



LAKEWOOD CITY COUNCIL AGENDA

Tuesday, July 6, 2021

7:00 P.M.

City of Lakewood

Council Chambers

6000 Main Street SW

Lakewood, WA 98499

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

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

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

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

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

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

Page No.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

PROCLAMATIONS AND PRESENTATIONS

- (4)
1. Proclamation recognizing Pierce County Library Systems 75 Years of Service.
 2. Clover Park School District Report.

PUBLIC COMMENTS

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

- (5) A. Approval of the corrected minutes of the City Council meeting of June 7, 2021.
- (11) B. Approval of the minutes of the City Council study session of June 14, 2021.
- (15) C. Approval of claims vouchers, in the amount of \$3,029,580.82, for the period of May 15, 2021 through June 15, 2021.
- (59) D. Approval of payroll checks, in the amount of \$2,452,038.31, for the period of May 16, 2021 through June 15, 2021.
- (61) E. Motion No. 2021-40

Reappointing Chelene Potvin-Bird and Linda Smith to serve on the Lodging Tax Advisory Committee through November 1, 2023.
- (66) F. Motion No. 2021-41

Ratifying the proclamation terminating the civil emergency proclaimed on March 16, 2020.
- (69) G. Repeal Ordinance 750 relating to Lakewood Municipal Code Chapter 9.06 related to Controlled Substances.
- (74) H. Items filed in the Office of the City Clerk:
 - 1. Planning Commission meeting minutes of June 2, 2021.

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

ORDINANCE

- (76) Ordinance No.755

Amending Lakewood Municipal Code Chapter 1.12 related to City Holidays.

ORDINANCE

- (80) Ordinance No. 756

Adopting the 2021 Comprehensive Plan amendments.

UNFINISHED BUSINESS

NEW BUSINESS

REPORTS BY THE CITY MANAGER

CITY COUNCIL COMMENTS

ADJOURNMENT

CITY OF LAKEWOOD



PROCLAMATION

WHEREAS, the Pierce County Library System started serving 55,000 people on May 1, 1946, offering 6,385 books, from seven locations, with 1,108 card holders; and

WHEREAS, today, the Pierce County Library System serves 620,000 people, offering nearly 1 million books, movies, and other items, from 20 locations and online, with approximately 360,000 card holders; and

WHEREAS, the books, materials, equipment, and requests from the public have transformed in the past 75 years and the Library System continues to be a regional leader to reimagine services that meet the public's needs to gain learning resources for all ages; deliver books, materials, and classes for enjoyment; and offer welcoming places and spaces for diverse communities to connect; and

WHEREAS, 1946 Pierce County Library may not recognize 2021 Pierce County Library with computers, printers, online books instantly available on computers, tablets, and phones, and live online classes and events, 1946 Pierce County Library would know 2021 Pierce County Library by its continued commitment to connect people with valued, reliable resources at the right time; and

WHEREAS, the Library continues to be a dedicated steward of the public's investment to support residents' growth and curiosity, offer excellent reading choices, and work to connect and strengthen growing and changing communities; and

WHEREAS, the Pierce County Library thanks Pierce County communities for allowing the Library System to be the community's choice for the discovery and exchange of information and ideas and to spark success for residents for 75 years; and

NOW THEREFORE, the Lakewood City Council do hereby proclaim May 1, 2021 through December 31, 2021 as

PIERCE COUNTY LIBRARY SYSTEMS 75th DIAMOND ANNIVERSARY

and recognizes the contributions in which Pierce County Library has made in support of our community.

PROCLAIMED this 6th day of July, 2021.

Don Anderson, Mayor



LAKEWOOD CITY COUNCIL CORRECTED MINUTES

Monday, June 7, 2021

City of Lakewood

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

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

Participant ID: 868 7263 2373

CALL TO ORDER

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

ROLL CALL

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

PROCLAMATIONS AND PRESENTATIONS

Proclamation recognizing the 28th and 29th District State Legislators.

MAYOR ANDERSON PRESENTED A PROCLAMATION TO SENATOR T'WINA NOBLES, SENATOR STEVE CONWAY, REPRESENTATIVE MARI LEAVITT AND REPRESENTATIVE DAN BRONOSKE FOR THEIR OUTSTANDING SERVICE AND DEDICATION TO THE RESIDENTS OF LAKEWOOD.

Youth Council Report and Recognition.

Youth Councilmember Hank Jones reported that today was the last Youth Council meeting of the year, students received a presentation on drug prevention from Lakewood Choice and overview of American Rescue Plan Act (ARPA) funds from Planning Manager Speir.

Mayor Anderson thanked the Youth Councilmembers for their hard work and dedication during the school year. He then asked each member what was their favorite part of being on Youth Council and students took turns responding. He also shared that the City Council is recruiting for Youth Councilmembers for 2021-2022 school year.

Clover Park School District Report.

Clover Park School District (CPSD) Board Director Schafer thanked the Mayor and City Council for their service to the residents of the city and the impact they make on the lives students. He shared that Class of 2021 graduations will be held in person at the Tacoma Dome on June 10th and 11th and live streamed to the CPSD YouTube channel. He shared that summer credit retrieval and enrichment classes are being offered and will begin on June 21st and he recognized CPSD's Certified, Classified and Administrative employees of the year.

He then reported that CPSD had a temporary system outage due to a malware event and are working with a third party to investigate the full scope of the event and COVID-19 vaccination events will be held on June 8th at the Student Services Center and on June 16th at Harrison Prep and Thomas Middle School.

He shared that Clover Park High School has created a virtual Arlington Project Ceremony honoring military heroes, which can be viewed on the CPSD YouTube channel and Kindergarten registration is open online for those who will be 5 years old by August 31, he noted that immunization records are required.

PUBLIC COMMENTS

Speaking before Council were:

Dennis Haugen, Sioux Falls, South Dakota, spoke about relevant news, open borders, drug cartels, transportation impacts, and reverse racism.

Julian Wheeler, Lakewood resident, thanked the City Council for the ability to access the meeting virtually, recognized the 28 and 29 District Legislators and shared that July is the anniversary month of Americans with Disability Act. He then shared that the Pierce County Accessible Communities Advisory Committee meeting will be held virtually on Tuesday, July 13th at 9:00 a.m.

Gail Sklar, asked when the Ordinance related to land stripping was adopted.

Christina Manetti, Lakewood resident, spoke in opposition to Springbrook's industrial zoning, in support of the protection of Garry Oaks and the importance of trees in climate control.

HeeJae Kwon, requested access to the tree preservation Ordinance.

Ginny Jones, Lakewood resident, spoke in support of native Garry Oak tree preservation.

Matt McCarthy, Lakewood resident, spoke in opposition to Springbrook's industrial zoning and in support of tree preservation.

Frances Phelan, Lakewood resident, spoke in opposition to Springbrook's industrial zoning and in support of native Garry Oak tree preservation.

Jenna Lee, Seattle resident, spoke in opposition to Springbrook neighborhood industrial zoning, in support of tree preservation and the positive impacts trees have to physical and mental health.

James Dunlop, spoke in support of native Garry Oaks, tree preservation, carbon sequestration and the fight against climate change.

Rikki McGee, spoke about changes in water and air quality over time, in opposition to Springbrook's industrial zoning and flood mapping in the area.

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

- A. Approval of the minutes of the City Council study session of May 10, 2021.
- B. Approval of the minutes of the City Council meeting of May 17, 2021.
- C. Approval of the minutes of the City Council retreat of May 22, 2021.
- D. Approval of the minutes of the City Council study session of May 24, 2021.
- E. Approval of claims vouchers, in the amount of \$1,895,076.69, for the period of April 16, 2021 through May 14, 2021.
- F. Approval of payroll checks, in the amount of \$2,336,281.27, for the period of April 16, 2021 through May 15, 2021.

G. Motion No. 2021-33

Authorizing the award of a construction contract to Sierra Santa Fe Corp., in the amount of \$236,704.93, for the construction of the 2021 Chip Seal Program.

H. Motion No. 2021-34

Authorizing the award of a construction contract to Central Paving, LLC, in the amount of \$224,475.00, for the construction of the 2021 Roadway Patching Program.

I. Motion No. 2021-35

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

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

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

PUBLIC HEARINGS AND APPEALS

This is the date set for a Public Hearing on the 2021 Comprehensive Plan amendments.

Planning Manager Speir provided a summary of the 2021 Comprehensive Plan amendments.

The City Council received written comments via email in advance of the meeting from Christina Manetti, Rikki McGee, Jessica Gamble, Master Builders Association of Pierce County and Oak Harbor Garry Oaks Society.

Speaking before Council were:

Dennis Haugen, Sioux Falls, South Dakota, spoke about climate change, forest management and reduction of homelessness.

Christina Manetti, Lakewood resident, spoke about tree preservation, environmental protection, and rolling back zoning changes.

Jenna Lee, Seattle resident, spoke about preservation of and access to housing.

There being no further testimony, the public hearing was declared closed at 8:44 p.m.

RESOLUTION

Resolution No. 2021-08 Adopting the Six-Year (2022-2027) Comprehensive Transportation Improvement Program.

DEPUTY MAYOR WHALEN MOVED TO ADOPT RESOLUTION NO. 2021-08. SECONDED BY COUNCILMEMBER BELLE. VOICE VOTE WAS TAKEN AND CARRIED UNANIMOUSLY.

UNFINISHED BUSINESS

None.

NEW BUSINESS

None.

REPORTS BY THE CITY MANAGER

Review of interlocal agreement for the Tacoma-Pierce County Driving Under the Influence (DUI) and Traffic Safety Task Force.

Lt. Gildehaus provided an overview of the interlocal agreement for the Impaired Driving Task Force sharing that this is a Pierce County emphasis that focuses on impaired and distracted driving, street racing, and seat belt safety. He reported that all expenses are reimbursed by the Washington Traffic Safety Commission. He highlighted recent changes to DUI laws and shared performance dashboards noting that in 2020 during enforcement activities there were 558 seat belt citations, 1071 impaired driving arrests and 6616 speeding citations issued. Discussion ensued.

Review of 2022 Human Services Funding and American Rescue Plan Act (ARPA) Recommendations.

Human Services Coordinator Humphreys, was joined by Community Services Advisory Board Chair Sarah Yamamoto. Chair Yamamoto reported that the Community Services Advisory Board recommends extending existing contracts for 2022 Human Services funding if Contractors meet two conditions which are to complete site visits with good ratings and if the programs are on pace to meet deliverables based on 3rd Quarter reports. It was also recommended that the City allocate ARPA funding to Human Service programs. Discussion ensued.

Review of Summer Youth Corp Program – Warriors of Change.

Parks, Recreation and Community Services Director Dodsworth who was joined by Ms. Kerri Pedrick, Communities in Schools of Lakewood, shared that the summer program is six weeks long, provides leadership, education support, financial literacy and project based learning and is in partnership with Communities in Schools of Lakewood and is open to Clover Park High School students. She then shared a video highlighting the program. Ms. Pedrick shared that the program is contracted through Quantum Learning and will allow for 80 rising senior students to participate in the six-week program for three hours per day. Discussion ensued.

American Rescue Plan Act (ARPA) Program Status Update.

Planning Manager Speir shared that Lakewood's ARPA funding allocations total approximately \$14 Million. She highlighted community engagement efforts, which includes a website, article in the Connections magazine, outreach to City boards and commissions, online public open house, online survey and stakeholder meetings. She then shared that city is in discussions related to potential collaborations on leveraging funds in partnership with other organizations and Pierce County. She shared that it is requested that the City Council authorize use of APRA funds to cover administrative costs including payroll and benefits for the program. Discussion ensued.

City Manager Caulfield shared that South Sound Housing Affordability Partners (SSHA³P) will be invited to the June 28th City Council Study Session to provide an update on the draft intergovernmental agreement.

He also shared that the Department of Social and Health Services (DSHS) has submitted a finalized Western State Hospital Master Plan and public comments are being accepted until July 7th, notices were sent to properties within 1000 feet of the property.

He then reported that we continue to work with Federal Delegation to request funding for medium size cities, a draft letter of support was signed by 28 cities and the City's request for \$2.4 Million for the South Tacoma Way from 80th to 88th Street Project has been included in the Invest in America Act.

He reported that the Farmers Market has reported significant growth and sales activity from the first two weeks as compared to 2020.

He shared that National Night Out will be held on Tuesday, August 3rd, there are currently 7 events scheduled and if you would like to ride along with a Police Officer please let him know.

CITY COUNCIL COMMENTS

Councilmember Farmer requested that the City Council consider two Proclamations in the month of June, recognizing Pride Month and Juneteenth.

Councilmember Moss shared that she attended the Mountain View Memorial Day Ceremony and memorial service for Major General Hemphill.

Councilmember Brandstetter shared that he also attended Major General Hemphill's memorial service. He spoke about riding with a Police Officer on National Night Out.

Deputy Mayor Whalen shared that he will ride along on National Night Out and spoke about an article about the state of policing in America. He attended the virtual Rotary Sportsman's Auction.

Mayor Anderson shared that he attended the First Corps Relinquishment of Responsibility Ceremony, the 2/2 Stryker Brigade Combat Team (SBCT) Change of Command Ceremony and Major General Hemphill's memorial service.

ADJOURNMENT

There being no further business, the meeting adjourned at 10:21 p.m.

DON ANDERSON, MAYOR

ATTEST:

BRIANA SCHUMACHER
CITY CLERK



LAKEWOOD CITY COUNCIL SPECIAL STUDY SESSION MINUTES

Monday, June 14, 2021

City of Lakewood

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

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

Participant ID: 868 7263 2373

CALL TO ORDER

Mayor Anderson called the meeting to order at 6:00 p.m.

ROLL CALL

Councilmembers Present: 7 – Mayor Don Anderson, Deputy Mayor Jason Whalen (joined at 7:05 p.m.); Councilmembers Mary Moss, Mike Brandstetter, Patti Belle, Paul Bocchi and Linda Farmer.

ITEMS FOR DISCUSSION:

Review of (2021-2024) City Council Goals and Priorities.

City Manager Caulfield introduced Ms. Shannon Kelley-Fong who summarized the City Council goals that were reviewed at the City Council Retreats of March 27th and May 22nd. Discussion ensued.

Partners for Parks Barn Restoration Feasibility Study Update.

Parks, Recreation and Community Services Director Dodsworth shared that Partners for Parks is partnering with the City on a feasibility study for the Fort Steilacoom Park barn restoration project to determine the probability of community support.

Mr. Al Hove, who was joined by Ms. Emily Happy, highlighted the feasibility study objectives, process, timeliness and key benchmarks. He shared that planning began in April, interviews are being conducted now through July and there will be an online survey component. The data will be analyzed to determine whether the project is an achievable goal and will be presented to stakeholders in August. He then highlighted the seven keys to campaign success. Discussion ensued.

1st Quarter (2021) Financial Report.

Assistant City Manager for Administrative Services Kraus provided an overview of the 1st Quarter (2021) Financial Report. Discussion ensued.

Downtown / Towne Center Subarea Plan Update.

Assistant City Manager for Development Services Bugher shared that this presentation will focus on the process for development of a central park in the Downtown Subarea. He shared concepts for park locations, basic elements related to what makes a city park work. He highlighted options for a park in the Towne Center and as alternative parks locations. He then reported that RPAI does have mixed-use development with park site in other cities.

He reviewed three options for developing the downtown, which include doing nothing at this time, amending the Downtown Plan to establish an amortization plan for non-conforming uses and structures or using eminent domain to acquire a park site. He shared that it is recommended that the City contact RPAI, request financial resources to initiative park design, acquisition and financing options and conduct a legal review related to the use of amortization. Discussion ensued.

Review of 2021 Comprehensive Plan amendments.

Planning Manager Speir summarized the proposed amendments to the 2021 Comprehensive Plan. She highlighted the City's responses to public comments specifically amendments 2021-01 Energy and Climate Change Chapter, 2021-02 related to the rezone of Springbrook parcels to industrial and regulation of trees as well as 2021-04 related to housing. Discussion ensued.

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*
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 Manager Caulfield shared that the Association of Washington Cities (AWC) recognized City Attorney Heidi Wachter with a City Champion Award for her advocacy on key legislative priority issues during the 2021 Legislative Session.

He reported that Congress passed the INVEST In America Act which includes a set aside for Federal Transportation funding opportunities for medium-sized cities which has been a key federal priority for the city for several years.

He then reported that the Washington State Redistricting Commission will host a public outreach meeting for residents of the 10th Congressional District on June 22nd from 7:30 p.m. to 9:00 p.m.

CITY COUNCIL COMMENTS

Councilmember Moss congratulated City Attorney Wachter on receiving the AWC City Champion Award and shared that she will attend the 62nd Airlift Wing Change of Command Ceremony.

Councilmember Brandstetter complimented City Attorney Wachter on receiving the AWC City Champion Award.

Councilmember Belle complimented City Attorney Wachter on receiving the AWC City Champion Award.

Councilmember Farmer complimented City Attorney Wachter on receiving the AWC City Champion Award. She also complimented Clover Park School District for their coordination of the Hudtloff Middle School drive through graduation event. She shared that this week she will attend the AWC Large City Advisory Committee meeting, Sex Offender Policy Board meeting and the Pierce County Regional Council meeting.

Councilmember Bocchi also congratulated City Attorney Wachter on receiving the AWC City Champion Award. He spoke about the reopening of City Hall and it should be noted that the City Council meeting of July 6th will be held in person and will also include a virtual component through zoom.

Deputy Mayor Whalen shared that this evening he attended the Pierce Transit Board of Commissioners meeting where there was discussion related to the Bus Rapid Transit process. He shared that this week he will attend the Pierce County Regional Council meeting.

Mayor Anderson shared that last week he hosted Coffee with the Mayor, this week he will attend the 62nd Airlift Wing Change of Command. He also recognized City Attorney Wachter on receiving the AWC City Champion Award and shared that Judge Mansfield authored an article in this month's BAR Journal.

ADJOURNMENT


There being no further business, the meeting adjourned at 8:20 p.m.

DON ANDERSON, MAYOR

ATTEST:

BRIANA SCHUMACHER
CITY CLERK



To: Mayor and City Councilmembers
From: Tho Kraus, Assistant City Manager/Chief Financial Officer
Through: John J. Caulfield, City Manager 
Date: July 6, 2021
Subject: Claims Voucher Approval

Check Run Period: May 15 2021- June 15, 2021

Total Amount: \$ 3,029,580.82

Checks Issued:

05/28/21	Checks 94683-94731	\$ 274,115.75
06/15/21	Checks 94732-94813	\$ 220,348.71

EFT Checks Issued:

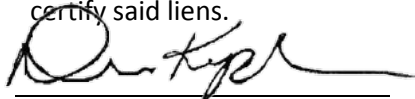
05/28/21	Checks 17428-17486	\$ 1,136,232.02
06/15/21	Checks 17487-17584	\$ 1,400,352.99

Voided Checks:

05/27/21	Check 94550	\$ 1,468.65
----------	-------------	-------------

Grand Total \$ 3,029,580.82

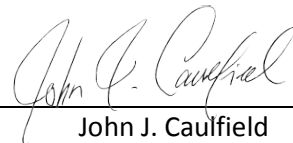
I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claims are just and due obligations against the City of Lakewood, Washington, and that I am authorized to authenticate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



Dana Kapla
Finance Supervisor



Tho Kraus
Deputy City Manager



John J. Caulfield
City Manager

City of Lakewood - Accounts Payable Voucher Report

Heritage Bank							Page 1 of 43
Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17428	5/28/2021	011713		ALLSTREAM,			\$1,102.59
503.0000.04.518.80.42.001		5/8/2021	17501496	IT 05/08-06/07 Phone		1,102.59	
17429	5/28/2021	001685		AMAYA ELECTRIC CORP,			\$22,847.64
504.0000.09.518.39.48.001		5/20/2021	9312-14	RM Claim 2020-0102 10100 S. Ta		14,277.25	
504.0000.00.223.40.00.000		5/20/2021	9312-14	RM Cl # 2020-0102 Retainage		-713.86	
504.0000.09.518.39.48.001		5/20/2021	9312-5	RM CLAIM 2020-0050 8200 TACOMA		7,099.43	
504.0000.00.223.40.00.000		5/20/2021	9312-5	RM Cl # 2020-0050 Retainage		-354.97	
502.0000.17.518.35.48.001		5/21/2021	9333-1	PKFC Electrical Work @ PD & CH		1,158.34	
502.0000.17.521.50.48.001		5/21/2021	9333-1	PKFC Electrical Work @ PD & CH		1,381.45	
17430	5/28/2021	013018		AMLAKE EAST LLC,			\$4,000.00
190.6002.52.559.70.41.001		5/27/2021	AG 2021-168	CDBG AG 2021-168 CV Rent Assis		4,000.00	
17431	5/28/2021	007445		ASSOCIATED PETROLEUM PRODUCTS,			\$13,489.48
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		59.74	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		187.74	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		15.65	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		64.00	
180.0000.15.521.21.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		33.57	
180.0000.15.521.21.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		31.86	
180.0000.15.521.21.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		42.10	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		103.26	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		143.37	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		144.51	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		62.87	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		208.79	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		261.13	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		243.50	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		101.55	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		175.23	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		249.47	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		32.71	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		85.62	
501.0000.51.521.10.32.001		4/23/2021	0326227-IN	PDFL 04/08-4/23		173.24	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	125.73	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	67.13	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	135.69	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	164.42	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	35.84	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	63.43	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	149.06	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	325.42	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	187.46	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	182.62	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	117.48	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	151.62	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	211.35	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	167.55	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	114.07	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	31.01	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	69.98	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	122.32	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	75.67	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	59.74	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	176.08	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	147.63	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	91.03	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	131.70	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	227.57	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	131.99	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	162.14	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	201.11	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	208.79	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	40.96	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	90.74	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	110.94	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	66.56	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	77.94	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	73.68	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	136.54	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	99.28	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	151.90	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	206.80	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	27.59	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	15.08	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	261.42	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	66.28	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	88.18	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	123.74	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	27.31	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	52.06	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	89.60	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	126.58	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	43.24	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	149.06	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	36.70	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	31.58	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	137.68	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	42.67	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	77.94	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	192.01	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	202.82	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	217.04	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	43.52	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	312.34	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	55.47	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	85.91	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	39.26	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	95.58	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	191.73	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	373.78	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	21.05	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	88.18	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	131.42	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	152.47	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	31.86	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	86.19	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	32.43	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	38.69	
501.0000.51.521.10.32.001	4/23/2021		4/23/2021	0326227-IN	PDFL 04/08-4/23	78.80	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	122.03	
501.0000.51.521.10.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	155.31	
501.0000.51.521.10.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	91.88	
180.0000.15.521.21.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	47.51	
501.0000.51.521.10.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	102.69	
501.0000.51.521.10.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	62.01	
180.0000.15.521.21.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	35.27	
501.0000.51.521.10.32.001			4/23/2021	0326227-IN	PDFL 04/08-4/23	40.01	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	101.34	
501.0000.51.548.79.32.002			5/11/2021	0333011-IN	PKFL 04/28-05/11	36.19	
501.0000.51.548.79.32.002			5/11/2021	0333011-IN	PKFL 04/28-05/11	32.57	
501.0000.51.548.79.32.002			5/11/2021	0333011-IN	PKFL 04/28-05/11	44.88	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	14.84	
501.0000.51.548.79.32.002			5/11/2021	0333011-IN	PKFL 04/28-05/11	39.09	
501.0000.51.548.79.32.002			5/11/2021	0333011-IN	PKFL 04/28-05/11	36.19	
501.0000.51.548.79.32.002			5/11/2021	0333011-IN	PKFL 04/28-05/11	59.00	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	159.98	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	216.44	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	179.52	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	59.72	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	106.05	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	257.34	
501.0000.51.548.79.32.001			5/11/2021	0333011-IN	PKFL 04/28-05/11	79.63	
501.0000.51.548.79.32.002			5/11/2021	0333011-IN	PKFL 04/28-05/11	31.85	
17432	5/28/2021	008226		BIO CLEAN INC,			\$423.12
501.0000.51.521.10.48.005			5/7/2021	12245	PDFL Interior Cleaning	423.12	
17433	5/28/2021	000065		BOYS AND GIRLS CLUBS OF,			\$5,091.20
001.0000.11.565.10.41.020			4/7/2021	03312021	PKHS AG 2021-066 Q1/21 Lkwd Te	5,091.20	
17434	5/28/2021	009926		CASCADE RIGHT-OF-WAY SVCS LLC,			\$7,315.00
301.0020.11.594.76.41.001			5/26/2021	LW Wrds 21.5	PK AG 2020-247 Thru 04/30 Ward	7,315.00	
17435	5/28/2021	002183		CATHOLIC COMMUNITY SVCS,			\$2,769.07
001.0000.11.565.10.41.020			4/16/2021	Q1/21	PKHS AG 2021-065 Q1/21 Shelter	2,769.07	
17436	5/28/2021	010262		CENTURYLINK,			\$920.70
503.0000.04.518.80.42.001			5/16/2021	253-582-0174 486B	IT 05/16-06/16 Phone	267.57	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
503.0000.04.518.80.42.001			5/16/2021	253-582-0669 467B	IT 05/16-06/16 Phone	241.40	
503.0000.04.518.80.42.001			5/16/2021	253-582-1023 738B	IT 05/16-06/16 Phone	65.00	
503.0000.04.518.80.42.001			5/16/2021	253-582-7426 582B	IT 05/16-06/16 Phone	124.61	
503.0000.04.518.80.42.001			5/14/2021	253-589-8734 340B	IT 05/14-06/14 Phone	171.77	
503.0000.04.518.80.42.001			5/19/2021	253-588-4697 855B	IT 05/19-06/19 Phone	50.35	
17437	5/28/2021	000536		CITY TREASURER CITY OF TACOMA,			\$1,727.93
001.0000.11.576.81.47.005			5/19/2021	100384880 05/19/21	PKFC 03/20-05/18 8700 Steil Bl	36.47	
001.0000.11.576.81.47.005			5/17/2021	100384879 05/17/21	PKFC 03/18-05/14 8750 Steil Bl	72.90	
101.0000.11.542.63.47.006			5/17/2021	100415564 05/17/21	PKST 04/16-05/14 9450 Steil Bl	52.38	
101.0000.11.542.63.47.006			5/17/2021	100415566 05/17/21	PKST 04/16-05/14 9000 Steil Bl	52.04	
101.0000.11.542.63.47.006			5/17/2021	100415597 05/17/21	PKST 04/16-05/14 10000 Steil B	55.63	
101.0000.11.542.63.47.006			5/17/2021	100471519 05/17/21	PKST 04/16-05/14 8312 87th St	34.65	
101.0000.11.542.64.47.005			5/17/2021	100658937 05/17/21	PKST 03/18-05/14 10300 Steil B	67.50	
101.0000.11.542.64.47.005			5/17/2021	100687561 05/17/21	PKST 03/18-05/14 8623 87th Ave	54.27	
001.0000.11.576.81.47.005			5/17/2021	101076847 05/17/21	PKFC 03/18-05/14 8750 Steil Bl	117.19	
101.0000.11.542.64.47.005			5/17/2021	101086773 05/17/21	PKST 04/16-05/14 9550 Steil Bl	23.52	
101.0000.11.542.63.47.006			5/13/2021	100349419 5/13/21	PKST 03/16-05/12 7502 Lkwd Dr	24.39	
101.0000.11.542.64.47.005			5/13/2021	100350986 05/13/21	PKST 03/16-05/12 8800 Custer R	132.45	
101.0000.11.542.63.47.006			5/13/2021	100440754 05/13/21	PKST 04/14-05/12 7211 BPW W St	17.14	
101.0000.11.542.64.47.005			5/13/2021	100463727 05/13/21	PKST 03/16-05/12 7919 Custer R	4.07	
101.0000.11.542.64.47.005			5/13/2021	100520997 05/13/21	PKST 03/16-05/12 7609 Custer R	65.08	
101.0000.11.542.64.47.005			5/13/2021	100892477 05/13/21	PKST 03/16-05/12 8108 John Dow	103.72	
101.0000.11.542.63.47.006			5/13/2021	100898201 05/13/21	PKST 04/14-05/12 7729 BPW W	113.35	
101.0000.11.542.64.47.005			5/21/2021	100228932 05/21/21	PKST 03/24-05/20 8300 Steil Bl	287.33	
101.0000.11.542.64.47.005			5/21/2021	100228949 05/21/21	PKST 03/24-05/20 8200 Steil Bl	134.84	
101.0000.11.542.64.47.005			5/24/2021	100228868 05/24/21	PKST 03/25-05/21 10099 GLD SW	45.76	
101.0000.11.542.64.47.005			5/24/2021	100665891 05/24/21	PKST 04/23-05/21 7309 Onyx Dr	19.44	
101.0000.11.542.64.47.005			5/20/2021	100228710 05/20/21	PKST 03/23-05/19 8915 Meadow R	45.80	
101.0000.11.542.64.47.005			5/20/2021	100228892 05/20/21	PKST 03/23-05/19 9299 Whitman	51.59	
101.0000.11.542.64.47.005			5/20/2021	100433653 05/20/21	PKST 03/23-05/19 5460 Steil Bl	4.07	
101.0000.11.542.64.47.005			5/25/2021	100228748 05/25/21	PKST 03/26-05/24 11170 GLD SW	79.62	
101.0000.11.542.64.47.005			5/25/2021	100707975 05/25/21	PKST 04/24-05/24 7403 Lkwd Dr	32.73	
17438	5/28/2021	005786		CLASSY CHASSIS,			\$1,516.44
180.0000.51.521.21.48.005			4/30/2021	5181	PDFL Oil Change	99.77	
501.0000.51.521.10.48.005			4/30/2021	5181	PDFL Oil Change	96.47	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Carwash	7.29	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	11.20	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-0317	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	20.25	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	20.25	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Safety Inspection	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	20.25	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	21.87	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	20.25	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	21.87	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Wipers	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	29.16	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	20.25	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	20.25	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	33.21	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	25.92	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	9.60	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	29.16	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	29.16	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	20.25	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	14.58	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	33.21	
180.0000.15.521.21.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	12.96	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	19.95	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1003	PDFL Ult Car Washes 03/11-03/1	7.29	
501.0000.51.521.10.48.005			4/30/2021	W-1004	PDFL Ult Car Washes 03/11-03/1	8.92	
501.0000.51.521.10.48.005			5/14/2021	5183	PDFL Oil Change	96.47	
501.0000.51.521.10.48.005			5/14/2021	5183	PDFL Detail	227.83	
501.0000.51.521.10.48.005			5/14/2021	5183	PDFL Oil Change	61.62	
501.0000.51.521.10.48.005			5/14/2021	5183	PDFL Oil Change	96.48	
17439	5/28/2021	008523		COMPLETE OFFICE,			\$373.55
001.0000.15.521.10.31.001			5/17/2021	2049670-0	PD Copy Paper	373.55	
17440	5/28/2021	000496		DAILY JOURNAL OF COMMERCE,			\$1,130.90
302.0004.21.595.12.44.001			5/18/2021	3368208	PWCP 05/11-05/18 Roadway Patch	554.70	
302.0005.21.595.12.44.001			5/18/2021	3368209	PWCP 05/11-05/18 Chip Seal Pro	576.20	
17441	5/28/2021	003867		DELL MARKETING LP,			\$2,012.71
503.0015.04.518.80.35.030			5/25/2021	10490528800	IT Battery And Dock For Tablet	2,012.71	
17442	5/28/2021	010648		DIAMOND MARKETING SOLUTIONS,			\$725.01
001.0000.99.518.40.42.002			5/27/2021	05/21 Postage	ND 05/21 Replenish Postage	636.82	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
311.0000.01.535.30.42.002			5/27/2021	05/21 Postage	PWSC 05/21 Postage Est.	88.19	
17443	5/28/2021	003435		EMERALD HILLS COFFEES,			\$219.36
001.0000.99.518.40.45.004			5/19/2021	8526459	ND Water Cooler Rental	219.36	
17444	5/28/2021	003950		EMERGENCY FOOD NETWORK OF,			\$6,250.00
001.0000.11.565.10.41.020			3/31/2021	2012868	PKHS AG 2021-023 Q1/21 Co-Op F	6,250.00	
17445	5/28/2021	011987		FEDERAL EASTERN INTERNATIONAL,			\$6,868.75
001.0000.15.521.26.35.010			5/4/2021	52719300	PD CTSP5403- CTS Pump Multe-La	6,150.00	
001.0000.15.521.26.35.010			5/4/2021	52719300	freight	100.00	
001.0000.15.521.26.35.010			5/4/2021	52719300	Sales Tax	608.85	
001.0000.15.521.26.35.010			5/4/2021	52719300	Sales Tax	9.90	
17446	5/28/2021	009253		FERGUSON WATERWORKS,			\$172.08
001.0000.11.576.81.31.001			5/21/2021	0992001	PKFC 6 PVC Swr Rh Thrd Co Plug	29.26	
101.0000.11.542.30.31.001			5/18/2021	0991071	PKST Shovels	142.82	
17447	5/28/2021	008185		FOOD CONNECTION,			\$6,250.00
001.0000.11.565.10.41.020			4/15/2021	12	PKHS AG 2021-024 Q1/21 Emergen	6,250.00	
17448	5/28/2021	013022		GRE STONERIDGE LLC,			\$3,825.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-171	CDBG AG 2021-171 CV Rent Assis	3,825.00	
17449	5/28/2021	012664		GUARDIAN SECURITY GROUP INC,			\$877.19
502.0000.17.518.35.41.001			5/12/2021	90147	PKFC Install Emetek Pocket Mor	877.19	
17450	5/28/2021	008831		HALAR, DIANA			\$101.78
401.0000.41.531.10.43.003			5/24/2021	03/01-03/15/21 Miles	PWSW 03/01-03/15 NPDES Outreac	50.89	
401.0000.41.531.10.43.003			5/24/2021	04/01-04/16/21 Miles	PWSW 04/01-04/16 NPDES Outreac	50.89	
17451	5/28/2021	011900		HEMISPHERE DESIGN INC,			\$11,500.00
001.9999.13.558.70.41.001			5/4/2021	COL210505	ED AG 2021-110 05/21 Build You	11,500.00	
17452	5/28/2021	012411		HERRERA-VELASQUEZ, MURIEL			\$2,300.00
001.9999.11.565.10.41.020			5/31/2021	46	PKHS AG 2019-168 05/15-05/31 L	2,300.00	
17453	5/28/2021	012308		HONEY BUCKET,			\$431.48
001.0000.11.576.80.41.001			5/18/2021	0552107846	PKFC 05/18-06/14 11528 Militar	115.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.11.576.80.41.001			5/18/2021	0552107847	PKFC 05/18-06/14 9701 Onyx Dr	124.50	
104.0010.01.557.30.41.001			5/18/2021	0552107848	HM 05/18-06/14 8714 87th Ave S	191.98	
17454	5/28/2021	004036		HORIZON AUTOMATIC RAIN CO,			\$1,012.65
301.0003.11.594.76.63.001			5/19/2021	3N127577	PKFC PVC Flow Sensor	627.78	
001.0000.11.576.81.31.001			5/19/2021	3N127593	PKFC EZ Out Aluminum	11.98	
001.0000.11.542.70.31.001			5/12/2001	3N127101	PKST Nozzles	372.89	
17455	5/28/2021	012617		IDEMIA IDENTITY & SECURITY USA,			\$368.00
001.0000.15.521.22.35.010			5/25/2021	138077	PD 05/01/21-04/30/22 Mobile Ma	368.00	
17456	5/28/2021	013002		KAS HOLDINGS LLC,			\$4,000.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-162	CDBG AG 2021-162 CV Rent Assis	4,000.00	
17457	5/28/2021	008202		KPG INC,			\$18,272.16
302.0024.21.595.15.41.001			5/4/2021	4-8821-A	PWCP AG 2016-070 Thru 04/25 St	15,946.00	
302.0137.21.595.13.41.001			5/4/2021	4-8821-B	PWCP Thru 04/25 Steil. Blvd, W	2,326.16	
17458	5/28/2021	000299		LAKEVIEW LIGHT & POWER CO.,			\$11,159.53
101.0000.11.542.64.47.005			5/14/2021	67044-004 05/14/21	PKST 04/10-05/10 108th St SW &	71.45	
101.0000.11.542.64.47.005			5/14/2021	67044-010 05/14/21	PKST 04/10-05/10 108th St SW &	67.16	
101.0000.11.542.64.47.005			5/14/2021	67044-017 05/14/21	PKST 04/10-05/10 112th St SW &	66.10	
101.0000.11.542.64.47.005			5/14/2021	67044-030 05/14/21	PKST 04/10-05/10 112th ST SW &	72.25	
101.0000.11.542.63.47.006			5/14/2021	67044-072 05/14/21	PKST 04/10-05/10 11302 Kendric	104.49	
502.0000.17.542.65.47.005			5/14/2021	67044-073 05/14/21	PKFC 04/10-05/10 11420 Kendric	246.70	
502.0000.17.521.50.47.005			5/21/2021	117448-001 05/21/21	PKFC 04/17-05/17 Lkwd Police S	9,123.25	
101.0000.11.542.64.47.005			5/21/2021	67044-001 05/21/21	PKST 04/17-05/17 100th St SW &	66.00	
101.0000.11.542.64.47.005			5/21/2021	67044-003 05/21/21	PKST 04/17-05/17 Motor Ave & W	81.45	
101.0000.11.542.64.47.005			5/21/2021	67044-005 05/21/21	PKST 04/17-05/17 BP Wy SW & Lk	74.13	
101.0000.11.542.64.47.005			5/21/2021	67044-006 05/21/21	PKST 04/17-05/17 108th St SW &	70.11	
101.0000.11.542.64.47.005			5/21/2021	67044-019 05/21/21	PKST 04/17-05/17 BPW SW & 100t	70.82	
101.0000.11.542.64.47.005			5/21/2021	67044-020 05/21/21	PKST 04/17-05/17 59th Ave SW &	87.16	
101.0000.11.542.64.47.005			5/21/2021	67044-022 05/21/21	PKST 04/17-05/17 GLD SW & BPW	90.46	
101.0000.11.542.64.47.005			5/21/2021	67044-024 05/21/21	PKST 04/17-05/17 GLD SW & Stei	65.55	
001.0000.11.576.80.47.005			5/21/2021	67044-034 05/21/21	PKFC 04/17-05/17 10506 Russell	41.36	
101.0000.11.542.63.47.006			5/21/2021	67044-039 05/21/21	PKST 04/17-05/17 5700 100th St	50.21	
101.0000.11.542.64.47.005			5/21/2021	67044-044 05/21/21	PKST 04/17-05/17 100th SW & Lk	71.63	
101.0000.11.542.64.47.005			5/21/2021	67044-046 05/21/21	PKST 04/17-05/17 10013 GLD SW	168.32	
101.0000.11.542.64.47.005			5/21/2021	67044-047 05/21/21	PKST 04/17-05/17 59th Ave SW &	72.25	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.11.576.80.47.005			5/21/2021	67044-063 05/21/21	PKFC 04/17-05/17 6002 Fairlawn	81.27	
101.0000.11.542.64.47.005			5/21/2021	67044-064 05/21/21	PKST 04/17-05/17 93rd St SW &	62.62	
101.0000.11.542.64.47.005			5/21/2021	67044-082 05/21/21	PKST 04/17-05/17 GLD & Mt Tac	144.12	
101.0000.11.542.63.47.006			5/21/2021	67044-086 05/21/521	PKST 04/17-05/17 6119 Motor Av	61.09	
101.0000.11.542.63.47.005			5/21/2021	67044-088 05/21/21	PK 04/17-05/17 11950 47th ST S	49.58	
17459	5/28/2021	000288		LAKESWOOD HARDWARE & PAINT INC,			\$83.47
001.0000.11.542.70.31.001			5/19/2021	648728	PKST Joint Knife, Patch Compou	83.47	
17460	5/28/2021	000360		MCCLATCHY COMPANY LLC,			\$922.02
001.0000.07.558.60.44.001			3/31/2021	15493 24931	CD NOA LU-21-0024	176.23	
190.0005.52.559.31.44.001			3/31/2021	15493 36787	CDBG HUD Annual Action Plan Fo	745.79	
17461	5/28/2021	008092		NVL LABORATORIES INC,			\$1,003.24
190.4006.52.559.32.41.001			5/17/2021	2021-0331	CDBG MHR-181 Lucas Lead Risk A	1,003.24	
17462	5/28/2021	012500		O'REILLY AUTO PARTS,			\$48.42
501.0000.51.548.79.31.006			5/4/2021	2863-243318	PKFL Wiper Blades	48.42	
17463	5/28/2021	010255		PAPE' MACHINERY EXCHANGE,			\$4,648.89
501.0000.51.548.79.31.006			5/13/2021	12725384	PKFL Rim And Wheel	292.07	
501.0000.51.548.79.48.005			5/9/2021	2156353	PKFL Replace Damaged Thumb Cyl	2,890.64	
501.0000.51.548.79.48.005			5/9/2021	2156354	PKFL Perform 50Hr Service	855.24	
501.0000.51.548.79.31.006			5/11/2021	12725366	PKFL QuickLock, Retainer, Pin,	610.94	
17464	5/28/2021	007033		PARAMETRIX,			\$3,819.44
302.0135.21.595.12.41.001			5/11/2021	26600	PWCP AG 2020-019 Thru 05/01 JB	3,819.44	
17465	5/28/2021	012470		PARKLAND QUICK PRINT,			\$261.84
001.0000.11.571.20.49.005			5/13/2021	60697	PKRC Flyers, Healthy Bucks	261.84	
17466	5/28/2021	000407		PIERCE COUNTY,			\$12,695.89
001.0000.15.521.10.41.125			5/20/2021	CI-302281	PD 04/21 Jail Services	572.17	
101.0000.21.542.50.41.001			5/20/2021	CI-302288	PWST Q1/21 Bridge Engineering	107.26	
101.0000.11.542.64.41.001			5/20/2021	CI-302293	PKST 04/21 Traffic Operations	3,222.68	
001.0000.15.521.10.41.001			5/27/2021	CI-302405	PD 01/01-04/30 Fingerprint ID	770.50	
101.0000.11.542.64.41.001			4/30/2021	CI-302113	PWST 03/21 Traffic Operations	8,023.28	
17467	5/28/2021	000428		PIERCE COUNTY SEWER,			\$121.65

