



**LAKWOOD CITY COUNCIL
SPECIAL MEETING AGENDA**

Monday, September 30, 2024

6:00 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 call in to listen by telephone via Zoom: Dial +1(253) 215-8782 and enter meeting ID: 868 7263 2373

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CALL TO ORDER

ROLL CALL

ITEMS FOR DISCUSSION

- (2) Review 2025-2026 Federal Legislative Priorities, State Legislative Agenda and Policy Manual, and Pierce County Policy Manual.

ADJOURNMENT

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

<http://www.cityoflakewood.us>



TO: Mayor, Deputy Mayor, and City Councilmembers

FROM: MICHAEL VARGAS, ASSISTANT TO THE CITY MANAGER/POLICY ANALYST

THROUGH: JOHN CAULFIELD, CITY MANAGER

A handwritten signature in black ink that reads "John P. Caulfield". The signature is written in a cursive, flowing style.

DATE: SEPTEMBER 30TH, 2024

SUBJECT: REVIEW 2025-2026 STATE LEGISLATIVE AGENDA AND POLICY MANUAL, FEDERAL LEGISLATIVE PRIORITIES AND PIERCE COUNTY POLICY MANUAL

ATTACHMENTS: LEGISLATIVE MATERIALS

Timeline: The City Council will review the following legislative materials at the September 30th, 2024 Legislative Retreat:

- Federal policy agenda
- State policy agenda
 - Community Partnership Program
 - Edgewater Park
 - Community Notification Board
 - Clean Buildings Standards Compliance
- State policy manual
- County policy manual

Following the Legislative Retreat, the City Council is expected to review the updated legislative materials at the October 28th study session. The approval of the legislative materials is expected at the November 4th regular meeting.

Meeting with State Legislators: The following potential dates and times have been identified for a Special Meeting with the 28th and 29th legislative district state legislators:

- Wednesday, November 13th at 6pm
- Tuesday, November 19th at 6pm
- Thursday, December 5th at 6pm
- Wednesday, December 11th at 6pm
- Thursday December 12th at 6pm



2024 Federal Policy Agenda

Adopted November 6, 2023

Lakewood City Council Vision Statement:

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



Lakewood City Council

- Jason Whalen, *Mayor*
- Mary Moss, *Deputy Mayor*
- Ryan Pearson, *Councilmember*
- Paul Bocchi, *Councilmember*
- Patti Belle, *Councilmember*
- Michael Brandstetter, *Councilmember*
- Trestin Lauricella, *Councilmember*

Contact Information

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Introduction

The City of Lakewood has established a productive and trusted relationship with its congressional delegation over the past many years. The result is a delegation that actively partners with the City in support of shared goals, whether they be funding for critical infrastructure and economic development, or offering legislative language to modify Department of Defense policies. The City thanks the congressional delegation for securing improvements for the Lakewood community over the years.

2024 Accomplishments

The City continued its track record of partnering with its congressional delegation in [2024](#). ~~Following the City's 2022 award of \$2.5 million federal funding for the South Tacoma Way Project, the City supported a \$2.5 million 2023 funding request for the LASA Campus Project. This project was once again selected by Congresswoman Marilyn Strickland for funding and \$1 million has been included in the House Transportation Appropriations bill. The process is currently in negotiations between the House and the U.S. Senate and a final resolution on the funding for LASA is expected before the end of the year. The project has support from both Senator Patty Murray and Senator Maria Cantwell in addition to Congresswoman Strickland.~~

[Following the City's successful support for a \\$1 million award to the LASA Campus Project in 2023, the City was awarded a 2024 \\$1.1 million RAISE Planning Grant for the "Green Street Loop" project in the Downtown Subarea. This funding completes 30% project design for an updated motorized and non-motorized transportation network in the downtown area, a critical first step in implementing the City's vision of a modern downtown core. This transformative planning project was championed by Congresswoman Marilyn Strickland, Senator Patty Murray, and Senator Maria Cantwell.](#)

The City also [built](#) support within the delegation [and specifically with House Armed Services Committee Ranking Member Adam Smith](#) for the appropriate and needed changes at the Department of Defense that streamlines the purchasing of private land for compliance with military safety buffer zones. [In the 2024 National Defense Authorization Act, the City successfully included language that furthers this goal.](#) The delegation will help the City's continued efforts in resolving the issue of North Clear Zone encroachment.

2025 Policy Opportunities

- The City has identified a number of infrastructure and housing needs to prioritize in [2025](#) that would benefit the community. Congress and the Biden Administration are providing numerous funding opportunities for the City to pursue these important projects. Congress and the Biden Administration have provided numerous funding opportunities for the

City to pursue via historic infrastructure and climate mitigation programs. ~~After submitting a RAISE Planning Grant in 2023 and getting insightful feedback from USDOT about the application, the City will resubmit the “Green Loop” street portion of the Downtown Subarea Plan project to the RAISE program. The City will also consider its next federal earmark request for delegation consideration in 2025.~~ The City is not submitting a federal earmark request for 2025, as several key City Council Goals for 2025-2026, to include development of a Downtown Community Center, are not ready for a competitive request for one-time construction funding.

The City is instead supporting a 2025 OLDCC Planning grant for SSMCP's competitive project of implementing a Defense Community Corridor Study, to include Pierce and Thurston county.

(The Corridor Study, more than just I-5, 512, state routes networks, all roads that support commuting to JBLM, Port of Tacoma, Yakima, all individual jurisdictions will have different piece of this: Military Installation Asset Review, don't have grant amount right now. Most roads in Pierce County. SSMCP is the lead, also re-iterating the I-5 improvements already listed)

We also expect Congress to begin hearing in 2025 on the reauthorization of the Transportation bill, which is expected to be before congress in 2026. Lakewood's biggest priority in this bill is the expansion of the medium sized city set aside to all federal infrastructure grant programs and will be working with Rep. Rick Larsen (ranking member, House Transportation Committee), Senator Maria Cantwell (Chair, Senate Commerce committee with jurisdiction over transportation) and the state congressional delegation to move this agenda forward.

Additionally, the City will partner with local, regional and state entities in support of a multi-year plan to secure significant federal support for the Nisqually Interstate 5 replacement project. Last, the City will continue efforts to change the Defense Community Infrastructure Program (DCIP) project eligibility to prioritize transportation projects, as several transportation projects around the City that improve military preparedness would benefit from DCIP funding access.

Congressional Delegation Opportunities

Lakewood's Congressional Delegation is extraordinarily well positioned to help the City in terms of committee assignments and seniority.

Congresswoman Strickland serves on the Transportation Committee and the Armed Services Committee with jurisdiction over JBLM and who's

~~Chair~~ Ranking Member, Congressman Adam Smith, is also from Washington

State. Senator Murray is the Chairwoman of the Senate Appropriations Committee and the Senate President Pro Tem, placing her fourth in the line of presidential ascension.

Senator Cantwell is the Chair of the Senate Commerce Committee with jurisdiction over a majority of transportation policy. From a statewide perspective, Washington State has three members on the Appropriations Committee and two on the Armed Services Committee. [In 2025, the Washington State Congressional delegation will have a minimum of two new members and their committee assignments are not yet known.](#)

Strategy

Lakewood's congressional delegation knows the Lakewood community's needs, as well as the City's funding and policy priorities. The City's legislative effort in [2025](#) will be to continue to drive major policy changes within the Department of Defense and the Department of Transportation and bring federal funding to City needs. The City's objective will be a sustained partnership with the federal government to bring federal funding into the City to support economic, infrastructure, housing, and environmental priorities.

The [2025](#) scope of work builds on the City's latest legislative efforts and continues to build support in [2024](#) and for longer-term initiatives in the years ahead. Additionally, the City will follow the work being done by partner agencies and organizations and will levy support when and where appropriate. Some of these organizations include the Association of Washington Cities, the Association of Defense Communities, the Puget Sound Regional Council and Pierce County, among others.

Policy Priorities

1) Bringing federal funding to the City's top infrastructure and housing priorities

Background: As Members of Congress restored earmarking authority in 2021, the City has ample opportunity to position its priority projects for federal support. In 2022, the City secured \$2.5 million to complete the South Tacoma Way project and has led the federal lobbying for funding for the LASA project in Lakewood – a project that [has secured \\$1 million in 2023](#).

Action: The City's work in [2025](#) will be to use the new earmark rules and regulations to revisit the City's capital projects and position them for federal support. The City will make a decision about which projects to put forward from the transportation, economic development, watershed infrastructure and community development areas. With [four](#) years of earmarks to review and the successful positioning of the South Tacoma Way Project and the LASA project for funding, the City of Lakewood can continue to put needed projects forward for federal funding with a keen understanding of which projects compete well for congressional consideration.

~~The City also plans to resubmit a RAISE planning grant in 2023 in the amount of the original \$850,000 request for the Green Loop project and the City will seek congressional support for its grant submittal.~~ Additionally, the City will partner with local, regional and state entities in support of a multi-year plan to secure significant federal support for the Nisqually Interstate 5 replacement project.

2) Supporting the ongoing efforts in the North Clear Zone

Background: The South Sound Military and Community Partnership (SSMCP) has been the driving leader in supporting the Air Force and Army funding the acquisition of property in the JBLM North Clear Zone. The City has successfully secured legislative language with its congressional delegation to clarify the appropriate use of federal dollars. Despite multiple round of increasingly clarifying language, the property acquisition process at the Army remains burdensome, unable to meet the specific property relocation needs

of the business in the McChord Field Clear Zone and too slow to meet market conditions. The delegation is aligned with the city's support of changes to this process and continues to champion improvements in partnership with the City and SSMCP.

Action: The City will continue to lobby for funding and policy support for this effort. The House and Senate Armed Services Committees are both watching the work being done at the North Clear Zone at JBLM and the City has a strategy ready to enact should the contemporary work being done on the ground prove stuck. The City will also monitor the implementation of the language that was successfully added to the 2022 NDAA to ensure it meets local needs. [The City will also push for DOD Land Acquisition funding to be placed in an escrow account to be able to be activated as properties become available to reduce the delay currently in place.](#)

3) Defense Community Infrastructure Program (DCIP)

Background: In 2018, Congress included the creation of the Defense Community Infrastructure Program (DCIP) in the Defense Authorization bill with an initial authorization of \$100 million for the program. This program was the result of a multiple-year effort led by the City of Lakewood and pushed by former Congressman Denny Heck with the support of Congressman Derek Kilmer and Congressman Adam Smith. This new federal initiative created a new funding program for the Department of Defense to help cities construct infrastructure that serves military installation.

Congress failed to fund the program in 2018 but we were able to get \$50 million appropriated in 2019 to establish the program and support the first round of grants. As 2020 unfolded, the Office of Local Defense Community Cooperation (OLDCC, formerly known as the Office of Economic Assessment) established the DCIP with an emphasis on projects that enhanced military quality of life and de-emphasized infrastructure.

In 2021, Lakewood successfully lobbied for an increase in the amount of funding available to \$60 million and successfully re-prioritized infrastructure in the grant award criteria. This is key to the City's strategy of using the DCIP to fund the infrastructure improvements needed to connect JBLM North with the main base.

Thanks to the City's steadfast efforts, in 2023 the DCIP funding has grown to

its fully authorized amount of \$100 million and has a dedicated title for infrastructure-specific projects. [The City successfully supported Lakewood Water District's DCIP funding request for addressing PFAS contamination from JBLM migrating into the City's aquifers.](#)

Action: In 2024, the City will continue to support the fully authorized amount of funding for DCIP, and re-prioritization of infrastructure/transportation projects and look for specific projects within the City that might be strong fits for this program. ~~[The City will also support the Lakewood Water District's DCIP funding request to address the PFAS contamination from JBLM migrating in aquifers serving the City.](#)~~

4) Transportation, Climate, and Infrastructure Program and Funding

Background: Congress and President Biden enacted the Bipartisan Infrastructure Bill in December 2021 and the Inflation Reduction Act of 2022 in August 2022. These two bills provide dozens of grant and program funding opportunities for the City of Lakewood. The City will evaluate these programs to determine if they are viable funding sources for the City's needs and priorities. The City has substantial concern that national grant programs disadvantage medium sized cities without a specific set aside so that cities of similar size compete on equal ground.

Action: Several proposals in both House and Senate bills have new programs identified for competitive grant funding (see below for a selected list). Influencing how these programs are developed by the agencies and ensuring they are set up in ways that make Lakewood's projects accessible and competitive will be a top priority. Each of these new programs provide an opportunity for the City to position projects and compete for funding. The City will work to modify the Infrastructure grant programs to create a medium sized city set aside and to ensure that program criteria meet the needs of the community. Each of these new programs has gone through at least one full funding cycle so far so the City will have experience with the specific criteria to evaluate good fits for Lakewood as well as to make recommendations for program modifications to congress, to include a medium city set aside. Some of the recent grant programs include:

- Clean Heavy Duty Vehicles
- Climate Pollution Reduction Grants

- Environmental and Climate Justice Block Grants
- Neighborhood Access and Equity Grant Program
- Latest and Zero Building Energy Code Adoption
- Safe Streets and Roads for All Program
- Reconnecting Communities Pilot Grant Program
- Culvert Removal, Replacement and Restoration Program
- Broadband Development and Deployment
- Charging and Fueling Infrastructure
- Bridge Investment Program
- Carbon Reduction Program
- Local and Regional Project Assistance Grant

Influencing how these programs are developed by the agencies and ensuring they are set up in ways that make Lakewood's projects accessible and competitive will be a top priority. Each of these new programs provide an opportunity for the City to position projects and compete for funding. The City will work to modify the Infrastructure grant programs to create a medium sized city set aside and to ensure that program criteria meet the needs of the City of Lakewood.

5) Medium Sized City Set Aside

Background: Most federal infrastructure spending has a rural set aside which is critical for smaller communities to be able to access federal dollars. There is no comparable medium sized city set aside. Instead, medium sized cities compete against large cities like Seattle, Portland and Los Angeles for limited resources. Medium sized cities need a defined pool to compete within so as to make federal funds available in a way that simply aren't in their current status.

