	E	Budget		Actual	
Sources:									
M&O Revenue	\$	763,367	\$	617,408	\$	740,720	\$	125,197	
Interest Earnings/Misc		71,013		19,472		15,000		1,134	
Interfund Loan Proceeds		-		880,204		-		-	
Replacement Reserves Collections		805,481		-		-		-	
Capital Contributions		-		25,807		-		-	
Proceeds from Sale of Assets		13,339		11,716		-		-	
Transfer In from Insurance Recovery		81,184		64,851		-		-	
Total Sources	\$	1,734,384	\$	1,619,458	\$	755,720	\$	126,331	
Uses:									
Fuel/Gasoline		323,206		255,476		424,150		58,679	
Other Supplies		18,655		11,720		3,990		2,384	
Repairs & Maintenance		499,389		380,884		327,580		65,143	
Other Services & Charges		6,468		516		-		26	
Fleet & Equipment Replacement		941,993		490,005		484,000		122,777	
Total Uses	\$	1,789,711	\$	1,138,601	\$1	,239,720	\$	249,009	
Sources Over/(Under) Uses	\$	(55,327)	\$	480,857	\$	(484,000)	\$	(122,678)	
Beginning Balance	\$	3,835,778	\$	3,780,451	\$3	,940,779	\$	4,261,308	
Ending Balance	\$	3,780,451	\$	4,261,308	\$3	,456,779	\$	4,138,630	

## **Fund 503 Information Technology**

The Information Technology Fund accounts for all costs and services associated with the City's Information Technology needs. This fund supports all internal systems such as the City's Geographical Information Systems (GIS) needs, Internal & External Web Resources (WWW, Intranet & FTP), E-Mail Systems, business continuity needs, infrastructure resources, applications and overall support. In addition, the fund leverages emerging technologies to reduce cost, limit growth in the workforce, and improve services to citizens and employees; and to provide the most innovative and cost effective technology services for managing the City of Lakewood. Information technology costs are allocated to the operating funds based on a combination of FTEs and usage.

Fund 503 - Informati		_	У					
Year-to-date thr	oug	h March		-				
		2019		2020	20	021		
		Annual		Annual	Annual		YTD	
		Actual		Actual	Budget		Actual	
Sources:								
M&O Revenue	\$	1,202,671	\$	1,337,482	\$ 1,891,129	\$	402,361	
Interest Earnings/Misc		2,201		2,826	-		54	
Replacement Reserves Collections		48,678		66,845	-		-	
Capital Contributions/Grants		593,944		305,350	168,750		14,656	
Total Sources	\$	1,847,494	\$	1,712,503	\$ 2,059,879	\$	417,071	
Uses:								
Personnel		562,728		524,535	588,699		146,659	
Supplies		40,330		60,796	179,520		9,472	
Other Services & Charges		601,814		754,976	1,122,910		246,285	
Capital & Other 1-Time		593,944		305,350	168,750		14,654	
Total Uses	\$	1,798,816	\$	1,645,657	\$ 2,059,879	\$	417,071	
Sources Over/(Under) Uses	\$	48,678	\$	66,846	\$ -	\$	-	
Beginning Balance	\$	90,000	\$	138,678	\$ 205,522	\$	202,522	
Ending Balance	\$	138,678	\$	205,524	\$ 205,522	\$	202,522	

#### **Fund 504 Risk Management**

The Risk Management Fund accounts for the financial administration of the City's comprehensive risk management program. The Fund assures that the revenues and assets of the City are protected through an established risk control and risk finance program including risk management goals and objectives, a formalized risk assessment process and methodology for reviewing and monitoring of the effectiveness of the risk management program. Risk management functions include property, casualty and general liability and similar functions. Risk management provides departments with information and assistance about recommended insurance requirements for various City contracts. Through the safety program, information and training is provided on how to reduce the risk of injury to employees, the general public and the City owned and leased property. This fund is funded primarily through user charges allocated to the operating funds based on a combination of FTEs and usage.

Fund 504 - Risk	Mar	agement				
Year-to-date thi	oug	h March				
		2019	2020	20	)21	
		Annual	Annual	Annual	YTD	
		Actual	Actual	Budget	Actual	
Sources:						
M&O Revenue	\$	1,561,705	\$ 1,289,027	\$ 1,396,480	\$ 1,404,809	
AWC Retro Refund		-	128,938	-	-	
Insurance Proceeds/3rd Party Recoveries		285,680	371,383	200,000	47,069	
Total Sources	\$	1,847,385	\$ 1,789,348	\$ 1,596,480	\$ 1,451,878	
Uses:						
Safety Program		2,782	2,474	3,980	475	
AWC Retro Program		35,792	37,356	37,500	33,945	
WCIA Assessment		1,411,230	1,438,931	1,355,000	1,364,838	
Claims/Judgments & Settlements		316,397	245,735	200,000	52,619	
Transfer Insurance Proceeds to Fleet & Equipment		81,184	64,851	-	-	
Total Uses	\$	1,847,385	\$ 1,789,348	\$ 1,596,480	\$ 1,451,878	
Sources Over/(Under) Uses	\$	-	\$ -	\$ -	\$ -	
Beginning Balance	\$	-	\$ -	\$ -	\$ -	
Ending Balance	\$	-	\$ -	\$ -	\$ -	

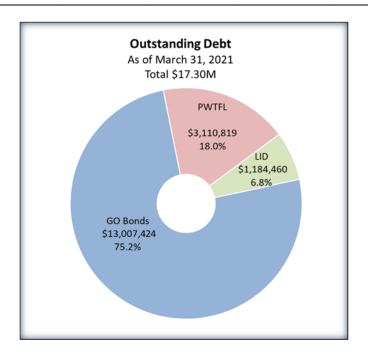
#### **Debt Service**

Under RCW 39.36.020(2), the public may vote to approve bond issues for general government in an amount not to exceed 2.5% of the value of all taxable property within the City. Within the 2.5% limit, the City Council may approve bond issues not to exceed 1.5% of the City's assessed valuation. Prior to the passage of new legislation in 1994, the statutory limit on councilmanic (non-voted) debt for general government purposes was 0.75% of assessed valuation. Another 0.75% of councilmanic debt was available only for lease-purchase contracts (RCW 35.43.200). These two components are combined and can be used for any municipal purpose, including using the entire 1.5% for bonds. Therefore, the City's remaining debt capacity without voter approval is \$108.7M and an additional \$81.1M may be accessed with voter approval. The voter-approved capacity is generally referred to as unlimited tax general obligation debt, which requires 60% voter approval and the election must have a voter turnout of at least 40% of those who voted in the last State general election. With this vote, the voter approves additional property tax be levied above and beyond the constitutional and statutory caps on property tax.

In addition to this general purpose debt capacity, RCW 39.36.030(4) also allows voter approval of park facilities and utility bond issues, each limited to 2.5% of the City's assessed valuation. Therefore, legally the City can issue up to a total of 7.5% of the City's assessed valuation in bonds for \$595.3M. The tables below show the City's available debt capacity and outstanding debt as of March 31, 2021.

	Computation of Limitation of Indebtedness As of March 31, 2021													
		General	Pu	rpose		Excess Levy		Excess Levy		Total				
		Councilmanic		Excess Levy	Open Space & Park		Utility Purposes			Debt				
Description		(Limited GO)		(with a vote)		(voted)		(voted)		Capacity				
AV = \$8,111,198,629 (A) 1.50% 2.50% Add: Cash on Hand for Redemption (B)	\$	121,667,979	\$	(121,667,979) 202,779,966	\$	202,779,966	\$	202,779,966	\$ \$ \$	- 608,339,897 -				
Less: Bonds Outstanding	\$	(13,007,424)	\$	-	\$	-	\$	-	\$	(13,007,424)				
Remaining Debt Capacity		\$108,660,555		\$81,111,986		\$202,779,966		\$202,779,966		\$595,332,473				
General Capacity (C)				\$189,772,542										

- (A) Final Assessed Valuation for 2021 Property Tax Collection
- (B) Debt Service Prefunding (the City currently does not prefund debt service)
- (C) Combined Total for Councilmanic and Excess Levy Capacities



			•	of Outstandi	_	Debt				
			As o	f March 31, 20	21					
Description	Purpose	Issue Date	Final Maturity	Interest Rate %		Amount Issued	C	Outstanding Debt	Average Annual Payment	Funding Source
2020 Limited Tax General Oblgiation Bonds (LTGO)	Transportation Projects	12/9/2020	12/1/2035	2.00%	\$	3,029,885	\$	3,029,885	\$ 183,000	REET
2019 Limited Tax General Oblgiation Bonds (LTGO)	Transportation Projects	5/8/2019	12/1/2038	3.0 - 5%	\$	7,460,000	\$	7,200,000	\$ 270,000	REET
2016 Limited Tax General Obligation Bonds (LTGO)	Refunding 2009 LTGO	4/19/2016	12/1/2028	1.40 - 2.41%	\$	1,884,032	\$	1,536,314	\$ 210,000	General Fund
LOCAL Financing	LED Streetlight Retrofit	3/24/2015	12/1/2027	2.33%	\$	1,460,000	\$	960,000	\$ 156,000	General Fund
59th Avenue Promissory Note	Right-of-Way / Roadway in Lakewood Towne Center	4/30/2005	4/30/2024	3.74%	\$	1,071,000	\$	281,225	\$ 77,000	General Fund
				Subtotal	\$	14,904,917	\$	13,007,424	\$ 896,000	
PWTFL 04-691-PRE-132	American Lake Gardens/ Tillicum Sewer	7/7/2005	7/7/2024	1.00%	\$	593,864	\$	118,861	\$ 31,000	Assessments on all Lakewood Sewer Accounts
PWTFL 06-962-022	American Lake Gardens/ Tillicum Sewer	9/18/2006	9/18/2026	0.50%	\$	5,000,000	\$	1,766,892	\$ 302,000	Assessments on all Lakewood Sewer Accounts
PWTFL 08-951-025	American Lake Gardens/ Tillicum Sewer	3/1/2008	7/1/2028	0.50%	\$	1,840,000	\$	832,209	\$ 107,000	Assessments on all Lakewood Sewer Accounts
PWTFL 12-951-025	American Lake Gardens/ Tillicum Sewer	6/1/2012	6/1/2031	0.50%	\$	500,000	\$	392,857	\$ 37,000	Assessments on all Lakewood Sewer Accounts
				Subtotal	\$	7,933,864	\$	3,110,819	\$ 477,000	
Combined Local Improve District (CLID) 1101/1103	Street Improvements	12/1/2006	12/1/2026	3.75 - 4.65%	\$	2,824,704	\$	210,000	\$ 105,000	Assessment on Eight Property Owners
Local Improvement District (LID) 1108	Street Improvements	1/1/2008	12/1/2027	4.22 - 5.3%	\$	880,000	\$	122,460	\$ 56,000	Assessment on Single Business
Local Improvement District (LID) 1109	Street Improvements	3/2/2020	3/1/2033	2.76 - 3.47%	\$	922,757	\$	852,000	\$ 71,000	Assessment on Single Business
				Subtotal	\$	4,627,461	\$	1,184,460	\$ 232,000	
				Total	\$	27,466,242	\$	17,302,703	\$ 1,652,000	

Compensated absences are an unfunded liability comprised of all outstanding vacation pay and accrued compensatory time that is recorded as an expenditure when paid. This occurs when an employee is paid out for unused vacation or compensatory time when an employee leaves the City. The calculation is made on an annual basis. As of December 31, 2020, this unfunded liability totals \$3.28M.

Legacy Cost								
	Decemb	er:	31, 2020					
Group	FTE	То	tal Liability					
Non-Rep	33.00	\$	525,929					
AFSCME	86.00	\$	664,352					
LPMG	4.00	\$	222,861					
LPIG	92.00	\$	1,845,670					
Teamsters	4.00	\$	22,168					
Total	219.00	\$	3,280,980					

## **Cash & Investments**

The City currently maintains cash in its bank account to earn earnings credit, which offsets banking service fees. The remainder is invested with the Local Government Investment Pool (LGIP). As of March 31, 2021, the total invested with the LGIP is \$29.29M with net earnings of 0.11% compared to the average yield on the 6-month Treasury Bill of 0.07%.

## **By Fund Summary**

The following table provides a summary of each fund's activity as of March 31, 2021.

	Beginning				Revenue		Ending		(2)
	Fund Balance		Activi		Over/(Under)		ınd Balance	Cas	sh Balance <sup>(3)</sup>
Fund	1/1/2021	Revenues (1)		enditures <sup>(2)</sup>	Expenditures	_	3/31/2021		3/31/2021
Total All Funds	\$42,083,192	\$19,367,396	\$	16,267,923	\$ 3,099,473	\$	45,182,666	\$	35,684,319
001General Fund	\$13,613,583	\$12,305,510	\$	10,238,988	\$ 2,066,522	\$	15,680,106	\$	8,972,088
1XX Special Revenue Funds	\$ 7,502,008	\$ 2,496,916	\$	1,134,877	\$ 1,362,040	\$	8,864,049	\$	6,976,559
101 Street Operations & Maintenance	-	592,116		592,116	-		-		(69,319)
102 Real Estate Excise Tax	2,271,511	627,561		-	627,561		2,899,071		2,490,990
103 Transportation Benefit District	687,753	206,279		-	206,279		894,032		894,031
104 Hotel/Motel Lodging Tax	1,659,031	240,376		47,444	192,932		1,851,966		1,690,580
105 Property Abatement/RHSP/1406 Funds	658,414	335,986		93,024	242,962		901,376		889,156
106 Public Art	135,500	4,537		-	4,537		140,036		140,038
180 Narcotics Seizure	226,196	1,624		16,885	(15,261)		210,937		210,797
181 Felony Seizure	47,837	12		3,495	(3,483)		44,354		44,354
182 Federal Seizure	160,906	51		-	51		160,957		160,958
190 CDBG	1,381,724	162,907		231,571	(68,663)		1,313,060		24,299
191 Neighborhood Stabilization Program	255,114	3,682		1,705	1,977		257,092		257,938
192 South Sound Military Partnership	18,018	226,358		53,210	173,148		191,166		154,459
195 Public Safety Grants	-	95,427		95,427	-		-		88,278
2XX Debt Service Fund	\$ 988,318	\$ 182,472	\$	96,612	\$ 85,860	\$	1,074,174	\$	1,074,182
201 General Obligation Bond Debt Service	-	0		0	-		-		-
202 Local Improvement District Debt Service	248,038	66		96,612	(96,545)		151,493		151,491
204 Sewer Project Debt Service	607,313	182,370		0	182,370		789,679		789,687
251 Local Improvement District Guaranty	132,968	36		-	36		133,004		133,004
3XX Capital Project Funds	\$ 9,007,335	\$ 1,791,658	\$	2,065,355	\$ (273,697)	\$	8,733,639	\$	7,962,247
301 Parks CIP	2,605,498	349,460		611,813	(262,354)		2,343,145		2,103,323
302 Transportation CIP	4,869,919	1,388,328		1,431,614	(43,286)		4,826,633		4,289,783
311 Sewer Project CIP	1,531,918	53,870		21,927	31,943		1,563,861		1,569,141
4XX Enterprise Funds	\$ 5,821,019	\$ 418,338	\$	435,594	\$ (17,256)	\$	5,803,764	\$	5,575,833
401 Surface Water Management	5,821,019	\$418,338		435,594	(17,256)		5,803,763		5,575,833
5XX Internal Service Funds	\$ 5,051,129	\$ 2,172,501	\$	2,296,497	\$ (123,996)	\$	4,927,135	\$	5,023,611
501 Vehicle & Equipment Replacement	4,261,308	126,331		249,108	(122,777)		4,138,532		4,138,530
502 City Hall Facility Services	584,300	177,224		178,443	(1,219)		583,082		605,217
503 Information Technology	205,523	417,069		417,069	-		205,523		279,826
504 Risk Management	-	1,451,877		1,451,877	-		-		39
6XX Fiduciary Funds	\$ 99,799	\$ -	\$	-	\$ -	\$	99,799	\$	99,799
631 Custodial Funds	99,799	-		-	-		99,799		99,799

<sup>(1)</sup>Revenues includes all sources, ongoing and one-time.

<sup>(2)</sup> Expenditures includes all uses, ongoing and one-time.

 $<sup>(3) \ \</sup>textit{Negative cash balance due to timing of grant reimbursements and/or revenue collection}.$ 

	2019	2020	2020	2021	2021
	Annual Actual	Annual Actual	Actual YTD Mar	Original Budget	Actual YTD Mar
(001) GENERAL FUND					
REVENUES:					
Taxes	\$30,197,457	\$28,546,334	\$7,783,437	\$27,259,500	\$9,562,945
Property Tax	7,159,443	7,259,756	2,668,637	7,412,100	3,327,537
Local Sales & Use Tax	11,955,004	11,946,044	2,537,782	10,060,000	3,453,835
Sales/Parks	663,655	671,080	155,546	575,000	181,223
Brokered Natural Gas Use Tax	50,477	39,494	6,790	34,000	7,828
Criminal Justice Sales Tax	1,179,058	1,213,087	249,787	1,043,000	326,071
Admissions Tax	504,879	96,599	80,809	200,000	13,278
Utility Tax	5,575,351	5,402,943	1,506,380	5,479,100	1,449,705
Leasehold Tax	9,779	6,903	-	4,300	-
Gambling Tax	3,099,813	1,910,429	577,707	2,452,000	803,468
Franchise Fees	4,145,138	4,289,904	1,033,555	4,269,000	1,012,377
Cable, Water, Sewer, Solid Waste	3,021,837	3,082,339	727,464	3,029,000	719,143
Tacoma Power	1,123,301	1,204,366	301,091	1,240,000	293,233
Small Cell	-	3,200	5,000	-	-
Development Service Fees	1,749,026	2,252,765	407,330	1,755,200	447,025
Building Permits	690,016	992,686	131,615	735,600	159,851
Other Building Permit Fees	315,885	273,605	92,709	297,700	37,342
Plan Review/Plan Check Fees	603,498	810,634	134,753	581,400	218,106
Other Zoning/Development Fees	139,627	175,840	48,254	140,500	31,726
Licenses & Permits	415,674	354,013	107,187	382,525	114,480
Business License	292,489	254,104	75,905	276,525	82,280
Alarm Permits & Fees	84,348	63,533	11,098	70,000	8,919
Animal Licenses	38,838	36,376	20,184	36,000	23,281
State Shared Revenues	1,144,373	1,479,167	294,122	1,236,695	403,362
Sales Tax Mitigation	-	-	-	-	-
Criminal Justice	167,506	179,221	42,364	173,235	45,331
Criminal Justice High Crime	162,777	427,878	39,980	249,450	128,936
Liquor Excise Tax	330,276	393,090	92,021	339,770	110,493
Liquor Board Profits	483,806	478,969	119,753	474,240	118,602
Marijuana Enforcement/Excise Tax	8	8	4	-	-
Intergovernmental	528,086	453,830	166,954	288,665	63,002
Police FBI & Other Misc	14,080	12,870	-	12,000	-
Police-Animal Svcs-Steilacoom	18,012	15,630	422	16,601	2,103
Police-Animal Svcs-Dupont	33,252	33,917	8,479	34,514	8,649
Police-South Sound 911 Background Investigations	32,640	17,298	4,505	15,000	-
Muni Court-University Place Contract	153,321	251,187	84,619	20,000	6,000
Muni Court-Town of Steilacoom Contract	155,276	87,364	33,364	103,000	25,000
Muni Court-City of Dupont	121,505	35,565	35,565	87,550	21,250

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
(001) GENERAL FUND-continued					
Charges for Services & Fees	1,648,838	1,257,038	362,307	1,331,550	305,881
Parks & Recreation Fees	279,541	127,720	51,290	191,250	24,997
Police - Various Contracts	23,643	6,851	4,650	7,000	1,091
Police - Towing Impound Fees	6,300	-	-	1,000	-
Police - Extra Duty	978,470	766,949	217,474	775,000	189,303
Police - Western State Hospital Community Policing	355,500	355,500	88,875	355,500	88,875
Other	5,384	18	18	1,800	1,615
Fines & Forfeitures	1,762,837	1,273,307	459,715	1,363,205	204,260
Municipal Court	812,773	608,159	213,000	663,205	118,893
Photo Infraction	950,064	665,148	246,715	700,000	85,368
Miscellaneous/Interest/Other	417,942	161,833	65,051	129,201	20,669
Interest Earnings	160,388	52,458	26,465	67,930	5,487
Penalties & Interest - Taxes	167,569	34,294	16,837	7,500	3,286
Miscellaneous/Other	89,985	75,081	21,750	53,771	11,897
Interfund Transfers	284,700	284,700	71,175	284,700	71,175
Transfers In - Fund 401 SWM	284,700	284,700	71,175	284,700	71,175
Subtotal Operating Revenues	\$42,294,072	\$40,352,892	\$10,750,834	\$38,300,241	\$12,205,177
EXPENDITURES:					
City Council	135,995	134,101	35,200	148,287	29,940
Legislative	133,874	134,101	35,200	144,837	29,940
Sister City	2,121	-	-	3,450	-
City Manager	722,760	636,362	184,752	709,664	152,029
Executive	567,347	551,617	148,660	590,909	147,420
Communications	155,413	84,745	36,092	118,755	4,610
Municipal Court	1,958,515	1,853,556	535,916	1,990,524	479,714
Judicial Services	1,065,824	1,045,965	346,015	1,076,121	298,817
Professional Services	591,672	562,198	137,607	572,000	125,335
Probation & Detention	301,019	245,393	52,295	342,403	55,562
Administrative Services	1,775,396	1,840,554	489,092	1,911,795	506,644
Finance	1,193,231	1,265,348	328,246	1,285,342	345,930
Human Resources	582,165	575,206	160,845	626,453	160,713
			400 740	1 (22 752	374,120
Legal	1,706,817	1,430,939	408,748	1,623,752	374,120
Legal Civil Legal Services	<b>1,706,817</b> 1,124,353	<b>1,430,939</b> 956,930	299,722	1,024,671	275,245
			-		
Civil Legal Services	1,124,353	956,930	299,722	1,024,671	275,245

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
(001) GENERAL FUND-continued					
Community & Economic Development	2,266,964	2,188,040	544,910	2,519,919	582,379
Current Planning	718,158	715,817	204,808	775,895	233,888
Long Range Planning	218,809	196,147	69,209	240,978	72,586
Building	1,146,618	1,135,909	222,976	1,303,025	226,499
Eonomic Development	183,379	140,167	47,917	200,021	49,406
Parks, Recreation & Community Services	2,903,440	2,407,609	568,093	2,930,296	594,432
Human Services	403,779	370,123	15,279	482,039	10,351
Administration	329,201	341,371	125,254	312,761	123,669
Recreation	467,173	297,314	76,999	479,387	72,802
Senior Services	246,535	180,325	53,218	243,300	37,094
Parks Facilities	544,466	424,886	108,540	444,965	95,245
Fort Steilacoom Park	733,560	619,238	141,169	789,994	193,943
Street Landscape Maintenance	178,727	174,352	47,634	177,850	61,327
Police	24,953,309	22,929,739	6,409,974	24,460,328	6,054,213
Command	4,084,467	3,413,795	1,430,064	3,840,266	1,357,489
Jail Service	811,899	365,591	108,202	700,000	62,052
Dispatch Services/SS911	2,069,771	2,048,834	512,138	1,995,290	506,053
Investigations	3,935,607	3,898,138	949,666	4,326,224	914,181
Patrol	7,730,510	7,522,202	1,863,028	7,743,477	1,902,690
Special Units	373,704	291,102	77,492	268,573	61,496
SWAT/Special Response Team	148,476	46,209	2,354	70,730	(2,320)
Neighborhood Policing Unit (Formerly Crime Prevention)	1,195,099	1,287,326	321,917	1,328,064	303,585
Contracted Services (Extra Duty, offset by Revenue)	1,033,057	900,942	303,455	775,000	209,964
Community Safety Resource Team (CSRT)	403,968	370,379	99,578	478,116	90,570
Training	843,556	749,949	210,844	812,777	179,144
Traffic Policing	928,309	883,041	219,294	955,384	172,254
Property Room	276,447	229,129	69,101	314,888	51,241
Reimbursements	356,392	276,459	67,057	64,650	67,357
Emergency Management	51,141	47,987	1,832	39,640	-
Animal Control	324,810	319,129	86,972	357,249	91,479
Road & Street/Camera Enforcement	386,095	279,528	86,980	390,000	86,980
Non-Departmental	121,530	107,234	54,748	136,925	52,479
Citywide	121,530	107,234	54,748	136,925	52,479
Interfund Transfers	1,983,711	1,462,408	371,979	1,866,823	420,571
Transfer to Fund 101 Street O&M	1,512,108	981,149	371,979	1,381,902	385,571
Transfer to Fund 105/190 Abatement Program	35,000	35,000	-	35,000	35,000
Transfer to Fund 201 GO Bond Debt Service	436,603	446,260	-	449,921	-
Subtotal Operating Expenditures	\$38,528,437	\$34,990,543	\$9,603,411	38,298,313	9,246,520
OPERATING INCOME (LOSS)	3,765,635	5,362,349	1,147,423	1,928	2,958,657
As a % of Operating Expenditures	9.8%	15.3%	11.9%	0.01%	32.00%

	2019	2020	2020	2021	2021
	Annual Actual	Annual Actual	Actual YTD Mar	Original Budget	Actual YTD Mar
(001) GENERAL FUND-continued					
OTHER FINANCING SOURCES:					
Grants, Donations/Contrib, 1-Time	544,035	3,434,273	88,746	100,250	100,333
Contibutions/Donations/Other	97,102	58,319	5,614	100,250	18,945
Grants	446,933	3,375,954	83,132	-	81,388
Subtotal Other Financing Sources	\$544,035	\$3,434,273	\$88,746	\$100,250	\$100,333
OTHER FINANCING USES:					
Capital & Other 1-Time	1,620,058	4,042,415	226,775	185,656	112,467
Municipal Court	94,366	76,136	15,476	8,800	9,416
City Council	-	-	-	-	-
City Manager	25,796	1,666	357	17,131	283
Administrative Services	32,136	5,447	2,293	8,190	1,354
City-Wide COVID-19 Grants	-	2,877,860	-	-	136
Legal/Clerk	57,002	34,302	10,699	8,825	7,910
Community & Economic Development	600,928	293,575	44,536	14,663	16,105
Parks, Recreation & Community Services	102,495	156,355	62,061	40,262	28,275
Police	707,335	597,075	91,352	87,785	48,987
Interfund Transfers	1,663,097	1,014,676	719,129	880,000	880,000
Transfer Out - Fund 105 Property Abatement/RHSP	50,000	50,000	-	50,000	50,000
Transfer Out - Fund 106 Public Art	100,000	-	-	-	-
Transfer Out - Fund 192 SSMCP	50,000	50,000	50,000	50,000	50,000
Transfer Out - Fund 301 Parks CIP	479,300	494,129	157,129	80,000	80,000
Transfer Out - Fund 302 Transportation CIP	983,797	393,547	512,000	700,000	700,000
Transfer Out - Fund 311 Sewer	-	27,000	-	-	-
Subtotal Other Financing Uses	\$3,283,155	\$5,057,091	\$945,904	\$1,065,657	\$992,467
Total Revenues and Other Sources	\$42,838,107	\$43,787,165	\$10,839,580	\$38,400,491	\$12,305,510
Total Expenditures and other Uses	\$41,811,592	\$40,047,634	\$10,549,315	39,363,970	\$10,238,988
Beginning Fund Balance:	\$8,847,534	\$9,874,049	\$9,874,049	\$5,767,631	\$13,613,580
Ending Fund Balance:	\$9,874,049	\$13,613,580	\$10,164,314	\$4,804,152	\$15,680,103
Ending Fund Balance as a % of Gen/Street Operating Rev	22.8%	33.0%	92.8%	12.2%	126.3%
Reserve - Total Target 12% of Gen/Street Operating Rev	\$5,194,795	\$4,945,178	\$4,945,178	\$4,711,458	\$4,711,458
2% Contingency Reserves	\$865,799	\$824,196	\$824,196	\$785,243	\$785,243
5% General Fund Reserves	\$2,164,498	\$2,060,491	\$2,060,491	\$1,963,108	\$1,963,108
5% Strategic Reserves	\$2,164,498	\$2,060,491	\$2,060,491	\$1,963,108	\$1,963,108
Unreserved / (12% Adopted Reserves Shortfall):	\$4,679,253	\$8,668,402	\$5,219,135	\$92,695	\$10,968,646

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 101 STREET OPERATIONS & MAINT		Ailliuai Actuai	Actual 11D Ivial	Original Budget	Actual 110 Ivial
REVENUES:					
Permits	154,287	147,196	38,784	106,500	39,094
Engineering Review Fees	-	40	-	-	-
Motor Vehicle Fuel Tax	841,601	709,693	165,786	855,410	166,623
Subtotal Operating Revenues	\$ 995,888	\$ 856,929	\$ 204,570	\$ 961,910	\$ 205,717
EXPENDITURES:					
Street Lighting	367,112	353,182	52,674	337,210	58,903
Traffic Control Devices	386,439	235,746	35,050	430,523	66,191
Snow & Ice Response	5,446	28,747	10,184	45,500	33,661
Road & Street Preservation	1,633,811	1,190,004	452,985	1,514,151	432,850
Subtotal Operating Expenditures	\$2,392,808	\$1,807,679	\$550,893	\$2,327,384	\$591,606
OPERATING INCOME (LOSS)	(\$1,396,920)	(\$950,750)	(\$346,323)	(\$1,365,474)	(\$385,889)
OTHER FINANCING SOURCES:					
Grants		12,000	-	-	-
Judgments, Settlements/Miscellaneous	589	319	-	-	828
Transfer In From General Fund	1,512,108	981,149	371,979	1,381,902	385,571
Subtotal Other Financing Sources	\$1,512,697	\$993,467	\$371,979	\$1,381,902	386,399
OTHER FINANCING USES:					
Building, Vehicles, Equipment	110,987	47,507	30,446	16,428	510
Subtotal Other Financing Uses	\$110,987	\$47,507	\$30,446	\$16,428	\$510
Total Revenues and Other Sources	\$2,508,585	\$1,850,396	\$576,549	\$2,343,812	\$592,116
Total Expenditures and other Uses	\$2,503,796	\$1,855,185	\$581,339	\$2,343,812	\$592,116
Beginning Fund Balance:	\$0	\$4,789	\$4,789	\$0	\$0
Ending Fund Balance:	\$4,789	\$0	\$0	\$0	\$0

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 102 REAL ESTATE EXCISE TAX					
REVENUES:					
Real Estate Excise Tax	2,994,634	3,643,117	524,557	1,800,000	627,171
Interest Earnings	7,380	2,413	1,233	-	390
Transfer In - Fund 301 Parks CIP	-	100,000	-	-	-
Total Revenue	\$3,002,014	\$3,745,530	\$525,790	\$1,800,000	\$627,561
EXPENDITURES:					
Transfer Out - Fund 201 GO Bond Debt Service	164,000	535,296	-	1,240,900	-
Transfer Out - Fund 301 Parks CIP	1,443,130	519,589	519,589	158,000	-
Transfer Out - Fund 302 Transportation CIP	1,304,031	1,219,403	-	679,295	-
Total Expenditures	\$2,911,161	\$2,274,288	\$519,589	\$2,078,195	\$0
Beginning Fund Balance:	\$709,416	\$800,269	\$800,269	\$540,095	\$2,271,510
Ending Fund Balance:	\$800,270	\$2,271,510	\$806,470	\$261,900	\$2,899,071

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 103 LAKEWOOD TRANSPORTATION</b>	<b>BENEFIT DIS</b>	TRICT			
REVENUES:					
\$20 Vehicle License Fee (Net of State Admin Fee)	830,684	881,849	203,132	835,000	206,077
Interest Earnings	3,447	904	354	-	202
Total Revenue	\$834,131	\$882,753	\$203,486	\$835,000	206,279
EXPENDITURES:					
Transfer to Fund 302 Transportation Capital	923,000	247,457	-	-	-
Total Expenditures	\$923,000	\$247,457	\$0	\$0	\$0
Beginning Fund Balance:	\$141,325	\$52,457	\$52,457	\$640,000	\$687,753
Ending Fund Balance:	\$52,457	\$687,753	\$255,943	\$1,475,000	\$894,032

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 104 HOTEL/MOTEL LODGING TAX					
REVENUES:					
Special Hotel/Motel Lodging Tax (5%)	\$774,671	\$619,508	\$135,854	\$571,429	\$171,391
Transient Rental income Tax (2%)	317,282	247,803	54,342	228,571	68,558
Interest Earnings	22,666	7,693	4,588	-	427
Total Revenues	\$1,114,619	\$875,005	\$194,784	\$800,000	\$240,376
EXPENDITURES:					
Lodging Tax Programs	540,352	456,515	39,073	672,250	47,444
Lodging Tax Programs-Transfer Out to Fund 301 Parks CIP	178,836	320,093	-	-	-
Total Expenditures	\$719,189	\$776,609	\$39,073	\$672,250	\$47,444
		-		_	_
Beginning Fund Balance:	\$1,165,206	\$1,560,637	\$1,560,637	\$1,247,353	\$1,659,033
Ending Fund Balance (earmarked for next year's grant awards)	\$1,560,637	\$1,659,033	\$1,716,348	\$1,375,103	\$1,851,966

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 105 PROPERTY ABATEMENT &amp; REN</b>	ITAL HOUSING	SAFETY PRO	GRAM		
REVENUES:					
Abatement Program:	238,946	132,535	25,247	147,000	130,530
Abatement Charges	138,739	59,134	22,136	77,000	65,231
Interest Earnings	36,581	13,401	3,111	35,000	30,299
Judgments & Settlements/Other Misc	3,625	-	-	-	-
Transfer In - Fund 001 General	60,000	60,000	-	35,000	35,000
Rental Housing Safety Program:	230,307	204,398	107,217	225,000	179,969
Transfer In - Fund 001 General	25,000	25,000	-	50,000	50,000
Rental Housing Safety Program Fees	205,307	179,398	107,217	175,000	129,969
1406 Affordable Housing Program:	-	72,316	-	98,000	25,488
Sales Tax	-	72,316	-	98,000	25,488
Total Revenues	\$469,253	\$409,250	\$132,464	\$470,000	\$335,986
EXPENDITURES:					
Abatement	132,474	92,934	12,279	147,000	39,321
Rental Housing Safety Program	199,841	263,719	56,136	225,000	53,703
1406 Affordable Housing Program	-	-	-	98,000	-
Total Expenditures	\$332,315	\$356,653	\$68,414	\$470,000	\$93,024
Beginning Fund Balance:	\$468,879	\$605,817	\$605,817	\$0	\$658,414
Ending Fund Balance:	\$605,817	\$658,414	\$669,867	\$0	\$901,376
Abatement Program	\$570,784	\$610,386	\$583,752	\$0	\$701,595
Rental Housing Safety Program	\$35,033	(\$24,288)	\$86,115	\$0	\$101,978
1406 Affordable Housing Program	\$0	\$72,316	\$0	\$0	\$97,804

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 106 PUBLIC ART					
REVENUES:					
Interest Earnings	893	722	439	-	37
Facility Rentals	21,000	(3,000)	4,500	7,500	4,500
Transfer In - Fund 001 General	100,000	-	-	-	
Total Revenues	\$121,893	(\$2,278)	\$4,939	\$7,500	\$4,537
EXPENDITURES:					
Arts Commission Programs	-	-	-	2,000	-
Public Art	4,000	5,000	5,000	5,500	-
Total Expenditures	\$4,000	\$5,000	\$5,000	\$7,500	\$0
Beginning Fund Balance:	\$24,885	\$142,778	\$142,778	\$0	\$135,500
Ending Fund Balance:	\$142,778	\$135,500	\$142,717	\$0	\$140,037

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 180 NARCOTICS SEIZURE					
REVENUES:					
Forfeitures	123,275	71,670	695	-	80
Law Enforcement Contracts	38,171	33,485	9,612	-	1,495
Interest Earnings	6,098	1,197	743	-	49
Total Revenues	\$167,544	\$106,352	\$11,050	\$0	\$1,624
EXPENDITURES:					
Investigations /Predictive Policing	201,584	162,477	42,594	-	16,885
Capital Purchases	-	-	-	120,000	-
Total Expenditures	\$201,584	\$162,477	\$42,594	\$120,000	\$16,885
			-	_	_
Beginning Fund Balance:	\$316,361	\$282,321	\$282,321	\$120,000	\$226,196
Ending Fund Balance:	\$282,321	\$226,196	\$250,777	\$0	\$210,935

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 181 FELONY SEIZURE					
REVENUES:					
Forfeitures/Misc/Interest	14,121	42,660	5,393	-	12
Total Revenues	\$14,121	\$42,660	\$5,393	\$0	\$12
EXPENDITURES:					
Investigations/Predictive Policing	21,022	2,966	290	-	3,495
Capital Purchases	-	-	-	-	-
Transfer to Fund 501 Fleet & Equipment	-	-	-	-	1
Total Expenditures	\$21,022	\$2,966	\$290	\$0	\$3,495
Beginning Fund Balance:	\$15,044	\$8,143	\$8,143	\$0	\$47,837
Ending Fund Balance:	\$8,143	\$47,837	\$13,246	\$0	\$44,354

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 182 FEDERAL SEIZURE					
REVENUES:					
Forfeitures	264,203	63,492	63,492	-	-
Interest Earnings	-	1,132	554	-	51
Total Revenues	\$264,203	\$64,624	\$64,046	\$0	\$51
EXPENDITURES:					
Crime Prevention	4,374	399	-	-	-
Capital	-	163,147	-	120,000	-
Total Expenditures	\$4,374	\$163,546	\$0	\$120,000	\$0
Beginning Fund Balance:	\$0	\$259,829	\$259,829	\$120,000	\$160,907
Ending Fund Balance:	\$259,829	\$160,907	\$323,875	\$0	\$160,958

