



## **LAKWOOD CITY COUNCIL STUDY SESSION AGENDA**

Monday, October 14, 2024

7:00 P.M.

City of Lakewood  
Council Chambers  
6000 Main Street SW  
Lakewood, WA 98499

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel:

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

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

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Page No.1

### **CALL TO ORDER**

### **ITEMS FOR DISCUSSION:**

- (3) 1. Pierce Transit Destination 2045 Long Range Plan.  
– *Darin Stavish, Principal Planner and Anna Peterson, Senior Planner*
- (16) 2. Review of 2025-2026 Federal, State and Pierce County Legislative Agenda and Policy Manual. – (Memorandum)
- (81) 3. Review of Multifamily Tax Exemption (MFTE) Program and Residential Target Area. – (Memorandum)

### **ITEMS TENTATIVELY SCHEDULED FOR OCTOBER 21, 2024 REGULAR CITY COUNCIL MEETING:**

1. Hazard Mitigation Plan Update. – (Proclamations and Presentations)
2. Authorizing the execution of an Interlocal Agreement with Lakewood Water District for the installation of a water line along 88th Avenue Court SW and Wadsworth Street SW. – (Motion – Consent Agenda)

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

3. Authorizing the execution of Interlocal Agreement with Lakewood Water District for the installation of a water line along Nyanza Road SW. – (Motion – Consent Agenda)
4. Authorizing the execution of a professional services agreement with Skillings, Inc. for topographic survey services related to the Lakewood Station Access Improvement project. – (Motion – Consent Agenda)
5. Authorizing the execution of a professional services agreement with David Evans and Associates Inc. for topographic survey and structural engineering services related to the Lakewood Station Access Improvement project. – (Motion – Consent Agenda)
6. Appointing members to the Lakewood Arts Commission. – (Motion – Consent Agenda)
7. This is the date set for a public hearing to consider the vacation of that section of Cline Road lying between Interstate 5 and Pacific Highway SW. – (Public Hearings and Appeals – Regular Agenda)
8. Review of 3<sup>rd</sup> Quarter (2024) Police Report. – (Reports by the City Manager)

## **REPORTS BY THE CITY MANAGER**

## **CITY COUNCIL COMMENTS**

## **ADJOURNMENT**

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# Destination 2045

## LONG RANGE PLAN

Darin Stavish, Principal Planner



City of Lakewood  
14 October 2024



# The Long Range Plan

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- Portrays long-term vision, goals and objectives through the horizon year 2045
- Estimates costs and staff resources for long-term investment needs
- Focuses on performance-based planning for long-term service outcomes
- References previous Destination 2040 Long Range Plan (2016, update 2020)

# Destination 2045 LRP Focus Areas





# Key Trends

# Outreach Numbers

**12**

Special Jurisdictional Coordination Meetings Regarding Nexus To Their 2024-2025 Comprehensive Plan Updates

**16**

Scheduled Special Jurisdictional (Focused) Presentations to City/Town Councils and Planning Commissions

**26**

Special Events  
*farmers markets, neighborhood councils, etc.*

**3**

Open Houses  
*in-person*

**1**

Town Hall  
*virtual/online*

# Common Themes for Transit in 2045

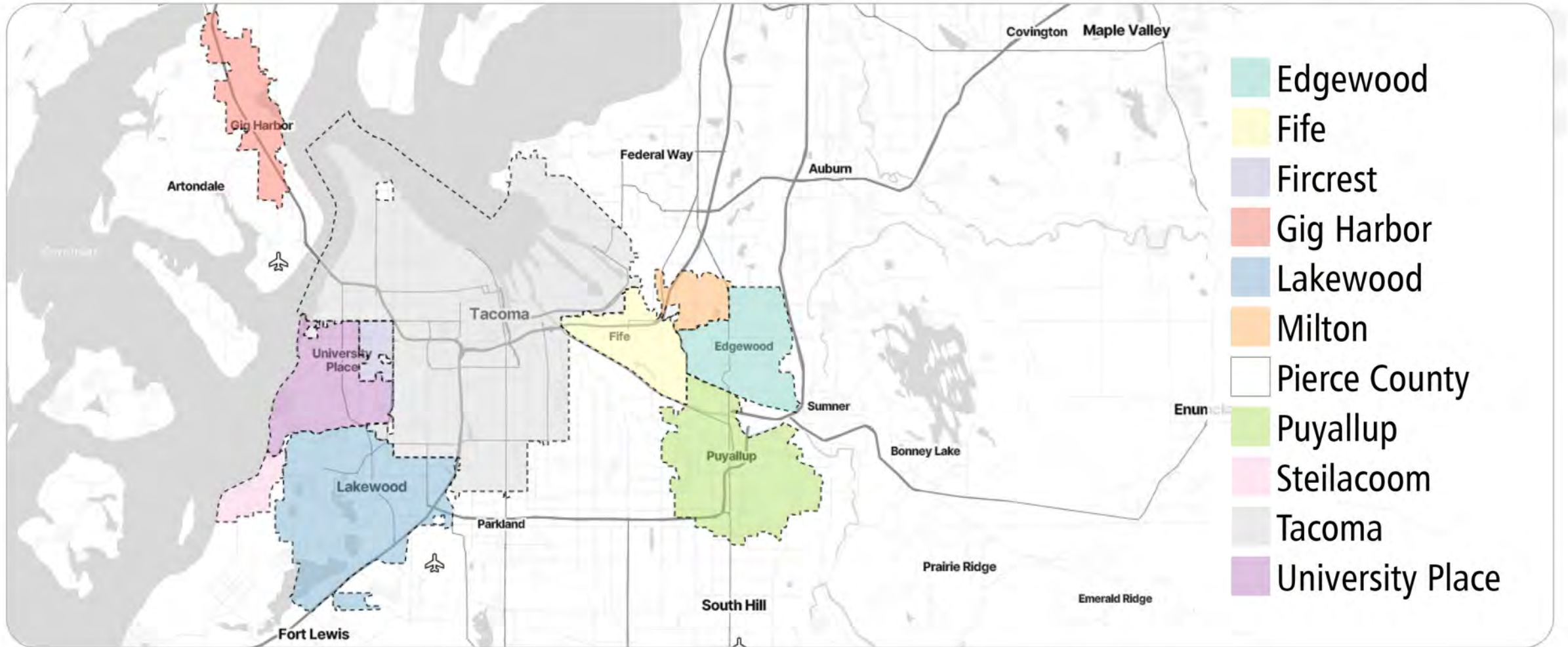
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- Need for New Bus Routes and Services
- Frequency and Scheduling Improvements
- Transit Service to Growing and Underserved Areas and Populations
- Better Regional Integration
- Environmental and Economic Considerations
- Improved Infrastructure at Transit Locations