The RAISE program is the key federal funding program for local infrastructure investments. Yet, all cities compete within the same funding pool, putting smaller and medium sized cities at a competitive disadvantage for funding even as the transit and commuter challenges are similar to those of larger communities. There are efforts in Congress to create funding tiers so that cities of similar size can compete for federal funds. The City has supported efforts to designate a portion of federal transportation spending for cities between 10,000 and 75,000 in population size. In 2020, the RAISE grant

criteria was changed so that half of all funding in the program went to cities below 200,000 in population size. While the City appreciates and supports this action, it puts all but three cities in Washington State in the same competitive pool and is not a true medium sized city set aside.

The issue applies beyond the RAISE program. With dozens of new and augmented federal grant programs for cities funded in the Infrastructure and Climate bills, ensuring these funds are accessible to medium sized cities is a top priority.

As for proof as to why this set aside is needed, since the RAISE program, formerly known as the BUILD or TIGER, was created in 2009 through 2021, not a single award was made to a city in Washington State between 10,000 and 75,000 in population size.

In 2022, there were signs that this legislative effort is seeing results. Of the six RAISE grant awards made in Washington State, two awards went to medium sized cities (Lynnwood and Bothell). This progress is a result of the work done by many Washington State cities and sets a good precedent for us to continue to refine population tiers for grant funding. In 2023, the City of Shoreline was awarded \$20 million through the RAISE program.

In 2023, the City submitted an unsuccessful RAISE Planning Grant but had excellent and insightful feedback from USDOT about our application. As a result, the City [resubmitted the grant in 2024 and was awarded \\$1.1 million. expects to resubmit the grant in 2024 with the specific feedback addressed from USDOT.](#)

Action: The City will continue to lobby for a portion of federal infrastructure dollars be set aside for medium sized cities. This policy position is consistent with the work the City has been doing for years and is supported broadly by similar sized cities throughout the state.

6) Continuation of Earmark Authority

Action: Congress reinstated its earmarking authority in 2021 and the City should continue to support the use of congressionally-directed spending in 2024 and beyond with full transparency and conflict of interest checks.

Defense Policies

7) Base Realignment and Closure (BRAC)

Background: A BRAC round is the best way to direct military construction and infrastructure funding to the bases and locations that need the most investments. While the prospects of a BRAC round over the next few years are unlikely, the DOD and the City’s congressional delegation are supportive, including most importantly, Congressman Adam Smith who is the Chair of the House Armed Services Committee with jurisdiction over this issue.

Action: The City will continue to support a BRAC round to focus limited federal funding on critical military infrastructure needs. The City urges Congress to invest in the Office of Local Community Cooperation with any BRAC round. Moreover, for bases that see an increase in missions or personnel following a BRAC, Congress should consider creating a new funding support to address deficiencies on those installations.

8) Office of Local Defense Community Cooperation

Background: As Congress moves forward with annual Defense Authorization bills, preserving funding for the Office of Local Defense Community Cooperation (OLDCC) – formerly known as the Office of Economic Adjustment (OEA) – at the Pentagon is a key priority for the City. OLDCC funds economic studies and planning for cities that experience reductions or growth in their military installations.

Action: OLDCC is expected to continue to be a critical partner to the City for many shared initiatives in support of JBLM. The City supports stable funding for OLDCC in recognition of its strong role in the economic growth in the region.

9) Association of Defense Communities Engagement

Background: The Association of Defense Communities (ADC) has become a key ally for the City. The ADC’s support for the Defense Community Infrastructure Program was key to enactment in 2018. Additionally, its

steadfast support for the Office of Local Defense Community Cooperation (OLDCC) has been critically important for the viability of that agency.

Action: The City should continue to look for ways to deepen its relationship with ADC, to include participating in ADC conferences and seeking committee and board positions with ADC.

10) Support for Military Projects at JBLM

Background: Congress restored limited earmarking authority to its appropriations bills. In 2021, Military Construction projects were not eligible for earmarking but there were 28 projects selected for earmarked funding in 2022 and dozens more in line to be funded in 2023.

Action: The City will support JBLM by supporting military construction projects that the base has identified as priorities for the Military Construction accounts within the congressional spending bills.

Community Economic Development Policies

11) Community Development Block Grants (CDBG) and the Home Investment Partnership Program (HOME)

Background: The City of Lakewood uses Community Development Block Grant (CDBG) and Home Investment Partnership Program (HOME) funding to support local initiatives that benefit the City's vulnerable population. Funding in the CDBG program increased by 30% in 2018 after falling to a decade low in 2016 and has been holding steady at that rate since then.

The CDBG program was used by Congress extensively as a distribution mechanism for federal relief funding for the COVID pandemic. However, those program increases in the CDBG budget are temporary and responsive to the pandemic – not permanent increases in the program.

Action: The City will continue to support the CDBG and HOME program at the federal level and lobby for increased funding that could be put to use in Lakewood immediately.

12) *Support for Municipal Tax Policy*

Background: Congress has adjusted various tax policies that have a direct impact on the City of Lakewood, including the New Markets Tax Credit, the Affordable Housing Tax Credit and the State and Local Sales Tax Deduction. These policies, in addition to policies that would negatively value municipal bonding authority, remain under debate in Congress and the City should advocate for strong municipal authority and tax credits that facilitate economic development and meet our region's critical housing needs

Action: The City will advocate for strong municipal authority and tax credits that facilitate economic development and meet the region's critical housing needs.

2025-2026 City of Lakewood State Legislative Agenda

The City of Lakewood is eager to continue its partnership with state legislators to improve the overall quality of life for everyone that calls Lakewood home.

Community Partnership Program at Western State Hospital

The City proudly operates the successful community partnership program (CPP) which provides a safer environment for patients, staff and the surrounding community at Western State Hospital. Funding for this program is not included in DSHS' maintenance budget and must be requested each year. We respectfully request the Legislature allocate \$640,000 to the Western State Hospital CPP. This amount represents a 3% inflationary increase over the '23-25 appropriation which has not been adjusted since 2017.

Edgewater Park Improvement Project (28th LD)

Equity for all residents is a major goal of the Lakewood City Council and providing public access to every major body of water in the City will help meet this goal. Edgewater Park is undeveloped and is the only public boat launch to Lake Steilacoom, the second largest lake in the city. A Master Plan has been developed with community input and the City has applied for several grants to bring the vision to fruition. The City requests \$350,000 to support improvements and ensure equitable access to this public space.

Community Notification Board (29th LD)

Knowledge is power, and the City wants to provide residents with easier ways to stay informed by installing electronic notification boards at key locations. Types of messages shared may include details about public meetings, city events, general information about city services and key information in an emergency to keep the community safe. The electronic boards allow messages to be updated regularly and shared in multiple languages. The City requests \$250,000 toward the purchase, fabrication and installation of an electronic community notification board at South Tacoma Way & 96th Street SW.

Lakewood's Clean Buildings Standards Compliance

The City has two buildings that must comply with the state's clean building standards, City Hall (Tier 1: over 50k SF) and the Police Station (Tier 2: 20-50K SF). The cost of necessary upgrades to City Hall is roughly \$5.9 million. The cost for the Police Station is not yet known. Lakewood applied for the Early Adopter Program for City Hall which incentivized building owners to comply with the standards earlier than required by providing grant funding. Unfortunately, the funding available through the statewide program is woefully inadequate to support the level of interest and need. The City requests ongoing state funding for upgrades to City Hall and the Police Station to comply with the Clean Buildings Standards. The City also requests refinements to the policy to allow consideration of the public cost versus benefit of the improvements and/or a longer timeline for compliance.



Western State Hospital Community Partnership Program

Request: Since 2007 the City has operated the highly effective Community Partnership Program at Western State Hospital. The 2023-25 Operating Budget allocated \$621,000 to the program. There has been no increase to this amount since 2017 but the cost to operate the program continues to rise. **The City respectfully requests that the 2025-27 operating budget include a 3% inflationary adjustment to the appropriation for this program. This equates to an \$19,000 increase or a total of \$640,000 over the course of the biennium.**

Background: Beginning in 2007, this longstanding partnership has successfully reduced calls for police service and created a safer environment for both the hospital and surrounding neighborhoods. Despite the ongoing need and the program's consistent success, funding has not been codified and each fiscal biennium the Legislature must appropriate funds for the program's continued operation.

The program has been so successful that it was replicated by the City of Medical Lake at Eastern State Hospital in 2023. Now staff and patients at both hospitals and in both communities benefit from this best practice.

In fiscal year 2024 there were quantifiable benefits to the Western State Hospital patients, staff and the surrounding community. From July 1, 2023 through June 30, 2024 LPD attended **34 meetings** to coordinate with hospital staff. In that same time period LDP was assigned and worked **174 cases** which included Homicide, Death Investigation, Aggravated Assault, Simple Assault, Arson, Rape, Other Sex Crimes, Fraud, Forgery, Theft, Harassment, Vandalism, Escape, Patient Abuse, and Missing Person (Unauthorized Leave).

This collaborative partnership allowed LPD to clear 148 cases through a variety of dispositions including resolution, arrest/prosecution, victims declining to prosecute, Prosecution declining to prosecute, cases dismissed by the Court, being unfounded and referrals to other agencies. The vast majority of these criminal cases are resolved without removing the patient from the hospital, thereby reducing the risk of escape and keeping the patient within their treatment regimen.



Edgewater Park Improvement Project

Project Overview

Equity for all residents is a major goal of the Lakewood City Council and providing public access to every major body of water in the City will help meet this goal. The City has prioritized access to Edgewater Park as a major City initiative. Edgewater Park is undeveloped and is the only public boat launch to Lake Steilacoom, the second largest lake in the city. The park has largely been untouched since Lakewood incorporation in 1996.

In 2019 the City of Lakewood began developing a master site plan for the park. In 2023, an extensive community engagement process was implemented along with surveys, studies and other planning efforts. The City has approved the park master plan and is ready to make equitable access to this park and the lake a reality.

Request

The City requests \$350,000 to provide and protect equitable water access to this public space, enhance safety for people and the environment and build a sense of place for the community. This funding will support the following improvements to the park which total \$ 7.2 million dollars

- Boat and Trailer Parking
- Public Restroom
- Boat launch with floating pier
- On street parking and boat and trailing parking stalls
- Creation of 9 (nine) street parking stalls and 5 (five) boat and trailer parking stalls
- Shoreline restoration and Wetland Plantings
- New ADA Accessible Pathways and gathering areas
- Enhanced Beach with New Seat Wall
- Diversity of Recreation
- Picnic Shelter and Plaza Space
- Benches and Bench Swings

The City applied for competitive grant funding through the Recreation and Conservation Office (RCO). The project is competing in three separate grant programs. The City asks for the state’s direct investment to complete this project in its entirety.

Ranked Grants	Amount	Ranked
WWRP – Water Access	\$2.22M	2 nd out of 12
Aquatic Lands Enhancement Account	\$500,000	3 rd out of 15
Boating Facilities Program	\$1.00M	Pending end of 2024

Additional Park Facts

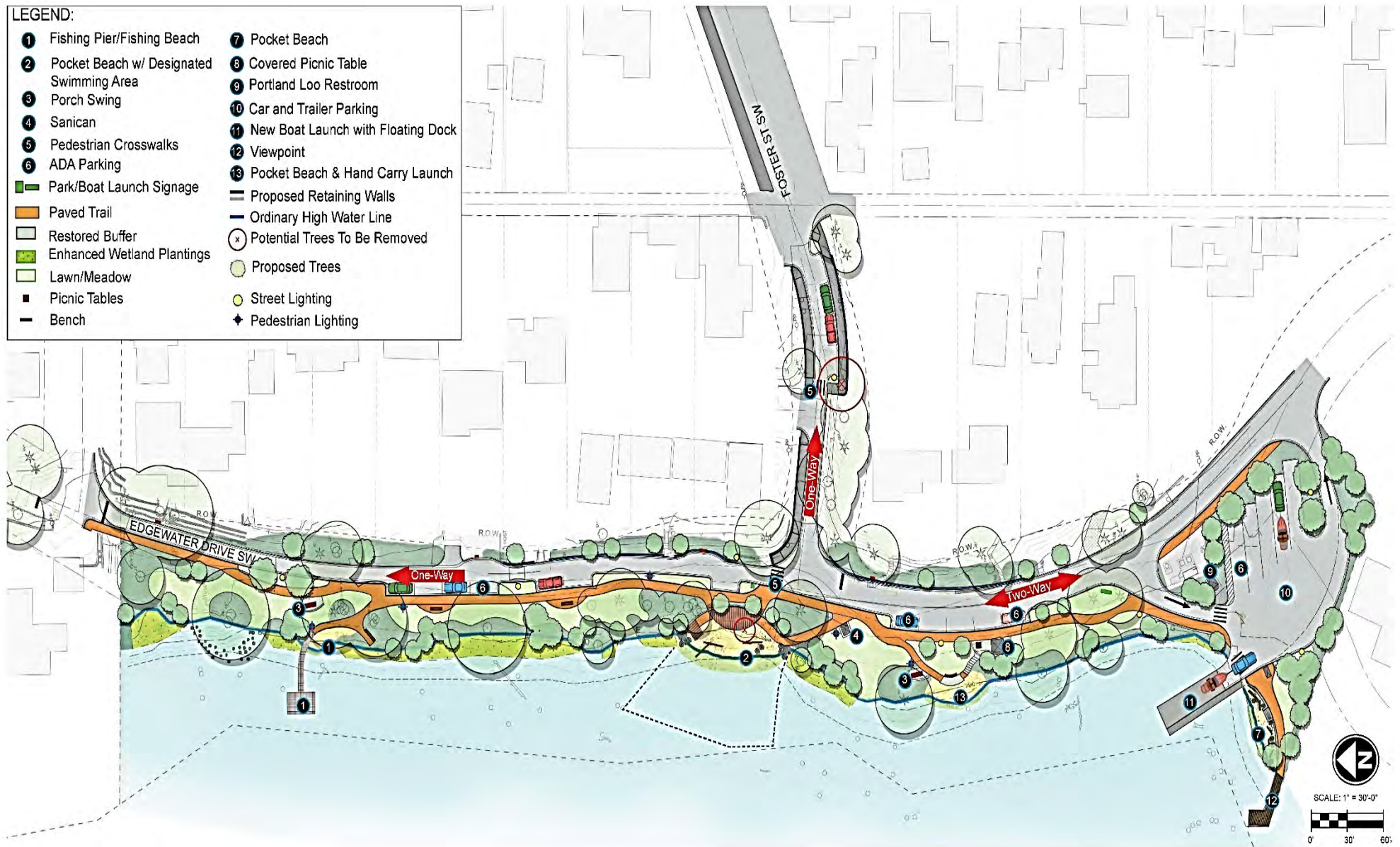
- Edgewater Park totals is a linear 2.8 acre park on the shore of Lake Steilacoom
- Lake Steilacoom is the 2nd largest lake in Lakewood (306 acres)
- The only public boat launch on the lake is at this site.
- The lake is stocked each year with rainbow trout for year-round fishing.