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 190 CDBG					
REVENUES:					
Grants	843,178	385,342	90,737	595,000	161,292
Interest Earnings	6	16	5	-	5
Miscellaneous/Contributions	1,309	3,411	108	-	1,611
Total Revenues	\$844,493	\$388,769	\$90,850	\$595,000	\$162,907
EXPENDITURES:					
Grants	348,605	402,213	88,564	595,000	231,571
Transfer Out - Fund 302 Transportation	486,445	8,056	3,016	-	ı
Total Expenditures	\$835,050	\$410,269	\$91,580	\$595,000	\$231,571
Beginning Fund Balance:	\$1,393,781	\$1,403,224	\$1,403,224	\$0	\$1,381,724
Ending Fund Balance:	\$1,403,224	\$1,381,724	\$1,402,494	\$0	\$1,313,061

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 191 NEIGHBORHOOD STABLILIZATI</b>	ON PROGRAM	VI			
REVENUES:					
Grant-NSP 1	55,697	43,741	-	-	-
Grant-NSP 3	-	57,505	57,505	-	-
Abatement Charges	-	-	-	63,000	3,682
Abatement Interest	1,766	12,257	-	15,000	-
Total Revenues	\$57,462	\$113,503	\$57,505	\$78,000	\$3,682
EXPENDITURES:					
Grant-NSP 1	3,662	822	637	78,000	1,705
Total Expenditures	\$3,662	\$822	\$637	\$78,000	\$1,705
Beginning Fund Balance:	\$88,632	\$142,433	\$142,433	\$0	\$255,115
Ending Fund Balance:	\$142,433	\$255,115	\$199,301	\$0	\$257,092

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 192 SSMCP (SOUTH SOUND MILITA</b>	RY COMMUN	IITIES PARTN	ERSHIP)		
REVENUES:					
Grants	241,825	461,015	116,218	-	12,408
Partner Participation	182,400	186,000	186,000	177,500	163,950
Misc/Other	1	500	500	-	-
Transfer In From Fund 001 General	50,000	50,000	50,000	50,000	50,000
Total Revenues	\$474,227	\$697,515	\$352,718	\$227,500	\$226,358
EXPENDITURES:					
OEA/SSMCP	494,496	732,928	170,768	227,500	53,210
Total Expenditures	\$494,496	\$732,928	\$170,768	\$227,500	\$53,210
			-		-
Beginning Fund Balance:	\$73,700	\$53,431	\$53,431	\$0	\$18,018
Ending Fund Balance:	\$53,431	\$18,018	\$235,381	\$0	\$191,166

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 195 PUBLIC SAFETY GRANTS					
REVENUES:					
Grants	317,474	535,656	91,326	132,328	95,427
Total Revenues	\$317,474	\$535,656	\$91,326	\$132,328	\$95,427
EXPENDITURES:					
Grants	317,473	535,656	91,498	132,328	95,427
Total Expenditures	\$317,473	\$535,656	\$91,498	\$132,328	\$95,427
Beginning Fund Balance:	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance:	\$0	\$0	(\$174)	\$0	\$0

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 201 GENERAL OBLIGATION BOND D</b>					
REVENUES:					
Transfer-In From Fund 001 General	436,603	446,260	-	449,921	-
Transfer-In From Fund 102 REET	164,000	535,296	-	1,240,900	-
Total Revenues	\$600,603	\$981,556	\$0	\$1,690,821	\$0
EXPENDITURES:					
Principal & Interest - 59th Avenue	77,000	77,000	-	77,000	-
Principal & Interest - Police Station - 2009/2016	210,181	209,006	-	212,594	-
Principal & Interest - LOCAL LED Streetlight	155,025	154,650	-	160,327	-
Principle & Interest - Transportation Bond - 2019 LTGO	158,396	540,900	-	1,004,950	-
Principle & Interest - Transportation Bond - 2020 LTGO		-		235,950	-
Total Expenditures	\$600,603	981,556	0	1,690,821	0
Beginning Fund Balance:	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance:	\$0	\$0	\$0	\$0	\$0

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 202 LOCAL IMPROVEMENT DISTRIC</b>	T (LID) DEBT	SERVICE			
REVENUES:					
Interest	1,876	1,407	828	-	66
Assessments	201,429	270,724	-	268,920	-
LID 1109 Bond Proceeds for Admin Fees (Fund 302)	-	17,730	-	-	-
Total Revenues	\$203,305	\$289,861	\$828	\$268,920	\$66
EXPENDITURES:					
Combined LID 1101/1103	167,641	10,800	245	109,833	274
LID 1108	68,293	65,521	-	62,749	-
LID 1109	-	600	-	96,338	96,338
Total Expenditures	235,934	76,921	245	268,920	96,612
			_		
Beginning Fund Balance:	\$67,726	\$35,097	\$35,097	\$0	\$248,038
Ending Fund Balance:	\$35,097	\$248,038	\$35,680	\$0	\$151,492

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 204 SEWER PROJECT DEBT SERVICE</b>					
REVENUES:					
Sewer Charges (4.75% Sewer Surcharge)	822,295	791,007	191,893	785,000	181,772
Interest Earnings/Other	20,829	4,127	1,598	6,600	248
Sanitary Side Sewer Connection Home Loan Repayment	7,767	30,413	1,955	8,881	351
Total Revenues	\$850,891	\$825,547	\$195,446	\$800,481	\$182,370
EXPENDITURES:					
Principal & Interest	485,023	482,554	-	480,086	-
Transfer To Fund 311 Sewer Capital	987,000	55,000	55,000	190,000	-
Total Expenditures	1,472,023	\$537,554	\$55,000	\$670,086	\$0
			_		
Beginning Fund Balance:	\$940,452	\$319,321	\$319,321	\$578,288	\$607,313
Ending Fund Balance:	\$319,321	\$607,313	\$459,767	\$708,683	\$789,683

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 251 LOCAL IMPROVEMENT DISTRIC	T (LID) GUAR	ANTY DEBT S	ERVICE		
REVENUES:					
Interest Earnings	2,606	674	408	-	36
Total Revenues	\$2,606	\$674	\$408	\$0	\$36
EXPENDITURES:					
Transfer Out - Fund 001 General	-	-	-	-	-
Total Expenditures	\$0	\$0	\$0	\$0	\$0
Beginning Fund Balance:	\$129,688	\$132,294	\$132,294	\$132,294	\$132,968
Ending Fund Balance:	\$132,294	\$132,968	\$132,702	\$132,294	\$133,004

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 301 PARKS CAPITAL					
REVENUES:					
Grants	714,360	2,112,047	60,000	332,000	254,498
Motor Vehicle Excise Tax for Paths & Trails	4,978	4,198	981	-	986
Interest Earnings	33,800	12,768	7,684	-	436
Contributions/Donations/Utility & Developers	208,974	5,023	50	-	13,540
Transfer In From Fund 001 General	479,300	494,129	157,129	80,000	80,000
Transfer In From Fund 102 REET	1,443,130	519,589	519,589	158,000	-
Transfer In From Fund 104 Hotel/Motel Lodging Tax	178,836	320,093	-	-	-
Transfer In From Fund 302 Transportation CIP	5,087				
Transfer In From Fund 401 Surface Water Mgmt	131,537	-	-	-	-
Transfer In - Fund 502 Property Management	50,000		-	-	
Total Revenues	\$3,250,004	\$3,467,848	\$745,433	\$570,000	\$349,460
EXPENDITURES:					
Capital	2,025,972	3,478,905	106,714	570,000	611,813
Transfer to Fund 102 REET	-	100,000	-	-	-
Total Expenditures	\$2,025,972	\$3,578,905	\$106,714	\$570,000	\$611,813
Beginning Fund Balance:	\$1,492,525	\$2,716,557	\$2,716,557	\$0	\$2,605,500
Ending Fund Balance:	\$2,716,557	\$2,605,500	\$3,355,276	\$0	\$2,343,146

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 302 TRANSPORATION CAPITAL PRO</b>	JECT				
REVENUES:					
Motor Vehicle Excise Tax	338,774	285,676	66,735	344,330	67,071
State Transportation Package - Multi-Modal Distribution	82,162	81,341	20,337	80,440	20,142
State Transportation Package - Increased Gas Tax (MVET)	71,893	71,174	17,795	70,235	17,624
Traffic Mitigation Fees	103,505	-	-		
Pavement Degradation Fees	52,741	28,135	11,287	-	13,495
Grants	1,421,106	2,192,897	9,728	4,786,400	573,779
Contributions from Utilities/Developers/Partners	179,351	150,126	-	150,302	-
LID Financing	-	922,757	922,757	-	-
Proceeds from Sale of Asset/Street Vacation	200,000	65,203	8,100	-	-
Interest/Other	136,879	57,861	37,131	-	1,258
GO Bond Proceeds	8,055,905	3,029,885	-	6,600,000	-
Transfer In - Fund 001 General	983,797	512,000	512,000	700,000	700,000
Transfer In - Fund 102 REET	1,304,031	1,100,950	-	679,295	-
Transfer In - Fund 103 TBD	923,000	247,457	-	-	-
Transfer In - Fund 190 CDBG	486,445	8,056	3,016	-	(5,040)
Transfer In - Fund 401 SWM	788,275	492,901	91,206	1,575,000	-
Total Revenues	\$15,127,864	\$9,246,420	\$1,700,092	\$14,986,002	\$1,388,328
EXPENDITURES:					
Capital Projects	7,256,185	14,571,364	838,362	15,732,002	1,421,234
Debt Issue Cost	55,881	19,500	-	-	10,380
Transfer Out - Fund 301 Parks CIP	5,087	-	-	-	=
Transfer Out - Fund 201 GO Bond Debt Service	-	17,730	-	-	-
Transfer Out - Fund 401 SWM	-	241,840	-	-	-
Intefund Loan Repayment	-	880,204	880,204	-	-
Total Expenditures	\$7,317,153	\$15,730,638	\$1,718,566	\$15,732,002	\$1,431,614
	40 000 000	444.000.000	****	4000	4
Beginning Fund Balance:	\$3,543,426	\$11,354,136	\$11,354,136	\$927,246	\$4,869,918
Ending Fund Balance:	\$11,354,136	\$4,869,918	\$11,335,662	\$181,246	\$4,826,632

	2019 Annual Actual	2020 2020 I Annual Actual Actual YTD Mar		2021 Original Budget	2021 Actual YTD Mar
FUND 311 SEWER CAPITAL PROJECT					
REVENUES:					
Grants	450,000	-	-	-	-
Sewer Availability Charge	245,401	297,919	79,643	165,000	53,214
Interest Earnings	18,382	5,381	3,110	-	415
Proceeds from Lien	1,474	1,543	376	-	241
Transfer In Fund 001 General	-	27,000	-	-	-
Transfer In From Fund 401 Surface Water Mgmt	-	8,000	-	-	-
Transfer In Fund 204 Sewer Debt (Sewer Surcharge 4.75%)	987,000	55,000	55,000	190,000	-
Transfer In Fund 312 Sanitary Sewer Connection Capital	815,483	-	-	-	-
Total Revenues	\$2,517,741	\$394,844	\$138,129	\$355,000	\$53,870
EXPENDITURES:					
Capital/Administration	1,390,145	108,745	9,189	795,000	21,927
Total Expenditures	\$1,390,145	\$108,745	\$9,189	\$795,000	21,927
Beginning Fund Balance:	\$118,225	\$1,245,820	\$1,245,820	\$465,586	\$1,531,919
Ending Fund Balance:	\$1,245,820	\$1,531,919	\$1,374,760	\$25,586	\$1,563,862

	2019	2020	2020	2021	2021
	Annual Actual	Annual Actual	Actual YTD Mar	Original Budget	Actual YTD Mar
<b>FUND 401 SURFACE WATER MANAGEM</b>	ENT				
REVENUES:					
Storm Drainage Fees & Charges	4,256,773	4,480,680	383,479	4,351,500	396,156
Site Development Permit Fee	46,968	74,816	9,625	50,000	17,080
Interest Earnings & Misc	79,984	22,701	13,397	15,600	1,554
Subtotal Operating Revenues	\$4,383,724	\$4,578,197	\$406,501	\$4,417,100	\$414,789
% Revenue Change over Prior Year	53.36%	4.44%			
EXPENDITURES:					
Engineering Services	1,431,957	1,430,305	315,828	1,860,808	327,814
Operations & Maintenance	810,393	623,702	48,583	961,416	23,597
Revenue Bonds - Debt Service (15-Year Life, 4%)	-			126,000	-
Transfer to Fund 001 General Admin Support	284,700	284,700	71,175	284,700	71,175
Subtotal Operating Expenditures	\$2,527,049	\$2,338,707	\$435,586	\$3,232,924	\$422,586
OPERATING INCOME (LOSS)	\$1,856,675	\$2,239,490	(\$29,084)	\$1,184,176	(\$7,797)
As a % of Operating Expenditures	73.5%	95.8%	-6.7%	36.6%	-1.8%
OTHER FINANCING SOURCES:					
Grants/Contributions	-	120,168	1,276	-	3,305
American Lake Management District	119,313	32,337	83	33,285	244
Flood Control Opportunity Fund	-	300,202	-	-	-
Revenue Bonds - Bond Proceeds	-	-	-	1,000,000	-
Transfer In From Fund 302 Transportation Capital	-	241,840	-	-	-
Subtotal Other Financing Sources	\$119,313	\$694,546	\$1,359	\$1,033,285	\$3,549
OTHER FINANCING USES:					
Capital/1-Time	225,438	903,821	47,009	231,665	11,870
American Lake Management District	124,619	14,584	1,605	29,886	1,138
Transfer to Fund 301 Parks CIP	133,958	-	-	-	-
Transfer to Fund 302 Transportation Capital	785,855	492,901	91,206	1,575,000	-
Transfer To Fund 311 Sewer Capital	-	8,000	-	-	-
Subtotal Other Financing Uses	\$1,269,870	\$1,419,305	\$139,820	\$1,836,551	\$13,008
Total Revenues and Other Sources	\$4,503,037	\$5,272,743	\$407,861	\$5,450,385	\$418,338
Total Expenditures and other Uses	\$3,796,920	\$3,758,013	\$575,406	\$5,069,475	\$435,594
2	40.500.470	44 225 222	A4 225 222	44 500 405	45.004.040
Beginning Fund Balance:	\$3,600,172	\$4,306,289	\$4,306,289	\$1,500,405	\$5,821,019
Ending Fund Balance:	\$4,306,289	\$5,821,019	\$4,138,744	\$1,881,315	\$5,803,763
Ending Fund Balance as a % of Operating Rev/Exp	98.2%	127.1%	1018.1%	42.6%	1399.2%
33% Operating Reserves (of operating expenditures)	\$833,926	\$771,773	\$143,743	\$1,066,865	\$1,066,865
1% Capital Reserves	\$458,330	\$453,795	\$453,795	\$490,130	\$490,130
American Lake Management District	\$16,571	\$31,237	\$12,618	\$31,549	\$27,256
Unreserved / (Shortfall):	\$2,997,462	\$4,564,214	\$3,528,587	\$292,771	\$4,219,512

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 501 FLEET & EQUIPMENT					
OPERATING REVENUES:					
M&O Revenue	763,367	617,408	126,887	740,720	125,197
Interest Earnings	71,013	19,472	11,647	15,000	1,134
Total Revenues	\$834,380	\$636,880	\$138,535	\$755,720	\$126,331
OPERATING EXPENDITURES:					
Fuel/Gasoline	323,206	255,476	56,102	424,150	58,679
Other Supplies	18,655	11,720	4,307	3,990	2,384
Repairs & Maintenance	499,389	380,884	86,888	327,580	65,143
Other Services & Charges	6,468	516	385	-	126
Intergovernmental	-	-	-	-	-
Total Expenditures	\$847,719	\$648,597	\$147,682	\$755,720	\$126,331
Operating Revenue Over/(Under) Expenditures	(\$13,339)	(\$11,716)	(\$9,147)	\$0	\$0
OTHER FINANCING SOURCES:					
Interfund Loan (Fund 302 LID Interim Financing)	-	880,204	880,204	-	-
Replacement Reserves Collections	805,481	-	-	-	-
Capital Contribution	-	25,807	-	-	-
Proceeds From Sale of Assets	13,339	11,716	9,216	-	-
Transfer In From Fund 504 Risk Management	81,184	64,851	-	-	-
Total Other Financing Sources	\$900,004	\$982,578	\$889,420	\$0	\$0
OTHER FINANCING USES:					
Fleet & Equipment New & Replacement	941,993	490,005	38,236	484,000	122,777
Total Other Financing Uses	\$941,993	\$490,005	\$38,236	\$484,000	\$122,777
Total Revenues	\$1,734,384	\$1,619,459	\$1,027,955	\$755,720	\$126,331
Total Expenditures	\$1,789,712	\$1,138,602	\$185,917	\$1,239,720	\$249,108
Beginning Fund Balance:	\$3,835,778	\$3,780,451	\$3,780,451	\$3,940,779	\$4,261,308
Ending Fund Balance:	\$3,780,451	\$4,261,308	\$4,622,489	\$3,456,779	\$4,138,531

	An	2019 nual Actual	An	2020 nual Actual	Actu	2020 al YTD Mar	Ori	2021 ginal Budget	Actu	2021 al YTD Mar
FUND 502 PROPERTY MANAGEMENT										
OPERATING REVENUES:										
M&O Revenue		683,461		702,611		163,184		695,603		177,071
Interest Earnings		14,728		2,278		1,343		-		153
<b>Total Operating Revenues</b>	\$	698,189	\$	704,888	\$	164,528	\$	695,603	\$	177,224
OPERATING EXPENDITURES:										
City Hall Facility		369,872		374,899		88,293		381,034		101,122
Police Station		266,905		275,469		64,514		245,052		65,810
Parking Facilities/Light Rail		61,413		54,521		11,721		69,517		10,293
Total Operating Expenditures	\$	698,189	\$	704,888	\$	164,528	\$	695,603	\$	177,224
Operating Revenue Over/(Under) Expenditures	\$	(0)	\$	-	\$	-	\$	-	\$	-
OTHER FINANCING SOURCES:										
Replacement Reserve Collections / Other 1-Time		100,000		156,178		25,000		-		-
Total Other Financing Sources	\$	100,000	\$	156,178	\$	25,000	\$	-	\$	-
OTHER FINANCING USES:										
Capital/1-Time/6-Year Property Management Plan		157,082		7,934		-		230,000		1,219
Total Other Financing Uses	\$	157,082	\$	7,934	\$	-	\$	230,000	\$	1,219
Total Revenues	\$	798,188	\$	861,066	\$	189,528	\$	695,603	\$	177,224
Total Expenditures	\$	855,271	\$	712,823	\$	164,528	\$	925,603	\$	178,443
Beginning Fund Balance:		\$493,139		\$436,057		\$436,057		\$389,124		\$584,300
Ending Fund Balance:		\$436,057		\$584,300		\$461,057		\$159,124		\$583,081

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
<b>FUND 503 INFORMATION TECHNOLOGY</b>					
REVENUES:					
M&O Revenue	1,202,671	1,337,482	457,864	1,891,129	402,361
Misc/Interest/Other	2,201	2,826	452	-	54
<b>Total Operating Revenues</b>	\$ 1,204,872	\$ 1,340,308	\$ 458,317	\$ 1,891,129	\$ 402,415
EXPENDITURES:					
Personnel	562,728	524,535	126,583	588,699	146,659
Supplies	40,330	60,796	44,609	179,520	9,472
Services & Charges	601,814	754,976	287,125	1,122,910	246,285
6-Year IT Strategic Plan	-	-	-	-	-
Total Operating Expenditures	\$1,204,872	\$1,340,308	\$458,317	\$1,891,129	\$402,415
Operating Revenue Over/(Under) Expenditures	\$0	\$0	\$0	\$0	\$0
OTHER FINANCING SOURCES:					
Replacement Reserve Collection	48,678	66,845	-	-	-
Capital Contrib & Other 1-Time /6-Year Strategic Plan	593,944	305,350	63,474	168,750	14,654
Total Other Financing Sources	\$642,622	\$372,195	\$63,474	\$168,750	\$14,654
OTHER FINANCING USES:					
One-Time/Capital	593,944	305,350	63,474	168,750	14,654
Total Other Financing Uses	\$593,944	\$305,350	\$63,474	\$168,750	\$14,654
Total Revenues	\$1,847,494	\$1,712,503	\$521,790	\$2,059,879	\$417,069
Total Expenditures	\$1,798,816	\$1,645,658	\$521,790	\$2,059,879	\$417,069
Beginning Fund Balance:	\$90,000	\$138,678	\$138,678	\$205,522	\$205,523
Ending Fund Balance:	\$138,678	\$205,523	\$138,678	\$205,522	\$205,523

	2019 Annual Actual	2020 Annual Actual	2020 Actual YTD Mar	2021 Original Budget	2021 Actual YTD Mar
FUND 504 RISK MANAGEMENT					
REVENUES:					
M&O Revenue	1,561,705	1,289,027	1,432,777	1,396,480	1,404,809
AWC Retro Refund	-	128,938	-	-	-
Insurance Proceeds/3rd Party Recoveries	285,680	371,383	85,075	200,000	47,069
Total Revenues	\$1,847,386	\$1,789,348	\$1,517,852	\$1,596,480	\$1,451,877
EXPENDITURES:					
Safety Program	2,782	2,474	1,013	3,980	475
AWC Retro Program	35,792	37,356	(14,298)	37,500	33,945
WCIA Assessment	1,411,230	1,438,931	1,438,931	1,355,000	1,364,838
Claims/Judgments & Settlements	316,397	245,735	33,632	200,000	52,619
Total Expenditures	\$1,766,202	\$1,724,497	\$1,459,278	\$1,596,480	\$1,451,877
OTHER FINANCING SOURCES:					
Capital Contribution/1-Time M&O	-	-	-	-	-
Total Other Financing Sources	\$0	\$0	\$0	\$0	\$0
OTHER FINANCING USES:					
Transfer To Fund 501 Fleet & Equipment	81,184	64,851	-	-	-
Total Other Financing Uses	\$81,184	\$64,851	\$0	\$0	\$0
Total Revenues	\$1,847,386	\$1,789,348	\$1,517,852	\$1,596,480	\$1,451,877
Total Expenditures	\$1,847,386	\$1,789,348	\$1,459,278	\$1,596,480	\$1,451,877
Beginning Fund Balance:	\$0	\$0	\$0	\$0	\$0
Ending Fund Balance:	\$0	\$0	\$58,574	\$0	\$0

# **City Council**

Performance Measure	Target	Quarter 1
# of City Council retreats	2 times per year	1
# of City Council sponsored/supported events	20 per year	2

MLK Jr. Celebration APCC Asia Pacific New Year Celebration

# **City Manager**

Performance Measure	Target	Quarter 1
Average # of items on study session agendas	< 6 items	3.3
# of presentations of State of the City	10	3
# of new followers: City Twitter	45 per quarter	
# of new followers: LPD Twitter	45 per quarter	
#of new likes: City FB	45 per quarter	6
#of new likes: LPD FB	45 per quarter	
#of new likes: Parks FB	45 per quarter	
#of new likes: Senior Ctr FB	45 per quarter	
# of posts: City Instagram	45 per quarter	11
# of multimedia items produced - video	3 per quarter	0

# **Finance**

Performance Measure	Target	Quarter 1
Type/Description- Finance		
# of invoices paid annually	n/a	1699
% of invoices paid within 30 days of invoice date (1)	95%	87.0%
% of accounts receivable aged balances over 60 days versus annual billing	5%	0.66%
GFOA Award Received for Current Year CAFR	Yes	Pending
GFOA Award Received for Biennium's Budget Document	Yes	n/a
Clean Audit for Prior Fiscal Year (2)	Yes	Yes
Bond Rating Per Standard & Poor's <sup>(3)</sup>	AA	AA

<sup>(1)</sup> Requires coordination with departments to ensure Accounts Payable receives invoices timely.

<sup>(2)</sup> The audit finding was related to financial audit of 1998 assets.

<sup>(3)</sup> Bond rating upgraded June 2018.

# **Human Resources**

Performance Measure	Target	Quarter 1
Measures- Human Resources		
Number of current (unexpired) Collective Bargaining Agreements as of EOQ	4	3
Voluntary Employee Turnover Rate (not reported cumulatively)	<12%	1.98%
Average number of recruitments/analyst	n/a	4.5
Average number of applications received/position	n/a	20
Percentage of employees hired during the quarter last year and still employed	100%	100%
Average number of days to complete external recruitment (excluding Police Officers)	<45	52
Average number of FTEs filled City-wide	220	202
Percentage of performance evaluations due during quarter completed	100%	38%
Percentage of City Leadership Team who have achieved WCIA Supervisor credential	100%	36%
Number of categories (out of 112) where workforce underutilization is 3% or greater	0	16
Measures- Risk Management		
Percentage of employees in compliance with quarterly mandatory training	100%	71
Percentage of employees who participate in monthly safety training promotions	100%	n/a
Percentage Stay at Work applications of total medical releases to light duty	70%	33%
Percentage workers comp developed claim expense of total annual premium cost = Loss Ratio% (reported cumulative YTD)	<70%	5.8%
Worker's Compensation Experience Factor	<1.0	0.8908
Percentage of vehicle incidents that were preventable by the City employee	0%	100.00%

# **Information Technology**

Performance Measure	Target	Quarter 1
# of new systems implemented	n/a	0
# of users served	n/a	259
# of personal computers maintained	n/a	444
# of applications maintained	n/a	139
# of servers maintained (LAN/WAN)	n/a	81
# of Hot Spots & In-Car Cradlepoint cellular devices maintained	n/a	130
# of Cell Phones/maintained	n/a	205
# of Shoretel phones operated and maintained	n/a	290
# of radios maintained	n/a	N/A
% of IT system up-time during normal business hours	100%	100%
% of communications up-time during normal business hours	100%	100%
Overall Phish-Prone Percentage (Cyber Phishing) (Current Industry is 29%)	29%	4%
Number of help desk requests received	n/a	371
Help desk requests resolved: Total requests resolved	n/a	519
Total # of Blocked incoming email messages	n/a	11,848
Total # of Allowed incoming email messages	n/a	256,755
Total # of Blocked outgoing email messages	n/a	3,751
Total # of Allowed outgoing email messages	n/a	76,522
Total # of Blocked Website pages (via policy)	n/a	9,572
Total # of Blocked Website pages (via Spyware/Infected)	n/a	335
Total # of Allowed Website hits	n/a	68,396,074

Note: Items listed as "n/a" do not have a set threshhold that is met. Totals are exact numbers provided to show activity in these areas based on overall use and submission from staff (i.e. helpdesk requests)

# **Community Economic Development**

Performance Measure	Target	Quarter 1
Measure- CDBG		
# of persons with new or improved access to public facility or infrastructure	5,115	0
# of owner-occupied units rehabilitated	12	3
# of new affordable housing units constructed	3	0
# persons assisted with emergency HOME tenant-based rental assistance	100	56
# persons assised with emergency CDBG-CV assistance payments for rental and mortgage assistance	150	0
# persons with access to affordable housing through fair housing activities	50	0
# units assisted that are occupied by the elderly	tbd	0
\$ program income received (CDBG & NSP)	tbd	\$58,329
Measure - Nuisances and Abatements**		<b>\$30,323</b>
#of dangerous building abatements completed annually	30	7
#of dangerous building abatements pending	30	19
#of public nuisances completed annually	3	0
#of public nuisances completed annually  #of public nuisances pending		4
Measure- RHSP		4
	2.722	1 (24
# rental properties registered	3,732	1,624
# rental units registered	13,915	9,811
# rental properties inspected annually	913	72
# rental units inspected annually	2,451	90
Measure- Economic Development		
\$ investment created through economic dev efforts	\$320,000,000	\$75,907,000
# of business retention/expansion of interviews conducted	80	21
# of new market rate, owner-occupied housing units constructed annually	40	10
# of projects where permit assistance was provided	40	24
# of special projects completed	50	28
# of economic development inquiries received	200	82
# of participant attending forums, focus groups, or special events	500	0
# of new companies located in Lakewood	20	243
# of new development projects assisted	30	8
Measure- Building Permit		J
# of permits issued	tbd	380
# of plan reviews performed	tbd	30
# of inspections performed	tbd	1,564
Measure- Long Range Planning	tbu	1,504
# of privately initiated land use amendments	4	4
# of city initiated land use amendments	6	6
Adoption of the Lakewood Station District Subarea Plan	2nd qtr	
		In-process
2021 comprehensive plan & zoning code amendments (includes energy & climate change chapter)	3rd qtr	In-process
Review of 2020 shoreline restoration report	1st qtr	Completed
Buildable Land Resport	4th qtr	In-process; dates subject
2022 C	4.1	to change
2022 Comprehensive Plan Docket	4th qtr	Not started
Annual zoning development regulations update (follows close of legislative session)	3rd/4th qtrs	Not started
ARPA administration	Annual	In-process
Lakewood VISION 2050 population allocations	Special	In-process
Update Pierce County-Wide Planning Policies	4th qtr	In-process
Complete annual assignments - capital facilities plan update, tracking housing	Annual	Housing report completed
date, and prepare multi-family tax credit report		

			Quarter 1		
Permit Type- Current Planning	Target # of Days	Total Permits	Average Days	% w/in Target?	# Outside Target
Zoning Certification	30	10	19.00	80%	2
Conditional use	120	0	n/a	n/a	n/a
Administrative use	120	n/a	n/a	n/a	n/a
Preliminary plat	120	0	n/a	n/a	n/a
Preliminary short plat	90	2	29.00	100%	0
Sign permit	20	9	3.50	100%	0
Site development permit	90	n/a	n/a	n/a	n/a
Building Permit	20	92	18.11	100%	0
Shoreline permit	180	4	31.75	100%	0
Permit Type	Target # of Days	Total Permits	Average Days	% w/in Target?	# Outside Target
Residential model homes					
(basic)	30	0			
New single family residential	30	23	29.5	74%	6
Residential additions	30	4	27.0	75%	1
New multi-family *	30				
New commercial buildings *	30	3	41.3	33%	2
Commercial tenant improvements - major (change of use)	30	13	16.6	85%	2

# Legal

Performance Measure	Target	Quarter 1
# of days on average to review/process a contract	3	3.3
% of cases disposed of in accordance with departmental standards	n/a	100
# of criminal citation cases filed		475
# of days on average for PRA response	30	15
Provide discovery within 14 calendar days of a request in 90% or more of the cases in which discovery	90%	100%
is authorized/required		
Make In Custody charging decisions within 8 hours of receipt of the report(s) in 90% or more of the	90%	100%
cases		
Review all felony In Custody NCF cases from Pierce County within 8 hours of receipt of the report(s) in	95%	100%
95% or more of the cases		
Review incidents for charging decision within 30 days of receipt	90%	100%

# **Municipal Court**

Performance Measure	Target	Quarter 1
# of community group road tours	8	5
# of incidents with offenders involving risk management	0	0
# of work crew hours performed in lieu of jail	0	312
Cost saved by using alternative sentencing	0	\$10,201
Cost saved from reduced number of court transports *	\$35,000	8750 *
Number of Veteran's Court participants	18	6
Number of Veteran's Court graduates	-	3

<sup>\*</sup>Cost savings regarding court transports will be down due to vacant position.

# Police

Performance Measure	Target	Quarter 1
Measure- Specialty Units		
# of traffic stops	9,000	1,287
Property Room Audits	1	0
Animal Complaints	2,600	238
# of captures by K9	25	
Marine Service Hours	90	12
SRT Missions	10	2
SRT Training Days	31	6
Civil Disturbance missions	0	0
Civil Disturbance Team Training Days	13	2
Vehicle Collisions (Fatality)	0	1
Vehicle Collisions (Injury)	250	50
Vehicle Collisions (Non-Injury)	2,100	212
Measure- Criminal Investigations	1.000	220
Cases assigned for follow up Cases cleared by investigation	1,000 700	330 213
Amount of narcotics seized (lbs) # of findings during Special Operations quarterly audits	30	<u>8</u> 0
Measure- Patrol	U	U
# of arrests	2,500	409
# of self-initiated calls for service	2,200	3,143
# of minutes to respond to call for service	12	18
Top Priority calls: Average time from receipt to dispatch (in minutes)	3	2.65
Top Priority calls: Average time from dispatch to arrival on scene (in minutes)		
Total calls for service	3.5	3.72
	55,000	11,286
Measure- Professional Standards	100	400
% of officers meeting state requirements for annual training hours # of training hours provided	100	100 1,575
# Of training nours provided Successful WASPC accreditation	8,080	•
# of internal investigations conducted	Yes 8	na 3
Use of force as percent of arrests	0.03	7.30%
Uses of force as percent of calls for service	0.10%	0.26%
Pursuits	35	11
Pursuit Terminations	15%	
Promotional processes completed		5
Hiring processes completed	2	1
	4	1
Measure - CSRT		
Total number of code enforcement complaints received	600	143
Average calendar days: Code complaint to first investigation	7	2
Total code enforcement cases initiated during the reporting period	500	140
Code enforcement cases resolved through voluntary compliance	300	49
Code enforcement cases resolved through forced compliance	0	22
Code enforcement: Average calendar days, Inspection to Forced Compliance	60	4
Code enforcement: Average calendar days, Inspection to Voluntary Compliance	14	10
Community Meetings Attended	120	24

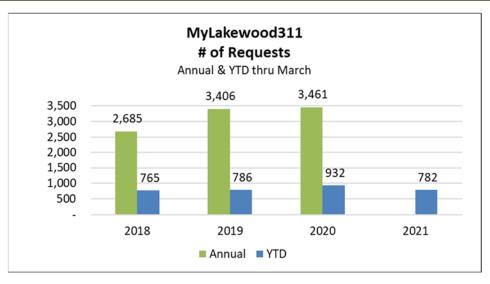
# **Parks and Recreation**

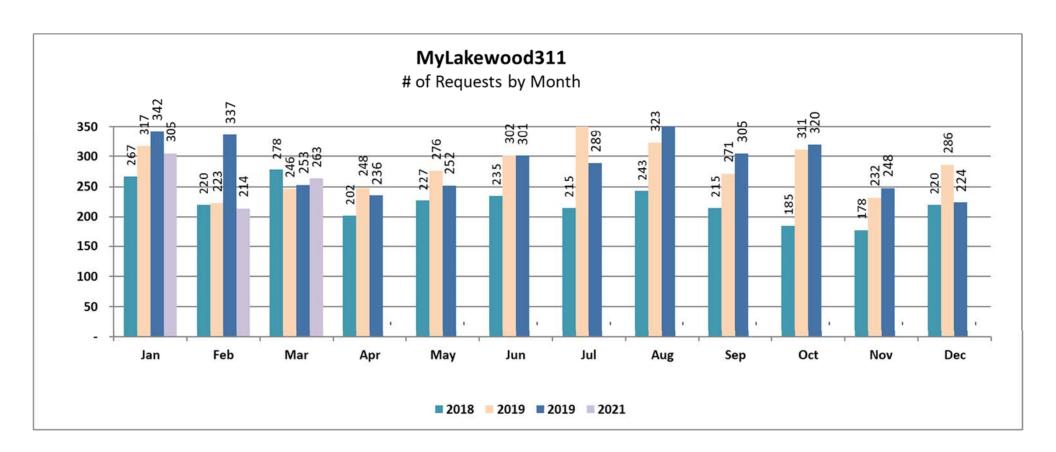
Performance Measure	Target	Quarter 1
Measure- Admin		
Cost Recovery % Target - 45% for parks and recreation services *	45 %	44%
Measure- Human Services		
Monthly average attendance at Lakewood Community Collaboration	40 each	
Meetings	month	22
# of human services contracts Managed	25	25
Measure- Recreation	23	
\$ vendor sales generated from Farmers Market	\$140,000	na
# of partners at SummerFEST	50	
\$ vendor fees generated from SummerFest	\$17,000	na
·	. ,	na 622.450
\$ sponsorship, grants and in-kind service	\$70,000	\$33,150
Math Relay School/participants	8/240	Postponed
# of registered participants at SummerFEST Triathlon	200	na
Measure- Senior Center		
# of unduplicated seniors served	1,400	276
		¢3.530
\$ revenue generated from grants, fees, donations & in-kind support	\$80,000	\$7,578
# of volunteer hours	1,300	219.05
Measure- Park Facilities	_,	
# of special use permits generated at park site (not FSP)	160	4
Boat Launch Revenue	\$50,000	\$7,556
# of returning customers	20	2
Measure- Fort Steilacoom		
# of acres of open space to maintain	500	500
· ·		
# of special use permits for park use	230	18
# of returning customers	25	9
Measure- Landscape		
# of sites maintained	38	46
# of special projects completed outside of regular maintenance	10	3
schedule		
Measure- Property Management		
# of square feet of coverage per building maintenance employee	158,615	158,615
# of unscheduled system failures	0	Fire Alarm Testing @ CH &
		LPD, Test fire Sprinkler system
		at CH, LPD, & ST, LNI elevator
		inspections
		Inspections
# of service requests	400	92
SWM Operations & Maintenance		
# of City street curb miles swept	3,600	1,103
# of catch basins cleaned or inspected	3,400	97
# of hours of storm drain pipe video inspections recorded	900	11.5
# of linear feet of storm drain pipe cleaned	30,000	0
# of tons of sweeping and vactor waste disposed of	2,000	146.5
# of gallons of sweeping and vactor liquid waste disposed of	100,000	1,500
Measure- Street Operations and Maintenance	_55,555	1,555
# of MyLakewood311 service requests regarding street maintenance	NA	436
	100%	98%
% of completed MyLakewood311 requests		
# of potholes responded to	<275	72
# of reported downed signs	<400	88
# of traffic signal major equipment failures	<2	0
# of after hour call outs	<250	38