# Partner Coordination



# Service Expansion Scenarios

## Scenarios A and B

*600-650K Annual Service Hours*

- Later service for more productive routes
- 30-minute all day weekday frequency for select routes that operate 30-minute only in the peak periods

## Scenario C

*735K Annual Service Hours*

- Improvements from A and B
- Route 2 or 3: Bus Rapid Transit
- Route 4: Fast, Frequent and Reliable Network
- 20-minute weekday frequency for the more productive routes
- Later service and more frequent service for other local routes

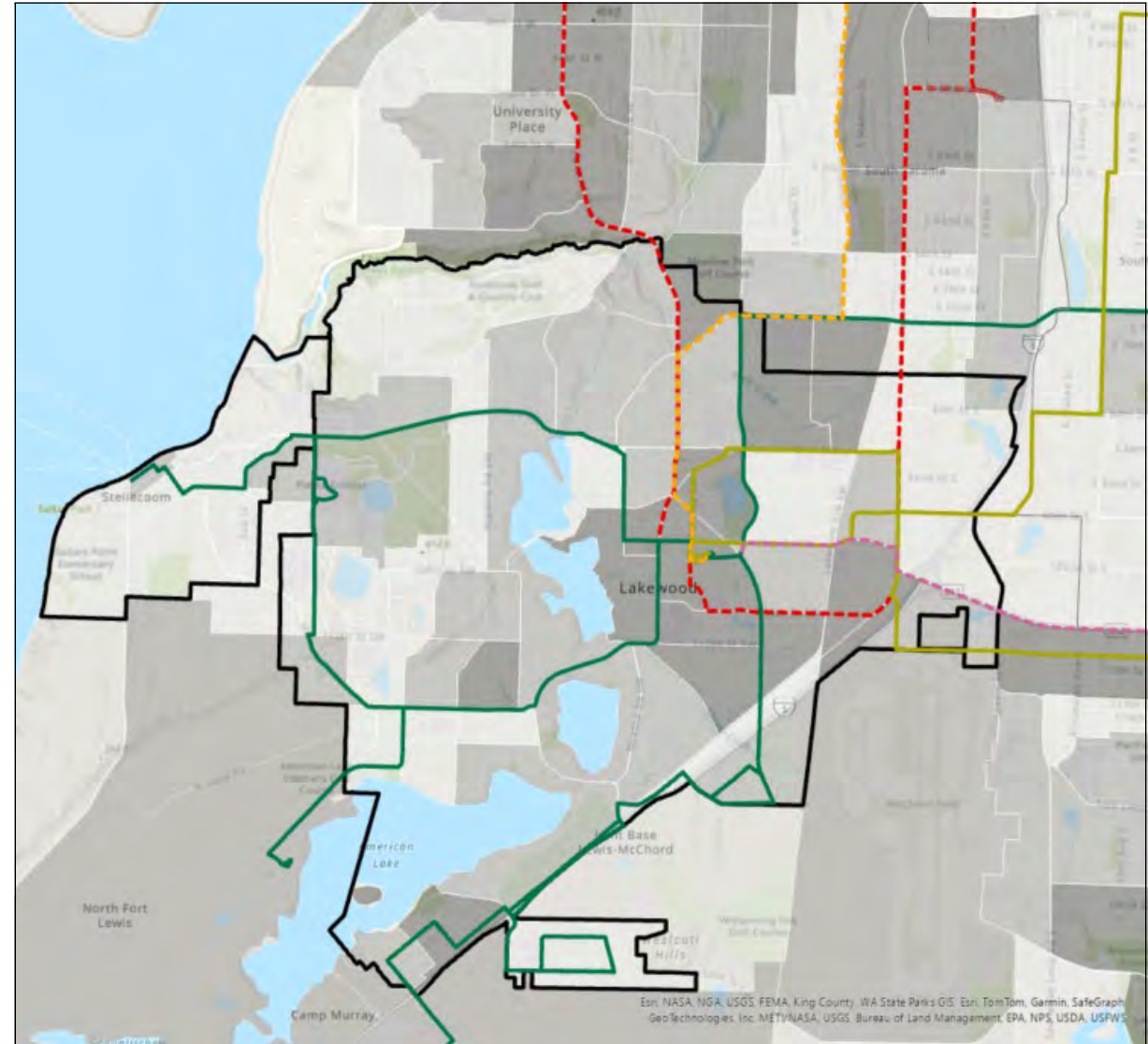
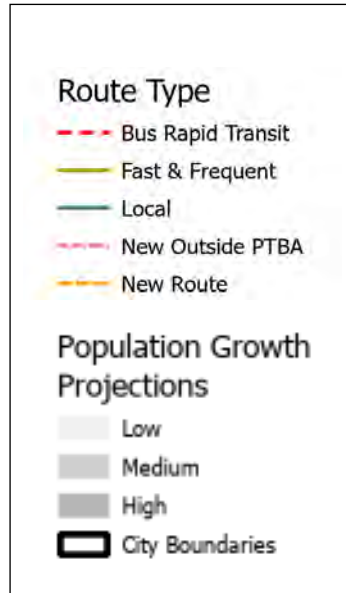
## Scenario D