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 Shelly Helder, GTH-Gov State Lobbyist | 360-209-3338 | SHelder@GTH-Gov.com

LEGEND:

1 Fishing Pier/Fishing Beach	7 Pocket Beach
2 Pocket Beach w/ Designated Swimming Area	8 Covered Picnic Table
3 Porch Swing	9 Portland Loo Restroom
4 Sanican	10 Car and Trailer Parking
5 Pedestrian Crosswalks	11 New Boat Launch with Floating Dock
6 ADA Parking	12 Viewpoint
6 Park/Boat Launch Signage	13 Pocket Beach & Hand Carry Launch
Orange Paved Trail	Grey Proposed Retaining Walls
White Restored Buffer	Blue Ordinary High Water Line
Green Enhanced Wetland Plantings	Red X Potential Trees To Be Removed
Light Green Lawn/Meadow	Green Proposed Trees
Black Picnic Tables	Yellow Street Lighting
Black Bench	Black Pedestrian Lighting



Final Master Plan

City of Lakewood - Edgewater Park



April 26, 2024

In Association with:
 Beyler Consulting, LLC
 Reid Middleton
 Heath & Associates, Inc.
 GeoEngineers, Inc.

Community Notification Board

Project Overview

Knowledge is power, and the City of Lakewood wants to provide residents with easier ways to stay informed by installing electronic notification boards at key locations. Types of messages shared may include details about public meetings, city events, general information about city services and key information in an emergency to keep the community safe. The electronic boards allow messages to be updated regularly and shared in multiple languages.

Request

The City requests \$250,000 toward the purchase, fabrication and installation of an electronic community notification board. The board will be located on South Tacoma Way & 96th Street SW. The location was strategically selected by considering the average daily traffic count, proximity to a stoplight, competition with other signage and access to electrical conduit. Additionally, the board will be in an area rated “very low” on the City of Lakewood’s Equity Map, which considers accessibility, livability, education, economic and environmental factors¹. Communication investments in these areas keep residents included and connected to the entire Lakewood community.

South Tacoma Way & 96 th St SW Board Funding	Amount
State	\$250,000
City	\$32,800
Total	\$282,800

Additional Communication Investments in Lakewood

The City is committed to enhanced communication with Lakewood residents and has been making investments with city resources to this end. Some examples include:

- \$305,000 in American Rescue Plan Act funds for electronic notification board in downtown
- Development of citywide wayfinding signage program, to include parks and downtown



¹ <https://lakewood.caimaps.info/cailive>



Lakewood's Clean Buildings Standards Compliance

Background: Residential and commercial buildings are Washington's second-largest source of greenhouse gas emissions, accounting for 27% of statewide emissions. With the life of a building spanning at least 50-100 years, retrofitting existing buildings to use less energy is the most cost-efficient way to significantly reduce greenhouse gas emissions. To meaningfully reduce these emissions, the legislature passed clean buildings laws in 2019 (HB 1257) and 2022 (SB 5722).

Overview: The City has two buildings that must comply with the state standards, City Hall (Tier 1 - over 50k SF) and the Police Station (Tier 2 – 20-50K SF). The Department of Commerce has published target Energy Use Intensity (EUI) targets based on building type and climate zone. The City has completed an Investment Grade Audit (IGA) for City Hall which identifies existing energy use and makes recommendations for energy conservation measures. To comply with the state's Clean Building Standard, the City has evaluated several energy efficiency efforts and has identified key improvements that will reduce EUI to comply with the standards. An IGA for the police station is in development so the numbers for that building are not yet known.

Lakewood City Hall Baseline EUI (2021) = 73.7
Clean Buildings Target EUI = 54.6
Total Energy Reduction to Meet Target = -19.1

The City has identified three phases to complete the upgrades to City Hall and is proceeding forward with Phase 1 which will provide the largest EUI reduction. Phase 1 consists of:

- Updating the control systems for heating and cooling to reduce energy waste
- Replace non-condensing natural gas boilers with new condensing natural gas boilers
- Upgrade to LED lighting and lighting controls
- Electric Vehicle Charging Stations

Phase 1	\$1,811,887
Phase 2	\$1,696,361
Phase 3	\$2,452,968
Total for City Hall Compliance	\$5,961,206

Lakewood has and is applying for grant programs to comply with the standards. Unfortunately, the funding available to these programs is woefully inadequate to support the level of interest and need. According to the Commerce [2024 Clean Buildings Report to the Legislature](#), "Preliminary construction costs for buildings applying for the Early Adopter Incentive Program average \$2,010,358. Initial incentive calculations average to 2.6% of the construction costs for building improvements." For Lakewood the Commerce Early Adopter Program provides Lakewood \$53,159 towards the necessary clean energy improvements to City Hall, once the entire project is complete. Even if the City receives the maximum award from all available grants, this coupled with utility rebate incentives, are only a fraction of the cost to meet the state's clean energy targets by 2028.

Request: The City requests additional ongoing state funding, either through a grant program or a direct appropriation, to support compliance with the Clean Buildings Standards. Funding is needed for Phase 2 and 3 of City Hall as well as all upgrades to the Police Station. Additionally, the City requests the Legislature consider amending the clean building standards to allow for discretion on whether the improvements will add value to the building or result in greater cost savings over time. Another option is to extend the timeline for compliance to improve access to capital resources.



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CITY OF LAKEWOOD
State POLICY MANUAL

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City of
Lakewood

State
POLICY MANUAL

ADOPTED BY THE LAKEWOOD CITY COUNCIL ON [TBD](#)
[NOVEMBER 6th, 2023](#)

Lakewood City Council Vision Statement:

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



Lakewood City Council

- Jason Whalen, *Mayor*
- Mary Moss, *Deputy Mayor*
- Ryan Pearson, *Councilmember*
- Paul Bocchi, *Councilmember*
- Patti Belle, *Councilmember*
- Michael Brandstetter, *Councilmember*
- Trestin Lauricella, *Councilmember*

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INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT

Every community owes its existence and vitality to generations from around the world who contributed their hopes, dreams, and energy to making the history which led to this moment. The City would like to recognize that we are on the lands of the Nisqually People, and acknowledge the history of dispossession that allowed for the growth of our community. We offer respect to the Nisqually People and their Elders, past, present, and emerging. We recognize our responsibility to value all people, and are committed to equitably serving all people in our diverse community.

A STATEMENT ON EQUITY BY THE LAKEWOOD CITY COUNCIL

The Lakewood City Council acknowledges that equity is essential to a healthy community.

We are committed to identifying and eliminating systemic racism. We intend to lead by example in the advancement of equity and the deliberate practice of inclusion.

The City Council commits 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.
- Pursuing justice and equity for all residents.

We recognize the critical role that city leaders have in removing barriers to opportunity. We recognize that systemic inequality has endured, but commit that it shall not persist. The City Council will not tolerate *intolerance*. It is unconscionable that some members of our community fall victim to acts of hate. Acts of hate based upon race, creed, ancestry, disability, sex, sexual orientation, gender identity and/or socioeconomic status are unwelcome in Lakewood, Washington. The Lakewood Police Department shall be vigilant in its investigation and prosecution of crimes of hate. These intentional practices will inform our decision-making on policing, zoning, capital investment and all other matters of the City Council. Our objective is to create a more diverse, equitable and inclusive Lakewood community for all residents and we invite all Lakewood organizations and residents to join us in this effort.



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City Council Goals Legend

The policy goals in the County Policy Manual align with the City Council Goals 2021-2024. Each policy name is a different color to reflect the corresponding City Council Goal.

Economic Development Goal: The City of Lakewood promotes and supports a dynamic and robust local economy.

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

Public Safety Goal: The City of Lakewood is one of the safest cities in Washington State.

Fiscal Responsibility Goal: The City of Lakewood maintains a strong fiscal position.

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

Robust & Active Community Goal: The City of Lakewood is a livable, resilient, and inclusive community that embraces and celebrates diversity and delivers equitable municipal services.



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HOUSING/ HOMELESSNESS SERVICES

LASA Affordable Housing Project

Living Access Support Alliance (LASA) is a nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. LASA is planning to construct roughly 25 affordable low and lower income housing units on their property in Lakewood. They are pursuing funding from city, county and state sources with an anticipated groundbreaking in 2024. Pierce County has committed \$3.5 million. The City has committed \$1 million in ARPA, \$1 million in HOME funds, and \$1.175 in HOME ARP funds, for a total \$3.175 million. In partnership with LASA, the City pursued federal funding in 2023 and \$1 million has been included in the appropriations process. The City is grateful for the \$500,000 included in the 2023-25 state capital budget.

South Sound Housing Affordability Partners

The City is a founding member of the South Sound Affordable Housing Partners (SSHA³P), which is a regional effort by member municipalities to address affordable housing with a coordinated approach. The City supports SSHA³P's 2024-2025 state legislative priorities on affordable housing:

- Affordable Housing Subsidy
 - Fund capital budget allocation requests for Pierce County projects
 - Fund the acquisition of residential properties for affordable housing preservation
 - Expand eligibility for the Connecting Housing to Infrastructure Program (CHIP)

- Facilitating Housing Supply
 - Increase construction industry workforce development efforts

- Creating Housing Stability
 - Remove the income threshold qualification for the disabled veteran property tax exemption

- Support:
 - Funding for the Affordable Workforce Housing Accelerator pilot program
 - Grant funding to support municipal planning and permitting
 - Investments in rental assistance and eviction prevention
 - Updates to the Washington Uniform Common Interest Ownership Act to create more homeownership opportunities
 - Fair Housing training for ownership associations



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- Monitor:
 - [Legislation amending the Residential Landlord Tenant Act](#)
 - [The creation of state and/or local revenue sources for affordable housing](#)
 - [Legislation to exempt affordable housing development from sales and use tax](#)
 - [Legislation to exempt low-income, community land trust homebuyers from real estate excise tax](#)

- Oppose:
 - Preemption of local land use authority
 - Legislation that would increase the cost to produce publicly funded affordable housing

Quality Affordable Housing

The City supports legislation that incentivizes developers to build affordable housing, such as the multifamily housing tax exemption, and funding allocated for public and nonprofit affordable housing, including the Housing Trust Fund.

Support for Homelessness Services

Every year since incorporation, the City has allocated 1% of its general fund to support low-income and vulnerable residents by partnering with and funding community-based organizations to provide access to: housing, food, youth programs, behavioral health services, and other human services. The City requests the state's [ongoing](#) partnership in supporting programs and services that help prevent temporary and recurrent homelessness [as well as meet housing growth targets that include specific numbers of emergency housing units and housing units affordable to those at 80% and below Pierce County area median income \(AMI\).](#)

[Utility Connections in Support of Middle Housing Types](#)

The City supports [middle housing types \(duplexes, triplexes, accessory dwelling units, etc.\)](#) [Accessory Dwelling Units \(ADUs\)](#) to augment Lakewood's affordable housing stock. [ADUs-Middle housing types](#) are a viable, equitable, and increasingly popular affordable housing option.

~~Before HB 1337 (2023) was adopted, Lakewood had ADU policies and development code requirements providing for the easier creation of more attached and detached ADUs associated with housing types, such as single-family homes and townhomes, found in multiple city zones (R1-R4, MR1 & MR2, etc.). These regulations and zoning decision will now have to be updated due to the preemption under HB 1337.~~



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However, utility and side sewer connections to accommodate [ADUs-middle housing types](#) on current lots can be prohibitively expensive, especially for lower-income households.

[Recently passed state laws \(HB 1337 and HB 1110\)](#) allow [ADUs-middle housing](#) on historically single family lots [but the zoning is not the barrier. For these units to be viable, it](#) will require connection to utilities that the City does not own nor [have authority over plan](#) infrastructure expansions. [The City supports legislation requiring reduced water and sewer to address costly connection fees to foster ADU-middle housing development.](#)

Predatory Lending

~~The City supports legislation to stop all predatory home lending practices and supports enforcement of state laws to ensure all home renting practices are in compliance with existing regulations.~~

Foreclosure of Homes

~~The City supports legislation that assists local jurisdictions in managing vacant, abandoned, and tax delinquent properties. Without responsible management, these properties can cause problems throughout an entire community. The properties can become fire hazards, home to squatters, location of crime, and result in general decline in property values. In the upcoming session, the City also supports evaluating the effectiveness of legislation passed in this area.~~

COMMUNITY& ECONOMIC DEVELOPMENT

Economic Development Tools

The City supports robust and sustainable funding for the Economic Development Strategic Reserve Fund, Community Economic Revitalization Board, Public Works Assistance Account, Public Facility Districts, and other programs that assist local governments in neighborhood residential and commercial area rehabilitation.

The City also supports legislation that provides optional economic development tools for cities, such as the multi-family housing tax incentive, lodging tax, the Main Street Act (a series of small tax incentives for neighborhood business districts), creative districts, complete streets grant program, community facility financing, shared state revenue for construction of convention and special event centers, additional shared state revenue for urban renewal and other public facility improvements, and innovative approaches to property tax assessment that reduces the current incentive to



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allow property to remain blighted.

Tax Increment Financing (TIF)

The City appreciates the Legislature’s authorization of tax increment financing as an economic development tool (HB 1189,2021). This law allows cities, towns, counties, and port districts in Washington to use Tax Increment Financing (TIF) as a tool for funding infrastructure projects that support economic development. The City does not support legislation that would allow for tax districts to op-out of a TIF district, as this would render TIF ineffective in funding critical infrastructure projects.