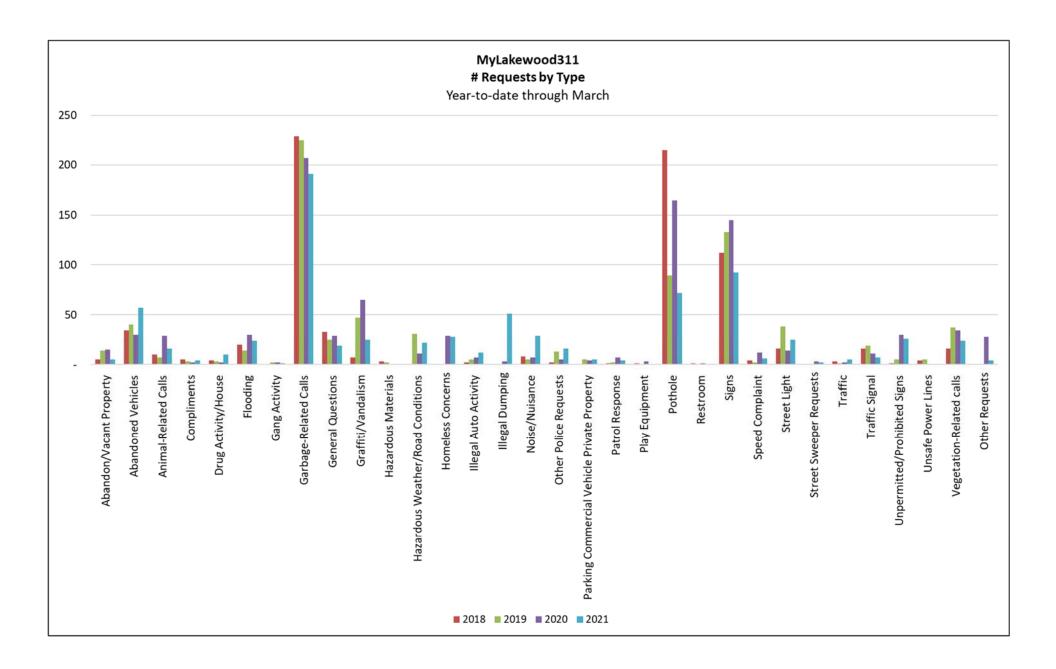
# **Public Works**

Performance Measure	Target	Quarter 1
Measure- Transportation Capital		
# of traffic signals operated and maintained	69	69
# of City maintained street lights	2,500	2,525
Annual transportation capital funds administered	N/A	\$1,431,615
Amount of transportation grant funds awarded	N/A	\$1,500,000
Measure- Surface Water Management		
# of businesses/properties inspected for SWM compliance	400/yr	15
# of volunteer hours for water quality sampling	150/yr	17
Average turnaround time for 1st review - Site Development Permits	30 days	30
Average turnaround time for Right of Way Permits	5 days	5

Myl	.akewood31	.1 # of Requ	ests by Typ	е			
	Y	TD March					
	2018	2018	2019	2019	2020	2020	2021
Туре	YTD	Total	YTD	Total	YTD	Total	YTD
Abandon/Vacant Property	5	47	14	55	15	53	5
Abandoned Vehicles	34	131	40	178	30	180	57
Animal-Related Calls	10	53	7	77	29	56	16
Compliments	5	11	3	13	2	10	4
Drug Activity/House	4	14	3	16	2	27	10
Flooding	20	47	14	75	30	95	24
Gang Activity	0	3	2	8	2	11	1
Garbage-Related Calls	229	893	225	1187	207	861	191
General Questions	33	151	25	110	29	115	19
Graffiti/Vandalism	7	78	47	192	65	192	25
Hazardous Materials	3	16	2	8	-	4	0
Hazardous Weather/Road Conditions	0	0	31	52	11	46	22
Homeless Concerns	0	0	0	0	29	141	28
Illegal Auto Activity	2	13	5	44	7	38	12
Illegal Dumping	0	0	0	0	3	6	51
Noise/Nuisance	8	35	5	26	7	90	29
Other Police Requests	2	24	13	54	5	34	16
Parking Commercial Vehicle Private Property	0	9	5	18	4	30	5
Patrol Response	1	7	2	31	7	24	4
Play Equipment	1	3	0	7	3	11	0
Pothole	215	371	89	263	165	294	72
Restroom	1	2	0	2	1	2	0
Signs	112	394	133	392	145	401	92
Speed Complaint	4	18	2	47	12	47	6
Street Light	16	65	38	83	14	54	25
Street Sweeper Requests	0	0	0	0	3	26	2
Traffic	3	11	1	17	2	24	5
Traffic Signal	16	71	19	86	11	39	7
Unpermitted/Prohibited Signs	1	17	5	80	30	127	26
Unsafe Power Lines	4	7	5	5	-	8	0
Vegetation-Related calls	16	139	37	162	34	148	24
Other Requests					28	267	4
Total	765	2,685	786	3,406	932	3,461	782







			MyLa	kewood	311 # o Year 2	•	sts by T	уре						
					rear 2	010								Total
Туре	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD March	Annual
Abandon/Vacant Property	1	3	1	8	3	5	2	8	7	3	4	2	5	47
Abandoned Vehicles	5	10	19	11	17	15	8	8	7	15	7	9	34	131
Animal-Related Calls	2	3	5	4	4	11	3	8	4	4	4	1	10	53
Compliments	5	-	-	1	-	-	1	1	-	1	-	2	5	11
Crime Tips	1	-	-	1	1	2	2	1	1	2	4	-	1	15
Drug Activity/House	-	1	3	-	2	2	1	1	-	1	2	1	4	14
Flooding	10	6	4	1	1	1	2	2	3	1	5	11	20	47
Gang Activity	-	-	-	-	-	-	2	-	-	-	1	-	-	3
Garbage-Related Calls	63	67	99	63	83	80	82	86	80	67	58	65	229	893
General Questions	4	9	20	6	13	16	22	20	10	13	12	6	33	151
Graffiti/Vandalism	3	2	2	2	15	7	9	11	6	5	11	5	7	78
Hazardous Materials	1	2	-	2	-	2	1	1	-	-	4	3	3	16
Hazardous Weather/Road Conditions	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Homeless Concerns	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Homeless Encampment	-	3	9	2	5	3	1	8	5	1	2	1	12	40
Illegal Auto Activity	-	1	1	1	2	2	1	2	-	3	-	-	2	13
Illegal Dumping	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Noise/Nuisance	3	3	2	5	4	7	3	-	4	2	1	1	8	35
Other Police Requests	-	-	2	2	5	1	6	2	3	-	1	2	2	24
Parking Commercial Vehicle Private	-	-	-	-	3	1	-	-	4	-	1	-	-	9
Patrol Response	-	-	1	-	1	2	1	1	1	-	-	-	1	7
Play Equipment	-	-	1	-	1	1		-	-	-	-	-	1	3
Pothole	117	52	46	51	12	16	10	12	9	16	6	24	215	371
Restroom	-	1	-	-	-	-	1	-	-	-	-	-	1	2
Signs	30	38	44	25	20	26	25	29	47	29	32	49	112	394
Speed Complaint	1	2	1	-	4	2	2	2	3	1	-	-	4	18
Street Light	9	3	4	7	2	5	3	6	7	5	5	9	16	65
Street Sweeper Request	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic	-	-	3	-	1	-	1	1	2	2	1	-	3	11
Traffic Signal	5	5	6	4	6	5	5	6	4	8	11	6	16	71
Unpermitted/Prohibited Signs	1	-	-	1	6	1	2	3	1	2	-	-	1	17
Unsafe Power Lines	2	2	-	-	-	-	1	-	2	-	-	-	4	7
Vegetation-Related calls	4	7	5	5	16	22	18	24	5	4	6	23	16	139
Other Requests	-	-	-	-	-	-	-	-	-		-	-	-	-
Total	267	220	278	202	227	235	215	243	215	185	178	220	765	2,685

			MyLa	kewood	1311 # c		sts by T	уре						
Туре	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD March	Total Annual
Abandon/Vacant Property	3	2	9	1	8	5	5	8	4	3	5	2	14	55
Abandoned Vehicles	11	16	13	17	8	16	30	13	21	10	11	12	40	178
Animal-Related Calls	3	1	3	3	4	13	8	17	6	12	2	5	7	77
Compliments	2	1	-	-	-	3	1	2	1	2	-	1	3	13
Crime Tips	1	1	2	2	2	3	2	-	-	-	-	-	4	13
Drug Activity/House	-	2	1	2	3	2	1	1	1	1	-	2	3	16
Flooding	7	6	1	1		2	3		5	9	1	40	14	75
Gang Activity	1	1	-	-	-	-	1	-	-	-	4	1	2	8
Garbage-Related Calls	72	53	100	106	95	105	158	132	93	103	90	80	225	1,187
General Questions	11	7	7	1	8	13	8	12	8	15	10	10	25	110
Graffiti/Vandalism	9	19	19	8	30	17	17	17	11	16	8	21	47	192
Hazardous Materials	2	-	-		-	-	1	2	2	-	1	-	2	8
Hazardous Weather/Road Conditions	29	-	2	3	2	-	1	2	2	7	2	2	31	52
Homeless Concerns	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Homeless Encampment	5	-	5	11	7	12	15	15	10	2	14	9	10	105
Illegal Auto Activity	2	2	1	1	5	11	4	6	4	2	3	3	5	44
Illegal Dumping	-	-	-	-	-	-	1	-	-	-	-	-	-	-
Noise/Nuisance	3	1	1	4		3	1	6	4	2	1	-	5	26
Other Police Requests	4	4	5	3	5	9	13	2	1	6	2	-	13	54
Parking Commercial Vehicle Private	1	2	2	2	-	1		3	2	2	1	2	5	18
Patrol Response	2	-	-	4	2	3	6	4	1	5	2	2	2	31
Play Equipment	-	-	-		1	2	1		1	1	1	-	-	7
Pothole	23	36	30	30	23	19	13	14	12	21	16	26	89	263
Restroom	-	-	-		-	-			-	-	-	2	-	2
Signs	75	38	20	27	31	25	27	31	34	38	18	28	133	392
Speed Complaint	1	1		7	11	1	8	5	9	2	-	2	2	47
Street Light	17	8	13	4	3	6	6	1	6	10	2	7	38	83
Street Sweeper Request	-	-	-	-	1	-	1	-	-	1	-	-	-	-
Traffic	-	1	-	2	1	3	3	3	2	2	-	-	1	17
Traffic Signal	10	5	4	2	5	7	9	6	9	7	13	9	19	86
Unpermitted/Prohibited Signs	2	3	-	1	1	-	11	8	9	14	14	17	5	80
Unsafe Power Lines	3	2	-			-			-	-	-	-	5	5
Vegetation-Related calls	18	11	8	6	21	21	18	13	13	19	11	3	37	162
Other Requests	-	-	-	-	-	-		-	-	-	-	-		-
Total	317	223	246	248	276	302	371	323	271	311	232	286	786	3,406

				MyLak	ewood31	L1 # of R Year 202	•	by Type						
													Total	Total
Туре	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD	Annual
Abandon/Vacant Property	3	7	5	1	5	1	4	7	11	3	3	3	15	53
Abandoned Vehicles	8	11	11	6	21	16	22	18	17	24	12	14	30	180
Animal-Related Calls	10	11	8	5		1		1	5	12		3	29	56
Compliments		1	1	1		2	1	1	2			1	2	10
Drug Activity/House	1	1	-	4	1	4	9	1	5			1	2	27
Flooding	25	1	4	-	1	3	1	1	31	13	10	5	30	95
Gang Activity	2						3	4			1	1	2	11
Garbage-Related Calls	65	74	68	63	58	71	70	123	93	64	54	58	207	861
General Questions	8	9	12	20	16	13	11	4	3	5	6	8	29	115
Graffiti/Vandalism	25	17	23	11	16	8	12	10	9	24	24	13	65	192
Hazardous Materials						1				2		1	-	4
Hazardous Weather/Road														
Conditions	6	5		3	6	5	4	4	1	5	1	6	11	46
Homeless Concerns	12	11	6	7	4	12	15	18	18	19	7	12	29	141
Illegal Auto Activity	4	1	2	8	4	1	3	1	7	2	3	2	7	38
Illegal Dumping	3						3						3	6
Noise/Nuisance	2	3	2	3	10	13	9	13	6	5	11	13	7	90
Other Police Requests		1	4	4	1	1	3	3	8	5	2	2	5	34
Parking Commercial Vehicle														
Private Property	1		3	1	3	2	7	6	3	1	3		4	30
Patrol Response	2	1	4	7		6			2		1	1	7	24
Play Equipment		1	2	1			4	2			1		3	11
Pothole	65	74	26	33	4	29	5	15	12	4	14	13	165	294
Restroom		1									1		1	2
Signs	63	53	29	28	21	18	23	38	24	52	38	14	145	401
Speed Complaint	5	3	4	3	9	2	7	5	3	3	2	1	12	47
Street Light	2	7	5	2	2	2	5	3	2	9	6	9	14	54
Street Sweeper Requests		3			3	4	2	1	1	5	3	4	3	26
Traffic			2	1	3	2	3	5	3	4		1	2	24
Traffic Signal	6	2	3		1	2	5	7	4	4	3	2	11	39
Unpermitted/Prohibited Signs	9	15	6	2	9	23	7	20	12	14	8	2	30	127
Unsafe Power Lines	-	-	-	-	-	-	6	2	-	-	-	-	-	8
Vegetation-Related calls	13	15	6	8	17	13	16	25	3	16	10	6	34	148
Other Requests	2	9	17	14	37	46	29	16	20	25	24	28	28	267
Total	342	337	253	236	252	301	289	354	305	320	248	224	932	3,461

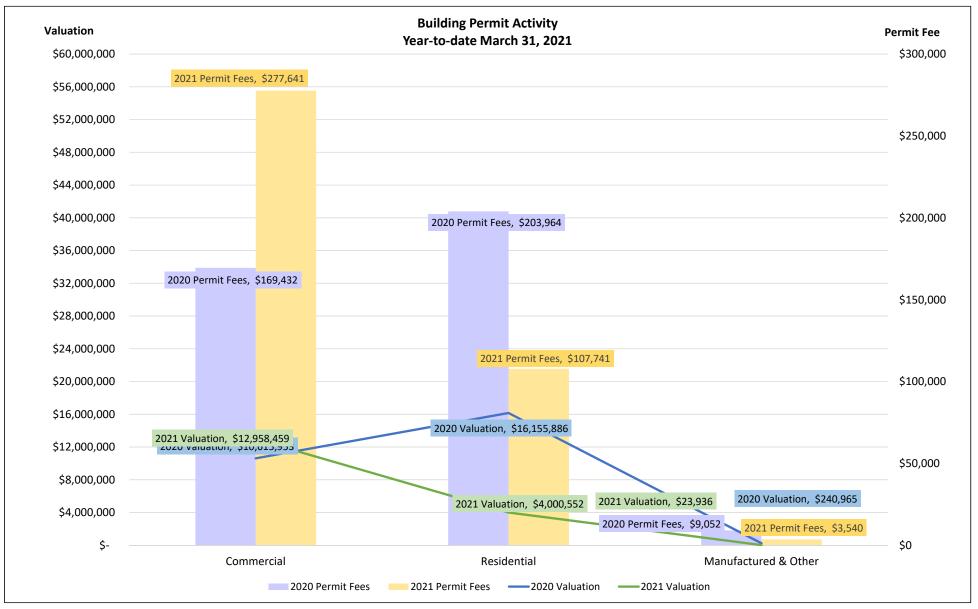
		My	/Lakewo			uests b	у Туре							
Year 2021														
													Total	Total
Туре	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD	Annual
Abandon/Vacant Property	-	3	2										5	5
Abandoned Vehicles	22	15	20										57	57
Animal-Related Calls	5	2	9										16	16
Compliments	2	1	1										4	4
Drug Activity/House	6	2	2										10	10
Flooding	21	3	-										24	24
Gang Activity	-	-	1										1	1
Garbage-Related Calls	71	53	67										191	191
General Questions	5	5	9										19	19
Graffiti/Vandalism	15	3	7										25	25
Hazardous Materials	-	-	-										-	-
Hazardous Weather/Road Conditions	17	5	-										22	22
Homeless Concerns	6	7	15										28	28
Illegal Auto Activity	2	6	4										12	12
Illegal Dumping	16	16	19										51	51
Noise/Nuisance	9	8	12										29	29
Other Police Requests	2	7	7										16	16
Parking Commercial Vehicle Private Property	-	2	3										5	5
Patrol Response	2	1	1										4	4
Play Equipment	-	-	-										-	-
Pothole	28	27	17										72	72
Restroom	-	-	-										-	-
Signs	43	22	27										92	92
Speed Complaint	2	1	3										6	6
Street Light	5	11	9										25	25
Street Sweeper Requests	1	-	1										2	2
Traffic	3	2	-										5	5
Traffic Signal	3	-	4										7	7
Unpermitted/Prohibited Signs	7	6	13										26	26
Unsafe Power Lines	-	-	-										-	-
Vegetation-Related calls	11	4	9										24	24
Other Requests	1	2	1										4	4
Total	305	214	263	-	-	-	-	-	-	-	-	-	782	782

#### **Building Permit Activity Report**

	Total 2020 - YTD Mar				Total 2021 - YTD Mar				2021 Change over 2020 Increase/(Decrease)								
Permit Type Description	# of	Permit Fees	_	Valuation	# of		mit Fees		Valuation	# 0	of	mcrease/(Decrease)					
,, ,	Permits				Permits					Pern	nits	P	ermit l	Fees		Valuation	
Commercial	85	\$ 169,432	\$	10,615,953	130	\$	277,641	\$	12,958,459	45	53%	\$ 108	3,209	64%	\$ 2,	342,506	22%
Commercial Addition	1	\$ 2,948	\$	155,000	3	\$	2,281	\$	78,000	2	200%	\$	(667)	-23%	\$	(77,000)	-50%
Commercial Carport	-	\$	- \$	-	1	\$	499	\$	8,800	1	n/a	\$	499	n/a	\$	8,800	n/a
Commercial Deck	-	\$	- \$	-	1	\$	901	\$	17,981	1	n/a	\$	901	n/a	\$	17,981	n/a
Commercial Demolition Permit	5	\$ 1,349	\$	68,500	3	\$	687	\$	90,500	(2)	-40%	\$	(662)	-49%	\$	22,000	32%
Commercial Gate	1	\$ 1,337	\$	30,000	1	\$	729	\$	31,000	0	0%	\$	(608)	-45%	\$	1,000	3%
Commercial Mechanical	20	\$ 7,676	\$	-	26	\$	43,626	\$	-	6	30%	\$ 3!	5,951	468%	\$	-	n/a
Comm Over-the-Counter Mechanical	5	\$ 758	\$	-	3	\$	416	\$	-	(2)	-40%	\$	(342)	-45%	\$	-	n/a
Solar - Comm/Non-prescriptive Res	-	\$	- \$	-	-	\$	-	\$	-	0	n/a	\$	-	n/a	\$	-	n/a
New Commercial Building	5	\$ 34,023	. \$	2,053,000	3	\$	36,886	\$	3,608,724	(2)	-40%	\$ :	2,865	8%	\$ 1,	555,724	76%
New Commercial Bldg - Multi-Family	-	\$	- \$	-	4	\$	66,984	\$	4,973,332	4	n/a	\$ 60	5,984	n/a	\$ 4,	973,332	n/a
Commercial Plumbing	15	\$ 2,894	\$	-	22	\$	47,426	\$	-	7	47%	\$ 4	1,533	1539%	\$	-	n/a
Commercial Swimming Pool/Spa	-	\$	- \$	-	-	\$	-	\$	-	0	n/a	\$	-	n/a	\$	-	n/a
Comm over-the-counter plumbing	2	\$ 216	\$	-	3	\$	210	\$	-	1	50%	\$	(7)	-3%	\$	-	n/a
Commercial Retaining Wall	1	\$ 3,573	\$	172,000	-	\$	-	\$	-	(1)	-100%	\$ (3	3,573)	-100%	\$ (	172,000)	-100%
Commercial Remodel	20	\$ 109,273	\$	7,890,775	36	\$	67,951	\$	3,786,966	16	80%		1,322)	-38%	\$ (4,	103,809)	-52%
Commercial Re-roof	1	\$ 2,202	\$	106,675	2	\$	2,008	\$	43,215	1	100%	\$	(194)	-9%		(63,460)	-59%
Comm re-roof over-the-counter	6	\$ 2,964		137,642	10	\$		\$	257,679	4	67%		2,145	72%		120,037	87%
Commercial Window Replacement	-	\$	- \$	-	-	\$		\$	-	0	n/a	\$	-	n/a	\$	-	n/a
Comm Window replacement OTC	3	\$ 222		2,361	12	Ś		\$	62,262	9	300%	\$ :	1,705	768%	Ś	59,901	2537%
Residential	276	\$ 203,964	<u> </u>		275	\$	107,741	\$	4,000,552	(1)	0%		5,223)	-47%	\$ (12,	155,334)	-75%
Residential Accessory Structure	6	\$ 9,599		359,131	2	\$		\$	74,719	(4)	-67%	•	5,451)	-67%		284,412)	-79%
Residential Addition	7	\$ 12,344		395,259	5	\$		\$	375,169	(2)	-29%	<u> </u>	2,956)	-24%	7 (	(20,090)	-5%
Residential Accessory Dwelling Unit	,	\$ 12,54	- \$	333,233	1	\$		\$	24,875	1	n/a		1,678	n/a	\$	24,875	n/a
Residential Demolition Permit	6	\$ 1,059	7	279,500	10	\$		\$	116,000	4	67%	\$	944	89%		163,500)	-58%
Residential Gate	U	\$ 1,035	- \$	279,300	10	\$	,	\$	110,000	0	n/a	\$	-	n/a	\$	103,300)	n/a
Residential Mechanical	-	Ś	- \$		_	\$		\$	-	0	n/a	\$		n/a	\$	-	n/a
Res over-the-counter mechanical	137	\$ 10,298			131	\$		\$	_	(6)	-4%		1,247)	-12%	\$		n/a
	18	\$ 113,108	<u> </u>	6,786,939	5	\$		\$	935,091	(13)	-72%		7,902)	-87%		351,848)	-86%
New Single Family Residence Residential Plumbing	2	\$ 113,100	_	0,760,939	2	\$	-	\$	955,091	0	-72%	\$ (9.	(85)	-39%	ې (ع, د خ	551,646)	-80% n/a
*	14	\$ 824	<u> </u>		26	\$			-	12	86%	\$	632	77%	\$	-	
Res over-the-counter plumbing	14	\$ 824	- \$	-	26	\$	-	\$	-	0		\$	032		т		n/a
Residential Re-roof	- 10		<u> </u>	430.044	- 10	<u> </u>			240.452		n/a		-	n/a	\$	-	n/a
Res re-roof over-the-counter	10	\$ 3,122		139,811	18	\$	,	\$	249,153	8	80%		2,903	93%		109,341	78%
Residential Remodel/Repair	30	\$ 43,633	<u> </u>	1,751,063	48	\$		\$	2,028,633	18	60%	•	0,938	25%		277,569	16%
Solar - Residential Prescriptive OTC	-	\$	- \$	-	-	\$		\$	-	0	n/a	\$	-	n/a	\$	-	n/a
Residential Window Replacement	-	\$	- \$	-	1	\$		\$	18,000	1	n/a	\$	624	n/a	\$	18,000	n/a
Res Window replacement OTC	46	\$ 9,760		6,444,183	26	\$		\$	178,914	(20)	-43%		5,300)	-54%		265,270)	-97%
WEB Residential Furnace	-	\$	- \$	-	-	\$	-	\$	-	0	n/a	\$	-	n/a	\$	-	n/a
WEB Residential Water Heater	-	\$	- \$	-	-	\$	-	\$	-	0	n/a	\$	-	n/a	\$	-	n/a
Manufactured Home	4	\$ 3,608		125,900	2	\$	481	\$	7,902	(2)	-50%		3,128)	-87%		117,998)	-94%
Manufactured Home - residential lot	-	\$	- \$	-	-	\$	-	\$	-	0	n/a	\$	-	n/a	\$	-	n/a
Manufactured Home - MH Park	-	\$	- \$	-	-	\$	-	\$	-	0	n/a	\$	-	n/a	\$	-	n/a
Monument Sign	4		_			\$		\$	7,902	(2)	-50%		3,128)	-87%		117,998)	-94%
Other	15			115,065	17			\$	16,034	2	13%		2,385)			(99,031)	-86%
Change of Use	-	\$	- \$	-	6	\$		\$	-	6	n/a		1,104	n/a	\$	-	n/a
Day Care	-	-	- \$	-	-	\$		\$	-	0	n/a		-	n/a	\$	-	n/a
Pole Sign	1		_	38,690	-	\$		\$	-	(1)	-100%		1,133)	-100%	\$	(38,690)	-100%
Wall Sign	8	\$ 3,207	\$	76,375		\$	1,109	\$	16,034	(3)	-38%	\$ (2	2,098)	-65%	\$	(60,341)	-79%
Adult Family Home	6	\$ 1,104	\$	-	6	\$	847	\$	-	0	0%	\$	(258)	-23%	\$	-	n/a
Universal Base Plan	-	\$	- \$	-	-	\$	-	\$	-	0	n/a	\$	-	n/a	\$	-	n/a
	380	\$ 382,448	\$	27,012,804	424	\$	388,921	\$	16,982,947	44	12%	\$ (	5,473	2%	\$ (10,	029,857)	-37%

## Note:

- Reports generated in the permits module are based either on application date range or issued date range and are meant to show activity.
- At application a portion of the fees are collected with the balance being collected at issuance which could fall in two different reporting periods.
- The report is not intended to be a revenue report, rather it is intended to show the number and types of permits and information on what those permits generated overall in permit fees and valuation.
- The Building Permit Report only reflects the building division and does not include planning and public works.
- The revenue reported on this spreadsheet is based on issued permits and will never match the financial revenue report as it does not include monies collected on permits that have not yet been issued.



Annual Totals	2020 # Permits	2021 # Permits	2020 Permit Fees	2021 Permit Fees	2020 Valuation	2021 Valuation
Commercial	85	130	\$ 169,432	\$ 277,641	\$ 10,615,953	\$ 12,958,459
Residential	276	275	\$ 203,964	\$ 107,741	\$ 16,155,886	\$ 4,000,552
Manufactured & Other	19	19	\$ 9,052	\$ 3,540	\$ 240,965	\$ 23,936
Total	380	424	\$ 382,448	\$ 388,921	\$ 27,012,804	\$ 16,982,947



TO: Mayor and City Council

FROM: Dave Bugher, Assistant City Manager, Development Services

THROUGH: John Caulfield, City Manager John C

DATE: June 14, 2021 (Council Study Session)

SUBJECT: Downtown/Towne Center Subarea plan Update

**Purpose:** This memorandum brings forward a discussion with the City Council on the development of a central park within the City's downtown. The basis for the discussion is the Downtown Subarea Plan, and implementing Lakewood Municipal Code (LMC), the Downtown Development Code, Title B, adopted in 2018. The memorandum has four parts:

1. Reviews policy and strategy excerpts of the current downtown plan;

- 2. Reviews the two proposed downtown parks as proposed by the consultant, BERK & Associates (the park site found in the currently vacant Joe's parking lot, was chosen as the preferred park site by the City);
- 3. Reviews with the Council an internal exercise conducted by selected department directors to test BERK's parks concepts;
- 4. Policy discussion on downtown park development; and
- 5. For historical reference, enclosed is a proposed park design in the downtown that was published in *The Tacoma City Paper*, July 17-23, 1997. The park design was prepared by local architect, James Guerrero for the year 2020.

**Current Policy Direction, Downtown Plan Subarea Plan:** Excerpts of the adopted Downtown Plan Parks, Open Spaces, and Trails are found below.

#### - BEGIN EXCERPT -

# Parks, Open Spaces, & Trails

#### Context

There are cultural facilities – a library, museum, and theater – in the Plan area, but the Downtown lacks parks and open space. Per its 2014 Legacy Plan, the City's open space level of service is 0.75-mile walking distance, or a 20-minute walking time, to urban parks serving residents living in high density residential or mixed-use areas. Most of the Downtown does not meet this standard.

North of Downtown, the City manages the Kiwanis Park, which is three acres and contains a skate park. The County's Seeley Lake Park abuts Downtown to the northeast near the East Commercial District and is about 47-acres containing a loop trail, woods, and wetlands. Active Park lies to the east of the Lakewood Towne Center Mall.

Community engagement showed a keen interest in outdoor recreation such as a spray park, a linear park, entertainment venues for art, music, and food and indoor cultural facilities.

Figure 43. Outdoor Recreation: Spray Park and Linear Park



Lakewood Downtown Plan Survey 2017, McCament & Rogers LLC 2014

**Park Concepts:** Recognizing the value of gathering spaces and active, healthy lifestyles by residents and businesses, coupled with the current lack of parks and recreation space, this Plan proposes a focal central park and a linear green street connection most of the Plan area. Connections to adjacent parks, including Active Park and Seeley Lake Park, are also proposed.

(See next page.)

Figure 44. Park Concepts for Downtown Lakewood Central Park Case Studies





Downtown Burien -1 acre



Downtown Redmond, 2 acres & under construction



# Park, Open Spaces & Trails Policies + Strategies

#### **Policies**

- Policy: Create public spaces and amenities in the Central Business District (CBD) to support Downtown businesses and residents.
- Policy: Acquire lands and construct community-gathering destinations such as plazas, open space or community facilities within the Towne Center.
- Policy: Invest in a quality park and recreation system to enhance economic benefit.
- Policy: Encourage the development of open space and recreation amenities in business parks or other commercial areas to support workers and nearby residents.
- Policy: Increase emphasis on making Lakewood accessible and convenient for pedestrians and bicycle riders.

## **Strategies**

- Strategy: Implement the Lakewood Legacy Plan urban parks level of service standard.
- Strategy: Explore grant and other funding opportunities for public space improvements and programming.
- Strategy: Authorize partial fees-in-lieu of onsite parks and recreation facilities that would contribute to central and linear park implementation.
- Strategy: Acquire land for and develop a central park in Downtown to provide citizens with recreation and cultural features.
- Strategy: Develop the Green Loop to connect the Downtown's parks, recreation, cultural, transit, and retail assets.
- Strategy: Explore the potential to designate a cultural district within Downtown to celebrate art and creativity and to attract funding.
- Strategy: Program and host events (e.g., farmers market, parades, holiday festivals or Octoberfest) for Downtown public spaces.
- Strategy: Create streetscapes and trails that link the Downtown area to parks and recreational facilities outside of Downtown.

## **Stormwater and the Natural Environment**

#### Context

#### **Natural Environment**

Downtown is located to the west in the City and within the drainage basins of Steilacoom and Gravelly Lakes. Clover Creek flows northwest into Steilacoom Lake, crossing the southwest corner of the Town Center District. Clover Creek is a salmonid-bearing stream with documented Coho salmon and presumed winter steelhead. Ponce de Leon Creek, another salmonid-bearing stream, flows to the west of the Town Center District. In addition to mapped critical areas, several streams and waterbodies are piped within the planning area.

Portions of Clover Creek are within a special flood hazard area. Special flood hazard areas are subject to flooding and have a 1% annual chance of flood (100-year food).

The entire Downtown Study Area is within an aquifer recharge area (Lakewood Water District, 2018). The soils are highly permeable and gravelly in nature, and the area is rated as highly vulnerable on the DRASTIC index range (LMC 14A.150; (Brown and Caldwell et al., 1990)). The City's sole source of drinking water is from underground aquifers and recharge (replenishing) of the aquifers comes from local rainfall in the Clover-Chambers watershed which includes the Downtown Plan Study Area.

Urban adapted wildlife (e.g. rodents, raccoons, and some birds such as crows) may take advantage of the limited greenspace within Downtown Lakewood.

#### **Stormwater**

The natural surface waters have been modified over time and have been integrated into the manmade stormwater system to enable development. The Downtown stormwater pipes and vaults are shown in Figure 45.

Redevelopment in the Downtown will require compliance with modern stormwater standards, including which best management practices to minimize stormwater impacts on water quality and quantity. (See next page.)

100 (100) 98 Ca C C C C Vault. Channel Creek Storm Drainage Pipe Wetland Central Business District Park

Figure 45. Surface Water Features

Digital Globe, 2016, City of Lakewood, Pierce County GIS, ESA

**Proposed Improvements:** This plan supports restoration of Seeley Lake Park outside the Study Area and an option to daylight a portion of Ponce de Leon Creek per Comprehensive Plan policies.

Depending on the extent and type of restoration of Seeley Lake Park, these changes could help to improve the water quality of the wetland and improve habitat for urban wildlife.

Daylighting a portion of Ponce de Leon Creek could provide additional instream and riparian habitat along the daylighted portion of the stream. Daylighting a portion of the creek could also have a community benefit and be an opportunity for education as it would be a natural feature in an urban environment. However, daylighting a portion of the creek would not necessarily address water quality issues, which could hinder ecological benefit. The area also has a high water table, and daylighting may have an effect on groundwater. Additionally, depending upon site constraints and easements acquired, the riparian area may be too narrow to provide any ecological benefit or costs may render daylighting impractical.

Improvements in the stormwater system, which currently has limited areas of filtration or water quality treatment, would be supported by the City's application of its stormwater standards, including:

- 2012 Stormwater Management Manual for Western Washington (as amended in 2014) (Washington Department of Ecology, 2014);
- Pierce County Stormwater Management and Site Development Manual (Pierce County, 2015); and
- Washington State Department of Transportation (WSDOT) Highway Runoff Manual (WSDOT, 2014)

## **Stormwater and the Natural Environment Policies + Strategies**

#### **Policies**

- Policy: Protect the quality and quantity of groundwater.
- **Policy:** Require that development follow adopted stormwater standards that incorporate low impact development (LID) principles and standards.
  - Where onsite filtration is feasible, it should be provided.
  - Permeable surfaces should be considered for sidewalks.

# **Strategies**

- **Strategy:** Feature low impact development and green stormwater infrastructure along the Green Street Loop.
- Strategy: Use native and/or drought tolerant landscaping in the Downtown.
- **Strategy:** Provide educational signage at aboveground stormwater facilities and/or added natural features.
- **Strategy:** Encourage that open ponds be an amenity for the Downtown, with both natural landscape and urban access and edge treatments.

- **Strategy:** Address protection and potential restoration of piped streams in development to improve downstream function.
- **Strategy**: Require a conservation easement or other regulatory structure for piped streams to ensure the possibility of creek daylighting is not precluded by future redevelopment.
- **Strategy:** Identify types of acceptable low impact development and green stormwater infrastructure techniques for small parcels in the Plan area. Be open to emerging ideas.

## **Utility Infrastructure (Water, Sewer, Power)**

#### Context

Water service is provided by the Lakewood Water District, and Downtown is fully served. The District began a 35-year program of replacement and rehabilitation in 1995, and some of the lines are mapped as needing replacement in the Downtown Plan area. Once these replacements are complete, water service will be sufficient for Downtown including daily use and fire suppression demand<sup>1</sup>.

Sewer service is provided by Pierce County Public Works and Utilities. Downtown is in the County's Lakewood East Sewerage Sub-basin and is fully served. Pierce County plans to increase sewer capacity in the area. Designs under consideration currently include either an increase in the size of the current interceptor (from 54" to 72") or the addition of a parallel sewer line. Any needs for additional flow can be considered and incorporated into Unified Sewer Plan updates in 2018 or beyond. (Bedi, 2018)

Power providers in the Downtown include Lakeview Light & Power and Tacoma Public Utilities.

Water and sewer lines traverse larger private properties within the Plan area such as the Lakewood Towne Center Mall. This could affect where and how public streets are added. The addition of new public streets could necessitate changes to some utility lines. Developers are responsible for the cost of these alterations, which may be identified during the design review for individual projects. The City should consider development incentives to advance public street improvements and to help offset developer responsibility for the cost of utility alteration.

# Utility Infrastructure (Water, Sewer, Power) Policies + Strategies Policies

Policy: Ensure Downtown features a connected public street grid and updated utility infrastructure to support densification.

Policy: Encourage energy efficient development in the Downtown Study Area.

<sup>1</sup> Water supply requirements for fire flow can be much greater than the average daily usage for single buildings. Developers are responsible for improvements needed to meet fire code requirements on their property, so additional improvements may be identified during the design review for individual projects.

# **Strategies**

- **Strategy**: Facilitate the creation of public streets to maximize development potential that meets the Downtown Plan vision.
- **Strategy**: Develop a water line replacement phasing plan in conjunction with the Lakewood Water District that dovetails with the installation of public streets to reduce the costs of utility relocation.
- **Strategy:** Coordinate with Pierce County on the relocation of sewer lines as public streets are developed.
- **Strategy:** Promote energy-saving building materials and site designs (e.g., LEED or similar ranking systems) through development regulation incentives.