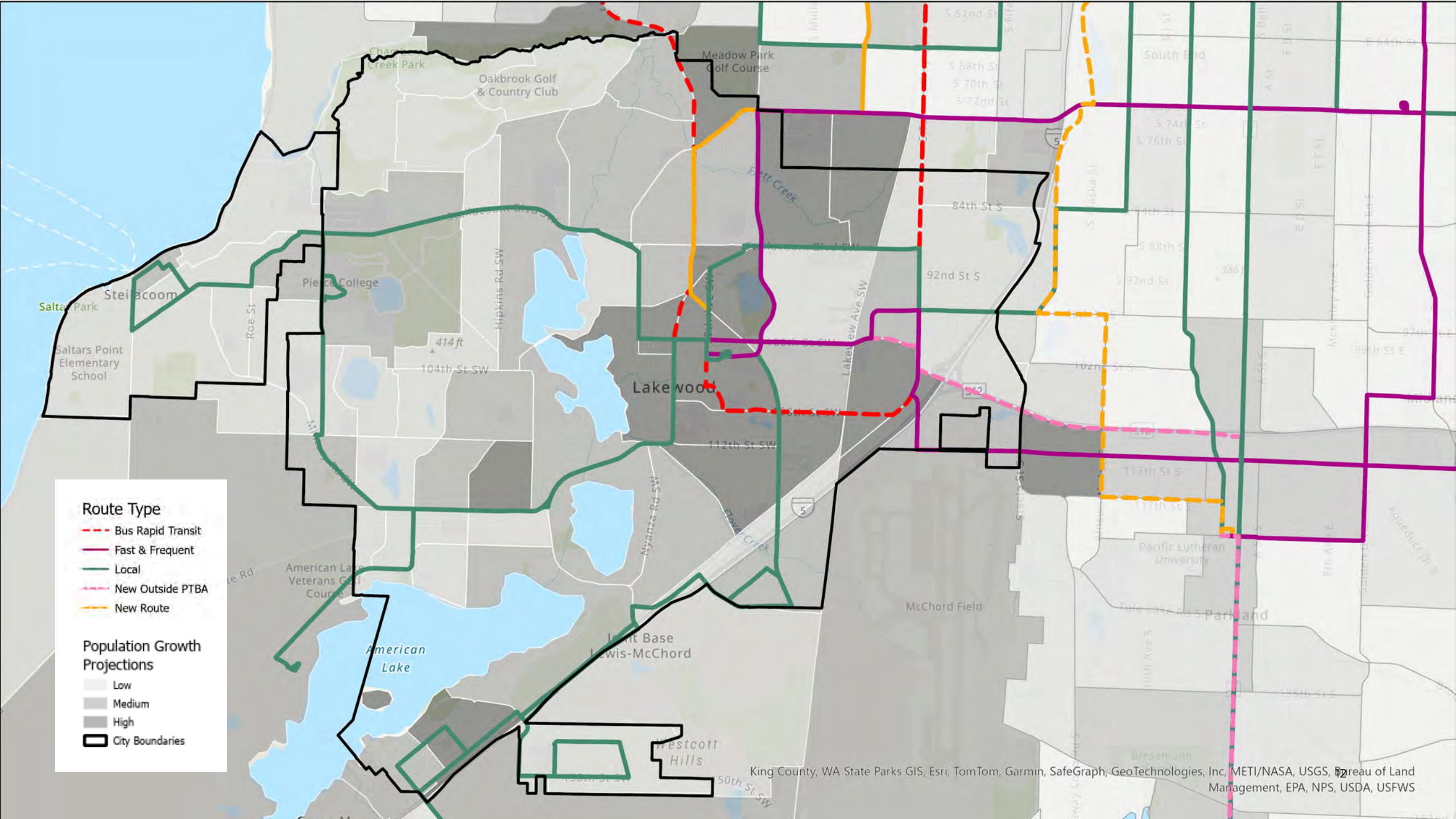
*900K Annual Service Hours*

- Improvements from A, B, and C
- Assumes expansion of the Pierce Transit service area
- New service to Auburn, Bonney Lake, Frederickson, Graham, Orting, Sumner, plus Fife Light Rail station
- Routes 2 and 3: Bus Rapid Transit
- Route 202: Fast, Frequent and Reliable Network

# Basing System Expansion Scenarios on Land Use Changes -Lakewood / Steilacoom

- Focused service improvements where population growth is forecast to be the greatest