Annexation

The City believes that annexation laws should encourage the logical development and expansion of the City to provide for a healthy and growing local economy and efficient provision of urban services. The City supports legislation that would modify state annexation laws to reduce the administrative process and the overall cost of annexation, both of which would help encourage and incentivize the annexation of existing unincorporated islands.

Middle Housing

~~The City supports local zoning authority and discretion for middle housing types and accessory dwelling units. Before the adoption of HB 1110 and HB 1337 in 2023, the City allowed middle housing types including duplexes, triplexes, ADUs and multifamily housing on 55% of the City’s residential lots, and cottage housing was allowed wherever single family detached housing was allowed, or on 78% of the lots. The City had a variety of policy tools for supporting the development of middle housing types, such as the City’s Multi-Family Tax Exemption (MFTE) program, a housing incentives regulatory code chapter, and inclusionary density bonuses for landowners interested in providing units for very low income persons. Under HB 1110 and HB 1337, the City’s programs and efforts at the local level to support middle housing development have been preempted by the State. The City opposes state legislation that dictates land use and zoning without consideration for unintended consequences such as displacement and gentrification.~~



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Transit Oriented Development

The City supports legislation that provides continued authority and expanded tools to local governments to best plan for transit oriented development. The City adopted the 2021 Lakewood Station District Subarea Plan to prompt development near the Lakewood Sound Transit Station and took into consideration displacement risks and other unique factors such as proximity to a major military installation. The City has conducted updates to its [land use zoning, Downtown, Station District, and Tillicum Subarea Plans in 2024](#), anticipating future transit service [currently planned by transit agencies](#). The City opposes state mandates on TOD that do not address displacement and other local characteristics.

~~Boundary Review Board~~

~~The City supports the elimination of Boundary Review Boards' (BRB) role in reviewing items that are governed by the GMA (RCW 36.70A) while authorizing counties to determine whether to retain their BRB to review non-GMA-governed issues (e.g., special purpose district expansions).~~

Local Authority for Land Use and Planning

The City supports preserving the authority of local governments regarding local taxation, as well as land use planning, zoning and regulation consistent with the GMA (RCW 36.70A) and SEPA (RCW 43.21C.) and opposes preemption of local authority by the state legislature. For example, the City is concerned with the potential negative consequences of HB 1110 and HB 1337 at the local level. The City supports state level efforts to bolster military installations' sustainability and operational readiness and address land use compatibility issues, so long as local jurisdictional control over land use and infrastructure planning is not eroded.

Need for Unique Restrictions in Air Corridors

The City believes that unique restrictions on land use density is necessary for land proximate to military installations. Such restrictions must be recognized within buildable lands reports, growth targets, and comprehensive planning. The North Clear Zone, Air Corridor 1 and Air Corridor 2 zones in Lakewood's case are zones that reflect the FAA and DoD guidance regarding safe densities and types of uses. Cities should not be forced to choose between GMA compliance and guidance from Army Compatible Use Buffer (ACUB) and Air Installation Compatible Use Zones (AICUZ) reports.



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PARKS, RECREATION, & COMMUNITY SERVICES

Edgewater Park Improvement Project

Equity for all residents is a major goal of the Lakewood City Council and providing public access to every major body of water in the City will help meet this goal. The City has prioritized access to Edgewater Park as a major City initiative. Edgewater Park is undeveloped and is the only public boat launch to Lake Steilacoom, the second largest lake in the city. The park has largely been untouched since Lakewood incorporation in 1996.

In 2019 the City of Lakewood began developing a master site plan for the park. In 2023, an extensive community engagement process was implemented along with surveys, studies and other planning efforts. The City has approved the park master plan and is ready to make equitable access to this park and the lake a reality.

The City requests \$350,000 to provide and protect equitable water access to this public space, enhance safety for people and the environment and build a sense of place for the community.

Historic Fort Steilacoom

The City ~~requests that the~~ has been working with both the State ~~work with City~~ and the Historic Fort Steilacoom Association (HFSA) to explore how to best preserve Historic Fort Steilacoom for future generations to use and enjoy. Historic Fort Steilacoom is one of the best preserved pre-civil war forts west of the Mississippi comprised of parade ground, two remaining junior officer's quarters, the headquarters building with the commanding officer's residence, and the post chapel and chaplain's quarters that presently serve as an interpretive center and offices. Additional buildings are used to store historical resources. Currently, the fort facilities are located on land and in buildings owned by the State, managed by DSHS, and operated and maintained by HFSA. The facilities are in critical need of maintenance and repair. The City is working with the State and HFSA to determine how to best preserve this historic amenity for future generations to learn from and enjoy. The City, with support of the Historic Fort Steilacoom Association, along with interest from DSHS, have begun to explore a phased program which begins with the City assuming ownership of the historic buildings and land footprint from DSHS, as well as determining how to best maintain the historic site moving forward. The final goal is to preserve the historic site, with possible site capital improvements funded by lodging tax dollars and state funding requests in the future.



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H Barn Renovation at Fort Steilacoom Park

The City has made major investments at Fort Steilacoom Park. As a continuation of these efforts and in coordination with Partners for Parks [and other non-profit and community organizations and the Town of Steilacoom](#), the City is planning to restore the historic H Barn. A capital fundraising effort, led by Partners for Parks, is underway. The City anticipates seeking the state's financial support in the coming years to [preserve and restore this iconic barn building into a multi-purpose facility for public and private use at Fort Steilacoom Park, a 350-acre historic farm site once owned by the state.](#)

South Puget Sound Wildlife Area

The South Puget Sound Wildlife Area is a 100-acre open space area located in Lakewood. The site includes hiking and bike trails, picnic area with views of prairie habitat, native plant garden with information on indigenous plants, as well as an active fish hatchery and turtle ponds. This area is owned by the Washington Department of Fish and Wildlife but maintained by local volunteers. Over 2,000 volunteer hours and \$100,000 has been donated towards site improvements, by local service clubs and residents. [The area is increasingly being used for outdoor education by NW Youth Corps, Pierce College, the Clover Park School district and others.](#) The City requests that the state legislature ensure WDFW has appropriate funding for state funded maintenance at this site along with [support for](#) implementation of master plan capital site improvements.

[Recreation and Conservation Office \(RCO\) Funding](#)

The City supports programs administered by the Washington State Recreation and Conservation Office (RCO) and opposes diversion from RCO programs. Specifically, the City supports ongoing funding for the Washington Wildlife and Recreation Program (WWRP), Aquatic Land Enhancement Account (ALEA), and the [Boating Facilities Program \(BFG\)](#) grant programs. [The City has applied for funding in the following categories for Edgewater Park Phase 1 and 2:](#)

- [WWRP - Water Access: \\$2.2 million for Edgewater Park Improvements](#)
- [Aquatic Land Enhancements \(ALEA\): \\$500,000 for Edgewater Park Improvements](#)
- [Boating Facilities Program: \\$1,000,000 for new Edgewater Boat Launch](#)



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Camp Murray Boat Launch Improvements

~~In 2020 the City and Camp Murray leadership evaluated the installation for potential annexation. After jointly completing the Camp Murray Annexation Analysis Report, Camp Murray leadership is not supportive of annexation because it would result in increased costs for Camp Murray. However, The City and Camp Murray are exploring~~ have explored options to make improvements at the Camp Murray Boat Launch for the benefit of the public. The boat launch provides public access to American Lake and is currently managed by the Washington State Department of Fish & Wildlife (WDFW). The City could invest in infrastructure development to increase accessibility to American Lake. The City and Camp Murray have agreed to complete a Master Plan for the area, which would identify the options for improvements and allow Camp Murray input into the process. Site improvements include, a pedestrian walkway, to include ADA accessibility and lighting, parking lot improvements, and boat launch ramp improvements, such as moorage dock(s). The City is funding the Master Plan with \$100K in ARPA funds, and will be seeking future funding from the state for improvements
~~This may be accomplished through annexation of the boat launch property from Camp Murray or assuming the property lease from the Washington State Department of Fish & Wildlife.~~

TRANSPORTATION & INFRASTRUCTURE

Clover Creek Flood Plain

The City completed an engineering report to generate and evaluate project alternatives to mitigate 100-year flood risk along Clover Creek within the City limits. The City developed a flood model that was updated in 2019 for Clover Creek, which revealed a significant increase to the area impacted by floodwater when compared to the previous FEMA effective map of inundation for the 100-year event. The updated model suggests a significant portion of the City of Lakewood could be impacted by the floodwaters, including I-5. The flooding to I-5 could potentially result in significant new regulatory constraints placed on I-5 and would directly affect Joint Base Lewis-McChord mission readiness. The City began to explore flood mitigation alternatives to reduce these potential impacts to the City and I-5, and after collaborating with various state, local, and tribal agencies, ~~four solutions were developed:~~

- ~~1) Do nothing~~
- ~~2) Stream and channel enhancements~~
- ~~3) Levee specific to I-5~~
- ~~4) Levee in general flooding area~~



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The City has chosen to further explore ~~Option 4~~, a levee in the general flooding area. ~~as†~~This option consists of a flood blocking structure along or setback from Clover Creek that would block nearly all flood water from the city and the I-5 corridor within city limits. [The City is conducting an elevation survey of the flood area to further develop the levee option.](#) This option provides the most comprehensive flood mitigation benefit. At an estimated cost of around \$20 million, the City will need outside resources, as well as continued collaboration with state agencies, such as WSDOT, to ensure Lakewood residents and the I-5 corridor are safe from this potentially devastating flood event.

City Right of Way

There have been several proposals in the last few years that would limit city authority over right of way and utility franchise agreements. The City opposes legislation that preempts and erodes local control over city right of way.

I-5 South Sound Corridor Improvements

The Washington State Department of Transportation (WSDOT) has indicated a preference to take a holistic approach to transportation improvements along the I-5 corridor. The City supports this position and WSDOT's efforts to ensure that future investments in the I-5 south sound corridor resolve, rather than shift traffic congestion points. Below are specific issues that require the Legislature's attention:

- 1) **I-5 JBLM Corridor Improvements:** The 2015 Connecting Washington package invested \$495 million to widen the I-5 corridor through Joint Base Lewis-McChord (JBLM), reconfigure three interchanges and build a connector road from Gravelly Lake Drive to Thorne Lane. Construction of this Connector should prioritize road safety and mitigate impacts to neighbors. A primary goal of this investment was to eliminate the bottleneck at Thorne Road by expanding the corridor from three to four lanes. Although this work is still underway, the congestion at Thorne Lane is significantly reduced due to the additional lane and interchange reconfiguration. Future investments along the I-5 corridor, particularly expanding I-5 north of Thorne Lane from four to five lanes to accommodate HOV lanes, should consider the impact it would have on this and other congestion points.
- 2) **I-5 High Occupancy Vehicle Lanes:** The City supports the I-5 Tacoma/Pierce County High-Occupancy Vehicle (HOV) Lanes Program and appreciates that the 2022 Move Ahead WA package allocated \$244 million to extend the program along I-5 between 38th and Gravelly Lake Drive. The City requests an extension of this program to include a dedicated HOV 5th lane (one each direction) from Tacoma to Mounts



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Road in DuPont which requires a reconfigured interchange at the Main Gate (Exit 120). If additional HOV lanes are not extended throughout the entire south sound corridor, the previous bottleneck that began at Thorne Lane will return, despite significant state investments to alleviate this congestion. The timing of this extension should align with the expansion of I-5 south of Mounts Road, to mitigate additional congestion at that chokepoint.

- 3) **Main Gate Interchange (Exit 120):** As part of the current I-5 JBLM Corridor Improvements, WSDOT identified the Main Gate Interchange (Exit 120) reconfiguration as a necessary future improvement to expand I-5 from four to five lanes and address systemic congestion through the corridor. This Interchange serves as the primary access to Lewis Main on the east side of I-5 and to Lewis North on the west side. The proximity of the at-grade rail crossing to the Lewis North gate is a safety concern and creates backups on I-5 during peak periods. Reconfiguring the interchange to include a grade separated crossing would eliminate this risk for service members and Clover Park School District buses that use this at-grade crossing to access the installation.
- 4) **I-5 Mounts Road to Tumwater & Nisqually River Delta:** I-5 is the lifeline of commerce, transportation, and JBLM's mission readiness in the Puget Sound Region. However, the current design of I-5 impedes critical ecological functions of the Nisqually River Delta, is at risk of being overtopped by the Nisqually River resulting in national security concerns and is inadequate to meet the growing commerce and transportation demands of our state.
 - The current I-5 design obstructs natural ecological functions of the Nisqually River Delta that are critical to **salmon survival**. The decrease in salmon population negatively impacts the Nisqually Indian Tribe's treaty rights and way of life. The environmental impacts of I-5 on the delta may compound into costly environmental remediation efforts in the future if left unaddressed.
 - According to a US Geological Survey, there is a high risk that I-5 will be overtopped by a major flooding event in the next 15 years. This would be devastating locally and regionally and it would impact **national security** since 30% of the JBLM workforce live south of the Nisqually River and would be unable to report to duty.
 - The current design of I-5 **has limited capacity** to handle the growing South Sound economy and population. Traffic models show lengthy



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delays through this corridor with no change to existing infrastructure.

Lakewood, in partnership with SSMCP and the Nisqually Indian Tribe, support a redesign of I-5 south of Mounts Road through the Nisqually River Delta to improve salmon survival, eliminate the flood risk and address congestion in the region. The \$75 million allocated to this project in the Move Ahead Washington package is an important step but more work will be needed. [Two design options are being considered for further review and a preferred alternative will be selected in the fall of 2025.-](#)

Infrastructure Funding

Local agencies, including the City of Lakewood, lack resources for infrastructure funding. As a result, city roads remain in disrepair or general fund dollars are taken from other important services to repair roads; or a combination thereof. The City requests expansion of state funding to assist with maintenance and preservation of local infrastructure. The City continues to support the state's ongoing and increased investment in infrastructure funding programs, [such as the Public Works Assistance Account.](#)

Limiting Additional Freight on Point Defiance Bypass (Lakeview Rail Line)

The City opposes increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail.