	Plan Action	Timeline	Department
	<ul> <li>Address protection and potential restoration of piped streams in development to improve downstream function.</li> </ul>	Mid-term	Community Development, Public Works Engineering
	Require a conservation easement or other regulatory structure for piped streams to ensure the possibility of creek daylighting is not precluded by future redevelopment.	Mid-term	Community Development, Public Works Engineering
	Identify types of acceptable low impact development and green stormwater infrastructure techniques for small parcels in the Plan area. Be open to emerging ideas.	Short-term; Ongoing	Public Works Engineering
Utility Infrastructure	<ul> <li>Facilitate the creation of public streets to maximize development potential that meets the Downtown Plan vision.</li> </ul>	Mid-term	Public Works Engineering, Community Development
	Develop a water line replacement phasing plan in conjunction with the Lakewood Water District that dovetails with the installation of public street to reduce the costs of utility relocation.	Short-term	Public Works Engineering
	Coordinate with Pierce County on the relocation of sewer lines as public streets are developed.	Short-term; Ongoing	Public Works Engineering
	Promote energy-saving building materials and site designs (e.g., LEED or similar ranking systems) through development regulation incentives.	Short-term; Ongoing	Community Development

	Plan Action	Timeline	Department		
Community Partnerships	Create a Downtown Plan Advisory Commission with staff support to assist with implementation efforts.	Mid-term	Community Development, Economic Development		
	Connect businesses to other Lakewood business support organizations' missions and programs including the Lakewood Chamber of Commerce.	Short-term; Ongoing	Community Development, Economic Development		

Due to recent passage and Governor signing into law Tax Increment Financing revitalization projects and programs may be financed by diverting a portion of the regular property taxes imposed by local governments within a tax increment area. The law allows local governments to raise revenue in order to finance public improvements that are designed to "encourage economic growth and development in geographic areas characterized by high levels of unemployment and stagnate employment and income growth." Use of the funds is expected to "encourage private development within the increment area and to increase the fair market value of real property within the increment area." The law requires there be a signed, written agreement among taxing districts, project analysis, two public hearings, and adoption of an ordinance. The agreement indicates that taxing districts in the aggregate will levy at least 75 percent of the regular property tax within the increment area.

**Parks Costs:** The roadway improvements above address the Green Street Loop, a linear park and nonmotorized travel improvement. In addition to the Green Street Loop the Downtown Plan supports a Central Park. A two to four-acre park has been evaluated. A two-acre park would have less potential disruption to future public road improvements and retain more area for private redevelopment.

The capital costs per acre (not including cost of land and design) will be in a range of \$3 to \$5 million. For reference, Downtown Redmond's construction cost is \$11 million for 2.2 acres. Depending on land costs and design the costs could increase by \$5 to \$10 Million for a total of \$15 to \$30 Million.

Exhibit 5. Park Size and Costs Excluding Acquisition and Design

	TWO-ACRE PARK	FOUR-ACRE PARK
Capital Cost	\$10,000,000	\$20,000,000
Source: KPG, BEERK, 2018		

The Downtown Development Code allows a developer to pay an in-lieu fee for up to half of the required private common and unit-specific open space, and instead contribute to the Central Park or the Green Loop.

Citywide the City is considering park financing options and exploring metropolitan park district options.

#### - END EXCERPT -

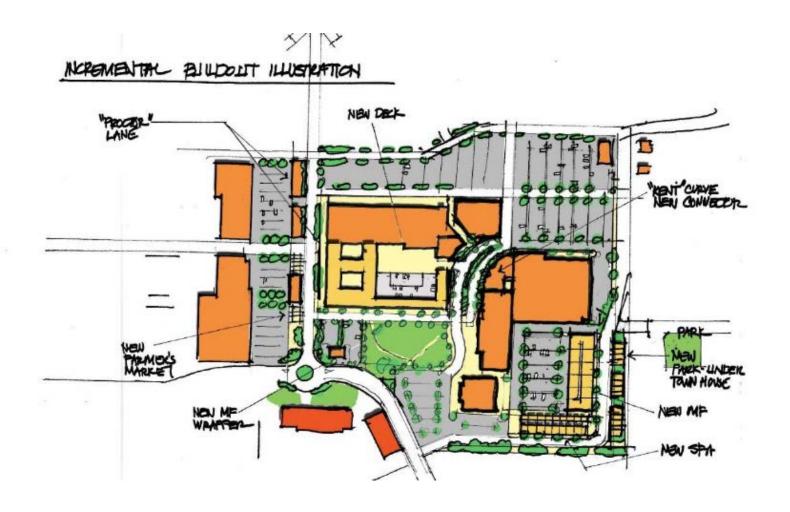
What makes a city park work? Besides the criteria outlined in the Downtown Plan, here are some criteria that may help with this review and discussion.

- 1. <u>A park should be "nearby" for everyone.</u> Public open space, such as a square or "commons" should be at the center of a neighborhood; no more than five minutes' walk from most residents. Public buildings, shops (a corner store at minimum) and a transit stop should be near the center too. Smaller parks should be scattered throughout the neighborhood so that no one is more than three minutes' walk from a park.
- 2. <u>A public park should look and feel truly public</u>. Being bounded by streets or sidewalks on all sides is one sure way to communicate "publicness." The presence of civic buildings and monuments also reinforces this public character.
  - Conversely, spatial relationships get confusing when private houses or buildings back up to a park, without a clear public zone in between. This ambiguous edge fosters conflict between those who live next to the park, and others who come from the surrounding area. A better approach would be for houses to front the park, so that porches, front yards, and streets buffer the edge between public use and private enjoyment.
- 3. <u>Parks should be simple and not overdesigned.</u> Trees, grass, some walkways and benches. A park can have a strong identity, for example, active versus passive recreation, but it should also have enough of the "basics" to satisfy the needs of a broad range of users.
- 4. A park should retain or enhance the natural contours of the land.
- 5. A good park should allow you to both see and walk through it.

**Review of the two park concepts in the Downtown Plan:** Please see attached figures following this page. There are three figures per park site.

Again, the first park concept, beginning on page 12, was adopted by the City Council as part of the Downtown Subarea Plan.

The second park concept begins on page 15.



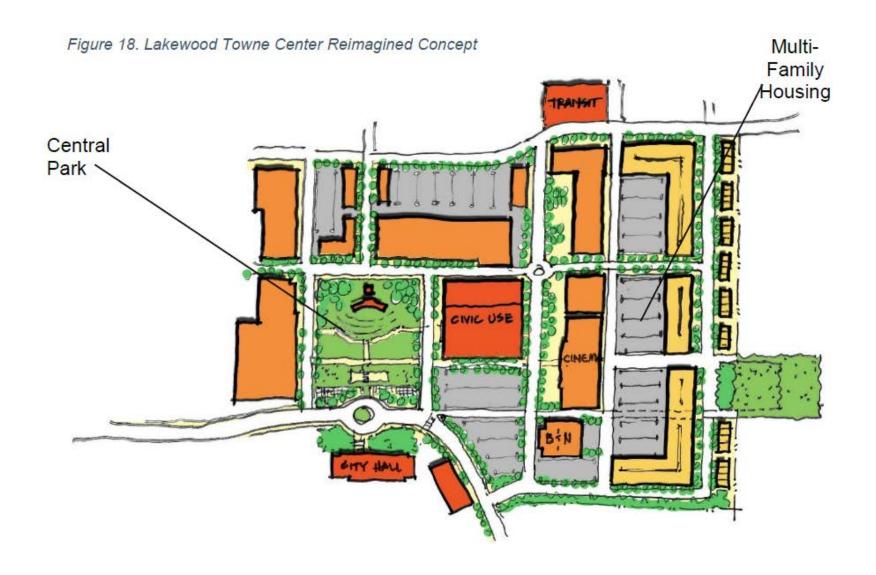
This proposal is part of the City's adopted Legacy Plan which shows a Downtown Park with funds being set aside in 2025. Estimated costs, \$15,000,000.





# PLAN 1

A1	RETAIL (1 LEVEL)	5,830 sqF1
A2	RETAIL (1 LEVEL)	5,830 sqF1
EA.	RETAIL (1 LEVEL)	5,830 soft
A4	RETAIL (1 LEVEL)	6,240 sqF1
В	CIVIC	38,180 sqrt
	3/2	LEVEL 1-2 LIBRARY
	L	EVEL 3-5 SENIOR LIVING
		190,900 SQFT TOTAL
С	MIXED USE	16,600 sqF1
	4/1	LEVEL I RETAIL
		LEVEL 2-5 LOFTS
		83,000 soft total
D	RETAIL	23,525 sqF1
	2 STORIES	47, 050 SQFT TOTAL
E,	RETAIL (1 LEVEL)	11,730 sqF1
F1	MIXED USE	14,890 SQFT
	4/1	LEVEL 1 RETAIL
		LEVEL, 2-5 LOFTS
		74,450 SQFT TOTAL
F2	MIXED USE	16,525 sqm
	4/1	LEVEL 1 RETAIL
		LEVEL 2-5 LOFTS
		82,625 SQFT TOTAL
G	TOWNHOUSE	840 sqF1
	3 STORIES	2,520 SQFT EACH
	CARRIAGE HOUSE	
		, 16 CARRIAGE HOUSES OD SOFT GRAND TOTAL
PI	PARKING DECK	32,400 sqF1
	100 CARS PER LI	EVEL 3 LEVELS
	LADDITION	G00,G05 sort
NEW PROPERTY	LDEMOLITION	0 soft







# PLAN 2

A1	RETAIL (1 LEVEL	) 6,200 sqFT
A2	RETAIL (1 LEVEL	6,200 soft
ЕА	RETAIL (1 LEVEL	6,200 sqFT
В	RETAIL (1 LEVEL	) 10,075 sqft
c	RETAIL (1 LEVEL	) 73,295 soft
D	MIXED USE 4/1	48,140 soft LEVEL 1 RETAIL LEVEL 25 LOFTS 240,700 SOFT TOTAL
E	PARK BUILDING	3,630 sqFT
F	CIVIC BUILDING 3/2 LE	74,000 soft LEVEL 1-2 LIBRARY EVEL 3-5 SENIOR LIVING 370,000 SOFT TOTAL
G	RETAIL (1 LEVEL	) 15,785 soft
Н	CINEMA	47,390 sqFT
1	MIXED USE 4/1	52,050 soft LEVEL 1 RETAIL LEVEL 2.5 LOFTS 260,250 SOFT TOTAL
7	MIXED USE 4/1	24,150 SQFT LEVEL 1 RETAIL LEVEL 2-5 LOFTS 120,750 SQFT TOTAL
К	MIXED USE 4/1	57,590 SQFT LEVEL 1 RETAIL LEVEL 2-5 LOFTS 287,950 SQFT TOTAL
L	TOWNHOUSE 3 STORIES 32 HOUSES	1020 soft 3,060 soft each 97,970 soft total
	L ADDITION L DEMOLITION	1,639,728 sqFt -300,385 sqFt 1,339,343 sqFt

**Assignment:** On June 14, 2021, the City Council is scheduled to discuss the, "Downtown/Towne Center Subarea Plan Update." This update centers around creating a new "central park" based on the adopted Downtown Subarea Plan.

When the assignment was made about three/four weeks ago, the city manager did not direct which persons were to work on the assignment. He also did not assign a lead person. He assumed that the department heads would figure it out. Since then, things have not moved forward (because everyone is busy), and I have become increasingly concerned that this project will languish, that we will end up waiting to the last minute, culminating with a less than satisfactory report. So, if no one objects, I'm going to lead this effort.

To complete the assignment timely, the manager will want to review our work well in advance of the June 14 meeting. It is my goal to deliver him a final report by June 1. He has also informed me that the three of us will have a Zoom meeting on this subject during the first week in June.

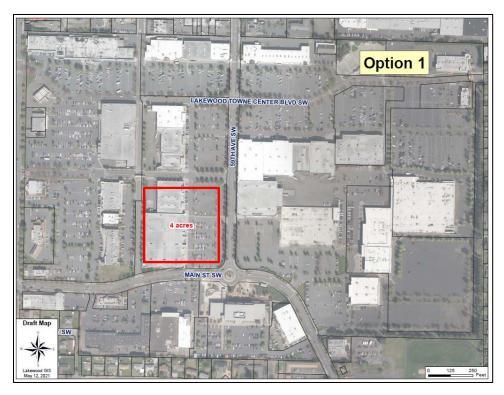
I have had a few conversations with the manager about his expectations. First, we are to use the adopted Plan focusing on a central park site located generally within the 100-acres owned by Lakha Properties, RPAI, Dayton Hudson, Lakewood Towne Centre South, and adjoining out-pads. Money is not to be our concern. If we need to demolish buildings, relocate businesses, move streets/build new streets, or relocate utilities, we have carte blanche. It is a free-form exercise, so long as we stay within the area I have described above.

**Testing the two park concepts:** The city manager assigned Mary Dodsworth, parks, recreation & community services director, Paul Bucich, public works and engineering services director, and me to bring forward a review of the downtown park concept, but with two conditions.

- We were to use the adopted polices within the Downton Plan, focusing on a central park site located generally within the 100-acres owned by Lakha Properties, RPAI, Dayton Hudson, Lakewood Towne Centre South, and adjoining out-pads.
- ➤ Next, we were to think "BIG!" Money was no object. If we needed to demolish buildings, relocate businesses, move streets/build new streets, or relocate utilities, we had full carte blanche. This was to be a free-form exercise, so long as we stayed within the area I have described above.

Ten options were formulated. These options took the form of a series of maps. For concept purposes, we applied three-acre and four-acre squares and rectangles and placed them at various locations within the Towne Center. We did not choose a two-acre park site (After all, we were asked to think BIG, and a three or four-acre park is definitely bigger than a measly two-acre park site!). The 10-options are found on the following pages. For each option, there is a brief advantage and disadvantage sections.

# Option 1



(NOTE: Option 1 is very similar to the second Downtown Plan proposed park concept.)

# **Advantages**

- One property ownership.
- Centrally located.
- Has four streets abutting the proposed park site. Two of these street are public; two streets are private, but at the time of construction both streets were required to be built to city standards.
- Site is flat.

# **Disadvantages**

- Requires the removal of two existing buildings (Burlington Coat Factory, Famous Footwear, and two vacant retail commercial suites).
- For the park to work as designed, it would necessitate that the surrounding commercial buildings be significantly altered/relocated. RPAI to-date has seemed reluctant to redevelop.

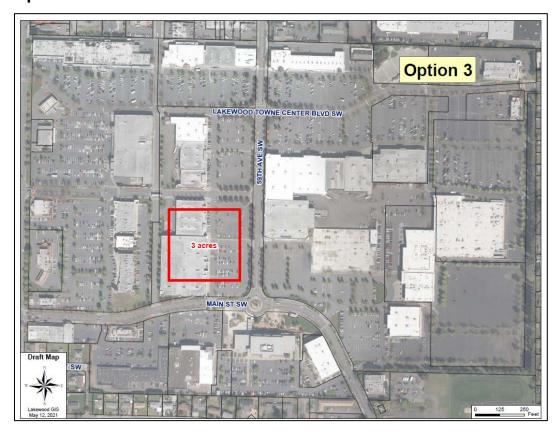


#### **Advantages**

- One property ownership.
- Centrally located.
- Bounded by two City streets.
- Site is flat.

#### Disadvantages

- Requires the removal of two existing buildings (Joe's building, anticipated to be converted into a trampoline business use later this year, & Hops & Drops).
- Part of the park site includes a concrete pad with significant steel lattice work underneath. City would remove lattice, this would add to project costs.
- Problems with spatial relationships. For the park to work, it would necessitate that the surrounding commercial buildings to be significantly altered/relocated. RPAI to-date has seemed reluctant to redevelop.

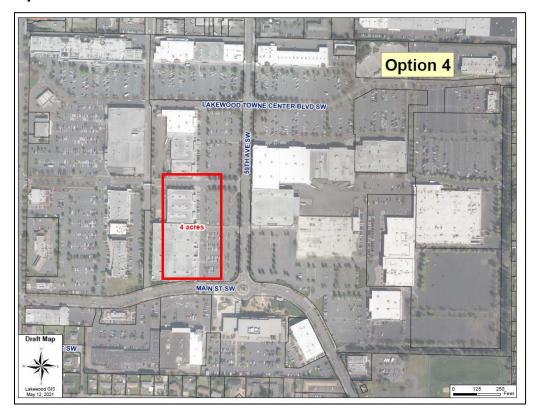


#### **Advantages**

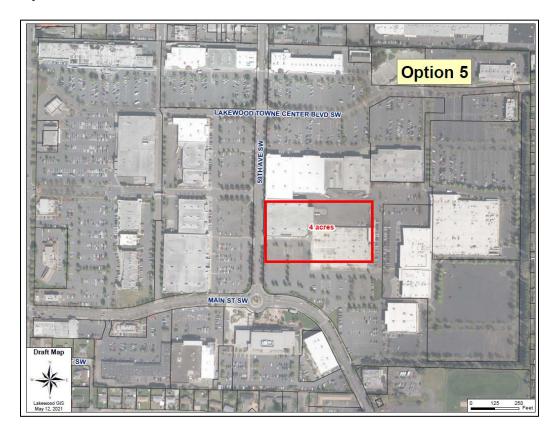
- One property ownership.
- Centrally located.
- Bounded by four streets.
- Site is flat.

#### Disadvantages

- Requires the removal of two existing buildings.
- A three-acre site does not fit as well as a four-acre site.
- For the park to work as designed, it would necessitate that the surrounding commercial buildings be significantly altered/relocated. RPAI to-date has seemed reluctant to redevelop.



(NOTE: Option 4 is similar to Option 1, but instead of a square, the park is now a rectangle. The advantages and disadvantages are also similar.)



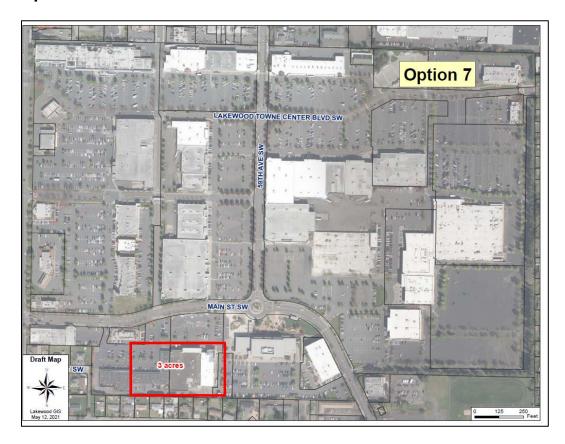
Option 5 is similar to Option 2, but instead of a square, the park is now a rectangle. The advantages and disadvantages are also similar.



Option 6 is similar to the preferred park plan as shown in the Downtown Plan, excepting this option shows a three-acre instead of a two-acre park site. It is possible to modify or tweak this option and develop a park site further south. The reader is referred to Option 6A below. Depending upon size of the park, it could impact the Barnes and Noble building, in addition to parking.



Option 6A

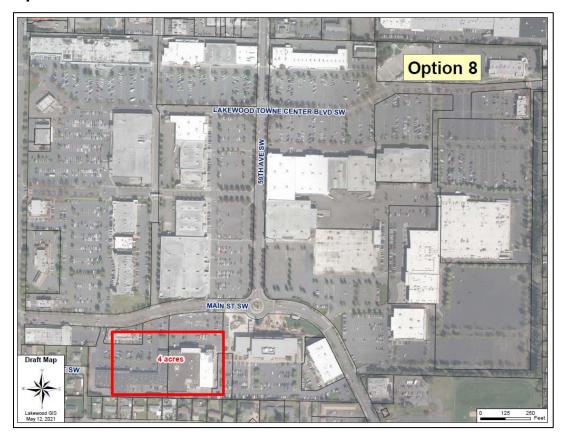


#### **Advantages**

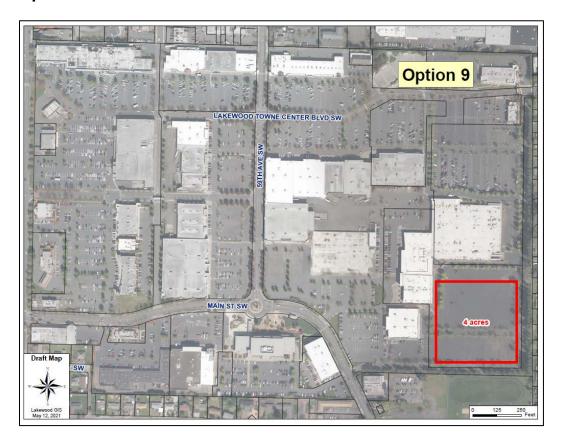
Site is flat.

#### Disadvantages

- Several property ownerships.
- Requires the removal of up to five buildings, and relocation of multiple businesses.
- Proposed site abuts an existing residential neighborhood.
- Elevation of site below grade of residential neighborhood.
- Bounded by only one City street.



Option 8 is similar to Option 7, but instead of three-acres, it is now shown as four-acres. The advantages and disadvantages are also similar.



#### **Advantages**

- Site is flat.
- Generally, one property ownership.

#### Disadvantages

- Not adjacent to any existing City streets
- Located adjacent to an existing residential neighborhood, a religious institution and private school.
- Before cityhood, this area was proposed for multifamily development; adjoining religious institution objected.
- Elevation of site below grade of residential neighborhood.



#### **Advantages**

Site is flat.

#### Disadvantages

- Two property ownerships.
- Adjacent to two existing City streets, one of them, Gravelly Lake Drive SW, an arterial.
- Adjacent to an existing private drive serving multiple businesses.
- Not centrally located.
- Given its location, there may be a desire to "day-light" Ponce De Leon Creek.

#### RPAI does have mixed-use development with park sites in other

**cities:** City was able to identify at least two sites where a park was a part of RPAI development. See the two figures below.



Ashburn, Virginia



Washington D.C. area, Largo, Maryland (Halted vertical construction in March 2020.)

These open areas are often associated with mixed-use development. Mixed-use has emerged as one of the most popular and demanded forms of real estate development in many metropolitan regions. While mixed-use development broadly incorporates a variety of functions including, residential, commercial, and retail programs within one project, there is a lack of data in determining the 'optimal mix' in mixed-use development. The 'optimal mix' in mixed-use development can vary greatly depending on the market in which it is located. This situation will have bearing on RPAI's redevelopment plans. The other three issues are: retail disruption caused by online purchasing; community income; and the size of the surrounding population. When this information is applied for all of RPAI properties nationwide, 103 properties, Lakewood is not as well positioned. This may explain RPAI's lack of interest.

**Summary:** The two park concepts that were a part of the Downtown Plan remain preferred sites. But several hurdles stand in the way. The first is RPAI's reluctance to move forward with near-future plans to redevelop the current Towne Center. Even if there were encouragement from RPAI, timing would be of importance since the city and RPAI would have to coordinate commercial, mixed-use, or residential development with new park construction (the current locations of building pads are not conducive for park development). The other issue, funds to construct a downtown park. A new park is easily a \$15M investment.

What's next & some options for consideration: Contact RPAI, find out if they have plans for major redevelopment of the Towne Center. If the answer is no, or not at this time, determine if there is a possibility of some sort of a public/private partnership to provide an incentive.

If RPAI again says no to working with the city on redeveloping the Towne Center, Lakewood has three choices:

- 1. Do nothing, place the downtown plan to the side while we wait on RPAI;
- 2. Amend the downtown plan and establish an amortization plan for the removal/demolition of nonconforming uses and structures. Amortization refers to the process by which nonconforming uses and structures must be eliminated or made to conform to requirements of the current zoning regulations at the end of a certain period of time. This period of time, called an amortization period, allows the property owner a return on their investment in the property.

Current buildings are 19-years of age. Place a 10- or 15-year -20 years amortization schedule on downtown properties as determined by the City. However, this option may carry with it some unintended consequences. Further study and legal analysis is warranted.

- ➤ It could make it very difficult to sell the properties while encumbered with amortization.
- Property values could be affected.
- Underlying leases may be disrupted.
- ➤ It would require a major amendment to the current subarea plan. The City would have to make special findings that it has created an amortization schedule for this part of the City, and no other locations elsewhere in the City. (It begs the question Why would the City pursue amortization in the downtown but not on North Clear Zone properties which has significant public safety issues?)
- Increased administrative costs on downtown properties by CED.
- 3. The City could use its power of imminent domain and acquire a park site. But this has problems too. City would have to 'find' the money to purchase the park site, but unless the underlying spatial relationships with existing buildings are addressed, the park itself would not be successful.

**Recommendation:** Move forward with the steps identified above, coupled with requesting any needed financial resources as part to of the mid-biennium budget review later this fall. Even though the City has a land use plan and an identified parks capital improvement plan (CIP) for a downtown city park in place, what's missing is the actual

implementation process. This memorandum sets in motion an ongoing dialogue with the City Council on downtown park development.

Blast from the past! (The Tacoma City Paper, July 17-23, 1997)

## Lakewood

# 7020

Planners for Lakewood are optimistically anticipating the new millennium

story by john atkins · photos by john simpson

It happens at the turning of every century, people become aware of their society's cultural malaise and begin to question civilization's continuing development. From this process, the 1890s yielded Mary Baker Eddy and New Spiritualism, the 1790s hatched democratic revolutions, the 1690s sewed the seeds of capitalism in the fertile soil of materialism.

When old mores no longer meet life's challenges, people seek alternatives and plan for the future with a zeal sparked by a sense of absolution from the past.

"There is a regional thinking that growth in the next 20 years will be much different than before," says Donna Stinger of the Tacoma planning committee.

Such an enthusiasm has already begun to seep into the collective unconscience, impregnating popular culture with a new found confidence in the manifest destiny of the next generation.

Community on project

TacomaCityPaper

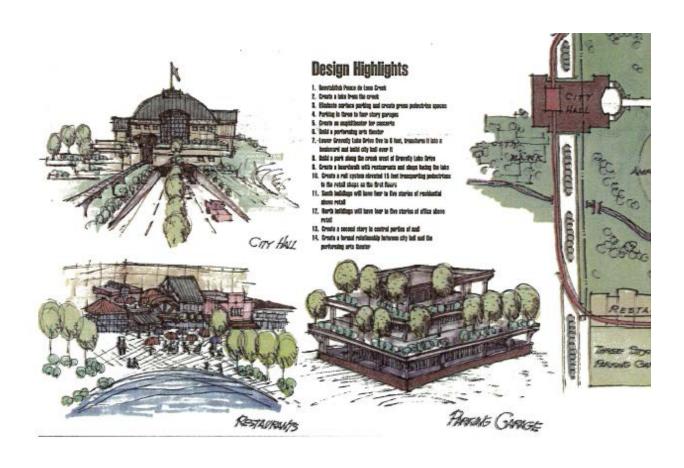
July 17, 1997 • 11

or the city to grow and unite, Lakewood must develop a vision that combines practicality with aesthetic considerations. Filling the head of Lakewood architect James Guerrero with our vision and incorporarting his insight and skills, the design on this page is our version of the Lakewood Center in the year 2020.

In our rendition the future heart of Lakewood should embrace the Lakewood Mall. But not as it stands today. Parking garages take the place of sprawling lots. Designed to maximize greenery, the lots are stacked in tapering levels, each surrounded by trees and common space for overlooking the city. Covered common spaces nearby municipal buildings would encourage office workers to leave the confines of cubicles at lunchtime to enjoy lounging in the grass, walking along paths beside the daylighted Ponce DeLeon Creekwide or enjoying a noontime concert at the amphitheater across from city hall.

Not to interrupt traffic, City Hall's expansion would strattle Gravelly Lake Drive. A shuttle train with terminals in both residential and commercial centers would carry inter-Lakewood shoppers around the city's core. And light rail would connect Lakewood to downtown Tacoma and Olympia.

This is a massive project requiring millions of dollars and an indepth planning process. Anyone have a shovel?



# Lakewood 2020

Small cities across the country are in the midst of developing plans to meet the needs of citizens as yet unborn. The imaginations of Lakewood citizens are bulging with bright visions for a collective future. Some dream of a booming metropolis: a vision spiked with tall, gleaming, mirrored skyscrapers and a population of urban dwellers in and amongst the city's hip restaurants, bars and clubs, coffee houses and communal gathering spots. Others dream of maintaining tranquil neighborhoods comprised of comfortable suburban homes set in a idyllic landscape of towering conifers and stream-fed, fresh water lakes. All seem to fear the encroachment of an ever creeping urban sprawl.

#### Straight up or spread out

Lakewood will continue to grow. City planners here expect that by the year 2020, the city's population will exceed 92,000. To meet the needs of those residents, Lakewood will have to build new roads, new housing, new schools and

new office buildings while maintaining the city's sense of itself as a community. It requires an incredibly detailed strategy and a commitment by residents to carry it out.

Lakewood is working on such a plan, says Mayor Bill Harrison. "The Comprehensive Plan will be our road map for the next 20 years," he says. "We need to remember that the city we're building is not for the people who are here now, but for the young people who will live, work and play here in the future."

It is for those future generations that the business community has formed an ad-hoc committee, calling itself Lakewood 2020, to augment the city's blueprint with the cultural nitty gritty that makes a city shine. The overwhelming impression garnered from community leaders is that they are concerned about the new city developing tunnel vision. Looking into the future is important, but remembering the past and present is also imperative. Herb Stumf of the planning advisory board says Lakewood community members have an affinity for the original look of their city. Various com-

continues on page 15 🖾

'We need to remember that the city we're building is not for the people who are here now, but for the young people who will live, work and play here in the future'

— Mayor Bill Harrison

## 2020

mittees such as the parks committee and the beautification committee are working on enhancing and accentuating existing structures in Lakewood. On the docket, covered common spaces, riverside parks and an amphitheater, intended to encourage people to be outside, will add to this vision.

"We have such wonderful parks areas that often get overlooked," says Eric Herbel of RE/MAX Cascade Reality. "We have seven major lakes within our city limits. Not many other places can boast that."

Planners are working on a city vision that is practical, but at the same time pleasing to the eye. In creating their design, community leaders are looking toward their neighbors; the two-year old University Place, and the much older Tacoma which adopted a Comprehensive Plan in 1993. While Lakewood and University Place have very similar goals in growth, Tacoma has a very different outlook. Stinger says that new cities such as Lakewood and University Place have the added challenge of not having a downtown area.

"They have to create a downtown, while older cities like us are rebuilding and making sure our downtowns are not lost to progress," she says.

Beside buildings and other structures, there is one burning question, how will we get from here to there? Lakewood covers approximately 20 square miles and with 30,000 extra people estimated to join the existing residents in slightly more than 20 years, there is concern over traffic. public transportation and the like. The future Lakewood will include an expansion straddling Gravelly Lake Drive. A six-year transit design, passed by the city council, covers sidewalks, bicycle paths and roads. Under the Regional Transit Authority Plan that was passed in November, Sturnf says, Lakewood will eventually be host to a new transit station as well as a system of commuter rail that will run on existing railroad tracks. These services will carry inter-Lakewood shoppers around the city core, as well as connecting the city to Tacoma and Olympia. Parking garages, stacked in tapering levels and surrounded by greenery, are contrived to replace the old sprawling parking lots, minimizing the amount of space used and maximizing the aesthetic considerations.

New cities have about four years to complete their Comprehensive Plans and with three years to go, the Lakewood committee hopes to have their's done within the next two years. As of yet, the estimated cost is \$430,000 which will be paid out of the general fund and by a grant for community trade and economic growth to pay for this development. The progress of this plan is both being helped and hindered by public input. Each proposal by the planning advisory board is open for perusal by the community before the city council votes on it. Designers want what the people want, but they cannot seem to agree on what issues are most important for the toddler city to tackle.

"We need to build bridges between the different groups within our city," says Andie Gernon, chair of the Communities in Schools of Lakewood Board of Directors. "All of us need to realize that our community is only as good as its weakest part."

#### Community support

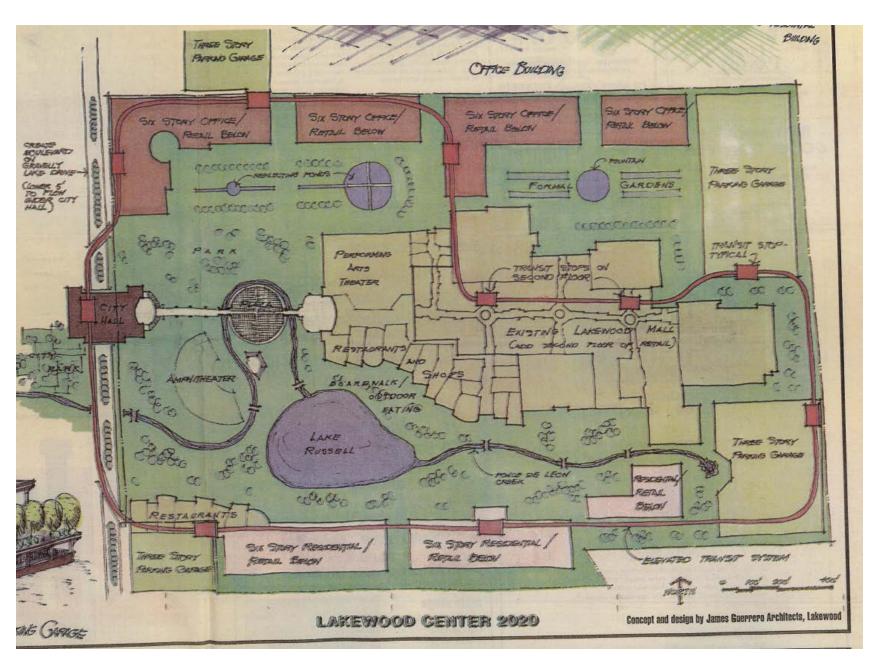
Perhaps the idea of building a city for future residents must begin with the present care of community members. The answer may be that problems such as crime and education, once addressed, would rocket the city into the future. Not only does Lakewood face problems over development, but also social, economic and morale problems. Gernon says that she was very encouraged by the large turnout at the last Planning Advisory Board meeting, but hopes the same people will continue to be involved in the plans, not only when their own neighborhoods or areas are involved in an issue.

"People really need to take responsibility for the well-being of the community," she says.

Without the input of Lakewood residents, city planners might as well be putting together a jigsaw puzzle without the picture on the front of the box. There are so many ways that the city could grow, but it is the people who are going to live there who should say which way is best.

"The key is how the community gets involved," says insurance executive Gary Fulton, "How are the citizens going to get involved? Or are they going to sit back and not get involved? It's not an issue of leaders, it's with the average Joe on the street."

The key elements necessary for realizing such a comprehensive plan are identical to those necessary for the establishment of any complex infrastructural system: flexibility, practicality and expandability. Planning for the future must be tempered with participation in the present. That means a commitment from each and every member of this generation to carve out concrete contributions—the flagstones of Lakewood's future—and set them solidly with the cement of community action, as we enter the next millennium.





TO: City Council

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

THROUGH:

John Caulfield, City Manager John Cauffield Dave Bugher, Assistant City Manager for Development Services

DATE: June 14, 2021

SUBJECT: 2021 Comprehensive Plan Amendments Study Session #2

ATTACHMENTS: City Responses to Utility and June 7 Public Hearing Comments

(Attachment A); proposed 2021 Comprehensive Plan Amendments

(Attachment B); summary of Tacoma, Seattle and Portland

approaches to allowing additional housing types in historically Single Family zones (Attachment C); MRSC Design Review Resources (Attachment D); Lakewood Garry Oak Trees & Tree Preservation in

General (Attachment E)

#### BACKGROUND

The City Council adopted Resolutions 2020-15 and 2021-02 to establish the docket of 2021 Comprehensive Plan amendments. After receiving and discussing the recommendations from the Planning Commission on May 24, the City Council held a public hearing on June 7.

During the May 24 study session, Councilmembers raised several questions regarding the proposed Comprehensive Plan amendments, specifically 2021-01 (new Energy & Climate Change Chapter) and 2021-04 (allowance of 2- and 3-Family units in the R1-R4 zones and allowing MF units in the MR1 and MR2 zones.) These questions are addressed in the discussion below.

Attached is a table of the public comments received from PSE, LL&P, Pierce Transit, and those who participated in the June 7 public hearing and the City's responses to those comments (Attachment A.) Also attached are the proposed 2021 Comprehensive Plan amendments in their entirety (Attachment B.) Attachment C consists of a summary of Tacoma, Seattle and Portland approaches to allowing additional housing types in historically Single Family zones; Attachment D provides links to additional housing resources from MRSC. Finally, Attachment E includes information about how the City currently regulates tree preservation and Garry Oak protection.

#### **DISCUSSION**

#### 2021-01 Replace Sustainability Chapter with Energy & Climate Change Chapter

Included below is a summary of the May 24 City Council study session comments and further comments provided to the CEDD by several Councilmembers since.

## Summary of May 24 City Council Study Session and individual Councilmember Comments to CEDD

Comments to	
City Council	Comment
Member	
Mayor	What is the difference between MTCO2 and MGCO2?
Anderson	A: MTCO2 means metric tons of carbon dioxide (or its equivalent).
	The term MGCO2 means million metric tons of carbon dioxide (or its equivalent).
	Google uses a slightly different term, tCO2e, but it means the same thing as MTCO2. CO2e stands for tonnes (t) of carbon dioxide (CO2) equivalent (e). "Tonne" is an upscaled way of writing metric ton, or 2,200 pounds. The small "e" stands for "Carbon dioxide equivalent" and is a standard unit for counting greenhouse gas (GHG) emissions regardless of whether they're from carbon dioxide or another gas, such as methane.
	The other term that is often used is million metric tons of carbon dioxide equivalents, abbreviated as MMTCDE.
	Different GHG reports will use different terms.
	Adopt broad policy statement to consider local carbon trading program. (Carbon trading is a method that incentivizes emission reduction by setting an emission target and allowing parties to sell or purchase credits based on their emission levels.)
Deputy Mayor Whalen	Does the proposed climate change document align with regional climate change planning efforts?
	Requested that the City reach out to Dr Elly Claus McGahan & Pierce Master Builders Association.
	Indicated that there should be alignment with the City's Diversity, Equity, and Inclusion (DEI) policies.
	Liked the proposed transportation policies and implementation measures.