**Route Type**

- Bus Rapid Transit
- Fast & Frequent
- Local
- New Outside PTBA
- New Route

**Population Growth Projections**

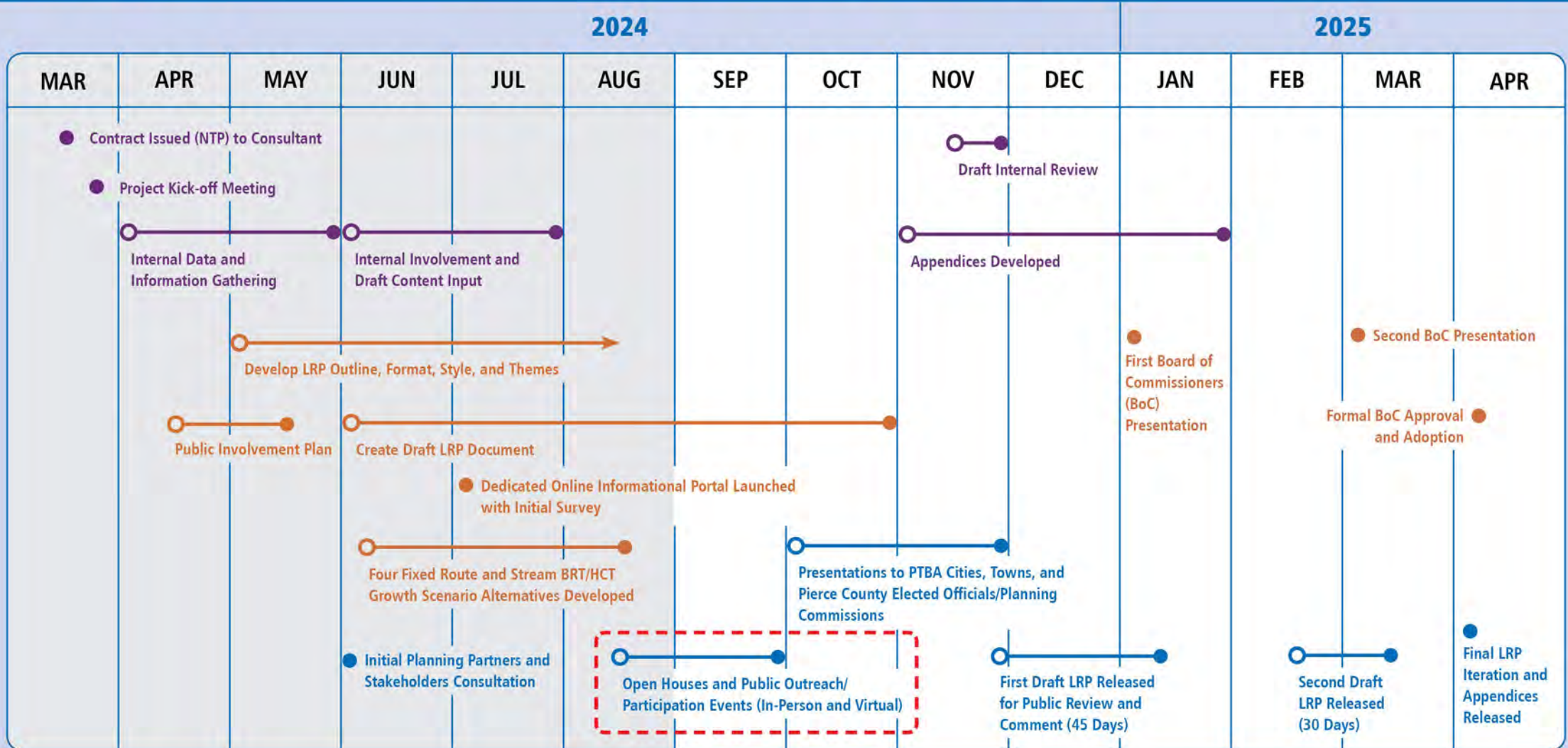
- Low
- Medium
- High
- City Boundaries



# Discussion

- From what you know about 2044 population and employment projections for your jurisdiction, do you feel any of the four proposed scenarios would sufficiently serve the areas where your city or town predicts the greatest future transit demand? If so, which one(s)?
- Do you know of any specific areas where additional housing, population, and/or employment growth are projected that seem underserved in any of the four scenarios?
- If you alone were designing the 2045 network, would you make changes to any of the routes? If so, please indicate where or which one(s) and why.

***Thank you for your input!***



# NEXT STEPS

COMMUNITY EVENTS • SOCIAL MEDIA • ARC GIS STORYMAP • SUBSCRIBE



[PierceTransit.org/LongRangePlans](https://PierceTransit.org/LongRangePlans)



**TO:** MAYOR, DEPUTY MAYOR AND CITY COUNCILMEMBERS

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

**THROUGH:** JOHN J. CAULFIELD, CITY MANAGER

**DATE:** OCTOBER 14, 2024

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

**ATTACHMENTS:** LEGISLATIVE MATERIALS

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**Timeline:** The City Council has reviewed the following legislative materials at the September 30<sup>th</sup>, 2024 Legislative Retreat. The City Council will review the Council-input versions of the legislative materials at the October 28<sup>th</sup> study session, with approval of the legislative materials is expected at the November 4<sup>th</sup> regular meeting.

**Council Input:** The following are changes to the legislative documents provided by the City Council at the September 30<sup>th</sup> Legislative Retreat. Staff input approved by the City Council at the Legislative Retreat have been implemented in the documents, whereas Council-input changes are presented as redline.

- **Federal policy agenda:** (Word Document Pg. 3) 2025 Policy opportunities – Updated description of 2025 OLDCC planning grant for a Defense Community Corridor Study, to include all state and local transportation networks that lead to JBLM in Pierce and Thurston county
- **State policy agenda**
  - **Clean Buildings Standards Compliance:** Prioritized City requests as 1) request ongoing state funding for clean building compliance, 2) request refinement to state policy to allow consideration of the public cost versus benefit, and 3) the last option is to extend the timeline for compliance to improve access to capital resources.



- **One-Pager on Clean Building Standards Compliance:** Language changes aligned with policy agenda item.
- **State policy manual**
  - **South Sound Housing Affordability Partners** (Word Document Pg. 5): Entire 2025 legislative agenda removed, final sentence now reads: “...The City supports SSHA3P’s 2025 state legislative priorities on affordable housing, *to include affordable housing subsidies, facilitating housing supply, and opposing preemption of local land use authority.*”
  - **Clean Building Standard Compliance** (Pg. 21): Language changes aligned with state policy agenda and one-pager language.
- **Pierce County Policy Manual**
  - **South Sound Housing Affordability Partners** (Word Document Pg. 5): Language changes aligned with state legislative materials.
  - **Lakewood Libraries** (Pg. 8): First paragraph briefly describes history between City and PCLS and second paragraph describes interim library and main library updates. Lakewood Library Analysis sub-item describes financial analysis that shows Lakewood creating its own library would be financially infeasible and undesirable to a regional library system. Interim public park sub-item describes City’s interest for PCLS to create an interim public park at the old main library site with focus on green space and sports facilities for youth/senior programming.
  - **Pierce County Sewer Utility** (Pg. 14): Reference added to Arrowhead/Partridge Glenn, emphasizing the need for sewer development there if City is to annex area. Second paragraph opening sentence now reads: “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, *to include Arrowhead/Partridge Glenn.*”
  - **Chambers Creek Canyon** (pg. 15): Language added to state further City positions on convergency and salmon activity. New language reads: “*The City also supports the conservation of the canyon’s natural state, in alignment with the City’s shoreline management program. The City supports increasing salmon activity through addressing the dam, either through removal or partial removal, after the County completes prioritized long-term capital improvement projects in the area.*”
  - **Lakewood Community Center** (pg. 16): Item removed due to City no longer having request of Pierce County concerning the community center building.

- **Innovative Service Solutions** (pg. 17): Removed old reference to County ARPA funds for sewer extensions in Tillicum Neighborhood, and added reference to expanding video hearing options at Pierce County Jail for DuPont, Steilacoom, and Lakewood Municipal Court.
- **Clean Buildings Standard Compliance** (pg. 18): Language changes aligned with state policy agenda item.



# **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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JAKE@JOHNSTONGR.COM  
(206) 240-3133

## 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 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. 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 a competitive SSMCP project: a Defense Community Corridor Study, [to include all state and local transportation networks that lead to JBLM in Pierce and Thurston county.](#)

In 2025, Congress is expected to begin hearings 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 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 2025 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.

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 2025, 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.

#### ***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.

**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 2025 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

### 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 (28<sup>th</sup> 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 (29<sup>th</sup> 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 & 96<sup>th</sup> Street SW.

### 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 has prioritized the following requests. First, the City requests ongoing state funding for upgrades to City Hall and the Police Station to comply with the Clean Buildings Standards. Second, 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. Finally, the last option is to extend the timeline for compliance to improve access to capital resources.