Future Commercial Airfields - JBLM

The City opposes the use of Joint Base Lewis-McChord (JBLM) as a commercial airfield and as well as the identification of any location for a new commercial airfield, that would impede the operations of JBLM. In regards to considering JBLM as a potential site, there is strong opposition from the Lakewood congressional delegation, significant concerns raised by the military, high congestion issues, no transit service, and was rated "unlikely" by WSDOT and "unable to accommodate commercial air service" by the Puget Sound Regional Council. House Bill 1791 rebranded the Commercial Aviation Coordinating Commission (CACC) to be the Commercial Aviation Work Group and calls for annual reports on siting progress rather than identification of a single location by date certain. The Governor's veto of four sections resulted in removal of the legislature's guidance to eliminate any site that would be incompatible with



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the operations of a military installation. -

Stormwater & Culvert Funding

Cities have significant stormwater and culvert funding needs. The City of Lakewood requests secure, ongoing and sufficient funding for city culvert repair and replacement. The City supports funding for current and new grant programs for local stormwater and culvert projects.

Electric Vehicle (EV) Charging Stations

The City supports both Federal and State legislation for strategically implementing electric vehicle charging stations. The City requests that as local governments are required to implement 2024 E2SHB 1181, that~~The City requests that as EV charging station programs begin implementation,~~ that regional and state public entities, such as Pierce Transit, Sound Transit, WSDOT and relevant utility companies, lead the implementation effort through both funding and administration.



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FINANCES

Insurance Costs

Recent legislation and subsequent court decisions have increased the legal liability of public entities, resulting in higher rates for liability coverage. The City's liability rates increased by 37% from 2022 to 2023 and by another 41.2% from 2023 to 2024. The City joins AWC in requesting that the Legislature protect against liability expansion and new policies that would drive additional claims and litigation increasing costs, especially in the area of law enforcement and public safety, and human resources.

State-Shared Revenues

Cities rely on state-shared revenues to provide critical funding for essential public services. The City request continued appropriation of committed state shared funds, such as Liquor Excise Taxes and Profits, City-County Assistance Account, Municipal Criminal Justice Account, Annexation Sales Tax Credit, and public health funding. These funds are used to support city activities, including police, infrastructure development, public defenders, municipal court, etc. In total, state-shared revenues constitute a significant portion of the City's operating revenue at around 6% each biennium.

General Fund Revenue

The City supports legislation that will increase, expand, or favorably restructure its revenue-raising ability. In consideration of 1) the continued growth in demand for services that exceed revenue growth and inflation, and 2) intimate knowledge of individual community needs, the City supports unrestricted uses of all general government tax revenue. For example, [removing](#) restrictions on the use of real estate excise tax (REET), gambling taxes, etc.

City Financial Liability for Indigent Defense

Indigent defense is a constitutional right [and a state obligation. The state has passed the responsibility to provide indigent defense to counties and cities but has not provided adequate funding. that should be funded by the state. From 2012-21 county costs grew by more than 65%, from \\$105M to \\$174M. State funding during that same period grew only by 5.4%.](#)

[In 2024, the City paid \\$687,300 in primary public defense. In 2018, the City paid \\$528,000. This is a 30% increase over the last six years.](#) This cost has been trending upwards in recent years due to economic pressures, [historic inflation, and negotiated terms for competitive compensation schedules and compliant case counting schemes.](#)

[This ongoing challenge will be exacerbated by the Washington State Bar Association's](#)



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proposed indigent defense standards. The proposed standards that would lower misdemeanor caseloads to 120 cases per attorney, a nearly three-fold decrease from the current 400 cases per attorney, as well as transition to hourly compensation schedules from the current “per case” schemes.

Without parity in state grant funding for indigent defense, the City’s general fund will be greatly impacted by new standards. Beyond the financial impact, the proposed standards are not achievable with the current public defense workforce, nor with a massive uptick in the industry. The City supports keeping the current WSBA caseload and compensation schedule standards, along with adequate levels of -state funding for indigent defense that is standardized and non-competitive to ensure more equitable funding and uniform application of justice.

Unfunded Mandates & Other State & Federal Budget Impacts

Mandates from the ~~Federal and~~ State governments are rarely accompanied with adequate new revenues or taxing authority, but instead force the City to reduce funding levels for other services. The City opposes efforts by the State Legislature to balance budgets by shifting responsibilities to cities.

PUBLIC SAFETY

Public Safety

The City supports a commonsense and meaningful approach to public safety policies that protect lives and property and foster trust in government. During the 2023~~4~~ session, progress was made in this area but there is still more work to be done. In collaboration with other Pierce County municipalities, the City requests the Legislature:

- 1) Provide tools to address auto theft and property crime, including increased state funding to grant programs to support regional enforcement and prosecution efforts;
- ~~2) Make refinements to the restrictions on vehicular pursuits to curb motor vehicle thefts;~~
- ~~3)2) Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law;~~
- ~~4)3) Supply stable state funding for co-responder programs, such as the City’s Behavioral Health Contact Team; and~~
- ~~4) Amend state law to allow for a parent or guardian to provide consent for a juvenile to be interviewed by law enforcement to include consent to search property to resolve unsolved crimes and prevent future incidents.~~
- ~~5) Create programs to improve law enforcement retention, such as state~~



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supported law enforcement officer wellness and injury prevention programs. Officer Wellness to keep retention

Community Partnership Program at Western State Hospital

The City proudly operates the successful community partnership program (CPP) which provides a safer environment for patients, staff and the surrounding community at Western State Hospital. Funding for this program is not included in DSHS' maintenance budget and must be requested each year. We respectfully request the Legislature allocate \$640,000 to the Western State Hospital CPP. This amount represents a 3% inflationary increase over the '23-25 appropriation which has not been adjusted since 2017.

Blake Response

The City is grateful the state has provided funding to help offset city costs created by the Blake Decision on how possession of controlled substances is handled by the criminal justice system. City costs include processing criminal conviction vacations and repaying legal financial obligations as well as support for ongoing costs for diversion programs and municipal court impacts. The City requests long-term state investment in alternative response teams, treatment facilities for adults and juveniles, treatment in jails, and to provide support to social workers, treatment providers and system navigators to help direct people to treatment.

Hiring and Retention

Public safety agencies nationwide are experiencing officers leaving the profession at an unprecedented rate, either through early retirement or leaving the field. The City supports state policies including funding to local law enforcement agencies that promote recruitment and retention of law enforcement officers and expedite opportunities for newly hired officers to receive training.

Vehicular Pursuits

The City thanks the legislature for making progress on clarifying the ability for law enforcement to conduct vehicular pursuits for the benefit of public safety. Since the probable cause threshold was established in 2021, there have been several occasions where the high standard prevented pursuit of a vehicle, jeopardizing public safety. The City will continue to support safety measures and training for officers who engage in vehicular pursuits as well as further refinements to the state's vehicular pursuit law, to include making additional crimes eligible for police pursuits including stolen vehicles.



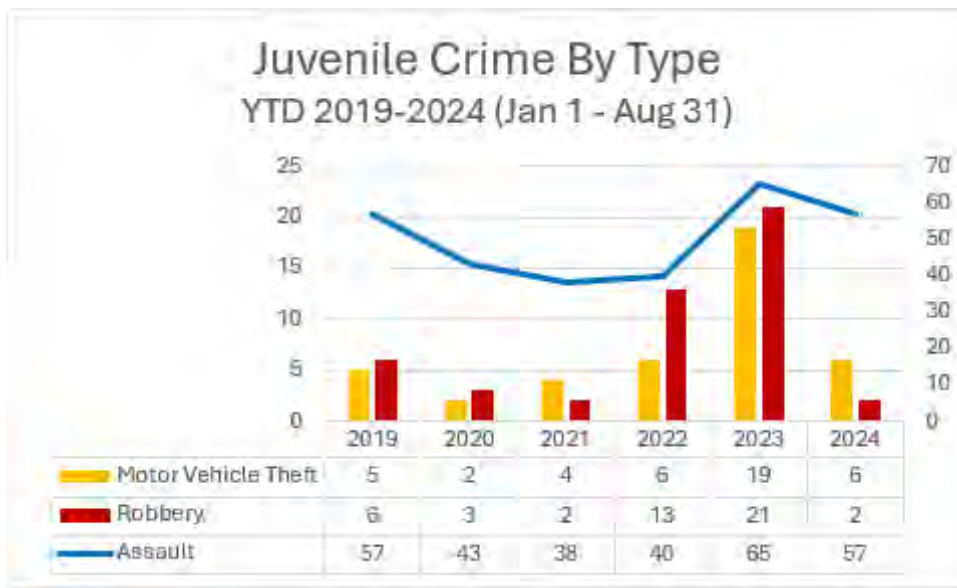
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Juvenile Crime

~~Compared to the five-year average (2017-2022), in the first half of 2023, juvenile robbery in Lakewood is up 400%, motor vehicle theft is up 500% and assaults are up 45%. For all crimes, known juvenile suspects have increased 67%.~~

Compared to the 5-year average (2019-2023), through August 2024, juvenile robberies have decreased by 78%, motor vehicle theft decreased by 17%, and assaults are up by 17%.



The City requests the state amend state law to allow for a parent or guardian to provide consent for a juvenile to be interviewed by law enforcement to include consent to search property to resolve unsolved crimes and prevent future incidents.

[Additionally, the City joins AWC in requesting expansion of juvenile behavioral health treatment capacity and state correctional capacity.](#)

Youth education is also critical component to ensuring criminal behavior is addressed at a young age to prevent the uptick in youth crime experienced by the Lakewood community. The City supports educational efforts to teach youth about the consequences of criminal behavior. Youth education that prevents criminal activity upstream should also include intervention of at-risk youth and their families by connections to social services at an early age, such as Tacoma-Pierce County Health Department’s Family Support Partnership. The City supports any state funding that would support youth education about social services, such as the County’s Family Support Partnership.



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By both educating at-risk youth and their families about social services, and about the consequences of criminal activity early on, the City hopes that youth criminal activity will be curtailed.

Geographic Equity in Discharge from State Facilities

The City appreciates the State's recent efforts to move toward a more community-based behavioral health system. This transition presents an opportunity to not only provide more accessible services to those who need it most, but also for the facilities to be more geographically disbursed. Based on the findings from the Commerce report, the State should invest in long term care facilities in underserved regions of the state.

The City requests the following changes be made to state law:

- 1) Per the findings from the April 2023 Commerce Report, the state needs to procure additional services and supports in Olympic, North Central, Great Rivers, Greater Columbia, and King regions. The report also shows that adult family homes in Pierce County are serving a large percentage of Long-Term Civil Commitment (LTCC) patients. Incentivize providers, particularly adult family homes, to provide services in underserved areas.
- 2) Institute fair share policies for discharge planning from state hospitals for individuals that have a history of one or more violent acts (extend SB 5163 (2021) policies, that only apply to the Special Commitment Center, to state hospitals).

Protecting Residents of Adult Family Homes

Adult Family Homes (AFHs) serve adults with functional limitations who need personal and special care. The City requests legislation that protects these vulnerable members of our community by preventing Level 2 and 3 registered sex offenders, sexually violent predators and "felony flips" from residing in AFHs. The City supports amending the definition of "resident" in RCW 70.128.010 to exclude individuals convicted of sexually violent crimes and crimes that require registration as a sex offender.

Body Worn Cameras

In the 2023-25 budget the state legislature allocated \$1.6 million for the body camera grant program administered by the WA Association of Sheriffs and Police Chiefs (WASPC). The City supports ongoing funding for this program to assist municipalities with the purchase, maintenance or replacement of Body Worn Cameras (BWC), ongoing costs related to record management, and hiring of personnel to operate the BWC program.

Binding Interest Arbitration Reform

The City recognizes the importance of having a tool to help resolve potentially



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devastating strikes by essential service personnel, such as police and firefighters. However, existing binding interest arbitration statutes are out-of-date and inflexible, resulting in many unintended consequences – the City finds this particularly true in regard to disciplinary processes. The City requests that the state reform existing binding interest arbitration language to limit unintended repercussions.

Authority to Appoint Municipal Court Judges

The City supports cities' authority to appoint a municipal court judge and to maintain municipal courts. The City supports further technical and financial assistance for the administration of municipal courts.

Traffic Enforcement Cameras

The state legislature has authorized local government to use traffic enforcement cameras in limited situations, including red light enforcement at certain intersections and speed control in certain zones. Traffic enforcement cameras have proven to be successful at reducing instances of speeding and violations of traffic signals. The City supports the use of traffic enforcement cameras. The City also supports legislation allowing images from traffic enforcement cameras to be used by law enforcement in criminal cases when there is probable cause.

[The City appreciates the expanded authority to utilize traffic safety cameras as outlined in the recent passage of HB 2384. However, the City remains concerned with the restrictions on the ability to use traffic camera revenue on general government services. This limitation creates administrative burdens and inefficiencies. Cities need flexibility in how to oversee and manage city programs.](#)

Basic Law Enforcement Academy (BLEA)

The City supports ongoing funding of the Basic Law Enforcement Academy which is the sole training program for police departments statewide. With an increasing number of law enforcement officers retiring, it is imperative this program receive adequate funding to provide ample training openings for new hires in a timely manner. The City supports adequate and ongoing funding for the recently established regional Criminal Justice Training Commission campuses which will help address the backlog of training slots at the Academy and ease of access to more agencies. The City also supports the discretion of CJTC to hold academy seats based on number of anticipated officer hires, as currently, academy seats are not held until a potential hire



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name has been provided, which can further delay the hiring process.

Jail and Court Costs

The City supports legislative proposals that reduce jail and court costs, and maintain its flexibility in providing jail and court services. ~~The City supports additional funding for local grants through the Office of Public Defense and clarifying local authority to set standards for public defenders.~~ The City also supports maintaining the flexibility to select the most appropriate manner in which to provide jail and court services. The City will monitor all legislation that impacts the City's ability to contract with government agencies.

State Hospital Reentry Program

The City supports language that would expand the reentry community safety program. The current program is designed for individuals being released from a correctional facility. The City supports expanding the program to apply to patients who are civilly committed after prosecution for a violent offense or who are civilly committed based on criminal insanity.

Enhanced Services Facilities

Enhanced Services Facilities (ESFs) serve adults with mental and chemical disorders or other impairments that require supervision and daily care. The City supports legislation that would prohibit Adult Family Home businesses (AFHs) from converting to ESFs, as well as legislation that would prohibit the locating of ESFs in residential neighborhoods.