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.11.576.81.47.004			5/16/2021	02029430 05/16/21	PKFC 03/01-04/30 9101 Angle Ln	121.65	
17468	5/28/2021	012650		QUIGG BROS INC,			\$418,242.60
301.0003.11.594.76.63.001			5/14/2021	8	PK AG 2020-103 Harry Todd Park	214,778.67	
301.0000.00.223.40.00.000			5/14/2021	8	PK AG 2020-103 Retainage	-9,771.55	
301.0003.11.594.76.63.001			5/26/2021	7	PK AG 2020-103 Harry Todd Park	223,399.23	
301.0000.00.223.40.00.000			5/26/2021	7	PK AG 2020-103 Retainage	-10,163.75	
17469	5/28/2021	012953		R. L. ALIA COMPANY,			\$499,602.10
302.0015.21.595.30.63.001			4/30/2021	AG 2021-013 PP # 2	PWCP AG 2021-013 04/01-04/30	177,026.33	
302.0000.00.223.40.00.000			4/30/2021	AG 2021-013 PP # 2	PWCP AG 2021-013 Retainage	-8,851.32	
302.0119.21.595.30.63.001			4/30/2021	AG 2021-014 PP # 2	PWCP AG 2021-014 04/01-04/30 L	348,870.62	
302.0000.00.223.40.00.000			4/30/2021	AG 2021-014 PP # 2	PWCP AG 2021-014 Retainage	-17,443.53	
17470	5/28/2021	011508		SCJ ALLIANCE,			\$8,702.40
301.0037.11.594.76.41.001			5/10/2021	63451	PK AG 2020-084 03/28-05/01 See	8,702.40	
17471	5/28/2021	012387		SITE WORKSHOP,			\$915.00
301.0014.11.594.76.41.001			5/7/2021	6647	PK AG 2019-118 Thru 04/21 Ft.	915.00	
17472	5/28/2021	003181		SKIP'S LAKEWOOD IRON WORKS,			\$219.80
001.0000.11.576.80.41.001			5/21/2021	LWD000815	PKFC Repair Walk Ramp- Vet Dr	219.80	
17473	5/28/2021	012410		SOLON, LISA			\$1,928.00
001.9999.11.565.10.41.020			5/31/2021	47	PKHS AG 2019-169 05/15-05/31 L	1,928.00	
17474	5/28/2021	000066		SOUND UNIFORM SOLUTIONS,			\$269.44
001.0000.15.521.22.31.008			5/3/2021	202105SU000	PD Jumpsuit Repair: Paynter	128.93	
001.0000.15.521.22.31.008			5/3/2021	202105SU001	PD Jumpsuit Alteration	140.51	
17475	5/28/2021	012013		SOUTH SOUND MOTORCYCLES,			\$560.40
501.0000.51.521.10.48.005			4/6/2021	6000713/1	PDFL Oil Change	271.38	
501.0000.51.521.10.48.005			4/6/2021	6000713/1	PDFL Battery	289.02	
17476	5/28/2021	013023		SPRINGBROOK CONNECTIONS,			\$4,560.00
001.0000.11.565.10.41.020			4/13/2021	001 Lakewood	PKHS AG 2021-021 Q1/21 Resourc	4,560.00	
17477	5/28/2021	000516		SPRINT,			\$120.47
503.0000.04.518.80.42.001			5/18/2021	482477812-162	IT 04/15-05/14 Phone	120.47	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17478	5/28/2021	009493		STAPLES ADVANTAGE,			\$222.49
001.0000.15.521.10.31.001			5/11/2021	3476893675	PD Office Supplies	222.49	
17479	5/28/2021	000517		STATE AUDITOR'S OFFICE,			\$1,244.10
001.0000.04.514.20.41.001			5/12/2021	L142228	FN 04/21AccountabilityAudit	1,244.10	
17480	5/28/2021	002458		SUMMIT LAW GROUP,			\$308.00
001.0000.06.515.30.41.001			5/19/2021	125960	LG 04/21 General Labor	308.00	
17481	5/28/2021	006497		SYSTEMS FOR PUBLIC SAFETY,			\$11,598.95
501.0000.51.521.10.48.005			5/20/2021	39729	PDFL Oil Change	88.32	
501.0000.51.521.10.48.005			5/20/2021	39729	PDFL Safety Inspection	155.87	
501.0000.51.521.10.48.005			5/20/2021	39729	PDFL Battery	232.92	
501.0000.51.521.10.48.005			5/20/2021	39729	PDFL Wheels	291.57	
501.0000.51.521.10.48.005			5/20/2021	39729	PDFL Tires	604.23	
501.0000.51.521.10.48.005			5/20/2021	39743	PDFL Oil Change	78.30	
501.0000.51.521.10.48.005			5/20/2021	39743	PDFL Safety Inspection	268.47	
501.0000.51.521.10.48.005			5/20/2021	39743	PDFL Wipers	34.48	
501.0000.51.521.10.48.005			5/20/2021	39743	PDFL Electrical	28.23	
501.0000.51.521.10.48.005			5/20/2021	39745	PDFL Tires	707.71	
501.0000.51.521.10.48.005			5/20/2021	39745	PDFL Other	60.45	
501.0000.51.521.10.48.005			5/20/2021	39745	PDFL Tire	224.86	
501.0000.51.521.10.48.005			5/20/2021	39745	PDFL Electrical	257.86	
501.0000.51.521.10.48.005			5/20/2021	39784	PDFL Brakes	1,124.63	
501.0000.51.521.10.48.005			5/20/2021	39785	PDFL Safety Inspection	53.58	
501.0000.51.521.10.48.005			5/20/2021	39785	PDFL Brakes	473.33	
501.0000.51.521.10.48.005			5/20/2021	39785	PDFL AC/HC	717.94	
501.0000.51.521.10.48.005			5/20/2021	39785	PDFL Tire	53.58	
501.0000.51.521.10.48.005			5/20/2021	39787	PDFL Other	215.69	
501.0000.51.521.10.48.005			5/20/2021	39809	PDFL Other	72.13	
501.0000.51.521.10.48.005			5/20/2021	39815	PDFL Electrical	73.57	
501.0000.51.521.10.48.005			5/11/2021	39704	PDFL Oil Change	90.80	
501.0000.51.521.10.48.005			5/11/2021	39704	PDFL Safety Inspection	1,438.17	
501.0000.51.521.10.48.005			5/11/2021	39704	PDFL Electrical	141.66	
501.0000.51.521.10.48.005			5/11/2021	39704	PDFL Tire Repair	53.58	
501.0000.51.521.10.48.005			5/11/2021	39739	PDFL Oil Change	82.58	
501.0000.51.521.10.48.005			5/11/2021	39739	PDFL Safety Inspection	1,052.90	
501.0000.51.521.10.48.005			5/11/2021	39739	PDFL Wipers	39.05	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
180.0000.15.521.21.48.005			5/11/2021	39752	PDFL Oil Change	78.19	
180.0000.15.521.21.48.005			5/11/2021	39752	PDFL Safety Inspection	353.01	
180.0000.15.521.21.48.005			5/11/2021	39752	PDFL Wipers	23.75	
180.0000.15.521.21.48.005			5/11/2021	39752	PDFL Brakes	464.43	
180.0000.15.521.21.48.005			5/11/2021	39752	PDFL Tires	51.29	
180.0000.15.521.21.48.005			5/11/2021	39752	PDFL Electrical	361.69	
180.0000.15.521.21.48.005			5/11/2021	39753	PDFL Oil Change	88.70	
180.0000.15.521.21.48.005			5/11/2021	39753	PDFL Safety Inspection	51.38	
180.0000.15.521.21.48.005			5/11/2021	39753	PDFL Wipers	435.80	
180.0000.15.521.21.48.005			5/11/2021	39753	PDFL Electrical	18.55	
501.0000.51.521.10.48.005			5/11/2021	39762	PDFL Other	43.70	
501.0000.51.521.10.48.005			5/11/2021	39764	PDFL Oil Change	80.29	
501.0000.51.521.10.48.005			5/11/2021	39764	PDFL Safety Inspection	270.46	
501.0000.51.521.10.48.005			5/11/2021	39764	PDFL Wipers	36.48	
501.0000.51.521.10.48.005			5/11/2021	39764	PDFL Brakes	475.72	
501.0000.51.521.10.48.005			5/11/2021	39771	PDFL Tire Repair	49.05	
17482	5/28/2021	000540		TACOMA RUBBER STAMP,			\$18.84
001.0000.07.558.50.31.001			3/26/2021	I-672718-1	CD Hobart Name Plate	18.84	
17483	5/28/2021	007885		ULINE, INC,			\$229.70
001.0000.15.521.80.31.001			5/14/2021	133779836	PD Office Supplies	229.70	
17484	5/28/2021	000593		WASHINGTON STATE TREASURER,			\$1,129.00
001.0000.02.237.10.00.004			5/24/2021	04/21 Bldg. Code	MC 04/21 State Bldg. Code	1,129.00	
17485	5/28/2021	011031		XIOLOGIX LLC,			\$17,414.31
503.0000.04.518.80.48.002			5/11/2021	8501	IT Thru 11/19/22 Ruckus Renewa	17,414.31	
17486	5/28/2021	008553		ZONES INC,			\$6,288.24
503.0000.04.518.80.35.030			5/13/2021	K17237570101	IT 180 Degree Outdoor Camera	1,786.19	
503.0000.04.518.80.35.003			5/18/2021	K17235100101	IT Camera Channel License, 3 Y	4,502.05	
17487	6/15/2021	001685		AMAYA ELECTRIC CORP,			\$4,276.71
101.0000.11.542.64.48.001			5/31/2021	9312-21	PKST 6412 Hillcrest Dr SW	1,027.47	
101.0000.00.223.40.00.000			5/31/2021	9312-21	PKST 6412 Hillcrest Dr SW Reta	-51.37	
504.0000.09.518.39.48.001			5/31/2021	9312.8	RM PW City Claim 2021-0003 Sou	1,626.72	
504.0000.00.223.40.00.000			5/31/2021	9312.8	RM C1 # 2021-0003 Retainage	-81.34	
101.0000.11.542.64.48.001			5/19/2021	9312-18	PKST 11950 47th Ave Troublesho	460.70	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
101.0000.00.223.40.00.000			5/19/2021	9312-18	PKST 11950 47th Ave Retainage	-23.04	
101.0000.11.542.64.48.001			5/19/2021	9312-19	PKST 5205 Arrowhead Dr Trouble	253.00	
101.0000.00.223.40.00.000			5/19/2021	9312-19	PKST 5205 Arrowhead Dr Retaina	-12.65	
504.0000.09.518.38.48.001			5/19/2021	9312-20	RM Claim 2021-0023	880.92	
504.0000.00.223.40.00.000			5/19/2021	9312-20	RM Claim 2021-0023 Retainage	-44.05	
101.0000.11.542.64.48.001			5/26/2021	9312-10	PKST 150th St SW Disconnect	253.00	
101.0000.00.223.40.00.000			5/26/2021	9312-10	PKST 150th St SW Disconnect Re	-12.65	
17488	6/15/2021	000046		ASSOC OF WASHINGTON CITIES,			\$25.00
001.0000.06.515.30.49.003			4/15/2021	90225	LG Landscape Of Post-COVID Off	25.00	
17489	6/15/2021	007445		ASSOCIATED PETROLEUM PRODUCTS,			\$12,355.59
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	121.41	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	94.99	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	62.04	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	142.19	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	284.98	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	213.44	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	205.42	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	205.12	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	101.82	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	162.67	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	241.93	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	66.79	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	28.50	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	105.38	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	157.63	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	94.40	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	185.23	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	45.72	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	232.73	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	64.12	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	204.23	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	192.95	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	292.69	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	403.72	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	227.09	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	261.53	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	93.81	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	144.57	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	37.70	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	95.88	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	202.45	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	138.93	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	14.25	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	52.84	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	42.15	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	71.84	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	151.39	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	241.93	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	218.48	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	171.58	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	254.10	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	193.25	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	114.29	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	79.26	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	72.25	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	6.83	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	195.03	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	265.68	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	72.73	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	289.73	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	232.43	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	83.71	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	76.29	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	65.31	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	112.51	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	187.02	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	38.00	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	102.71	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/08-4/23	77.48	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	141.60	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	159.41	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	98.26	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	40.67	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	69.17	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	30.28	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	41.56	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	63.53	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	7.42	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	178.70	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	201.56	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	169.50	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	177.81	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	56.40	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	52.84	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	46.31	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	203.64	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	288.54	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	49.28	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	132.69	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	46.31	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	120.82	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	38.00	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	83.71	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	113.99	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	66.20	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	126.46	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	90.84	
180.0000.15.521.21.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	69.76	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	123.19	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	183.45	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	72.14	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	52.54	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	42.45	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	47.50	
180.0000.15.521.21.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	30.28	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	41.26	
180.0000.15.521.21.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	67.09	
180.0000.15.521.21.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	71.24	
180.0000.15.521.21.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	32.65	
501.0000.51.521.10.32.001			5/10/2021	0332295-IN	PDFL 04/24-5/10	31.41	

17490 6/15/2021 011039 BERK CONSULTING INC,

\$3,357.54

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.9999.07.558.65.41.001			5/28/2021	10472-04-21	CD AG 2020-043 Lkwd Station Su	3,357.54	
17491	6/15/2021	008226		BIO CLEAN INC,			\$423.12
501.0000.51.521.10.48.005			5/18/2021	12267	PDFL Bio Detail	423.12	
17492	6/15/2021	011701		BUENAVISTA SERVICES INC,			\$8,689.22
502.0000.17.521.50.48.001			5/1/2021	8719	PKFC 04/21 Day Porter Svcs @ P	307.26	
502.0000.17.518.30.41.001			5/20/2021	8725	PKFC AG 2017-153D 05/21 Custod	4,524.21	
502.0000.17.521.50.48.001			5/20/2021	8725	PKFC AG 2017-153D 05/21 Custod	2,309.72	
502.0000.17.542.65.48.001			5/20/2021	8725	PKFC AG 2017-153D 05/21 Custod	1,098.96	
001.0000.11.576.81.41.001			5/20/2021	8725	PKFC AG 2017-153D 05/21 Custod	449.07	
17493	6/15/2021	009926		CASCADE RIGHT-OF-WAY SVCS LLC,			\$575.00
301.0039.11.594.76.41.001			6/10/2021	LW Vet 21.6	PK AG 2021-009 Thru 05/31 Amer	575.00	
17494	6/15/2021	010262		CENTURYLINK,			\$280.61
503.0000.04.518.80.42.001			6/1/2021	253-584-2263 463B	IT 06/01-07/01 Phone	80.17	
503.0000.04.518.80.42.001			6/1/2021	253-584-5364 399B	IT 06/01-07/01 Phone	58.65	
503.0000.04.518.80.42.001			6/2/2021	253-581-8220 448B	IT 06/02-07/02 Phone	58.65	
503.0000.04.518.80.42.001			5/23/2021	206-T31-6789 758B	IT 05/23-06/23 Phone	83.14	
17495	6/15/2021	000536		CITY TREASURER CITY OF TACOMA,			\$9,678.33
101.0000.11.542.64.47.005			5/26/2021	100254732 05/26/21	PKST 04/24-05/24 11023 GLD SW	21.49	
101.0000.11.542.63.47.006			6/3/2021	100223530 06/03/21	PKST 05/01-06/01 9315 GLD SW	2,291.32	
101.0000.11.542.64.47.005			6/8/2021	100436443 06/08/21	PKST 04/07-06/04 8103 83rd Ave	36.89	
101.0000.11.542.64.47.005			6/8/2021	101129625 06/08/21	PKST 04/07-06/04 7804 83rd Ave	40.19	
502.0000.17.518.35.47.005			5/28/2021	100113209 05/28/21	PKFC 04/29-05/27 6000 Main St	7,100.12	
101.0000.11.542.63.47.006			5/28/2021	100218262 05/28/21	PKST 04/29-05/27 10601 Main St	49.48	
101.0000.11.542.63.47.006			5/28/2021	100218270 05/28/21	PKST 04/29-05/27 10602 Main St	10.31	
101.0000.11.542.64.47.005			5/28/2021	100218275 05/28/21	PKST 04/29-05/27 10511 GLD SW	56.02	
101.0000.11.542.63.47.006			5/28/2021	100262588 05/28/21	PKST 03/31-05/27 6100 Lkwd Tow	72.51	
17496	6/15/2021	005786		CLASSY CHASSIS,			\$686.68
501.0000.51.548.79.48.005			5/31/2021	5194	PKFL Lube Svc.	53.37	
501.0000.51.548.79.48.005			5/31/2021	5194	PKFL Wash Svc.	7.31	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	14.58	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	12.96	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	19.27	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	12.96	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	14.58	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	12.96	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	20.25	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	12.96	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	12.96	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	14.58	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	12.96	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	12.96	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	20.25	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	33.21	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	33.21	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	14.80	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	17.56	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	29.16	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	6.48	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1051	PDFL Carwash	7.29	
501.0000.51.521.10.48.005			5/31/2021	W-1052	PDFL Carwash	18.63	
501.0000.51.521.10.48.005			5/21/2021	5184	PDFL Oil Change	96.47	
17497	6/15/2021	000100		CLOVER PARK TECHNICAL COLLEGE,			\$101,850.00
104.0002.01.557.30.41.001			6/2/2021	June 2021	HM Pmt #15 OF 20 Lodging Tax G	101,850.00	
17498	6/15/2021	003867		DELL MARKETING LP,			\$2,611.94
503.0015.04.518.80.35.030			6/1/2021	10491992677	IT Desktop PC's & Monitors	2,611.94	
17499	6/15/2021	010648		DIAMOND MARKETING SOLUTIONS,			\$100.00
001.0000.99.518.40.42.002			6/4/2021	350639	ND 05/21 Daily Mail	100.00	
17500	6/15/2021	011920		EILEEN OBRIEN CONSULTING,			\$1,500.00
195.0021.02.512.53.41.001			5/31/2021	05/31/21	MC Apr-May BJA Drug Court	1,500.00	
17501	6/15/2021	004713		ELCO CONSTRUCTION INC,			\$19,605.39
190.4006.52.559.32.41.001			6/4/2021	137	CDBG AG 2021-180 MHR-170 Cobun	23,966.99	
190.0000.00.223.40.00.000			6/4/2021	137	CDBG AG 2021-180 Retainage	-4,361.60	
17502	6/15/2021	005190		FASTENAL,			\$167.72
502.0000.17.518.35.31.001			5/12/2021	WALA247119	PKFC Screws	160.03	
502.0000.17.518.35.31.001			5/13/2021	WALA247127	PKFC Screws	7.69	
17503	6/15/2021	009253		FERGUSON WATERWORKS,			\$58.51
001.0000.11.576.81.31.001			6/2/2021	0995836	PKFC Plugs	58.51	
17504	6/15/2021	009689		FLO HAWKS,			\$286.51
401.0000.11.531.10.48.001			6/4/2021	66142731	PKSW 06/04 Maint. Drain Cleani	286.51	
17505	6/15/2021	012975		FOSTER GARVEY PC,			\$1,350.00
301.0032.11.594.76.41.001			5/28/2021	2789353	PK thru 04/30 Lowein Condemnat	950.00	
192.0007.07.594.58.61.007			5/28/2021	2789354	SSMP Thru 04/30 JBLM North Cle	100.00	
001.0000.06.515.30.41.001			5/28/2021	2789355	LG Thru 04/30 Swan Properties	300.00	
17506	6/15/2021	007965		GORDON THOMAS HONEYWELL,			\$7,779.17
001.0000.03.513.10.41.001			5/31/2021	May 2021 1014	CM AG 2020-275 05/21 Gov'tl Af	4,862.50	
192.0000.00.558.60.41.001			5/31/2021	May 2021 1185	SSMCP AG 2020-110 05/21 Gov'tl	2,916.67	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17507	6/15/2021	013040		GREAT WEST - TOWN VIEW APT,			\$4,000.00
190.6002.52.559.70.41.001		6/15/2021		AG 2021-184	CDBG AG 2021-184 CV Rent Assis	4,000.00	
17508	6/15/2021	012423		GUARDIAN ALLIANCE TECH INC.,			\$2,000.00
503.0000.04.518.80.48.003		5/31/2021		13466	IT Guardian Software Platform	2,000.00	
17509	6/15/2021	011496		HAYWOOD, ALAN			\$375.00
101.0000.11.542.70.41.001		6/7/2021		411	PKST Tree Exam & Report 8716 J	187.50	
101.0000.11.542.70.41.001		2/15/2021		378	PKST Tree Exam & Report 6002 H	187.50	
17510	6/15/2021	012411		HERRERA-VELASQUEZ, MURIEL			\$2,300.00
001.9999.11.565.10.41.020		6/9/2021		47	PKHS AG 2019-168 06/01-06/15 L	2,300.00	
17511	6/15/2021	008765		HOLDEN POLYGRAPH LLC,			\$600.00
001.0000.15.521.40.41.001		5/25/2021		166	PD 05/12 & 05/25 Polygraphs: F	600.00	
17512	6/15/2021	012308		HONEY BUCKET,			\$110.00
001.0000.02.523.30.47.004		5/31/2021		0552129591	MC 05/31-06/27 Sani-Can 8714 8	110.00	
17513	6/15/2021	004036		HORIZON AUTOMATIC RAIN CO,			\$1,103.82
001.0000.11.576.80.31.001		6/9/2021		3N128842	PKFC Maint Supplies	758.12	
001.0000.11.576.80.31.001		6/2/2021		3N128365	PKFC Freezer Sensor, Bird Nozz	345.70	
17514	6/15/2021	011300		HORWATH LAW PLLC,			\$43,848.08
001.0000.02.512.51.41.004		6/8/2021		06/08/21	MC AG 2020-203 05/21 Public De	38,750.00	
001.9999.02.512.51.41.001		6/8/2021		06/08/21	MC 05/21 Social Worker Svcs	1,783.08	
001.9999.02.512.51.41.001		6/8/2021		06/08/21	MC 05/21 Investigator Svcs	3,315.00	
17515	6/15/2021	012319		HUBBARD RADIO SEATTLE LLC,			\$1,320.00
104.0010.01.557.30.44.001		5/23/2021		IN-12105172262	HM 05/17-05/21 Farmers Market	1,320.00	
17516	6/15/2021	000234		HUMANE SOCIETY FOR TACOMA & PC,			\$852.50
001.0000.15.554.30.41.008		6/1/2021		IVC0002343	PD AG 2020-261 06/21 Animal Sh	640.50	
001.0000.15.554.30.41.008		5/31/2021		IVC0002348	PD AG 2020-261 05/21 Animal Sh	212.00	
17517	6/15/2021	008301		IN TIME RENOVATIONS LLC,			\$15,935.50
190.4006.52.559.32.41.001		6/1/2021		1305	CDBG MHR-178 Garner	15,935.50	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17518	6/15/2021	010885		JOHNSTON GROUP LLC,			\$4,500.00
001.0000.03.513.10.41.001			6/2/2021	1176	CM AG 2020-276 06/21 Fed. Gov.	4,500.00	
17519	6/15/2021	012881		JOURNAL GRAPHICS INC,			\$5,234.73
001.0000.03.557.20.49.005			5/31/2021	725472	CM Summer 20201Lkwd Connection	5,234.73	
17520	6/15/2021	003820		KNIGHT FIRE PROTECTION INC,			\$928.11
502.0000.17.518.35.41.001			5/27/2021	71718	PKFC 04/07 Exchange Fire Extn	167.05	
101.0000.11.544.90.41.001			5/27/2021	71727	PKST 05/25 Svc On 15 Fire Ext,	552.25	
101.0000.11.542.64.41.001			5/27/2021	71732	PKST 05/07 Exchange Fire Extn	208.81	
17521	6/15/2021	008202		KPG INC,			\$25,963.10
302.0024.21.595.15.41.001			6/4/2021	5-9021	PWCP AG 2016-070 Thru 05/25 St	25,963.10	
17522	6/15/2021	000739		KR INC,			\$676.76
101.0000.21.542.64.35.001			5/24/2021	INV-073966	PWST Rotating Level	676.76	
17523	6/15/2021	000299		LAKEVIEW LIGHT & POWER CO.,			\$594.88
101.0000.11.542.64.47.005			5/28/2021	67044-028 05/28/21	PKST 04/24-05/24 Pac Hwy SW &	68.41	
401.0000.41.531.10.47.005			5/28/2021	67044-037 05/28/21	PWSW 04/24-05/24 Pac Hwy SW	43.68	
101.0000.11.542.64.47.005			5/28/2021	67044-038 05/28/21	PKST 04/24-05/24 BP Way & Pac	71.90	
001.0000.11.576.80.47.005			5/28/2021	67044-041 05/28/21	PKFC 04/24-05/24 4721 127th St	35.88	
101.0000.11.542.64.47.005			5/28/2021	67044-043 05/28/21	PKST 04/24-05/24 BPW SW & San	120.90	
101.0000.11.542.64.47.005			5/28/2021	67044-054 05/28/21	PKST 04/24-05/24 11417 Pac Hwy	71.01	
101.0000.11.542.64.47.005			5/28/2021	67044-055 05/28/21	PKST 04/24-05/24 11424 Pac Hwy	66.00	
101.0000.11.542.64.47.005			5/28/2021	67044-056 05/28/21	PKST 04/24-05/24 11517 Pac Hwy	70.82	
401.0000.41.531.10.47.005			5/28/2021	67044-057 05/28/21	PWSW 05/06-05/24 5118 Seattle	46.28	
17524	6/15/2021	003132		LAKEWOLD GARDENS,			\$11,935.93
104.0004.01.557.30.41.001			6/9/2021	201606	HM AG 2021-097 Lodging Tax Gra	11,935.93	
17525	6/15/2021	012321		LAKEWOOD ARTS FESTIVAL ASSOC,			\$1,031.25
104.0022.01.557.30.41.001			6/4/2021	06/04/21 FAB Fest	HM AG 2021-094 FAB Fest. Lodgi	1,031.25	
17526	6/15/2021	012346		LAKEWOOD BUILDING MAINT. LLC,			\$5,300.00
001.0000.11.576.80.41.001			6/4/2021	1012	PK AG 2021-150 05/21 Park Jani	3,550.00	
001.0000.11.576.81.41.001			6/4/2021	1012	PK AG 2021-150 05/21 Park Jani	1,750.00	
17527	6/15/2021	000288		LAKEWOOD HARDWARE & PAINT INC,			\$1,510.31

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.11.542.70.35.001			6/10/2021	650496	PKST Supplies	736.31	
501.0000.51.548.79.31.006			6/2/2021	649716	PKFL Gas Cans	136.23	
101.0000.11.542.70.31.001			6/8/2021	650258	PKST Carburetor, Trimmer Line	77.62	
001.0000.11.576.81.31.001			6/7/2021	650115	PKFC Supplies	48.77	
101.0000.11.542.70.41.001			6/7/2021	650119	PKST Repair Work, Clutch, Ring	60.96	
504.0000.09.518.39.31.001			4/12/2021	645492	RM Claim #2021-0017	44.64	
502.0000.17.518.35.31.001			5/26/2021	649304	PKFC Bits	90.65	
501.0000.51.548.79.31.006			5/26/2021	649322	PKFL Batteries For Vehicle Fir	18.78	
101.0000.11.542.70.31.001			5/26/2021	649362	PKST Graffiti Remover, Spray P	296.35	
17528	6/15/2021	013027		LANGUAGEHOST,			\$573.76
001.0000.02.512.51.49.009			5/19/2021	05/19/21	MC 05/19 Interpreter: Raynor,	573.76	
17529	6/15/2021	003008		LARSEN SIGN CO,			\$1,393.54
001.0000.11.576.81.31.001			5/26/2021	28768	PKFC Alupanel: Bldg A-F, 9101	675.89	
001.0000.11.576.81.31.001			5/26/2021	28769	PKFC Signs: Fire Ext, Diesel,	439.05	
501.0000.51.548.79.31.006			5/25/2021	28758	PKFL Logos, Numbers	278.60	
17530	6/15/2021	009711		LEXIS NEXIS RISK DATA MGMT INC,			\$2.20
001.0000.15.521.10.41.001			5/31/2021	1226184-20210531	PD 05/21 Person Searches	2.20	
17531	6/15/2021	002185		LOWE'S COMPANIES INC,			\$1,062.38
001.0000.11.576.81.31.001			4/30/2021	923579	PKFC Supplies	25.67	
502.0000.17.521.50.31.001			4/29/2021	924652	PKFC Supplies	5.33	
001.0000.11.576.81.31.001			4/29/2021	943215	PKFC Supplies	160.61	
502.0000.17.518.35.31.001			5/14/2021	923056	PKFC Supplies	36.77	
502.0000.17.518.35.31.001			5/13/2021	923533	PKFC Supplies	16.35	
001.0000.11.576.81.31.001			5/13/2021	923615	PKFC Supplies	516.56	
502.0000.17.518.35.31.001			5/5/2021	923052	PKFC Supplies	30.78	
502.0000.17.518.35.31.001			5/12/2021	923357	PKFC Supplies	19.78	
502.0000.17.518.35.31.001			5/24/2021	923602	PKFC Supplies	22.55	
001.0000.11.576.81.31.001			5/20/2021	923838	PKFC Supplies	20.85	
101.0000.11.542.64.31.030			5/10/2021	923467	PKST Supplies	192.24	
001.0000.11.576.81.31.001			5/10/2021	923599	PKFC Supplies	14.89	
17532	6/15/2021	004073		MACDONALD-MILLER FACILITY SOL,			\$1,515.52
502.0000.17.521.50.48.001			5/27/2021	SVC205441	PKFC Replace Flame Sensor & Sp	1,515.52	
17533	6/15/2021	010674		MACKAY COMMUNICATIONS INC,			\$49.98

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
503.0000.04.518.80.42.001			5/28/2021	SB080556	IT PD 04/21 Air-Time AQ01968	49.98	
17534	6/15/2021	012555		MALAGON, IXTLACCIHUATL			\$135.68
001.0000.02.512.51.49.009			5/11/2021	05/11/21	MC 05/11 Interpreter	135.68	
17535	6/15/2021	011494		MARTIN, BRIAN			\$325.00
503.0005.04.518.80.41.001			6/10/2021	2109	IT Web Development, After Effe	325.00	
17536	6/15/2021	013033		MEADOWS APARTMENT MGNT LLC,			\$4,524.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-192	CDBG AG 2021-192 CV Rent Assis	2,780.00	
190.6002.52.559.70.41.001			6/15/2021	AG 2021-185	CDBG AG 2021-185 CV Rent Assis	1,744.00	
17537	6/15/2021	009724		MILES RESOURCES LLC,			\$698.71
101.0000.11.542.30.31.030			6/7/2021	322262	PKST Cold Mix	114.38	
101.0000.11.542.30.31.030			4/19/2021	320481	PKST Hot Mix Asphalt	247.28	
101.0000.11.542.30.49.018			5/24/2021	321782	PKST Recycle Waste Products	213.72	
101.0000.11.542.30.31.030			5/24/2021	321791	PKST Cold Mix	123.33	
17538	6/15/2021	009261		NATIONAL CONSTRUCTION RENTALS,			\$598.87
301.0025.11.594.76.63.001			6/4/2021	6165251	PK 06/04-12/03 6ft Temporary P	598.87	
17539	6/15/2021	000366		NORTHWEST CASCADE INC,			\$150,954.34
302.0080.21.595.30.63.001			5/30/2021	AG 2021-111 PP # 2	PWCP AG 2021-111 05/01-05/30 1	150,954.34	
17540	6/15/2021	009317		OPTIC FUSION INC,			\$1,524.28
503.0000.04.518.80.42.001			6/1/2021	95-19110	IT 06/21 Internet Connectivity	1,524.28	
17541	6/15/2021	012500		O'REILLY AUTO PARTS,			\$15.36
501.0000.51.548.79.31.006			6/1/2021	3626-333195	PKFL Wiper Fluid, Glass Wand	15.36	
17542	6/15/2021	010255		PAPE' MACHINERY EXCHANGE,			\$92.98
501.0000.51.548.79.31.006			5/25/2021	12766453	PKFL Grease Tubes	92.98	
17543	6/15/2021	007033		PARAMETRIX,			\$2,069.43
302.0135.21.595.12.41.001			6/4/2021	27181	PWCP AG 2020-019 Trhu 05/29 JB	2,069.43	
17544	6/15/2021	000407		PIERCE COUNTY,			\$778.65
001.0000.02.237.11.00.002			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	778.65	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17545	6/15/2021	000428		PIERCE COUNTY SEWER,			\$668.95
502.0000.17.518.35.47.004			6/1/2021	00870307 06/01/21	PKFC 05/01 6000 Main St SW	139.81	
001.0000.11.576.80.47.004			6/1/2021	00936570 06/01/21	PKFC 05/21 6002 Fairlawn DR SW	23.28	
001.0000.11.576.80.47.004			6/1/2021	01032275 06/01/21	PKFC 05/21 8421 Pine St S	18.21	
502.0000.17.521.50.47.004			6/1/2021	01360914 06/01/21	PKFC 05/21 9401 Lkwd Dr SW	99.28	
001.0000.11.576.81.47.004			6/1/2021	01431285 06/01/21	PKFC 05/21 8714 87th Ave Conce	94.22	
101.0000.11.543.50.47.004			6/1/2021	01552201 06/01/21	PKST 05/21 9420 Front St S	52.00	
001.0000.11.576.81.47.004			6/1/2021	02020548 06/01/21	PKFC 05/21 9115 Angle LN SW Sh	38.47	
001.0000.11.576.81.47.001			6/1/2021	02067277 06/01/21	PKFC 05/21 9251 Angle LN SW	18.21	
001.0000.11.576.80.47.004			6/1/2021	00162489 06/01/21	PKFC 05/21 9222 Veterans Dr SW	63.82	
001.0000.11.576.80.47.004			5/23/2021	01583646 05/23/21	PKFC 03/01-04/30 8807 25th Ave	121.65	
17546	6/15/2021	011372		PINE RIDGE APARTMENTS, HAO LEE			\$3,440.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-186	CDBG AG 2021-186 CV Rent Assis	3,440.00	
17547	6/15/2021	010064		PINTO, MICHELLE			\$876.80
001.0000.02.512.51.49.009			5/4/2021	05/04/21	MC 05/04-05/27 Interpreter	876.80	
17548	6/15/2021	009928		PROFAST SUPPLY LLC,			\$832.53
001.0000.11.576.81.31.001			5/26/2021	32501	PKFC Tape, Straps, Diesel Cans	256.92	
001.0000.11.576.81.31.001			5/26/2021	32502	PKFL Grease Gun Kit	361.57	
001.0000.11.576.81.31.001			6/9/2021	32789	PKFC Maint Supplies	146.89	
001.0000.11.576.80.31.001			6/4/2021	32709	PKFC Screw Pin Shackle	67.15	
17549	6/15/2021	012650		QUIGG BROS INC,			\$137,150.45
301.0003.11.594.76.63.001			6/11/2021	9	PK AG 2020-103 05/21 Harry Tod	143,687.65	
301.0000.00.223.40.00.000			6/11/2021	9	PK AG 2020-103 05/21 Retainage	-6,537.20	
17550	6/15/2021	012953		R. L. ALIA COMPANY,			\$424,022.40
302.0015.21.595.30.63.001			5/31/2021	AG 2021-013 PP # 3	PWCP AG 2021-013 05/01-05/31	362,787.62	
302.0000.00.223.40.00.000			5/31/2021	AG 2021-013 PP # 3	PWCP AG 2021-013 Retainage	-18,139.38	
302.0119.21.595.30.63.001			5/31/2021	AG 2021-014 PP # 3	PWCP AG 2021-014 05/01-05/31 L	83,551.75	
302.0000.00.223.40.00.000			5/31/2021	AG 2021-014 PP # 3	PWCP AG 2021-014 Retainage	-4,177.59	
17551	6/15/2021	012426		RANGER TREE EXPERTS INC,			\$6,813.80
001.0000.11.576.80.41.001			6/2/2021	2392	PKFC Trim 2 Trees: Harry Todd	6,813.80	
17552	6/15/2021	007505		REDFLEX TRAFFIC SYSTEMS INC,			\$32,240.00
001.0000.15.521.71.41.080			5/31/2021	INVI-3536	PD 05/21 Photo Enforcement	32,240.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17553	6/15/2021	010522		RICOH USA INC,			\$32.06
503.0000.04.518.80.45.002		5/21/2021	5062049841	IT 04/21-05/20 Add't Images	32.06		
17554	6/15/2021	013036		RIDGE WOOD LLC,			\$2,805.00
190.6002.52.559.70.41.001		6/15/2021	AG 2021-197	CDBG AG 2021-197 CV Rent Assis	2,805.00		
17555	6/15/2021	000473		ROBBLEE'S TOTAL SECURITY INC,			\$2,845.13
001.0000.11.576.80.31.001		6/7/2021	117115	PKFC Maint Supplies	2,350.03		
301.0003.11.594.76.63.001		6/9/2021	35495	PKFC Supplies	495.10		
17556	6/15/2021	011932		ROBERT W. DROLL,			\$2,450.00
301.0003.11.594.76.41.001		5/25/2021	18021-30	PK AG 2018-115 04/26-05/25 Har	2,450.00		
17557	6/15/2021	013031		SAFE HARBOR PROPERTY MANGEMENT,			\$4,000.00
190.6002.52.559.70.41.001		6/15/2021	AG 2021-187	CDBG AG 2021-187 CV Rent Assis	4,000.00		
17558	6/15/2021	012787		SAYBR CONTRACTORS INC,			\$59,483.67
301.0035.11.594.76.63.001		6/13/2021	26502	PK AG 2020-173 #4 Ft Steilacoo	22,962.98		
301.0035.11.594.76.63.001		4/29/2021	26619	PK AG 2020-173 04/01-04/30 Ft	36,520.69		
17559	6/15/2021	009283		SEOUL COMMUNICATION 1.5,			\$520.00
001.0000.02.512.51.49.009		5/20/2021	05/20/21	MC 05/20 Interpreter: Raynor,	520.00		
17560	6/15/2021	012410		SOLON, LISA			\$1,928.00
001.9999.11.565.10.41.020		6/9/2021	48	PKHS AG 2019-169 06/01-06/15 L	1,928.00		
17561	6/15/2021	000066		SOUND UNIFORM SOLUTIONS,			\$511.57
001.0000.15.521.22.31.008		6/2/2021	202106SU010	PD Jumpsuit, Pads, Badge: J. V	499.21		
001.0000.15.521.22.31.008		5/18/2021	202105SU140	PD Alteration: Patch Holes: Al	12.36		
17562	6/15/2021	010656		SOUTH SOUND 911,			\$156,477.49
001.0000.15.521.10.41.126		6/1/2021	00344	PD 06/21 Communication Svcs	115,910.00		
001.0000.15.521.10.41.126		6/1/2021	00344	PD 06/21 RMS Svcs	24,895.83		
001.0000.15.521.10.41.126		6/1/2021	00344	PD 06/21 Records/Permitting Sv	8,508.33		
001.0000.15.521.10.41.126		6/1/2021	00344	PD 06/21 Warrant Services	7,163.33		
17563	6/15/2021	012013		SOUTH SOUND MOTORCYCLES,			\$560.40
501.0000.51.521.10.48.005		5/29/2021	600713/1	PD Car Maint	45.46		