# 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 LPD 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.



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# 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 <sup>nd</sup> out of 12
Aquatic Lands Enhancement Account	\$500,000	3 <sup>rd</sup> out of 15
Boating Facilities Program	\$1.00M	Pending end of 2024

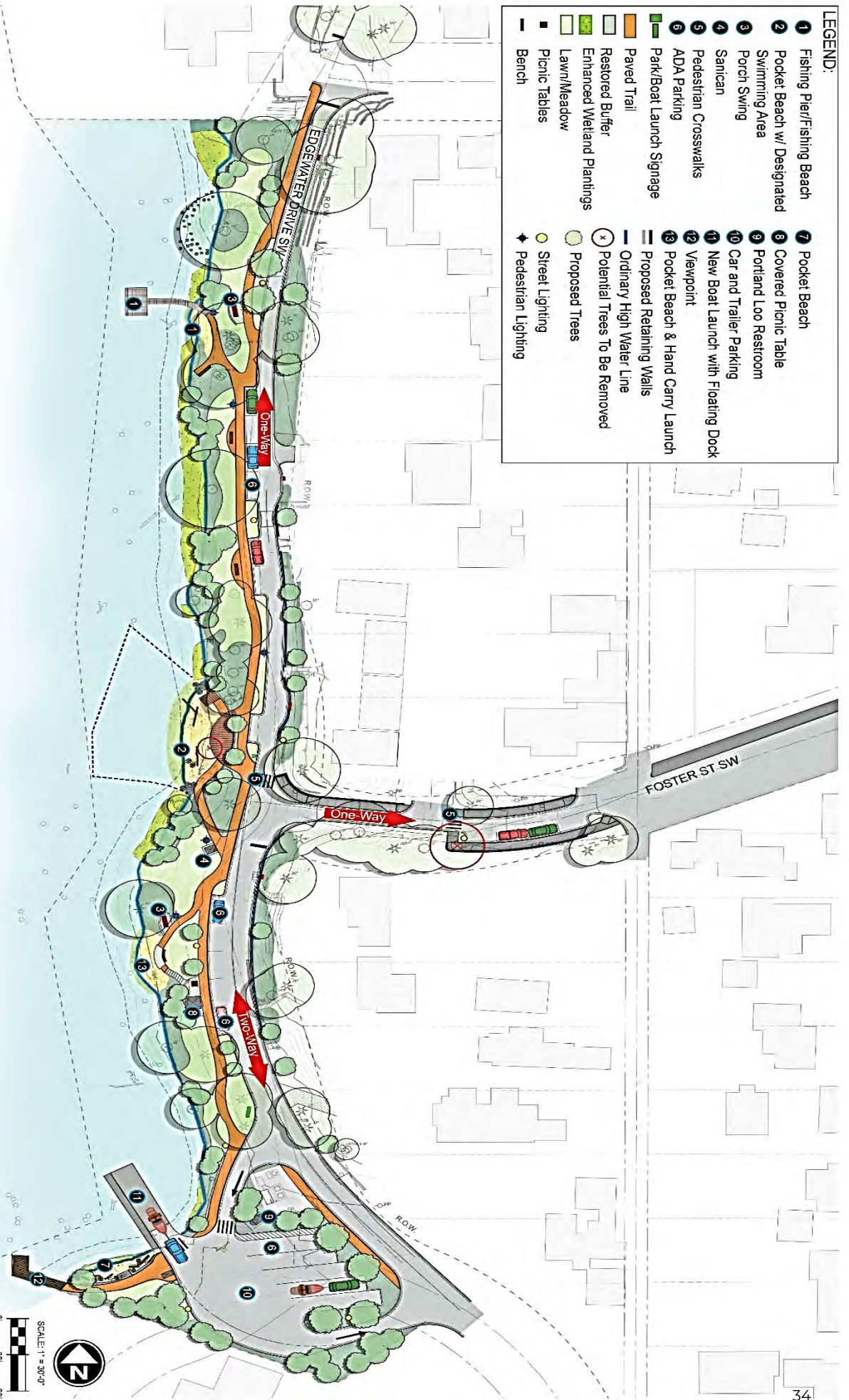
## Additional Park Facts

- Edgewater Park totals is a linear 2.8 acre park on the shore of Lake Steilacoom
- Lake Steilacoom is the 2<sup>nd</sup> 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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- LEGEND:**
- 1 Fishing Pier/Fishing Beach
  - 2 Pocket Beach w/ Designated Swimming Area
  - 3 Porch Swing
  - 4 Sanican
  - 5 Pedestrian Crosswalks
  - 6 ADA Parking
  - 7 Park/Boat Launch Signage
  - 8 Paved Trail
  - 9 Restored Buffer
  - 10 Enhanced Wetland Plantings
  - 11 Lawn/Meadow
  - 12 Picnic Tables
  - 13 Bench
  - 7 Pocket Beach
  - 8 Covered Picnic Table
  - 9 Portland Loo Restroom
  - 10 Car and Trailer Parking
  - 11 New Boat Launch with Floating Dock
  - 12 Viewpoint
  - 13 Pocket Beach & Hand Carry Launch
  - Proposed Retaining Walls
  - Ordinary High Water Line
  - Potential Trees To Be Removed
  - Proposed Trees
  - Street Lighting
  - Pedestrian Lighting



**Final Master Plan**

City of Lakewood - Edgewater Park

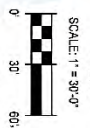


**j.a. brennan**  
ASSOCIATES PLLC



In Association with:  
Beyer Consulting, LLC  
Reid Middleton  
Heath & Associates, Inc.  
Geofingers, Inc.

April 26, 2024



# 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 & 96<sup>th</sup> 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 factors<sup>1</sup>. Communication investments in these areas keep residents included and connected to the entire Lakewood community.

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

## 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



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



DRAFT



# 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
<b>Total for City Hall Compliance</b>	<b>\$5,961,206</b>

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 has prioritized the following requests. ~~additional~~ First, the City requests 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~~ Second, 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~~ Finally, the last option is to extend the timeline for compliance to improve



access to capital resources.  
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**CITY OF LAKEWOOD**  
**State Policy Manual**

ADOPTED BY THE CITY COUNCIL ON ~~NOVEMBER 6<sup>th</sup>, 2023~~  
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City of  
**Lakewood**

**State**  
**POLICY MANUAL**

ADOPTED BY THE LAKEWOOD CITY COUNCIL ON TBD  
~~NOVEMBER 6<sup>th</sup>, 2023~~



# CITY OF LAKEWOOD State Policy Manual

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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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### HOUSING/ HOMELESSNESS SERVICES

#### **South Sound Housing Affordability Partners**

The City is a founding member of the South Sound Affordable Housing Partners (SSHA<sup>3</sup>P), which is a regional effort by member municipalities to address affordable housing with a coordinated approach. The City supports SSHA<sup>3</sup>P's [2025 state legislative priorities on affordable housing, to include affordable housing subsidies, facilitating housing supply, and opposing preemption of local land use authority.](#)

#### **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.) 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 legislation to address costly connection fees to foster middle housing development.



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## 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 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 opt-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.

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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, 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.

### **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

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### **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 has been working with both the State 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, 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**

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

## **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.

The City has chosen to further explore a levee in the general flooding area. 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.