Acute and Long-Term Care Facilities

The City supports the implementation of the Trueblood Settlement Agreement and state funding for the construction and ongoing operation of acute and long-term care facilities equitably dispersed in communities throughout the state.

Civil Asset Forfeiture

Civil asset forfeiture allows law enforcement agencies to take possession of property when the property itself is illegal, was used to facilitate a crime, is proceeds from a crime, or was purchased with proceeds traceable to criminal activity. The City views civil asset forfeiture as a valuable tool, and will closely monitor legislation and oppose provisions that add restrictions on law enforcement's use of civil asset forfeiture.

Consolidate Traffic-Based Financial Obligations

The City supports legislative proposals that would authorize the Administrative Office of the Courts to establish a unified payment plan system for the



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consolidation of multiple traffic-based financial obligations. This solution allows defendants to bring multiple outstanding obligations into the new payment plan for ongoing servicing with a single point of contact, reduces the volume of driver's license suspension for failure to respond or pay, fewer DWLS-3 prosecutions, and improved collection rates.

[Washington State Association of Sheriffs and Police Chiefs \(WASPC\) – 2025 Legislative Agenda](#)

[The City supports several key policy items in WASPC's 2025 legislative agenda, to include increased funding for recruitment and retention, revisiting juvenile access to attorneys, adding fentanyl to list of qualifying drugs within endangerment and controlled substance law, Public Records Act policy issues related to police body/dash camera footage, and streamlining permitting for License Plate Readers \(LPRs\), streamlining this process to put LPRs on WSDOT poles around the community.](#)

[GENERAL GOVERNMENT](#)

Public Records & Open Meetings

The City respects the right of the public to have access to legitimate public records and documents. The City believes its ability to recover the costs of searching for, gathering and reviewing requested documents is also in the public's interest. The City supports reasonable reforms to the Public Records Act. The City opposes requiring the recording of executive sessions or other restrictions on legitimate uses of executive sessions.

[Community Notification Board](#)

[Knowledge is power, and the City of Lakewood wants to provide residents with easier ways to stay informed by installing electronic notification boards at key locations. Types of messages shared may include details about public meetings, city events, general information about city services and key information in an emergency to keep the community safe. The electronic board allows messages to be updated regularly and shared in multiple languages. The City requests \\$250,000 toward the purchase, fabrication and installation of an electronic community notification board on South Tacoma Way & 96th Street SW.](#)



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Clean Buildings Standard Compliance

The City has two buildings that must comply with the state standards, City Hall (Tier 1 - over 50k SF) and the Police Station (Tier 2 – 20-50K SF). The Department of Commerce has published target Energy Use Intensity (EUI) targets based on building type and climate zone. The City has completed an Investment Grade Audit (IGA) for City Hall which identifies existing energy use and makes recommendations for energy conservation measures. To comply with the state's Clean Building Standard, the City has evaluated several energy efficiency efforts and has identified key improvements that will reduce EUI to comply with the standards. An IGA for the police station is in development so the numbers for that building are not yet known

The City requests additional ongoing state funding, either through a grant program or a direct appropriation, to support compliance with the Clean Buildings Standards. Funding is needed for Phase 2 and 3 of City Hall as well as all upgrades to the Police Station. Additionally, the City requests the Legislature consider amending the clean building standards to allow for discretion on whether the improvements will add value to the building or result in greater cost savings over time. Another option is to extend the timeline for compliance to improve access to capital resources.

MILITARY AFFAIRS

Defense Community Compatibility Account – North Clear Zone Funding

The DCCA is a grant program that supports necessary infrastructure and compatible land use near Washington military installations. The DCCA is the most viable long- term option to secure the required state/local match to resolve the incompatible development in the McChord North Clear Zone. The City supports the state's ongoing investment in the DCCA via the biennial capital budget.

Statewide Coordination for Federal Military Affairs

Washington is the 6th-7th in the nation for the number of active-duty military and has five major military installations yet there is no statewide coordination of federal military affairs. The City supports the creation of a cabinet level position within the Governor's office to coordinate federal military affairs.

South Sound Military & Communities Partnership (SSMCP) & Joint Base Lewis- McChord

The City of Lakewood is a strong partner with Joint Base Lewis-McChord (JBLM) and a founding member of the South Sound Military & Communities



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Partnership (SSMCP), a nationally recognized organization that gives unique voice to a range of issues affecting Pierce and Thurston Counties and their cities as well as JBLM, the largest military installation in Washington State. JBLM is a regional employment hub and a major statewide economic driver. The City supports the ongoing efforts of SSMCP and supports policy and financial decisions that assist JBLM's operational readiness and sustainability.

The City also believes in strong policy and financial commitments from the State in support of statewide military affairs while preserving local governments' and regional coordinating organizations' flexibility and authority to maintain communications and relationships with area installations. Lakewood supports establishing a Military Advisory Council to advise the Governor and Legislature; providing financial support of regional military-community partnerships such as Forward Fairchild, Puget Sound Naval Bases Association and SSMCP; and strengthening financial, legislative and political support for military presence in Washington in anticipation of future force restructuring or defense contract reductions due to sequestration, Department of Defense budget reductions, and/or base realignment and closure (BRAC) rounds.

The City supports SSMCP's 2024⁴⁵ Legislative Priorities:

1) Defense Industry's Economic Impact on Washington

For the first time in over a decade the defense industry's economic impact on Washington State has been quantified. A legislatively directed report, completed September 2024, concluded roughly 4% of gross state product (GSP), or \$30.9 billion, was connected to the defense economy. The military and defense sector's contribution to Washington's GSP is greater than that of agriculture, clean technology, forest products, life sciences and global health, maritime, and tourism. Further, defense expenditures supported 254,904 jobs in FY23, representing over 5% of total statewide employment.

2) Military Family Quality of Life

Some of the greatest challenges facing military families in the South Sound are access to housing, childcare and ~~spousal~~ employment for spouses. SSMCP is working regionally to remove barriers to these necessities and supports state level action through 1) incentives, 2) increased investment ~~and/or~~ 3) reduction in administrative burdens that drive up costs and 4) coordination with other military installations and communities.



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2)3) Defense Community Compatibility Account (DCCA)

SSMCP requests the biennial capital budget fully fund the DCCA project list, as recommended by the Department of Commerce. This grant program supports civilian communities near military installations and leverages federal investment in our state. For SSMCP, this would mean \$1M to purchase a property in the McChord Airfield North Clear Zone. This long term plan of resolving encroachment has a commitment of up to \$80 million from the federal government but requires a 20% state match.

3)4) I-5 Mounts Road to Tumwater & Nisqually River Delta

SSMCP continues to partner with the Nisqually Indian Tribe and other regional agencies to support the critical work along I-5 to improve infrastructure resilience against existing erosion and flood risk, restore critical habitat and improve mobility through the region. State funding has allowed the project to advance to the NEPA stage and a preferred alternative will be identified then designed. Additional state or federal funds are required to finalize engineering work. This includes \$1.5 million for preliminary engineering of part time shoulder use on southbound I-5 between Sleater-Kinney and Henderson Boulevard. This practical solutions approach would improve the transportation outcomes of the initial investment the state has made in the Nisqually River delta.

American Lake Veterans Golf Course Tax Exemption

The American Lake Veterans Golf Course (ALVGC) has always been a United States Department of Veterans Affairs (VA) golf course. In 2017, the VA decided to have the golf course run by Friends of American Lake Veterans Golf Course (Friends), a nonprofit, and it is unclear whether Friends will have to pay sales tax and business and occupation tax. The City supports legislation that clarifies that the ALVGC is not subject to sales tax or business and occupation tax.



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City of
Lakewood

**PIERCE COUNTY
POLICY MANUAL**

ADOPTED BY THE LAKEWOOD CITY COUNCIL ON [TBD,
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Lakewood City Council Vision Statement:

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



Lakewood City Council

- Jason Whalen, *Mayor*
- Mary Moss, *Deputy Mayor*
- Ryan Pearson, *Councilmember*
- Paul Bocchi, *Councilmember*
- Patti Belle, *Councilmember*
- Michael Brandstetter, *Councilmember*
- Trestin Lauricella, *Councilmember*

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INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT

Every community owes its existence and vitality to generations from around the world who contributed their hopes, dreams, and energy to making the history which led to this moment. The City would like to recognize that we are on the lands of the Nisqually People, and acknowledge the history of dispossession that allowed for the growth of our community. We offer respect to the Nisqually People and their Elders, past, present, and emerging. We recognize our responsibility to value all people, and are committed to equitably serving all people in our diverse community.

A STATEMENT ON EQUITY BY THE LAKEWOOD CITY COUNCIL

The Lakewood City Council acknowledges that equity is essential to a healthy community.

We are committed to identifying and eliminating systemic racism. We intend to lead by example in the advancement of equity and the deliberate practice of inclusion.

The City Council commits 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.
- Pursuing justice and equity for all residents.

We recognize the critical role that city leaders have in removing barriers to opportunity. We recognize that systemic inequality has endured, but commit that it shall not persist. The City Council will not tolerate *intolerance*. It is unconscionable that some members of our community fall victim to acts of hate. Acts of hate based upon race, creed, ancestry, disability, sex, sexual orientation, gender identity and/or socioeconomic status are unwelcome in Lakewood, Washington. The Lakewood Police Department shall be vigilant in its investigation and prosecution of crimes of hate. These intentional practices will inform our decision-making on policing, zoning, capital investment and all other matters of the City Council. Our objective is to create a more diverse, equitable and inclusive Lakewood community for all residents and we invite all Lakewood organizations and residents to join us in this effort.



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City Council Goals Legend

The policy goals in the County Policy Manual align with the City Council Goals 2021-2024. Each policy name is a different color to reflect the corresponding City Council Goal.

Economic Development Goal: The City of Lakewood promotes and supports a dynamic and robust local economy.

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

Public Safety Goal: The City of Lakewood is one of the safest cities in Washington State.

Fiscal Responsibility Goal: The City of Lakewood maintains a strong fiscal position.

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

Robust & Active Community Goal: The City of Lakewood is a livable, resilient, and inclusive community that embraces and celebrates diversity and delivers equitable municipal services.



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COMMUNITY & ECONOMIC DEVELOPMENT

Regional Planning

The City supports the continued partnership between Pierce County and other municipalities within the county concerning regional planning and transportation issues. Lakewood is a proud member jurisdiction of the Pierce County Regional Council (PCRC), which was created to ensure local planning between Pierce County municipalities is accomplished in a coordinated, efficient, and consistent manner. The primary responsibility of the PCRC is to ensure that the Growth Management Act requirements are coordinated within the region.

Regional Planning – Puget Sound Regional Council

The City supports a more equitable sharing of federal transportation dollars by the governing Regional Transportation Planning Organization (RTPO) and Metropolitan Planning Organization (MPO) - the Puget Sound Regional Council (PSRC).

The City also supports the limitation of PSRC’s authority and scope to that identified in Chapter RCW 47.80 and 23 USC § 134. In its Interlocal Agreement, the mission of PSRC is identified,

“to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall prepare, adopt, and maintain goals, policy, and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based on local comprehensive plans of jurisdictions within the region.” (emphasis added.)

However, PSRC’s continually expanding reach now includes: the establishment of Multi-County Planning Policies; a Regional Growth Strategy (RGS) and Growth Shares; and implementation activities, including VISION 2050 adoption and interpretation. The City opposes any incursion by PSRC into local land use, housing issues and equity issues.

Regional Planning—Metropolitan Planning Organization

~~The City would support, and take the lead on, forming a Pierce County Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) as alternatives to the Puget Sound Regional Council (PSRC).~~



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South Sound Housing Affordability Partners

The City is a founding member of the South Sound Affordable Housing Partners (SSHA3P), which is a regional effort by member municipalities to address affordable housing with a coordinated approach. The City supports SSHA3P's 2025 state legislative priorities on affordable housing:

- Affordable Housing Subsidy
 - Fund capital budget allocation requests for Pierce County projects
 - Fund the acquisition of residential properties for affordable housing preservation
 - Expand eligibility for the Connecting Housing to Infrastructure Program (CHIP)

- Facilitating Housing Supply
 - Increase construction industry workforce development efforts
 - Creating Housing Stability
 - Remove the income threshold qualification for the disabled veteran property tax exemption

- Support:
 - Funding for the Affordable Workforce Housing Accelerator pilot program
 - Grant funding to support municipal planning and permitting
 - Investments in rental assistance and eviction prevention
 - Updates to the Washington Uniform Common Interest Ownership Act to create more homeownership opportunities
 - Fair Housing training for ownership associations

- Monitor:
 - Legislation amending the Residential Landlord Tenant Act
 - The creation of state and/or local revenue sources for affordable housing
 - Legislation to exempt affordable housing development from sales and use tax
 - Legislation to exempt low-income, community land trust homebuyers from real estate excise tax

- Oppose:
 - Preemption of local land use authority
 - Legislation that would increase the cost to produce publicly funded affordable housing



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Middle Housing

~~The City supports local zoning authority and discretion, for middle housing types and accessory dwelling units. Before the adoption of 2023 HB 1110 and HB 1331 and follow on bills in 2024, the City allowed middle housing types including duplexes, triplexes, ADUs and multifamily housing on 55% of the City's residential lots, and cottage housing is allowed wherever single family detached housing was allowed, or on 78% of the lots. The City had a variety of policy tools for supporting the development of middle housing types, such as the City's Multi-Family Tax Exemption (MFTE) program, a housing incentives regulatory code chapter, and inclusionary density bonuses for landowners interested in providing units for very low income persons.~~

~~Under HB 1110 and HB 1337 and their follow on bills, the City's programs and efforts at the local level to support middle housing development have been preempted by the State. The City opposes state legislation that dictates land use and zoning without consideration for unintended consequences such as displacement and gentrification.~~

Utility Connections in Support of Middle Housing Types

~~The City supports middle housing types (duplexes, triplexes, accessory dwelling units, etc.) to augment Lakewood's affordable housing stock. Middle housing types are a viable, equitable, and increasingly popular affordable housing option.~~

~~However, utility and side sewer connections to accommodate middle housing types on current lots can be prohibitively expensive, especially for lower-income households. Recently passed state laws (HB 1337 and HB 1110) allow middle housing on historically single family lots but the zoning is not the barrier. For these units to be viable, it will require connection to utilities that the City does not own nor have authority over infrastructure expansions.~~

The City supports a dialogue with the County and other utility partners on how to address fee schedules and side sewer connections for Lakewood customers seeking to add one or more ADUs. The City supports solutions such as reducing and/or waiving connection fees and capacity charges for these customers, as well as allowing new ADUs to connect to existing side sewer lines or a reduction in connection standards due to ADUs reduced impacts on the sewer system.