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.521.10.48.005			5/29/2021	600713/1	PD Car Maint	269.51	
501.0000.51.521.10.48.005			5/29/2021	600713/1	PD Car Maint	245.43	
17564	6/15/2021	003267		SOUTH TACOMA GLASS SPECIALISTS,			\$131.88
501.9999.51.594.21.64.005			6/3/2021	I003187	PDFL New Build	131.88	
17565	6/15/2021	011046		SPEIR, TIFFANY			\$850.79
001.9999.99.525.30.49.005			6/15/2021	06/15/21	ND Printing Of ARPA Outreach E	434.07	
001.0000.07.558.65.49.004			6/15/2021	06/15/21	CD 04/10/21-04/10/22 Downtown	158.69	
001.0000.07.558.65.49.004			6/15/2021	06/15/21	CD 04/01/21-04/1/22 Western St	238.03	
001.0000.07.558.65.49.004			6/15/2021	06/15/21	CD 03/31-21-03/31/22 Western S	20.00	
17566	6/15/2021	002881		SPRAGUE PEST SOLUTIONS CO,			\$248.90
502.0000.17.518.35.41.001			6/3/2021	4533251	PKFC 06/03 Pest Control CH	64.81	
502.0000.17.542.65.48.001			6/2/2021	4539252	PKFC 06/02 Pest Control Lkwd T	57.70	
502.0000.17.521.50.48.001			5/26/2021	4518688	PKFC 05/26 Gen Pest Svc: PD	126.39	
17567	6/15/2021	009493		STAPLES ADVANTAGE,			\$894.33
001.0000.09.518.10.31.001			5/26/2021	3477942336	HR Mech Pencils	10.32	
001.0000.99.518.40.31.001			5/26/2021	3477942337	ND Copy Paper	162.30	
001.0000.15.521.10.31.001			5/25/2021	3477861447	PD Office Supplies	108.31	
001.0000.09.518.10.31.001			5/25/2021	3477861448	HR Office Supplies	42.83	
001.0000.02.512.50.31.001				3478092877	MC Return: Office Supplies	-299.99	
001.0000.07.558.60.31.001			5/7/2021	3476654135	CD Pads	26.32	
001.0000.07.558.60.31.001			5/7/2021	3476654136	CD/ PWSTPads	29.01	
101.0000.21.544.20.31.001			5/7/2021	3476654136	CD/ PWSTPads	29.01	
001.0000.15.521.10.31.001			5/20/2021	3477512662	PD Office Supplies	47.06	
001.0000.02.512.50.31.001			5/20/2021	3477512663	MC Office Supplies	399.99	
001.0000.02.512.50.31.001			5/21/2021	3477584601	MC Office Supplies	299.99	
001.0000.15.521.10.31.001			5/29/2021	3478329764	PD Office Supplies	39.18	
17568	6/15/2021	009030		STERICYCLE INC,			\$10.36
001.0000.15.521.10.41.001			5/31/2021	3005577954	PD 05/21 On Call Svcs	10.36	
17569	6/15/2021	011544		STOWE DEV AND STRATEGIES,			\$2,951.00
001.9999.13.558.70.41.001			6/6/2021	53	ED AG 2016-181 05/21 Consultin	2,951.00	
17570	6/15/2021	011349		STUTTS, CHARLES			\$3,400.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-193	CDBG AG 2021-193 CV Rent Assis	3,400.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
17571	6/15/2021	006497		SYSTEMS FOR PUBLIC SAFETY,			\$6,792.97
501.0000.51.521.10.48.005			6/8/2021	39823	PDFL Other	385.11	
501.0000.51.521.10.48.005			6/8/2021	39823	PDFL Battery	217.81	
501.0000.51.521.10.48.005			6/8/2021	39830	PDFL A/C	167.89	
501.0000.51.521.10.48.005			6/8/2021	39830	PDFL Belts	183.22	
501.0000.51.521.10.48.005			6/8/2021	39848	PDFL Oil Change	88.72	
501.0000.51.521.10.48.005			6/8/2021	39848	PDFL Safety Inspection	78.72	
501.0000.51.521.10.48.005			6/8/2021	39854	PDFL Other	24.52	
501.0000.51.521.10.48.005			6/8/2021	39923	PDFL Wipers	27.64	
501.0000.51.521.10.48.005			6/8/2021	39932	PDFL Other	24.52	
501.0000.51.521.10.48.005			6/8/2021	39937	PDFL Exhaust	275.16	
501.9999.51.594.21.64.005			5/27/2021	39109	PDFL New Build	3,873.37	
501.0000.51.521.10.48.005			5/27/2021	39840	PDFL Brakes	750.96	
501.0000.51.521.10.48.005			5/27/2021	39886	PDFL Brakes	695.33	
17572	6/15/2021	013030		TACOMA WINSUPPLY CO. #734,			\$17.41
001.0000.11.576.80.31.001			6/3/2021	076858 01	PKFC Supplies	17.41	
17573	6/15/2021	011317		TETRA TECH INC,			\$1,020.44
401.9999.41.531.10.41.001			6/7/2021	51745321	PWSW AG 2018-164 05/01-05/28 W	661.95	
401.9999.41.531.10.41.001			3/15/2021	51711741	PWSW AG 2018-164 01/30-02/26 W	358.49	
17574	6/15/2021	013039		THE VILLAGE AT SEELEY LAKE APT,			\$4,000.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-195	CDBG AG 2021-195 CV Rent Assis	4,000.00	
17575	6/15/2021	011593		TOWER COURT APTS LLC,			\$4,000.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-200	CDBG AG 2021-200 CV Rent Assis	4,000.00	
17576	6/15/2021	009372		VENTEK INTERNATIONAL,			\$90.00
503.0000.04.518.80.42.001			6/1/2021	127136	IT 05/21 CCU Server Hosting, D	90.00	
17577	6/15/2021	012914		VERIZON COMMUNICATIONS INC,			\$229.09
503.0000.04.518.80.42.001			5/3/2021	312000014812	IT 04/21 GPS	229.09	
17578	6/15/2021	000593		WASHINGTON STATE TREASURER,			\$54,013.19
001.0000.02.237.10.00.002			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	23,240.99	
001.0000.02.237.10.00.001			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	13,735.39	
001.0000.02.237.30.00.000			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	162.50	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.02.386.89.15.001			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	35.43	
001.0000.02.237.10.00.007			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	1,690.56	
001.0000.02.386.89.16.001			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	193.75	
001.0000.02.386.89.14.001			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	143.87	
001.0000.02.237.10.00.008			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	3,384.63	
001.0000.02.237.10.00.009			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	1,265.01	
001.0000.02.386.89.12.001			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	99.99	
001.0000.02.386.89.13.001			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	99.99	
001.0000.02.237.10.00.003			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	8,936.59	
001.0000.02.237.10.00.006			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	1,024.49	
17579	6/15/2021	006166		WESTERN TOWING SERVICES,			\$203.32
001.0000.15.521.10.41.070			6/2/2021	30779	PD 10/17/19	115.40	
001.0000.15.521.10.41.070			6/3/2021	21-34280	PD 04/15	87.92	
17580	6/15/2021	012238		WRIGHT, MELODY			\$83.27
001.0000.15.521.40.43.003			6/5/2021	05/02-05/05 Reimb	PD WSPCA Seminar: Fuel Reimb	83.27	
17581	6/15/2021	009941		WU, THOMAS T			\$120.00
001.0000.02.512.51.49.009			5/5/2021	050521	MC 05/05 Interpreter Svcs	120.00	
17582	6/15/2021	011031		XIOLOGIX LLC,			\$4,121.25
503.0000.04.518.80.35.003			5/27/2021	8541	IT 1 Yr NVIDIA Subscription Li	4,121.25	
17583	6/15/2021	008553		ZONES INC,			\$1,139.14
195.0024.15.521.30.31.001			6/5/2021	K17455480101	IT Synology 8 Bay Diskstation	1,139.14	
17584	6/15/2021	001272		ZUMAR INDUSTRIES INC,			\$6,285.71
302.0135.21.595.30.63.001			5/28/2021	36335	PWCP Signs	2,032.65	
302.0080.21.595.30.63.001			5/27/2021	36321	PK/PW Signs	346.19	
302.0134.21.595.30.63.001			5/27/2021	36321	PK/PW Signs	1,337.11	
101.0000.11.542.64.31.001			5/27/2021	36321	PK/PW Signs	874.43	
001.0000.11.576.80.31.001			5/27/2021	36321	PK/PW Signs	1,695.33	
94683	5/28/2021	002293		AHBL INC,			\$40,130.98
192.0009.07.558.60.41.001			4/30/2021	125293	SSMP AG 2021-070 03/26-04/25 J	40,130.98	
94684	5/28/2021	013000		BROOK WOOD APARTMENTS,			\$4,000.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-165	CDBG AG 2021-165 CV Rent Assis	4,000.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94685	5/28/2021	013014		BUTTON, CAMERON AND YURI			\$1,200.00
302.0024.21.595.20.61.006		5/26/2021		Button 3775000390	PWCP Relocation Assistance Set	1,200.00	
94686	5/28/2021	013025		CHANDELLE APARTMENTS,			\$4,000.00
190.6002.52.559.70.41.001		5/27/2021		AG 2021-181	CDBG AG 2021-181 CV Rent Assis	4,000.00	
94687	5/28/2021	012025		CHI FRANCISCAN OCCUP HEALTH,			\$190.00
001.0000.09.518.10.41.001		5/3/2021		00010969-00	HR Physical, Drug Screen	190.00	
94688	5/28/2021	002120		CHICAGO TITLE CO,			\$247.05
204.0000.00.237.24.00.000		5/24/2021		201701270493 5/24/21	DS PWTF-36 Domingo-Logo Reconv	247.05	
94689	5/28/2021	011564		CODE PUBLISHING COMPANY,			\$289.48
001.0000.06.514.30.41.001		5/20/2021		69914	LG Muni Code Web Update, New P	289.48	
94690	5/28/2021	003948		COMCAST CORPORATION,			\$208.26
503.0000.04.518.80.42.001		5/15/2021		8498 35 011 2205662	IT 05/25-06/24 9420 Front St.	208.26	
94691	5/28/2021	002994		CORDANT HEALTH SOLUTIONS,			\$310.25
001.0000.02.523.30.41.001		4/30/2021		TC-42210043021	MC 04/21 UA Fees	310.25	
94692	5/28/2021	008105		DEPARTMENT OF TRANSPORTATION,			\$1,029.77
101.0000.11.544.90.41.001		5/17/2021		RE-313-ATB10517009	PKST/PKSW 04/21 Traffic Mgmt.	343.25	
401.0000.11.531.10.41.001		5/17/2021		RE-313-ATB10517009	PKST/PKSW 04/21 Traffic Mgmt.	686.52	
94693	5/28/2021	001692		DEPT OF LABOR & INDUSTRIES,			\$26.90
001.0000.15.521.10.41.001		4/27/2021		337246	PD 03/19/21-05/03/23 Vessel In	26.90	
94694	5/28/2021	002976		DEPT OF LICENSING,			\$78.00
101.0000.11.542.30.49.001		5/18/2021		05/18/21	PKST Annual CDL Driving Record	65.00	
101.0000.11.542.64.49.001		5/18/2021		05/18/21	PKST Annual CDL Driving Record	13.00	
94695	5/28/2021	004710		EQUIFAX CREDIT NORTHWEST CORP,			\$109.90
001.0000.15.521.10.41.001		5/17/2021		6350077	PD 05/21	109.90	
94696	5/28/2021	012988		FOSS, CAMERON			\$1,468.65
190.2003.53.559.32.41.001		4/29/2021		AG 2021-080	CDBG AG 2021-080 Rent Assist:	1,468.65	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94697	5/28/2021	012994		GIGS 4 U LLC,			\$425.00
104.0011.01.557.30.41.001			5/24/2021	20203661	HM 05/21 Farmers Market Entert	425.00	
94698	5/28/2021	000207		GREATER LAKES MENTAL HEALTH,			\$6,250.00
001.0000.11.565.10.41.020			4/6/2021	Q1/21	PKHS AG 2021-052 Q1/21 Behavio	6,250.00	
94699	5/28/2021	011894		HANSEN, PAIGE			\$250.00
104.0010.01.557.30.41.001			5/25/2021	1 2021	HM 05/21 Farmers Market Entert	250.00	
94700	5/28/2021	013024		HERITAGE PARK,			\$4,000.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-174	CDBG AG 2021-174 CV Rent Assis	4,000.00	
94701	5/28/2021	013016		HIDDEN HILLS APTS,			\$1,500.00
190.3006.52.559.32.41.001			5/26/2021	05/18/21 May/June 21	CDBG May/June Rent: L Martin &	1,500.00	
94702	5/28/2021	013016		HIDDEN HILLS APTS,			\$500.00
190.3006.52.559.32.41.001			5/26/2021	05/18/21 Deposit	CDBG Deposit: L Martin & B Jac	500.00	
94703	5/28/2021	008664		HOLROYD COMPANY INC,			\$135.45
401.0000.11.531.10.31.030			5/6/2021	376889	PKSW 5/8 Crushed Gravel	135.45	
94704	5/28/2021	005848		IPMA-HR,			\$417.00
001.0000.09.518.10.49.001			5/17/2021	INV-63263-D4B9B9	HR 08/01/21-07/31/22 IPMA-HR	417.00	
94705	5/28/2021	012989		KORSMO, JOHN AND LISA			\$4,828.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-164	CDBG AG 2021-164 CV Rent Assis	4,000.00	
105.0002.07.342.40.00.000			5/25/2021	RBL09-1711306673	AB Refund: 01/2019 RH Overpaym	828.00	
94706	5/28/2021	013017		LADOBE LLC,			\$4,000.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-170	CDBG AG 2021-170 CV Rent Assis	4,000.00	
94707	5/28/2021	000296		LAKEWOOD SISTER CITIES,			\$633.63
104.0014.01.557.30.41.001			5/14/2021	2 2021	HM AG 2021-089 Gimhae Lodging	633.63	
94708	5/28/2021	000300		LAKEWOOD WATER DISTRICT,			\$1,962.75
101.0000.11.542.70.47.001			5/18/2021	17278.02 05/18/21	PKST Backflow BP & 100th St S/	27.00	
101.0000.11.542.70.47.001			5/18/2021	20229.02 05/18/21	PKST 03/09-05/08 & Backflow 11	67.00	
001.0000.11.576.80.47.001			5/18/2021	20378.02 05/18/21	PKFC 04/29-05/08 & Backflow 11	91.97	
101.0000.11.542.70.47.001			5/27/2021	26997.01 05/27/21	PKST 06/29/20 Pac Hwy SW S/S	10.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
101.0000.11.542.70.47.001			5/11/2021	26638.02 05/11/21	PKST Backflow Test Island GL &	27.00	
101.0000.11.542.70.47.001			5/11/2021	26756.03 05/11/21	PKST 04/13-05/01 SE CO BP & Pa	40.00	
101.0000.11.542.70.47.001			5/11/2021	26756.03 05/11/21	PKST Backflow Test SE CO BP &	27.00	
101.0000.11.542.70.47.001			5/11/2021	26997.02 05/11/21	PKST 04/13-05/01 Pac Hwy SW S/	43.12	
101.0000.11.542.70.47.001			5/11/2021	26997.02 05/11/21	PKST Backflow Test Pac Hwy SW	189.00	
001.0000.11.576.80.47.001			5/11/2021	26999.02 05/11/21	PKFC 02/26-05/01 Primley's Par	40.00	
101.0000.11.542.70.47.001			5/11/2021	27347.01 05/11/21	PKST 04/29-05/01 0 BP & 123rd	40.00	
101.0000.11.542.70.47.001			5/11/2021	27347.01 05/11/21	PKST Backflow Test 0 BP & 123r	27.00	
101.0000.11.542.70.47.001			5/11/2021	27417.01 05/11/21	PKST Backflow Test GLD/Mt Tac	27.00	
101.0000.11.542.70.47.001			5/11/2021	27571.01 05/11/21	PKST Backflow Test 0 123rd St	27.00	
101.0000.11.542.70.47.001			5/11/2021	13318.03 05/11/21	PKST 04/13-05/01 WA Blvd & GLD	43.12	
101.0000.11.542.70.47.001			5/11/2021	13318.03 05/11/21	PKST Backflow Test	27.00	
101.0000.11.542.70.47.001			5/11/2021	13641.03 05/11/21	PKST 04/13-05/01 0 GLD & Nyana	43.12	
101.0000.11.542.70.47.001			5/11/2021	13641.03 05/11/21	PKST Backflow Test	54.00	
101.0000.11.542.70.47.001			5/11/2021	15034.02 05/11/21	PKST 04/13-05/01 SW Corner BP	40.00	
101.0000.11.542.70.47.001			5/11/2021	15034.02 05/11/21	PKST Backflow Test	27.00	
001.0000.11.576.80.47.001			5/11/2021	15036.03 05/11/21	PKFC 04/13-05/01 127th & Addis	120.47	
001.0000.11.576.80.47.001			5/11/2021	15036.03 05/11/21	PKFC Backflow Test	27.00	
001.0000.11.576.80.47.001			5/11/2021	15040.02 05/11/21	PKFC 03/01-05/01 4723 127th St	64.97	
101.0000.11.542.70.47.001			5/11/2021	16302.03 05/11/21	PKST 04/15-05/01 GLD & 112th S	43.12	
101.0000.11.542.70.47.001			5/11/2021	16302.03 05/11/21	PKST Backflow Test	27.00	
502.0000.17.518.35.47.001			5/11/2021	16699.03 05/11/21	PKFC 04/14-05/01 6000 Main St	196.29	
502.0000.17.518.35.47.001			5/11/2021	16699.03 05/11/21	PKFC Backflow Test 6000 Main S	27.00	
502.0000.17.518.35.47.001			5/11/2021	16702.02 05/11/21	PKFC 03/01-05/01 6000 Main St	172.36	
502.0000.17.518.35.47.001			5/11/2021	16702.02 05/11/21	PKFC Backflow Test 6000 Main S	162.00	
502.0000.17.518.35.47.001			5/11/2021	16706.02 05/11/21	PKFC 03/01-05/01 6000 Main St	43.12	
502.0000.17.518.35.47.001			5/11/2021	16706.02 05/11/21	PKFC Backflow Test	27.00	
101.0000.11.542.70.47.001			5/11/2021	16713.03 05/11/21	PKST 03/01-05/01 0 59th & Main	64.97	
101.0000.11.542.70.47.001			5/11/2021	16713.03 05/11/21	PKST Backflow Test 0 59th & Ma	27.00	
101.0000.11.542.70.47.001			5/11/2021	26572.03 05/11/21	PKST 04/15-05/01 10000 GL & Ny	43.12	
94709	5/28/2021	009262		LAW OFFICES OF BARBARA BOWDEN,			\$500.00
001.0000.02.512.51.41.035			5/13/2021	026948	MC 03/18 Public Defender Svcs	250.00	
001.0000.02.512.51.41.035			5/13/2021	026994	MC 05/11 Public Defender Svcs:	250.00	
94710	5/28/2021	000309		LES SCHWAB TIRE CENTER,			\$509.81
501.0000.51.548.79.48.005			5/18/2021	30500662530	PKFL Tire Pressure Monitoring	71.43	
501.0000.51.548.79.48.005			5/14/2021	30500662004	PKFL Tire	49.45	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
501.0000.51.548.79.48.005			5/21/2021	30500663158	PKFL Tires	388.93	
94711	5/28/2021	008978		METROPOLITAN TRANSPORTATION,			\$2,500.00
503.0000.04.518.80.48.003			4/14/2021	4926-AR-12054	IT 07/1/21-06/30/22 StreetSave	2,500.00	
94712	5/28/2021	006117		PETTY CASH,			\$545.50
001.0000.02.512.51.49.008			5/25/2021	05/21 Jury	MC 05/21 Replenish Jury Petty	545.50	
94713	5/28/2021	011616		PIERCE COUNTY PROJECT ACCESS,			\$3,098.46
001.0000.11.565.10.41.020			4/9/2021	1380	PKHS AG 2021-098 Q1/21 Donated	3,098.46	
94714	5/28/2021	010429		PMAM CORPORATION,			\$1,156.00
001.0000.15.521.10.41.015			5/14/2021	20210524	PD 04/21 Alarm Monitoring	1,156.00	
94715	5/28/2021	000445		PUGET SOUND ENERGY,			\$701.66
502.0000.17.518.35.47.011			5/19/2021	200018357661 5/19/21	PKFC 04/16-05/18 6000 Main St	534.98	
502.0000.17.521.50.47.011			5/18/2021	200008745289 5/18/21	PKFC 04/15-05/17 9401 Lkwd Dr	130.15	
001.0000.11.576.81.47.005			5/20/2021	200001527551 5/20/21	PKFC 04/20-05/19 9115 Angle Ln	36.53	
94716	5/28/2021	005342		RAINIER LIGHTING & ELECTRICAL,			\$908.74
001.0000.11.576.81.31.001			5/24/2021	543798-1	PKFC Led Wallpack	598.96	
001.0000.11.576.81.31.001			5/21/2021	543732-1	PKFC Led Wallpack	119.79	
502.0000.17.521.50.31.001			5/12/2021	537656-2	PKFC Lights	97.67	
502.0000.17.521.50.31.001			5/12/2021	543358-1	PKFC Lights	92.32	
94717	5/28/2021	012825		READY SET TOW LLC,			\$175.84
001.0000.15.521.10.41.070			5/24/2021	8184	PD 05/22	87.92	
001.0000.15.521.10.41.070			5/19/2021	8166	PD 05/19	87.92	
94718	5/28/2021	000481		ROTARY CLUB OF LAKEWOOD,			\$185.00
001.0000.03.513.10.49.001			6/1/2021	3114788	CM 2021-22 Lkwd Rotary Dues: C	185.00	
94719	5/28/2021	013026		SOUTH CREST APARTMENTS,			\$3,000.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-179	CDBG AG 2021-179 CV Rent Assis	3,000.00	
94720	5/28/2021	013020		SP-BGO BEAUMONT VENTURE LLC,			\$4,000.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-166	CDBG AG 2021-166 CV Rent Assis	4,000.00	
94721	5/28/2021	002881		SPRAGUE PEST SOLUTIONS CO,			\$90.01

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.11.576.81.41.001			5/21/2021	4511588	PKFC 05/21 General Pest Svcs 9	90.01	
94722	5/28/2021	013021		SUNNYSIDE APARTMENT LLC,			\$2,774.99
190.2003.53.559.32.41.001			5/27/2021	AG 2021-152	CDBG AG 2021-152 Rent Assist:	2,774.99	
94723	5/28/2021	010842		SUPPRESSION SYSTEMS INC,			\$901.18
101.0000.11.542.64.41.001			5/24/2021	21219	PKST Semi Annual PM Of Clean A	450.59	
502.0000.17.521.50.48.001			5/24/2021	21220	PKFC Semi Annual PM Of Clean A	450.59	
94724	5/28/2021	000530		SWARNER COMMUNICATIONS,			\$680.00
001.0000.11.571.22.44.001			5/20/2021	89612	PKRC Summer Pkg, Front Cover	680.00	
94725	5/28/2021	011822		TAX RECOVERY SERVICES LLC,			\$49,202.02
001.0000.00.316.45.00.000			5/25/2021	1077	AT&T/New Cingular Audit	49,202.02	
94726	5/28/2021	005831		TOWN OF STEILACOOM,			\$692.70
101.0000.11.542.63.41.001			5/14/2021	2021-05-14-01	PKST AG 2019-107 05/13 St. Lig	692.70	
94727	5/28/2021	011258		TRANSPORTATION SYSTEMS INC,			\$116,049.71
302.0002.21.595.30.63.001			5/19/2021	AG 2020-112 PP # 1	PWCP AG 2020-112 Thru 04/30 CD	122,157.59	
302.0000.00.223.40.00.000			5/19/2021	AG 2020-112 PP # 1	PWCP AG 2020-112 Retainage	-6,107.88	
94728	5/28/2021	002509		VERIZON WIRELESS,			\$683.04
503.0000.04.518.80.42.001			5/16/2021	9879915244	IT 04/17-05/16 Phone	17.63	
503.0000.04.518.80.42.001			5/16/2021	9879915244	IT 04/17-05/16 Phone	170.86	
503.0000.04.518.80.42.001			5/16/2021	9879915244	IT 04/17-05/16 Phone	140.95	
503.0000.04.518.80.42.001			5/16/2021	9879915244	IT 04/17-05/16 Phone	35.24	
503.0000.04.518.80.42.001			5/16/2021	9879915245	IT 04/17-05/16 Phone	141.60	
503.0000.04.518.80.42.001			5/16/2021	9879915245	IT 04/17-05/16 Phone	176.76	
94729	5/28/2021	013028		WETZLER, SAM			\$15.00
001.0101.11.347.30.06.001			5/11/2021	0002056 Refund	PK Refund: Boat Launch Annual	13.72	
001.0000.00.229.10.00.004			5/11/2021	0002056 Refund	PK Refund: Boat Launch Annual	1.28	
94730	5/28/2021	013019		WISTERIA WALK,			\$2,520.00
190.6002.52.559.70.41.001			5/27/2021	AG 2021-161	CDBG AG 2021-161 CV Rent Assis	2,520.00	
94731	5/28/2021	001882		YWCA PIERCE COUNTY,			\$5,035.02
001.0000.11.565.10.41.020			4/8/2021	Q1/21	PKHS AG 2021-104 Q1/21 DV Shel	5,035.02	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94732	6/15/2021	010899		ACCESS INFORMATION MANAGEMENT,			\$1,823.71
001.0000.06.514.30.41.001			5/31/2021	8810948	LG 05/21 Record Retention & Mg	1,823.71	
94733	6/15/2021	008307		AT&T MOBILITY,			\$16,253.29
180.0000.15.521.21.42.001			5/19/2021	287293165778 5/19/21	IT/PD Thru 05/19 Phone	400.41	
503.0000.04.518.80.42.001			5/19/2021	287293165778 5/19/21	IT/PD Thru 05/19 Phone	11,256.30	
503.0000.04.518.80.42.001			5/19/2021	287296255265 5/19/21	IT Thru 05/19 Phone	4,588.26	
503.0000.04.518.80.42.001			5/19/2021	287304884473 5/19/21	IT Thru 05/19 Phone	8.32	
94734	6/15/2021	011332		BRIGHTON PLACE APARTMENTS,			\$4,000.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-196	CDBG AG 2021-196 CV Rent Assis	4,000.00	
94735	6/15/2021	012480		CABRAL, NICOLE			\$100.00
195.0021.02.512.53.41.001			5/21/2021	05/21/21	MC 05/21 BJA Grant VC-BX-0026	100.00	
94736	6/15/2021	010991		CALLYO 2009 CORP,			\$2,769.48
180.0000.15.521.21.42.001			5/25/2021	R14760	PD - 1 Basic System (\$50.00/mo	600.00	
180.0000.15.521.21.42.001			5/25/2021	R14760	PD - 8 Callyo Lines (\$15.00/mo	1,440.00	
180.0000.15.521.21.42.001			5/25/2021	R14760	PD - 1 Callyo Pro (\$40.00/mont	480.00	
180.0000.15.521.21.42.001			5/25/2021	R14760	Sales Tax	249.48	
94737	6/15/2021	000933		CDW GOVERNMENT LLC,			\$18,594.81
503.0015.04.518.80.35.030			5/21/2021	D508219	IT 3-year Warranty Premier Sup	509.55	
503.0015.04.518.80.35.030			5/21/2021	D508219	Sales Tax	50.45	
503.0015.04.518.80.35.030			5/21/2021	D508224	IT 3-year Warranty Premier Sup	509.55	
503.0015.04.518.80.35.030			5/21/2021	D508224	Sales Tax	50.45	
503.0015.04.518.80.35.030			5/19/2021	D435629	IT Lenovo ThinkPad X1 Yoga Gen	8,000.00	
503.0015.04.518.80.35.030			5/19/2021	D435629	Sales Tax	792.00	
503.0015.04.518.80.35.030			5/19/2021	D435632	IT Lenovo ThinkPad X1 Carbon G	7,900.65	
503.0015.04.518.80.35.030			5/19/2021	D435632	Sales Tax	782.16	
94738	6/15/2021	000095		CHOUGH, KWANG S			\$251.20
001.0000.02.512.51.49.009			5/11/2021	05/11/21	MC 05/11, 05/13 Interpreter	251.20	
94739	6/15/2021	009191		CITY OF DUPONT,			\$5,025.51
001.0000.02.229.10.00.003			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	5,025.51	
94740	6/15/2021	002408		CITY OF TACOMA,			\$50.00

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.15.521.32.41.001			6/1/2021	91034014	PD Scale House Cards	50.00	
94741	6/15/2021	006613		CITY OF UNIVERSITY PLACE,			\$4,846.09
001.0000.02.229.10.00.001			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	4,846.09	
94742	6/15/2021	011564		CODE PUBLISHING COMPANY,			\$1,722.41
001.0000.06.514.30.41.001			6/8/2021	70053	LG Muni Code Web Update, New P	1,722.41	
94743	6/15/2021	003948		COMCAST CORPORATION,			\$279.80
180.0000.15.521.21.42.001			6/6/2021	8498 30 099 0003937	PD 06/16-07/15 TLSO Modem	279.80	
94744	6/15/2021	002994		CORDANT HEALTH SOLUTIONS,			\$451.70
001.0000.02.523.30.41.001			5/31/2021	TC-42210053121	MC 05/21 UA Fees	451.70	
94745	6/15/2021	001531		DEPT OF ECOLOGY,			\$27,724.00
401.0000.41.531.10.41.001			5/15/2021	RS-000000165	PWSW 2021 WAR045012 Stormwater	27,724.00	
94746	6/15/2021	009472		DISH NETWORK LLC,			\$165.02
503.0000.04.518.80.42.001			6/4/2021	8255 7070 8168 1616	IT 06/16-07/15 PD TV/HD Receiv	165.02	
94747	6/15/2021	010425		DOYLE PRINTING COMPANY,			\$230.79
001.0000.15.521.30.49.005			6/1/2021	63345	PD Business Cards: Noble, Bear	115.39	
001.0000.15.521.80.49.005			6/1/2021	63345	PD Business Cards: Noble, Bear	115.40	
94748	6/15/2021	013034		ELIZABETH WESLEY YOUTH,			\$3,000.00
106.0000.11.362.40.00.001			6/7/2021	CM-00041	PA Canceled 2020 City Day @ Mc	1,500.00	
106.0000.11.362.40.00.001			6/7/2021	CM-00053	PA Canceled 2021 City Day @ Mc	1,500.00	
94749	6/15/2021	012994		GIGS 4 U LLC,			\$850.00
104.0011.01.557.30.41.001			6/6/2021	20203669	HM 05/28 Farmers Mkt Entertain	425.00	
104.0011.01.557.30.41.001			5/30/2021	20203665	HM 05/28 Farmers Mkt Entertain	425.00	
94750	6/15/2021	012801		HAYTON FARMS BERRIES,			\$120.00
001.0000.11.571.22.41.001			6/10/2021	06/10/21	PK 05/28 & 06/04 FM Healthy Bu	120.00	
94751	6/15/2021	013037		HIDDEN LAKE APARTMENTS,			\$4,000.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-203	CDBG AG 2021-203 CV Rent Assis	4,000.00	
94752	6/15/2021	009728		HSA BANK,			\$81.00