#### Councilmember Brandstetter

Encouraged by the depth, but like the planning commissioners, there is a significant amount of policies and actions to consider.

Desires to have a better understanding of the chapter during this comprehensive plan amendment cycle; recommended setting aside June 14 Council study session for additional review.

Mentions that this document could be used as a benchmark for other cities.

In the Introduction under the Purpose of the Chapter I think that "provide leadership to manage climate change" might be better expressed with a different verb than "manage". Our ability to manage climate change is almost nonexistent. We can mitigate, prepare for, respond to, or a similar role with respect to climate change, but management is out of the city's depth.

In the introduction under Climate Change Impacts to Lakewood some mention of the impact to our lakes should be included. Given their importance to our identity as a city, perhaps:

- Climate change may accurate the lowering of water level in Waughop Lake creating its evolving into a wetland. Similarly a number of the smaller lakes (Carp, Lake Louise, Gravelly, American and Lake Steilacoom, Boyles, Barlow Pond et al.) located in residential areas of the city can expect lowering of water levels over time that could impact property values. Something that sounds a bit more scientific perhaps
- Some comment on the larger lakes (Gravelly, American and Lake Steilacoom) as well as scientifically envisioned.
- While there is some discussion about the role of lakes in the section on Carbon Sequestration and Table 4, some mention should be in the Impacts section since changes in lakes are important to the community. Perhaps a reference to Table 4 as a minimum.

NOTE: It is acknowledged that on climate change and lakes, the draft document lacks detailed information. To provide the data would require special studies which was well beyond the scope of the grant, and staff's limited knowledge in this area. Further the impact from lake-to-lake will vary on a number of factors including temperatures, lake depth, and the amount of organic materials found at the bottom of each lake.

In the section on Lakewood Climate Change Advantages and Challenges:

#### ACCESS TO HYDROELECTRIC POWER:

It is noted that TWO of the three power companies that serve Lakewood receive power from hydroelectric plants. Table 3 reflects that each of the three use this as one of their source. If the intent is to reflect that two of the three receive a majority of their power from hydroelectric a clarifying edit should be made or reflect that all three utilize hydroelectric.

In the section on Lakewood Energy Generation and Use

Table 3 is the table which provides information on the utility fuel mix of the three electric utilities

The sentence about Lakeview Light and Power should add the information about nuclear as that utility's nuclear 10+ percentage is greater than some of the other sources mentioned for the other utilities in their narrative summaries. The information is in Table 3.

NOTE: General comment, the fuel mix in some categories, not all, can vary from year-to-year.

#### In the FINDINGS:

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

I would delete "Raising awareness among Lakewood Employers of the benefits of allowing workers to work remotely." I do not see this as in the realm of regulating land uses.

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

The bullet comment on long distance passenger rail service is to general. This is a place to place in the comprehensive plan a statement about the climate change benefit from a local long distance passenger rail station and its impact on reducing the city's carbon footprint. The current pattern where residents have to drive elsewhere to access long distance passenger rail has the opposite impact. This is addressed later user Policy EC 2.4; however for emphasis perhaps we can use wording here that Lakewood can promote this transportation option by:

"Advocating for a local long distance passenger rail station to serve the community" or similar language."

### In the section ENERGY AND CLIMATE CHANGE GOALS POLICIES AND ACTIONS

The above heading seems inconsistent with the format that follows where there are goals, policies and "tasks" The introductory narrative uses actions and strategies; however. The tables, I prefer actions or strategies to tasks, but we should consistently use one term.

#### TABLE 6 GOAL 1.1

Item B: Inform City Staff, City Council, and Planning Commission on City's emission reduction targets and progress."

This is very narrow and not transparent. Suggest something along the line of:

INFORM CITY RESIDENTS AND BUSINESSES, THE CITY COUNCIL, PLANNING COMMISSION, STAFF, AND OTHER STAKEHOLDERS OF THE CITY'S EMISSION REDUCTION TARGETS AND PROGRESS AND ADD THESE ELEMENTS TO THE LAKEWOOD DASHBOARD.

#### Table 6 GOAL 1.2

Item A: Sounds good, but still advocate for the greater transparency about set targets and progress as mentioned in comments on EC 1.1 item B.

#### TABLE 7 GOAL EC 2.3

Item 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 these ecologically friendly low impact transportation modes are available to all community members.

Not a strategy I would support as a code requirement only for new developments. The maintaining requirement seems difficult to enforce. I would prefer that the City "Encourage" rather than "Require". I have difficulty making the leap to this strategy actually leading to "ensure that these...are available to all community members. As worded, this seems a development unfriendly strategy.

#### TABLE 7 GOAL EC 2.3

Item I. Evaluate a proposed transportation impact fee to generate revenue to expand non-motorized transportation

I oppose inserting this in the comprehensive plan at this juncture. Perhaps upon update of the non-motorized transportation plan as a strategy therein; however not in this chapter.

#### TABLE 8 GOAL EC 3.2

Item A. Why only PSE and not all electric and gas utility providers?

NOTE: It should have included all utility providers.

#### TABLE 9 GOAL EC 4.1

Item A. Strongly urge to delete the last sentence. Putting policy in the comprehensive plan that the downtown and LSDS will receive prior for future capital funding is a significant policy reversal for CIP development and budgeting. Continue using to evaluate potential CIP projects city wide and prioritizing them to achieve benefits across the community has worked well and should be continued.

#### TABLE 9 GOAL EC 4.3

Item G. The rationale for this strategy is unclear. It certainly would promote higher heating costs in most buildings particularly residential structures.

NOTE: Dozens of cities in some states, notably California, Washington, and Massachusetts are studying proposals to ban or limit the use of natural gas. This task was listed to inform the City Council that this was an option.

#### TABLE 9 GOAL EC 4.3

Item H. What have we adopted and enforce now?

NOTE: In the recent past the 2012 Washington State Energy Code. As of this spring, because the state mandated it, the 2018 Washington State Energy Code. The 2018 code is much more restrictive than the previous code and has had significant impacts on residential remodels and expansions

#### CPA 2021-01 CEDD Review

It is unclear what "Map" amendments are incorporated by approval of this chapter. It seems to be text amendments in its entirety.

NOTE: This application is entirely a text amendment; no map changes.

#### Councilmember Farmer

References the sheer volume and the comprehensive nature of the draft plan.

Wants additional discussion at the next Council study session, June 14; looking forward to continued conversation.

Add a discussion of the Heal Act (E2SSB 5141) into the introduction.

NOTE: The Heal Act was recently adopted by Washington State this year. Its intended purpose is to reduce environmental and health disparities and improve the health of all Washington state residents by implementing the recommendations of a yet to be formed environmental justice task force.

Rewrite the list of advantages beginning on Page 18 –

- Add the Rental Housing Safety Program (RHSP). RHSP, by requiring rental units to meet minimum building code requirements reduces energy costs for renters many of whom fall into low-income categories.
- Under infill potential, add connectivity to open space.
- The transportation section should be rewritten; not all residents have convenient transportation alternatives.
- Was the nonmotorized plan ever updated?

(NOTE: In 2013, the city amended the NonMotorized Plan figures for bike and pedestrian routes. This action was taken as part of the adoption of the

Transportation Benefit District. The city did not formally update the NonMotorized Plan.

➤ Under tree preservation, add the City's tree mitigation fund, lists some of the City's projects to plant trees in rights-of-way and in parks, and SEPA mitigation actions taken to-date.

Rewrite EC 1.2 (A) – instead of "informing," develop a program to change behaviors. (Provide information, set rules and regulations, introduce market incentives, use emotional appeals, social incentives, and choice architecture.)

Question, EC 2.1 (A.) – is this something the city can control, fuels? Rework the implementation language.

New implementation measure under EC 2.2 – partnering with Sound Transit (and Pierce Transit) regarding on-motorized improvements.

EC 2.2 – poor syntax, requires editing, something like, "Expand Affordable Transit."

General editing notation – replace bicycle-friendly, and bicycle and pedestrian facilities with "non-motorized."

EC 2.3 – rewrite measure I; Upon completion of an updated non-motorized transportation plan, evaluate the appropriateness of a transportation impact to expand/improve the installation on-motorized transportation facilities

EC 2.4 (B) – address Thurston County residents who use the Sound Transit Lakewood parking garage

EC 3.1 – add a new measure, reduce the City Hall footprint (three floors to two floors).

EC 3.3 (A) (solid waste reduction) – unrealistic, current recycling markets very limited. Consider referencing the Pierce County Solid Waste Management Plan

EC 3.4 (A) – The water district sells water outside city boundaries. So, if the city saves water, does that mean the water district has more water to sell?

EC 3.4 (A) last bullet, to include a finding for water conservation, may prove impractical and burdensome.

EC 4.2 (A) – edit last two bullets. First bullet, use the term non-motorized transportation plan. Second bullet, "Identify on a case-by-case basis arterials for developing new green streets..."

EC 4.3 – Add new measure to install public EV stations

EC 4.3 (D) – bullets (7) are too specific, delete

EC 4.3 (G) – rewrite. "Work with natural gas providers to reduce GHG emissions." The ensuing discussion with Ms. Farmer brought up the issue that GHG policies and

implementation can have dramatic impacts on the end user, and substantially increasing costs. This lead to the concept of adding a new policy under EC 1 addressing, or being sensitive to, the economic impacts of climate change policy.

EC 5.6 – rewrite policy statement to address basic service delivery in times of climate related disasters.

**FISCAL NOTE**: Acting on climate change implementation measures would require the city to hire additional personnel. Current members of CED do not have the expertise or capacity to take on this assignment.

An estimated FTE count is proposed at 1.5, broken down as follows:

Job classification: sustainability officer, regular, full-time

Range: 55

Annual salary: (\$99,918 – \$126,742)

Job classification: office assistant, regular, ½ time

Range: 18

Annual salary: (\$24,495 - \$30,606)

Other expenses:

Miscellaneous: \$5,000

Professional services: \$50,000 Overhead (estimated): \$10,000

Using base salary amounts, first year of operation, \$189,413.

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

Amendment 2021-04 updates text in the Comprehensive Plan to describe Lakewood's numerous current efforts to preserve and provide affordable housing to its residents. The amendment also proposes to amend LMC 18A.40.110 to expand the allowed uses in the R1, R2, R3 and R4 zones to include 2- and 3- Family attached and detached housing units, and to allow Multifamily (4+) unit developments in the MR1 and MR2 zones.

#### Options for City Council Consideration for amendment 2021-04

- 1) Adopt 2021-04 with or without amendment, including but not limited to:
  - a. allowing duplex and triplex development in the R1-R4 zones as a conditional use: or
  - b. removal of duplex and triplex development in the R1-R4 zones and/or multifamily development in the MR1 and MR2 zones;
- 2) Continuation of 2021-04 to the 2022 Comprehensive Plan amendment cycle with direction to CED to develop design standards for duplex and triplex development that would be considered concurrently; or
- 3) Rejection of 2021-04.

#### Legal Requirements

- RCW 43.63A.215 requires cities with populations greater than 20,000 to allow accessory dwelling units within their single family zones; Lakewood does so.
- RCW 35A.21.312 requires cities to permit siting of modular housing units in areas zoned residential to promote housing choices; Lakewood does so in all R zones and in mobile home parks.
- Streamlined or consolidated permitting for projects with multiple permits is required by RCW 36.70B.210; Lakewood does so.
- Comprehensive Plans are encouraged to include "innovative land use management techniques" such as cluster housing and planned unit developments (RCW 36.70A.090); Lakewood does so.

The State Legislature continues to consider bills that would require additional densification of city single family residential areas (see, e.g., <u>2021 bill ESHB 1232</u>, which will be considered again in the 2022 legislative session.)

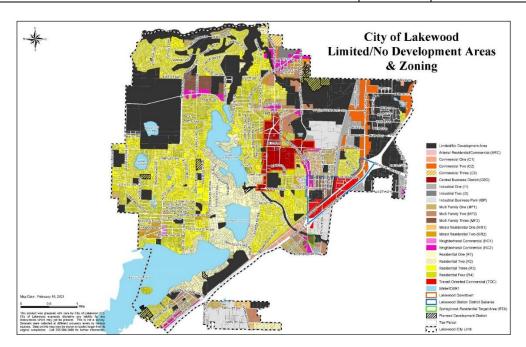
The multicounty planning policies (MPPs), incorporated into VISION 2050, continue to promote housing affordability, and for the first time, identifies housing as a regional issue:

The complexity of addressing the full range of housing needs and challenges requires a coordinated regional-local approach. VISION 2050's housing policies respond to the urgency of changing demographics and the need to increase and diversify the region's housing supply. They identify coordinated strategies, policies, and actions to ensure that the region's housing needs are met.

<u>MPP-H-9</u>: Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.

Lakewood's total area is 12,127 acres. CED has calculated the portions of the City that has limited or no development potential due to varying constraints; certain land uses and geological forms reduce development capacity in the City by a total of 52%, meaning only 48% of the City's acreage is available for increased development density over time.

Land Uses and Geological Forms Limiting Development Capacity	Acreage	% of 12,127 acres
Air Corridor Zones and Clear Zone	637	5%
Military Lands	25	0.2%
Public institutional (Western State Hospital, Pierce College, Clover Park Technical College, St. Clare Hospital, Clover Park School District properties, Sound Transit and Pierce Transit properties, and City-owned properties)	2,442	20%
Lakes	1,700	14%
Open Space Lands	1,520	13%
Total of Land Unavailable/Limited Availability for Development	6,324	52%



Given this reality, the City must continue to plan for future growth within the areas that are available for densification. The two adopted subarea plans do so, and proposed additional housing types within the zones in question listed in amendment 2021-04 would as well.

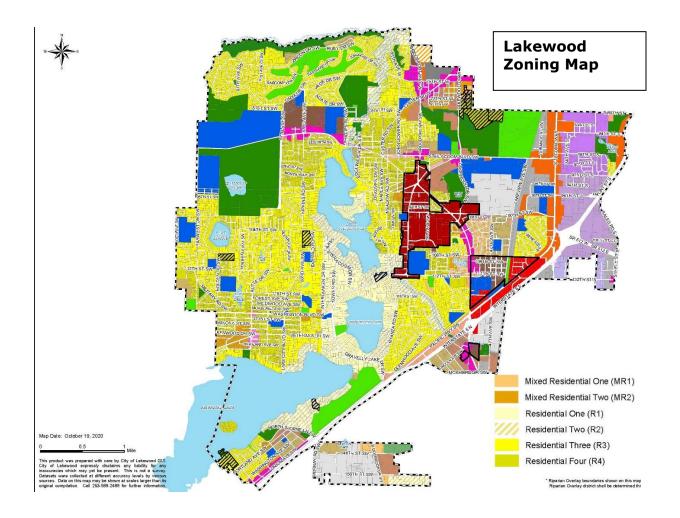
Table 1 below lists the uses allowed now in the R1, R2, R3, R4, MR1 and MR 2 zones. Table 2 presents acreage information for these land use zones in Lakewood.

Table 1

18A.40.110		R1 1.45	R2 2.2	R3 4.8	R4 6.4	MR1 8.7	MR2 14.6
Excerpts	Use	dua	dua	dua	dua	dua	dua
	Detached single family		P	P	P	P	P
	Two family residential, attached or detached dwelling units		-	-	С	Р	Р
	Three family residential, attached or detached dwelling units		-	ı	-	С	С
	Multifamily, four or more residential units		-	-	-	-	-
	Mixed use		-	-	-	-	-
	Family daycare		P	P	P	P	P
	Home agriculture		P	P	P	P	P
Residential	Home occupation	P	P	P	P	P	-
Uses	Mobile home parks	-	-	С	С	С	-
	Mobile and/or manufactured homes, in mobile/manufactured home parks	-	1	С	С	С	-
	Residential accessory building	P	P	P	P	P	P
	Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling		P	-	-	-	-
	Small craft distillery	-	P	P	P	P	-
	Specialized senior housing	-	-	-	-	С	С
	Accessory residential uses	P	P	P	P	P	P

Table 2: Acreage and dwelling units for R1-R4 and MR1 and MR2 Zones

Zone	Acreage	% of Total City Acreage (12,127 acres)	2021 # of dwelling units in Zone
R1	365.20	3%	466
R2	513.16	4.2%	704
R3	2,228.64	18.4%	7,361
R4	878.15	7.2%	3,489
MR1	108.55	0.9%	530
MR2	147.89	1.2%	1,257
TOTAL	4,241.59	34.9%	13,807



#### **Densification of Residential Zones**

Table 3 below provides housing density statistics in the R1-R4, MR1 and MR2 zones for the years 2019 and 2021.

Table 3\*, \*\*

Designation	Zone	Min Lot Size (sq.ft.)	Max Density (Allowed DUs/Acre*)	Cumulative Vacant Acreage	2019 Actual Density (DUs/acre)	2019 % of Max Density	2021 Actual Density (DUs/acre)	2021 % of Max Density
	R1	25,000	1.45	15.57	1.28	88%	1.28	88%
Res. Estate	R2	17,000	2.2	33.73	1.36	62%	1.36	62%
Single	R3	7,500	4.8	75.69	3.31	69%	3.31	69%
Family	R4	5,700	6.4	19.91	4.37	68%	4.37	68%
Mixed	MR1	5,000/unit	8.7	0.35	4.76	55%	4.76	55%
Residential	MR2	3,000/unit (2+)	14.6	6.47	8.05	55%	8.05	55%

<sup>\* 1</sup> acre = 43,560 sq.ft. \*\*See full 2019 and 2021 calculation tables at end of Attachments

As indicated in the table above, the R1 zone is currently built out at 88% of its maximum density. The R2-R4 zones are built out at between 62 and 69%, and the MR1 and MR2

zones are built out at 56% and 58% of maximum density, respectively. The availability of land as well as the ability to more easily densify development in the MR1 and MR2 zones will spur new construction there before the R1-R4 zones. This trend can be seen in the density increase just between 2019 and 2021.

Proposed Comprehensive Plan amendment 2021-04 would not change the existing maximum allowed density per acre nor minimum lot size in these zones. As a result, 2- or 3-Family units could only be constructed in the R1-R4 zones on lots at least:

In R1 zone: 60,083 sq.ft. for 2-Family; 90,125 sq.ft for 3-Family
In R2 zone: 39,600 sq.ft. for 2-Family; 59,400 sq.ft for 3-Family
In R3 zone: 18,150 sq.ft. for 2-Family; 27,225 sq.ft for 3-Family
In R4 zone: 13,613 sq.ft. for 2-Family; 20,419 sq.ft for 3-Family

Multifamily units (4+ units) could only be constructed in the MR1 and MR2 zones on lots at least:

In MR1 zone: 20,028 sq.ft. plus an additional 5,000 sq.ft. for each unit above 4
 In MR2 zone: 11,935 sq.ft. plus an additional 3,000 sq.ft. for each unit above 4

Examples from R1-R4 Zones: Hypothetical Impacts of Allowing Duplexes and Triplexes The following is an analysis on specific parcels regarding the potential impacts of amending development regulations to allow duplex and triplex style development in the R1, R2, R3, and R4 zoning districts. **Please note that this is a density analysis only**. There are many factors that would need to be taken into account to determine if these use-types could be permitted on a particular parcel, including:

- lot coverage;
- impervious surfaces;
- trees;
- water and sewer availability;
- private roads with severely limited rights-of-way;
- street frontage improvements<sup>1</sup>;
- limited water pressure related to topography;
- shoreline setbacks;
- other environmental protection regulations;
- historic plats with unusual conditions; and
- locations of existing structures which may preclude building new structures unless the existing structures are first demolished.

If the zoning were changed, infill development is not easy in this city.

<sup>&</sup>lt;sup>1</sup> Current code. 12.09.031 (A.) (1.) does not require street frontage improvements for single family and duplex development. Street frontage improvements are required for the construction of a triplex.

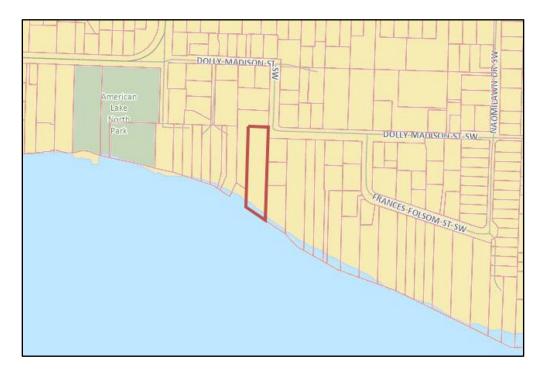
## IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R3 ZONING DISTRICT, LAKE CITY, LAKEHOLME SUBDIVISION

No impact to the Lakeholme Subdivision depicted in the map below. When the subdivision was established in 1947, on the face of the plat were the words "not more than one house shall be built on each lot." The owner of one of the lots, Karl Jones, proposed to subdivide and create two lots. Other property owners in the same plat, Steven and Olivia Lundstrom, objected based on the terms of the plat. They sought legal action. The matter went to Pierce County Superior Court in 2008. The Lundstrom's won their court case. Mr. Jones was not allowed to subdivide his property unless the entire subdivision is replatted. This action limits the total number of units allowed on each of the lots. Given the history, city would not approve of duplex or triplex development within the Lakeholme subdivision. The only exception has been the establishment of an accessory dwelling unit on one of the lots in the subdivision. Even then, the neighborhood objected.



## IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R3 ZONING DISTRICT, LAKE CITY, 9016 DOLLY MADISON STREET SW

- 1. Zoning: R3.
- 2. Density: 4.8 dwelling units per acre.
- 3. Existing land use: One single detached dwelling unit.
- 4. Land size: 0.85 acres or 36,500 square feet.
- 5. Maximum no. of units allowed in R3 zone on this site: 4 units.
- 6. Under current code: 3 new detached single family dwellings for a total of 4 units.
- 7. Under proposed code: 3 new detached single family dwellings; or 1 single family dwelling unit and 1 duplex; or 1 triplex.





## IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R4 ZONING DISTRICT, LAKE CITY, 8707 121 STREET SW

1. Zoning: R4.

2. Density: 6.4 dwelling units per acre.

3. Existing land use: 1 single detached dwelling unit.

4. Land size: 0.28 acres or 12,000 square feet.

5. Maximum no. of units allowed in R4 zone for this property: 2 units.

6. Under proposed code: Given the number of existing outbuildings onsite, there is not sufficient space to build a second unit. If the outbuildings were demolished, a second detached single family dwelling could be constructed. The other option would be to demolish all structures and build one duplex.





## IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R3 ZONING DISTRICT, 7709 ONYX DRIVE SW

1. Zoning: R3.

2. Density: 4.8 dwelling units per acre.

3. Existing land use: 1 single detached dwelling unit.

4. Land size: 0.218 acres or 9,482 square feet.

5. Maximum no. of units allowed in R3 zone for this property: 1 unit.

6. Under proposed code: 1 unit only.





## IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R3 ZONING DISTRICT, 7648 EMERALD DRIVE SW

1. Zoning: R3.

2. Density: 4.8 dwelling units per acre.

3. Existing land use: 1 single detached dwelling unit.

4. Land size: 0.396 acres or 17,238 square feet.

5. Maximum no. of units allowed in R3 zone for this property: 2-units, all detached

6. Under proposed code: 2 units but with options. Owner could build 1 unit behind the existing residence. Owner could convert the existing 2-story residence into a duplex, one unit above and one unit below. Allowing up to 2-units on this property is not without challenges, however. The location of the existing residence makes it difficult to site additional units.





## IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R3 ZONING DISTRICT, 8413, 8415, 8417, 8419 ONYX DRIVE SW

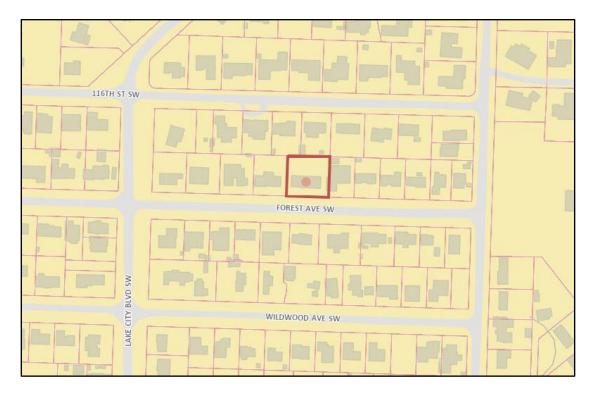
- 1. Zoning: R3.
- 2. Density: 4.8 dwelling units per acre.
- 3. Existing land use: 2 nonconforming duplexes, 4 units total.
- 4. Land size: 0.580 acres or 25,284 square feet.
- 5. Maximum no. of units allowed in the R3 zone for this property: 3 units, all detached.
- 6. Under proposed code: No change in the number of units; uses would remain nonconforming.





## IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R3 ZONING DISTRICT, 8415 FOREST DRIVE SW

- 1. Zoning: R4.
- 2. Density: 6.4 dwelling units per acre.
- 3. Existing land use: Existing, detached single dwelling unit.
- 4. Land size: 0.344 acres or 15,000 square feet.
- 5. Maximum no. of units allowed in the R3 zone for this property: 2-units, both detached.
- 6. Under proposed code: 2-units. The location of the existing unit may make it difficult to site a second unit.





# IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R4 ZONING DISTRICT, 8914 NEWGROVE AVENUE SW

1. Zoning: R4.

2. Density: 6.4 dwelling units per acre.

3. Existing land use: Existing, detached single dwelling unit.

4. Land size: 0.418 acres or 18,200 square feet.

5. Maximum no. of units allowed in the R4 zone for this property: 6 detached units.

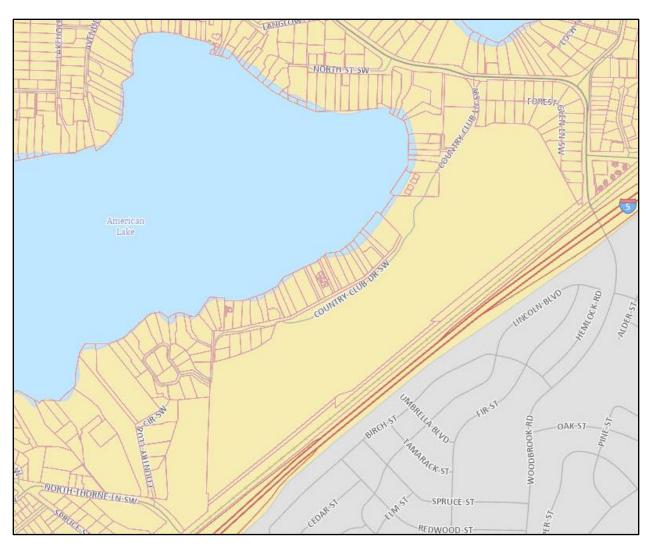
6. Under proposed code: Given the age (1927), and size of the structure (924 square feet) and that it is already in a LLC, the property is suitable for redevelopment. Numerous options exist, all of which would involve the demolition of the existing structure. These options include: 6-detached units; 3 duplexes; 2 triplexes; or a combination of singular units and either a duplex or triplex. To reduce construction costs (off-site improvements), a prospective developer would likely not build triplexes.





# IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R2 ZONING DISTRICT, FOR ALL OF COUNTRY CLUB DRIVE SW

Country Club Drive SW is a private road, with a 20-foot wide right-of-way, that serves multiple residences, and a country club. The road, unless it is widened, is at its maximum carrying capacity. If additional units were proposed, (detached unit, duplex, or triplex), the city and the fire district may deny the proposals based on life-safety considerations. One option that may be available to prospective applicants is to require automatic fire sprinklers in all new residential development. However, basic travel movements come into play with such a narrow roadway.



# IMPACT OF ALLOWING DUPLEX/TRIPLEX DEVELOPMENT IN THE R1 ZONING DISTRICT, 11527 GRAVELLY LAKE DRIVE SW

1. Zoning: R1.

2. Density: 1.45 dwelling units per acre.

3. Existing land use: Existing, detached single dwelling unit.

4. Land size: 1.015 acres or 44,123 square feet.

5. Maximum no. of units allowed in the R1 zone for this property: 1 detached unit.

6. Under proposed code: 1 detached unit.





## Residential Development Building Design Standards

Currently, Lakewood's municipal code includes general residential development standards at <u>LMC 18A.60.030</u> but does not include citywide residential building design standards.

Commercial uses are subject to design standards at <u>LMC 18A.70.040</u>, and "special uses" (including buildings 3+ stories or 8,000+ sq.ft) are subject to design standards at <u>LMC 18A.70.050</u>.

Cottage housing development, which is currently allowed in the R1-R4 zones, is subject to the building design standards at <u>LMC 18A.30.270</u>. Both the Downtown and Lakewood Station District Subareas are regulated through form-based development codes, located at LMC Title 18B and 18C, respectively. In addition, building design standards for the Colonial District of the Downtown Subarea are included as Appendix A to the Downtown Subarea Plan (adopted in <u>Ordinance 695</u>.)

Information about the varying approaches used by the Cities of Tacoma, Seattle and Portland to allow for and regulate additional housing types in historically single family zones is included in **Attachment C**. All three cities have adopted design standards for the new housing types.

## Options for City Council Consideration for amendment 2021-04:

- 1) Adopt 2021-04 with or without amendment, including but not limited to:
  - a. allowing duplex and triplex development in the R1-R4 zones as a conditional use; or
  - b. removal of duplex and triplex development in the R1-R4 zones and/or multifamily development in the MR1 and MR2 zones;
- 2) Continuation of 2021-04 to the 2022 Comprehensive Plan amendment cycle with direction to CED to develop design standards for duplex and triplex development that would be considered concurrently; or
- 3) Rejection of 2021-04.

# ATTACHMENT A Table of Utility Comments and June 7 Public Comments and City responses

Commenter	Summary of Public Comment	City Response
Puget Sound Energy	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.	Comment noted.
	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.	Comment noted.
	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.	Comment noted.
	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	Comment noted.

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.

Comment noted.

PSE welcomes participation and partnerships that align with Comment noted. 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** Comment noted. 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 Comment noted.

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.

Comment noted.

	PSE has also partnered with King County Metro to electrify its transit fleet.	
Lakewood Light & Power	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.	Comment noted.
	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."	Comment noted.
	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.	Comment noted.
	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	Comment noted.
	PV generation is least productive, in the winter months.	
Pierce Transit	Table 6 Goal EC 1 Policies and Tasks: Lakewood Station Mixed Use Infill development project not included in overall goals and policies	Comment noted.
	Table 6 Goal EC 1 (D): What is meant by "opportunities" in the following? Perhaps change word to "access"?	Edit will be made.

"Collaborate with Pierce Transit, Sound Transit, WSD Rail Division, Amtrak and major employers in Lakewo promote greater transit opportunities and use."	
Policy EC 2.2 (A): Pierce Transit does offer evening sh service.	nuttle Comment noted.
Policy EC 2.2 (A): Define "enhanced service" and men paratransit service	ntion Comment noted.
"Collaborate with regional transportation agencies to maintain and enhance service"	
Policy EC 2.2 (C): General Comment; At this point, use acquire new funding from sales tax, we are limited available service hours. We unfortunately do not have service hours to allocate in the mid-term unless we cho go to the ballot and are successful in acquiring our full allowed funding. In our Ballot measure, we are preparity provide free rides for youth, seniors, and veterans as the benefit of passage.	to the more cose to state ang to
Policy EC 2.2 (C): "new bus rapid transit system that connects Downtown Tacoma to Lakewood"  Question: Are there current locations in city that meet and are not currently served during operational hours be Pierce Transit?	
Policy EC 2.2 (C): "new bus rapid transit system that connects Downtown Tacoma to Lakewood	Edit will be made.
Please replace the word "system" with "route"  Policy EC 2.3 (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 district Please include "Transit" here as well. More connectivit increases our rider's ability to ride.	e sts."
Policy EC 2.3 (H): "Coordinate and partner with the C Park School District and Safe Routes to Schools to exp educational programs and events to encourage and prowalking and biking, including a Bike to School Day, we school bus, and sidewalk painting for safe routes."  Please include transit	and mote
Policy EC 2.4: "Work toward creation of an urban landscape that will reduce reliance on private automobi	Comment noted.

through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling." This would impact the Pierce Transit and Sound Transit coordinated bus operations as well. Noting in case this has a defined time point. Developers should not be able to view a lot with standing Comment noted. The comment Laura oaks on it as a blank canvas where they can create whatever letter does not refer to a specific Renninger, they please. Instead, they should consider the Garry oaks as proposed Comprehensive Plan Oak Harbor part of Lakewood's heritage, and design around them. amendment. Gary Oak Developers should also provide protection to the trees during **Society** the construction process. The Lakewood Municipal Code regulates significant trees at LMC Please refer to the publication by the Oregon State University 18A.70 Article III. Extension, "Tree Protection on Construction and LMC 18A.70.320 (A)(1)(b) Development Sites", https://catalog.extension.oregonstate.edu/sites/catalog/files specifically preserves Gary Oak /project/pdf/em8994.pdf trees "when measured at four and one-half (4.5) feet above ground, has a minimum diameter of six (6) inches for Garry Oaks (also known as Oregon White Oaks)" Subsection (c) further defines a significant tree to be preserved as "regardless of the tree diameter, [a treel determined to be significant by the Director due to the uniqueness of the species or provision of important wildlife habitat." LMC 18A.70.310 (B) states that "Industrially zoned properties are exempt from this chapter, except where specific tree preservation is required as a mitigation measure under SEPA." LMC 18A.70.320 (B) includes the criteria for preserving significant trees. Subsection (4) provides that "additional or specific tree retention may be required as SEPA mitigation in addition to

the requirements of this section."

Thus, for every development application, LMC 18A.70 Article III and/or site-specific SEPA analysis is conducted by the City.

Currently the extent of protected Garry oak ecosystems in your area include Mima Mounds Natural Area Preserve, Glacial Heritage Preserve, and Scatter Creek. Garry oak groves form a unique community of trees in Lakewood. Their prominence in the landscape, size and historical contribution, pre-dating the incorporation of the Lake District historic communities, should make their preservation by the City of Lakewood of high importance.

Comment noted. The comment letter does not refer to a specific proposed Comprehensive Plan amendment.

The recent decrease in protection of Garry oaks in industrial zoning in Lakewood is problematic in that a change of zoning to industrial does not appear to examine the protections afforded to the trees under other zoning. Timing of the zoning change for the Springbrook parcel is coincident with the timing of the tree protection changes.

"The Springbrook parcel" comments appear to refer to a current planning application, which is not related to the 2021 Comprehensive Plan amendment list. The comment letter does not refer to a specific proposed Comprehensive Plan amendment.

Review of the Soundview Consultant's Tree Retention Plan for the Springbrook parcel raises questions. The statement regarding the Garry oak stands generally being less than one acre in size appears to be in error. When the scale of the map is applied to the exterior perimeter of Garry oak canopy, the area in the northeast corner of the site appears to be well over 2 acres of oak stand. Also, the northwest group appear to be over an acre. It is not clear how the arborist measured these areas. It is arguable that dripline area is not an appropriate methodology to establish the size of the oak stand, as the interior areas are part of the ecosystem.

Another concern is the cited criteria regarding whether a specific oak is a good retention candidate. Significant wildlife value is a single parameter, while broken tops, decay, etc. "devalue" the trees retention value. Garry oaks with a range of tissue health actually provide habitat for many species due to the utilization of decaying tissue by birds, insects, and other fauna for food and housing.

Multiple species of birds, some of which are experiencing population decline, use these oak branches for nesting cavities.

Also concerning is what appears to be an overly conservative perspective regarding invasive ivy. Trees encumbered with ivy can usually recover upon cutting the ivy at the ground level.

	We conclude by strongly suggesting Lakewood's comprehensive plan update include more interest in Garry oak habitat corridor development and protection, showcasing existing heritage oak trees to promote ecotourism, and finding a balance between urban growth and conserving your City's best "green infrastructures"- its Garry oak trees.	Comment noted. The 2021 Comprehensive Plan amendment cycle list was finalized by the City Council through Resolutions 2020-15 and 2021-02. The comment letter does not refer to a specific proposed Comprehensive Plan amendment.  The public call for 2022 Comprehensive Plan amendment cycle items will occur in August-September 2021.
Jessica Gamble, MBA of Pierce County	-Are we able to have a seat at the table to represent industry as the Climate Plan is developed in the next few years? I'm sure residential construction and subsequent requirements will be discussed.  - "Evaluate a proposed transportation impact fee to generate revenue to expand non-motorized transportation." Is a concern as Lakewood doesn't currently have impact fees, right? No impact fees are a major advantage for the City in terms of attracting development.	As the City proceeds with implementation actions for the Energy & Climate Change Chapter, stakeholders will be contacted for participation in discussions about relevant topics.  Comment noted.
	- Require new development and landscaped public areas to use state-of-the-art irrigation systems that reduce water consumption including graywater systems and rainwater catchment – potential cost concerns here.	Comment noted.
	- We'd also like to be involved or at least receive updates on the forest management plan.	As the City proceeds with implementation actions for the Energy & Climate Change Chapter, stakeholders will be contacted for participation in discussions about relevant topics.
	- Consider revising building codes to disincentivize natural gas for heating in buildings – absolutely concerned about this and wondering the timeline. PSE, etc., I'm sure, would also like to be in the loop.	As the City proceeds with implementation actions for the Energy & Climate Change Chapter, stakeholders will be contacted for participation in discussions about relevant topics.
		The City has also been in regular contact with power utilities as the proposed Energy & Climate Change Chapter was developed.