- ~~• **Accessory Dwelling Units:** The City supports Accessory Dwelling Units (ADUs) to augment Lakewood's affordable housing stock. ADUs are a viable, equitable, and increasingly popular affordable housing option. Before 2023 HB 1337 was adopted, the City had ADU policies and development code requirements providing for the easier creation of more attached and detached ADUs associated with housing types, such as single family homes and townhomes, found in multiple city zones (R1-R4, MR1 & MR2, etc.) These regulations and zoning decision will now have to be updated due to the preemption under HB 1337.~~



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~~However, utility and side sewer connections to accommodate ADUs on current lots can be prohibitively expensive, especially for lower income households. 2023 HB 1337's requirements to allow ADUs on historically single family lots will require not just construction of the building, but also connection to utilities that the City does not own nor plan infrastructure expansion~~

Annexations

Annexations should encourage the logical development and expansion of the City to provide for a healthy and growing local economy and efficient provision of urban services.

Arrowhead/Partridge Glenn

Annexation of this “urban island” has been attempted three times; twice by the Town of Steilacoom in 1995 and 1996, and once by Lakewood in 1997. All three annexation attempts failed at the ballot by an increasingly larger margin. The Town of Steilacoom, West Pierce Fire and Rescue, and Pierce County are not opposed to Lakewood annexing this area. The City would support and take the lead on, the annexation of this area *if, and only if, Pierce County* addresses this area’s aging infrastructure prior to annexation, to include sewers and sidewalks.

Camp Murray

~~In 2020, Tthe City and Camp Murray leadership evaluated this potential annexation of the installation after jointly completing the Camp Murray Annexation Analysis Report in 2020. Currently, Camp Murray leadership is not supportive of annexation after the report found annexation would not be revenue neutral and would result in increased costs for Camp Murray. However, the City and Camp Murray are exploring options to make improvements at the Camp Murray Boat Launch for the benefit of the public. The City and Camp Murray have agreed to complete a Master Plan for the area, which would identify the options for improvements and allow Camp~~

Joint Base Lewis McChord

Lakewood’s Urban Growth Area (UGA) includes the urban area of Joint Base Lewis-McChord (JBLM). Over the past two decades JBLM has significantly developed this area. The City would consider annexing this area in the future, contingent on County approval, to include revising the existing agreement between the City and the County. The City would consider an incremental approach to annexing this area that would start with the annexation of American Lake Veteran’s Administration Medical Center and American Lake Veterans Golf Course.



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Lakewood Population Allocations

Lakewood ~~has~~ incorporated ~~ed~~ the 2044 growth targets and ~~HAPT~~ housing unit allocations ~~as adopted by Pierce County in 2022 and 2023~~ into its land use planning. However, unique situations and existing spatial constraints can affect the ability of individual jurisdictions to meet these targets, and they should be recognized in state law and countywide policies. In Lakewood, the population and employment base are directly tied to, and subject to unpredictable change because of, the level of service members and contractors stationed or working at Joint Base Lewis-McChord (JBLM). In addition, there are several existing unique spatial and environmental constraints in Lakewood, including: JBLM's Air Corridor zones that prohibit urban residential development; several lakes and associated lands that can only be developed at lower densities; large tracts of public lands (including parks, Western State Hospital properties and the South Puget Sound Urban Wildlife Area); pre- incorporation and pre-GMA existing developments, and inadequate infrastructure. Lakewood is seeking support from Pierce County for the following:

The City supports policy direction for inclusion in the GMA, Multicounty Planning Policies, Countywide Planning Policies, individual Comprehensive Plans, and other appropriate documents that provide individual jurisdictions the ability to meet and/or adjust population and employment targets based on situations or issues outside their ability to govern such as military installation station changes



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Lakewood Libraries

The City of Lakewood and Pierce County Library System (PCLS) have been partnering to bring new libraries to Lakewood since 2010 when the PCLS Master Facility Plan identified a need for new libraries in the City. The need for new libraries has been subsequently reflected in the City's Comprehensive Plan and Legacy Plan as it relates to partnerships and sharing facilities.

While the PCLS is the decision-maker on where libraries will be located, the City has become involved in this process: 1) given the City's involvement in the development of the 2010 Master Facility Plan; 2) the opportunity to create an economic catalyst in both the downtown and Tillicum neighborhood with a focus on library and other services to include better access to transportation and better parking; and 3) the opportunity to incorporate a senior activity/community center as part of new libraries to leverage synergies of programming as well as other "store front" services in the area of human and social services.

In 2017 the City and PCLS entered into a Memorandum of Understanding (MOU) to explore the options of new library facilities in both the Lakewood Towne Center and Tillicum neighborhood as called for in the 2010 Master Facility Plan. The result was the City acquiring property in 2019 for a new library in the Tillicum neighborhood. The City and PCLS also looked at property alternatives in the downtown area, however, none were available that met PCLS' needs. In 2019, PCLS initiated a community engagement process about future library facilities in Lakewood that included beginning to explore funding options and developing design options for new libraries.

This all stopped with the arrival of the pandemic in March 2020. In late 2021, the City and PCLS re-engaged to reconstitute the process of addressing library facilities in Lakewood. The outcome was the formation of the Library Advisory Committee (LAC) in April 2022, which is tasked with the objective of providing recommendations to the PCLS Board of Trustees and Lakewood City Council about library facilities in Lakewood. In June 2022, the PCLS closed the main library due to significant building issues and in October 2022 announced a location for an interim library. The interim library located at Alpharetta St. and Gravelly Lake Drive opened in [September](#) 2024. Demolition of the main library site ~~is to be completed October 2024~~. The City supports the continued partnership with PCLS to address the urgent need of permanent and safe library spaces in Lakewood.



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Tenzler Log: The Lakewood City Council agreed to take ownership of the Tenzler Log, a.k.a. “The Big One”, from the Pierce County Library System so that the slab remained part of the Lakewood community. The city and library system entered a formal agreement in March 2023 to transfer ownership, allowing the city to take the lead to relocate and preserve the historic slab. The log was moved to Fort Steilacoom Park, to be placed in a viewing enclosure for the public to continue to enjoy.

COMMUNITY HEALTH & RESILIENCE

American Rescue Plan Act Funds

The federal American Rescue Plan Act (ARPA) allocated \$175,781,756 to Pierce County in 2021, with a final commitment of funds in October 2021. The City is appreciative of the beneficial programs that impacted Lakewood residents. The City requests the County continue to support programs and expenditures that benefit Lakewood residents and businesses, including but not limited to:

- Residential and Commercial rent, mortgage and utility assistance
- Residential and Commercial Landlord assistance
- Resident and Business Navigator Services
- Infrastructure funding (e.g., completing sewer system in Lakewood)
- BIPOC Business Assistance, e.g., continuing the BIPOC Business Accelerator Program
- Capital support for housing preservation and construction for residents at or below 80% of AMI

The City is supportive of Pierce County’s Sewer and Water Utility Infrastructure Partnership Program, which the City has submitted and been awarded the following sewer extension projects:

- Grant Avenue and Orchard Street
- Wadsworth Street, Silcox Drive and Boat Road
- Rose Road and Forest Road
- Boat Street sewer extension for Habitat for Humanity

The City also supports fee relief from the County as well as the ability to connect to a new side sewer for Lakewood customers benefiting from the sewer extension projects who are seeking to add ADUs to their property to accommodate growth of the City’s Middle Housing stock.



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Chronically Homeless Shelter Pierce County Village

The City supports County ARPA and other funds being allocated for chronically homeless shelter that include wrap-around services for residents experiencing chronic homelessness, including veterans; who may require specialized services.

The City encourages the County to identify shelter locations consistent with utilize sewer on the site. This approach aligns with fundamental GMA policies of having urban growth supported by urban services, including sewer and other appropriate infrastructure. Ensuring the health and safety of the community residents is another strong reason to bring sewer to the site.

the Pierce County Village to be located in Spanaway, provided it is developed with sewer connections. The proposed micro home. The City is also pleased to see the selection of Tacoma Rescue Mission as the entity to manage and operate the Pierce County Village given its long term regional leadership to provide effective services to the homeless.

The site identified for Pierce County Village is environmentally sensitive. Rather than constructing the village with community septic systems that run a heightened risk of contamination and damage to the surrounding wetlands,

Discretionary Spending of Public Health Resources

A wave of new funding for addressing public health in Pierce County has come to fruition in recent years. New funding sources include the County's collection of a one-tenth of one percent Sales and Use Tax for behavioral health such as mental health and substance use disorder treatment. The City supports the use of these funds at the county-wide level for addressing important public health issues, to include more discretionary funding to specifically address public health issues in Lakewood.

Opioid Settlement Funds

The Opioid Epidemic, originating in the 1990s, has progressed into its 'third wave,' characterized by a surge in overdose deaths linked to synthetic opioids, notably illicitly manufactured fentanyl. Pierce County is set to receive \$29 million in funding from various opioid settlements over the next 17 years. These settlements result from the misleading marketing by opioid manufacturers, who falsely portrayed opioids as non-addictive pain management solutions.

The City is projected to directly receive approximately \$1 million over the timeframe of 2022-2038. This funding will be used to address the impacts of the



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Opioid Epidemic on the Lakewood community and the City is collaborating with its Community Services Advisory Board to determine the best use of this funding for our city. Other jurisdictions will each be receiving disbursements as well, with amounts correlating to a formula intended to address the level of impact on each city and county. The settlement requires that expenditures of the settlement funds be reviewed by Opioid Abatement Councils. The City of Lakewood is represented on the Pierce County Opioid Abatement Council (PCOAC), whose role is to ensure that expenditures made are aligned with addressing the impact of the opioid epidemic. The City of Lakewood supports the current status quo that the City has full discretion on how to spend the City's allocated settlement funds to address the opioid epidemic in the Lakewood community, as the PCOAC has no authority to direct expenditures of member jurisdictions.

PUBLIC SAFETY

Public Safety

The City supports a commonsense and meaningful approach to public safety policies that protect lives and property and do not erode trust in government. During the 2023 state legislature session, progress was made in this area but there is still more work to be done. In collaboration with other Pierce County municipalities, the City requests the Pierce County Council, Pierce County Executive, Pierce County Prosecuting Attorney, and Pierce County Sheriff, to support the City's following requests of the State Legislature:

- 1) Provide tools to address auto theft and property crime, including increased state funding to grant programs to support regional enforcement and prosecution efforts;
- ~~2)~~ Make refinements to the restrictions on vehicular pursuits to curb motor vehicle thefts;
- ~~3)2)~~ Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law; and
- ~~4)3)~~ Supply stable state funding for co-responder programs, such as the City's Behavioral Health Contact Team.
- ~~4)~~ Amend state law to allow for a parent or guardian to provide consent for a juvenile to be interviewed by law enforcement to include consent to search property to resolve unsolved crimes and prevent future incidents.
- 5) Create programs to improve law enforcement retention, such as state supported law enforcement officer wellness and injury prevention programs



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Geographic Equity in Discharge from State Facilities

The City appreciates the State's recent efforts to move toward a more community-based behavioral health system. This transition presents an opportunity to not only provide more accessible services to those who need it most, but also for the facilities to be more geographically disbursed. Based on the findings from the Residential Facilities report, the County should join the City in requesting that the state invest in long term care facilities in all underserved regions of the state, which may include Pierce County. Secondly, building upon the work of the Sex Offender Policy Board, the County should join the City in requesting that the state should clarify that fair share principles apply to sexually violent predators released from state hospitals and secure community transition facilities. The City requests the County support additional changes so DSHS will have to:

- 1) Per the findings from the April 2023 Commerce Report, the state needs to procure additional services and supports in Olympic, North Central, Great Rivers, Greater Columbia, and King regions. The report also shows that adult family homes in Pierce County are serving a large percentage of Long-Term Civil Commitment (LTCC) patients. Incentivize providers, particularly adult family homes, to provide services in underserved areas.
- 2) Institute fair share policies for discharge planning from state hospitals for individuals that have a history of one or more violent acts (extend SB 5163 (2021) policies, that only apply to the Special Commitment Center, to state hospitals).

The City will continue to monitor the Western State Hospital Task Force's evaluation of Pierce County resources.



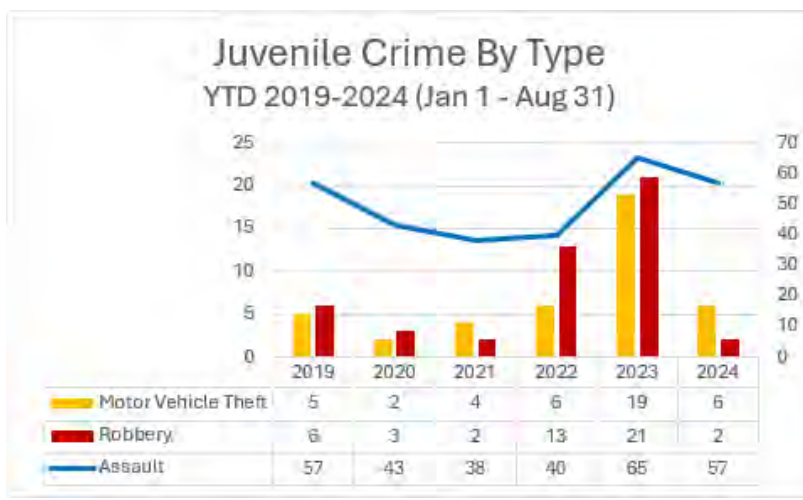
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Juvenile Crime

~~Compared to the five-year average (2017-2022), in the first half of 2023, juvenile robbery in Lakewood is up 400%, motor vehicle theft is up 500% and assaults are up 45%. For all crimes, known juvenile suspects have increased 67%.~~

Compared to the 5-year average (2019-2023), through August 2024, juvenile robberies have decreased by 78%, motor vehicle theft decreased by 17%, and assaults are up by 17%.