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.09.518.10.41.001			6/4/2021	W313689	HR 05/21 Svc Fee	81.00	
94753	6/15/2021	010730		JAYMARC AV,			\$2,534.76
503.0015.04.518.80.35.030			6/7/2021	6803	IT Microphone	2,534.76	
94754	6/15/2021	013038		KARTES, DALE			\$3,960.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-191	CDBG AG 2021-191 CV Rent Assis	3,960.00	
94755	6/15/2021	011208		KING COUNTY RECORDERS,			\$105.50
001.0000.06.515.30.41.001			6/4/2021	06/04/21	LG 21-2-06132-1 Recording Fee	105.50	
94756	6/15/2021	013001		LAKEWOOD HAWAIIAN VILLAGE,			\$3,875.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-194	CDBG AG 2021-194 CV Rent Assis	3,875.00	
94757	6/15/2021	000300		LAKEWOOD WATER DISTRICT,			\$12,934.23
001.0000.11.576.80.47.001			6/10/2021	26980.02 06/10/21	PKFC 04/29 Backflow Test 8421	27.00	
302.0015.21.595.30.63.001			6/2/2021	7082	PWCP 111th/112th St New Water	6,995.00	
101.0000.11.542.70.47.001			6/1/2021	10567.02 06/01/21	PKST 03/24-05/23 8902 Meadow R	40.00	
001.0000.11.576.81.47.001			6/1/2021	11535.02 06/01/21	PKFC 03/24-05/23 8714 87th Ave	2,292.13	
101.0000.11.542.70.47.001			6/1/2021	12584.02 06/01/21	PKST 04/13-05/23 Traffic Islan	40.00	
101.0000.11.542.70.47.001			6/1/2021	12585.02 06/01/21	PKST 04/13-05/23 Traffic Islan	43.12	
101.0000.11.542.70.47.001			6/1/2021	12586.02 06/01/21	PKST 03/24-05/23 Traffic Islan	40.00	
001.0000.11.576.80.47.001			6/1/2021	10084.02 06/01/21	PKFC 04/13-05/23 6002 Fairlawn	64.97	
001.0000.11.576.80.47.001			6/1/2021	10152.01 06/01/21	PKFC 03/24-05/23 59th Ave & Fa	40.00	
101.0000.11.542.70.47.001			6/1/2021	12796.02 06/01/21	PKST 03/24-05/23 Traffic Islan	43.12	
001.0000.11.576.81.47.001			6/1/2021	26554.02 06/01/21	PKFC 03/24-05/23 8714 87th Ave	123.00	
101.0000.11.542.70.47.001			6/1/2021	26901.03 06/01/21	PKST 04/13-05/23 BP - GLD SW	64.97	
001.0000.11.576.81.47.001			6/1/2021	26978.03 06/01/21	PKFC 04/13-05/23 8714 87th Ave	2,693.09	
101.0000.11.542.70.47.001			6/1/2021	26979.01 06/01/21	PKST 03/24-05/23 0 Steil & GLD	43.12	
001.0000.11.576.81.47.001			6/1/2021	27581.01 06/01/21	PKFC 03/24-05/23 9101 Angle Ln	53.06	
001.0000.11.576.81.47.001			6/1/2021	27583.01 06/01/21	PKFC 03/24-05/23 9115 Angle Ln	40.00	
001.0000.11.576.81.47.001			6/1/2021	27585.01 06/01/21	PKFC 08/30/19-05/23/21 9251 An	102.93	
001.0000.11.576.81.47.001			6/1/2021	27586.01 06/01/21	PKFC 03/24-05/23 9349 Angle LN	56.79	
001.0000.11.576.81.47.001			6/1/2021	27587.01 06/01/21	PKFC 08/30/19-05/23/21 9699 An	40.00	
001.0000.11.576.81.47.001			5/25/2021	27555.01 05/25/21	PKFC 03/16-05/15 0 Steil Blvd	91.93	
94758	6/15/2021	013010		LAMAR ADVERTISING OF SEATTLE,			\$7,100.00
001.9999.11.565.10.41.020			4/26/2021	112434232	PKHS 04/26-05/23 Ads	7,100.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94759	6/15/2021	011263		LAW OFFICES OF MATTHEW RUSNAK,			\$750.00
001.0000.02.512.51.41.035		6/2/2021	345	MC 05/21		750.00	
94760	6/15/2021	005685		LEMAY MOBILE SHREDDING,			\$233.20
001.0000.15.521.10.41.001		6/1/2021	4702080	PD 05/21 Shredding: 9401 Lkwd		233.20	
94761	6/15/2021	012265		MADDALOSSO, PHILIP			\$4,000.00
190.6002.52.559.70.41.001		6/15/2021	AG 2021-201	CDBG AG 2021-201 CV Rent Assis		4,000.00	
94762	6/15/2021	011393		NAVIA BENEFIT SOLUTIONS,			\$232.40
001.0000.09.518.10.41.001		5/27/2021	10356114	HR 05/21 Participant Fee		232.40	
94763	6/15/2021	010743		NISQUALLY INDIAN TRIBE,			\$17.10
001.0000.15.521.10.41.125		4/30/2021	27153	PD 04/21 Pharmacy Reimb.		17.10	
94764	6/15/2021	010975		PARTNERS FOR PARKS,			\$1,500.00
106.0000.11.362.40.00.001		6/7/2021	CM-00056	PA Canceled 2021 City Day @ Mc		1,500.00	
94765	6/15/2021	006117		PETTY CASH,			\$99.21
001.0000.15.521.10.43.005		6/14/2021	May-Jun/JL	PD Unfred: 05/18 LE Partner Mt		26.00	
501.0000.51.521.10.48.005		6/14/2021	May-Jun/JL	PD Conlon: Keys		23.21	
001.0000.15.521.10.49.001		6/14/2021	May-Jun/JL	PD Zaro: PCPCA Dues		50.00	
94766	6/15/2021	010429		PMAM CORPORATION,			\$1,858.80
001.0000.15.521.10.41.015		6/4/2021	20210605	PD 05/21 Alarm Monitoring		1,858.80	
94767	6/15/2021	012352		PREMIER MEDIA GROUP,			\$850.00
104.0010.01.557.30.44.001		6/1/2021	2021ci-2483	HM Farmers Mkt Ads		850.00	
94768	6/15/2021	010204		PROTECT YOUTH SPORTS,			\$68.70
001.0000.09.518.10.41.001		5/31/2021	870074	HR 05/21 Basic, Nat'l Combo Se		68.70	
94769	6/15/2021	000445		PUGET SOUND ENERGY,			\$24,200.56
001.0000.11.576.80.47.005		6/3/2021	300000000129 6/03/21	PKFC 04/29-05/28 11500 Militar		59.20	
001.0000.11.576.80.47.005		6/3/2021	300000010268 6/03/21	PKFC 04/29-05/28 Woodlawn Ave		122.55	
001.0000.11.576.80.47.005		6/3/2021	200004973653 06/03/2	PKFC 05/21 14717 Woodlawn St S		22,586.09	
001.0000.11.576.80.47.005		6/1/2021	200001526637 6/01/21	PKFC 04/29-05/28 9222 Veteran'		44.17	
101.0000.11.542.63.47.006		6/1/2021	200006381095 6/01/21	PKST 04/29-05/28 7819 150th St		20.09	
101.0000.11.542.63.47.006		6/1/2021	220008814687 6/01/21	PKST 04/29-05/28 7000 150th St		19.96	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
101.0000.11.542.63.47.006			6/1/2021	220017817689 6/01/21	PKST 04/29-05/28 11521 GLD SW	65.35	
001.0000.11.576.80.47.005			6/1/2021	220018963391 6/01/21	PKFC 04/29-05/8 10365 112th St	59.54	
101.0000.11.542.63.47.005			6/1/2021	220025290614 6/01/21	PKST 04/29-05/28 12702 Vernon	155.68	
101.0000.11.542.63.47.005			6/1/2021	220025290630 6/01/21	PKST 04/29-05/28 8299 Veterans	102.34	
001.0000.11.576.81.47.005			5/24/2021	200001527346 5/24/21	PKFC 04/22-05/21 8714 87th Ave	11.04	
001.0000.11.576.80.47.005			5/24/2021	220002793168 5/24/21	PKFC 04/23-05/24 8807 25th Ave	41.73	
001.0000.11.576.81.47.005			5/24/2021	220017468871 5/24/21	PKFC 04/22-05/21 9107 Angle La	139.14	
001.0000.11.576.81.47.005			5/24/2021	220024933081 5/24/21	PKFC 04/22-05/21 8714 87th Ave	62.21	
001.0000.11.576.81.47.005			5/24/2021	300000010896 5/24/21	PKFC 04/20-05/19 Ft Steil Park	215.64	
001.0000.11.576.81.47.005			5/24/2021	300000010938 5/24/21	PKFC 04/20-05/19 8802 Dresden	167.82	
101.0000.11.542.64.47.005			5/21/2021	300000005037 5/21/21	PKST 03/30-04/06 Gravelly Lk &	328.01	
94770	6/15/2021	010896		PUGET SOUND TITLE - TACOMA,			\$420.62
190.4006.52.559.32.41.001			5/6/2021	219136	CDBG MHR-178 Garner Deed Of Tr	210.31	
190.4006.52.559.32.41.001			5/6/2021	219137	CDBG MHR-180 Fennell Deed Of T	210.31	
94771	6/15/2021	010478		RICOH USA INC,			\$375.85
503.0000.04.518.80.45.002			5/24/2021	105004350	IT 05/18-06/17 Copier	375.85	
94772	6/15/2021	010759		SAGE TERRACE APARTMENTS,			\$4,792.00
190.6002.52.559.70.41.001			6/15/2021	AG 2021-202	CDBG AG 2021-202 CV Rent Assis	2,408.00	
190.6002.52.559.70.41.001			6/15/2021	AG 2021-204	CDBG AG 2021-204 CV Rent Assis	2,384.00	
94773	6/15/2021	013041		SCHNEBLE, JOHN			\$30.00
001.0101.11.347.30.06.001			6/15/2021	06/15/21 Refund	PK Refund 05/29 & 05/31. Bough	27.30	
001.0000.00.229.10.00.004			6/15/2021	06/15/21 Refund	PK Refund 05/29 & 05/31. Bough	2.70	
94774	6/15/2021	010348		SME SOLUTIONS, LLC,			\$422.95
502.0000.17.521.50.48.001			5/31/2021	2089618	PKFC Install Replacement Pin	422.95	
94775	6/15/2021	009554		SNOHOMISH COUNTY SHERIFF'S OFC,			\$170.00
001.0000.15.521.40.49.003			6/15/2021	2021 Butts: Advanced	PD Advanced Police Motors: But	85.00	
001.0000.15.521.40.49.003			6/15/2021	2021 McGettigan: Adv	PD Advanced Police Motors: McG	85.00	
94776	6/15/2021	001645		SOUND TRANSIT,			\$1,000.00
401.0000.41.531.10.41.001			7/1/2021	43776	PWSW 07/01/21-06/30/22 Rent -	1,000.00	
94777	6/15/2021	013032		SPINNAKER PROPERTY MANAGEMENT,			\$3,335.00
190.2003.53.559.32.41.001			6/15/2021	AG 2021-175	CDBG AG 2021-175 CV Rent Assis	3,335.00	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94778	6/15/2021	009354		TK ELEVATOR,			\$1,411.81
502.0000.17.518.35.48.001			5/31/2021	3005948153	PKFC 05/21 Elevator Svc	524.72	
502.0000.17.521.50.48.001			5/31/2021	3005948153	PKFC 05/21 Elevator Svc	262.36	
502.0000.17.542.65.48.001			5/31/2021	3005948153	PKFC 05/21 Elevator Svc	624.73	
94779	6/15/2021	005831		TOWN OF STEILACOOM,			\$4,829.64
001.0000.02.229.10.00.002			6/11/2021	05/21 Court Remit	MC 05/21 Court Remit	4,829.64	
94780	6/15/2021	010640		TRANSUNION RISK AND,			\$219.03
001.0000.15.521.21.41.001			6/1/2021	212084 05/21	PD 05/21 People Searches	219.03	
94781	6/15/2021	013005		URBAN ARTWORKS,			\$2,900.00
001.9999.11.571.10.41.001			5/31/2021	1156	PKRC Mural Program ~	400.00	
001.0000.11.571.20.41.001			5/31/2021	1156	PKRC Mural Program~	2,500.00	
94782	6/15/2021	009856		UTILITIES UNDERGROUND LOCATION,			\$407.64
101.0000.11.544.90.41.001			5/31/2021	1050170	PKST/PKSW 05/21 Excavation Not	203.82	
401.0000.11.531.10.41.001			5/31/2021	1050170	PKST/PKSW 05/21 Excavation Not	203.82	
94783	6/15/2021	002509		VERIZON WIRELESS,			\$790.77
180.0000.15.521.21.42.001			5/26/2021	9880689021	IT 04/27-05/26 Phone	378.75	
503.0000.04.518.80.42.001			5/26/2021	9880689021	IT 04/27-05/26 Phone	412.02	
94784	6/15/2021	011804		VISA - 0281,			\$84.31
001.0000.15.521.21.31.001			5/27/2021	0281/Johns 05/27/21	PD Forceps	70.53	
001.0000.15.521.21.31.001			5/27/2021	0281/Johns 05/27/21	PD Tongue Forceps	13.78	
94785	6/15/2021	011755		VISA - 0349,			\$242.73
501.0000.51.521.10.48.005			5/27/2021	0349/Meeks 05/27/21	PD Fobs & Programming	242.73	
94786	6/15/2021	011541		VISA - 0456,			\$664.44
001.0000.15.521.40.43.002			5/27/2021	0456/PD3 05/27/21	PD Hostage Negot Conf: Eakes	664.44	
94787	6/15/2021	011958		VISA - 0975,			\$125.49
001.0000.99.518.40.42.002			5/27/2021	0975/Gumm 05/27/21	ND Postage	1.20	
190.0005.52.559.31.41.001			5/27/2021	0975/Gumm 05/27/21	CDBG MHR-163 Martinez	43.94	
191.0000.01.559.20.42.002			5/27/2021	0975/Gumm 05/27/21	NSP Nuisance Postage	31.80	
001.0000.99.518.40.42.002			5/27/2021	0975/Gumm 05/27/21	ND Postage	8.20	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
105.0001.07.559.20.42.002			5/27/2021	0975/Gumm 05/27/21	AB Abatement Postage	25.25	
105.0002.07.559.20.42.002			5/27/2021	0975/Gumm 05/27/21	AB RH Mailing	15.10	
94788	6/15/2021	012354		VISA - 1105,			\$2,310.76
001.0000.11.571.22.31.001			5/27/2021	1105/Martin 05/27/21	PKRC FM Supplies	51.60	
001.9999.11.571.10.31.001			5/27/2021	1105/Martin 05/27/21	PKRC 25th Anniv Supplies	408.37	
001.0000.11.571.22.44.001			5/27/2021	1105/Martin 05/27/21	PKRC FM Radio Ad	1,320.00	
001.0000.11.571.22.41.001			5/27/2021	1105/Martin 05/27/21	PKRC FM Health Permit	298.00	
001.0000.11.571.22.31.001			5/27/2021	1105/Martin 05/27/21	PKRC FM Sanitizer	50.54	
001.0000.11.571.22.31.001			5/27/2021	1105/Martin 05/27/21	PKRC FM Games	182.25	
94789	6/15/2021	012401		VISA - 3408,			\$1,278.20
195.0024.15.521.30.31.001			5/27/2021	3408/Carrol 05/27/21	PD 04/23-05/22 Cable & Interne	366.20	
195.0024.15.521.30.31.001			5/27/2021	3408/Carrol 05/27/21	PD 04/14-05/14. LPR Subscripti	47.40	
195.0024.15.521.30.31.001			5/27/2021	3408/Carrol 05/27/21	PD ATIA : Carroll	425.00	
195.0024.15.521.30.31.001			5/27/2021	3408/Carrol 05/27/21	PD Single Sided Panels	439.60	
94790	6/15/2021	012415		VISA - 3853,			\$8,238.50
001.0000.07.558.60.31.001			5/27/2021	3853/Fin 2 05/27/21	CD Framed Print	75.00	
001.9999.03.557.20.35.001			5/27/2021	3853/Fin 2 05/27/21	CM Camera Lens & Pouch	931.06	
001.9999.03.557.20.35.001			5/27/2021	3853/Fin 2 05/27/21	CM Camera Lens	1,218.79	
001.9999.03.557.20.35.001			5/27/2021	3853/Fin 2 05/27/21	CM 128GB SDXC Canvas React Plu	652.49	
001.9999.03.557.20.35.001			5/27/2021	3853/Fin 2 05/27/21	CM Digital Camera, Audio Recor	4,751.61	
104.0010.01.557.30.44.001			5/27/2021	3853/Fin 2 05/27/21	HM 05/14-06/14 QR Code Farmers	12.95	
104.0010.01.557.30.44.001			5/27/2021	3853/Fin 2 05/27/21	HM Int'l Trx Fee On QR Code Fa	0.13	
001.9999.03.557.20.35.001			5/27/2021	3853/Fin 2 05/27/21	CM Imagemaker, Ball Head	396.72	
104.0010.01.557.30.44.001			5/27/2021	3853/Fin 2 05/27/21	HM 05/17-05/23 Facebook Farmer	25.00	
001.9999.03.557.20.35.001			5/27/2021	3853/Fin 2 05/27/21	CM Earphones W/ Bluetooth Cabl	174.75	
94791	6/15/2021	012656		VISA - 4197,			\$6,095.88
504.0000.09.518.38.48.001			5/27/2021	4197/Fin 6 05/27/21	RM Cl# 2021-0024 Bucket Truck	4,149.48	
504.0000.09.518.39.31.001			5/27/2021	4197/Fin 6 05/27/21	RM Cl # 2021-0017 Mail Box	1,869.40	
001.0000.99.518.40.42.002			5/27/2021	4197/Fin 6 05/27/21	ND Postage Stamps	77.00	
94792	6/15/2021	012668		VISA - 4635,			\$46.00
001.0000.06.515.30.41.001			5/27/2021	4635/Fin 5 05/27/21	LG Cert. NCO, J&S 20-1-00237-4	16.50	
001.0000.09.518.10.41.010			5/27/2021	4635/Fin 5 05/27/21	HR The Anatomy Of A Grievance	22.00	
001.0000.06.515.30.41.001			5/27/2021	4635/Fin 5 05/27/21	LG Cert. NCO 20-1-00237-4	7.50	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94793	6/15/2021	012715		VISA - 5244,			\$332.71
001.0000.01.511.60.31.005			5/27/2021	5244/Schuma 05/27/21	CC Counil Retreat Food	33.71	
001.0000.06.515.30.49.003			5/27/2021	5244/Schuma 05/27/21	LG Litigation Boot Camp Webina	299.00	
94794	6/15/2021	011642		VISA - 6610,			\$1,318.71
001.0000.15.521.40.43.002			5/27/2021	6610/PD4 05/27/21	PD Sniperweek Conf: J Anderson	835.07	
001.0000.15.521.40.43.006			5/27/2021	6610/PD4 05/27/21	PD Sniperweek Conf: J Anderson	353.64	
001.0000.15.521.40.43.001			5/27/2021	6610/PD4 05/27/21	PD Sniperweek Conf: J Anderson	130.00	
94795	6/15/2021	012864		VISA - 7000,			\$2,456.54
001.0000.11.571.20.41.082			5/27/2021	7000/Fin 1 05/27/21	PKRC Music License Fees	745.79	
301.0025.11.594.76.41.001			5/27/2021	7000/Fin 1 05/27/21	PK FSP Playground Engineering	615.00	
001.0000.99.518.40.42.002			5/27/2021	7000/Fin 1 05/27/21	ND Postage	7.95	
001.0000.99.518.40.42.002			5/27/2021	7000/Fin 1 05/27/21	ND Postage	11.55	
301.0003.11.594.76.41.001			5/27/2021	7000/Fin 1 05/27/21	PK Harry Todd Park Playground	1,076.25	
94796	6/15/2021	012484		VISA - 7482,			\$6,698.82
195.0021.02.512.53.49.003			5/27/2021	7482/Wright 05/27/21	PDGR NADCP Conference	5,215.00	
195.0021.02.512.53.43.001			5/27/2021	7482/Wright 05/27/21	PDGR NADCP Conf. Airfare	349.00	
195.0021.02.512.53.43.001			5/27/2021	7482/Wright 05/27/21	PDGR NADCP Conf. Airfare	567.41	
195.0021.02.512.53.43.001			5/27/2021	7482/Wright 05/27/21	PDGR NADCP Conf. Airfare	567.41	
94797	6/15/2021	011136		VISA - 7750,			\$30.15
001.0000.99.518.40.42.002			6/27/2021	7750/Allen 05/27/21	ND PD 05/05 & 05/18 Mailing To	30.15	
94798	6/15/2021	011137		VISA - 7768,			\$149.88
001.0000.15.521.10.31.001			5/27/2021	7768/Alwine 05/27/21	PD Bicycle Seats	149.88	
94799	6/15/2021	011138		VISA - 7776,			\$1,149.19
001.0000.11.576.80.31.001			5/27/2021	7776/Anders 05/27/21	PKFC Pickers For Trash	194.16	
001.0000.11.576.81.31.001			5/27/2021	7776/Anders 05/27/21	PKFC Garden Hose	226.48	
502.0000.17.518.35.31.001			5/27/2021	7776/Anders 05/27/21	PKFC Trim Boards	79.38	
001.0000.11.576.80.31.001			5/27/2021	7776/Anders 05/27/21	PKFC Carbon Brushes	13.11	
001.0000.11.576.81.31.001			5/27/2021	7776/Anders 05/27/21	PKFC Drive Belts	194.71	
301.0035.11.594.76.63.001			5/27/2021	7776/Anders 05/27/21	PKFC Draft Hood For Oven	441.35	
94800	6/15/2021	011140		VISA - 7800,			\$94.89
501.0000.51.548.79.32.002			5/27/2021	7800/Cummin 05/27/21	PKFL Diesel For Backhoe	94.89	


Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
94801	6/15/2021	012863		VISA - 7935,			\$882.05
503.0000.04.518.80.31.001			5/27/2021	7935/White 05/27/21	IT Thermal Paper	113.42	
503.0000.04.518.80.35.030			5/27/2021	7935/White 05/27/21	IT Replacement Cameras	263.72	
503.0000.04.518.80.49.004			5/27/2021	7935/White 05/27/21	IT Pandora CH	29.62	
503.0000.04.518.80.49.004			5/27/2021	7935/White 05/27/21	IT Creative Cloud	58.24	
503.0000.04.518.80.49.004			5/27/2021	7935/White 05/27/21	IT Photography Plan	10.98	
503.0000.04.518.80.31.001			5/27/2021	7935/White 05/27/21	IT Fiber Cables	121.99	
503.0000.04.518.80.49.004			5/27/2021	7935/White 05/27/21	IT Monthly MailChimp	96.70	
503.0000.04.518.80.49.004			5/27/2021	7935/White 05/27/21	IT 05/11-06/11 Fix & Protect	29.99	
503.0000.04.518.80.49.004			5/27/2021	7935/White 05/27/21	IT Int'l Trx Fee on Fix & Prot	0.30	
503.0000.04.518.80.49.004			5/27/2021	7935/White 05/27/21	IT InDesign	23.07	
503.0000.04.518.80.31.001			5/27/2021	7935/White 05/27/21	IT USB - Tape	134.02	
94802	6/15/2021	011158		VISA - 7966,			\$2,166.16
001.0000.15.521.40.49.003			5/27/2021	7966/Pitts 05/27/21	PD NTOA Conf: Repp	944.00	
001.0000.15.521.40.43.002			5/27/2021	7966/Pitts 05/27/21	PD WSPCA Conf: Bucat	445.44	
001.0000.15.521.40.43.002			5/27/2021	7966/Pitts 05/27/21	PD WSPCA Conf: Wright	445.44	
001.0000.15.521.40.49.003			5/27/2021	7966/Pitts 05/27/21	PD Excel Class: Alwine	335.00	
001.0000.15.521.40.49.003			5/27/2021	7966/Pitts 05/27/21	PD Adv Leadership Police	219.00	
001.0000.15.521.40.43.002				7966/Pitts 05/27/21	PD WSPCA Conf: Wright	-222.72	
94803	6/15/2021	011164		VISA - 8022,			\$236.00
001.0000.15.521.10.49.001			5/27/2021	8022/Zaro 05/27/21	PD Rotary Club Dues: Zaro	185.00	
001.0000.15.521.40.43.003			5/27/2021	8022/Zaro 05/27/21	PD WASPC Conf: Zaro	51.00	
94804	6/15/2021	011172		VISA - 8105,			\$258.00
001.0000.15.521.26.43.002			5/27/2021	8105/PD2 05/27/21	PD WSTOA: Repp	258.00	
94805	6/15/2021	011714		VISA - 8434,			\$1,056.94
001.0000.15.521.10.49.001			5/27/2021	8434/LaVerg 05/27/21	PD Amazon Membership	548.40	
001.0000.15.521.10.31.001			5/27/2021	8434/LaVerg 05/27/21	PD Backdrop Cloth	18.39	
001.0000.15.521.21.31.008			5/27/2021	8434/LaVerg 05/27/21	PD IMT Clothing: Noble	160.45	
001.0000.15.521.10.31.001			5/27/2021	8434/LaVerg 05/27/21	PD Plaques: Rocco, Lofland, Bu	329.70	
94806	6/15/2021	011177		VISA - 8550,			\$13.21
001.0000.13.558.70.49.004			5/27/2021	8550/Newton 05/27/21	ED 04/29-05/29 Dropbox	13.21	
94807	6/15/2021	012925		VISA - 9311,			\$51.35
001.0000.06.515.30.41.001			5/27/2021	9311/Fin 4 05/27/21	LG Case # 20-2-08927-9 Working	11.50	

Check No.	Date	Vendor	Inv Date	Invoice	Description	Amount	Check Total
001.0000.06.515.30.41.001			5/27/2021	9311/Fin 4 05/27/21	LG Case # 20-2-08927-9 Working	6.50	
001.0000.06.515.30.41.001			5/27/2021	9311/Fin 4 05/27/21	LG Case # 21-2-04198-3 Working	11.50	
001.0000.99.518.40.42.002			5/27/2021	9311/Fin 4 05/27/21	ND Postage	8.85	
001.0000.06.515.30.41.001			5/27/2021	9311/Fin 4 05/27/21	LG Case # 20-2-08927-9 Working	6.50	
001.0000.06.515.30.41.001			5/27/2021	9311/Fin 4 05/27/21	LG Case # 21-2-04198-3 Working	6.50	
94808	6/15/2021	012924		VISA - 9329,			\$2,315.56
001.0000.99.518.40.42.002			5/27/2021	9329/PD1 05/27/21	ND PD 04/26 Certified Letter	112.25	
001.0000.15.521.10.43.005			5/27/2021	9329/PD1 05/27/21	PD Good To Go Replenish	250.00	
001.0000.15.521.22.43.005			5/27/2021	9329/PD1 05/27/21	PD Toll Fee Lic 57467D	7.00	
001.0000.99.518.40.42.002			5/27/2021	9329/PD1 05/27/21	ND PD 05/06 Certified Letter	7.65	
001.0000.15.521.26.31.008			5/27/2021	9329/PD1 05/27/21	PD Uniforms	548.29	
001.0000.99.518.40.42.002			5/27/2021	9329/PD1 05/27/21	ND PD 05/18, 05/20, 05/24 Cert	66.10	
001.0000.15.521.10.31.001			5/27/2021	9329/PD1 05/27/21	PD Batteries	23.08	
001.0000.15.521.10.31.020			5/27/2021	9329/PD1 05/27/21	PD Optic Mounts & Kit	1,289.91	
001.0000.15.521.10.31.001			5/27/2021	9329/PD1 05/27/21	PD Cable Ties	11.28	
001.0000.15.521.10.31.001			5/27/2021	9329/PD1 05/27/21	PD iPhone Charges	39.54	
001.0000.15.521.10.31.001				9329/PD1 05/27/21	PD Refund: Broken iPhone Chrg	-39.54	
94809	6/15/2021	011707		VISA - 9465,			\$469.14
001.0000.11.571.20.31.001			5/27/2021	9465/Fairfi 05/27/21	PKRC Ropes & Bouys	469.14	
94810	6/15/2021	011595		WALTER E NELSON CO,			\$1,338.27
502.0000.17.518.30.31.001			5/26/2021	809678	PKFC Tissue, Paper Towels, Jan	1,338.27	
94811	6/15/2021	000595		WASHINGTON ASSOC OF SHERIFFS,			\$1,081.60
001.0000.02.523.30.41.001			4/30/2021	EM 2021-00281	MC 04/21 Home Monitoring	556.60	
001.0000.15.521.40.49.001			5/1/2021	Dues 2021-00477	PD Assoc Dues: Lawler, Strand	150.00	
001.0000.02.523.30.49.001			5/1/2021	Dues 2021-00516	MC Affiliate Dues: S. Johnson	75.00	
001.0000.15.521.40.49.003			5/24/2021	INV029840	PD WASPC 2021 Conf: Zaro	300.00	
94812	6/15/2021	000586		WASHINGTON STATE PATROL,			\$840.00
001.0000.15.521.40.41.001			5/10/2021	T2100087	PD 04/17 EVOC Trng	840.00	
94813	6/15/2021	011509		YI, GRACE			\$559.65
001.0000.02.512.51.49.009			5/19/2021	05/19/21	MC 05/19 Interpreter	559.65	
# of Checks Issued		288					
Total		\$3,031,049.47					
Voided		(1,468.65) Ck 94550 04/30/2021					
TOTAL		\$3,029,580.82					



To: Mayor and City Councilmembers

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

Through: John J. Caulfield, City Manager 

Date: July 6, 2021

Subject: Payroll Check Approval

Payroll Period(s): May 16-31, 2021 and June 1-15, 2021

Total Amount: \$2,452,038.31

Checks Issued:

Check Numbers: 114304-114312

Total Amount of Checks Issued: \$17,880.50

Electronic Funds Transfer:

Total Amount of EFT Payments: \$517,512.72

Direct Deposit:

Total Amount of Direct Deposit Payments: \$1,694,991.98

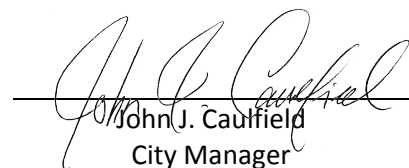
Federal Tax Deposit:

Total Amount of Deposit: \$221,653.11

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


Dana Kapla
Finance Supervisor


Tho Kraus
Deputy City Manager


John J. Caulfield
City Manager

Payroll Distribution**City of Lakewood****Pay Period ending 05-16-2021 thru 06-15-2021****Direct Deposit and ACH in the amount of : \$2,434,157.81****Payroll Ck#'s 114307-114312 in the amount of : \$17,880.50****Total Payroll Distribution: \$2,452,038.31****Employee Pay Total by Fund:**

<u>Fund 001 - General</u>	<u>Amount</u>
City Council	\$ 10,100.00
Municipal Court	\$ 57,860.97
City Manager	\$ 23,033.34
Administrative Services	\$ 93,944.00
Legal	\$ 69,143.74
Community and Economic Development	\$ 101,106.57
Parks, Recreation and Community Services	\$ 90,962.83
Police	\$ 1,043,483.66
Non-Departmental	\$ -
General Fund Total	\$ 1,489,635.11

Fund 101 - Street	\$ 49,915.55
Fund 102 - Real Estate Excise	\$ -
Fund 104 - Hotel / Motel Lodging Tax	\$ -
Fund 105 - Property Abatement/Rental Housing Safety Program	\$ 14,534.46
Fund 180 - Narcotics Seizure	\$ 3,960.71
Fund 181 - Felony Seizure	\$ -
Fund 182 - Federal Seizure	\$ -
Fund 190 - CDBG Grants	\$ 18,986.20
Fund 191 - Neighborhood Stabilization Program	\$ 208.44
Fund 192 - Office of Economic Adjustment/SSMCP	\$ 15,223.00
Fund 195 - Public Safety Grants	\$ 18,858.48
Fund 301 - Parks CIP	\$ 810.00
Fund 302 - Transportation CIP	\$ 79,399.31
Fund 311 - Sewer Capital Project	\$ 3,914.66
Fund 401 - Surface Water Management	\$ 47,235.29
Fund 502 - Property Management	\$ 11,946.43
Fund 503 - Information Technology	\$ 34,325.00
Fund 504 - Risk Management	\$ 427.11
Other Funds Total	\$ 299,744.64

Employee Gross Pay Total	\$ 1,789,379.75
Benefits and Deductions:	\$ 662,658.56
Grand Total	\$ 2,452,038.31

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUEST July 6, 2021	TITLE: Appointing Lodging Tax Advisory Committee members through November 1, 2023.	TYPE OF ACTION: — ORDINANCE — RESOLUTION X MOTION NO. 2021-40 — OTHER
REVIEW:	ATTACHMENTS: Applications	

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

RECOMMENDATION: It is recommended that the City Council confirm the reappointment of Chelene Potvin-Bird and Linda Smith to represent businesses involved in activities authorized to receive hotel/motel taxes through November 1, 2023.

DISCUSSION: The Lodging Tax Advisory Committee was created pursuant to State law.

Any proposals for the imposition or expenditure of hotel-motel lodging tax funds, whether it involves the imposition of a tax, an increase in the rate of a tax, repeal of an exemption from a tax, or a change in the use of revenue received shall be submitted to the Lodging Tax Advisory Committee for review and comment. The submission shall occur at least forty-five days before final action on or passage of the proposal by the municipality. The advisory committee shall submit comments on the proposal in a timely manner through generally applicable public comment procedures. The comments shall include an analysis of the extent to which the proposal will accommodate activities for tourists or increase tourism, and the extent to which the proposal will affect the long-term stability of the fund created under RCW [67.28.1815](#). Failure of the advisory committee to submit comments before final action on or passage of the proposal shall not prevent the municipality from acting on the proposal.

The appointment of these individuals will fulfill an equal composition of the Lodging Tax Advisory Committee (three who are representatives of business required to collect hotel/motel tax and three who are persons involved in activities authorized to be funded by hotel/motel tax). The number of collectors and funders must be equal in number.

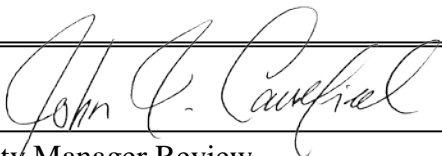
ALTERNATIVE(S): The Council could choose to appoint other candidates, not to confirm any of the appointments or re-advertise for these positions. However, Lodging Tax revenue may only be spent pursuant to the process involving the statutorily proscribed Lodging Tax Advisory Committee.

FISCAL IMPACT: There is no fiscal impact.

Briana Schumacher

Prepared by

Department Director


City Manager Review



CITY OF LAKEWOOD

6000 Main Street SW
Lakewood, WA 98499

APPLICATION FOR APPOINTMENT

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

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

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

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

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

Name: Chelene Potvin-Bird

(Please Print)

Home Address: 26825 17th Ave S

City: Des Moines State: WA Zip: 98198

Home Phone Number: 2065956597 E-mail: chelene@traveltacoma.com

Present Employer: Travel Tacoma Mt. Rainier Tourism & Sports

Address: 1516 Commerce Street Work Phone: 2538306615

Cell: 2065956597

LODGING TAX ADVISORY COMMITTEE APPLICANT QUESTIONS:

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

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

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

Yes, 3 years on the Lakewood Lodging Tax Advisory Committee

Date available for appointment: 6/17/21

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

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

Recommended by: Renewing application

Education:

Executive MBA and BS in Leisure Services

Professional and/or community activities:

Parent Teacher Association

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

I have served on the committee for past three years, making recommendations for usage of funds that help drive tourism and increase economic demand to the Lakewood and Pierce County community.

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

Using my degree in business administration and passion in tourism and destination development, serves this committee well so I like to volunteer my experience and knowledge to help Lakewood and its community increase engagement in tourism assets and drive economic impact, for those reason I want to continue to be on this board for another term.

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

Signature:

Chelene Potvin-Bird

Digitally signed by Chelene Potvin-Bird
Date: 2021.06.17 13:52:25 -07'00'

Date: 6/17/21



CITY OF LAKEWOOD

6000 Main Street SW
Lakewood, WA 98499

APPLICATION FOR APPOINTMENT

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

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

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

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

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

Name: Linda Smith
(Please Print)

Home Address: 6527 93rd St SW

City: Lakewood State: WA Zip: 98499

Home Phone Number: 253-677-4125 E-mail: Lsmith@lakewood-wa.com

Present Employer: Lakewood Chamber of Commerce

Address: 6310 Mt Tacoma Dr SW Work Phone: 253-582-9400

Cell: 253-677-4125

LODGING TAX ADVISORY COMMITTEE APPLICANT QUESTIONS:

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

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

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

I have served on the Lodging Tax Advisory Committee.

Date available for appointment: **Immediately.**

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

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

Recommended by: **Self.**

Education:

Primary Education - Clover Park School District.
Clover Park Technical College

Professional and/or community activities:

Community Collaborator with business, local government, educational institutions, and non-profit organizations to strategically contribute to a vibrant economy through leadership, education and advocacy in order to preserve the integrity and quality of life in Lakewood.

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

Serve on a team of decision makers determining where lodging tax monies are appropriated to ensure continued and increased overnight stays in local h/motels and B&B's. Formerly employed as Director of Tourism Development and Convention Services Director at the Tacoma-Pierce County Visitor & Convention Bureau (13 years).

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

To stay engaged with the various organizations involved in the development of tourism, event and convention business in Lakewood.

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

Signature:

Linda Smith

Digitally signed by Linda Smith
Date: 2021.06.11 12:50:48 -07'00'

Date: **6/11/2021**

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED:	TITLE: Ratification the Proclamation terminating the civil emergency proclaimed on March 16, 2020.	TYPE OF ACTION:
July 6, 2021		— ORDINANCE NO.
		— RESOLUTION NO.
REVIEW:		— MOTION NO. 2021-XX
	ATTACHMENTS:	— OTHER
	Proclamation	

SUBMITTED BY: Heidi Ann Wachter, City Attorney

RECOMMENDATION: It is recommended that the City Council ratify and confirm the termination of the Proclamation of Emergency which was executed by the City Manager on March 16, 2020 at 11:45 a.m.

DISCUSSION: Based on review of the present circumstances, emergency measures taken at the federal, state and county level and consultation with city department directors and local health authorities, there are no fiscal, public safety response or disaster recovery imperatives to justify continuation of emergency measures.

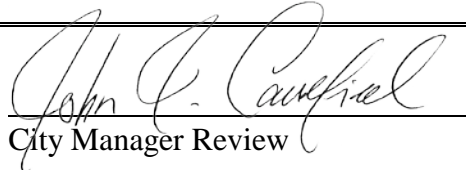
ALTERNATIVE(S): The City Council could choose modify or reject this Proclamation.

FISCAL IMPACT: There is no fiscal impact associated with ratification of the Proclamation.

Heidi Ann Wachter

Prepared by

Department Director


City Manager Review

CITY OF LAKEWOOD



PROCLAMATION

WHEREAS, on the 16th day of March, 2020 at 11:45 a.m. the City Manager signed a Proclamation of Emergency in order to ensure continuity of municipal services during the course of the COVID-19 pandemic as detailed in the Proclamation; and

WHEREAS, on the 13th of May, 2020 at 3:20 p.m. the City Manager signed a Proclamation of Emergency to supplement the March Proclamation with specific measures to ensure due process in Hearing Examiner cases; and

WHEREAS, each Proclamation has been duly ratified by the Lakewood City Council; and

WHEREAS, each Proclamation calls for termination when it is determined that there are no fiscal, public safety response or disaster recovery imperatives to justify continuation of emergency measures; and

WHEREAS, termination of the March Proclamation has the effect of terminating both Proclamations pursuant to the language therein; and

WHEREAS, due to measures taken to combat this virus, including masking, social distancing and vaccination, the rate of infection has dropped to a level that has caused the State of Washington to revise restrictions; and

WHEREAS, the City Manager has participated in a weekly countywide meeting convened by the Pierce County Executive and consulted with health and other officials regarding the status of the virus in the County; and

WHEREAS, City of Lakewood Department Directors have been consulted regarding the current status of municipal functions and the pandemic;

WHEREAS, there are no fiscal, public safety response or disaster recovery imperatives to justify continuation of emergency measures.

NOW THEREFORE, there being no need for further extraordinary measures required for the protection of the public, peace, safety and welfare, the civil emergency proclaimed on March 16th, 2020 is hereby terminated; said termination having the effect of terminating each the March and the May Proclamations issued in 2020.

DONE at Lakewood, Washington this XX day of June, 2021 at ____ a.m./p.m.

DRAFT

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: July 6, 2021	TITLE: Repealing Lakewood Municipal Code Chapter 9.06 related to Controlled Substances.	TYPE OF ACTION: <input checked="" type="checkbox"/> ORDINANCE NO. 750 <input type="checkbox"/> RESOLUTION NO. <input type="checkbox"/> MOTION NO. <input type="checkbox"/> OTHER
REVIEW:	ATTACHMENTS:	

SUBMITTED BY: Heidi Ann Wachter, City Attorney

RECOMMENDATION: That Lakewood Municipal Code Chapter 9.06 related to Controlled Substances, which establishes the gross misdemeanor crime of possession of controlled substances in the City of Lakewood be repealed.

DISCUSSION: As briefly explained in the context of the report on Prosecution, presented to Council June 28, 2021 as part of the Council study session, Ordinance 750 was necessary at the time of passage to support effective law enforcement and public safety. Since passage, the State has enacted legislation that will apply to the City of Lakewood through preemption.

Due to the amount of news coverage and briefings provided, it is generally understood that when the Washington State Supreme Court issued the decision in *Blake*, the state was without an enforceable drug possession law. While this made little difference in Municipal Court, where only marijuana cases are adjudicated, it was significant to law enforcement who arrest for felony criminal behavior as well as misdemeanors.

The early hope was that the state legislature would cure the defect in the law, asserted to be lack of an intent element, by simply adding the requirement of knowledge. Bills providing this simple fix were short-lived. Without a state legislative fix, there would be no recommendation to repeal Ordinance 750.

Ultimately passed was a bill that goes beyond the simple fix and into reclassifying drug possession as a misdemeanor, along with limiting when even that charge could be filed. The new law also calls for future further reclassification to an infraction.

Thus, there is state law regulating drug possession. Analysis of competing laws usually allows the City to make regulations that go further than state law, but in this case, there is state preemption:

RCW 69.50.608

State preemption.

The state of Washington fully occupies and preempts the entire field of setting penalties for violations of the controlled substances act. Cities, towns, and counties or other municipalities may enact only those laws and ordinances relating to controlled substances that are consistent with this chapter. Such local ordinances shall have the same penalties as provided for by state law. Local laws and ordinances that are inconsistent with the

requirements of state law shall not be enacted and are preempted and repealed, regardless of the nature of the code, charter, or home rule status of the city, town, county, or municipality.

[1989 c 271 § 601.]

The state expression of preemption here leaves no wiggle room. When the ordinance was adopted in April, before the state adopted the new possession law, there was some debate as to whether cities could adopt their own drug possession law. The theory in favor of doing so is that if the state had no law addressing possession, there was not a conflict to be resolved with preemption. Reasonable minds could differ about the outcome of that debate.

There is no debate, however, as to the outcome where the state has proscribed a penalty for drug possession. The City is preempted from setting a penalty. Therefore, leaving the City's law on the books will only create confusion and, worse, could result in enforcement.¹

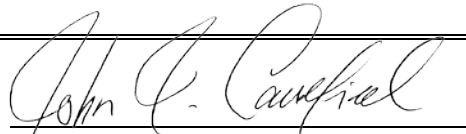
ALTERNATIVE(S): Choose to take no action and leave a law preempted by state law in the City Code.

FISCAL IMPACT: Arguably there is risk exposure to enforcing Ordinance 750 given state preemption. There is no direct fiscal impact.

Heidi Ann Wachter

Prepared by

Department Director


City Manager Review

¹ The Lakewood Police Department is fully aware of the state law and has adopted appropriate policies and training. There is little risk that such arrests will be made. However, the best course is to remove laws that are deemed unenforceable from the Code.

ORDINANCE NO. 750

AN ORDINANCE of the City Council of the City of Lakewood, Washington, repealing certain sections of Chapter 9.06 of the Lakewood Municipal Code relating to Controlled Substances.

WHEREAS, the City of Lakewood, in order to protect public safety, on April 5, 2021 adopted regulations concerning possession of controlled substance at a time when the state was without regulation of that offense; and

WHEREAS, the Washington state legislature has since adopted state law regarding possession of controlled substances; and

WHEREAS, pursuant to state law, “The state of Washington fully occupies and preempts the entire field of setting penalties for violations of the controlled substances act. Cities, towns, and counties or other municipalities may enact only those laws and ordinances relating to controlled substances that are consistent with this chapter. Such local ordinances shall have the same penalties as provided for by state law. Local laws and ordinances that are inconsistent with the requirements of state law shall not be enacted and are preempted and repealed, regardless of the nature of the code, charter, or home rule status of the city, town, county, or municipality;” and

WHEREAS, it is in the best interest of the City to avoid any potential confusion regarding applicable law; and

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

Section 1. That Chapter 9.06, section 9.06.005 Possession of controlled substance, is hereby repealed.

~~Section 9.06.005 Definitions~~

- (4) ~~RCW 69.50.101(e) is adopted by reference. “Controlled substance” means a drug, substance, or immediate precursor included in Schedules I through V as set forth in federal or state laws, or federal or commission rules.~~

Section 2. That Chapter 9.06, section 9.06.045 Possession of controlled substance, is hereby repealed.

~~Section 9.06.045 Possession of controlled substance~~

~~(1) It is unlawful for any person to knowingly possess a controlled substance unless the substance was obtained directly from, or pursuant to, a valid prescription or order of a practitioner while acting in the course of his or her professional practice, or except as otherwise authorized by this chapter.~~

~~(2) Any person who violates this section is guilty of a gross misdemeanor punishable pursuant to LMC 9.06.080.~~

~~(3)(a) The possession, by a person twenty one years of age or older, of useable marijuana, marijuana concentrates, or marijuana-infused products in amounts that do not exceed those set forth in RCW 69.50.360(3) is not a violation of this section.~~

~~(b) The possession of marijuana, useable marijuana, marijuana concentrates, and marijuana-infused products being physically transported or delivered within the state, in amounts not exceeding those that may be established under RCW 69.50.385(3), by a licensed employee of a common carrier when performing the duties authorized in accordance with RCW 69.50.382 and 69.50.385, is not a violation of this section.~~

~~(4)(a) The delivery by a person twenty one years of age or older to one or more persons twenty one years of age or older, during a single twenty four hour period, for noncommercial purposes and not conditioned upon or done in connection with the provision or receipt of financial consideration, of any of the following marijuana products, is not a violation of this section:~~

- ~~(i) One half ounce of useable marijuana;~~
- ~~(ii) Eight ounces of marijuana-infused product in solid form;~~
- ~~(iii) Thirty six ounces of marijuana-infused product in liquid form; or~~
- ~~(iv) Three and one half grams of marijuana concentrates.~~

~~(b) The act of delivering marijuana or a marijuana product as authorized under this subsection (4) must meet one of the following requirements:~~

- ~~(i) The delivery must be done in a location outside of the view of general public and in a nonpublic place; or~~
- ~~(ii) The marijuana or marijuana product must be in the original packaging as purchased from the marijuana retailer.~~

~~(5) No person under twenty one years of age may knowingly possess, manufacture, sell, or distribute marijuana, marijuana-infused products, or marijuana concentrates, regardless of THC concentration. This does not include qualifying patients with a valid authorization.~~

~~(6) The possession by a qualifying patient or designated provider of marijuana concentrates, useable marijuana, marijuana-infused products, or plants in accordance with chapter 69.51A RCW is not a violation of this section.~~

Section 2. Severability. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 3. Effective Date. That this Ordinance shall be in full force and effect thirty (30) days after publication of the Ordinance Summary.

ADOPTED by the City Council this 6th day of July, 2021.

CITY OF LAKEWOOD

Attest:

Don Anderson, Mayor

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney



**PLANNING COMMISSION
REGULAR MEETING MINUTES
June 2, 2021
Zoom Meeting
6000 Main Street SW, Lakewood, WA 98499**

Call to Order

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

Roll Call

Planning Commission Members Present: Don Daniels, Chair; Connie Coleman-Lacadie, Paul Wagemann, Ryan Pearson, James Guerrero, Phillip Combs and Linn Larsen

Planning Commission Members Excused: None

Commission Members Absent: None

Staff Present: Tiffany Speir, Long Range & Strategic Planning Manager; Charles "Ted" Hill, Capital Projects Manager; and Karen Devereaux, Administrative Assistant

Council Liaison: Paul Bocchi

Approval of Minutes

The minutes of the meeting held on May 5, 2021 were approved as written by voice vote M/S/C Pearson/Larsen. The motion carried, 7- 0.

Agenda Updates: None

Public Comments

This meeting was held virtually to comply with Governor Inslee's Emergency Proclamations 20-28 and its addendums. Citizens were encouraged to virtually attend and to provide written comments prior to the meeting. No public comments were received.