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### 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 5<sup>th</sup> lane (one each direction) from Tacoma to Mounts 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

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(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 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.

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## 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.

## 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 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.

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## 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

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governments are required to implement 2024 E2SHB 1181, , 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.

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### **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.

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



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negotiated terms for competitive compensation schedules and compliant case counting schemes.

This ongoing challenge will be exacerbated by the Washington State Bar Association's proposed indigent defense standards. The proposed standards 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 Budget Impacts

Mandates from the State government 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 2024 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) Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law;
- 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.

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Create programs to improve law enforcement retention, such as state supported law enforcement officer wellness and injury prevention programs.

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### **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.



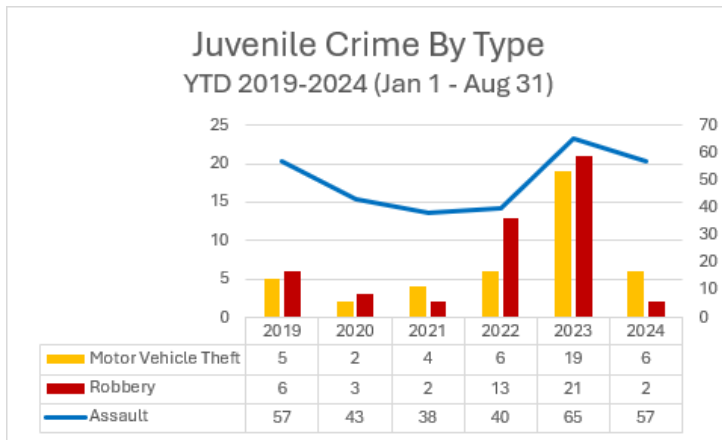
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## Juvenile Crime

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.

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.



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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 dispersed. 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 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

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the state reform existing binding interest arbitration language to limit unintended repercussions.

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### **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 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 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





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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 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.

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

The City supports several 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), 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 & 96<sup>th</sup> Street SW.

### **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.



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The City has prioritized the following requests. First, 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. Second, 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. Finally, the last 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 7<sup>th</sup> 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 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.



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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 2025 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 employment for spouses. SSMCP is working regionally to remove barriers to these necessities and supports state level action through 1) incentives, 2) increased investment 3) reduction in administrative burdens that drive up costs and 4) coordination with other military installations and communities.

### 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.

### 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

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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.

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**CITY OF LAKEWOOD**  
**PIERCE COUNTY POLICY MANUAL**

ADOPTED BY THE CITY COUNCIL ON TBD, NOVEMBER 6<sup>th</sup>, 2023



City of  
**Lakewood**

**PIERCE COUNTY**  
**POLICY MANUAL**

ADOPTED BY THE LAKEWOOD CITY COUNCIL ON TBD



# CITY OF LAKEWOOD

## PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON TBD, NOVEMBER 6<sup>th</sup>, 2023

### 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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## **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.

### **South Sound Housing Affordability Partners**

The City is a founding member of the South Sound Affordable Housing Partners (SSHA<sup>3</sup>P), which is a regional effort by member municipalities to address affordable housing with a coordinated approach. The City supports SSHA<sup>3</sup>P's 2025 state legislative priorities on affordable housing, to include affordable



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housing subsidies, facilitating housing supply, and opposing preemption of local land use authority.

### **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.

### **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.

#### **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



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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.

**Lakewood Population Allocations**

Lakewood has incorporated the 2044 growth targets and housing unit allocations 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**

Since 2010, the City of Lakewood and Pierce County Library System (PCLS) have partnered to address the need for new libraries, as outlined in the PCLS Master Facility Plan and the City's Comprehensive Plan. The City became involved due to its role in the 2010 plan and saw opportunities to boost economic growth and enhance services in downtown and Tillicum. In 2017, the City and PCLS signed an MOU to explore new library sites. No suitable downtown properties were found, and PCLS began a community engagement process)

This all stopped with the arrival of the pandemic in March 2020. In late 2021, the City and PCLS re-engaged 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.

**Lakewood Library Analysis:** In 2022, the City Council asked for financial information specific to library services provided by the Pierce County Library System (PCLS) in Lakewood. This analysis showed that the City would be unable to provide library services at a level equal to or greater than the services and events provided by the PCLS. The City would need to subsidize library operations from the City's General Fund, which would have a negative impact on other city services. And this subsidy would only grow over time since property taxes are limited to an annual growth of 1%, while annual operating expenditures would grow at a much higher rate, especially in today's environment with inflation at a level not seen in over 40 years. The City would also need to account for additional costs in areas such finance and information technology, human resources, and property management since it is very unlikely these costs could be absorbed into existing City operations. These conclusions are not surprising since most cities and towns in the Puget Sound region are part of a regional library services district (e.g., Pierce County Library System, King County Library System and Sno-Isle Libraries).

**Interim Public Park:** The City supports PCLS creating and maintaining an interim public park at the old downtown library site. The interim public park could feature clean, usable, and safe green space and sports amenities, with a



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focus on youth and senior activities and programming. The City recognizes the PCLS Board of Trustees process of siting and constructing a new main Lakewood library may take years, and supports the use of the vacant old site for an interim public park in the meantime.

**Tenzler Log:** The City agreed to take ownership of the Tenzler Log, a.k.a., “The Big One”, from PCLS so that the slab remained part of the Lakewood community. Ownership transferred in March 2023, 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

### **Chronically Homeless Shelter**

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 fundamental GMA policies of having urban growth supported by urban services, including sewer and other appropriate infrastructure.

### **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



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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 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) Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law; and
- 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



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programs

### **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.

### **Juvenile Crime**

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%.

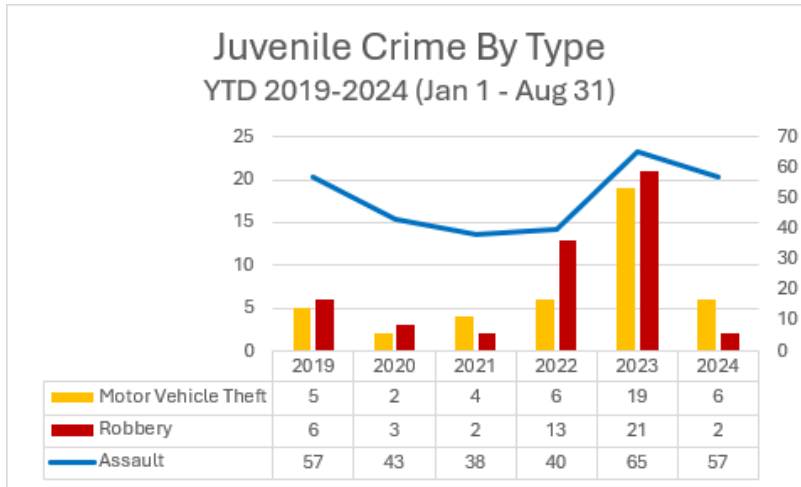




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The City requests the County to support amending state law to allow for a parent or guardian to provide consent for a juvenile to be interviewed by law enforcement to include consent to search property to resolve unsolved crimes and prevent future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



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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. 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 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.