The City requests the County to support amending state law to allow for a parent or guardian to provide consent for a juvenile to be interviewed by law enforcement to include consent to search property to resolve unsolved crimes and prevent future incidents.

Youth education is also critical component to ensuring criminal behavior is addressed at a young age to prevent the uptick in youth crime experienced by the Lakewood community. The City supports educational efforts to teach youth about the consequences of criminal behavior. Youth education that prevents criminal activity upstream should also include intervention of at-risk youth and their families by connections to social services at an early age, such as Tacoma-Pierce County Health Department's Family Support Partnership.

After contact with the criminal justice system, the City supports the youth continuing education about social service opportunities and criminal consequences through the programs administered at the County-owned juvenile court Remann Hall. The youth justice philosophy deployed at Remann Hall emphasizes keeping offending youth connected to family, community, and education/economic opportunities, yet the City recognizes that often



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times a family setting that lacks proper social support and opportunities may be the source of negative influence that drives youth criminal behavior.

By both educating at-risk youth and their families about social services, and about the consequences of criminal activity early on, the City hopes that youth criminal activity will be curtailed.

Protecting Residents of Adult Family Home Businesses

The City requests that the County advocate for legislation at the state level to address growing community and public safety concerns related to Adult Family Home businesses (AFHs). AFHs serve adults with functional limitations who need personal and special care. The City supports legislation that protects these vulnerable members of our community by preventing Level 2 and 3 registered sex offenders, sexually violent predators and “felony flips” from residing in Adult Family homes. The City suggests amending the definition of “resident” in RCW 70.128.010 to exclude individuals convicted of sexually violent crimes and crimes that require registration as a sex offender.

State Hospital Reentry Program

The City supports language that would expand the reentry community safety program. The current program is designed for individuals being released from a correctional facility. The City supports expanding the program to apply to patients who are civilly committed after prosecution for a violent offense or who are civilly committed based on criminal insanity.

Enhanced Services Facilities

Enhanced Service Facilities (ESFs) serve adults with mental and chemical disorders or other impairments that require supervision and daily care. The City requests that the County advocate for legislation that would prohibit Adult Family Home businesses (AFHs) from converting to ESFs, as well as legislation that would prohibit the citing of ESFs in residential neighborhoods.

Video Arraignment

The County does not provide video arraignment for the DuPont, Steilacoom, and Lakewood Municipal Courts, from the Pierce County Jail.—Video arraignments allow the City to safely and effectively provide public defense services to jail populations, such as decreasing the number of jail transports, which are expensive and potentially hazardous. The City requests that the County find-expand solutions to the issues impeding their ability to provide this service for all hearings. The City supports the County identify a way to provide this service to the DuPont, Steilacoom, and Lakewood Municipal Courts, allocating the necessary resources to provide for video arraignment.—



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Booking Restrictions

~~The County has implemented booking restrictions at the Pierce County Jail in accordance with pandemic-related CDC and Washington State Department of Health guidelines. The new guidelines prioritize detention for individuals who pose an imminent threat to public safety, such as Felony arrests. However, detention has been discontinued for some arrests, including certain property crimes, even after some COVID-related guidelines have been lifted. These crimes still impact the City's public safety. The City requests the County to implement solutions to continue pre-pandemic detention policies, such as acquiring additional staff and detention space to augment jail capacity.~~

Pierce County Prosecuting Attorney's Office

The City relies on the Pierce County Prosecuting Attorney's Office for effective adjudication of significant offenders. The City supports consistent, transparent and timely felony charging and filing from the Prosecuting Attorney's Office. The City also supports regular communication regarding the Lakewood cases reviewed by the Prosecuting Attorney's Office.

TRANSPORTATION & INFRASTRUCTURE

Clover Creek Flood Plain

The City completed an engineering report to generate and evaluate project alternatives to mitigate 100-year flood risk along Clover Creek within the City limits. The City developed a flood model that was updated in 2019 for Clover Creek, which revealed a significant increase to the area impacted by floodwater when compared to the previous FEMA effective map of inundation for the 100-year event. The updated model suggests a significant portion of the City of Lakewood could be impacted by the floodwaters, including I-5. The flooding to I-5 could potentially result in significant new regulatory constraints placed on I-5 and would directly affect Joint Base Lewis-McChord mission readiness. The City began to explore flood mitigation alternatives to reduce these potential impacts to the City and I-5, and after collaborating with various state, local, and tribal agencies, ~~four solutions were developed:~~

- ~~1) Do nothing~~
- ~~2) Stream and channel enhancements~~
- ~~3) Levee specific to I-5~~
- ~~4) Levee in general flooding area~~

~~The~~ the City Council has directed-chosen to explore Option 4, a levee in the general flooding area, as this option consists of a flood blocking structure along



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or setback from Clover Creek that would block nearly all flood water from the city and the I-5 corridor within city limits. [The City is conducting an elevation survey of the flood area to further develop the levee option.](#) This option provides the most comprehensive flood mitigation benefit. At an estimated cost of around \$20 million, the City will need outside resources, as well as continued collaboration with county agencies such as the Pierce County Surface Water Management and Flood District, to ensure Lakewood residents and neighboring jurisdictions, to include unincorporated Pierce County communities, and the I-5 corridor are safe from this potentially devastating flood event.

Flood Control Zone District

The City encourages the County to move the FCZD to a tiered rate based on risk of flooding. The City supports using flood control funds to mitigate existing risks rather than subsidize new development within the flood zone. The City is also concerned with the potential for the governing board to impose the maximum rate allowable. A tiered rate may also be a funding source for a levee solution addressing the Clover Creek 100-year flood.

Pierce County Transportation Coordinating Committee

The City is appreciative that the Pierce County Regional Council (PCRC) increased the transparency of the Transportation Coordination Committee (TCC), particularly in regards to how TCC scores and determines funding recommendations. TCC has made project score cards available to all member jurisdictions at the end of the scoring process when presented to TCC by subcommittee.

Pierce County Sewer Utility

~~The City urges Pierce County to proactively plan for and build sewer system expansions in passed over areas of the county's urban areas as it updates its Unified Sewer Plan. The City also encourages the County to actively collaborate with the City of Lakewood to incorporate planning assumptions based on the new 2044 growth targets as well as the increased housing density patterns and incorporating Accessory Dwelling Units based on 2023 state bills HB 1110 and HB 1337. These "infill" expansions would encourage efficient development and expansion of infrastructure systems.~~ Historically, Pierce County has not proactively planned for, or built, sewer system expansions in its service area. Rather, private development has been required to extend sewer main systems, with the opportunity to seek at least partial reimbursement via latecomer agreements for oversizing lines to anticipate future development. This policy has led to older, urban sections of the county not having sewer access, and has encouraged leap-frog development, inconsistent with the Growth Management Act.



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The City urges Pierce County to proactively plan for and build sewer system expansions in passed-over areas of the county's urban areas as it updates its Unified Sewer Plan. The Pierce County Sewer Utility should change its capital facility planning policies and practices to “do business as a business,” meaning that it should be willing and able to construct sewer extensions into incorporated areas. Lakewood is participating in the pending update to the Unified Sewer Plan to assist with updating utility policies.

Future Commercial Airfields - JBLM

The City opposes the use of JBLM as a commercial airfield as well as the identification of any location that would impede the operations of JBLM. There is strong opposition from the Lakewood congressional delegation, significant concerns raised by the military, identification of such a site as having high congestion issues, no transit service, and rated “unlikely” by WSDOT and “unable to accommodate commercial air service” by PSRC.

Parks & Recreation

Camp Murray Boat Launch

The City and Camp Murray have explored options to make improvements at the Camp Murray Boat Launch for the benefit of the public. The boat launch provides public access to American Lake and is currently managed by the Washington State Department of Fish & Wildlife (WDFW). The City could invest in infrastructure development to increase accessibility to American Lake. The City and Camp Murray have agreed to complete a Master Plan for the area, which would identify the options for improvements and allow Camp Murray input into the process. Site improvements include, a pedestrian walkway, to include ADA accessibility and lighting, parking lot improvements, and boat launch ramp improvements, such as moorage dock(s). The City is funding the Master Plan with \$100K in ARPA funds, and will be seeking future funding from the state for improvements

Chambers Creek Canyon

The City has partnered with Pierce County and University Place to work together on the Chambers Creek Trail Project. The majority of the land is owned by Pierce County with sections of the trail and trail heads located in University Place and Lakewood. ~~With an anticipated an completion date by end of 2024, this project will result in a~~ The 2.5 mile trail through the canyon is expected to be complete by the end of 2024. The final phase includes a span bridge crossing the creek and connecting the trail and our communities. The City is supportive of continuing its partnership with the County and University Place to improve and expand the Chambers Creek canyon trail for residents to safely enjoy.



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Seeley Lake Conservancy Park

Seeley Lake Conservancy Park contains 48 acres of urban forest land in the heart of Lakewood. The park includes woods, wetlands, natural areas, lake, and a 1.3 mile perimeter loop trail. The lake is a stormwater collection site with fluctuating water levels which flood portions of the trail during the winter rainy season. In December 2019, the City of Lakewood and Pierce County entered into an agreement to improve the site with the goal of "increasing habitat, recreation, and safety". The City is supportive of continuing its partnership with the County to [enhance this area, finish these vital improvements in 2024](#) to expand use, and make the site more accessible for all park users.

Lakewood Community Center

The Pierce County-owned and operated Lakewood Community Center is a multipurpose center, serving residents of all ages and abilities and was the home to the City of Lakewood's Senior Activity Center [from 2007-2020, starting in 2007. The site is in close proximity to Seeley Lake Conservancy Park and features the only gymnasium in the Pierce County parks system.](#)

~~During the pandemic the City's senior activity center was closed due to public health and safety precautions. During that time a number of issues relating to building safety have been identified.~~ Currently the Lakewood Community Center houses a regional specialized recreation program supported by the City. The City is supportive of continued use of the center for this program. However, the City is moving forward with finding a new home for the Lakewood Senior Activity Center, given the building structural issues.

ENVIRONMENT

Regional Climate Change Efforts

The City is supportive of the recent increase in regional climate change efforts at the federal, state, county level such as new grant programs for projects mitigating the impacts of climate change, electric vehicle charging station development efforts, as well as the County's new 20-year Solid and Hazardous Waste Management Plan recently adopted by the City. The City is supportive of collaborating with the County on any regional climate change efforts, [including the ongoing Pierce County Climate Conversation](#). As the City [conducts](#) its work to comply with 2023 HB 1181 and develops a [Comprehensive Plan](#) GHG emissions reduction sub-element and a climate resiliency sub-element, the City is supportive of collaborating with the County and other Pierce County municipalities to increase the cumulative benefits of the effort.



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MILITARY AFFAIRS

North Clear Zone

The City requests Pierce County’s continued partnership in vacating the Joint Base Lewis McChord (JBLM) North Clear Zone (NCZ), the federally-designated, 3,000-by-3,000-foot safety corridor adjacent to the end of the runway with the highest statistical possibility of aircraft accidents. The NCZ lies partly within the City of Lakewood, and currently includes multiple commercial and industrial businesses that are incompatible with JBLM operations and violate its Air Installation Compatibility Use Zones (AICUZ) safety standards. Lakewood and Pierce County have signed an agreement signifying a commitment to execute a long-range plan that will restore this area to an uninhabited state. The City asks that this agreement continue to be a priority for the County in its local actions and state-level advocacy efforts. The City is appreciative of the County allocating resources for vacating private property located in the NCZ, and further supports additional County resources for continuing this effort.

Statewide Coordination for Federal Military Affairs

Washington is the 6th in the nation for the number of active-duty military and has five major military installations yet there is no statewide coordination of federal military affairs. The City requests the County join in support of the creation of a cabinet level position within the Governor’s office to coordinate federal military affairs.

GENERAL GOVERNMENT

Innovative Service Solutions

The City supports innovative service solutions and technological advancements that would provide mutual benefits for Pierce County and Lakewood, such as the awarding of County ARPA funds to fund sewer extensions into the Tillicum Neighborhood. To improve the delivery of municipal services, the City supports contracting with the County for selective services and advocates for technological advancements in the County’s video arraignment and continued development of the online building/permit platforms. The City is appreciative of recent innovative service collaborations with Pierce County such as the PALS+ permitting system and traffic signal contracting.



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON TBD November 6th, 2023

Regional Response to Homelessness

The City of Lakewood supports regional responses to homelessness in Pierce County. Recent efforts include a partnership with Pierce County to house Lakewood homeless at Maureen Howard Place to provide enhanced shelter services for people experiencing homelessness along Lakewood's local Rights-of-Way and participation in the Tacoma-Lakewood-Pierce County Continuum of Care Board.

Clean Buildings Standard Compliance

Residential and commercial buildings are Washington's second-largest source of greenhouse gas emissions, accounting for 27% of statewide emissions. With the life of a building spanning at least 50-100 years, retrofitting existing buildings to use less energy is the most cost-efficient way to reduce greenhouse gas emissions significantly. To meaningfully reduce these emissions, the legislature passed clean buildings laws in 2019 (HB 1257) and 2022 (SB 5722).

The City has two buildings that must comply with the state standards, City Hall (Tier 1 - over 50k SF) and the Police Station (Tier 2 – 20-50K SF). The Department of Commerce has published target Energy Use Intensity (EUI) targets based on building type and climate zone. The City has completed an Investment Grade Audit (IGA) for City Hall which identifies existing energy use and makes recommendations for energy conservation measures. To comply with the state's Clean Building Standard, the City has evaluated several energy efficiency efforts and has identified key improvements that will reduce EUI to comply with the standards. An IGA for the police station is in development so the numbers for that building are not yet known

The City requests the County's support in advocating for additional ongoing state funding, either through a grant program or a direct appropriation, to support compliance with the Clean Buildings Standards. Funding is needed for Phase 2 and 3 of City Hall as well as all upgrades to the Police Station. Additionally, the City requests the Legislature consider amending the clean building standards to allow for discretion on whether the improvements will add value to the building or result in greater cost savings over time. Another option is to extend the timeline for compliance to improve access to capital resources