Public Hearings: None

Unfinished Business: None

New Business

2022-2027 6-Yr Transportation Improvement Plan (TIP)

Mr. Ted Hill, Capital Projects Manager, updated Commissioners on the 2022-2027 6-Yr Transportation Improvement Plan. It was explained that the objective of the 6-Yr TIP is to produce a comprehensive program for the orderly development and preservation of the city's street system. Only those projects identified in the adopted TIP are eligible for state or federal funding. Mr. Hill describes every text change, addition of a project, and completed projects. Commissioners had a few questions during their discussion. (Both Mr. Hill and Ms. Speir have since researched and provided written answers which have been distributed to the group.)

Mr. Hill informed the commissioners these additions have been discussed with City Council over the past 12 months. Two weeks have been provided between the public hearing and adoption date which is tentatively scheduled for June 7, 2021, to allow for comments received from the public hearing to be evaluated and may be incorporated into the final adopted by Council.

2021 Annual Development Regulation Amendments

Ms. Speir reviewed the proposed 2021 development regulation amendments corrections and updates affecting LMC Title 18A as follows:

18A.10.125 – Inserting map to portray where JBLM flight patterns overlap with Lakewood

18.A.10.70 (C) and (N) - Updating text regarding Director's Interpretations
18A.10.180 – Updating definitions
18A.20.080 – Updating Review Authorities for form-based codes
18A.40.020 – Updating Director Determinations
18A.40.040(A)(4) – Allowing personal services as permitted use in Commercial 1 zone
18A.60.090 (A)(4) - Clarifying minimum lot width in MR2 zone
18A.60.100 – Correcting rounding of fractions practices
18A.80 – Updating Parking Regulations
18A.95 – Updating Wireless Services Facilities regulations
Various scrivener corrections to cross-references to RCW and WAC sections

Then next steps and schedule are listed below:

06/14/2021: Public Hearing on Annual Development Regulation Amendments
07/07/2021: Commission Action on Annual Development Regulation Amendments
07/26/2021: Council Study Session
08/02/2021: Council Public Hearing on Annual Development Regulation Amendments
08/16/2021: City Council Action on Annual Development Regulation Amendments

Report from Council Liaison

Council member Mr. Paul Bocchi updated commissioners on the following topics:

- Mr. Bocchi requested patience over the next couple of years during the long awaited major pedestrian corridor project for the Tillicum area.
- City representatives have been meeting with County Executives to look for areas of cooperation between the County and cities for use of the American Rescue Plan Act funds. The City of Lakewood would be receiving just under \$7M each of the next two years.
- Mr. Bocchi encouraged all to attend the Friday evening Farmer's Market at the Colonial Plaza.
- City Council will be resuming in-person meetings in July per Governor Inslee's Order.
- Mr. Bocchi thanked the commissioners for their complicated work on all the projects they have completed during these difficult times.

Reports from Commission Members and Staff

Future Planning Commission Agenda Topics

June 16: Public hearing on the proposed annual development regulations

July 7: Special meeting with CSAB and others regarding allocating Lakewood's American Rescue Plan Act (ARPA) funds

Next Regular Meeting: The next regular meeting would be held on June 16, 2021.

Meeting Adjourned at 7:29 p.m.


Don Daniels, Chair
Planning Commission 06/16/2021


Karen Devereaux, Recording Secretary
Planning Commission 06/16/2021

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: July 6, 2021	TITLE: Authorizing Juneteenth as a paid legal holiday for the City of Lakewood.	TYPE OF ACTION: <input checked="" type="checkbox"/> ORDINANCE NO.755
REVIEW: June 28, 2021	ATTACHMENTS: Proposed Ordinance	<input type="checkbox"/> RESOLUTION NO. <input type="checkbox"/> MOTION NO. 2020-63 <input type="checkbox"/> OTHER

SUBMITTED BY: Mary McDougal, Human Resources Director

RECOMMENDATION: It is recommended that the City Council authorize Juneteenth as a paid legal holiday for the City of Lakewood.

DISCUSSION: In order for City employees to celebrate Juneteenth as a paid holiday, legislative action is required. Similar action at the federal and state level do not create a paid legal holiday for the City.

The City has previously established the following 10 official paid legal holidays: New Year's Day, MLK Jr. Day, President's Day, Memorial Day, 4th of July, Labor Day, Veteran's Day, Thanksgiving Day and the day immediately following, and Christmas Day. Juneteenth would be the 11th, and would be taken on June 19th, or on the Friday immediately before or the Monday immediately following, should June 19th fall on at Saturday or Sunday, respectively.

In terms of operations, the City has identified no significant operational impacts associated with establishing an additional holiday. The City will be closed for normal business, and 24/7 operations, including Police and PRCS, will continue as usual. Adding the holiday almost a year out allows the City to plan events and other activities around the holiday.

Should the City adopt legislation to add Juneteenth to paid city holidays, the legislation will apply only to nonrepresented employees. Currently the City's labor contracts each list by name the specific holidays; although currently consistent, they are not specifically tied to the State schedule, nor to the City ordinance. The bargaining units will need to bargain for any new holiday to be included in the applicable labor contract. As you are probably aware, one of the City's four labor contracts is currently expired, and two more expire at the end of 2021. The last one is through 2022. Thus, three of the four bargaining units will likely incorporate this paid holiday into a new contract. The fourth may ask for a Memorandum of Understanding and negotiate to receive the paid holiday mid-contract.

ALTERNATIVE(S): The City is not required to authorize Juneteenth as a paid legal holiday. Thus, the City may go forward with 11 paid legal holidays, including Juneteenth, proceed with ten paid legal holidays by not adopting Juneteenth. Other options may be impacted by negotiated collective bargaining agreements.

FISCAL IMPACT: Converting a paid work day to a paid holiday does not incur direct financial cost; payment is made either way. In 2020, the average payroll costs, including pay, tax and benefits, associated with a holiday was just under \$83,000. Assuming 3% increases for 2021, and 2022, the estimated cost of a holiday in 2022 is just over \$88,000. The difference is that payment for a work day is payment for work; payment for a holiday is not.

Where holiday payment is made for work it is in the form of holiday premium pay. In 2020, the average cost to the City for holiday premium pay for a holiday, including tax and benefits, was just over \$16,000. Adjusted by 3% for 2021 and 2022, the estimated additional cost to the City to establish Juneteenth as a holiday in 2022 is just over \$21,000.

Heidi Ann Wachter

Prepared by

Mary McDougal

Department Director



City Manager Review

ORDINANCE NO. XXX

AN ORDINANCE of the City Council of the City of Lakewood, Washington, amending Chapter 1.12 of the Lakewood Municipal Code relating to City Holidays.

WHEREAS, this year the Washington State legislature passed HB 1016, recognizing Juneteenth as a State holiday; and

WHEREAS, the Juneteenth is the oldest known celebration commemorating the end of slavery in the United States; and

WHEREAS, since its origin in 1865 in Galveston, Texas, the observance of June 19 (Juneteenth) as the African American Emancipation Day has spread across the United States and beyond; and

WHEREAS, Juneteenth is a day to recognize and honor the contributions that African Americans have made to our city, state and country; and

WHEREAS, Juneteenth is a chance to reflect on the progress that must continue to ensure that all have equal access and opportunity to participate fully in our society; and

WHEREAS, people of all races, nationalities and religions are joining hands to acknowledge a period in our history that shaped and continues to influence our society today.

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

Section 1. That Section 1.12.010 of the Lakewood Municipal Code is amended to read as follows:

A. The following days shall be the official legal holidays of the City:

1. January 1st, to be known as New Year's Day;
2. The third Monday of January, celebrated as the anniversary of the birth of Martin Luther King, Jr.;
3. The third Monday in February, to be known as President's Day and to be celebrated as the anniversary of the birthdays of Abraham Lincoln and George Washington;
4. The last Monday of May, to be known as Memorial Day;

5.) The nineteenth day of June, recognized as Juneteenth, a day of remembrance for the day the African slaves learned of their freedom;

- ~~56~~. July 4th, being the anniversary of the Declaration of Independence;
- ~~67~~. The first Monday in September, to be known as Labor Day;
- ~~78~~. November 11th, to be known as Veterans Day;
- ~~89~~. The fourth Thursday in November, to be known as Thanksgiving Day;
- ~~910~~. The day immediately following Thanksgiving Day;
- ~~1011~~. December 25th, to be known as Christmas Day.

B. City Hall shall be closed for regular business on the City Hall holidays listed above.

Section 2. That the City adopts by reference state law regarding days of recognition as detailed in RCW 1.16.050(7).

Section 3. Severability. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 4. Effective Date. That this Ordinance shall be in full force and effect thirty (30) days after publication of the Ordinance Summary.

ADOPTED by the City Council this 6th day of July, 2021.

CITY OF LAKEWOOD

Attest:

Don Anderson, Mayor

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

REQUEST FOR COUNCIL ACTION

DATE ACTION IS REQUESTED: July 6, 2021	TITLE: AN ORDINANCE of the City Council of the City of Lakewood, Washington adopting amendments to the Lakewood Comprehensive Plan, including the future land use and zoning maps, and Lakewood Municipal Code Title 18A.	TYPE OF ACTION: <input checked="" type="checkbox"/> ORDINANCE NO. 75X <input type="checkbox"/> RESOLUTION NO. <input type="checkbox"/> MOTION NO. <input type="checkbox"/> OTHER
REVIEW: May 24, 2021 Council Study Session June 7, 2021 Council Public Hearing June 14, 2021 Council Study Session	ATTACHMENT: Draft Ordinance 75X	

SUBMITTED BY: David Bugher, Assistant City Manager for Development Services
 Tiffany Speir, Long Range & Strategic Planning Manager

RECOMMENDATION: It is recommended that the City Council consider the attached Ordinance adopting amendments to the Comprehensive Plan, Future Land Use Map and Zoning Map.

DISCUSSION: The 2021 Comprehensive Plan amendment package includes eight (8) proposed amendments. The City Council held study sessions regarding the package on May 24 and June 14; on June 7, the City Council held a public hearing on the package as recommended in the Planning Commission's Resolution 2021-02.

Discussion is continued on the following page. **Attachment A** consists of a Memorandum explaining edits made to proposed Amendment 2021-01 the proposed new Energy & Climate Change Chapter per Council direction. The full text and maps of the proposed amendments are included in **Exhibit A to Attachment B**, Ordinance 75X.

ALTERNATIVE(S): The Council could amend the proposed Ordinance; the Council could also not adopt the Ordinance.

FISCAL IMPACT: Generally, the amendments in the 2021 CPA Docket include redesignating and rezoning parcels, amending the text of the Lakewood Comprehensive Plan, and amending LMC Title 18A. Fiscal impact will be related to the administrative implementation of these amendments. *Note:* Acting on climate change implementation measures per 2021-01 would require the City to hire additional personnel. An estimated FTE count is proposed at 1.5, and including additional funds for other expenses, the estimated first year costs would total \$189,413.

Prepared by:
Tiffany Speir, Long Range & Strategic Planning Manager

Department Director:
Dave Bugher, Assistant City Manager for Development Services



 City Manager Review

Discussion Continued

On June 14, the City Council discussed the City-provided responses to Councilmember, utility, and public comments regarding the amendment package, specifically related to proposed amendments 2021-01 (new Energy & Climate Change Chapter), 2021-04 (encouraging “missing middle housing” in City zones R1-R4 and MR1 and MR2), and tree preservation concerns related to 2021-02 (recognizing the parcels that were rezoned in 2020 from residential to industrial in the Comprehensive Plan.)

During their discussion, City Councilmembers voiced their concerns over adopting amendments 2021-01 and 2021-04 as presented. Staff was directed to amend proposal 2021-01 to reflect the suggested edits provided by Councilmembers Brandstetter and Farmer. There was also discussion about directing the Planning Commission to develop a 5 year plan to implement the 2021-01 (Energy & Climate Change Chapter) and recommending it to the Council for consideration in 2022. The Memorandum in **Attachment A** explains the edits included in the latest version of 2021-01.

Included below are three tables; the first summarizes the amendments as recommended through Planning Commission Resolution 2021-02, the second summarizes public comments submitted to the Planning Commission, and the third summarizes public comments submitted to the City Council.

SUMMARY OF PROPOSED 2021 COMPREHENSIVE PLAN/ZONING MAP AMENDMENTS AND PLANNING COMMISSION RECOMMENDATIONS

Proposed Amendment Title	Originally Proposed Amendment Description	Planning Commission Recommendation per Resolution 2021-02
CPA-ZOA-2021-01 (Adoption of new Energy & Climate Change Chapter) City-Initiated	Replaces the current Comprehensive Plan Sustainability Chapter with a new Energy & Climate Change Chapter. The full text of this amendment is included in Attachment A to this document.	Approval with request that City Council direct the Planning Commission to review the Chapter’s Implementation Strategies and provide priority action recommendations in the 2022 Comprehensive Plan Amendment Cycle
CPA/ZOA-2021-02 (Text and Map updates to reflect the 2020 rezoning of parcels in the Springbrook area to Industrial Business	In 2020, the City Council rezoned 19 parcels from residential to industrial in the Springbrook area. This amendment reflects that rezone in the Comprehensive Plan discussions of Springbrook. The full text of this amendment is included in Attachment A to this document.	Approval

Proposed Amendment Title	Originally Proposed Amendment Description	Planning Commission Recommendation per Resolution 2021-02
Park (IBP)) City initiated		
CPA/ZOA-2021-03 (Text and Map updates to reflect adoption of 2020 City Parks Legacy Plan) City-Initiated	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 The full text of this amendment is included in Attachment A to this document.	Approval
CPA/ZOA-2021-04 (Text updates to the Comprehensive Plan and Title 18A related to allowing and/or encouraging various housing types (e.g., transitory accommodations, accessory dwelling units, and “missing middle” housing.) City-Initiated	1. Updates 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.) 2. Updates definition of “affordable housing” per RCW. 3. Allows 2- and 3-family detached or attached housing units in the R1, R2, R3, and R4 zones and allows multifamily housing units in the MR 1 and MR2 zones. No changes to allowed densities in these zones are proposed. The full text of this amendment is included in Attachment A to this document.	Approval
CPA/ZOA-2020-05 (Updates related to Western State Hospital (WSH) and Public and Semi-Public Institutional Uses) City-Initiated	Updates the Comprehensive Plan discussion of Western State Hospital to reflect the new Master Plan for the complex. Note: The resubmitted Master Plan application originally anticipated for review during Fall 2020 was not received until May 12, 2021.	Continue amendment to 2022 Comprehensive Plan amendment cycle to allow for CED review and action on proposed Master Plan update.
CPA/ZOA-2020-06 (Text and Map updates to reflect	Updates the Comprehensive Plan maps and text to reflect the 2018 adoption of the Downtown Subarea Plan and the 2021 adoption of the Lakewood Station District Subarea Plan.	Approval

Proposed Amendment Title	Originally Proposed Amendment Description	Planning Commission Recommendation per Resolution 2021-02
adoption of the Downtown Subarea Plan (DSAP) and the Lakewood Station District Subarea (LSDS) Plan.) City-Initiated	<p>The full text of this amendment is included in Attachment A to this document.</p>	
CPA/ZOA-2020-08 (Berkeley Interchange/ Tillicum Neighborhood) Privately- and City-Initiated	<p>1. Redesignates/rezones 9 parcels in proximity to Berkeley Interchange from SF/R3 to NBD/NC2.</p> <p>2. Redesignates/rezones 4 parcels included within a pending Habitat for Humanity in Tillicum from SF/R3 to MR/MR2.</p> <p>3. Recommends conducting 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.</p> <p>The full text of this amendment is included in Attachment A to this document.</p>	Approval
CPA/ZOA-2020-09 (Text amendments to Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.) City-Initiated	<p>GOAL LU-18: Promote, within commercial districts and corridors, the infill of vacant lands, redevelopment of underutilized sites, and intensification of existing sites.</p> <p>LU-18.5: Work to reinvigorate economically blighted areas in Lakewood by establishing Community Renewal Areas with associated renewal plans.</p>	Approval
CPA/ZOA-2020-10 (Text amendments to LMC Chapter 18A.40 expanding the list of water	<p>Amends LMC 18A.40.150 Utilities Table A</p> <p>The full text of this amendment is included in Attachment A to this document.</p>	Approval

Proposed Amendment Title	Originally Proposed Amendment Description	Planning Commission Recommendation per Resolution 2021-02
<p>supply related facilities and sewer or pumping station facilities in the Lakewood Development Code)</p> <p>City-Initiated</p>		
<p>CPA/ZOA-2020-11 (Text 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)</p> <p>City-Initiated</p>	<p>1. Amends PS-18.4: “Provide assistance for a continuum of housing for persons with special needs, homeless persons and people at risk of homelessness.</p> <ul style="list-style-type: none"> • 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 <u>Continuum of Care and its current Plan to End homelessness</u> in Pierce County.” <p>2. Amends LMC 18A.10.180, 18A.20.310 Public notice framework, Chapter 18A.30 Discretionary Permits Table of Contents, and 18A.40.010 Purpose.</p> <p>The full text of this amendment is included in Attachment A to this document.</p>	<p>Approval</p>

SUMMARY OF PUBLIC COMMENTS SUBMITTED TO PLANNING COMMISSION

Commenter	Comment to Planning Commission	City Response
4/22/21 Department of Commerce on package of proposed 2021 Comprehensive Plan amendments	<p>Page 8 LU-53 increases densities in the Springbrook neighborhood as a way to revitalize it. Are there also infrastructure investments or other plans for programmatic investments to help the area thrive, while also considering potential displacement?</p>	<p>The area just outside the gate to JBLM on Bridgeport Way SW is designated as the Springbrook Residential Center of Local Importance (CoLI) based on its importance to the City and special status as a compact high-density residential area. The Springbrook Center boundaries are shown in Figure 2.9 of the Comprehensive Plan. The City has spent over \$24 million on projects in the Springbrook, Woodbrook and Tillicum areas since 2004, including extension of water service to Springbrook, and substantial roadway improvements in these areas.</p> <p>Comprehensive Plan Table 4.3 lists 6 Key Pedestrian routes planned within Springbrook, which will have wide sidewalks; streetscape features such as street trees, benches, way-finding signage, and pedestrian-oriented street lighting; and safe street crossings. A green street is contemplated at 47th Street pedestrian crossing in Section 4.5.2 of the Comprehensive Plan.</p> <p>Goals LU-51, UD-12, ED-5, and Policy PS-13.8 and proposed amended Goal LU-53 all continue to express the City's commitment to improving the quality of life in Springbrook. The Comprehensive Plan also discusses developing a Springbrook Subarea Plan at Policy ED-5.13 and Land Use Implementation Strategy 11.3.3.</p>
	<p>Page 17: "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.</p> <p>As ROW, lakefront street-ends are not considered parks or parkland. The City continues to actively monitor and evaluate existing lakefront street-ends. Some cities, like Seattle, are working on "activating" such street ends as they are public</p>	<p>Lakewood's Shoreline Master Program (SMP) discusses the protection of public access in numerous sections and subsections and was approved by the State Department of Ecology in 2019. The SMP was adopted via the City of Lakewood Ordinance 718 and can be viewed here: https://cityoflakewood.us/wp-content/uploads/2019/11/LakewoodSMP_final_eff110619.pdf</p>

	<p>access to the lake.”</p> <p>Policy LU41.4, relating to protection water access, has been replaced. Are there policies in the shoreline master plan on this topic?</p>	
	<p>Pages 17-20 provide an overview of the park outreach process, which is good, but maybe doesn’t really in the text of a comprehensive plan. What you want is the current inventory, policies you decided on and the commitments for improved facilities. The discussion probably belongs in another document.</p>	<p>Comment noted. Proposed amendment 2021-03 has been edited to reduce the discussion regarding the public outreach conducted when preparing the 2020 Legacy Plan.</p>
	<p>Policy 42.5 is to develop policies to support active and healthy communities. As Pierce County health department has developed significant policies on this topic, we recommend that Lakewood use their resources to adopt such policies now.</p>	<p>Comment noted.</p>
	<p>Deleted Goal LU 45 and its policies addressed diverse needs, inclusive needs, and diversity. We recommend that your policies continue to address diversity, inclusivity and equitable investment in and access to park facilities.</p>	<p>Comment noted. Proposed Goal LU 42 is intended to replace deleted Goal LU 45.</p>
	<p>Congratulations on replacing your sustainability chapter with a more focused energy and climate change chapter. This contains a good list of prioritized actions that are needed to reduce energy use and transition to renewable forms of energy. We encourage you to increase the strength of</p>	<p>Policy EC 2.3 D New/revised text: <u>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.</u></p>

	<p>some actions of which Lakewood has control. For example:</p> <p>“Policy EC 2.3 D Encourage businesses, schools and residential developments to provide secure bicycle parking to ensure that these ecologically friendly, low-impact transportation modes are available to all community members.”</p> <p>We recommend you include these in your standards and enforce them with new development.</p>	
	<p>“Policy EC 2.3 Policy A, Develop and implement citywide bicycle and pedestrian plans to make Lakewood a more pedestrian and bicycle-friendly City. This includes identifying gaps in the network and explore developing potential pedestrian and bicycle priority areas or districts.”</p> <p>Does Lakewood already have a bicycle and pedestrian plan can that be improved upon?</p>	<p>Policy EC 2.3 Policy A: Update Develop and implement citywide bicycle and pedestrian plans to make Lakewood a more pedestrian and bicycle-friendly City. This includes identifying gaps in the network and explore developing potential pedestrian and bicycle priority areas or districts.</p> <p>The City does have an adopted non-motorized plan, however, it is in need of a major update when funding for the project can be secured.</p>
	<p>“Policy EC 4.3 Policy I, Introduce new regulations providing electrical vehicle infrastructure.”</p> <p>This policy is unclear. EVI should already have been allowed, per past changes to the GMA, but you could go further to require EV ready housing.</p>	<p>Amend EC 4.3 (I) to read “<u>Enforce the 2018 International Building Code, Section 429, Electric Vehicle Charging Infrastructure. This section includes charging infrastructure for accessible parking spaces.</u>”</p>

SUMMARY OF PUBLIC COMMENTS SUBMITTED TO CITY COUNCIL

Amendment #	Commenter	Summary of Public Comment to City Council	City Response
2021-01	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. 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	Comment noted.

		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.	
		<p>Our mission today is deep decarbonization and greenhouse gas emissions reduction. Our customers want clean energy and we are committed to working together to make this a reality. As part of this commitment we are actively working in a number of areas, including:</p> <ul style="list-style-type: none"> - 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. 	Comment noted.
		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	Comment noted.

		<p>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.</p> <p>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.</p>	
		<p>PSE welcomes participation and partnerships that align with the strategies we are continuing to develop in coordination with our external stakeholders. These partnerships include:</p> <ul style="list-style-type: none"> - Green Power Program - Solar Choice - Carbon Balance - Green Direct - Battery Storage Pilots - Community Solar - Net Metering <p>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.</p>	Comment noted.
		<p>Fuel Switching Puget Sound Energy recognizes that the path to maximizing the reduction of greenhouse gases requires creative and innovative thinking, and appreciate the opportunities we have had to work with our local government partners on these solutions.</p>	Comment noted.

		<p>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:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
		<p>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</p>	Comment noted.

		<p>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:</p> <ul style="list-style-type: none"> - 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. 	
		<p>Electric Vehicles Puget Sound Energy supports the development of electric vehicle (EV) charging infrastructure for customer-owned electric vehicles. PSE had the first customer-facing electric vehicle program in Washington State and has continued to expand its electric vehicle program offerings over the past 6 years. Most recently, PSE has a public charging station in Lacey, with plans to add similar stations at several other locations in our service territory. PSE also supports personal charging stations and runs pilot programs to better understand the impact of EV charging on the electric grid. As more local government fleets and individuals invest in electric vehicles, PSE is proud to partner on the infrastructure to make these changes possible. PSE has also installed workplace charging stations in locations like Kenmore City Hall and Inglewood Shores Condominiums. PSE has also partnered with King County Metro to electrify its transit fleet.</p>	Comment noted.
	Lakewood Light & Power	<p>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</p>	Comment noted.

		<p>dispatchable and renewable Federal Columbia River Power System, which helps sustain resource adequacy for Lakewood’s residents and businesses.</p> <p>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.</p>	
		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.
		<p>Notes to Consider:</p> <p>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.</p> <p>Regarding solar, our region’s largest peak demands are when PV generation is least productive, in the winter months.</p>	Comment noted.
	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, WSDOT Rail Division, Amtrak and major employers in Lakewood to promote greater transit opportunities and use.”	
		Policy EC 2.2 (A): Pierce Transit does offer evening shuttle service.	Comment noted.
		Policy EC 2.2 (A): Define “enhanced service” and mention paratransit service “Collaborate with regional transportation agencies to maintain and enhance service”	Comment noted.
		Policy EC 2.2 (C): General Comment; At this point, until we acquire new funding from sales tax, we are limited to the available service hours. We unfortunately do not have more service hours to allocate in the mid-term unless we choose to go to the ballot and are successful in acquiring our full state allowed funding. In our Ballot measure, we are preparing to provide free rides for youth, seniors, and veterans as the first benefit of passage.	Comment noted.
		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 this and are not currently served during operational hours by Pierce Transit?	Comment noted.
		Policy EC 2.2 (C): “new bus rapid transit system that connects Downtown Tacoma to Lakewood Please replace the word "system" with “route”	Edit will be made.
		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 districts.” Please include "Transit" here as well. More connectivity increases our rider's ability to ride.	Edit will be made.
		Policy EC 2.3 (H): “Coordinate and partner with the Clover Park School District and Safe	Edit will be made

		<p>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.”</p> <p>Please include transit</p>	
		<p>Policy EC 2.4: “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.”</p> <p>This would impact the Pierce Transit and Sound Transit coordinated bus operations as well. Noting in case this has a defined time point.</p>	Comment noted.
2021-01	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.	As the City proceeds with implementation actions for the Energy & Climate Change Chapter, stakeholders will be contacted for participation in discussions about relevant topics.
		- “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.	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	As the City proceeds with implementation actions for the

		<p>– absolutely concerned about this and wondering the timeline. PSE, etc., I’m sure, would also like to be in the loop.</p>	<p>Energy & Climate Change Chapter, stakeholders will be contacted for participation in discussions about relevant topics.</p> <p>The City has also been in regular contact with power utilities as the proposed Energy & Climate Change Chapter was developed. This communication will continue.</p>
2021-01	Christina Manetti	<p>Regarding Amendment 2021-01: Why are these not utilized, before destroying woodland and residential neighborhoods?</p> <p>- 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.</p> <p>- 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.</p> <p>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:</p> <p>"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. <i>The City has not typically taken in consideration the carbon sequestration benefit of these resources, however, in its decision-making process.</i>"</p> <p>Consider for example this excerpt from David Tallamy's 2021 book <i>The Nature of Oak</i> (p. 122):</p>	<p>Comment noted.</p> <p>The Lakewood Municipal Code regulates significant trees at LMC 18A.70 Article III.</p> <p>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 tree] determined to be significant by the Director due to the uniqueness of the species or provision of important wildlife habitat.”</p> <p>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.”</p> <p>Per LMC 18A.70.310: “Lots of less than 17,000 square feet in single-family residential zones are exempt from this chapter,</p>

	<p>"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 (CO₂) 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".</p> <p>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 well-being of Lakewood's people and animals, and of course their ever-important aesthetic contributions to this wooded city on the lakes.</p>	<p>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."</p> <p>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."</p> <p>Thus, for every development application, LMC 18A.70 Article III and/or site-specific SEPA analysis is conducted by the City.</p> <p>Creeks are part of the City's Shoreline Master Program; setbacks, mitigation, etc. is required. The minimum setback from creeks is 65 feet.</p> <p>City has required large open space set-asides to protect Gary Oaks, most notably along Flett Creek and the Flett Creek Complex. The City has also zoned private property as open space.</p> <p>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.</p> <p>The City required removal of</p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

			<p>Garry Oaks in the North Clear Zone but also required \$50,000 in offsite mitigation along the ridge of Flett Creek Complex.</p> <p>The City also regularly fines property owners who cut down trees 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.</p> <p>The City is using the City's tree fund to work with Pierce College to attempt to grow Garry oaks at Fort Steilacoom Park.</p>
2021-02	Laura Renninger, Oak Harbor Gary Oak Society	<p>Developers should not be able to view a lot with standing oaks on it as a blank canvas where they can create whatever they please. Instead, they should consider the Garry oaks as part of Lakewood's heritage, and design around them. Developers should also provide protection to the trees during the construction process.</p> <p>Please refer to the publication by the Oregon State University Extension, "Tree Protection on Construction and Development Sites", https://catalog.extension.oregonstate.edu/sites/catalog/files/project/pdf/em8994.pdf</p>	<p>Comment noted. The comment letter does not refer to a specific proposed Comprehensive Plan amendment.</p> <p>The Lakewood Municipal Code regulates significant trees at LMC 18A.70 Article III.</p> <p>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 tree] determined to be significant by the Director due to the uniqueness of the species or provision of important wildlife habitat."</p> <p>LMC 18A.70.310 (B) states that</p>

			<p>“Industrially zoned properties are exempt from this chapter, except where specific tree preservation is required as a mitigation measure under SEPA.”</p> <p>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.”</p> <p>Thus, for every development application, LMC 18A.70 Article III and/or site-specific SEPA analysis is conducted by the City.</p>
		<p>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.</p>	<p>Comment noted. The comment letter does not refer to a specific proposed Comprehensive Plan amendment.</p>
		<p>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.</p> <p>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</p>	<p>“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.</p>

		<p>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.</p> <p>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.</p> <p>Multiple species of birds, some of which are experiencing population decline, use these oak branches for nesting cavities.</p> <p>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.</p>	
		<p>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.</p>	<p>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.</p> <p>The public call for 2022 Comprehensive Plan amendment cycle items will occur in August-September 2021.</p>
	<p>Rikki McGee</p>	<p>Regarding amendment 2021-02: I understand the following rezoning of Springbrook parcels being proposes, see following image from document.</p> <p>I am not familiar with Lakewood’s building zones and I am not a policy, development, or</p>	<p>The rezoning of parcels referred to in amendment 2021-02 occurred in 2020; no new rezoning is proposed in amendment 2021-02.</p>

		<p>environmental expert but I am familiar with this area and appreciate what the city has done to improve Springbrook Park.</p> <p>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.</p> <p>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.</p>	
		<p>My questions are:</p> <p>1. What kinds of industries might be built in this area?</p>	<p>1. Uses allowed in the Industrial Business Park (IBP) zone can be seen at LMC 18A.40.040.</p>
		<p>2. Will developers go through the SEPA process?</p>	<p>2. Developments within the Springbrook Neighborhood will be analyzed under SEPA as well as applicable sections of the Lakewood Development Code.</p>
		<p>3. Will there be specific accommodations for businesses built so near Clover Creek and in the 100 year flood zone?</p>	<p>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.</p>
	<p>Christine Manetti</p>	<p>Regarding Amendment 2021-02:</p> <p>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.</p> <p>Please include me as a party of record.</p>	<p>Comment noted.</p>

		<p>Springbrook Zoning Change: The first is the change of zoning to industrial for parcels in the Springbrook neighborhood.</p> <p>- The area is unsuitable for industrial zoning:</p> <p>- 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.</p> <p>- 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.</p> <p>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.</p> <p>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 84th 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.</p>	<p>Comment noted. The rezoning of parcels referred to in amendment 2021-02 occurred in 2020; no new rezoning is proposed in amendment 2021-02.</p>
		<p>“Roll back” 2020 rezone of 19 parcels in Springbrook to IBP</p>	<p>Comment noted.</p>
		<p>2021-04</p>	<p>Jenna Lee</p>
<p>6/7/21 Public Comment Portion of CC Meeting (not part of public hearing on 2021 CPAs)</p>			
<p>2021-02</p>	<p>Matt McCarthy</p>	<p>Opposed to industrial zoning of areas where oak trees present; oak trees better carbon sinks than other types of trees</p>	
	<p>TJ Kwan</p>	<p>Opposed to industrial zoning in Springbrook</p>	

		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	

ATTACHMENT A



TO: Mayor and City Councilmembers
FROM: Dave Bugher, Assistant City Manager for Development Services
THROUGH: Tho Krauss, Acting City Manager
DATE: July 6, 2021 City Council Regular Meeting
SUBJECT: 2021 Comprehensive Plan Amendments - Climate Change Chapter

This Memorandum has been prepared to introduce the latest version of the updated Comprehensive Plan Energy & Climate Change Chapter that includes goals, policies, and action sections. A concerted effort has been made to incorporate past City Council comments. Some Councilmembers' comments overlapped on some of the proposed action items; when this occurred, we attempted to meld the comments together into a uniform action. Highlighted changes include:

1. Syntax corrections;
2. Table of contents;
3. Updated acronyms;
4. New section addressing climate change, environmental justice, & equity, including the City Council's recently adopted statement on equity;
5. A system to identify environmental justice, & equity policies and tasks within climate change documents. Hint, look for the **BLUE ARROWS "→"**. There are a total of 19;
6. Changes to the climate change advantages/challenges section;
7. A special note added to Table 2 which shows that as a result of COVID-19, 2020 transportation emissions dropped by 27 percent;
8. A more expanded discussion on impacts to lakes, although the City still lacks sufficient scientific information to go into greater detail; and
9. Amended Finding 1, adding environmental justice and equity policies and programs into climate change decision-making.

Under goals, policies and tasks, many changes are proposed, all of which are substantive. Some examples follow:

1. The development of 5-year plans, but also providing direction on how we should proceed;
2. Environmental justice is addressed in some of the proposed action items;
3. An updated non-motorized transportation plan;
4. Enhanced outreach including programs designed to change human behavior towards climate change;

5. Possible participation in Washington State's cap-and-trade program;
6. A new program to encourage the installation of public electric vehicle charging infrastructure in public spaces;
7. Perform a climate change assessment report for the community's lakes;
8. A revised strategy, plus new actions, to address the maintenance of municipal service levels.

City Councilmembers are asked to review the amendments, and make corrections, if any.

If adopted, these proposed actions represent a substantial financial commitment to addressing climate change, and improving government efficiencies. In the development of the next biennial budget, we would propose to set aside funds for a new office of sustainability.

**ATTACHMENT B
ORDINANCE NO. 75X**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF LAKEWOOD, WASHINGTON ADOPTING
AMENDMENTS TO THE LAKEWOOD COMPREHENSIVE
PLAN, INCLUDING THE FUTURE LAND USE MAP AND
ZONING MAP, AND LAKEWOOD MUNICIPAL CODE
TITLE 18A.**

FINDINGS

WHEREAS, the Washington State Legislature, through Chapter 36.70A RCW, the state Growth Management Act (GMA), intends that local planning be a continuous and ongoing process; and

WHEREAS, the GMA requires that the City of Lakewood adopt a Comprehensive Plan; and

WHEREAS, in accordance with RCW 36.70A.130, the adopted Comprehensive Plan shall be subject to continuing evaluation and review, and amendments to the Comprehensive Plan shall be considered no more frequently than once every year; and

WHEREAS, in compliance with the requirements of the GMA and following abundant public outreach and involvement, the Lakewood City Council adopted the City of Lakewood via Ordinance No. 237 on July 10, 2000; and

WHEREAS, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Commission that incorporated public input, has subsequently amended the City of Lakewood Comprehensive Plan periodically, including a review required by law in 2004, and 2015; and

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

WHEREAS, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Commission following public input, has subsequently amended the City’s Land Use and Development Regulations included in the Lakewood Municipal Code periodically, either in conjunction with Comprehensive Plan amendments or on a standalone basis; and

WHEREAS, it is appropriate for a local government to adopt needed amendments to its Comprehensive Plan to ensure that the Plan and implementing regulations provide appropriate policy and regulatory guidance for growth and development; and

WHEREAS, the Lakewood Planning Commission, acting as the City’s designated planning agency, has reviewed the proposed amendments to the City of Lakewood Comprehensive Plan, Future Land-Use Map and Zoning Map and related Titles of the Lakewood Municipal Code (“2021 CPA Docket”); and

WHEREAS, public participation opportunities, as required by RCW 36.70A.130(2)(a), appropriate to the level of the amendments being reviewed, have been afforded to interested parties via numerous open public meetings, mailings and site postings, and a public comment/hearing period, and public input received through these channels has been duly considered by the Lakewood Planning Commission; and

WHEREAS, environmental review as required under the Washington State Environmental Policy Act has resulted in the issuance of a determination of environmental non-significance; and

WHEREAS, a 60-day notice has been provided to state agencies prior to the adoption of this Ordinance, and state agencies have been afforded the opportunity to comment per RCW 36.70A.106(1) via SEPA Register #202101726 filed April 6, 2021 and Commerce submittal NOIA 2021-S-2550 filed April 6, 2021; and

WHEREAS, following its April 21, 2021 public hearing, on May 5, 2021 the Lakewood Planning Commission forwarded a set of recommendations relative to the 2021 CPA Docket to the Lakewood City Council via Planning Commission Resolution No. 2021-02; and

WHEREAS, following public notice, the Lakewood City Council held a public hearing on June 7, 2021; and

WHEREAS, the Lakewood City Council has reviewed materials relevant to public input and staff and Planning Commission recommendations leading up to the proposed 2021 CPA Docket; and

WHEREAS, the Lakewood City Council has considered the required findings in LMC 18A.30.030 - .050 as related to each independent zoning map amendment, and hereby finds that the requirements of LMC 18A.30.030 - .050 are satisfied; and

WHEREAS, after review of the record and recommendations of the Lakewood Planning Commission, the Lakewood City Council finds that the amendments to the City of Lakewood Comprehensive Plan as identified within this Ordinance comply with the requirements of the state Growth Management Act;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Adoption of City Council Findings.

The Findings of the City Council are adopted as part of this Ordinance.

Section 2. Adoption of Amendments.

The Comprehensive Plan, including the official Future Land-Use Map and Zoning Maps of the City for the below-referenced parcels, and LMC Title 18A as summarized below and described more fully in Exhibit A hereto, with the exception of amendment 2021-05 (that is continued to the 2022 Comprehensive Plan amendment cycle), are hereby amended as follows:

CPA/ZOA-2021-01 (Energy and Climate Change Chapter)

This amendment:

1. Amends the Comprehensive Plan by replacing the current Chapter 10, Sustainability, with a new Chapter 10, Energy and Climate Change

CPA/ZOA-2021-02 (Reflection of 2020 rezoning of Springbrook Parcels)

This amendment:

1. Amends the Comprehensive Plan to reflect the 2020 redesignation and rezoning of 19 parcels in the Sprignbrook area from residential to industrial.

CPA/ZOA-2021-03 (Reflection of 2020 adoption of 2020 City Parks Legacy Plan)

This amendment:

1. Amends the Comprehensive Plan to reflect the adoption of the 2020 Parks Legacy Plan

CPA/ZOA-2021-04 (Allowing and/or encouraging various housing types (e.g., transitory accommodations, accessory dwelling units, and “missing middle” housing.))

This amendment:

1. Updates 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.)
2. Updates the LMC definition of “affordable housing” per RCW.
3. Allows 2- and 3-family detached or attached housing units in the R1, R2, R3, and R4 zones and allows multifamily housing units in the MR 1 and MR2 zones. No changes to allowed densities in these zones are proposed.

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

This amendment is continued to the 2022 Comprehensive Plan amendment cycle and would:

1. Update the Comprehensive Plan discussion of Western State Hospital to reflect the new Master Plan for the complex.

CPA/ZOA-2021-06 (Reflection of adoption of the Downtown Subarea Plan (DSAP) and the Lakewood Station District Subarea (LSDS) Plan.)

This amendment:

1. Updates the Comprehensive Plan maps and text to reflect the 2018 adoption of the Downtown Subarea Plan and the 2021 adoption of the Lakewood Station District Subarea Plan.

CPA/ZOA-2021-08 (Berkeley Interchange/Tillicum Neighborhood)

This amendment:

1. Redesignates/rezones 9 parcels in proximity to Berkeley Interchange from SF/R3 to NBD/NC2.
2. Redesignates/rezones 4 parcels included within a pending Habitat for Humanity in Tillicum from SF/R3 to MR/MR2.
3. Recommends conducting 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.

CPA/ZOA-2021-09 (Amends Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.)

This amendment:

1. Removes reference to “community renewal areas” in LU-18.5

CPA/ZOA-2021-10 (Amends LMC Chapter 18A.40 to expand the list of allowed water supply related facilities and sewer or pumping station facilities)

This amendment:

1. Amends LMC 18A.40.150 Utilities Table A to expand the list of allowed water supply related facilities and sewer or pumping station facilities in the City.