### **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



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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,

the City Council has chosen to explore 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 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**

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



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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.

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, to include Arrowhead/Partridge Glenn. 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



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Lakewood. 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. The City also supports the conservation of the canyon's natural state, in alignment with the City's shoreline management program. The City supports increasing salmon activity through addressing the dam, either through removal or partial removal, after the County completes prioritized long-term capital improvement projects in the area.

### 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, 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 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



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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.

### 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



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contracting with the County for selective services and advocates for ~~technological advancements in the~~ expanding the County's video arraignment capabilities to the DuPont, Steilacoom, and Lakewood Municipal Court, and the 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.

### **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

### **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 the following prioritized requests. First, 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 ~~Second~~, 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. Finally, the last ~~Another~~ option is to extend the timeline for compliance to improve access to capital resources.



**TO:** Mayor and City Council

**FROM:** Jeff Rimack, Director, Planning and Public Works Department, and  
Becky Newton, Economic Development Manager

**THROUGH:** John J. Caulfield, City Manager

A handwritten signature in black ink, reading "John J. Caulfield".

**DATE:** October 14, 2024

**SUBJECT:** REVIEW OF MULTI FAMILY TAX EXEMPTION PROGRAM AND  
RESIDENTIAL TARGET AREAS

**ATTACHMENTS:** PowerPoint

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**Purpose:** Review potential Residential Target Area (RTA) expansion and amendment to Chapter 3.64.020(G) Property Tax Exemption. Provide guidance for Planning Commission review beginning September 4<sup>th</sup>.

## **Background**

In 2023 the City Council adopted [Ordinance 792](#) in order to comply with state law for the Multifamily Tax Exemption (MFTE) program. At that time, it was decided not to expand existing, or add new RTAs, which are the areas where the City Council has authorized project eligibility for the MFTE program.

After adoption, the City Council directed staff to review the Central Business District (CBD) with the Planning Commission for potential expansion of the RTA.

The Planning Commission recommended an expansion (5-2 vote) along Gravelly Lake Drive SW to the City Council. After the public hearing and consideration, the City Council voted against the expansion remanding it back to the Planning Commission for further consideration. The City Council at that time expressed its desire to provide guidance to the Planning Commission for future consideration of RTA expansions throughout the City.

The MFTE is a much needed and significant economic development tool



meant to support the development of a variety of new long term housing types both owner-occupied and for rent, that helps cities meet goals for density and growth.

### **Residential Target Area Intent and Standards**

*A. Intent. Limited eight- or 12-year exemptions from ad valorem property taxation for residential targeted areas are intended to:*

- 1. Encourage additional housing, all types, including permanently affordable housing opportunities, market rate workforce housing, and market rate housing within areas of the city designated by the City Council as residential target areas;*
- 2. Achieve development densities which are more conducive to transit use within areas of the city designated by the City Council as residential target areas;*
- 3. Promote economic investment and recovery and create family-wage jobs; and*
- 4. Stimulate new construction or rehabilitation of existing vacant and underutilized buildings for multifamily housing in residential target areas to increase and improve housing opportunities.*

### **3.64.030 Residential target area designation and standards.**

*A. Criteria. Following a public hearing, the City Council may, in its sole discretion, designate one or more residential target areas (RTAs). Each designated RTA must meet the following criteria, as determined by the City Council:*

- 1. The target area lacks sufficient available, desirable, and convenient residential housing to meet the needs of the public who would likely live in the residential target area, if desirable, attractive, and livable places were available; and*
- 2. The providing of additional housing opportunity in the target area will assist in achieving the following purposes:*
  - a. Encourage increased residential opportunities within the target area; or*

*b. Stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multifamily housing.*

*3. In designating an RTA, the City Council may also consider other factors, including, but not limited to: whether additional housing in the target area will attract and maintain a significant increase in the number of permanent residents; whether an increased residential population will help alleviate detrimental conditions and social liability in the target area; and whether an increased residential population in the target area will help to achieve the planning goals mandated by the Growth Management Act under RCW [36.70A.020](#).*

## **Residential Target Area Allowed Zones and Zoning Intent**

### *Commercial Zoning Districts.*

*a. Purpose. The **Transit-Oriented Commercial (TOC)** zoning district is an interactive mixture of uses which focus on regional transportation networks while providing for urban design, people orientation, and connectivity between uses and transportation routes.*

*The **Central Business District (CBD)** zoning district is the primary retail, office, social, urban residential, and government center of the City. The complementary and interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district is evident in the urban density, intensity, and composition of the uses in the district. Local character is reflected in the district's design, people orientation, and connectivity between uses, structures, and public spaces, that foster a sense of community.*

### *Multifamily Zoning Districts.*

*a. Purpose. The **Multifamily 1 (MFI)** zoning district provides for a variety of medium-density housing types and designs offering a wide choice of living accommodations for families of diverse composition and lifestyles. The designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood. Urban design elements such as private and public open space, pedestrian orientation and connections, and security are integrated into the housing to create a high standard of community cohesion and character.*

The **Multifamily 2 (MF2)** zoning district provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.

The **Multifamily 3 (MF3)** zoning district is intended to integrate urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/residential districts. The MF3 zoning districts are predominantly located adjacent to land zoned NC2, CBD, or SD.

b. *Applicability – Multifamily Zoning Districts.* The MF1 zoning district is applicable to lands designated Multifamily in the comprehensive plan.

The MF2 and MF3 zoning districts are applicable to lands designated High Density Multifamily in the comprehensive plan.

*Neighborhood Business Zoning Districts.*

a. *Purpose.* The **Arterial Residential/Commercial (ARC)** zoning district provides for continuance of residential uses, many of which are existing, along busy City streets while permitting the incorporation of low-intensity and low-impact commercial uses into these compact areas.

The **Neighborhood Commercial 1 (NC1)** zoning district is intended to foster a sense of neighborhood identity and provide limited services within a neighborhood. The district provides for a small-scale mix of activities, including residential, retail, office, and local services, which serve the surrounding neighborhood.