		This communication will continue.
Rikki McGee	Regarding amendment 2021-02: I understand the following rezoning of Springbrook parcels being proposes, see following image from document.  I am not familiar with Lakewood's building zones and I am not a policy, development, or environmental expert but I am familiar with this area and appreciate what the city has done to improve Springbrook Park.  This rezoning area appears to be adjacent to Clover Creek, a part of our watershed recharge area that runs through Springbrook Park, see image below.  It also appears that this parcel is near or a part of the 100-year flood plan, see image below from a city planning report.	The rezoning of parcels referred to in amendment 2021-02 occurred in 2020; no new rezoning is proposed in amendment 2021-02.
	My questions are: 1. What kinds of industries might be built in this area?	1. Uses allowed in the Industrial Business Park (IBP) zone can be seen at LMC 18A.40.040.
	2. Will developers go through the SEPA process?	2. Developments within the Springbrook Neighborhood will be analyzed under SEPA as well as applicable sections of the Lakewood Development Code.
	3. Will there be specific accommodations for businesses built so near Clover Creek and in the 100 year flood zone?	3. In addition to the general development regulations in Title 18A, the City's municipal code includes a Flood Overlay Zone code in LMC 18A.50 Article 1 and a Flood Regulation Chapter at LMC 14.158. Parcels near Clover Creek and in the 100 year flood zone are subject to these regulatory chapters.
Christine Manetti	Regarding Amendment 2021-02: Thank you for the opportunity to comment on the updates to the Comprehensive Plan to reflect the 2020 rezoning of certain Springbrook parcels to Industrial, and replacement of the Comprehensive Plan Sustainability Chapter with an Energy and Climate Change Chapter.	Comment noted.

#### Please include me as a party of record.

**Springbrook Zoning Change:** The first is the change of zoning to industrial for parcels in the Springbrook neighborhood.

- The area is unsuitable for industrial zoning:
  - It is a residential area. There are apartment complexes that would be surrounded by warehouses if the development at 123rd Street SW were to go through, and also on the other side of 123rd.
  - Although there is currently pressure to quickly monetize properties now that there is a warehouse boom, there is no guarantee that these warehouses will be needed in perpetuity.

When this land is destroyed by having been turned into warehouses, there is no returning it to its previous condition. Using it for warehouses would be short-sighted. Lakewood is not the Port of Tacoma or Fife.

It could be a lovely residential area known for its trees and lakes -- as its name suggests – not for warehouses, of which there are already too many. How is it that driving along 84<sup>th</sup> towards the highway we see that the very large warehouse that stands where the city's beloved flea market stood still has "FOR LEASE" signs on it? There is another warehouse along that same road that is also for lease, and I am sure we could find others as well.

"Roll back" 2020 rezone of 19 parcels in Springbrook to IBP

### Regarding Amendment 2021-01:

Why are these not utilized, before destroying woodland and residential neighborhoods?

- What will be needed -- and of this there can be no doubt, as we are already seeing climate refugees -- is more residential housing. The proximity to the train to Seattle and the highway would make this a good area for residential use.
- The presence of many mature Garry oaks in this area make this completely unsuitable for any development that does not take their protection into account -- industrial or residential. Please see my extensive public comment regarding the 123rd Street SW development proposal.

Comment noted. The rezoning of parcels referred to in amendment 2021-02 occurred in 2020; no new rezoning is proposed in amendment 2021-02.

Comment noted.

Comment noted.

The Lakewood Municipal Code regulates significant trees at LMC 18A.70 Article III.

LMC 18A.70.320 (A)(1)(b) specifically preserves Gary Oak trees "when measured at four and one-half (4.5) feet above ground, has a minimum diameter of six (6) inches for Garry Oaks (also known as Oregon White Oaks)" Subsection (c) further defines a significant tree to be preserved as "regardless of the tree diameter, [a

They are especially important because they are huge trees that sequester large amounts of carbon -- as the city's own "Energy and Climate Change Chapter" points out, this is of paramount importance now:

"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."

Consider for example this excerpt from David Tallamy's 2021 book *The Nature of Oak* (p. 122):

"Perhaps the most timely and critically important ecosystem service delivered every day by oaks is carbon sequestration. Like all plants, oaks fix atmospheric carbon dioxide (C02) through photosynthesis and store its carbon in their tissues. In fact, about half of a plant's dry weight [...] comes from carbon. For an average oak tree, this amounts to tons and tons of carbon. The more densely a plant's cells are packed together, the more carbon it can store [...] Oak contributions to below-ground carbon sequestration are also noteworthy. Like oak tissues above the ground, oak root systems are massive and built from carbon. But what makes oaks a particularly valuable tool in our fight against climate change is their relationship with mycorrhizal fungi: mycorrhizae make copious amounts of carbon-rich glomalin... Oak mycorrhizae deposit glomalin into the soil surrounding oak roots throughout the life of the tree. Every pound of glomalin produced by oak mycorrhizae is a pound of carbon no longer warming the atmosphere, and glomalin remains in the soil for hundreds, if not thousands of years. These factors rank oaks among our best options for scrubbing carbon from the atmosphere and storing it safely in soil throughout the world's temperate zones."

He goes on to explain why this is superior to fast-growing, but short-lived trees, which have "no sustained effect on the amount of carbon in the atmosphere".

With my colleagues, I would be glad to discuss with you the options for protecting the oaks and maximizing their many benefits to Lakewood -- not only in terms of their critical sequestration of carbon, but also their potential as an extremely rare species and habitat for attracting tourists far and near, importance to the city's tree canopy (a topic getting a lot of attention in other American cities today), the wellbeing of Lakewood's people and animals, and of course their

tree] determined to be significant by the Director due to the uniqueness of the species or provision of important wildlife habitat."

LMC 18A.70.310 (B) states that "Industrially zoned properties are exempt from this chapter, except where specific tree preservation is required as a mitigation measure under SEPA."

Per LMC 18A.70.310: "Lots of less than 17,000 square feet in single-family residential zones are exempt from this chapter, except where specific tree preservation is required as a mitigation measure under SEPA (which can occur where there are large areas with Garry Oaks.) In the event a permit is not required for the establishment of a use, the standards of this section shall still apply."

LMC 18A.70.320 (B) includes the criteria for preserving significant trees. Subsection (4) provides that "additional or specific tree retention may be required as SEPA mitigation in addition to the requirements of this section."

Thus, for every development application, LMC 18A.70 Article III and/or site-specific SEPA analysis is conducted by the City.

Creeks are part of the City's Shoreline Master Program; setbacks, mitigation, etc. is required. The minimum setback from creeks is 65 feet.

City has required large open space set-asides to protect Gary Oaks, most notably along Flett Creek and the Flett Creek

	ever-important aesthetic contributions to this wooded city on the lakes.	Complex. The City has also zoned private property as open space.
		In 2020, the City amended the open space zoning behind Western State Hospital (WSH) to protect large numbers of trees from potential development occurring through the possible expansion of WSH.
		The City required removal of Garry Oaks in the North Clear Zone but also required \$50,000 in offsite mitigation along the ridge of Flett Creek Complex.
		The City also regularly fines property owners who cut down trees with without permits; the fines are often in the \$30,000 to \$80,000 range. In fact as recently as June 8, 2021, a property owner received infractions for removal of trees without permits.
		The City is using the City's tree fund to work with Pierce College to attempt to grow Garry oaks at Fort Steilacoom Park.
Jenna Lee	Supportive of 2021-04 discussing Lakewood's efforts to preserve and produce "missing middle" housing	Comment noted.
6/7/21 Public	Comment Portion of CC Meeting (not part of public hearing or	2021 CPAs )
Matt McCarthy	Opposed to industrial zoning of areas where oak trees present; oak trees better carbon sinks that other types of trees	7022 02110 )
TJ Kwan	Opposed to industrial zoning in Springbrook where Garry Oak trees present	
Francis Feyland	Opposed to industrial zoning in Springbrook where Garry Oak trees present; tree removal rules in industrial areas should be the same as in residential areas of the City	
Jenny Jones	Garry Oak trees are protected in the state and should not be removed in industrial areas of city	

Jenna Lee	Opposed to allowed removal of Garry Oak trees in industrial areas; trees reduce crime rate and improve mental health	
James Dunlap	Opposed to Garry Oak removal in industrial areas. Discussion of carbon sequestration process by Garry Oaks is	
	different and better than other tree species. Garry oaks also drought and fire resistant	
Ricki McGee	Concerned re water quality and air quality in Lakewood. Industrial zoning in Springbrook runs counter to results of flood mapping efforts in that part of the City. Need to recharge water aquifer with clean water off of open land and let natural water filtration occur	

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

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# **ACRONYMS**

COVID-19 Coronavirus Disease 2019

CO2 Carbon dioxide

CO2e Carbon dioxide equivalent

EPA Environmental Protection Agency

GHG Greenhouse gas, limited to CO2, CH4, N2O, and fugitive gases

LKVW Lakeview Light and Power

MgCO2e 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?

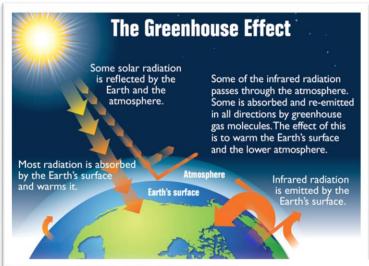
A balance of naturally occurring gases dispersed in the atmosphere determines the Earth's climate by trapping solar radiation. This phenomenon is known as the "greenhouse effect." Modern human activity, most notably the burning of fossil fuels for transportation and electricity generation, introduces 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.



**Figure 2** (EPA 2012)

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. 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.<sup>ii</sup> The greatest decline was in lithium-ion battery storage, which fell 35 percent during the same period.<sup>iii</sup> This steady decline of prices for battery

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. Yes in 2018, US corporate renewable energy



Figure 3 (Unknown Source)

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.

### **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<sup>vii</sup>

By the 2020s, the average temperatures could be higher than most of those experienced during the 20<sup>th</sup> 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)

0.5- and 2.0-meters water equivalent.

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

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<sup>ix</sup>. 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<sup>x</sup>. 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 Emissions<sup>1</sup>

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 on 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

<sup>1</sup> 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.

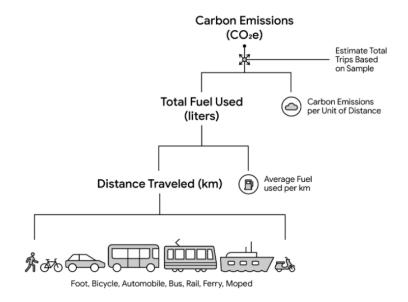
An important note for transportation emissions, EIE accounts for:

- 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.

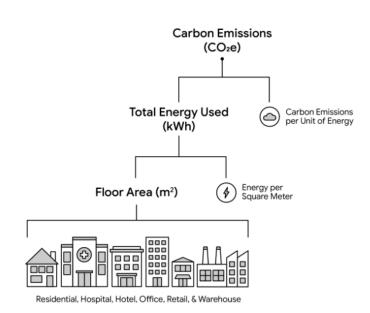
These measures are combined with region-specific assumptions from CURB: Climate Action for Urban Sustainability tool, such as the split between gasoline and diesel vehicles (vehicle fleet mix and fuel combinations) and average fuel efficiency. Finally, EIE applies fuel efficiency and emissions factors 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 (MGCO2e) by emission type. In 2019, Lakewood's industries, businesses and residents generated about 639,410 MGCO2e.

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	Percent of Total			
Residential	(MgCO2e)				
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 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		
<b>Emission-Type</b>	City of Lakewood	Percent of Total
	2019 Emissions	
	(MgCO2e)	
CDECLAI NOMEC		

#### **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, MgCO2e 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 MgCO2e 70% below 1990 by 2040: 160,500 MgCO2e 95% below 1990 by 2050: 26,750 MgCO2 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.

	Table 3								
	Utility Fuel Mix – 2015 <sup>xi</sup> and 2019 <sup>xii</sup>								
	2015	2019	%	2015	2019	%	2015	2019	%
	Lakeview	Lakeview	Change	Puget	Puget	Change	Tacoma	Tacoma	Change
	Light &	Light &		Sound	Sound		Power	Power	
	Power	Power		Energy	Energy				
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	0.03	0	-0.03	0	0	0	0.02	0	-0.02
biogenic									
Other non-	0.04	0	-0.04	0.13	0	-0.13	0.04	0	-0.04
biogenic									
Petroleum	0.02	0	-0.02	0.10	0.04	-0.06	0.02	0.03	+0.01

Table 3 Utility Fuel Mix – 2015 <sup>xi</sup> and 2019 <sup>xii</sup>									
	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	D 4	D 4	TD 4	TD 4	<b>D</b>	D 4	<b>T</b> ) (	<b>T</b>	<b>D</b>
r uei	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Solar	0	0	Percent	Percent	<b>Percent</b> 0.87	+0.87	0	0.01	+0.01
							_		
Solar	0	0	0	0	0.87	+0.87	0	0.01	
Solar Waste	0	0	0	0	0.87	+0.87	0	0.01	+0.01

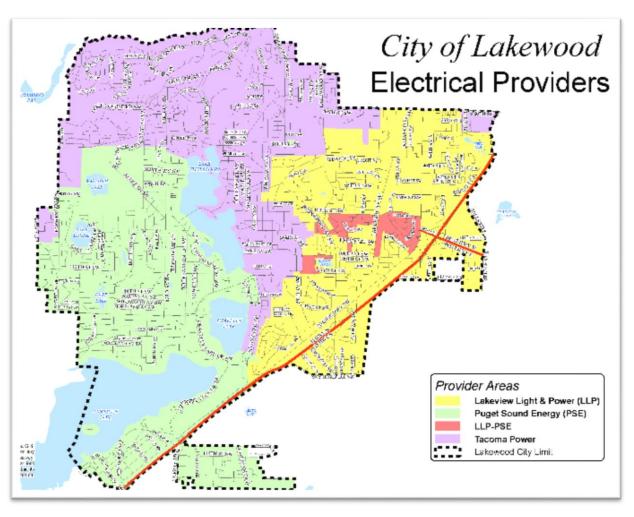


Figure 7 (City of Lakewood)

#### **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).

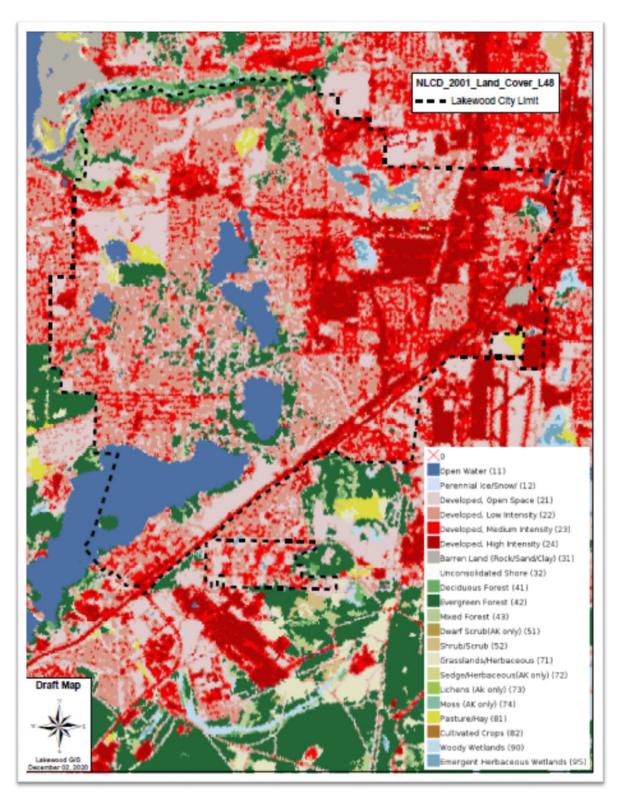
A significant unknown is the impact of climate change on lakes. Inland waters play a key role in carbon sequestration, with both positive and negative effects. Half of the carbon that lakes receive is respired and returned to the atmosphere as CO2. On the other hand, some carbon gets buried in freshwater 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	

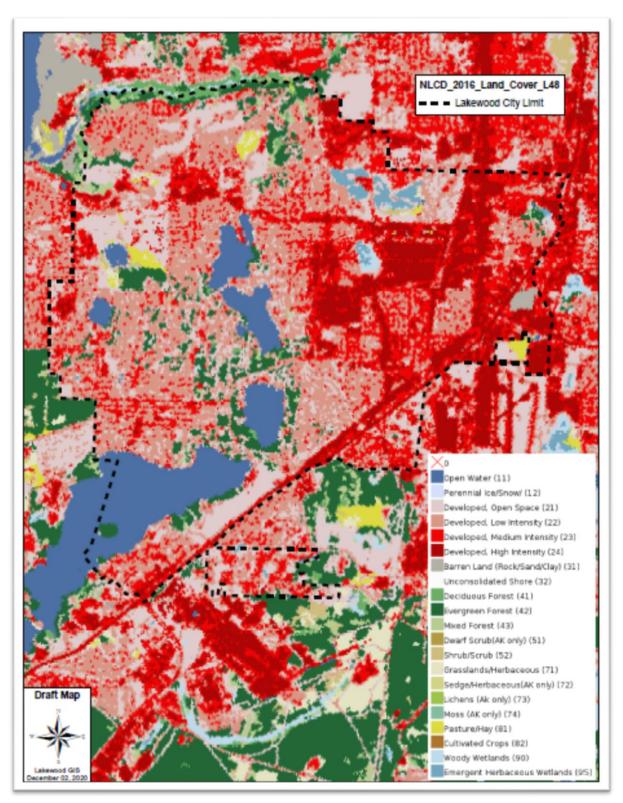
Lake Steilacoom	306	11	20	Ponce de Leon Creek	Chambers
(reservoir)				(springs); Clover	Creek
				Creek	
Waughop Lake	33	7	Unknown	Groundwater	None
Lake Louise	38	17	35	Groundwater	None
Seeley Lake	46	Unknown	Unknown	Groundwater &	None
(wetland)				stormwater	
Ward's Lake	11	30	65	Storm water catch	Tacoma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

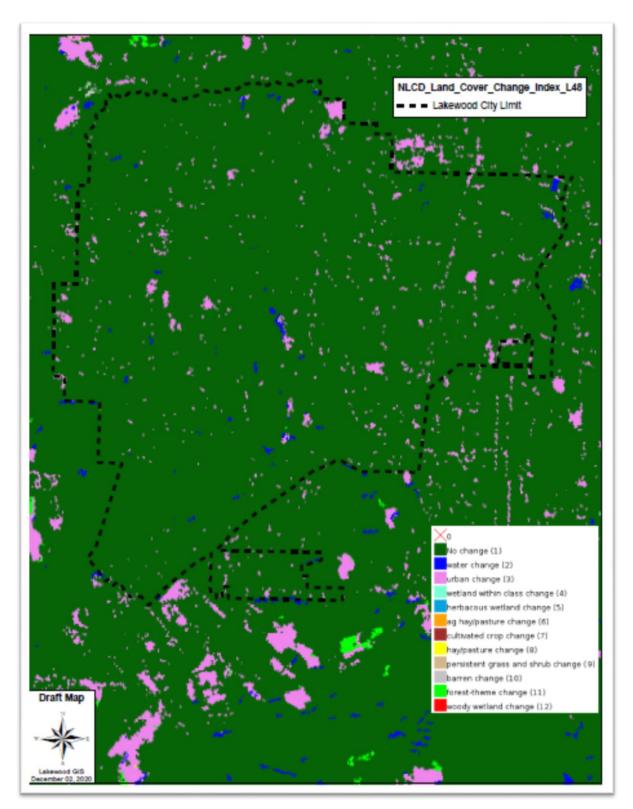


Figure 10
Net Changes in Land Coverage
(Green denotes no change; pink shows urban change)

# **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	LPD	Lakewood Police Department				
	any city department, as applicable)						
CC	City Council	O&M	Operations & Maintenance				
CM	City Manager	PC	Planning Commission				
CED	Community Economic	PWE	Public Works & Engineering				
	Development						
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)
В	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
С	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
Е	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)
Н	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	C 1.2 Increase Public Awareness and Supp	ort: Encourag	e residents and	l businesses to
reduce the	eir carbon footprint by raising their awarene	ss about the im	pacts of climat	e change and by
building s	support for climate change initiatives in Lake	ewood.		
A	Develop a program to inform residents	CCOMM,	Near-term	High
	and businesses about key climate change	CA, CED	(ongoing)	(unfunded)
	challenges and potential solutions. A			
	potential option is to create an online			
	tool that provides current GHG emission			
	data and resources for the public.			

# **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	Table 7: Goal EC 2 Policies and Tasks						
Encour	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			
В	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)			
С	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 P	<b>Public Transit</b>					

Public transit provides an environmentally friendly, cost-effective, and equitable mode of travel for residents and visitors. Lakewood will coordinate with regional transportation agencies and support

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

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:  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)
В	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)
С	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	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)
В	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)
С	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
Н	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	CC, outside	Mid-term	High
	Department of Transportation, Sound	agencies		(unfunded)
	Transit, and Amtrak about adding an			
	Amtrak Cascades stop within the City.			
В	Work with Sound Transit to provide for	CA, CM,	Mid-term	Medium
	extended hours of operations at the Sound	COMM,		(unfunded)
	Transit Lakewood Station and to expand	PWE, CED,		
	the existing parking garage.	outside		
		agencies		

### **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)
В	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)
В	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)
С	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
В	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	CC, CM,	Near-term	High
	franchise holder and Pierce County to	CA,		(unfunded)

expand recycling programs and reduce the generation of solid wastes. Potential measures include:  • 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.  Programs should also include outreach and education efforts.  B Develop a comprehensive recycling and composting program for all city-owned facilities.  C Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.  D Continue to support neighborhood events such as garage sales and clean-up/recycling events.  E Support tool libraries, repair cafes, and other collaborative consumption projects.  E Support tool libraries, repair cafes, and other collaborative consumption projects.  F Require that all commercial entities participate in recycling and a green waste  CCMM, dedium-term (unfunded)  CC, CM, Medium-term (unfunded)  CC, CM, Medium-term (unfunded)		avoand recycling programs and reduce the	COMM	(2022	
measures include:     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.  Programs should also include outreach and education efforts.  B Develop a comprehensive recycling and composting program for all city-owned facilities.  C Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.  D Continue to support neighborhood events such as garage sales and clean-up/recycling events.  E Support tool libraries, repair cafes, and other collaborative consumption projects.  E Support tool libraries, repair cafes, and other collaborative consumption projects.  F Require that all commercial entities participate in recycling and a green waste  agencies  agencies  agencies  agencies  agencies  agencies  A dedium  F CC, CM,  Medium  CC, CM,  Medium  CC, CM,  Medium  COMM  Medium  High  (unfunded)  High  (unfunded)	1	expand recycling programs and reduce the	COMM,	(2022-	
<ul> <li>providing recycling containers in parks and public spaces;</li> <li>establishing computer reuse and recycling programs;</li> <li>expanding or enhancing recycling and green waste services for all residents and businesses; and</li> <li>providing locations for household hazardous wastes to be recycled.</li> <li>Programs should also include outreach and education efforts.</li> <li>Develop a comprehensive recycling and composting program for all city-owned facilities.</li> <li>Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.</li> <li>Continue to support neighborhood events such as garage sales and clean-up/recycling events.</li> <li>Support tool libraries, repair cafes, and other collaborative consumption projects.</li> <li>Require that all commercial entities participate in recycling and a green waste</li> </ul>		generation of solid wastes. Potential	outside	2025)	
parks and public spaces;		measures include:	agencies		
<ul> <li>establishing computer reuse and recycling programs;</li> <li>expanding or enhancing recycling and green waste services for all residents and businesses; and</li> <li>providing locations for household hazardous wastes to be recycled.</li> <li>Programs should also include outreach and education efforts.</li> <li>Develop a comprehensive recycling and composting program for all city-owned facilities.</li> <li>Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.</li> <li>Continue to support neighborhood events such as garage sales and clean-up/recycling events.</li> <li>Support tool libraries, repair cafes, and other collaborative consumption projects.</li> <li>Require that all commercial entities participate in recycling and a green waste</li> </ul>		<ul> <li>providing recycling containers in</li> </ul>			
recycling programs;		parks and public spaces;			
<ul> <li>expanding or enhancing recycling and green waste services for all residents and businesses; and</li> <li>providing locations for household hazardous wastes to be recycled.</li> <li>Programs should also include outreach and education efforts.</li> <li>Develop a comprehensive recycling and composting program for all city-owned facilities.</li> <li>Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.</li> <li>Continue to support neighborhood events such as garage sales and clean-up/recycling events.</li> <li>Support tool libraries, repair cafes, and other collaborative consumption projects.</li> <li>Require that all commercial entities participate in recycling and a green waste</li> </ul>					
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participate in recycling and a green waste CED, PWE, term (unfunded)					·
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				term	(unfunded)
program, once established.   COMM	1	program, once established.	COMM		

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	Implement water conservation efforts for households, businesses, industries and public infrastructure. Include measures such as the following:  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

В	graywater systems and rainwater catchment;  • 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.  Install hydration stations in all municipal	CC, CM,	Medium	Low
D	facilities to allow refills of reusable water	CED,	Medium	(unfunded)
	The state of the s	PARKS,		(umumu)
		PWE		
С	Require hydration stations all new	CED, PWE	Medium	Low
	development that includes private and			(unfunded)
	public parks			

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.			
В	Establish a trip reduction policy that includes a remote work strategy, and appropriate technology.	CA, CM, CED, outside agencies	Near-term (2021)	High
С	Conduct a feasibility study on using treated greywater and rainwater harvesting for nonpotable 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	CA, CM,	Near-term	High
	reduce paper consumption in the workplace.	CED, PWE	(2021-	(funded)
	Implement a document management		2025)	
	information system.			

### **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
В	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)
С	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)
Е	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
Н	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;

	<ul> <li>tailored to street or trail function and adjacent land use type.</li> <li>Update Street Design Standards based on recommendation from bicycle and pedestrian plans.</li> <li>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.</li> </ul>			others have not been started)
В	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)
В	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)	
С	Develop and promote an urban forest management/ master reforestation plan.	CED, PARKS, PC, PRAD, CC, CM	Near-term (2012-2025)	High (unfunded)
D	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:  - 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> <li>Encourage the creation of community gardens on public and private lands by community groups.</li> </ul>			
	Provide information to the public, including landscape companies, gardeners, and nurseries, on carbon sequestration rates, drought tolerance, and fire resistance of different tree species.			
Е	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 (unfunded)
Н	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.			
В	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)
С	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

A	Assess opportunities for sustainable Urban Agriculture.	PARKS, CED	Near-term	High
	Orban Agriculture.		(2021-	(partially
			2025)	funded)
	XX 1 11 11 61 1			
	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.			
	The assessment should explore the			
	feasibility of implementing the			
	following strategies:			
	<ul> <li>Developing a site inventory and</li> </ul>			
	a management plan to administer			
	the use of potential urban			
	agricultural sites;			
	<ul> <li>Expanding the number and</li> </ul>			
	frequency of farmer's markets			
	throughout Lakewood;			
	<ul> <li>Promoting urban agriculture as a desirable civic activity that</li> </ul>			
	improves the quality of urban			
	life, food security, neighborhood			
	safety and environmental			
	stewardship;			
	<ul><li>Establishing a community-based</li></ul>			
	support system for urban			
	growers such as tool banks,			
	shared processing facilities,			
	farmers' markets, community			
	supported agriculture ventures, funding streams and technical			
	service providers;			
	<ul><li>Offering locally grown food to</li></ul>			
	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			
	unemployed people to work in			

	urban food-related businesses as a source of jobs;  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.			
В	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,	CC, CED,	Near-term	High
	3.3 - 3.5, and $4.1 - 4.3$ .	LPD, FIRE,	(2021-	
		PWE	2025)	

**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)
В	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)
С	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 preincident and post-incident responses.

- 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	LPD, FIRE	Near-term	High
	Hazard Mitigation Plan to address climate		(2021-	
	change.		2025)	

**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	CC, CM,	Long-term	Medium
	develop strategies for maintaining the City's	PC, CED		(unfunded)
	energy, water, and food security during			
	possible climate related disasters.			

- <sup>1</sup> 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.
- <sup>2</sup> 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.
- <sup>3</sup> Ibid.
- <sup>4</sup> U.S. Energy Information Administration, Monthly Energy Review, October 2019, https://www.eia.gov/totalenergy/data/monthly, accessed October 2019.
- <sup>5</sup> 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.
- <sup>6</sup> 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.
- <sup>7</sup> University School of Washington, Tacoma, School of Urban Studies, Lakewood, WA Commute Patterns; <a href="https://www.tacoma.uw.edu/urban-studies/lakewood-wa-commute">https://www.tacoma.uw.edu/urban-studies/lakewood-wa-commute</a>
- <sup>8</sup> Nature Climate Change; Current and future global climate impacts resulting from COVID-19. https://doi.org/10.1038/s41588-020-0883-o
- <sup>9</sup> COVID-19 Multimodal Transportation System Performance Dashboard; https://www.wsdot.wa.gov/about/covid-19-transportation-report/.
- <sup>10</sup> 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
- <sup>11</sup> 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

#### **2021-01 CEDD REVIEW**

**Housing Capacity Analysis:** There is no change to the City's housing capacity from this proposed Comprehensive Plan map and text amendment. Any specific development applications submitted after this amendment is adopted will be reviewed in compliance with the Lakewood Municipal Code.

- **A.** Consistency with the Comprehensive Plan: This amendment updates the Comprehensive Plan to include the increased awareness of the effects climate change is having and will have on the City of Lakewood, and the need to plan for such changes.
- **B.** Compatibility with development in the vicinity: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.
- **C.** Transportation impacts and mitigation: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.
- **D. Public Service impacts and mitigation**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.
- **E. Public health, safety and general welfare impacts**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.
- **F.** Range of permitted uses: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level.
- **G.** Change in circumstances: This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level. The existing Sustainability Chapter does not reflect the most recent information and best practices available.
- **H.** Advantages vs. negative impacts: This amendment includes map and text amendments to the Comprehensive Plan that are in response to increasing concern over and the need to plan for pending climate change effects at a citywide level. There are no negative impacts from this amendment.

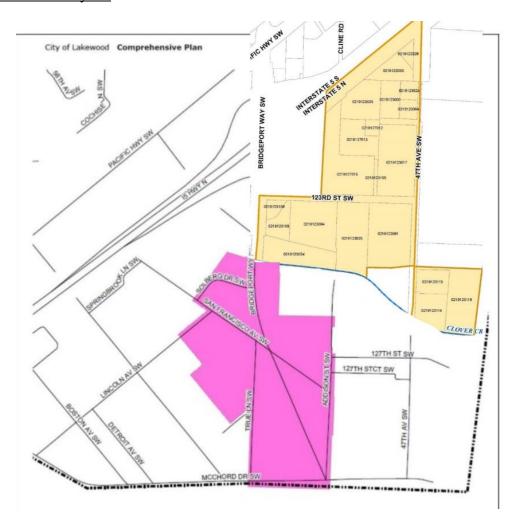
CEDD Recommendation: Approval.

### 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 Nieghborhood 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 1.5 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 Subareacommuter rail station.

#### **•1.6.7** Regional Planning Policies

→ In addition to the GMA, this plan is required to comply with VISION 20402050, 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 Ddistrict Subarea, Springbrookportions 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 workeding with Pierce County and the Puget Sound Regional Council (PSRC) to develop an appropriate regional Centers policiesy 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 Pierce 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 <u>residential target areas (RTAs)</u> 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	Downtown	See Downtown Plan for extent and
and Local Streets in Downtown		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.
- pProvidinge 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 <u>Gravelly Lake DriveBridgeport Way</u>. 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 <u>west of I-5some areas between Gravelly Lake</u>

# 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 <u>systems</u> and turf <u>areas</u>, 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 met 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  $\frac{2014-2020-20342040}{2020-20342040}$ . 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:

<del>I-5;</del>
Major arterials including Steilacoom Boulevard SW, Washington Boulevard SW,
 portions of
Bridgeport Way SW, Gravelly Lake Drive SW, 100th Street SW and South Tacoma
<del>Way;</del>
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 causal play. However, major sport facilities such as baseball and soccer fields are mostly provided in larger parks serving a wider community or the entire City/region, such as Harry Todd Park and Fort Steilacoom Park. In total, the City offers seven eight baseball fields, three soccerseven 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 <u>two</u> boat launches, <u>one on American Lake at at-</u>American Lake Park, <u>and the other on Lake Steilacoom at Edge</u>water 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

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
<ul> <li>Quality of staff in terms of professionalism and courtesy</li> </ul>
☐ Engage in fund raising through solicitation of sponsorships
Programming for younger children with before and after school opportunities
☐ Better advertise location of facilities and programs
The needs assessment also examined Level of Service (LOS) to determine if there were a sufficient number of neighborhood parks located within the City to meet future population demand as well as identification of possible service duplications and gaps.
Survey participants were asked how far they were willing to walk to recreation facilities. Respondents to the needs assessment indicated a willingness to walk 18-21 minutes to a park ore recreation area which constitutes a 0.75-mile service radius. Consequently, this Legacy Plan incorporates a 0.75-mile walking distance as the LOS for neighborhood parks equipped with playground facilities. The new 0.75-mile LOS was applied to each of the 10 Lakewood park planning areas to determine any park service area duplications and gaps using GIS mapping of walkways, sidewalks, and other linkage networks.
Based on this assessment, Lakewood has three residential areas that are potentially underserved:
North section of planning area 2 west of Bridgeport Way—which may be serviced by acquiring neighborhood park lands adjacent to Chambers Creek Regional Plan and/or by acquiring private park land near the Oakbrook County Club or the private Oakbrook Pool on Ruby.
☐ East section of planning area 8 east of Gravelly Lake—which could be serviced by developing a trail system around Gravelly Lake linking existing neighborhood parks and/or by developing a school-park at Tyee Park Elementary School.
☐ East section of planning area 10 east of I 5 — which may be serviced by developing and/or acquiring and redeveloping residentially zoned land adjacent to the industrial area. Woodbrook Middle School property has been rezoned industrial reserve.

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

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.
- <u>LU 41.2</u>: 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.
- <u>LU 42.4</u>: 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.
- <u>LU 43.2</u>: Build and leverage partnerships with other entities, organizations, community stakeholder groups, and other City departments to provide quality and accessible services.
- <u>LU 43.3</u>: 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:

- <u>LU 44.1: Continue to develop and expand destination park amenities and community signature</u> 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.
- <u>LU 44.3: Provide safe, clean, and green parks that attract visitors, businesses, and enhance property values.</u>
- **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:

- <u>LU 45.1: Make accountable, transparent, and responsible decisions that consider the environmental, economic, social, and cultural impacts to our community.</u>
- <u>LU 45.2</u>: 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.
- <u>LU 45.4: Cultivate and leverage community partnerships to improve park and recreation</u> 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.

#### **2021-03 CEDD REVIEW**

**Housing Capacity Analysis:** The updates to the Comprehensive Plan reflecting the adoption of the 2020 Legacy Plan do not affect the City's housing capacity.

- **A.** Consistency with the Comprehensive Plan: This amendment acknowledges the adoption of the Lakewood 2020 Parks, Recreation and Open Space (PROS) Master Plan, termed the "Legacy Plan," in the Comprehensive Plan and its discussion of parks, recreation and open space. It increases the internal consistency of the Comprehensive Plan as well as providing consistency between the Comprehensive Plan and the City's PROS Plan.
- **B.** Compatibility with development in the vicinity: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."
- **C.** Transportation impacts and mitigation: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."
- **D. Public Service impacts and mitigation**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."
- **E. Public health, safety and general welfare impacts**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."
- **F. Range of permitted uses**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."
- **G.** Change in circumstances: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan that are in response to the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan."
- **H.** Advantages vs. negative impacts: This amendment acknowledges the adoption of the Lakewood 2020 PROS Master Plan, termed the "Legacy Plan," in the Comprehensive Plan and its discussion of parks, recreation and open space. It increases the internal consistency of the Comprehensive Plan as well as providing consistency between the Comprehensive Plan and the City's PROS Plan. There are no negative impacts from this amendment.

CEDD Recommendation: Approval.

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

# 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.

<u>In addition, Lakewood has a significant number of affordable housing programs:</u>

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. <u>Affordable Housing Initiative (2060) and Homeless Housing Act (2163) Programs:</u>
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.

<u>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.</u>

- 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, fourplexes, 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.
  - <u>Lakewood also has a senior housing overlay</u>. 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.