CPA/ZOA-2021-11 (Amends the Comprehensive Plan and LMC Title 18A to comply with 2020 ESSB 1754, “Religious Organizations: Hosting of the Homeless”)

This amendment:

1. Amends PS-18.4 to refer to the Continuum of Care and its current Plan to End Homelessness
2. Amends LMC 18A.10.180, 18A.20.310 Public notice framework, Chapter 18A.30 Discretionary Permits Table of Contents, and 18A.40.010 Purpose to regulate Religious Organizations: Hosting of the Homeless in compliance with 2020 ESSB 1754.

Section 5. Remainder Unchanged. The rest and remainder of the Lakewood Comprehensive Plan, including the unaffected sections of the Future Land-Use Map and Zoning Map, and Title 18A of the Lakewood Municipal Code, shall be unchanged and shall remain in full force and effect.

Section 6. Severability. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 7. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after final passage.

ADOPTED by the City Council of the City of Lakewood this 6th day of July, 2021.

CITY OF LAKEWOOD

Don Anderson, Mayor

Attest:

Briana Schumacher, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney

EXHIBIT A

CPA/ZOA-2021-01 (Energy and Climate Change Chapter)



Energy & Climate Change Chapter

**2021 Comprehensive
Plan Update**

**Lakewood Community
& Economic
Development
Department**

Lakewood Planning Commission Review/Recommendations

- February 17, 2021
- March 24, 2021
- April 7, 2021
- April 21, 2021 (Public Hearing)
- May 5, 2021, Recommendation Resolution No. 2021-02

Lakewood City Council Review/Adoption

- May 24, 2021 Study Session
- June 7, 2021 (Public Hearing)
- June 14, 2021 Study Session
- July 6, 2021 Adoption

Contents

Acronyms	3
Energy & Climate Change Chapter – Lakewood Comprehensive Plan	4
Purpose of the Chapter	4
What is Climate Change?	4
Renewable Energy Today	5
Potential Impacts of Climate Change	6
Climate Change in the Pacific Northwest	6
Climate Change Impacts to Washington	6
Climate Change Impacts to Pierce County	7
Climate Change Impacts to Lakewood	9
Climate Change, Environmental Justice, & Equity	9
Recent Washington State Legislation, Engrossed 2nd Substitute 5141 (also known as the HEAL Act)	9
Lakewood City Council Statement on Equity	10
Lakewood Climate Change Advantages and Challenges	11
COVID-19 Impacts	14
Citywide Greenhouse Gas Emissions	14
What GHGs are included?	15
What economic sectors and emission sources are included?	16
Transportation	16
Buildings	17
Solar	19
Google Environmental Insights Explorer GHG Initial Estimates	19
Google Environmental Insights Explorer Rooftop Solar Potential	20
Washington State GHG Emission Reduction Standards	21
Lakewood Energy Generation and Use	22
Carbon Sequestration	24
Key Findings and Recommendations	30
Finding 1: Lakewood can provide leadership and engagement	30
Finding 2: Lakewood can actively regulate land uses to reduce greenhouse gas emissions	30
Finding 3: Lakewood can improve upon its active modes of travel.	31
Finding 4: Restoring and protecting the natural environment will help to mitigate impacts of climate change.	31

Finding 5: Preparing for potential climate change impacts is as critical as reducing greenhouse gas impacts and planning for long-term sustainability.	31
Energy & Climate Change, Goals, Policies, & Actions	32
Goal EC 1: Provide Leadership in Managing Climate Change.	32
Goal EC 2: Improve Clean and Efficient Transportation Options.	35
Goal EC 3: Increase Sustainable and Energy-Efficient Systems.	40
Goal EC 4: Encourage Sustainable Development.	44
Goal EC 5: Develop a Hazards Management Plan (developing a climate-resilient community).	50

Acronyms

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

Energy & Climate Change Chapter – Lakewood Comprehensive Plan

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 on climate change; promote clean and efficient transportation options; encourage sustainable and efficient energy systems; promote sustainable development; support community revitalization; and build a climate-resilient community.

What is Climate Change?

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

Renewable Energy Today

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

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

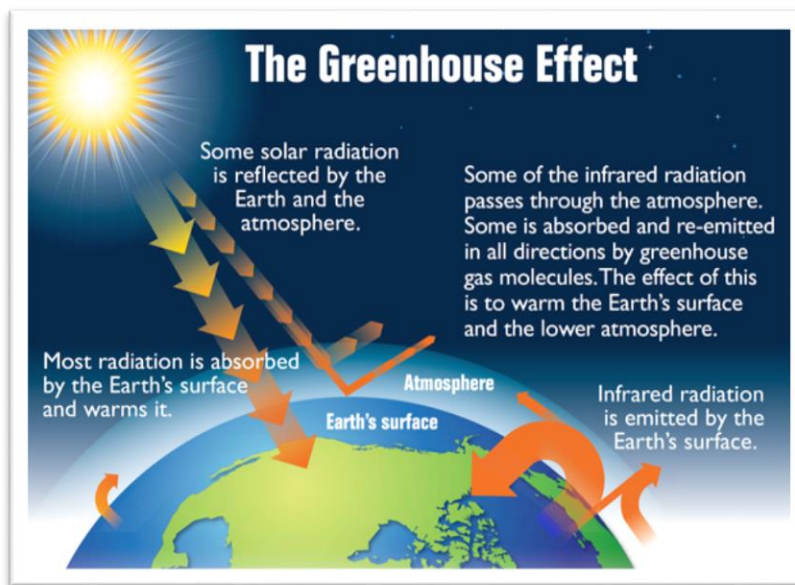


Figure 2 (EPA 2012)

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

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

The renewable energy sector saw significant demand from most market segments as overall consumer sentiment remained positive. Renewable energy consumption by residential and commercial customers increased 6 percent and 5 percent, respectively, while industrial consumption declined slightly, by 3 percent, through June 2019 compared with the previous year.^{iv} As in 2018, US corporate renewable

energy contracts once again hit new levels, as corporations signed power purchase agreements (PPAs) for 5.9 gigawatts (GW) of renewable energy in the first half of 2019.^v

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.



Figure 3 (*Unknown Source*)

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

Climate Change in the Pacific Northwest^{vii}

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

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

There has been an observed increase in the variability of average winter (October-March) season precipitation since 1973 for the Pacific Northwest, but no information on changes at smaller time scales (monthly, daily changes). The cause of this change is unknown. Heavy rainstorms are expected to increase globally; whether they do in the Pacific Northwest will be related to where and how the storm track moves in the future – it could increase, decrease, or stay the same.

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

Any changes in windstorms are unknown.

Climate Change Impacts to Washington

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

will become more acidic, streams will be warmer, populations of several fish species will decline, and wildfires may be more common.

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

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

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

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

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

Climate change is likely to more than double the area in the Northwest burned by forest fires during an average year by the end of the 21st century. Higher temperatures and a lack of water can also make trees more susceptible to pests and disease, and trees damaged or killed burn more readily than living trees. Changing climate is likely to increase the area of pine forests in the Northwest infested with mountain pine beetles over the next few decades. Pine beetles and wildfires are each likely to decrease timber harvests. Increasing wildfires also threaten homes and pollute the air.

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

Climate Change Impacts to Pierce County

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

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

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

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

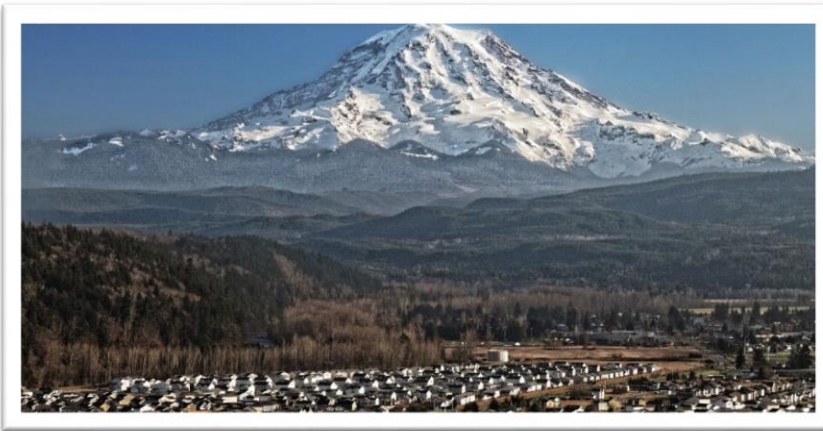


Figure 4 (*Pierce County*)

Current trends indicate that Mount Rainier's glaciers - and other sources contributing to summertime stream flows and sedimentation in Puget Sound watersheds - will continue to melt as temperatures warm. In all years between 2003 and 2009, there has been a net melting of the Emmons and Nisqually Glaciers between 0.5- and 2.0-meters water equivalent.

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

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

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

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

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

Climate Change Impacts to Lakewood

Local impacts are not definitive, but Lakewood could experience:

1. Changes to local weather patterns leading to more frequent peak storm events;
2. Rising Puget Sound water levels which could influence Chambers Creek Dam at high tides and eventually lead to overtopping;
3. Intermittent lakes, such as Carp Lake are likely to become more intermittent, or may disappear;
4. Areas with steep slopes, such as Chambers Creek Canyon, with heavy rainfall events, could lead to increased landslides.
5. Increased flood risk in the Clover Creek watershed; rising flood waters could impact I-5 between Highway 512 and Bridgeport Way;
6. 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
7. 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.

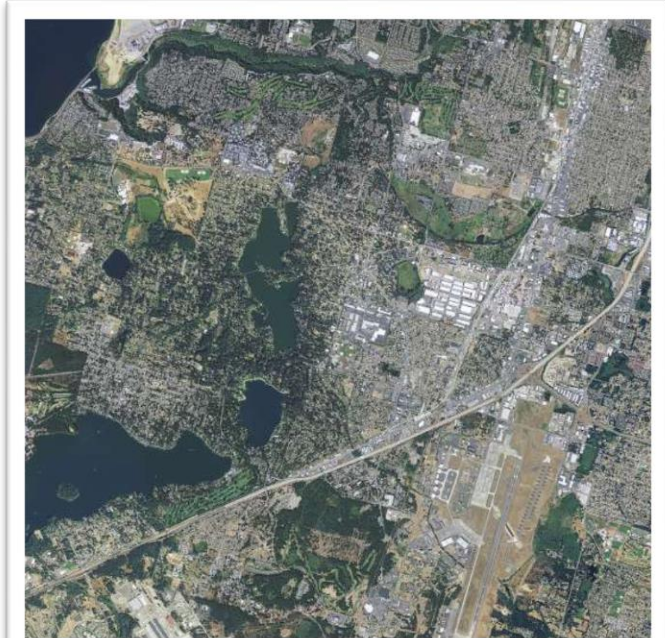


Figure 5 (LANDSAT)

Climate Change, Environmental Justice, & Equity

Recent Washington State Legislation, Engrossed 2nd Substitute 5141 (also known as the HEAL Act)

Recently enacted with an effective date of July 25, 2021, the HEAL Act defines environmental justice in state law, creates an Environmental Justice (EJ) Council and an interagency workgroup, and requires the Departments of Health, Ecology, Agriculture, Natural Resources, Commerce, and Transportation, and the Puget Sound Partnership to:

- Incorporate EJ in their strategic plans or other planning documents;
- Plan for meaningful community engagement and public participation;
- Conduct environmental justice assessments;
- Implement equitable budget and funding practices; and
- Report progress, as evaluated by the EJ Council, in implementing the requirements of the HEAL act on public dashboards.

HEAL requires that the Department of Health (DOH), in consultation with the EJ Council, continue to develop and maintain an environmental health disparities map with the most current information

necessary to identify cumulative environmental health impacts and overburdened communities. State agencies would be directed to consider environmental justice throughout their actions and decision-making processes, ultimately helping the state meet its environment and equity goals more efficiently and effectively. The HEAL Act is meant to improve the enforcement and implementation of statewide programs and policies to work towards ensuring the highest attainable environmental quality and health outcomes for the state and its residents.

The environmental health disparities map is available online. A review of the map shows Lakewood's level of disparities is fairly high for large sections of the city (but not nearly as significant as the city of Tacoma). Neighborhoods with the high levels of disparity and exposure include northeast Lakewood (the Air Corridor zones), central Lakewood, Springbrook, Tillicum, and Woodbrook. Lakewood also has two sites on the Superfund National Priority List, one in Woodbrook and the other in Springbrook near Pacific Highway SW. Nearby, there are six Superfund National Priority sites found on McChord Field. An excerpt of the map has been provided.

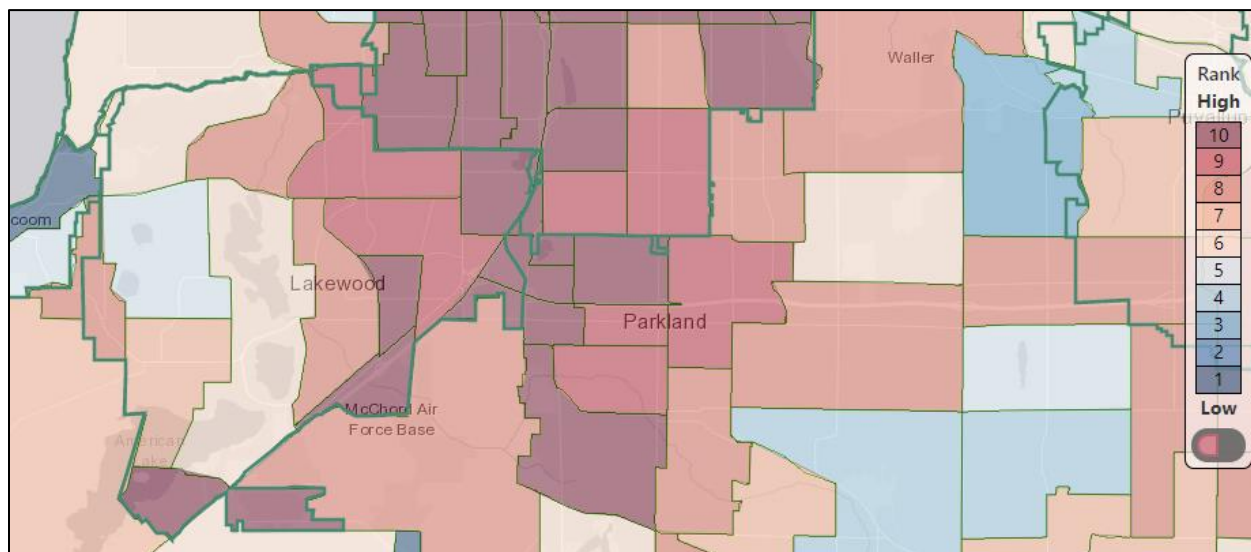


Figure 6 (State DOH)

The HEAL Act remains a work-in-progress with many deliverables due in 2023 including possible grants and contracting opportunities that effectuate environmental justice principles, and establish a goal of directing 40 percent of expenditures that create environmental benefits to vulnerable populations and overburdened communities. The HEAL Act budgets and funding processes is an area that community leaders will want to monitor.

Lakewood City Council Statement on Equity

Related to environmental justice principles, the Lakewood City Council adopted Resolution 2021-05 acknowledging that equity is essential to a healthy community. The Council committed to the following practices:

- Instilling equity as a priority of policy and the delivery of services;
- Enacting initiatives that support and celebrate the diversity of the community;
- Ensuring equity in municipal planning;
- Identifying and dismantling preconceived prejudices;
- Increasing sensitivity to social norms and cultural expectations; and

- Pursuing justice and equity for all residents.

While no mention is made to environmental justice, the city’s practices aligns closely with the HEAL Act definition of environmental justice, “...the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This includes addressing disproportionate environmental and health impacts by prioritizing vulnerable populations and overburdened communities, equitably distributing resources and benefits, and eliminating harm.”

This comprehensive plan chapter, along with its implementation program, imbeds environmental justice/equity policies and programs. These are marked by the blue arrow – “→”


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.

 **Rental Housing Safety Program (RHSP):** Requiring minimum building code inspections in the city’s large and older rental housing stock potentially reduces energy costs for renters, many of whom fall into low-income categories. According to the U.S. Energy Information Administration, 43 percent of renters report examples of energy insecurity compared to 24 percent of homeowners. Building energy efficiency is widely recognized as one of the best strategies for combating climate change and other energy problems.

Infill Potential: Several underutilized parcels provide opportunities to develop walkable, mixed-use environments to meet resident’s needs. However, care must be taken so as to

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 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.

ensure that these parcels connect to community attributes and open space, whether public or private.

Transportation: *Some* 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. 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.

In 2013, the city amended the non-motorized 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 non-motorized plan.

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.

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, the basic elements that promote connectivity. 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: Several challenges persist with providing adequate transportation for all Lakewood residents. The community lacks a bus rapid transit system. Sound Transit commuter service is limited. Low-income neighborhoods and areas with high unemployment may not be adequately served by public transit.

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.

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 which was informally established through the city's master fee schedule. In 2019, with the adoption of Ordinance 726, the city established a city tree fund, Section 18A.70.330. City uses agreed upon restoration payments or settlements in lieu of penalties for removing trees without permits, donations/grants, and other funds allocated by the Council for the following purposes: 1) Acquiring, maintaining, and preserving wooded areas within the City; 2) Planting and maintaining trees within the City; 3) Establishment of a holding public tree nursery; 4) Urban forestry education; Implementation of a tree canopy monitoring program; 5) Scientific research; or 6) Other purposes relating to trees as determined by the City Council.

State Environmental Policy Act (SEPA): As circumstance warrant, the city uses SEPA and LMC Title 14 to mitigate for the loss of trees associated with urban development. In many situations, not all, city requires open space areas to be set aside from development.

City's regulating controls: City has enacted several regulations designed to protect or preserve and enhance the preservation of trees. Examples include the planned

development district, cottage housing, and the city's tree preservation code, in addition to LMC Title 14.

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

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

COVID-19 Impacts



Figure 7 (Unknown source)

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

more. Ensuring all employees have the proper resources and training on paperless tools will aid in reaching reduction goals.

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

Citywide Greenhouse Gas Emissions¹

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

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

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 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.

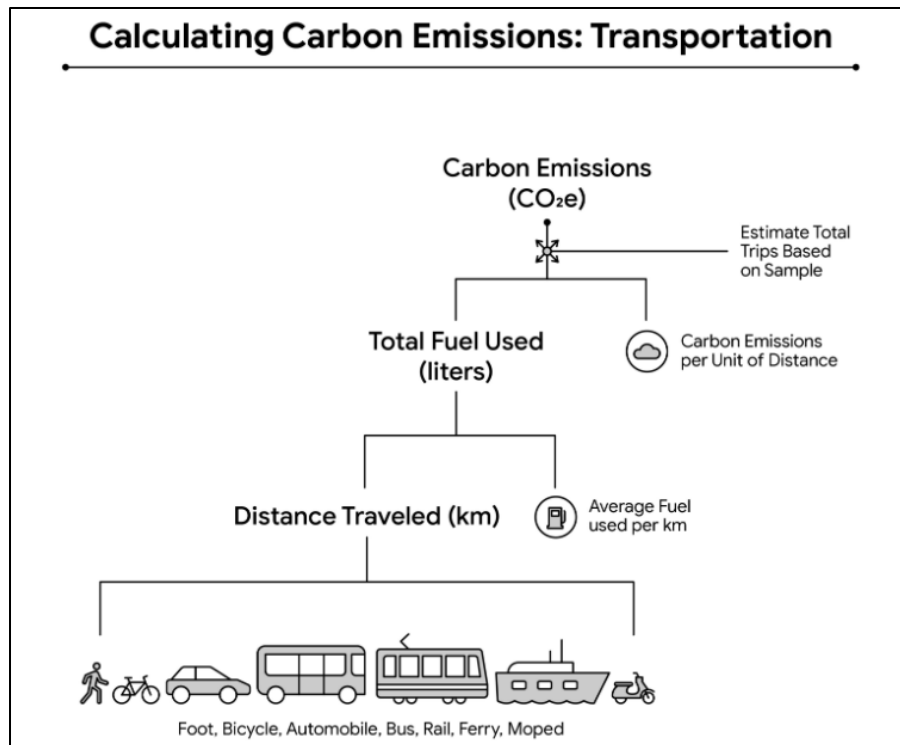


Figure 8 (Google EIE)

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.

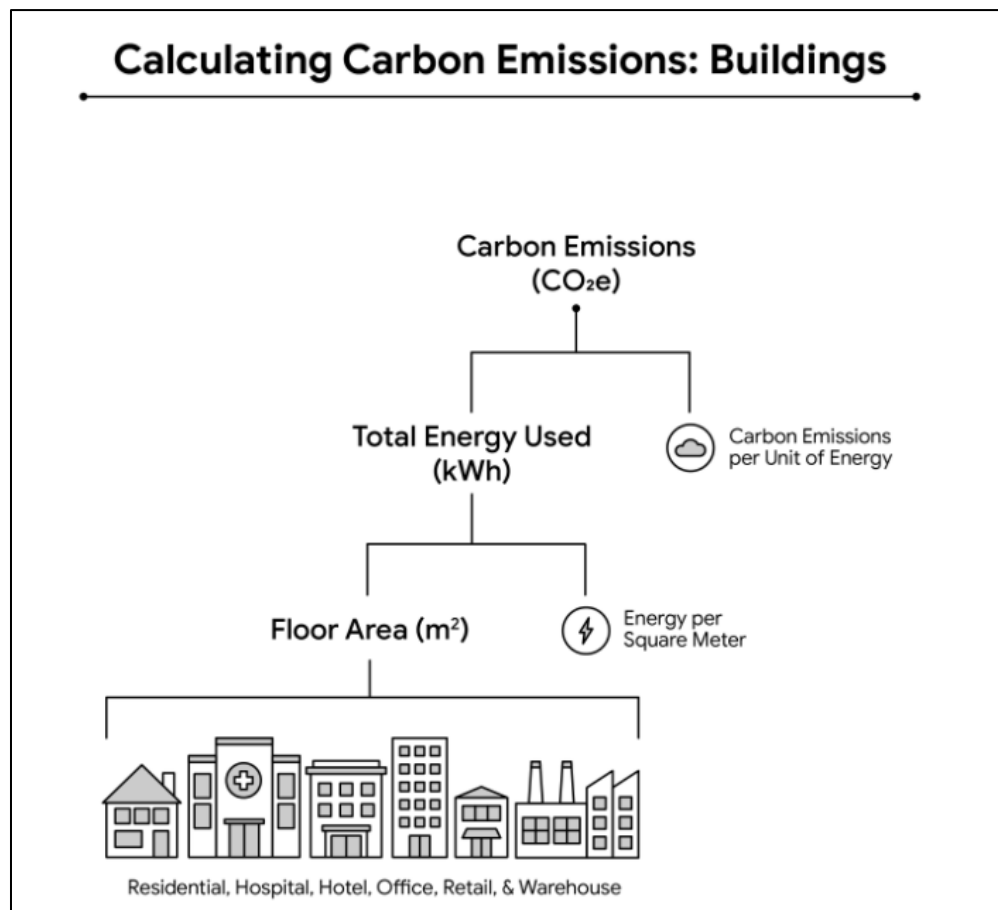


Figure 9 (Google EIE)

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 (MgCO₂e)	Percent of Total
Residential		
Residential electricity	72,121	11%
Residential natural gas	59,071	9%
Sub-total	131,192	21%
Commercial/Industrial		
Non-residential electricity	110,746	17%
Non-residential natural gas	35,629	6%
Sub-total	146,375	23%
Transportation		
On road vehicles - cross boundary inbound	156,997	25%
On road vehicles - cross boundary outbound	158,353	25%
On road vehicles - in boundary	34,216	5%
Bus VMT - cross boundary inbound	5,274	<1%
Bus VMT - cross boundary outbound	5,955	<1%
Bus VMT - in boundary	1,048	<1%
Sub-total	361,843	57%
Grand Total	639,410	
SPECIAL NOTES:		
1. For 2020, transportation emissions are down 27 percent, from 361,843 to 267,000, total tCO ₂ e. The change in numbers is a reflection in the reduction of VMT associated with COVID-19.		
2. Transportation emissions are overstated since it includes I-5 and Highway 512 emissions, but it is difficult to determine emissions using the Google EIE model.		
2. Residential & non-residential emissions are also overstated since Google uses a 50/50 mix of electricity to carbon fuels. In actuality, the mix is closer to 80/20. If the 80/20 split is used, MgCO ₂ e emissions are calculated at 194,297 for both residential and non-residential.		

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

Google Environmental Insights Explorer Rooftop Solar Potential

The rooftop solar potential for Lakewood is a reduction of 223,000 MgCO₂e annually. This number represents a 35 percent reduction in total GHGs. This assumes that solar panels receive at least 75% of

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

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

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

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

Washington State GHG Emission Reduction Standards

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

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

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

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

What does this mean? These target numbers are very aggressive. Lakewood's ability to meet these numbers is unlikely given that the city is not full-service and does not control the decisions and efforts of the service providers. Almost all the utilities that serve Lakewood are provided by outside purveyors

where the city has limited authority to affect changes in energy and waste management. In Lakewood's situation, the means to reduce GHG emissions is through cooperative agreements with utility providers, tightened sustainability regulations, promoting intermodal and public transportation, community education and outreach, the introduction of electric vehicles and hybrids into the city's fleet system, energy conservation, and efforts to enhance carbon sinking.

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

Lakewood Energy Generation and Use

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

In the Puget Sound, buildings are most often heated by natural gas and electricity and illuminated by electricity produced by a fuel mix that includes natural gas, nuclear energy, hydroelectric power and renewable energy sources. There are three primary suppliers of energy in Lakewood: Lakeview Light and Power, a member-owned mutual cooperative; Puget Sound Energy, an investor-owned utility; and Tacoma Power, a public utility. Figure 7 shows the boundaries of each of the utility providers within Lakewood.

Table 3 provides information on the utility fuel mix of each of the three utility providers for 2015 and 2019. All three take advantage of hydroelectric power, although PSE less so. Lakeview Light & Power's fuel mix uses nuclear power at a much higher rate than PSE and Tacoma Power.

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^{xi} and 2019^{xii}									
	2015 Lakeview Light & Power	2019 Lakeview Light & Power	% Change	2015 Puget Sound Energy	2019 Puget Sound Energy	% Change	2015 Tacoma Power	2019 Tacoma Power	% Change
Fuel	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
Biogas	0	0	0	0	0.14	+0.14	0	0	0
Biomass	0.22	0	-0.22	0.32	0.06	-0.26	0.18	0.57	+0.39
Coal	2.35	0	-2.35	36.65	31.98	-4.67	2.71	0	-2.71
Geothermal	0	0	0	0	0.02	+0.02	0	0	0
Hydro	86.30	83.16	-3.14	28.65	17.17	-11.48	88.64	82.33	-6.31
Natural Gas	0.86	0	-0.86	29.66	27.92	-1.74	0.98	0	-0.98
Nuclear	10.18	11.45	+1.27	0.59	0.27	-0.32	6.11	7.10	+0.99
Other biogenic	0.03	0	-0.03	0	0	0	0.02	0	-0.02
Other non- biogenic	0.04	0	-0.04	0.13	0	-0.13	0.04	0	-0.04
Petroleum	0.02	0	-0.02	0.10	0.04	-0.06	0.02	0.03	+0.01
Solar	0	0	0	0	0.87	+0.87	0	0.01	+0.01
Waste	0	0	0	0	0	0	0	0	0
Wind	0	0	0	3.90	8.26	+4.36	1.30	6.62	+5.32
Unspecified	0	5.39	+5.39		13.27	+13.27		3.34	+3.34
Totals	100	100	0	100	100	0	100	100	0

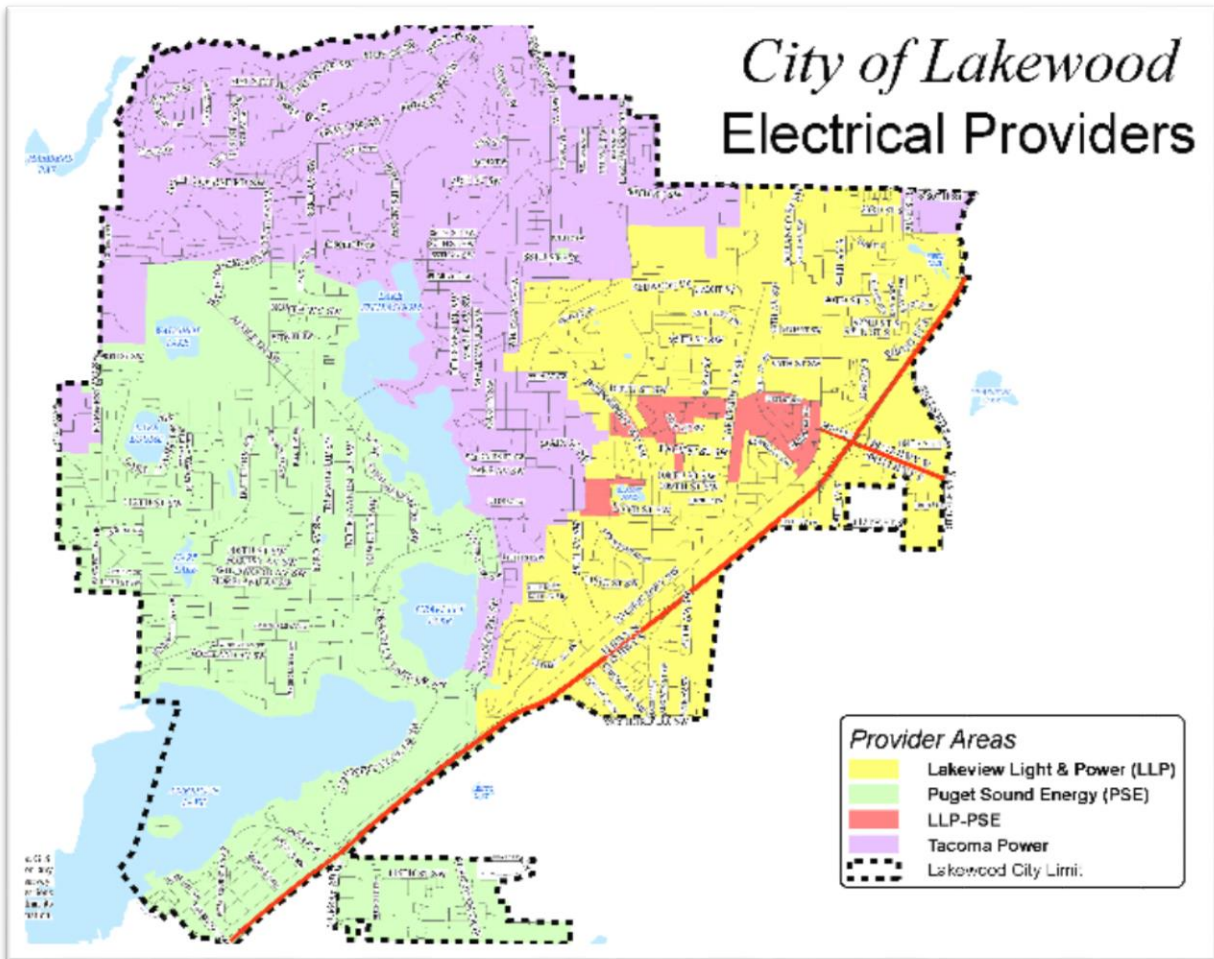


Figure 10 (*City of Lakewood*)

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 11, 9 12, and 10 13). 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. There are three ways carbon is released.

- Lakes release greenhouse gases largely thanks to decomposing algae and other organisms. At the end of their life cycle, the organisms sink to the bottom of the lake. As that organic material decomposes, it naturally increases the amount of carbon in a lake's sediment. Some of that carbon turns into carbon dioxide and methane gas. Those gases are diffused into the atmosphere by bubbling up toward the surface of the lake, and releasing the gas. 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.
- Increased urban runoff tends to make lakes greener, because it gives algae more nutrients to feed on; that starts the cycle of algae growth to decomposition that leads to gases coming off the surface of the lakes.
- The other factor that affects algae growth in a lake is temperature. Higher temperatures speed up algae reproduction. And the more algae on a lake, the more greenhouse gas emissions come from the lake.

The scientific community lacks adequate data and proper models to evaluate how global warming will affect the ways that freshwater interacts with the land, atmosphere, and oceans. However, one topic is certain, lakes are warming at an alarming rate, outpacing oceans and the atmosphere. And Lakewood's lakes are fairly shallow, exacerbating the situation. Table 3 below lists Lakewood's primary lakes. Average and maximum depths information have been provided.

Table 4 Primary Lakewood Lakes					
Name of lake	Surface area (acres)	Average depth (feet)	Maximum depth (feet)	Primary inflow	Primary outflow
Gravelly Lake	160	38	57	Groundwater	Seepage
American Lake	1,091.3	53	90	Groundwater; Murray Creek	Sequalitchew Creek
Lake Steilacoom (reservoir)	306	11	20	Ponce de Leon Creek (springs); Clover Creek	Chambers Creek
Waughop Lake	33	7	Unknown	Groundwater	None
Lake Louise	38	17	35	Groundwater	None

Table 4 Primary Lakewood Lakes					
Name of lake	Surface area (acres)	Average depth (feet)	Maximum depth (feet)	Primary inflow	Primary outflow
Seeley Lake (wetland)	46	Unknown	Unknown	Groundwater & stormwater	None
Ward's Lake (Owens Marsh)	11	30	65	Storm water catch basin for southeast Tacoma	Tacoma gravel holding basin (84 th Street SW)/ flows into Flett Creek

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

Regionally, 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.

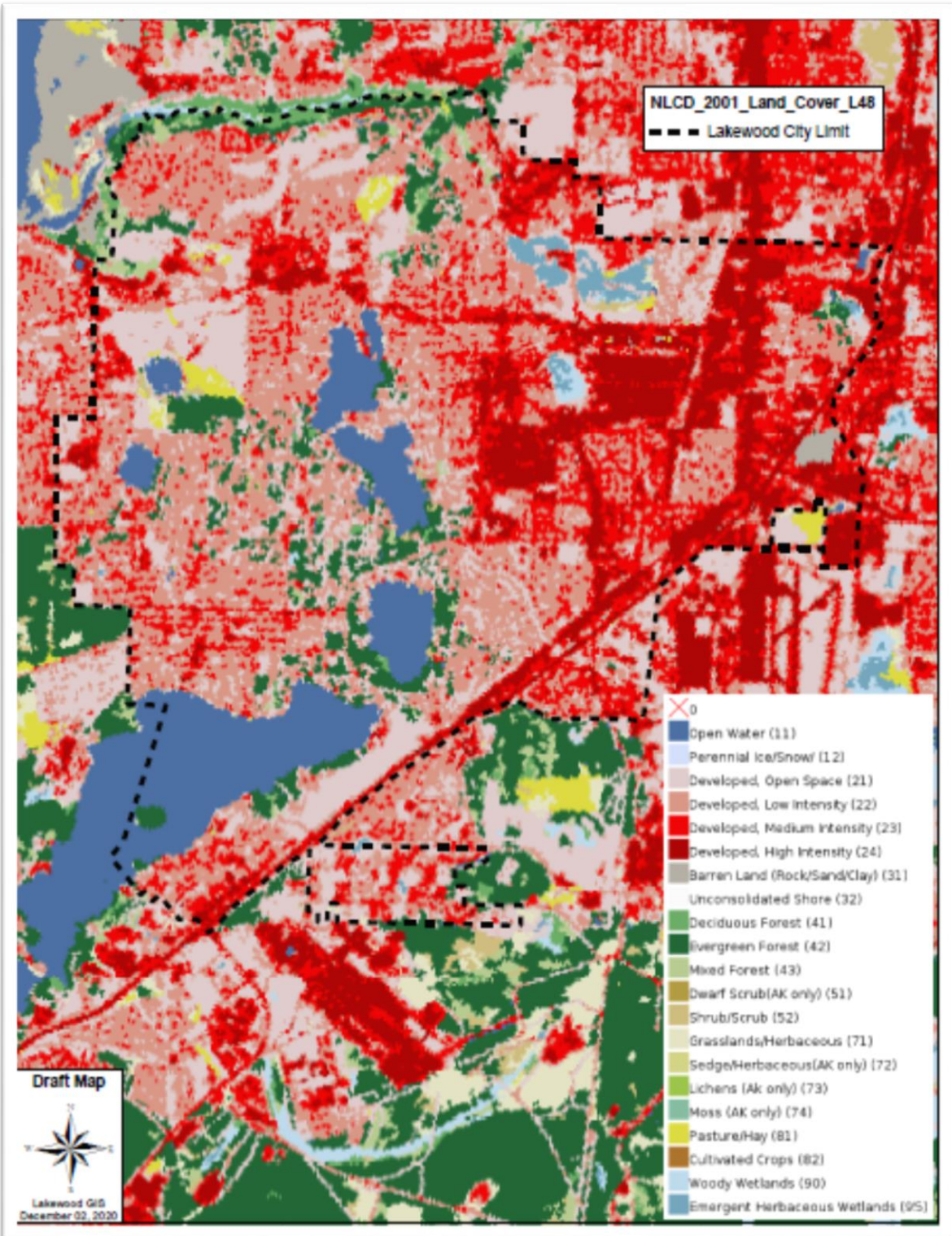


Figure 11
 (Lakewood Land Coverage,

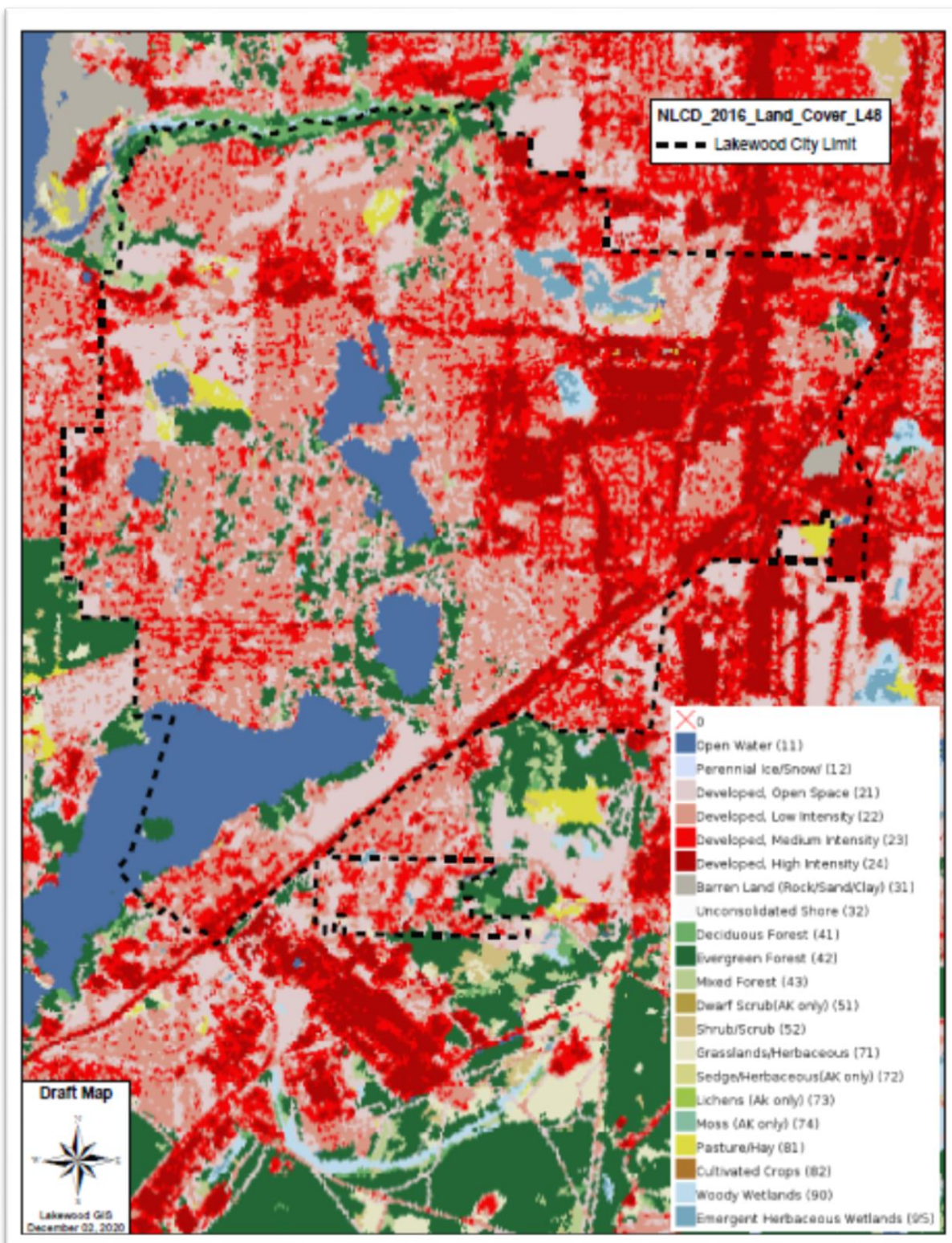


Figure 12
(Lakewood Land Coverage, 2016)

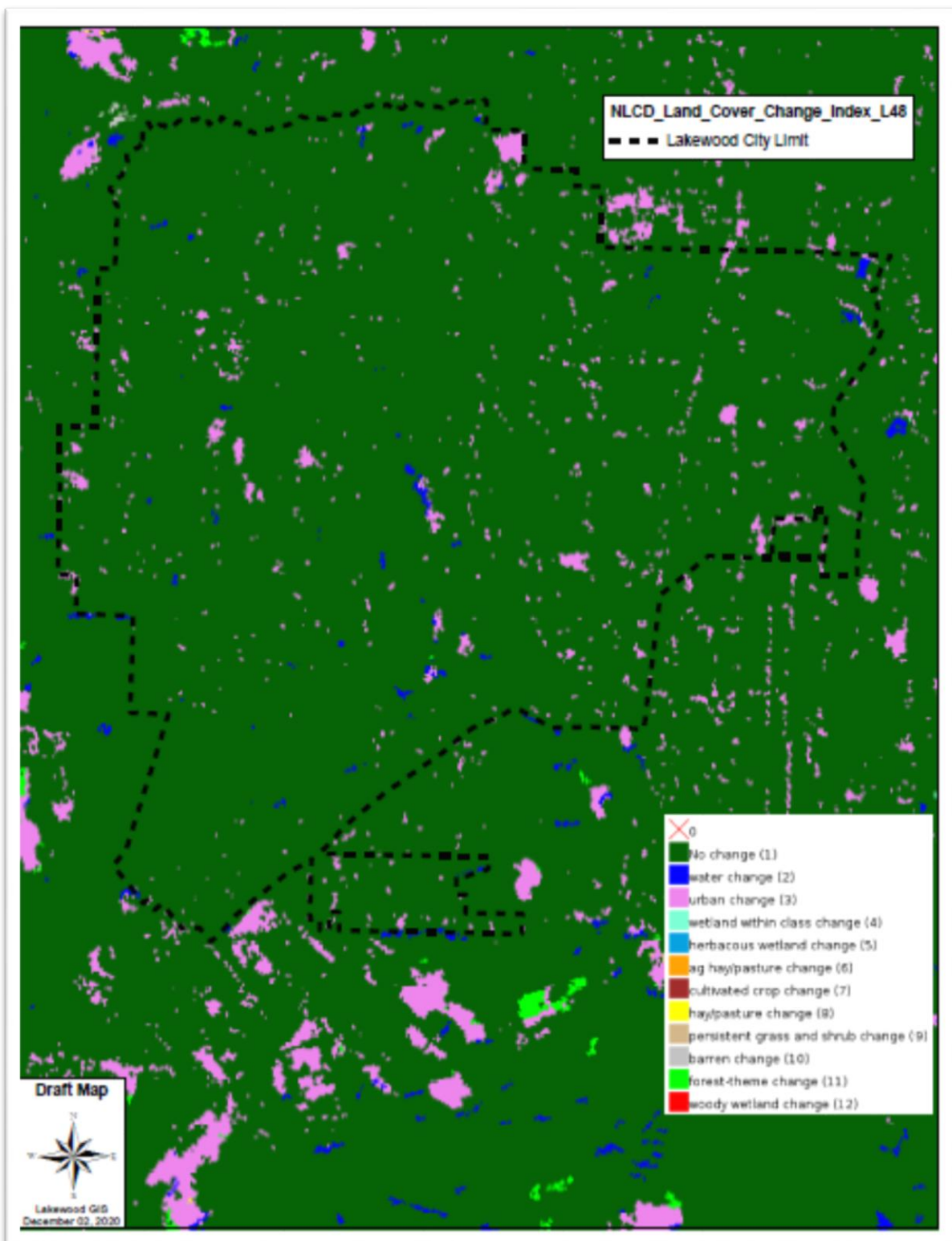


Figure 13
 Net Changes in Land Coverage
(Green denotes no change; pink shows urban change)

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.
-  Incorporating environmental justice, and equity policies and programs into climate change decision-making.