<u>To-date</u>, 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. <u>SSMCP Housing Study:</u> 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 <u>area median income</u>, and for renter-<u>occupied</u> housing, sixty (60) percent of the <u>area median income</u>.
  - 2. Pursuant to the authority of <u>RCW</u> <u>36.70A.540</u>, 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 "<u>low-income households</u>" in <u>RCW</u> <u>36.70A.540</u>, 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 <u>18A.10.120(D)</u> 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	тос	CBD	C1	C2	С3	IBP	I1	12	ΡI
Accessory caretaker's unit	_	_	_	_	_	-	_	_	_	_	P	P	P	P	P	P	P	_	P	Р	_
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)	С	С	С	С	С	-	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_
Cottage housing (B)(3)	P	P	P	P	-	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_
Co-housing (dormitories, fraternities and sororities) (B)(4)	_	_	_	_	P	Р	P	Р	Р	_	P	Р	_	_	_	_	_	_	_		_
Detached single-family (B)(5)	P	P	P	P	P	P	_	_	_	P	_	-	-	_	_	-	-	-	_	-	_
Two-family residential, attached or detached dwelling units	<u>P</u>	<u>P</u>	<u>P</u>	<u>CP</u>	Р	P	P	_	_	Р	Р	Р	_	_	_	_	_	_			_
Three-family residential, attached or detached dwelling units	<u>P</u>	<u>P</u>	<u>P</u>	<u>€</u> P	С	С	_	_	_	_	_	_	_	_	_	_	_	_	_		-
Multifamily, four or more residential units	_	_	_	_	<u>P</u>	<u>P</u>	P	P	P	P	P	P	P	P	_	_	_	_	_		_
Mixed use	_	_	_	_	_	_	_	_	_	_	P	P	P	P	_	_	_	_	_	-	_
Family daycare (B)(6)	P	P	P	Р	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	тос	CBD	C1	C2	С3	IBP	I1	12	ΡI
Home occupation (B)(7)	P	P	P	P	P	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile home parks (B)(8)	_	_	С	С	С	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Mobile and/or manufactured homes, in mobile/manufactured home parks (B)(8)	_	_	С	С	С	_	P	Р	Р	_	_	Р	_	_	_	_	_	_	_	_	_
Residential accessory building (B)(9)	P	P	P	P	P	P	P	Р	P	Р	P	P	P	P	_	_	-	_	_	_	_
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	_	_	-	_		-		ı	_	_		-	_	_		ı	_		_
Small craft distillery (B)(6), (B)(12)	_	P	P	P	P	_	-	_	_	-	_	P	P	P	P	P	P	_	P	_	_
Specialized senior housing (B)(10)	_	_	_	_	С	С	С	С	С	_	_	P	С	С	_	_	_	_	_	_	_
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	_	_	ı	-	_		_

#### **2021-04 CEDD REVIEW**

**Housing Capacity Analysis:** The updating of the discussion of Lakewood's housing planning in the Comprehensive Plan to reflect priorities, programs and funding sources the City has adopted and/or accesses will not increase or decrease the City's housing capacity. The allowance of two and three family detached or attached housing units in the R1, R2, R3, and R4 zones as well as the allowance of multifamily housing units in the MR 1 and MR2 zones will increase the City's housing capacity to the extent that specific parcel sizes in relation to zone densities can accommodate the higher density housing units:

<b>R</b> 1	R2	R3	R4	MR1	MR2
1.45 dua	2.2 dua	4.8 dua	6.4 dua	8.7 dua	14.6 dua

- **A.** Consistency with the Comprehensive Plan: 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.
- **B.** Compatibility with development in the vicinity: Not applicable. 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. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **C.** Transportation impacts and mitigation: Not applicable. 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. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **D. Public Service impacts and mitigation**: Not applicable. 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. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **E. Public health, safety and general welfare impacts**: Not applicable. 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. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **F. Range of permitted uses**: Not applicable. 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. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.

- **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 <a href="Downtown subarea">Downtown subarea</a>, <a href="cotor">coterminous with the</a> 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 CBDDowntown 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, Aa 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 isbe 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 formbased 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.

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#### 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 <u>Downtown</u> <u>-GBD</u> has been designated as an urban center under the CWPP and, by extension, is a recognized <del>urban</del> 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 <a href="subarea">subarea</a>. 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 CBDDowntown, 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 <u>Sub</u>area as the multi-modal commuter hub of Lakewood.

#### Policies:

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

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

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

LU-25.4: Provide incentives for redevelopment of the Lakewood Station <u>Sub</u>area 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 <a href="CBDDowntown Subarea">CBDDowntown Subarea</a>, Lakewood Station <a href="Delistrict\_Subarea">Delistrict\_Subarea</a>, 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 railLakewood 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 <a href="#">CBD-Downtown</a> and Lakewood Station <a href="#">Delistrict Subareas</a>, which are presented separately.

# 4.3 Relationship Between Urban Design and Transportation

\* \* \*

<u>Gateways:</u> 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 <u>DowntownCBD</u>: 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.

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

- Colonial Center
- Flett House
- Boatman-Ainsworth House
- Settlers Cemetery
- Fort Steilacoom
- Thornewood Manor House

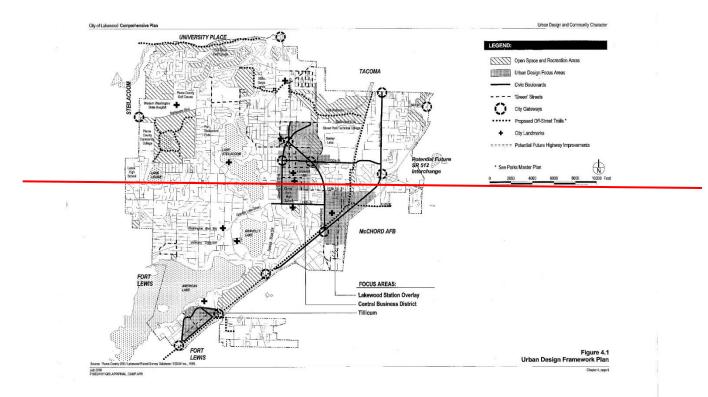
#### Colonial Plaza

- Lakewood Mall
- Lakewold Gardens
- Lake Steilacoom Bridge
- City Hall\*
- Lakewood Station\*

#### \* potential future landmarks

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

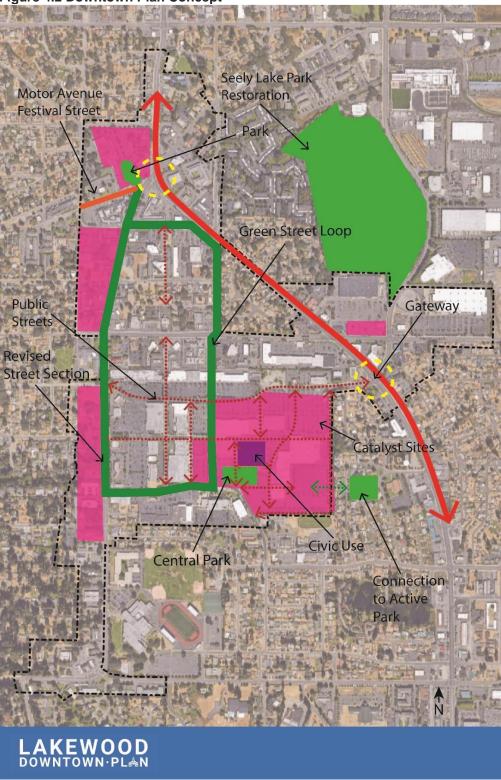
#### 4.5.1 Downtown

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, redevelopingwith 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 StreetColonial Plaza: In 2019, tThe City intends to move forward withcompleted 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 <a href="has-defineds">has-defineds</a> 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>	Sum of Res. Units	Total Acres	Density Achieved	Max Density	% of Max Density Achieved
Multifamily 3: 2020	<u>475</u>	<u>40.9</u>	<u>11.6</u>	<u>54</u>	<u>21%</u>
Planned MF 3: 2035	<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.

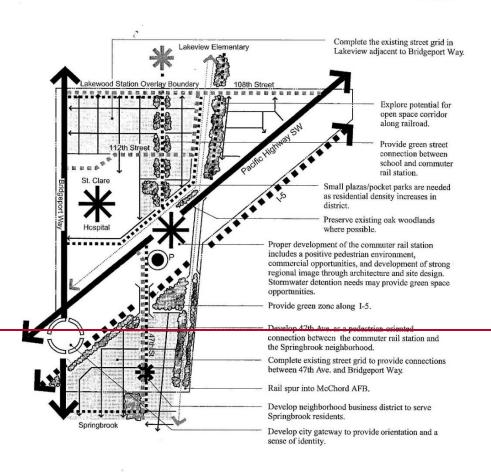
The <u>urban design framework plan graphic depicting some of the potential planned land-use and urban design changes in the Lakewood Station District Subarea is shown in Figure 4.3. Some of the specific urban design actions shown which may occur as the Lakewood Station district develops over the next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

<u>Landmarks/Activity Nodes:</u> 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.

<u>Civic Boulevards:</u> 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.

<u>Green Streets:</u> 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.

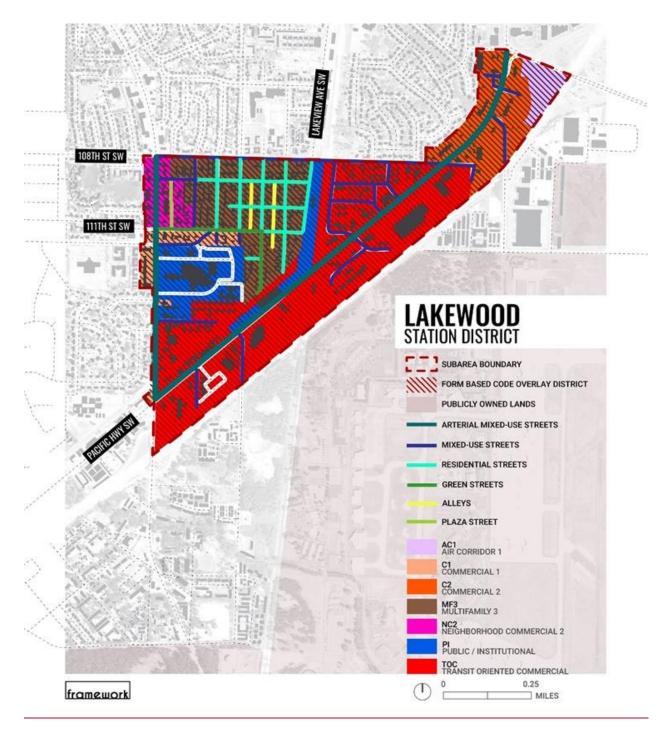




SOURCE: EDAW, Inc. 1999

File path: p:\6e24101\graphics\UrbanDsgn2.cdr

Chapter 4, page 15



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 pPlan for the entire CBD area, paying attention to the integration of Lakewood Towne Center with the remainder of the CBDsubarea.
- 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 <a href="#CDowntownBD">CDowntownBD</a> overall.
- UD-8.4: Maintain a pedestrian-orientation in building, site, and street design and development in the CBDDowntown.
- UD-8.5: Promote urban amenities throughout the CBDowntownD 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 <u>dD</u>istrict to the commuter rail station.
- UD-9.2: Identify the opportunities for additional public/semi-public green space in the Lakewood Station Delistrict. (see Policy LU25.3 regarding bonus densities).
- UD-9.3: Improve identified civic boulevards, gateways, and green streets within the Lakewood Station D district to provide a unifying and distinctive character.
- UD-9.4: Establish the intersection of Pacific Highway Southwest and Bridgeport Way as a major gateway into the city and develop a landscaping treatment to enhance the city's image at this gateway.
- UD-9.5 Develop Implement the Lakewood Station District Subarea (LSDS) Plana 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 80<sup>th</sup> 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 108<sup>th</sup> 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 retailors to the CBD and the South Tacoma Way Corridor.
- The location of Tactical Tailor to Lakewood.
- The removal of blighted buildings and structures on South Tacoma Way and Pacific Highway SW.
- Construction of a Wal-Mart Super Center on Bridgeport Way, including \$1.5 million in

new road improvements.

- Construction of the new Kenworth Truck Dealership on Pacific Highway SW.
- Construction of Lakewood Ford on Pacific Highway SW.
- Installation of major park upgrades at Fort Steilacoom Park.
- Extensive new road improvements on Murray Road SW, including a new roundabout, 59 Street SW, 104 th 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 Distruict 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 <u>central business districtDowntown</u> 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.
- <u>T-16.2:</u> 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.<u>76</u>: Incorporate <u>regional Ttransportation</u> 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 <u>and implement</u> redevelopment and subarea plans for the Lakewood Station District <u>Subarea</u>, Springbrook, the <u>CBDDowntown</u>, 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 <u>and update as required</u> 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.
- 41.3.12 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.
- 41.3.1311.3.12 Continue with redevelopment efforts in Tillicum and the preparation of development regulations and design standards as described in the Tillicum Neighborhood Plan <u>originally</u> adopted in June 2011 and updated thereafter.
- 41.3.1411.3.13 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.

#### **2021-06 CEDD REVIEW**

**Housing Capacity Analysis:** The housing capacity analyses for the Downtown Subarea Plan, Code and Planned Action (Downtown package) and the Lakewood Station Subarea Plan, Code and Planned Action (LSDS package) were performed as part of the consideration and adoption of each of the packages. The Downtown package plans for 2,257 housing units; the LSDS package plans for 1,722 housing units.

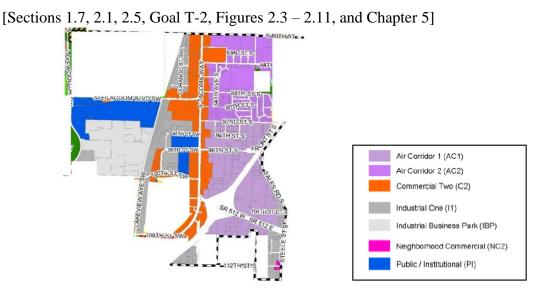
- **A.** Consistency with the Comprehensive Plan: This amendment creates more internal consistency within the Comprehensive Plan by updating relevant sections to recognize the 2018 adoption of the Downtown Subarea Plan and 2021 adoption of the Lakewood Station District Subarea Plan.
- **B.** Compatibility with development in the vicinity: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan to recognize the City's adoption of two subarea plans, development codes, and planned actions. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **C.** Transportation impacts and mitigation: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan to recognize the City's adoption of two subarea plans, development codes, and planned actions. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **D. Public Service impacts and mitigation**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan to recognize the City's adoption of two subarea plans, development codes, and planned actions. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **E. Public health, safety and general welfare impacts**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan to recognize the City's adoption of two subarea plans, development codes, and planned actions. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **F. Range of permitted uses**: Not applicable. This amendment includes map and text amendments to the Comprehensive Plan to recognize the City's adoption of two subarea plans, development codes, and planned actions. Any specific development applications will be reviewed and regulated per the Lakewood Comprehensive Plan policies and Lakewood Municipal Code.
- **G.** Change in circumstances: The amendment is timely due to the 2018 and 2021 adoption, respectively, of the Downtown and Lakewood Station District Subarea Plans. Text and maps in the Comprehensive Plan are outdated and need to be made consistent with the subarea plans.

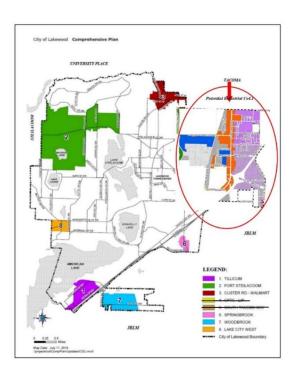
**H.** Advantages vs. negative impacts: There are no negative impacts from this amendment. The positive impacts relate to improving internal consistency among the City's various planning documents.

CEDD Recommendation: Approval

# 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*.)





**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:

<u>I. Parcels in Proximity to Berkeley Interchange</u> – 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.

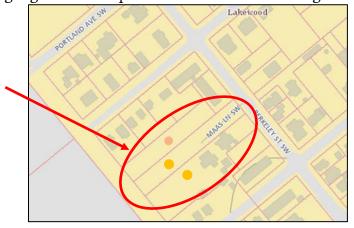
#### **ANALYSIS:**

### 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 (NDB)/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)



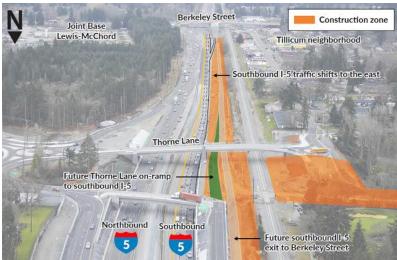
Figure 3 – Enlarged Depiction of Intersection in Tillicum (2018)



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)
	Accessory commercial	-	P
	Accessory Industrial	-	-
	Accessory retail or services	-	P
	Artisan shop	-	P
	Auto and vehicle sales/rental	-	С
	Auto parts sales	-	P
	Bank, financial services	-	P
	Brewery – production	-	С
	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	С	P
	Commercial recreation facility – indoor	-	P
	Commercial recreation facility – outdoor	-	-
	Community center	-	P
	Construction/heavy equipment sales and rental	-	-
	Convenience store	-	P
Commercial and Industrial	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)	-	С
	Laboratory – Medical/Analytical	-	P
	Laundry, dry cleaning plant	-	-
	Library, museum	-	P
	Live/work and work/live units	-	С
	Maintenance service, client site services	-	-
	Manufacturing, Assembling and Packaging - Light	-	-
	Manufacturing, Assembling and Packaging - Medium	-	-

			l
	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	-	С
	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	-	С
	Solid waste transfer station	-	С
	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	-	С
	Vehicle services – minor maintenance/repair	_	P
	Vehicle storage	-	-
	Warehouse	-	-
	Warehouse retail		
	Wholesaling and distribution	-	<u>-</u>
	Wildlife preserve or sanctuary		-
	Wine production facility		-
Eating and		-	-
Drinking	Bar/tavern	-	- -
Establishments	Brewery - brew pub	-	P

Mobile food vending facility		Microbrewery	-	P
Restaurant, cafe, coffee shopcounter ordering		Mobile food vending facility	-	P
Restaurant, café, coffee shop -drive-through services		Night club	-	С
Restaurant, café, coffee shop –table service Restaurant, café, coffee shop –outdoor dining Restaurant, café, coffee shop – outdoor dining Restaurant, café, coffee shop – serving alcohol Tasting room Vendor stand  Day care center in existing and new schools Day care center in existing and new schools Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site Day care center providing care for children and/or adult relatives of employees of a separate business establishment located on the same site Day care center, independent Human service agency offices Pe Medical service - clinic, urgent care Medical service - clinic, urgent care Medical service - lonic, urgent care Medical service - lonspital Medical service - lab Pharmacy Peschool/nursery school C P Pharmacy Preschool/nursery school C P Peschool/nursery school C P Peschool/nursery school C P Poschool/nursery school C P Hotels Hotels and motels Short term vacation rentals P P P Accessory caretaker's unit - P Accessory dwelling unit P - Babysitting care Boarding house C - Co-housing domitories, firaternities and sororities) P P Co-housing (domitories, firaternities and sororities) - P Three family residential, attached or detached dwelling units - P Three family residential, attached or detached dwelling units - P Family daycare P P		Restaurant, café, coffee shop – counter ordering	-	P
Restaurant, café, coffee shop – outdoor dining Restaurant, café, coffee shop – serving alcohol Tasting room Vendor stand  Day care center in existing and new schools Day care center in existing or new churches C 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 Day care center, independent Day care center, independent Human Social Services  Health and Social Serv		Restaurant, café, coffee shop -drive-through services	-	С
Restaurant, café, coffee shop – serving alcohol   -		-	P	
Tasting room		Restaurant, café, coffee shop – outdoor dining	-	Р
Vendor stand   -		Restaurant, café, coffee shop – serving alcohol	-	Р
Day care center in existing and new schools		Tasting room	-	Р
Day care center in existing or new churches		Vendor stand	-	P
Health and Social Services  Health and Social Services  Medical service - clinic, urgent care   PP   PP   PP   PP   PP   PP   PP		Day care center in existing and new schools	-	-
worst or renters of dwelling units located on the same site 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 Human service agency offices Medical service - clinic, urgent care Medical service - doctor office Medical service - hospital Medical service - hospital Medical service - integrated medical health center  Medical service - hospital  Medical ser		Day care center in existing or new churches	С	С
### Big contact of the same site big contact on the same service of			-	С
Health and Social Services    Human service agency offices   P		employees of a separate business establishment located on the same site	-	-
Human service agency offices   -   P	Health and Cocial	Day care center, independent	-	Р
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         Bed and breakfast guest houses       C       -         Hostels       -       -         Hotels and motels       -       -         Short term vacation rentals       P       P         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         Multifamily, four or more residential units       -       P         Mixed use       -       P         Family daycare       P       -         Home agriculture <td< td=""><td></td><td>Human service agency offices</td><td>-</td><td>P</td></td<>		Human service agency offices	-	P
Medical service – hospital  Medical service - integrated medical health center  Medical service – lab  Pharmacy  Preschool/nursery school  Bed and breakfast guest houses  Hotels and motels  Short term vacation rentals  P  Accessory caretaker's unit  Accessory dwelling unit  Babysitting care  Boarding house  C  Co-housing (dormitories, fraternities and sororities)  Petached single family  Two family residential, attached or detached dwelling units  Multifamily, four or more residential units  Mixed use  Family daycare  Pemark  Medical service – integrated medical health center  P P  P P  P P  P P  P P  P P  P P  P		Medical service - clinic, urgent care	-	P
Medical service - integrated medical health center		Medical service - doctor office	-	P
Medical service - lab		Medical service – hospital	-	-
Pharmacy		Medical service - integrated medical health center	-	P
Preschool/nursery school  Bed and breakfast guest houses  Hostels  Hotels and motels  Short term vacation rentals  P  Accessory caretaker's unit  Accessory dwelling unit  Babysitting care  Boarding house  C  Cottage housing  Co-housing (dormitories, fraternities and sororities)  Two family residential, attached or detached dwelling units  Multifamily, four or more residential units  P  Family daycare  P  P  P  P  P  P  P  P  P  P  P  P  P		Medical service – lab	-	
Bed and breakfast guest houses       C       -         Hostels       -       -         Hotels and motels       -       -         Short term vacation rentals       P       P         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       -       P         Multifamily, four or more residential units       -       P         Mixed use       -       P         Family daycare       P       P         Home agriculture       P       -			-	P
Hostels Hotels and motels Short term vacation rentals P P P Accessory caretaker's unit Accessory dwelling unit Babysitting care Boarding house Cottage housing Co-housing (dormitories, fraternities and sororities) P Co-housing (dormitories, fraternities and sororities) P Cotached single family P Two family residential, attached or detached dwelling units P Three family residential, attached or detached dwelling units Aultifamily, four or more residential units P Family daycare P Home agriculture P		Preschool/nursery school	С	P
Hotels and motels Short term vacation rentals  Accessory caretaker's unit - P Accessory dwelling unit Babysitting care Boarding house Cottage housing Co-housing (dormitories, fraternities and sororities) P Co-housing (dormitories, fraternities and sororities) P Co-housing (dormitories, fraternities and sororities) P Two family residential, attached or detached dwelling units P Three family residential, attached or detached dwelling units - P Multifamily, four or more residential units - P Family daycare P Home agriculture P		Bed and breakfast guest houses	С	-
Hotels and motels Short term vacation rentals P P P Accessory caretaker's unit	Lodging	Hostels	-	-
Accessory caretaker's unit  Accessory dwelling unit  Babysitting care  P  Boarding house Cottage housing Co-housing (dormitories, fraternities and sororities)  Co-housing (dormitories, fraternities and sororities)  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  Mixed use P  Family daycare P  Home agriculture P	Louging	Hotels and motels	-	-
Accessory dwelling unit  Babysitting care  Boarding house  Cottage housing  Co-housing (dormitories, fraternities and sororities)  P  Detached single family  Two family residential, attached or detached dwelling units  Three family residential, attached or detached dwelling units  Multifamily, four or more residential units  Mixed use  Family daycare  Home agriculture  P  -  Accessory dwelling unit  P  P  P  P  P  P  P  P  P  P  P  P  P		Short term vacation rentals	P	Р
Babysitting care 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 - P  Multifamily, four or more residential units - P  Mixed use - P  Family daycare P  Home agriculture P		Accessory caretaker's unit	-	P
Residential Uses  Residential Uses  Residential Uses  Residential Uses  Residential Uses  Residential Uses  Co-housing (dormitories, fraternities and sororities)  Detached single family  Two family residential, attached or detached dwelling units  Three family residential, attached or detached dwelling units  Multifamily, four or more residential units  P  Mixed use  Family daycare  P  Home agriculture  P		Accessory dwelling unit	P	-
Cottage housing Co-housing (dormitories, fraternities and sororities)  Detached single family  Two family residential, attached or detached dwelling units  Three family residential, attached or detached dwelling units  Three family, four or more residential units  Multifamily, four or more residential units  P  Family daycare  Home agriculture  P		Babysitting care	P	P
Co-housing (dormitories, fraternities and sororities)  Detached single family  Two family residential, attached or detached dwelling units  Three family residential, attached or detached dwelling units  Three family four or more residential units  Multifamily, four or more residential units  P  Family daycare  P  Home agriculture  P  - P	Residential Uses	Boarding house	С	-
Residential Uses    Detached single family   P   -		Cottage housing	P	-
Two family residential, attached or detached dwelling units  Three family residential, attached or detached dwelling units  Multifamily, four or more residential units  Mixed use  Family daycare  Home agriculture  P  P  P  P		Co-housing (dormitories, fraternities and sororities)	-	P
Two family residential, attached or detached dwelling units  - P  Three family residential, attached or detached dwelling units		Detached single family	P	-
Three family residential, attached or detached dwelling units			-	P
Multifamily, four or more residential units  - P  Mixed use - P  Family daycare P  Home agriculture P			-	-
Mixed use-PFamily daycarePPHome agricultureP-			-	P
Home agriculture P -		Mixed use	-	P
Home agriculture P -		Family daycare	P	P
			P	-
		Home occupation	P	-

	Mobile home parks	С	-
	Mobile and/or manufactured homes, in mobile/manufactured home parks	С	Р
	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
	Assisted Living Facility	-	P
	Confidential Shelter	P	P
	Continuing Care Retirement Community	-	P
	Enhanced Services Facility	-	С
	Hospice Care Center	С	-
	Nursing Home	-	P
	Type 1 Group Home – Adult Family Home	P	P
Special Needs Housing	Type 2 Group Home, Level 1	P	P
Housing	Type 2 Group Home, Level 2	С	-
	Type 2 Group Home, Level 3	-	С
	Type 3 Group Home, Level 1	-	С
	Type 3 Group Home, Level 2	-	С
	Type 3 Group Home, Level 3	-	С
	Type 4 Group Home	-	-
	Type 5 Group Home	-	С

# 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;

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#### 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.

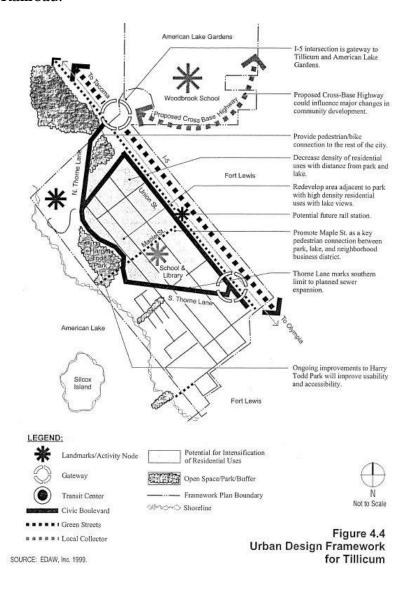
The urban design framework plan for Tillicum is shown in Figure 4.4. Some of the specific urban design actions which could be undertaken in Tillicum include:

<u>Landmark/Activity Nodes:</u> 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.

<u>Civic Boulevards:</u> 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. Longrange planning would also identify site requirements for the planned future commuter rail stop and propose a strategy to fulfill this need.

<u>Green Streets:</u> 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 multifamily housing and providing safe access to recreation, shopping, and public transportation.

<u>Open Space:</u> 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.



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.

# **2021-08 CED REVIEW**

# **Housing Capacity Analysis:**

Rezoning 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) would result in a loss of the potential for 12 detached single family housing units. While NC2 does not allow single family detached units, it does allow for two family, multifamily, and mixed use development (among other uses.) The R3 zone has a density of 4.8 dua; NC2 has a density of 35 dua. The housing capacity on these parcels thus increases from a total of 22 units to 172 units, for an increase of 150 units.

Parcel	Acreage	Units under R3 (4.8 dua)	Units under NC2 (35 dua)
2200000172	0.475	2	16
2200000173	0.579	2	20
2200000192	0.964	4	33
2200000193	1.058	5	37
2200000210	0.209	1	7
2200000240	0.275	1	9
2200000250	0.351	1	12
2200000260	0.463	2	16
2200000270	0.340	1	11
2200000941	0.121	1	4
2200000942	0.101	1	3
2200000950	0.142	1	4
TOTAL UNITS		22	172

Rezoning parcels 0219212116, -017, -056 and -063 from Single Family (SF)/Residential 3 (R3) to Mixed Residential (MR)/Mixed Residential 2 (MR2) would result in an increase in housing unit capacity. MR 2 allows outright for detached single family and attached or detached two family, and conditionally allows attached or detached three family development (among other uses.) The R3 zone has a density of 4.8 dua; MR 2 has a density of 14.6 dua. The housing capacity on these parcels thus increases from a total of 5 units to 12 units, for an increase of 7 units.

Parcel	Acreage	Units under R3 (4.8 dua)	Units under MR 2 (14.6 dua)
0219212116	0.450	2	6
0219212117	0.287	1	4
0219212056	0.112	1	1
0219212063	0.131	1	1
TOTAL UNITS		5	12

If approved, there would be a combined increase of 157 units in housing capacity.

**A.** Consistency with the Comprehensive Plan: This amendment is consistent with the 2011 Tillicum Neighborhood Plan and the text in Comprehensive Plan Sections 1.5, 2.5.1 and 4.5.3, and Goal LU-52 related to Tillicum. It is also consistent with Plan Sections 1.4.2, 3.2.2, 3.2.3, Policies LU-2.16, LU-2.20 and LU-2.21, and Goal PS-18.

- **B.** Compatibility with development in the vicinity: This amendment is consistent with the recent reconstruction of the I-5 Berkeley St SW interchange. It is also consistent with the existing residential and commercial development in the vicinity.
- **C.** Transportation impacts and mitigation: This is a text and map amendment; specific development applications will be reviewed and regulated for compliance with City code requirements, and impacts will be mitigated.
- **D. Public Service impacts and mitigation**: This is a text and map amendment; specific development applications will be reviewed and regulated for compliance with City code requirements, and impacts will be mitigated.
- **E. Public health, safety and general welfare impacts**: This is a text and map amendment; specific development applications will be reviewed and regulated for compliance with City code requirements, and impacts will be mitigated.
- **F. Range of permitted uses**: The range of permitted uses would be expanded from those permitted in the Lakewood R3 zone to those permitted in the NC2 and MR2 zones as listed in LMC Chapter 18A.40.
- **G. Change in circumstances**: The pending completion of the I-5 Berkeley Street SW interchange is resulting in a change of appropriate use for the parcels in proximity to it. The pending Habitat for Humanity project will not be possible without the rezoning of the relevant parcels considered in this amendment.
- **H.** Advantages vs. negative impacts: This is a text and map amendment; specific development applications will be reviewed, regulated and mitigated per City code requirements. The updates to City planning documents regarding the Tillicum neighborhood will result in a more accurate recognition of development and City actions in the area as well as provide an improved planning framework for development in the future.

CEDD Recommendation of Updated 2021-08: Approval

# 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.

#### **2021-09 CED REVIEW**

**Housing Capacity Analysis:** The proposed amendment results in no change to the City's housing capacity.

- **A.** Consistency with the Comprehensive Plan: The internal consistency of the Comprehensive Plan would increase with the adoption of this proposed amendment. The City no longer is using Community Renewal Areas in its planning.
- **B.** Compatibility with development in the vicinity: Not applicable. This text amendment will not affect development in the City.
- **C.** Transportation impacts and mitigation: Not applicable. This text amendment will not affect transportation in the City.
- **D. Public Service impacts and mitigation**: Not applicable. This text amendment will not affect public services in the City.
- **E.** Public health, safety and general welfare impacts: Not applicable. This text amendment will not affect public health, safety or general welfare in the City.
- **F. Range of permitted uses**: Not applicable. This text amendment will not affect permitted uses in the City.
- **G.** Change in circumstances: The City no longer is using Community Renewal Areas in its planning.
- **H.** Advantages vs. negative impacts: There would be no negative impacts from this text amendment. The internal consistency of the Comprehensive Plan would increase with the adoption of this proposed amendment. The City no longer is using Community Renewal Areas in its planning.

CEDD Recommendation: Approval.

# 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.

	Zoning Classifications																						
	R 1		R 3			MR 2	MF 1	MF 2	MF 3	AR C	NC 1	NC 2	TO C	CB D	C 1			IB P			P I	OSR 1	OSR 2
Electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations (B)(1)*		P	P	P	Р	Р	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Р	P
Electrical distribution substations (B)(2)	С	С	С	С	P	P	P	P	Р	P	P	P	P	P	P	P	P	P	P	Р	P	С	С
Electrical transmission lines of 115 kV or less and support poles (B)(3)	P	Р	Р	P	P	P	P	P	P	P	Р	P	P	P	P	P	P	P	Р	Р	P	Р	P
Electric vehicle battery charging stations (B)(7)	P	P	P	P	P	P	P	Р	Р	P	P	P	P	P	P	P	P	P	P	Р	P	С	С
Natural gas or fuels related conveyance facilities; includes gas compressor stations	P	Р	Р	P	P	Р	P	P	P	P	Р	P	P	P	P	P	P	P	Р	Р	P	Р <u>С</u>	<u>Р</u>
Potable water conveyance facilities (B)(5)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	С	С
Potable water storage facilities	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С	С
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	Р

	Zo	niı	ng	Cla	ssifi	catio	ns																
	R 1	R 2		R 4	MR 1	MR 2	MF 1	MF 2	MF 3	AR C	NC 1	NC 2	TO C	CB D	C 1			IB P		I 2		OSR 1	OSR 2
facilities <u>; includes</u> levees and culverts																							
Storm water detention/retention facilities	P	Р	P	P	P	P	P	P	P	P	P	P	P	P	P	Р	P	P	P	P	P	P	P
Telecommunications earth receiving stations (satellite dishes) (B)(4)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Р	P	P	P	P	P	С	С
Telecommunications lines, pipes, support poles and related facilities, not including earth receiving stations, personal wireless service, transmission/receiving/r elay facilities, or switching facilities (B)(1)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Р	P	P	P	P	P
Telecommunications switching facilities	С	С	С	С	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Р	P	P	С	С
Telecommunications transmission/receiving/r elay facilities (B)(2)	С	С	С	С	P	P	Р	P	P	P	P	P	P	P	P	P	Р	P	P	P	P	С	С
Water purification and filtration activities	<u>P</u>																						
Waste water conveyance facilities; includes pumping and/or lift stations (B)(5)	Р	Р	Р	Р	Р	P	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	Р	P	С	С
Water supply wells and pumping stations	<u>P</u>	<u>C</u>	<u>C</u>																				
Wireless service facilities (WSFs) (B)(6)	С	С	С	С	С	С	С	С	С	P	P	Р	Р	Р	P	P	P	P	Р	P	P	С	С

P: <u>Permitted Use</u> C: <u>Conditional Use</u> "—" Not allowed. \*Numbers in parentheses reference <u>use</u>-specific development and operating conditions under subsection (<u>B</u>) of this section.

#### **2021-10 CED REVIEW**

**Housing Capacity Analysis:** This amendment does not affect Lakewood's housing capacity.

- **A.** Consistency with the Comprehensive Plan: This amendment increases consistency between the Comprehensive Plan and the City's development code by including various water and wastewater supply related facilities within the code and clarifying where they are allowed outright or conditionally.
- **B.** Compatibility with development in the vicinity: Not applicable. This is a text amendment to the municipal code.
- **C.** Transportation impacts and mitigation: Not applicable. This is a text amendment to the municipal code.
- **D.** Public Service impacts and mitigation: Not applicable. This is a text amendment to the municipal code.
- **E. Public health, safety and general welfare impacts**: This improves public health outcomes by permitting water and wastewater facilities within the municipal code. This was an oversight when the comprehensive update of LMC Title 18A was recently adopted.
- **F. Range of permitted uses**: Not applicable. This is a text amendment to the municipal code.
- **G.** Change in circumstances: This corrects an oversight that occurred when the comprehensive update of LMC Title 18A was recently adopted.
- **H.** Advantages vs. negative impacts: This amendment does not have negative impacts its advantages are to recognize and permit outright needed water and waste water facilities within the city's municipal code.

**CEDD Recommendation: Approval** 

# 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)
С	=	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	1 11			l	
Accessory building	N	D	O/Appeal	N	N
Accessory dwelling unit	N	D	O/Appeal	_	N
Administrative nonconforming determination	N	D	O/Appeal	_	N
Boundary line adjustment	N	D	O/Appeal		N
Business license	N	D	O/Appeal		N
Certificate of occupancy	N	D	O/Appeal	-	N
Commercial addition/remodel	N	D	O/Appeal	_	N
Demolition permit	N	D	O/Appeal		N
Design review	N	D	O/Appeal	_	N
Final subdivision plat (10 or more lots)	Y	D	O/Appeal	_	N
Home occupation permit			O/Appeal	_	
Hosting the homeless by religious organizations	See RCW 35A.21.360	<u>D</u>	O/Appeal		<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
Small wireless facility permit	See Ch	apter 182	A.95 LMC		
Temporary use permit	N	D	O/Appeal	N	N
Transfer of development rights	N/A (Program ac	1minister	ed by Piero	ce C	ounty)
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
Zoning (map and/or text) interpretation or determination	N	D	O/Appeal		N
TYPE II ADMI	NISTRATIVE				
Binding site plan	Y	D	O/Appeal		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
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	¥	Ð	O/Appeal	N	N
TYPE III DISCI	RETIONARY				
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 LEG	SISLATIVE				
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	Ш	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;		Within 90 calendar days after the	
6. Commercial addition/remodel;	NOD.	City notifies the applicant that the	1. Applicant; and
7. Conditional use permit – minor	NOD.	application is complete.	2. PR.
modification;		application is complete.	
8. Demolition permit;			
9. Design review;			
10. Final subdivision plat (10 or			
more lots);			
11. Home occupation permit;			
12. Hosting the homeless by	See RCW	See RCW 35A.21.360	See RCW
religious organizations;	35A.21.360		35A.21.360
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;	NOD.	Within 90 calendar days after the	
19. New multifamily permit;	NOD.	City notifies the applicant that the	1. Applicant; and
20. New single-family permit;		application is complete.	2. PR.
21. Pre-application permit;	]	application is complete.	
22. Preliminary and final short	1		
plats (creating 2 – 9 lots);			
23. Reasonable accommodation			
request;			
24. Residential addition/remodel;			
25. Senior housing overlay permit;			

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
  - o 18A.30.010 Type of action.
  - o 18A.30.020 Plan amendment procedures Comprehensive plan.
  - o 18A.30.030 Preliminary review and evaluation criteria Comprehensive plan.
  - o 18A.30.040 Council approval of final docket Comprehensive plan.
  - o 18A.30.050 Final review and evaluation Comprehensive plan.
  - o 18A.30.060 Decision criteria for rezone requests Comprehensive plan.
  - o 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.
  - o 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

- o 18A.30.110 Purpose Conditional use permit.
- o 18A.30.120 Type of action.
- o 18A.30.130 Criteria for approval.
- o 18A.30.140 Conditions of approval.
- o 18A.30.150 Minor modifications to approved conditional use permits.
- o 18A.30.160 Time frame for submission of construction permits.
- o 18A.30.170 SEPA-exempt conditional uses.
- o 18A.30.180 Compliance Conditional use permit.
- o 18A.30.190 Transferability Conditional use permit.