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;~~ Advocating for a local long distance passenger rail system to serve the community;
- 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 & Climate Change, Goals, Policies, & 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 recommended 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 actions in this document are important, and it is difficult to rank them in priority. The priorities are not intended to provide a “hard” schedule but rather a sense of the relative importance among the strategies listed. It is the expectation that the public review and adoption process will be used to vet and refine these priorities.

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



Goal EC 1: Provide Leadership in Managing Climate Change.

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



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




partnerships, develop innovative solutions, and continue to support and promote regional climate change and sustainability efforts.

No.	What What Actions	Who	When	Recommended Priority
<p>A</p> <p>→</p>	<p>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.</p> <p><u>Develop a five-year action plans for reducing greenhouse gas emissions. The action plan shall include five-main topics:</u></p> <ul style="list-style-type: none"> ▪ <u>Incorporation of an environmental justice assessment into the five (5)-year action plan;</u> ▪ <u>A comprehensive greenhouse gas emissions inventory and forecast;</u> ▪ <u>Emissions reduction target(s);</u> ▪ <u>Carbon sequestration targets; &</u> ▪ <u>A program for monitoring and reporting out the implementation tasks found in this document.</u> <p><u>Since this is a new program for the city, start with easy-to-accomplish tasks, or easy to-solve problems.</u></p> <p><u>Also, consider the impact of the end-user, recognizing that that the more stringent the implementation targets, the higher the mitigation costs, although delays, in the long-term, result in net increases in mitigation costs. As the city matures in its efforts to address climate change, move forward with more challenging action items.</u></p>	<p>CC, CM, PC, CED</p>	<p>Immediate need (2022-2023)</p>	<p>High (unfunded)</p>

B	Inform City staff, City Council, and Planning Commission on City's emission reduction targets and progress. <u>Inform city residents and businesses, the city council, planning commission, staff, and other stakeholders of the city's emission reduction targets and overall progress. Add targets and progress to the Lakewood dashboard.</u>	CA, CC, CM, CCOMM, PC	Near-term (ongoing)	High
C	<u>Where feasible</u> , enter into formal interlocal cooperation agreements with utility providers to reduce waste, promote water conservation, and improve energy efficiencies.	CC, CM, CA, CED, outside agencies	Near-term (2022-2025)	Medium
D 	Collaborate with Pierce Transit, Sound Transit, WSDOT Rail Division, Amtrak and major employers in Lakewood to promote greater transit opportunities and use.	CC, outside agencies	Long-term (TBD)	Unknown
E	Amend/revise the current strategic plan that will help guide and focus city resources and program initiatives to (1) reduce greenhouse gas production and the carbon footprint of city government and the Lakewood community, and, (2) reduce and minimize the potential risks of climate change.	CC, CM, CED	Near-term (biannually)	High
F 	Undertake a policy review of <u>the HEAL Act</u> , city comprehensive, strategic, and subarea plans to assure that city policies are appropriately targeted to prepare for and mitigate potential impacts of climate change.	CC, PC, CM, CED	Near-term (biannually)	High
G	Collaborate with neighboring jurisdictions to share best practices and implement regional programs to help residents and businesses meet regional demand reduction targets.	CC, CM, PC, CED, outside agencies	Immediate need (2022-2023)	High (unfunded)
H	Work with energy providers (Puget Sound Energy, Lakeview Light & Power, and city of Tacoma Power) to develop strategies that will reduce energy demand and promote energy conservation.	CC, CM, PWE, CED, outside agencies	Near-term (ongoing)	High (unfunded)
I	Collaborate with local workforce development programs so that city of	CC, CM, CED	Near-term (biannually)	Medium

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

Table 7: Goal EC 2 Policies and Tasks				
Policy EC 2.1 Increase Use of Energy Efficient Vehicles and Equipment				
Encourage the use of energy efficient vehicles and equipment to reduce energy consumption and carbon emissions and support the use of low-emission or renewable fuel vehicles by residents and businesses, public agencies and city government.				
No.	<u>What Actions</u>	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
A	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)
B	Work with Clover Park School District to promote an 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 Affordable Public Transit Public transit provides an environmentally friendly, cost-effective, and equitable mode of travel for residents and visitors. Lakewood will coordinate with regional transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors. Encouraging transit-supportive development patterns can further maximize the efficiency of these systems and help reduce air pollution and greenhouse gas emissions within Lakewood.				
No.	<u>What Actions</u>	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	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)

	<p>evenings for people with special needs. This includes:</p> <ul style="list-style-type: none"> ▪ Exploring the potential to enhance Lakewood's paratransit service. ▪ Collaborate with regional transportation agencies to maintain and enhance service within the city and region. ▪ Explore strategies to address affordability, access and safety. 			
<p>B</p> 	<p>Coordinate and partner with transit partners to develop an incentives program to expand transit use among residents and employees in Lakewood.</p> <p>This includes exploring the potential for supporting fare-free transit zones in major commercial areas, free or very low-cost bus passes for target groups, pre-tax passes, rebates to employees who give up use of employer parking facilities, and online tools for providing real time information to transit riders. Expand outreach and information programs to promote transit use.</p>	CA, CM, outside agencies	Mid-term	Medium (unfunded)
<p>C</p> 	<p>Coordinate with <u>both</u> Pierce Transit and Sound Transit to expand service, increase affordability and accessibility for seniors, youth, and low-income households. Ensure that all transit stations and routes to and from these stations are safe.</p>	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
<p>D</p> 	<p>Coordinate with <u>both</u> Pierce Transit and Sound Transit to ensure public transit service connects major destinations in Lakewood including education institutions, community facilities, employment centers, regional open space areas, and major commercial corridors to serve a greater number of riders and reduce commuter vehicle miles. Encourage development of a bus rapid transit system that connects Downtown Tacoma to Lakewood.</p>	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)

E	Work with both Pierce Transit and Sound Transit to develop a non-motorized connectivity study specific to Lakewood.	CC, CM, PC, PWE, CED, & outside agencies	Near-term (2022-2025)	High (unfunded)
Policy EC 2.3 Develop Safe and Convenient Walking and Bicycling Routes Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.				
No.	What <u>Actions</u>	Who	When	Recommended Priority
A	Update citywide bicycle and pedestrian plans to make Lakewood a more pedestrian and bicycle-friendly City. <u>Update the city's non-motorized transportation plan</u> to make Lakewood a more pedestrian and bicycle-friendly city. This includes identifying gaps in the network and explore developing potential pedestrian and bicycle priority areas or districts.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	High (unfunded)
B	Collaborate with Pierce County, University Place, the Town of Steilacoom, Tacoma, and WSDOT to ensure links to a regional commuter trail network.	CC, CM, PC, PWE, CED, outside agencies	Near-term (2022-2025)	Medium (unfunded)
C	<u>As part of the non-motorized transportation plan update</u> , explore bicycle-sharing programs.	CC, CM, PC, PWE, CED	Near-term (2022-2025)	Low (unfunded)
D	Encourage <u>Require</u> , 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 <u>As part of the non-motorized transportation plan update</u> , review 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	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High

	foster use of non-motorized transportation. This includes connections between retail, living, and working places and transit connections and facilities. It includes traffic calming and other safety-related improvements; development of new sidewalks and trails; and new pedestrian and bicycle amenities.			
G ➔	Pursue grant funding to plan and construct missing pedestrian and bicycle connections between major destinations, such as, parks, opens spaces, civic facilities, employment centers, retail, and recreation areas.	CC, CM, PC, PWE, CED	Near-term (Ongoing)	High
H	Coordinate and partner with the Clover Park School District and Safe Routes to Schools to expand educational programs and events to encourage and promote walking and biking, including a Bike to School Day, walking school bus, and sidewalk painting for safe routes.	PWE, outside agencies	Near-term (Ongoing)	High
I	Evaluate a proposed transportation impact fee to generate revenue to expand non-motorized transportation.	CC, CM, PC, PWE, CED	Mid-term	High
Policy EC 2.4 Expand Regional Passenger Rail Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.				
No.	What <u>Actions</u>	Who	When	Recommended Priority
A	Coordinate with Washington State Department of Transportation, Sound Transit, and Amtrak about adding an Amtrak Cascades stop within the city.	CC, outside agencies	Mid-term	High (unfunded)
B	Work with Sound Transit to provide for extended hours of operations at the Sound Transit Lakewood Station and to expand the existing parking garage.	CA, CM, COMM, PWE, CED, outside agencies	Mid-term	Medium (unfunded)
C	<u>Work with Sound Transit to require parking permits and associated fees for commuters who use the Lakewood Station parking garage, but who reside outside the Sound Transit district area boundary.</u>	<u>CC, ST, CM, outside agencies</u>	<u>Mid-term</u>	<u>Medium</u>
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 Actions	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, CCOMM, outside agencies	Near-term (2022-2025)	Medium (unfunded)
B	Refer to Action Items EC2.1 B AND EC2.3 A – H.	<u>CC, CM, PC, PWE, CED, CCOMM, outside agencies</u>	<u>Near-term (2022-2025)</u>	<u>Medium (unfunded)</u>

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 Actions	Who	When	Recommended Priority
A	Encourage and support the generation, transmission and use of locally distributed renewable energy. Advocate at the regional and state level for upgrades to the existing power grid so that it can support renewable energy production and transmission.	CC, CA, CM, CED, COMM	Long-term	High (unfunded)
B	Evaluate incentives that promote the inclusion of solar power with commercial, industrial, and residential development.	CC, CM, PWE, CED, outside agencies	Near-term	High (unfunded)
C	Establish a Green Energy and Building Fund to provide incentives to increase building electrification conversions and battery storage.	CC, CM, PWE, CED, outside agencies	Medium-term	High Medium (unfunded)
D	<u>Reduce the City Hall footprint from three floors to two floors.</u>	<u>CC, CM, CED, CA</u>	<u>Near-term (2021-2025)</u>	<u>High (funded)</u>

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 <u>Actions</u>	Who	When	Recommended Priority
A ➔	Work with PSE <u>all utility</u> providers to raise awareness about existing rebate and assistance programs that will increase energy conservation.	CC, CM, CED, outside agencies	Near-term (2021-2025)	High
B ➔	Work with utilities to explore strategies to reduce GHG emissions in multifamily housing.	CED, outside agencies	Near-term (2021-2025)	High
C ➔	<u>If necessary, consider financially subsidizing the RHSP to promote energy conservation for rental properties. Alternatively, increase rental housing licensing fees.</u>	<u>CC, CM, CED</u>	<u>Near-term (2021-2025)</u>	<u>High</u>
NOTE: Cumulatively, Items A, B, & C have the potential to lower energy bills for low-income households.				
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 <u>Actions</u>	Who	When	Recommended Priority
A	<p>Work with the current solid waste facility franchise holder and Pierce County to expand recycling programs and reduce the generation of solid wastes. Potential measures include:</p> <ul style="list-style-type: none"> ▪ providing recycling containers in parks and public spaces; ▪ establishing computer reuse and recycling programs; ▪ expanding or enhancing recycling and green waste services for all residents and businesses; and ▪ providing locations for household hazardous wastes to be recycled. <p>Programs should also include outreach and education efforts.</p> <p><u>Support the implementation of the Tacoma-Pierce County Solid Waste Management Plan.</u></p>	CC, CM, CA, COMM, outside agencies	Near-term (2022-2025)	High (unfunded)

B	Develop a comprehensive recycling and composting program for all city-owned facilities.	CC, CM, COMM	Medium-term	High (unfunded)
C	Work with Pierce County Conservation District to provide residential and business education regarding composting and natural yard care.	CC, CM, COMM	Medium-term	High (unfunded)
D	Continue to support neighborhood events such as garage sales and clean-up/recycling events.	CC, CM, COMM	Medium-term	High (unfunded)
E	Support tool libraries, repair cafes, and other collaborative consumption projects.	CC, CM, COMM	Medium-term	High (unfunded)
F	Require that all commercial entities participate in recycling and a green waste program, once established.	CC, CM, CED, PWE, COMM	Medium-term	High (unfunded)
Policy EC 3.4 Promote Water Conservation and Reuse: Promote water conservation and recycled water use to reduce energy use associated with wastewater treatment and management.				
No.	What <u>Actions</u>	Who	When	Recommended Priority
A	<p>Implement water conservation efforts for households, businesses, industries and public infrastructure. Include measures such as the following:</p> <ul style="list-style-type: none"> ▪ Require low flow appliances and fixtures in all new development; <u>Enforce the Uniform Plumbing Code (IPC), which requires</u> 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 <u>district-wide</u> 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 graywater systems and rainwater catchment; <u>and</u> ▪ Encourage use of drought-tolerant and native vegetation. ▪ Require development project approvals to include a finding that all feasible and cost effective options for 	CC, CM, PC, CED, PWE, outside agencies	Near-term (2022-2025)	High

	conservation and water reuse are incorporated into project design including graywater systems.			
B	Install hydration stations in all municipal facilities to allow refills of reusable water	CC, CM, CED, PARKS, PWE	Medium	Low (unfunded)
C	Require hydration stations all new development that includes private and public parks	CED, PWE	Medium	Low (unfunded)
Policy EC 3.5 Incorporate Sustainable Practices in City Government Operations: Promote climate-friendly standards, practices, technologies and products in all city facilities and operations. Lead by example to reduce greenhouse gas emissions by incorporating best practices and available technologies.				
No.	What <u>Actions</u>	Who	When	Recommended Priority
A	Refer to Action Items EC 1.1 G and EC 2.1 B.	<u>CC, CA, CM, CED, PWE, CCOMM</u>	<u>Near term (2021-2025)</u>	<u>High (unfunded)</u>
B	Establish a trip reduction policy that includes a remote work strategy, and appropriate technology.	CA, CM, CED, outside agencies	Near-term (2021)	High
C	Conduct a feasibility study on using treated greywater and rainwater harvesting for non-potable water needs at city facilities	CA, CM, CED, PWE	Long-term	Low (unfunded)
D	Work with energy partnerships to develop and implement an electrification action plan for all city facilities. In new and existing buildings, incorporate strategies to address electricity storage, and focus on highlighting any hurdles or solutions that would be applicable to the broader community	CA, CM, CED, PWE, outside agencies	Long-term	Low (unfunded)
E	Develop a city-wide environmentally preferable purchasing policy (EPP). Consider life-cycle costing as one of the decision-making tools in the process and promote purchasing of local products.	CA, CM, CED, PWE	Long-term	Low (unfunded)
F	Replace all non-energy star office equipment and appliances at their end of their life cycle with energy and water efficiency as a primary consideration for all future purchasing decisions.	CA, CM, CED, PWE	Long-term (on-going)	Low (unfunded)
G	Examine city practices for opportunities to reduce paper consumption in the	CA, CM, CED, PWE	Near-term (2021-2025)	High (funded)

	workplace. Implement a document management 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 Actions	Who	When	Recommended Priority
A	Regularly update the Downtown Subarea Plan and the Lakewood Station District as market conditions and climate conditions change. Both subarea plans shall receive priority in capital improvement planning and funding.	CC, CM, PC, CED	Near-term (2020-2021)	High
B	Develop plans for key commercial corridors in the city to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes. Possible corridors include South Tacoma Way, Steilacoom Boulevard SW, Bridgeport Way, and Union Avenue SW. Include development standards and urban design guidelines.	PC, CED	Medium	High (unfunded)
C	Continue to incentivize mixed-use and infill development (fee waivers, density bonuses, development impact fee, tax benefits, etc.)	CC, CM, PC, CED	Near-term (ongoing)	High (unfunded)
D	Continue to expand and enhance open space lands throughout the city through property acquisition.	CC, CA, PARKS	Near-term (ongoing)	High (depends on grant availability)
E	Conduct a sustainability audit that evaluates existing plans, ordinances, and development standards to identify regulatory barriers to infill development.	PC, PWE, CED, outside agencies	Near-term (2021-2025)	High (unfunded)
F	Conduct a feasibility study to determine how best to allow alternative uses and designs within vacant low-density	PWE, CED	Near-term (2021-2025)	High (unfunded)

	residential areas. Provide outreach in identified neighborhoods.			
G	Consider the use of incentives for new construction projects that exceed energy efficiency standards with a focus on affordable and multifamily housing.	CC, CM, PC, CED	Near-term (2021-2025)	Medium
H	Using the data from the Carbon Sequestration Analysis described in task EC 4.3 C and D, complete an analysis and findings of forested landscapes, ecological function and ecosystem processes, including carbon sequestration, into land use decisions. The city shall keep statistics from each land use decision for a biannual report.	CC, CM, CED, PWE, PARKS	Medium term	Medium
Policy EC 4.2 Develop Compact Walkable Neighborhoods and Livable Streets Promote safe and walkable neighborhoods and inter-connected streets through the design of complete streetscapes, public gathering places and all types of physical development that encourages less vehicle use.				
No.	What Actions	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 and non-motorized <u>transportation policies</u> . The updated standards should be consistent with and tailored to street or trail function and adjacent land use type. <ul style="list-style-type: none"> Update street design standards based on recommendation from bicycle and pedestrian plans the <u>updated non-motorized transportation plan</u>. Identify <u>on a case-by-case basis</u> priority thoroughfares for developing new green streets in the city to implement a natural systems approach for stormwater management and to expand urban greenery. 	CC, CM, PC, PWE, CED	Near-term (2021-2025)	High (some programs are already underway; others have not been started)
B	Evaluate the feasibility of reducing the number or width of travel lanes on future, key mixed-use streets that may have excess capacity and using the capacity and/or regained width for wider sidewalks and bicycle lanes.	CC, CM, PC, PWE, CED	Near-term (2021-2025)	High (some programs are already underway; others have not been started)

Policy EC 4.3 Encourage Green Buildings and Landscaping: Encourage the use of green and sustainable development standards and practices in planning, design, construction and renovation of facilities; promote the use of green streets that incorporate extensive landscaping, pervious surfaces and native planting; encourage new development and redevelopment projects to be LEED-certified green buildings; and promote ecologically-sensitive approaches to landscaping.				
No.	What <u>Actions</u>	Who	When	Recommended Priority
A	Ensure that roadway medians include native plants and trees and are wide enough to support their long-term viability with the least demand for irrigation and maintenance.	CC, CM, PC, CED, PWE, O&M	Near-term (2021-2025)	High (unfunded)
B	Continue to prioritize the use of locally propagated native drought-tolerant vegetation and discourage the use of invasive non-native species in home landscaping.	CC, CM, PC, CED, PWE, O&M	Near-term (ongoing)	High
C	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: <ul style="list-style-type: none"> * Encourage active forest management of trees and invasive species in the open space to encourage ecosystem health and reduction of fuel load. * Where appropriate for ecosystem health, plant additional trees on city-owned land, including public parks, open space, medians, and rights of way. * Review parking lot landscape standards to encourage appropriate tree cover and associated sequestration potential. * Require that the site planning, construction, and maintenance of new development preserve existing healthy trees and native vegetation on site to the maximum extent 	CC, CM, CCOMM, PC, CED, PARKS, PWE,	Near-term (2021-2025)	High (unfunded)

	<p>feasible. Replace trees and vegetation that cannot be saved.</p> <ul style="list-style-type: none"> 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. Encourage the creation of community gardens on public and private lands by community groups. <p>Provide information to the public, including landscape companies, gardeners, and nurseries, on carbon sequestration rates, drought tolerance, and fire resistance of different tree species.</p>			
E	Evaluate the benefits and tradeoffs of regulations that require all-electric buildings. Potential tools to require all-electric buildings include city mandates, building code updates, or ordinances. Ideally, these regulations would cover new construction and major renovations.	CC, CM, PC, CED	Near-term (2021-2025)	High (unfounded)
F	Install energy efficient appliances; where appropriate consider the conversion of power to all electricity, and upgrade structures to improve energy conservation.	CC, CM, PC, CED	Near-term (2021-2025)	High
G	Consider revising building codes to disincentivize natural gas for heating in buildings.	CC, CM, PC, CED	Near-term (2021-2025)	High (unfounded)
G	Beginning in 2021, adopt and enforce the 2018 Washington State Energy Code.	CC, CM, CED	Near-term (2021-2025)	High
H	Enforce the 2018 International Building Code, Section 429, Electric Vehicle and Charging Infrastructure. This section includes charging infrastructure for accessible parking spaces.	CC, PC, CM, CED, PWE	Near-term (2021-2025)	High
I	<u>Develop a new program to encourage the installation of public electric vehicle charging infrastructure in public spaces.</u>	<u>CC, PC, CM, CED, PWE, outside agencies</u>	<u>Near-term (2021-2025)</u>	<u>Medium</u>

J	Consider local amendments to the building codes to allow for, encourage, or require integration of passive solar design, green roofs, active solar, and other renewable energy sources.	CC, CM, PC, CED	Near-term (2021-2025)	Medium
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 <u>Actions</u>	Who	When	Recommended Priority
A	Refer to Actions Tasks in EC 4.3.	<u>CM, CA, PWE, CED</u>	<u>Medium</u>	<u>Medium (unfunded)</u>
B	Evaluate the feasibility of incorporating Washington State Department of Commerce Incentivizing Low-impact Development report into the development code and as a resource for developers.	CC, CM, PC, CED	Long-term	Medium (unfunded)
C	Evaluate the feasibility of creating a sustainable site planning score to evaluate a development.	CC, CM, PC, CED	Near-term	High (unfunded)
Policy EC 4.5 Encourage Local Food Systems (Urban Agriculture): Collaborate with local urban agriculture advocates to identify sites with urban agriculture potential. Urban agriculture has the potential to supplement the availability of fresh fruit and vegetables in the community, provide economic opportunities to Lakewood residents, lower food costs, reduce overall energy consumption and build social cohesion.				
No.	What <u>Actions</u>	Who	When	Recommended Priority
A	Assess opportunities for sustainable Urban Agriculture. 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:	PARKS, CED, <u>CCOMM</u>	Near-term (2021-2025)	High (partially funded)

	<ul style="list-style-type: none"> ▪ Developing a site inventory and a management plan to administer the use of potential urban agricultural sites; ▪ Expanding the number and frequency of farmer's markets throughout Lakewood; ▪ Promoting urban agriculture as a desirable civic activity that improves the quality of urban life, food security, neighborhood safety and environmental stewardship; ▪ Establishing a community-based support system for urban growers such as tool banks, shared processing facilities, farmers' markets, community supported agriculture ventures, funding streams and technical service providers; ▪ Offering locally grown food to local schools, hospitals, nursing homes, food banks, daycare centers, correction facilities and businesses such as restaurants, while creating economic opportunities for urban growers and related industries; ▪ Creating training programs for unemployed people to work in 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. 			
B	Coordinate with Clover Park School District in developing school-based programs that integrate nutrition and gardening in order to raise awareness about the connection between healthy food choices and locally	PARKS, CED	Near-term (2021-2025)	High (partially funded)

	grown fresh produce and the environmental benefits of urban agriculture.			
--	--------------------------------------------------------------------------	--	--	--

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 <u>Actions</u>	Who	When	Recommended Priority
A	Refer to Action Items listed in EC 2.1, 2.3, 3.3 - 3.5, and 4.1 - 4.3.	CC, CM, CA, PARKS, CCOMM, CED, LPD, FIRE, PWE, <u>outside agencies</u>	Near-term (2021-2025)	High (<u>unfunded</u>)
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 <u>Actions</u>	Who	When	Recommended Priority
<u>A</u>	<u>Perform a climate change assessment report for the community's lakes.</u>	<u>CC, CM, PWE</u>	<u>Medium</u>	<u>High (unfunded)</u>
B	Develop a community wildfire protection plan using community assistance grants.	CC, CM, PC, CED, FIRE	Long-term	Medium (unfunded)
C	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)
D	Review, and as appropriate, update Lakewood Municipal Code (LMC) Title 14,	CC, CM, PC, CED	Near-term	High (unfunded)

	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.		(2021-2025)	
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.	<u>What Actions</u>	Who	When	Recommended Priority
A	Refer to Action Items EC 1(C) and EC 1(D).			
Policy EC 5.4 Prepare a Hazard Management Plan: Develop a comprehensive approach to hazards management planning to include possible climate change scenarios and includes both pre-incident and post-incident responses. <ul style="list-style-type: none"> Develop post-disaster redevelopment plans. Expand federal and state support for climate-related hazards management. Continue to coordinate and cooperate with the hazards-management community. 				
No.	<u>What Actions</u>	Who	When	Recommended Priority
A	Review, and as appropriate update the city's hazard mitigation plan to address climate change.	LPD, FIRE	Near-term (2021-2025)	High
Policy EC 5.5 Adopt and Enforce Building and Energy Codes: As required by Washington State, update building and life safety codes to better address the variety of hazards that are likely to result from climate change.				
No.	<u>What Actions</u>	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 Maintaining Basic Services: Develop strategies to maintain energy, water, and food security for possible climate related disasters, including coordination with appropriate state emergency management agencies. <u>Develop a resilience strategy for the purposes of maintaining strong city finances and livable places, thereby allowing the city to more easily adapt to emergent climate-related disasters.</u>				

No.	What Actions	Who	When	Recommended Priority
A	Coordinate with appropriate agencies to develop strategies for maintaining the city's energy, water, and food security during possible climate related disasters. <u>Analyze climate risks and benefits of resilience measures to property value and city revenue streams.</u>	CC, CM, PC, CED	Long-term	Medium (unfunded)
B 	<u>Map vulnerable community assets and disadvantaged neighborhoods.</u>	<u>CC, CM, PC, CED, PWE</u>	<u>Long-term</u>	<u>Medium (unfunded)</u>
C	<u>Include resilience requirements in local building and zoning codes.</u>	<u>CC, CM, PC, CED</u>	<u>Long-term</u>	<u>Medium (unfunded)</u>
D	<u>Communicate climate risks and resilience activities to the public.</u>	<u>CC, CM, CCOMM</u>	<u>Long-term</u>	<u>Medium (unfunded)</u>
E	<u>Engage economic development organizations in city resilience planning efforts.</u>	<u>CC, CM, CED</u>	<u>Long-term</u>	<u>Medium (unfunded)</u>
F 	<u>Update city budget process to ensure equitable resource allocation.</u>	<u>CC, CM, CA</u>	<u>Long-term</u>	<u>Medium (unfunded)</u>
G 	<u>Address household financial and climate vulnerability in a holistic manner by coordinating complementary programs.</u>	<u>CC, CM, CED</u>	<u>Long-term</u>	<u>Medium (unfunded)</u>

ⁱ 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.

ⁱⁱ 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.

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

^v 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-o>

^x 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;
<https://www.commerce.wa.gov/wp-content/uploads/2020/04/Energy-Fuel-Mix-Disclosure-2018.pdf>

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

Update Comprehensive Plan maps and text to reflect the change for a targeted residential growth area to a targeted industrial growth area.

***1.4.1 Controlling Sprawl**

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

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

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

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

- Targeted residential growth in specific neighborhoods.

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

***1.6.7 Regional Planning Policies**

- In addition to the GMA, this plan is required to comply with VISION ~~2040~~2050, the multi-county policies, and Pierce County's County-Wide Planning Policies (CWPP). This plan shares

many of the VISION ~~2040-2050~~ goals, especially expanding housing choice and increasing job opportunities for community residents. Urban scale neighborhood redevelopment proposed for the Downtown Subarea, the Lakewood Station District Subarea, Springbrook portions of Springbrook, Tillicum, and elsewhere exemplifies the type of urban growth envisioned by these regional policies. Numerous other features, including improved pedestrian and bicycle networks, compact urban design types, and balanced employment and housing, further demonstrate this consistency. The goals and policies comprising Lakewood's Comprehensive Plan also reflect the emphasis of each of the major CWPP issue areas. In particular, the Future Land-Use Map is based on the CWPP's land-use principles. This is reiterated in the corresponding goals and policies associated with the map, which comprise the land-use chapter.

1.7 2015 Update

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

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

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

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

In 2020, Lakewood removed Springbrook from the Lakewood Station District boundary and rezoned nineteen parcels within the Springbrook area from Transit Oriented Commercial and Multi-Family 3 to Industrial Business Park (IBP.) This was done in recognition of the increased interest in and need for industrial lands in Lakewood along the I-5 corridor, as evidenced by the

significant industrial development in the Woodbrook neighborhood in the 2010's. This rezoning did not affect the Springbrook CoLI, described in Section 2.5.6.

Between 2017 and 2020, ~~T~~the City of Lakewood ~~is also working~~ with Pierce County and the Puget Sound Regional Council (PSRC) to develop ~~an~~ appropriate ~~regional Centers policies and planning approaches~~ for Joint Base Lewis-McChord (JBLM) ~~and other military installations within the PSRC geography. The base has a, given their~~ significant impact and influence on ~~the cities, the~~ region, ~~and the State, and the City of Lakewood.~~ As a result, "major military installations" (those with at least 5,000 enlisted or service personnel) were recognized in the 2018 Regional Centers Framework, and VISION 2050 includes policies to consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries, and to recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities. VISION 2050 also includes a transportation project selection action item that allows for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. ~~PSRC and 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 residential target areas (RTAs) ~~tax incentive urban use centers~~ and senior overlay.

3.4 Industrial Lands and Uses

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

3.11 Isolated Areas

Lakewood has three significant areas that are geographically isolated from the rest of the City: Springbrook, Woodbrook, and Tillicum. The first two are separated from the rest of the City by I-5

and are bordered on several sides by fenced military installations. The third is geographically contiguous to other parts of the City, but there are no direct road connections between Tillicum and other Lakewood neighborhoods.

As a result of this isolation, all three neighborhoods exhibit signs of neglect. Historically, both Woodbrook and Tillicum lack sewer systems. Beginning in June 2009, sewer trunk lines were installed in parts of both communities. Figure 3.12 shows the locations of major trunk lines in Lakewood-proper. Figure 3.13 shows the recently constructed sewer lines in Tillicum and Woodbrook. A small percentage of the Woodbrook properties and about one half of the Tillicum properties are connected, respectively, to sewers. It is the City's policy to connect all properties located within these neighborhoods to sewers based on available funding.

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

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

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

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

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

Table 4.3: Key Pedestrian Routes

Green Streets	Neighborhood	Extents
83rd Ave.	Oakbrook	Steilacoom Blvd. to Garnett
Onyx Drive	Oakbrook	Oakbrook Park to 87th Ave.
Phillips Road	Oakbrook	Steilacoom Blvd. to 81st St.
87th Ave SW	Oakbrook	Onyx Drive to Fort Steilacoom Park

Green Streets	Neighborhood	Extents
Hipkins Road		104th to Steilacoom Blvd.
Green Street Loop with Arterial and Local Streets in Downtown	Downtown	See Downtown Plan for extent and street sections
72nd Ave.	Lakewood Center	Steilacoom Blvd. to Waverly Dr.
Waverly Drive	Lakewood Center	72nd Ave. to Hill Grove Lane
Hill Grove Lane	Lakewood Center	Waverly Drive to Mt. Tacoma Dr.
Mt. Tahoma Drive	Lakewood Center	Dekoven to Bridgeport Way
108th Street	Lakeview	Pacific Hwy. to Davisson Road
Kendrick Street	Lakeview	Entire length
San Francisco Ave.	Springbrook	Bridgeport Way to 49th Ave.
49th Ave.	Springbrook	San Francisco Ave. to 127th St.
127th St.	Springbrook	49th Ave. to 47th Ave.
Bridgeport Way	Springbrook	123rd St. to McChord Gate
123rd St.	Springbrook	Entire length
47th Ave.	Springbrook	From Pacific Hwy. SW to 127th St.
Washington Ave.	Tillicum	W. Thorne Lane to N. Thorne Lane
Maple Street	Tillicum	Entire length
Custer Road	Flett	Bridgeport Way to Lakewood Dr.

4.5.2 Lakewood Station District

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

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

Other changes envisioned within the Lakewood Station district include:

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

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

7.5.1 Lakeview Light and Power

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

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

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

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

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

Additions and deletions are included below in underline/strikeout.

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

3.10 Green Spaces, Recreation, and Culture

3.10.1 Parks, Open Space, and Recreation – An Overview

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

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

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

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

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

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

in the 2014 Lakewood Legacy Plan, which was designed to 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 2014-2020 – 2034-2040. The Legacy Plan was developed with participation from City and service area residents. It identifies existing publicly owned parks and facilities and their needed improvements, opportunities for partnerships, potential funding sources, and a course of action.

The Legacy Plan is used in the following ways:

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

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

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

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

3.10.2 Park Planning Areas

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

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

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

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

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

3.10.23 Inventory of Parks and Open Space

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

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

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

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

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

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

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

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

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

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

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

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

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

Schools also provide recreational opportunities throughout the community; Figure 3.9-8 shows the locations of 26 public schools within Lakewood. Community facilities are identified in Figure 3.409. Through a partnership with the Clover Park School District, the playground at Lakewood Louise was enhanced in 2009 to support community use during non-school hours. The improvements provided open space in an underserved area, improved our parks level of service and was an efficient use of public resources.

Analysis of Park Land and Facilities Needs

3.10.4 Park and Recreation Demand

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

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

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

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

Major Findings:

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

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

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

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

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

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

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

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

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

Intergovernmental Coordination Opportunities

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

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

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

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

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

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

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

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

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

~~Policies:~~

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

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

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

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

~~LU 41.5: Promote environmental stewardship by promoting public awareness, maximizing the use of public space for environmental education, and exploring the feasibility of developing environmental education centers.~~

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

Policies:

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

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

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

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

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

~~Policies:~~

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

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

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

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

Policies:

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

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

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

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

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

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

~~Policies:~~

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

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

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

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

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

GOAL LU 43: Increase the connectivity of the community.

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

Policies:

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

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

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

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

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

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

~~Policies:~~

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

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

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

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

Policies:

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

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

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

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

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

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

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

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

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

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

Policies:

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

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

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

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

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

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

~~Policies:~~

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

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

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

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

~~Policy:~~

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

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

Policies:

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

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

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

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

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

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

Additions and deletions to the Comprehensive Plan are included below in underline/strikeout. Additional scrivener’s edits to reflect the adoption of the new language below may be completed to implement adoption by the City Council.

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

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

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

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

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

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

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

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

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

In June 2020, the City Council adopted the 2020-2025 5-Year Consolidated Plan for the Community Development Block Grant (CDBG) and HOME Investment Partnership Act (HOME) Programs. The policy direction for the investment of these funds will focused on:

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

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

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

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

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

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

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

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

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

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

- Lakewood has adopted inclusionary housing regulations found within its land use development code (Lakewood Municipal Code, Title 18A, Chapter 18A.90). The purpose of these regulations is to disperse low-income units throughout the City so as to avoid perpetuating existing concentrations of poverty. The provisions allow a project proponent to receive more return from a project through additional density, relaxed development standards, and discounted review fees in return for helping to meet public goals.
- Lakewood also has a senior housing overlay. Its stated purpose is to provide housing opportunities for housing elders in areas of the city where the greatest level of services are available.
- There is an established multifamily housing tax incentive program in place. The program has four objectives: Encourage increased residential opportunities within mixed-use centers; Stimulate new construction or rehabilitation of existing vacant and underutilized buildings for multifamily housing and to increase and improve housing opportunities; Assist in directing future population growth to the

Downtown and the Lakewood Station District, thereby reducing development pressure on single-family residential neighborhoods; and Achieve development densities which are more conducive to transit use.

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

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

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

Residential densities are planned for up to 40 units per acres in the residential zone (MF3) and up to 54 units per acre in the mixed use zone (TOC). Residential development will target housing serving households at 65%-110% of the area median income (AMI), which is itself 67% Lakewood's AMI and 49% of the Pierce County AMI. Rowhouse residential development allows for compact residential development at an affordable price point. Ground-related units will

provide private and semiprivate outdoor space and the opportunity for zero-lot line platted development. This type of development will provide homeownership opportunities and the chance to build wealth and equity for moderate income households in the subarea.

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

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

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

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

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

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

18A.10.180 Definitions

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

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

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

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

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

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

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

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

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

18A.40.110 Residential uses.