- o 18A.30.200 Essential public facilities Conditional use permit.
- o 18A.30.210 Special needs housing Conditional use permit.

# Article III. Cottage Housing

- o 18A.30.220 Purpose Cottage housing.
- o 18A.30.230 Applicability.
- o 18A.30.240 General provisions.
- o 18A.30.250 Development standards.
- o 18A.30.260 Open space.
- o 18A.30.270 Building design standards.
- o 18A.30.280 Parking.
- o 18A.30.290 Common area maintenance.
- o 18A.30.300 Low impact development standards.
- o 18A.30.310 Modifications.

### • Article IV. Development Agreement

- o 18A.30.320Authority.
- o 18A.30.330 Process type of action.
- o 18A.30.340 Content.
- o 18A.30.350 Application.
- o 18A.30.360 Timing of public hearings.
- o 18A.30.370 Notice.
- o 18A.30.380 Staff report.
- o 18A.30.390 Public hearing and City Council action.
- o 18A.30.400 Term of agreement.

#### • Article V. Land Use Review and Approval

- o 18A.30.410 Purpose Land use review and approval.
- o 18A.30.420 Process type of action.
- o 18A.30.430 Applicability.
- o 18A.30.440 Delegation of authority.
- o 18A.30.450 Application Content.
- o 18A.30.460 Application Review process.
- o 18A.30.470 Site plan review log Summary of action.
- o 18A.30.480 Notification.
- o 18A.30.490 Reconsideration in response to SEPA comments.
- o 18A.30.500 Amendments.
- o 18A.30.510 Dedication, improvements and performance bond.
- o 18A.30.520 Final approval Expiration.

#### • Article VI. Planned Development

- o 18A.30.530 Purpose.
- o 18A.30.540 Application.

- o 18A.30.550 Public hearing.
- o 18A.30.560 Required findings.
- o 18A.30.570 Action of Hearing Examiner.
- o 18A.30.580 Minimum size.
- o 18A.30.590 Permitted modifications.
- o 18A.30.600 Permitted residential density and lot sizes.
- o 18A.30.610 Required open space and recreation facilities.
- o 18A.30.620 Multiple zoning districts.
- o 18A.30.630 Phased development.

#### • Article VII. Rezone and Text Amendments

- 18A.30.670 Authority.
- o 18A.30.680 Site-specific rezone procedures.
- o 18A.30.690 Collection of rezone applications.
- o 18A.30.695 Quasi-judicial rezone procedures.
- o 18A.30.695.10 Purpose.
- o 18A.30.695.20 Applicability.
- o 18A.30.695.30 Application requirements.
- o 18A.30.695.40 Public notice.
- o 18A.30.695.50 Review.
- o 18A.30.695.60 Burden of proof.
- o 18A.30.695.70 Examiner's authority.
- o 18A.30.695.80 Appeals.
- o 18A.30.695.90 Compliance with conditions.

#### • Article VIII. Temporary Use Permits

- o 18A.30.700 Purpose.
- o 18A.30.710 Permitted uses.
- o 18A.30.720 Exemptions.
- o 18A.30.730 Application and authorization.
- o 18A.30.740 Standards.
- o 18A.30.750 Criteria for granting approval.
- o 18A.30.760 Decision.

## Article IX. Transitory Accommodations

#### • Article X. Variance

- o 18A.30.840 Purpose.
- o 18A.30.850 Process type of action.
- o 18A.30.860 Limitations.
- o 18A.30.870 Authority.
- o 18A.30.880 Required findings.
- o 18A.30.890 Additional conditions of approval.

- Article XI. Unusual Uses
  - o 18A.30.900 Purpose.
  - o 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.

#### **2021-11 CED REVIEW**

**Housing Capacity Analysis:** Transitory accommodations and hosting of the homeless by religious organizations are by definition temporary and will not add or delete housing capacity within the City of Lakewood.

- **A.** Consistency with the Comprehensive Plan: Lakewood's Comprehensive Plan Housing Element and Public Services Element both include policies supporting provision of assistance to the homeless. See Comprehensive Plan Section 3.2.4, Goal LU-3, Policies 3.14 and 3.145 and Policy PS-18.4.
- **B.** Compatibility with development in the vicinity: By complying with ESHB 1754 Chapter 223, Laws of 2020, with RCW 35A.21.360 (included below for reference) and by regulating activities under LMC Title18A as specific projects are applied for, reviewed and developed, the City of Lakewood's allowance of transitory accommodations is deemed compatible with development in the vicinity by state law.
- **C.** Transportation impacts and mitigation: By complying with ESHB 1754 Chapter 223, Laws of 2020, with RCW 35A.21.360 and by regulating activities under LMC Title18A as specific projects are applied for, reviewed and developed, the City of Lakewood is deemed by state law to have addressed and mitigated any transportation impacts.
- **D. Public Service impacts and mitigation**: By complying with ESHB 1754 Chapter 223, Laws of 2020, with RCW 35A.21.360 and by regulating activities under LMC Title18A as specific projects are applied for, reviewed and developed, the City of Lakewood is deemed by state law to have addressed and mitigated any public service impacts.
- **E. Public health, safety and general welfare impacts**: By complying with ESHB 1754 Chapter 223, Laws of 2020, with RCW35A.21.360 and by regulating activities under LMC Title18A as specific projects are applied for, reviewed and developed, the City of Lakewood is deemed by state law to have addressed and mitigated any public health, safety and welfare impacts.
- **F. Range of permitted uses**: "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. RCW 35A.21.360, Hosting of the Homeless by Religious Organizations, defines "Outdoor encampment" as any temporary tent or structure encampment, or both.

By complying with ESHB 1754 Chapter 223, Laws of 2020, with RCW 35A.21.360 and by regulating activities under Title18A, the City of Lakewood is deemed by state law to have permitted a range of permitted uses compatible with the Growth Management Act, City Comprehensive Plan, and surrounding uses.

**G. Change in circumstances**: The State Legislature passed ESHB 1754 Chapter 223, Laws of 2020 as codified in RCW 35A.21.360; in addition, the Great Recession and impacts from

the COVD-19 pandemic have exacerbated the number of people experiencing homelessness and increased the need for temporary housing.

**H.** Advantages vs. negative impacts: By authorizing hosting of the homeless by religious organizations, the City of Lakewood is preparing for and providing needed housing options that will in turn minimize strain on social services, public safety services, and the residents and businesses of Lakewood.

# CEDD Recommendation: Approval.

# 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 onsite, 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 <u>4.24.470</u> 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.

<sup>&</sup>lt;sup>i</sup> 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.

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.

iii Ibid.

<sup>&</sup>lt;sup>iv</sup> U.S. Energy Information Administration, Monthly Energy Review, October 2019, https://www.eia.gov/totalenergy/data/monthly, accessed October 2019.

<sup>&</sup>lt;sup>v</sup> 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.

vii 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.

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

ix Nature Climate Change; Current and future global climate impacts resulting from COVID-19. https://doi.org/10.1038/s41588-020-0883-0

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

xi 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

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

# ATTACHMENT C Design Standards Examples (Tacoma, Seattle, Portland)

#### City of Tacoma

In December 2015 the City Council adopted code enacting the **Infill Pilot Program**, as part of a package of Affordable/Infill Housing code updates. The following infill housing types were reviewed under the Pilot Program:

- Detached Accessory Dwelling Units in single-family zoning districts
- Two-family development on corner lots in the R-2 Single-family District
- Small-scale multifamily development in the R-3 District
- Cottage Housing in most residential districts

A maximum of three of each infill housing type may be developed (potentially up to 12 in total) through the Pilot Program. The City of Tacoma created its Residential Infill Pilot Program Handbook in 2017. The first part of the manual describes the purpose, principles, and types of infill housing. The second half is focused on the details of the program and the process for participating, from associated code language to permitting.

The intent is to promote innovative residential infill while ensuring that such infill demonstrates high quality building and site design that is responsive to and harmonious with neighborhood patterns and character. The City hopes to see successful and well-regarded examples of these housing types built, as a way to inform a future Council decision on Tacoma's regulatory approach (e.g., development regulations and design standards) to these housing types.

- Affordable Housing (project webpage)
- 2017 Handbook
- TMC 13.05.115 Residential Infill Pilot Program
- TMC 13.06.150 Accessory dwelling units
- TMC 13.06.160 Cottage Housing
- TMC 13.06.640.G Conditional use two-family development on corner lots in the R-2 District
- TMC 13.06.640.H Conditional use multi-family development in the R-3 District

#### 2021 Home in Tacoma Project proposals

The Home in Tacoma Project package includes Comprehensive Plan updates, near-term code updates, an environmental review of potential growth impacts, and a Housing Action Plan to guide implementation over time.

- Allow more housing types throughout Tacoma's neighborhoods, such as duplexes, triplexes, cottage housing, and in some cases fourplexes and small multifamily housing
- Allow mid-scale multifamily housing in areas close to shopping and transit
- Update design standards so new housing complements the neighborhood
- Strengthen policies and programs to make housing more affordable

- Strengthen anti-racism and anti-displacement policies and programs

Preliminary Recommendations Package

**Housing Equity Taskforce Recommendations** 

**Staff Report** 

Proposed Comprehensive Plan changes

Proposed Near-term Code changes

**Housing Action Plan** 

**Existing Conditions Report** 

**SEPA Review** 

Preliminary Environmental Determination

**Housing Growth Memo** 

**Consultation Process Letters** 

#### City of Seattle

#### Seattle's ADU Reform

In July 2019, Mayor Jenny Durkan **signed legislation** to remove regulatory barriers and make it easier for property owners to create accessory dwelling units (ADUs) in Seattle's single-family zones. The new ADU regulations took effect on August 8, 2019. Information about the new legislation is listed below:

- Legislative history of the Accessory Dwelling Unit Ordinance
- Mayor's Executive Order 2019-04: Actions to encourage more affordable accessory dwelling units throughout Seattle
- Office of Planning and Community Development webpage: Encouraging Backyard Cottages

The Office of Planning and Development (OPCD) launched the **ADUniverse website** in September 2020. The ADUniverse features a gallery of pre-approved DADU designs, a step-by-step guide to the ADU process, and a search tool to identify the feasibility of adding an ADU to your property.

# Pre-approved DADU plans

OPCD's **gallery of pre-approved designs** for backyard cottages is now live. Created by local designers and architects, these 10 building plans offer a faster, easier, and more predictable permitting process for creating a DADU. In most cases, you can get your permit in just 2-6 weeks. See **How To Apply for a Detached Accessory Dwelling Unit Using a Standard Plan** for more information about the permitting process.

#### **Seattle Housing Choices**

What's Happening Now

Housing Choices is an initiative to understand the housing needs of people who live and work in Seattle and identify opportunities to shape market-rate housing development to serve these needs. This initiative is one element of Housing Seattle Now, Mayor Durkan's plan of action for addressing our housing crisis.

In 2019, OPCD released a <u>Background Report</u>, which summarized data on the housing market, and held public discussions to understand what types of housing people would like to see more of. Feedback from the public discussions is summarized in the <u>Public</u> <u>Engagement Summary</u>.

This information, along with input from the <u>Affordable Middle-Income Housing Advisory</u> <u>Council</u>, will be used to guide future work to improve the private housing market.

#### **Project Goals**

Seattle aspires to be a welcoming city where people of all backgrounds feel they belong and have the opportunity to build a stable and fulfilling life. Our current housing affordability crisis represents a major challenge to this vision. Housing Choices seeks to help implement our vision of a welcoming city by supporting the development of private market housing that will help meet the full range of housing needs for current and future residents. In particular, we want to increase the range of available housing options by increasing the supply of:

- Family-sized homes for sale
- Condominiums and co-ops
- Two and three-bedroom rental homes
- Housing with smaller units and shared common space
- Accessible homes

#### The End Result

We intend to use data from the background report and feedback from public discussions to inform:

- Short and long-term recommendation to improve the private housing market, and
- The next major update of the City's Comprehensive Plan, which will occur from 2020 through 2023.

#### City of Portland

City rules for types of housing in residential neighborhoods have become more flexible by allowing accessory dwelling units (ADUs) and duplexes on corners. The current rule changes would address concerns about rising housing costs and large new structures in three significant ways:

- 1. Requiring smaller houses that better fit existing neighborhoods.
- 2. Creating more housing choices for people's changing needs.
- 3. Establishing clear and fair rules for narrow lot development.

City Council voted to include several technical amendments, as well as add provisions for a "deep affordability bonus" to allow up to 6 units on a site when half of those units are affordable to households earning up to 60% of the median family income, as well as density restrictions on sites in historic conservation districts where demolition had not been approved through a land use review. Program effective date = August 2021

Zoning Code Changes: The Residential Infill Project includes 12 key proposals to increase housing choice in single-dwelling zones, while limiting their overall size to reduce housing costs, retain a compatible scale and improve building form. This is achieved through innovative changes to development rules in the base zones.

Proposals relating to housing options and scale include allowances for duplexes, triplexes, fourplexes and additional accessory dwelling units (ADUs), along with limits on building size using a new floor area ratio (FAR) tool.

Building design proposals include changes to address building height, limit tall flights of stairs to the front door, remove minimum parking requirements and limit front garages and paving, as well as improve the look of houses built on narrow lots.

<u>Map Changes</u>: The Zoning and Comprehensive Plan Map changes fall into the following categories:

Apply a new 'z' overlay zone: Describes areas where additional housing types should not be allowed based on natural resources or hazards. The new 'z' overlay in those areas will maintain current allowances for duplexes on corner lots or a single ADU with a house.

Rezone historically narrow lots: Some areas with historically narrow lots are proposed to be changed from R5 to R2.5.

Remove the current 'a' overlay zone: The Alternative Design Density ('a') overlay zone in single-dwelling zones is being deleted, with increased housing allowances incorporated into the base zones.

The Revised Proposed Draft adds increased housing options to the base zone and proposes a new Constrained Sites ('z') overlay zone for properties that are not eligible for these housing options. Consequently, over 90 percent of lots in the R7, R5 and R2.5 zones will be eligible to use these additional housing options.

In addition, approximately 7,000 parcels are proposed to be rezoned from R5 to R2.5 (higher density) to reflect the existing platted lot size pattern and increased FAR allowance based on their proximity to transit, shops and other amenities.

### Housing Options and Scale:

- Allow a greater range of housing types including duplexes, triplexes and fourplexes on lots in the R2.5, R5, and R7 zones (referred to herein collectively as Residential Infill Project (RIP) zones), except where natural resources or hazards are present or where streets are not maintained by the city.
- Increase the number of accessory dwelling units (ADUs) by allowing two ADUs on a lot with a house or one ADU on a lot with a duplex.

- Institute new caps on building floor area (FAR) in the single dwelling zones that effectively reduce the maximum allowable size of dwellings by ½ to ½ from what can be built under today's rules.
- Provide bonuses for affordable housing, including additional FAR and up to six total units when providing "deeply affordable" units (income restricted to families earning up to 60% of the median family income).
- Create more age-friendly housing by requiring visitable units that reduce barriers for people with mobility impairments.
- Reduce underutilization of vacant, oversized residential lots by requiring at least two units on double-sized and larger lots when new development occurs.
- Create more "fee-simple" homeownership opportunities by allowing historically narrow lots to be built with attached houses and rezoning areas with historically narrow lots from R5 to R2.5.
- Provide incentives to retain existing houses including providing for additional FAR for conversions and creating more flexible flag lot rules when keeping an existing house, allowing larger basement ADUs in older homes, and allowing small building additions/remodels to exceed the FAR size caps.
- Institute restrictions that limit redevelopment options when historic resources are demolished without first receiving demolition review approval.
- Reduce cost and delay for more flexible and innovative housing through planned developments with lower review thresholds that continue to apply enhanced design scrutiny to ensure they complement neighborhoods.

# Building Design:

- Revise how height is measured to more accurately reflect a building's apparent height and reduce opportunities to manipulate measurement reference points.
- Improve the relationship between the dwelling and the public realm by keeping the front door closer to the ground.
- Improve the design of buildings by allowing for larger eave projections into the setback.
- Prioritize the importance of greenspaces and lower housing costs over vehicle storage by eliminating parking requirements and emphasizing the use of existing alleys.
- Require pairs of attached houses on lots that are 25 feet wide and narrower to better reflect the pattern of wider houses on wider lots, increase useable backyard space, and improve energy efficiency.

# ATTACHMENT D MRSC Design Review Resources

#### Design Review

This page provides an overview of design review programs for cities and counties in Washington State, including their uses and legality, local examples, and other resources.

#### Overview

Why Design Review?

Creating Design Standards/Guidelines

**Evaluating Design Review Standards and Procedures** 

Legality of Design Review and Selected Court Decisions

Examples of Multifamily and Commercial Design Standards/Guidelines

Examples of Downtown and Subarea Development Design Standards/Guidelines

Examples of Single-Family and Duplex Design Standards/Guidelines

Examples of the Design Review Process

Examples of Design Elements in Comprehensive Plans

Recommended Resources

#### Overview

Design review is the local government practice of examining public and private projects for their aesthetic, architectural, or urban design quality and compatibility with nearby development. Design review focuses on the appearance of new construction, site planning, and such concerns as landscaping, signage, and other aesthetic issues. Design review typically involves reviewing development projects for their consistency with a community's adopted standards or criteria addressing community character and aesthetic quality. Design review is common for commercial and multifamily development, downtown development, development in historic districts, and for projects within certain transportation corridors. In many communities, design review is conducted by an appointed design review board of volunteers that include architects, landscape architects, urban designers, and other design professionals as well as general citizen representatives. Some communities have administrative design review that is handled by city staff, typically planning or urban design staff.

In addition, a design element is an optional element of a comprehensive plan (WAC 365-196-445). Many communities have included urban or community design elements in their comprehensive plans.

Jurisdictions use a variety of names for their design elements, including "guidelines," "standards," and "criteria." Although the terms are sometimes used interchangeably, design "standards" and "criteria" are typically mandatory elements that must be present in order for the project to approved, while "guidelines" are typically used to present suggested design elements that are not necessarily mandatory.

Some jurisdictions have created design review boards to evaluate projects. Members are often have design backgrounds in architecture, urban design and planning. Other

jurisdictions rely on staff/administrative review to evaluate designs. A third option is a "hybrid" process, in which some project designs are approved administratively, while others are approved by a design review board.



Image credit: City of Redmond

#### Why Design Review?

There are many reasons why communities enact design review programs. Design review can help to enhance desirable pedestrian characteristics and the aesthetic quality of the streetscape and avoid monotony in new construction. Design review is sometimes used to create an identity or a special physical character in an area of new development. In some older established communities, the interest is in ensuring the compatibility of new development with existing character.

## Creating Design Standards/Guidelines

Since design standards/guidelines are often created to preserve or enhance the character of a community, the creation of the guidelines is typically the result of a public input or planning process. One way that jurisdictions have done this is by utilizing Visual Preference Surveys and design illustrations to spark public conversation and quantify what design elements are important to residents.

#### Finding and Creating Illustrations of Good Design

Illustrations of successful examples of development projects can be helpful in encouraging good design. The American Planning Association maintains an <u>Image Library</u> accessible to members. Diagrams and illustrations can also be helpful if included as a part of the code provision and standards/guidelines.

Digital visualizations tools like <u>SketchUp</u> or <u>Streetmix</u> can be used to create images that can illustrate the effects of design standards/guidelines on new buildings and development sites. Streetmix is free and SketchUp offers a free version.



*Image credit: Streetmix* 

#### **Visual Preference Surveys**

The Visual Preference Survey (VPS) was developed by architect Anton Nelessen and is an effective tool for educating and involving community members in land use planning. The process involves members of the community in ranking images of a community or region, including photographs of streets, houses, stores, office buildings, parks, open space, and other key civic features. The results of the VPS are useful in developing land use plans and transportation planning projects.

- Institute for Public Administration: <u>Visual Preference Survey Overview</u>
  Presentation
- Mukilteo Downtown Business District Subarea Plan: Visual Preference Survey Results (2008)
- Clark County Highway 99 Sub-Area Plan: Visual Preference Survey: Synopsis of Community (2007)

### **Evaluating Design Review Standards and Procedures**

Periodic review can help to make the design review process more efficient and ensure that specific design outcomes are being achieved. Communities with more established design review often go through processes of evaluating and updating their standards and procedures.

The examples below rely on a combination of case studies from other cities, public input, and analysis of past projects to recommend changes to the design review process and standards:

- Seattle Design Review Evaluation:
  - o Design Review Program Improvements For Public Review (2016)
  - o City Auditor's Report on Effectiveness of Design Review Program (2006)
- **Portland, OR** Design Overlay Zone Assessment (2017)

#### Legality of Design Review and Selected Court Decisions

Until 1993, there were no Washington appellate cases ruling on the validity of design review ordinances. That year, the Washington State Court of Appeals decided in *Anderson v. Issaquah*, 70 Wn. App. 64, 82 (1993) that Issaquah's design review regulations were invalid due to vagueness.

However, the issue of how far a city may go in regulating design is far from settled, and it is important for communities to develop meaningful design standards. In light of the Issaquah case, MRSC strongly advises cities, towns, and counties to review their proposed design review programs and criteria with their attorney's office.

The following are selected court decisions addressing design review:

• Anderson v. Issaquah, 70 Wn. App. 64, 82 (1993) The court ruled that Issaquah's design review regulations were invalid due to vagueness. It found the guidelines deficient because they did not give meaningful guidance to the applicant or the design review board. The court affirmed the legitimacy of design review by stating that aesthetic standards are an appropriate component of land use governance.

• Swoboda v. Town of La Conner, 97 Wn. App. 613 (1999) In a challenge to the constitutionality of the town's historic preservation ordinance, the court determined that the ordinance contained ascertainable standards to protect against arbitrary and discretionary enforcement and defined prohibited or required conduct with sufficient definiteness, and therefore was not unconstitutional as applied. The town's preservation ordinance involves design review within the historic district.

# Examples of Multifamily and Commercial Design Standards/Guidelines

The following are examples of general design review manuals and standards/guidelines for commercial, mixed-use, and multifamily development, including some code provisions and design review processes.

## **Featured Examples**

- Gig Harbor
  - Municipal Code Ch. 17.99 Design Manual comprehensive guidelines outlines specific requirements need for administrative approval and general requirements used by design review board to assess projects
  - Municipal Code Ch. 17.98 Design Standards and Review process for using design manual
- Kirkland
  - Design Guidelines for Pedestrian-Oriented Business Districts (Updated 2018)
     Establishes design guidelines used by design review board to evaluate projects
  - Zoning Code Ch. 92 Design Regulations Applies to development in design districts including downtown and other business districts
- Westport <u>Design Standards and Guidelines</u> (2007) Small community example that combines mandatory standards and voluntary guidelines utilized by city staff when reviewing permits and to supplement their codified development standards (<u>Ch.</u> 17.20A.060)

#### **Additional Examples**

- Kennewick
  - o <u>Municipal Code Ch. 18.75</u> Residential Design Standards
  - o Municipal Code Ch. 18.78 Commercial Design Standards
- Olympia
  - o Municipal Code Ch. 18.100 Design Review
  - o Municipal Code Ch. 18.110 Basic Commercial Design Criteria
- **Redmond** Zoning Code Article III Design Standards

#### Examples of Downtown and Subarea Development Design Standards/Guidelines

Quite a few cities have developed specific design standards/guidelines for their downtowns and subareas. Many of the standards focus on integrating transportation option into the designs.

#### **Featured Examples**

• **Bellingham** City Center Design Standards (2014) – Includes specific guidelines for historic properties. All standards must be met in order for the project to be approved.

- **Bonney Lake** <u>Downtown Design Standards</u> (2007) Downtown design standards apply to all new construction and some remodels; includes both mandatory and voluntary design elements
- **Kent** <u>Midway Design Guidelines</u> (2011) Guidelines for new transit-oriented development around Sound Transit light rail stations. Menu of design options defines the minimum conditions for approval.
- Mount Vernon <u>Downtown Design Recommendations</u> (2009) Example of a completely voluntary design guide for constructing, remodeling, and maintaining buildings in the downtown corridor.

#### **Additional Examples**

- Burien Municipal Code Ch. 19.47 Downtown Design Standards
- **Kirkland** Design Guidelines for Totem Lake Neighborhood (2006)
- Seattle Design Guidelines Neighborhood guidelines are listed by District
- Walla Walla Municipal Code Ch. 20.178 Design Standards for Downtown Walla Walla

### Examples of Single-Family and Duplex Design Standards/Guidelines

Single-family and duplex design standards/guidelines are not very common and generally focus on specific situations, such as development on very small lots, neo-traditional development, garage design, steep slopes or unique lot conditions, or transitional areas adjacent to more intensive uses.

# **Featured Examples**

- Mountlake Terrace Smaller Lot Residential Design Standards (2008) Visual design standards for detached houses on lots of less than 7,200 square feet located in the smaller lot overlay district
- Sumner <u>Single-Family/Duplex Design and Development Guidelines</u> (2013) Detailed mandatory and voluntary guidelines address many topics, such as roof design and garage setbacks

## **Additional Examples**

- Bainbridge Island Design Guidelines for R-8SF Urban Single-Family Overlay District (2004)
- **Gig Harbor** <u>Municipal Code Sec. 17.99.490</u> Single-family duplex and housing standards

# **Examples of the Design Review Process Design Review Processes**

- **Gig Harbor** <u>Design Review Process</u> Applicants have the option of seeking administrative approval or review by the design review board
- **Kirkland** Design Review Process Brochure (2014) New buildings greater than one story, large additions, and façade renovations are reviewed by the design review board. All others are subject to administrative review.
- **Tumwater** <u>Design Review Process</u> Describes the administrative design review process.

#### **Design Review Boards**

- **Bellingham** <u>Design Review Board</u> Purpose of board, typical decisions, and membership information
- **Kirkland** <u>Design Review Board</u> Includes rules of procedure and design review process brochure
- Langley <u>Design Review Board</u> Small city example

# **Examples of Design Elements in Comprehensive Plans Featured Examples**

- Bellevue Comprehensive Plan: Urban Design and the Arts (2015) Visual plan integrating art and design elements, identifies streets and areas that are key to neighborhood identity
- Clark County Comprehensive Plan Ch. 11: Community Design Element (2015) Example of how county has integrated design elements into comprehensive plan
- Kennewick Comprehensive Plan: Urban Design Element (page 57, 2017)

## **Additional Examples**

- Bellingham Comprehensive Plan: Community Design Chapter (2016)
- **Bothell** Comprehensive Plan: Urban Design Element (2015)
- Edmonds Comprehensive Plan: Community Culture and Urban Design Element (2016)
- Oak Harbor Comprehensive Plan: Ch. 4 Urban Design Element (2019)
- Shoreline Comprehensive Plan: Community Design Goals and Policies and Community Design Supporting Analysis (2012)

#### **Recommended Resources**

- MRSC Historic Preservation Topic Page
- MRSC Form-Based Code and Traditional Neighborhood Development Topic Page
- Puget Sound Regional Council Featured Tool: Design Guidelines Tools to Promote Housing Affordability General introduction to design guidelines for affordable housing; includes case studies from Washington cities
- **Portland, OR** <u>Design Guidelines</u> Links to many different design guideline documents
- San Francisco, CA
  - <u>Urban Design Guidelines Webpage</u> Landing page that provides an overview of guidelines and design review process
  - <u>Urban Design Guidelines</u> (Adopted 2018) Comprehensive guidelines that make good use of visuals and diagrams to demonstrate each guideline
- **New York City** <u>Active Design Guidelines</u> Combine urban design principle with strategies for encouraging active lifestyles
- Jim Leggitt/Drawing Shortcuts: <u>Visualizing an Urban Master Plan with</u>
  <u>SketchUp</u> Interesting example of how to use SketchUp and hand drawing to create design visualizations

Last Modified: April 02, 2021

2019 housing statistics in the R1-R4, MR1 and MR2 zones:

Designation	Zone	Existing Dwelling Units (DUs)	Total Acres	Vacant Acreage	Min Lot Size (sq.ft.)	Max Density (Allowed DUs/Acre*)	Actual Density (DUs per acre)	% of Max Density
	R1	466	364.59	14.38	25,000	1.45	1.28	88%
Res. Estate	R2	703	516.12	34.01	17,000	2.2	1.36	62%
Single	R3	7,405	2,235.85	76.09	7,500	4.8	3.31	69%
Family	R4	3,841	878.16	19.39	5,700	6.4	4.37	68%
Mixed	MR1	517	108.54	1.86	5,000/unit	8.7	4.76	55%
Residential	MR2	1,182	146.86	3.39	3,000/unit (2+)	14.6	8.05	55%
		13,694						

<sup>\* 1</sup> acre = 43,560 sq.ft.

2021 Housing Statistics in the R1-R4, MR1 and MR2 zones

Designation	Zone	Existing Dwelling Units (DUs)	Total Acres	Vacant Acreage	Min Lot Size (sq.ft.)	Max Density (Allowed DUs/Acre*)	Actual Density (DUs per acre)	% of Max Density
	R1	466	365.20	15.57	25,000	1.45	1.28	88%
Res. Estate	R2	704	513.16	33.73	17,000	2.2	1.37	62%
Single	R3	7,361	2,228.64	75.69	7,500	4.8	3.30	69%
Family	R4	3,849	878.15	19.91	5,700	6.4	4.38	68%
Mixed	MR1	530	108.55	0.35	5,000/unit	8.7	4.88	56%
Residential	MR2	1,257	147.89	6.47	3,000/unit (2+)	14.6	8.50	58%
		14,167						

<sup>\* 1</sup> acre = 43,560 sq.ft.

#### ATTACHMENT E



TO: Mayor and City Council

FROM: Dave Bugher, Assistant City Manager, Development Services

THROUGH: John Caulfield, City Manager

DATE: June 14, 2021

SUBJECT: Supplemental Information – Garry Oak Trees & Tree Preservation in General

The City Council recently received public comments concerning tree preservation. This memorandum outlines the work performed to preserve, protect, and expand the city's tree canopy.

- 1. Operative municipal code sections:
  - a. Lakewood Municipal Code (LMC) Title 14, Environmental Protection, Chapter 14.02 Environmental Rules & Procedures; & Chapter 14.154, Fish & Wildlife Habitat Areas;
  - b. LMC Title 18A. Land Use & Development Code, Chapter 18A.70, Community Design, Landscaping, & Tree Preservation, Article III.
  - c. LMC is available online at <a href="https://lakewood.municipal.codes/">https://lakewood.municipal.codes/</a>.
- 2. Received a general comment from the Washington State Department of Natural Resources personnel that Lakewood goes beyond meeting minimum requirements when it comes to reviewing and mitigating for environmental protection.
- 3. Garry oak (Oregon white oak), state listed species status as of February 2021, "priority habitat" only. It is not listed as state endangered, state threatened, or state sensitive. Species does not have a federal status. In urban or urbanizing areas, single oaks or stands less than one acre may be considered a "priority" when found to be particularly valuable to fish and wildlife.
- 4. Historical Garry oak tree mitigation in Lakewood:
  - a. Creekside PDD land set aside next to Flett Creek to protect Garry Oak trees. Land is currently owned by the Clover Park technical College (CPTC). Oak trees on private property are protected from removal. City has received requests to remove trees on single family zoned properties and denied same. Developer also removed a Garry Oak that was protected. Developer fined \$28,000.

- b. The Echelon Apartment complex, 5101 88<sup>th</sup> Street Court SW, was required to set aside 30 percent of property for Garry oak tree protection, 4.6 acres. Owner recently requested to expand parking by removing some of the oaks. Request was denied.
- c. City rezoned private property within the Flett Creek complex to preserve open space and enhance tree preservation. Some, not all of the trees are Garry oaks.
- d. CPTC owns a large expanse of land adjacent to the Flett Creek Complex. Large numbers of Garry Oak trees are found on the site. This is also an area identified as priority habitat by WDFW. Entire area zoned open space. Over the years, one request has been received to rezone the site for urban development; request was denied.
- e. Garry oak trees, about one acre in area were removed in the North Clear Zone to allow low-level industrial development, but also the trees violated the height restrictions found within and existing property covenant. Developer was required to provide \$50,000 in off-site mitigation in the Flett Creek area.
- f. The Clover Park School District removed about ½ acre of Garry Oaks at the Early Learning Center without approval. The school district was fined \$15,000 and was required to provide a habitat analysis.
- g. Community & Economic Development Department worked with Department of Social & Health Services (DSHS) to rezone the Fort Steilacoom Park Golf and Disc Course into the most restrictive open space zone allowed under the city's zoning code. This action precluded the ability of DSHS to expand the WSH footprint into this area as part of a pending master plan update. Literally, 1,000's of trees were provided additional protection.
- h. With an expansion St. Clare Hospital, city required approximately one-acre of land be set aside as a mini-Garry oak preserve.
- i. Any development of the Springbrook area, east of Bridgeport Way, will be difficult to develop no matter the use-type. There are significant floodplain, possible tree retention, and potentially hazardous contaminated properties.
- 5. Examples of open space set asides for habitat and non-Garry oak tree protection required in residential subdivisions:
  - a. San Moritz subdivision was required to set aside two acres for eagle habitat protection. This same habitat area also contained rare a tree stand, not usually found in the Pacific Northwest.

- b. Harwood Glen subdivision had significant requirements related to tree removal and plantings. This was a PDD application with specific requirements for open space and tree preservation.
- c. Eagle Pointe subdivision required an open space set aside of about four acres for eagle habitat protection. Protected area is currently zoned open space.
- 6. Code enforcement penalties for illegal tree removal & use of city tree fund:
  - a. Property owner on Interlaaken drive SW originally fined approximately \$80,000 for illegal tree removal of a very large fir tree.
  - b. Numerous trees removed without permits at 12718 Gravelly Lake Drive SW. Property owner and contractor were fined. Case is pending.
  - c. Other fines levied against CPSD and Creekside PDD developer as has been previously mentioned.
  - d. Fines are placed in the city's tree fund. Fines have been used to install native landscaping at Fort Steilacoom Park adjacent to Waughop Lake, the installation of city street trees for major street projects, and the development of a program to grow Garry oaks at Pierce College.

# 7. Industrial warehouse development

- a. City requires the installation of a significant amount of landscaping and trees. Developers are not enamored by the city's requirements. However, the amount of landscaping and tree installation far exceeds the amount of vegetation that was on these sites prior to redevelopment. Some examples:
  - 3451 84<sup>th</sup> Street SW this was the site of the previous Starlite Swap Meet. There was little or no landscaping and trees onsite. There are now a minimum of 70+ trees plus additional side yard landscaping on all side of the property.
  - 3401 96<sup>th</sup> Street SW this was a vacant lot near the corner of South Tacoma Way and 96<sup>th</sup> Street SW. Site is occupied by a 210,000 square foot warehouse. Site was barren of vegetation prior to redevelopment. Significant tree installation was required on all four sides of the property.
  - b. For undisturbed or underdeveloped areas slated for industrial development, the city requires a habitat analysis report as part of the SEPA review.
  - c. There is a proposed development in the Springbrook Neighborhood at 4901 123rd Street SW, the applicant is AHBL & Synthesis Architects. The developer is Panattoni. The Design Review (LU-21-00064), SEPA Checklist (LU-21-00087)

and Floodplain Development Permit (LU-21-00098) have all been deemed complete, meaning the applications have vested under the current code.

The public comment period for the SEPA recently ended on May 28, 2021. City has not issued a threshold determination, but Ms. Manetti has informed CED that she intends to appeal. As part of SEPA, the applicant was required to submit a habitat assessment; no critical habitats were found on site. The Oregon white oaks on site do not meet the necessary size thresholds and were not found to provide valuable fish or wildlife habitat to meet the definition of a priority Oregon white oak woodland.

Additionally, Ms. Manetti contacted the State Department of Natural Resources (DNR). Planning manager, Courtney Brunell spoke with them regarding this project and the city's tree preservation code, in general. DNR's representative, Daria Gosztyla, is the Department's Urban Forestry Project & Outreach Specialist. Ms. Gosztyla researched the site and stated it is not in an area that DNR has "flagged" as sensitive or critical and from GIS imaging, nor did it appear to meet the necessary size threshold to meet the definition of a priority Oregon white oak woodland. (Ms. Gosztyla is currently on vacation this week and has not yet responded to Ms. Manetti's original email.)