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

	Zoning Classifications																				
Residential Land Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker’s unit	–	–	–	–	–	–	–	–	–	–	P	P	P	P	P	P	P	–	P	P	–
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	–	–	–	–	P	–	–	–	–	–	–	–	–
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–
Boarding house (B)(2)	C	C	C	C	C	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Cottage housing (B)(3)	P	P	P	P	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Co-housing (dormitories, fraternities and sororities) (B)(4)	–	–	–	–	P	P	P	P	P	–	P	P	–	–	–	–	–	–	–	–	–
Detached single-family (B)(5)	P	P	P	P	P	P	–	–	–	P	–	–	–	–	–	–	–	–	–	–	–
Two-family residential, attached or detached dwelling units	P	P	P	CP	P	P	P	–	–	P	P	P	–	–	–	–	–	–	–	–	–
Three-family residential, attached or detached dwelling units	P	P	P	CP	C	C	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Multifamily, four or more residential units	–	–	–	–	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–
Mixed use	–	–	–	–	–	–	–	–	–	–	P	P	P	P	–	–	–	–	–	–	–
Family daycare (B)(6)	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–	–	–
Home agriculture	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–	–	–	–	–
Home occupation (B)(7)	P	P	P	P	P	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mobile home parks (B)(8)	–	–	C	C	C	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Mobile and/or manufactured homes, in	–	–	C	C	C	–	P	P	P	–	–	P	–	–	–	–	–	–	–	–	–

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

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

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

1.4.1 Controlling Sprawl

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

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

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

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

- Targeted residential growth in specific neighborhoods.

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

- Focused investment.

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

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

1.4.3 Creation of Place

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

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

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

- Development of a special district around Lakewood Station.

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

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

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

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

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

2.3.5 High-Density Multi-Family

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

2.3.6 Downtown

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

2.3.7 Corridor Commercial

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

2.3.16 Lakewood Station District

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

2.4 Urban Center Designation

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

According to the CWPP, centers are intended to:

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

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

2.4.1 Urban Center

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

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

3.3 Commercial Lands and Uses

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

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

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

Policies:

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

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

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

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

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

4.1 Introduction

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

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

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

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

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

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

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

4.2 Relationship Between Urban Design and Land-Use Designations

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

4.3 Relationship Between Urban Design and Transportation

* * *

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

4.4 Citywide Urban Design Framework Plan

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

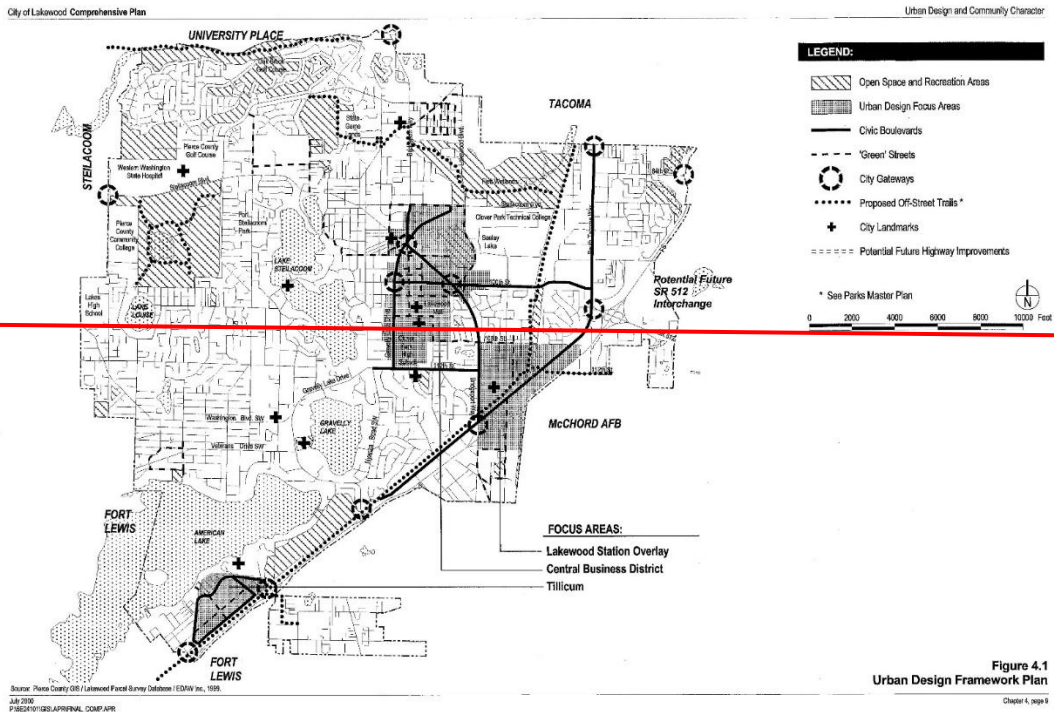
Landmarks: Landmarks are reference points in or outside the city. They help orient people and create the city's identity. Lakewood landmarks identified in this plan include:

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

*potential future landmarks

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

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



4.5 Focus Area Urban Design Plans

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

4.5.1 Downtown

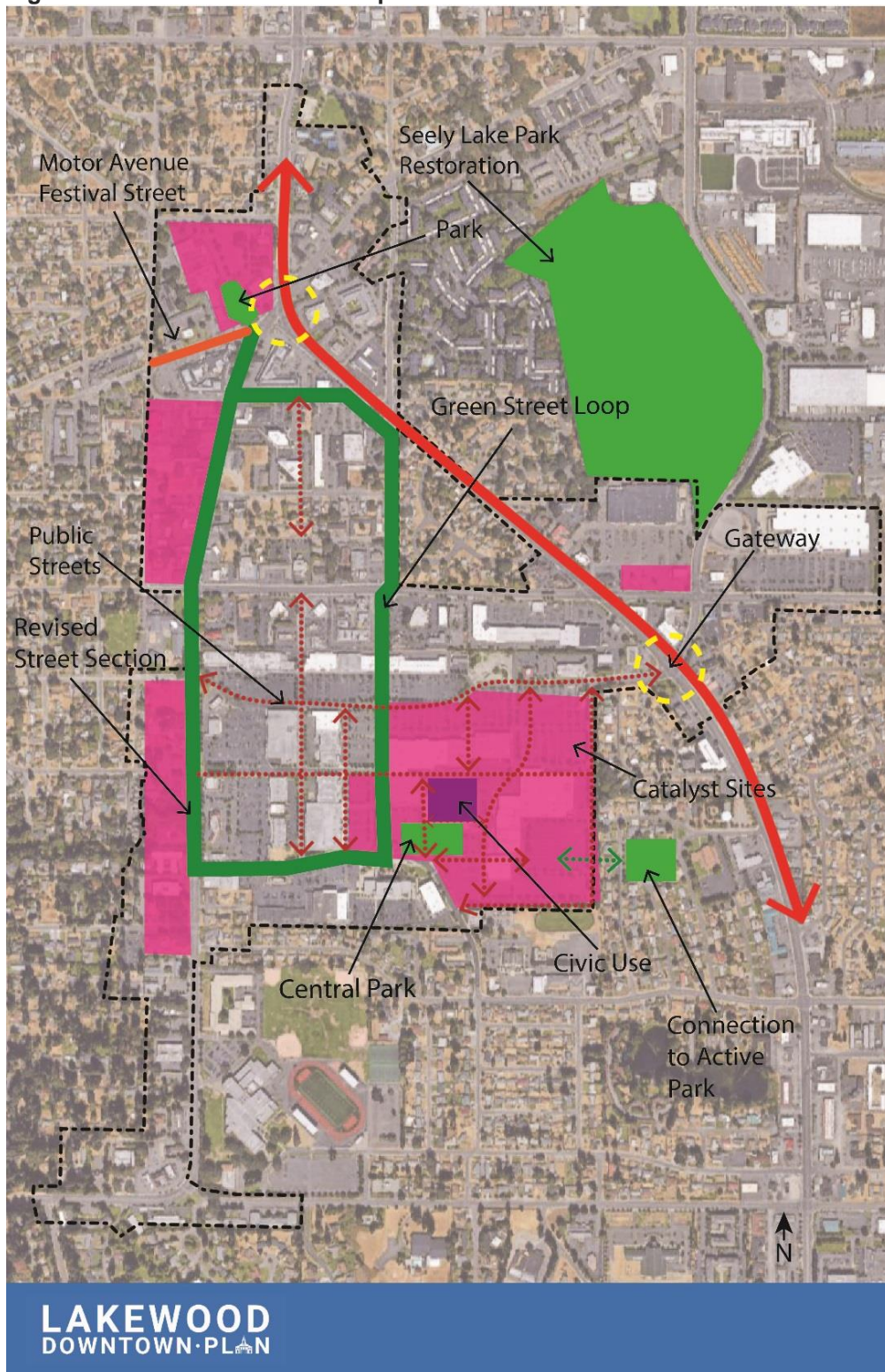
In 2018, the City adopted the Downtown Subarea Plan, Development Code and SEPA Planned Action, realizing a major goal of this Comprehensive Plan is to create a downtown in the Urban Center where CBD zoning is largely applied, redeveloping with it into a rich urban area with civic amenities, walkable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

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

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

- **New Public Streets:** The Downtown lacks a dense and walkable street grid to support urban development, circulation, and an active public realm.
- **Central Park:** A new urban park of between two to four acres is proposed just north of City Hall to serve as the main gathering space for the community and to include a variety of features and programming.
- **Revised Gravelly Lake Drive:** As part of the Green Street Loop, a revised road design for Gravelly Lake Drive SW is proposed. The revision will allow for expanded sidewalks and a multi-use path on the east side of the street.
- **Catalyst Sites:** Catalyst sites are the best opportunities to weave together public improvements in infrastructure and amenities with infill and redevelopment by the private sector. The best opportunities for redevelopment based on vacant and underutilized sites, and large surface parking areas, and surrounding context have been identified as catalyst sites in the near term to further the implementation of this Plan.
- ~~Motor Avenue Festival Street~~**Colonial Plaza:** ~~In 2019, the City intends to move forward with completed creating the Colonial Plaza, a festival street space along Motor Avenue consistent with the adopted concept Downtown Subarea pPlan. The plan that~~ includes a large central plaza, a pedestrian promenade, a farmer's market and event structure, street trees, landscaping, and public art opportunities.

Figure 4.2 Downtown Plan Concept



Framework, 2018

4.5.2 Lakewood Station District

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

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

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

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

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

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

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

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

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

Other changes envisioned within the Lakewood Station district include:

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

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

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

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

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

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

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

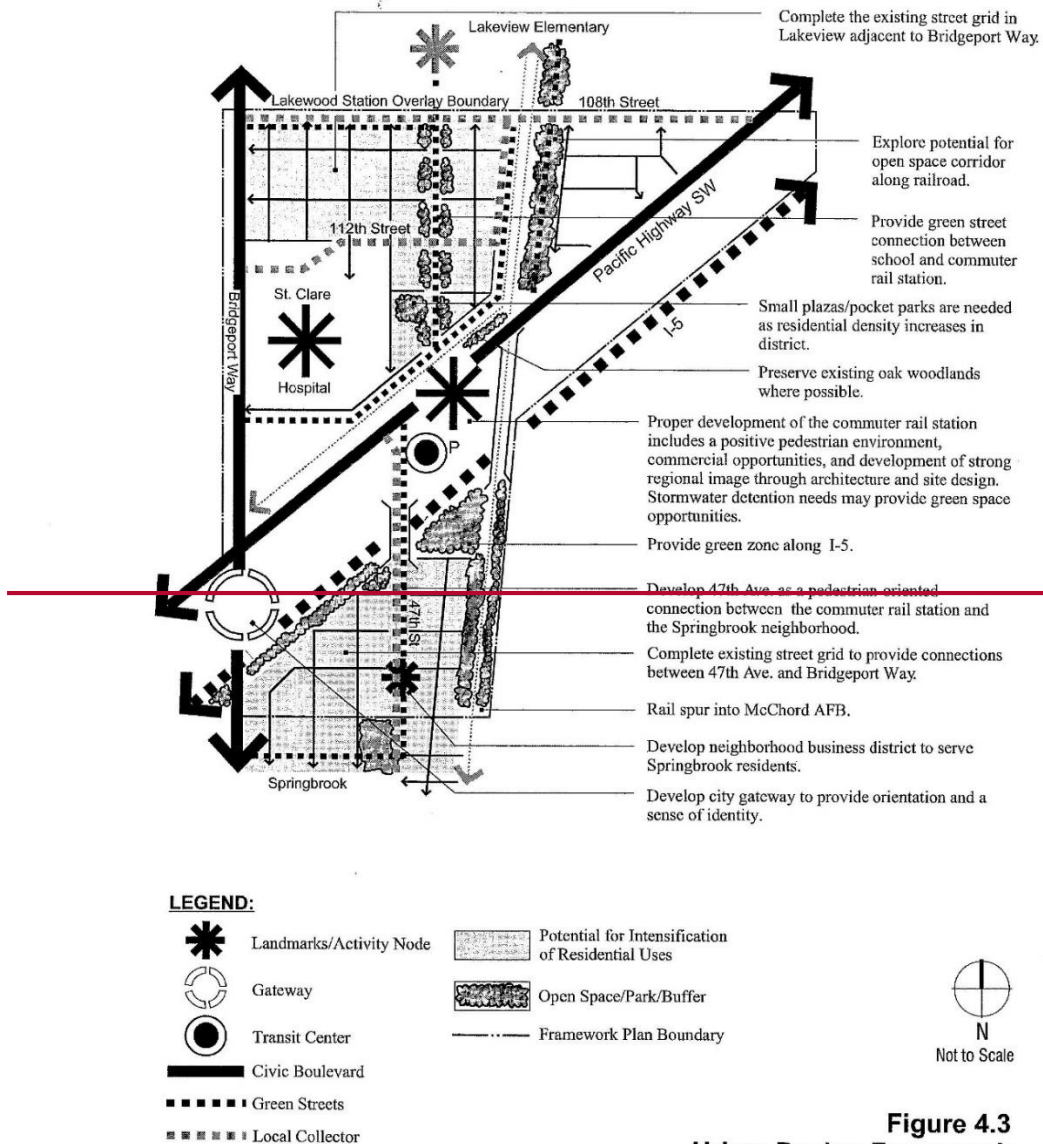


Figure 4.3
Urban Design Framework
for Lakewood Station District

SOURCE: EDAW, Inc. 1999

July 2000

File path: p:\6e24101\graphics\UrbanDsgn2.cdr

Chapter 4, page15



BERK, 2020

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

Policies:

- UD-8.1: ~~Develop-Implement the Downtown Subarea~~ ~~sub-area plan for the entire CBD area~~, paying attention to the integration of Lakewood Towne Center with the remainder of the ~~CBD subarea~~.
- UD-8.2: Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.
- UD-8.3: Promote design elements that enhance the distinctive character of the Colonial Center while enabling contemporary urban design in the ~~CBD Downtown~~ overall.
- UD-8.4: Maintain a pedestrian-orientation in building, site, and street design and development in the ~~CBD Downtown~~.
- UD-8.5: Promote urban amenities throughout the ~~CBD Downtown~~ and on individual sites.

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

Policies:

- UD-9.1: Provide for pedestrian and bicycle connectivity within the Lakewood Station ~~d~~District to the commuter rail station.
- UD-9.2: Identify the opportunities for additional public/semi-public green space in the Lakewood Station ~~D~~district. (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) Plan~~ ~~a sub-area plan to serve as the framework plan for developing the Lakewood Station district~~. Incorporate site and architectural design measures to coordinate consistency of private and public development.

5.2.7 Retail & Lodging Development

~~Lakewood Towne Center~~The Downtown is a site of open air destination with four distinct components: A City Hall as its centerpiece; a power center; an entertainment center; and a neighborhood center, all of which need further development to create a greater sense of place and gathering area for the community and visitors.

The International District is located along South Tacoma Way, from the City's entrance at 80th Street to the North and the 512 interchange to the South. Although Korean settled and developed, the area is a mix of cultures, restaurants, grocery, and other retail. Paldo World, Boo Han Market, and HMart are the most prominent stores along this corridor. The Great American Casino to the South, at the 512, was built in 2007. In 2017, Lee Medical Center was built, bringing a new family medical team, lab, counseling, and internal medicine facility to the area. This district currently brings in more retail

sales tax to the City than any other combined area in the City. The district is has potential for major redevelopment, particularly at the City's entrance.

In 2008/2009, the City conducted both a hotel study and market analysis on Pacific Highway from 108th to Bridgeport. Development followed with the construction of Candlewood Suites, Lakewood Station and Pedestrian Bridge, Lakewood Ford, and the Nisqually Market. In 2012, LaQuinta Inn was converted to a Holiday Inn, and the Sounder Train service was extended to Lakewood Station. In 2013, Kenworth Northwest built a state-of-the-art new truck sales and service facility. A mobile home park was closed in preparation for two Marriott Hotel properties, one of which is planned for construction in 2015.

Numerous older motels have been closed along South Tacoma Way and Pacific Highway in anticipation of redevelopment.

In 2008, Walmart opened a new supercenter at the City's entrance to the Northwest on Bridgeport Avenue, and Lowes opened on 100th and Lakewood Drive. In 2014, Hobby Lobby and Big Lots opened at 100th and Bridgeport, site of the former Kmart store.

The Colonial Shopping Center, which included a former QFC, ~~was purchased by an equity firm in 2013. It is currently being re-designed. New tenants are being recruited to the site~~continues to be a focus for redevelopment by the City.

5.2.8 Office Development

There is some office space within the business parks, along major corridors and, small office space within ~~the Central Business District~~Downtown. The most significant office developments have been medical facilities, a professional services office on Main Street SW, and ~~the new~~ Harborstone Credit Union. Office buildings have constituted minimal new development. This may be a future focus as business and healthcare campuses develop.

☉ 5.4 Summary of Achievements

- The establishment of Lakewood's own police department.
- Installation of over \$20 million in water and sewer infrastructure in Tillicum and Woodbrook.
- Required \$1.5 million in mitigation measures to offset the relocation of the main entrance into Camp Murray.
- Over \$5 million in improvements to the Berkeley Bridge and Union Avenue SW.
- Over \$5 million in new road improvements to Pacific Highway SW.
- Construction of the Sounder Station including parking garage and pedestrian overpass.
- In 2002, the redevelopment of the Lakewood Mall into the Lakewood Towne Center.
- Recruitment of National retailers to the CBD and the South Tacoma Way Corridor.
- The location of Tactical Tailor to Lakewood.
- The removal of blighted buildings and structures on South Tacoma Way and Pacific Highway SW.
- Construction of a Wal-Mart Super Center on Bridgeport Way, including \$1.5 million in

new road improvements.

- Construction of the new Kenworth Truck Dealership on Pacific Highway SW.
- Construction of Lakewood Ford on Pacific Highway SW.
- Installation of major park upgrades at Fort Steilacoom Park.
- Extensive new road improvements on Murray Road SW, including a new roundabout, 59th Street SW, 104th Street SW, and Bridgeport Way from the northerly City limits to Gravelly Lake Drive SW.
- Establishment of the Rental Housing Safety Program and Dangerous Building Abatement Program priorities in 2018.
- Adoption of the Downtown Subarea Plan in 2018.
- Construction of Colonial Plaza to create a public festival site in the Downtown.
- Adoption of the Lakewood Station District Subarea Plan in 2021.

GOAL ED-5: Promote the revitalization/redevelopment of the following areas within Lakewood:

- 1) the ~~Central Business District~~Downtown Subarea;
- 2) the South Tacoma Way & Pacific Highway Corridors;
- 3) Springbrook;
- 4) Tillicum/Woodbrook;
- 5) ~~Lakeview (Lakewood Station District);~~The Lakewood Station District Subarea and
- 6) Lake City.

Policies:

ED-5.1: Where appropriate, develop and maintain public-private partnerships for revitalization.

ED-5.2: Pursue regional capital improvement opportunities within these specific areas.

ED-5.3: Promote the concentration of commercial uses and cultural activities ~~in the Central Business District~~Downtown with the intent of increasing and maintaining the vitality of the community.

ED-5.4: Promote industrial land development at the Woodbrook Business Park.

ED-5.5: Continue existing programs to expand sewers throughout Tillicum and Woodbrook.

ED-5.6: Expand commercial development along Pacific Highway SW by converting lands designated Public/Institutional into commercial uses.

ED-5.7: Expand housing ownership opportunities.

ED-5.8: Identify and implement strategies to foster small business development and expansion.

ED-5.9: Aggressively market the ~~Central Business District~~Downtown as a place to live, shop, and do business.

ED-5.10: Encourage mixed use developments within the ~~Central Business District~~Downtown and Lakeview.

ED-5.11: Remove blighted buildings from residential neighborhoods.

ED-5.12: Promote single family development in Lake City and Tillicum.

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

ED-5.14: Consider establishing a local development government corporation and an equity investment approach for land assembly within a designated target area. Under this model, landowners contribute their land (and improvements) as “shares” to the corporation and receive a portion of the distribution from cash flow generated by redevelopment.

GOAL T-16: Foster the evolution of a ~~central business district~~Downtown that is compact and walkable and not ~~defined by large expanses of parking lots.~~

Policies:

T-16.1: Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action. Conduct periodic reviews of Downtown development to verify the Plan's success.

T-16.2: Consider maximum parking requirements for higher density areas to encourage alternative transportation modes.

T-16.32: Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.

T-16.43: Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment.

T-16.54: Encourage the use of structured or underground parking to use land more efficiently.

T-16.65: Focus investments in downtown central business areas by promoting joint- and mixed use development and integrating shared-use parking practices.

T-16.76: Incorporate ~~regional~~ regional ~~transportation~~ 2040 guidelines into planning for centers and high-capacity transportation station areas.

GOAL U-14: Coordinate utilities undergrounding with new development, redevelopment, and street projects.

Policies:

U-14.1: Where feasible, time undergrounding of utilities to coincide with major street projects.

U-14.2: Seek financing for utilities undergrounding in conjunction with road improvement financing.

U-14.3: To the maximum extent possible and based upon applicable regulations, the City should require the undergrounding of utility distribution lines in new subdivisions, new construction, and significantly reconstructed facilities, consistent with all applicable laws.

U-14.4: To the maximum extent possible and based upon applicable regulations, the City should work with the utility companies in preparing a plan for undergrounding utilities in areas where their

visual impact is critical to improving the appearance of the City, such as the ~~Central Business District~~Downtown Subarea and the I-5 Corridor (Pacific Highway SW and South Tacoma Way).

Land-Use Implementation Strategies

- 11.3.1 Target redevelopment of obsolete one-bedroom apartment complexes.
- 11.3.2 Recognize existing programs and regulatory mechanisms such as the City's street lighting program, street tree program, sign ordinance, sidewalk program, significant tree ordinance as ongoing means of achieving land-use goals.
- 11.3.3 Develop and implement redevelopment and subarea plans for the Lakewood Station District Subarea, Springbrook, the ~~CBD~~Downtown, the Pacific Highway SW corridor, and selected residential arterials.
- 11.3.4 Examine the potential for employing density bonuses in return for private development of public open space.
- 11.3.5 Maintain and periodically update the city's Critical Areas and Resource Lands Ordinance and related plans as required by the GMA. The City's critical areas regulations were initially adopted in 2004.
- 11.3.6 Maintain and update as required the City's Shoreline Master Program (adopted 20194) consistent with GMA and the state Shoreline Management Act (SMA), including salmon recovery provisions.
- 11.3.7 Capitalize on historical sites in the area such as Fort Steilacoom, Lakewold Gardens, and the Lakewood Colonial Theater, as well as other local amenities like the lakes and parks.
- 11.3.8 Work to maintain an adequate variety of land uses within the city to support development.
- 11.3.9 Work to provide for on-line submittal of development permit and building permit application forms.
- 11.3.10 Streamline the permit processing system wherever possible to make it easier to understand and to minimize the review time and costs.
- ~~11.3.11 ——— Develop redevelopment plans for the Lakewood Station area, the Central Business District, and the Pacific Highway southwest corridor.~~
- ~~11.3.12~~11.3.11 Continue to prepare the Woodbrook area for redevelopment with industrial uses and pursue opportunities to locate appropriate businesses consistent with utility extensions as described in the Woodbrook Business Park Development report issued in July, 2009.
- ~~11.3.13~~11.3.12 Continue with redevelopment efforts in Tillicum and the preparation of development regulations and design standards as described in the Tillicum Neighborhood Plan originally adopted in June 2011 and updated thereafter.
- ~~11.3.14~~11.3.13 Promote Low Impact Development (LID) practices as required by the City's National Pollution Discharge Elimination System (NPDES) municipal stormwater general permit, including supporting dual use of landscaping and open space areas for stormwater infiltration, and minimizing impervious surface areas. LID principles should be incorporated into the City's land use and site development regulations to promote on-site infiltration of stormwater.

Transportation Implementation Strategies

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

2021-08 Rezoning Parcels, Reviewing Comprehensive Plan Text and Tillicum Neighborhood Plan:

I. Parcels in Proximity to Berkeley Interchange – Redesignate/rezone parcels 2200000172, -173, -192, -193, -210, -240, -250, -260, -270, -941, -942, and -950 from Single Family (SF)/Residential 3 (R3) to Neighborhood Business District (NBD)/Neighborhood Commercial 2 (NC2.)

II. Parcels included within pending Habitat for Humanity Project – Redesignate/rezone parcels 0219212116, -017, -056, and -063 from Single Family (SF)/Residential 3 (R3) to Mixed Residential (MR)/Mixed Residential 2 (MR2.)

III. Conduct reviews 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.

2021-09 Text amendments to Comprehensive Plan Goal LU-18 (LU-18.5) related to highest and best uses of commercial lands.

Additions and deletions are included below in underline/strikeout.

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

LU-18.5: Work to reinvigorate economically blighted areas in Lakewood ~~by establishing Community Renewal Areas with associated renewal plans.~~

2021-10 Text amendments to LMC Chapter 18A.40 expanding the list of water supply related facilities (water wells, culverts, water tanks) and sewer or pumping station facilities in the Lakewood development code.

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

18A.40.150 Utilities

A. Utilities Land Use Table. See LMC 18A.10.120 (D) for the purpose and applicability of zoning districts.

	<u>Zoning Classifications</u>																						
	R 1	R 2	R 3	R 4	MR 1	MR 2	MF 1	MF 2	MF 3	AR C	NC 1	NC 2	TO C	CB D	C 1	C 2	C 3	IB P	I 1	I 2	P I	OSR 1	OSR 2
Electrical distribution lines, pipes, and support poles, transformers, and related facilities, not including substations <u>(B)(1)*</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
<u>Electrical distribution substations (B)(2)</u>	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Electrical transmission lines of 115 kV or less and support poles <u>(B)(3)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
<u>Electric vehicle</u> battery charging stations <u>(B)(7)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Natural gas or <u>fuels related</u> conveyance facilities; <u>includes gas compressor stations</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P <u>C</u>	P <u>C</u>
Potable water conveyance facilities <u>(B)(5)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Potable water storage facilities	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Storm water collection and conveyance facilities; <u>includes levees and culverts</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Storm water detention/retention facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Telecommunications earth receiving stations (satellite dishes) <u>(B)(4)</u>	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Telecommunications lines, pipes, support poles and related	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

	<u>Zoning Classifications</u>																						
	R 1	R 2	R 3	R 4	MR 1	MR 2	MF 1	MF 2	MF 3	AR C	NC 1	NC 2	TO C	CB D	C 1	C 2	C 3	IB P	I 1	I 2	P I	OSR 1	OSR 2
facilities, not including earth receiving stations, personal wireless service , transmission/receiving/relay facilities, or switching facilities (B)(1)																							
Telecommunications switching facilities	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Telecommunications transmission/receiving/relay facilities (B)(2)	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Water purification and filtration activities	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Waste water conveyance facilities; includes pumping and/or lift stations (B)(5)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C
Water supply wells and pumping stations	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>	<u>C</u>
Wireless service facilities (WSFs) (B)(6)	C	C	C	C	C	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	C	C

P: [Permitted Use](#) C: [Conditional Use](#) “—” Not allowed. *Numbers in parentheses reference [use](#)-specific development and operating conditions under subsection [\(B\)](#) of this section.

2021-11 Text and Map amendments regarding Transitory Accommodations in response to 2020 ESSB 1754, adding “Religious Organizations; Hosting of the Homeless” to the Comprehensive Plan and LMC Title 18A.

New text is underlined and deleted text is shown in strikethrough. The remainder of the Comprehensive Plan is unchanged.

PS-18.4: Provide assistance for a continuum of housing for persons with special needs, homeless persons and people at risk of homelessness.

- Develop partnerships with housing providers and human services agencies

providing emergency shelters, permanent supportive, and repaid re-housing assistance.

- Support the efforts of the ~~Ten-Year Regional Plan to End Chronic Homelessness~~ Continuum of Care and its current Plan to End homelessness in Pierce County.

New text is underlined and deleted text is shown in strikethrough. The remainder of LMC Title 18A is unchanged.

18A.10.180

“Transitory accommodations” means tents, sheds, huts, cabins, trailers or other enclosures which are not permanently attached to the ground, may be easily erected and dismantled, and are intended for temporary occupancy, usually for recreational or humanitarian purposes.

18A.20.080 Review authorities.

KEY:	
Appeal	= Body to whom appeal may be filed
Director	= Community and Economic Development Director
PC	= Planning Commission
HE	= Hearing Examiner
CC	= City Council
R	= Recommendation to Higher Review Authority
D	= Decision
O	= Appeal Hearing (Open Record)
C	= Appeal Hearing (Closed Record)
N	= No
Y	= Yes

The following table describes development permits, the public notice requirements, and the final decision and appeal authorities. See LMC 18A.20.400 et seq. for appeals. When separate applications are consolidated at the applicant’s request, the final decision shall be rendered by the highest authority designated for any part of the consolidated application.

Applications	Public Notice of Application	Director	HE	PC	CC
TYPE I ADMINISTRATIVE					
Accessory building	N	D	O/Appeal	N	N
Accessory dwelling unit	N	D	O/Appeal	N	N
Administrative nonconforming determination	N	D	O/Appeal	N	N
Boundary line adjustment	N	D	O/Appeal	N	N
Business license	N	D	O/Appeal	N	N
Certificate of occupancy	N	D	O/Appeal	N	N
Commercial addition/remodel	N	D	O/Appeal	N	N
Demolition permit	N	D	O/Appeal	N	N

Applications	Public Notice of Application	Director	HE	PC	CC
Design review	N	D	O/Appeal	N	N
Final subdivision plat (10 or more lots)	Y	D	O/Appeal	N	N
Home occupation permit			O/Appeal		
<u>Hosting the homeless by religious organizations</u>	<u>See RCW 35A.21.360</u>	D	O/Appeal	N	N
Land use permit – minor modification	N	D	O/Appeal	N	N
Manufactured/mobile home permit	N	D	O/Appeal	N	N
New commercial building permit	N	D	O/Appeal	N	N
New single-family building permit	N	D	O/Appeal	N	N
Pre-application conference permit	N	N	N	N	N
Preliminary and final short plats (creating 2 – 9 lots)	N	D	O/Appeal	N	N
Reasonable accommodation request	N	D	O/Appeal	N	N
Residential addition/remodel	N	D	O/Appeal	N	N
Shoreline exemption	N	D	O/Appeal	N	N
Sign permit	N	D	O/Appeal	N	N
Site development permit	N	D	O/Appeal	N	N
Small wireless facility permit	See Chapter 18A.95 LMC				
Temporary use permit	N	D	O/Appeal	N	N
Transfer of development rights	N/A (Program administered by Pierce County)				
Time extension or minor modification to a Type I permit	N	D	O/Appeal	N	N
Tree removal permit	N	D	O/Appeal	N	N
Zoning certification	N	D	O/Appeal	N	N
Zoning (map and/or text) interpretation or determination	N	D	O/Appeal	N	N
TYPE II ADMINISTRATIVE					
Binding site plan	Y	D	O/Appeal	N	N
Cottage housing	Y	D	O/Appeal	N	N
Environmental review (SEPA) – (SEPA Checklist and Threshold Determination)	Y	D	O/Appeal	N	N
Preliminary and final short plats (2 – 9 lots)	Y	D	O/Appeal	N	N
Shoreline conditional use permit	Y	D	O/Appeal	N	N
Shoreline substantial development permit	Y	D	O/Appeal	N	N
Shoreline variance permit	Y	D	O/Appeal	N	N
Time extension or minor modification to a Type II permit	Y	D	O/Appeal	N	N
Transitory accommodation permit	Y	D	O/Appeal	N	N
TYPE III DISCRETIONARY					
Conditional use permit	Y	R	D	N	N
Land use permit – major modification	Y	R	D	N	N
Major modification to a Type III permit	Y	R	D	N	N
Planned development district	Y	R	D	N	N
Preliminary plat, long	Y	R	D	N	N
Public facilities master plan	Y	R	D	N	N
Shoreline conditional use permit when referred by the Shoreline Administrator	Y	R	D	N	N

Applications	Public Notice of Application	Director	HE	PC	CC
Shoreline substantial development permit when referred by the Shoreline Administrator	Y	R	D	N	N
Shoreline variance when referred by the Shoreline Administrator	Y	R	D	N	N
Time extension to a Type III permit	Y	R	D	N	N
Unusual use(s) permit	Y	R	D	N	N
Variance	Y	R	D	N	N
Zoning Map amendment, site specific	Y	R	D	N	CC/ Appeal
TYPE IV OTHER					
Scrivener corrections to CPA map and/or CPA text	Y	R	N	N	D
TYPE V LEGISLATIVE					
Annexation	Y	R	N	R	D
Comprehensive Plan Map only amendment, Area Wide	Y	R	N	R	D
Comprehensive Plan Map only amendment, site specific	Y	R	N	R	D
Comprehensive Plan text only amendment	Y	R	N	R	D
Development agreement	Y	R	N	R	D
Shoreline Master Program amendment	Y	R	N	R	D
Zoning amendment – Text only	Y	R	N	R	D

18A.20.310 Public notice framework.

To inform the public of proposed project actions, the Department and applicants shall provide notice as identified in the table below. A vicinity map and basic site plan shall be included with any mailed notices. If a project is SEPA-exempt and no public hearing is required, notice of application as required by RCW 36.70B.110 will be limited to the type of notice described below.

KEY:	
NOA	= Notice of Application
CED	= Community and Economic Development Department
NOD	= Notice of Decision
PO-300	= Property owners within 300 feet of project site
PR	= Parties of record on file
SEPA	= State Environmental Policy Act
WAC	= Washington Administrative Code

Process: Type I Administrative			
Application Type	Notice Types	When	Who gets Notices
1. Accessory building; 2. Accessory dwelling unit; 3. Administrative nonconforming determination; 4. Business license; 5. Certificate of occupancy;	NOD.	Within 90 calendar days after the City notifies the applicant that the application is complete.	1. Applicant; and 2. PR.

Process: Type I Administrative			
Application Type	Notice Types	When	Who gets Notices
6. Commercial addition/remodel; 7. Conditional use permit – minor modification; 8. Demolition permit; 9. Design review; 10. Final subdivision plat (10 or more lots); 11. Home occupation permit;			
<u>12. Hosting the homeless by religious organizations;</u>	<u>See RCW 35A.21.360</u>	<u>See RCW 35A.21.360</u>	<u>See RCW 35A.21.360</u>
13. Housing incentives permit; 14. Landscape plan approval; 15. Land use approval; 16. Lot line adjustment; 17. Manufactured/mobile home permit; 18. New commercial permit; 19. New multifamily permit; 20. New single-family permit; 21. Pre-application permit; 22. Preliminary and final short plats (creating 2 – 9 lots); 23. Reasonable accommodation request; 24. Residential addition/remodel; 25. Senior housing overlay permit; 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).	NOD.	Within 90 calendar days after the City notifies the applicant that the application is complete.	1. Applicant; and 2. PR.

Chapter 18A.30 Discretionary Permits

Sections:

- 18A.30.005 Definitions.
- Article I. Comprehensive Plan Amendment
 - 18A.30.010 Type of action.
 - 18A.30.020 Plan amendment procedures – Comprehensive plan.

- 18A.30.030 Preliminary review and evaluation criteria – Comprehensive plan.
- 18A.30.040 Council approval of final docket – Comprehensive plan.
- 18A.30.050 Final review and evaluation – Comprehensive plan.
- 18A.30.060 Decision criteria for rezone requests – Comprehensive plan.
- 18A.30.070 Consistency between the zoning map and the future land use map – Comprehensive plan.
- 18A.30.080 Planning Commission and City Council review and adoption process.
- 18A.30.090 Timing and exemptions.
- 18A.30.100 Notice to County Assessor of changes in comprehensive plan and development regulations.
- Article II. Conditional Use Permit
 - 18A.30.110 Purpose – Conditional use permit.
 - 18A.30.120 Type of action.
 - 18A.30.130 Criteria for approval.
 - 18A.30.140 Conditions of approval.
 - 18A.30.150 Minor modifications to approved conditional use permits.
 - 18A.30.160 Time frame for submission of construction permits.
 - 18A.30.170 SEPA-exempt conditional uses.
 - 18A.30.180 Compliance – Conditional use permit.
 - 18A.30.190 Transferability – Conditional use permit.
 - 18A.30.200 Essential public facilities – Conditional use permit.
 - 18A.30.210 Special needs housing – Conditional use permit.
- Article III. Cottage Housing
 - 18A.30.220 Purpose – Cottage housing.
 - 18A.30.230 Applicability.
 - 18A.30.240 General provisions.
 - 18A.30.250 Development standards.
 - 18A.30.260 Open space.
 - 18A.30.270 Building design standards.
 - 18A.30.280 Parking.
 - 18A.30.290 Common area maintenance.
 - 18A.30.300 Low impact development standards.
 - 18A.30.310 Modifications.
- Article IV. Development Agreement
 - 18A.30.320 Authority.
 - 18A.30.330 Process type of action.
 - 18A.30.340 Content.
 - 18A.30.350 Application.
 - 18A.30.360 Timing of public hearings.

- 18A.30.370 Notice.
 - 18A.30.380 Staff report.
 - 18A.30.390 Public hearing and City Council action.
 - 18A.30.400 Term of agreement.
- Article V. Land Use Review and Approval
 - 18A.30.410 Purpose – Land use review and approval.
 - 18A.30.420 Process type of action.
 - 18A.30.430 Applicability.
 - 18A.30.440 Delegation of authority.
 - 18A.30.450 Application – Content.
 - 18A.30.460 Application – Review process.
 - 18A.30.470 Site plan review log – Summary of action.
 - 18A.30.480 Notification.
 - 18A.30.490 Reconsideration in response to SEPA comments.
 - 18A.30.500 Amendments.
 - 18A.30.510 Dedication, improvements and performance bond.
 - 18A.30.520 Final approval – Expiration.
- Article VI. Planned Development
 - 18A.30.530 Purpose.
 - 18A.30.540 Application.
 - 18A.30.550 Public hearing.
 - 18A.30.560 Required findings.
 - 18A.30.570 Action of Hearing Examiner.
 - 18A.30.580 Minimum size.
 - 18A.30.590 Permitted modifications.
 - 18A.30.600 Permitted residential density and lot sizes.
 - 18A.30.610 Required open space and recreation facilities.
 - 18A.30.620 Multiple zoning districts.
 - 18A.30.630 Phased development.
- Article VII. Rezone and Text Amendments
 - 18A.30.670 Authority.
 - 18A.30.680 Site-specific rezone procedures.
 - 18A.30.690 Collection of rezone applications.
 - 18A.30.695 Quasi-judicial rezone procedures.
 - 18A.30.695.10 Purpose.
 - 18A.30.695.20 Applicability.
 - 18A.30.695.30 Application requirements.
 - 18A.30.695.40 Public notice.
 - 18A.30.695.50 Review.
 - 18A.30.695.60 Burden of proof.
 - 18A.30.695.70 Examiner’s authority.

- 18A.30.695.80 Appeals.
- 18A.30.695.90 Compliance with conditions.
- Article VIII. Temporary Use Permits
 - 18A.30.700 Purpose.
 - 18A.30.710 Permitted uses.
 - 18A.30.720 Exemptions.
 - 18A.30.730 Application and authorization.
 - 18A.30.740 Standards.
 - 18A.30.750 Criteria for granting approval.
 - 18A.30.760 Decision.
- ~~Article IX. Transitory Accommodations~~
- Article X. Variance
 - 18A.30.840 Purpose.
 - 18A.30.850 Process type of action.
 - 18A.30.860 Limitations.
 - 18A.30.870 Authority.
 - 18A.30.880 Required findings.
 - 18A.30.890 Additional conditions of approval.
- Article XI. Unusual Uses
 - 18A.30.900 Purpose.
 - 18A.30.960 Process type of action.

18A.40.010 Purpose.

The purpose of this chapter is to establish permitted land uses for the City of Lakewood. The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied, or maintained. The use is considered permanently established when that use will be or has been in continuous operation for a period exceeding 60 days, except that in no case shall a transitory accommodation, which may be allowed to operate continuously for a period of up to 90 days. A use which will operate for 60 days or less, and hosting the homeless by religious organizations, are considered temporary uses, and are subject to the requirements of LMC Chapter 18A.110, Part VII. All applicable requirements of this code, or other applicable state or federal requirements, shall govern a use located within the Lakewood city limits.