The **Neighborhood Commercial 2 (NC2)** zoning district is intended to foster a sense of urban community in Lakewood. The district provides for a concentrated mix of activities, including residential, retail, office, and local services, which may serve the surrounding neighborhood or may serve more than one (1) neighborhood and attract people from other areas.

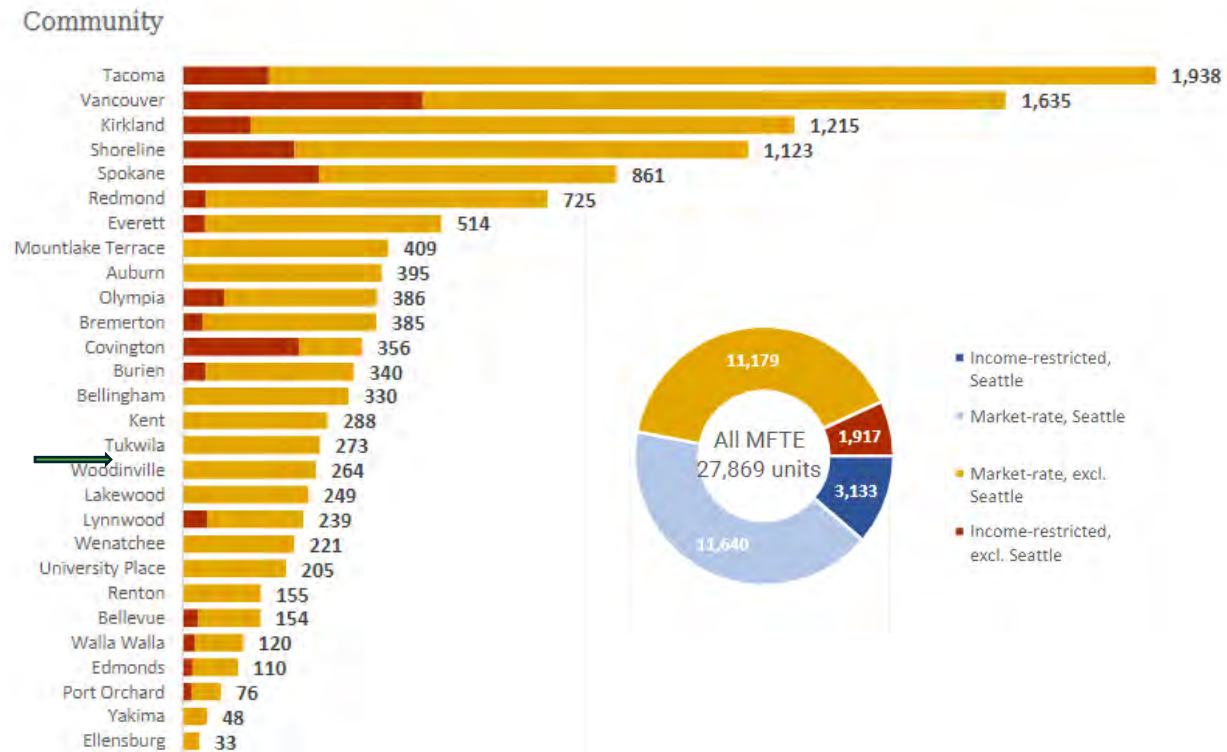
b. *Applicability.* The ARC zoning district is applicable to lands designated Arterial Corridor in the comprehensive plan.

The NC1 and NC2 zoning districts are applicable to lands designated Neighborhood Business District in the comprehensive plan.

## City Comparisons

Of the 102 cities eligible, 55 have adopted an MFTE program. The following is a chart of top performing cities.

Seattle has been responsible for 53% of the total units in the state supported by a local MFTE program. This is shifting, however, and other cities have increased units due to the MFTE program. Most successful so far have been Tacoma, Vancouver, Kirkland, Shoreline, Spokane and Redmond.



Lakewood is continually working to attract and retain quality developers for a wide variety of for lease and owner-occupied residential units, both market rate and affordable, that will help us to meet target housing unit goals in Comprehensive Plan. A variety of housing is needed for all ages, socioeconomic status, and families.

Roughly 70% of Joint Base Lewis-McChord (JBLM) military service members and their families live off base. JBLM offers approximately 5,000 housing units on base, currently with a 3 month to 2-year wait. 3-bedroom apartments and townhomes are highly requested. There is always growth and increased need for military families; The highest need is housing for enlisted Army ranks E1-E6.

JBLM Basic Allowance for Housing (BAH) Chart Effective 1 January 2024

Grade	BAH W/O Dependents	BAH With Dependents
E1	\$1,683	\$2,235
E2	\$1,683	\$2,235
E3	\$1,683	\$2,235
E4	\$1,683	\$2,235
E5	\$1,908	\$2,340
E6	\$2,055	\$2,274

**Housing Needs**

Lakewood is starting to see more housing growth. There are currently just over 500 new housing units approved for construction or under construction. An additional 600 units are under review with another 650 planned (Downtown and Lakewood Station). While current market conditions have slowed project movement (e.g., inflation, interest rates, tight capital market, etc.), more developers are exploring affordable housing due to the need. Most developers need the MFTE in order to make projects financially feasible to build. Lakewood must see growth at a pace of approximately 500 net new units built per year in order to meet the new 2044 citywide growth targets.

	2044 Citywide Growth Targets	2035 Targets for Downtown Subarea	2035 Targets for Station District Subarea	2044 Targets for outside subareas	2044 Citywide Emergency Housing Unit Target
<b>Housing Units</b>	9,378 net new units	2,257 net new units (~24% of '44 target)	1,772 net new units (~19% of '44 target)	5,349 (~57% of '44 target)	574
<b>Jobs</b>	9,863 net new jobs	7,317 net new jobs (~74% of '44 target)	1,276 net new jobs (~13% of '44 target)	1,270 (~13% of '44 target)	-

**Community Feedback**

During the last RTA expansion review within the Central Business District, there was a considerable amount of public feedback provided to City Council.

A summary of the comments follows:

PROS:

- Provides more housing, lower and mid-range
- Helps to stimulate redevelopment and growth and follows City’s plans
- New housing generates property tax dollars, creates jobs and stimulates the economy
- Motivates reinvestment in our City
- Expansion is crucial for the continued growth and success of Lakewood

- Imperative to have sufficient housing options and accommodate growth
- Having more housing in close proximity to commercial drives foot traffic, helps businesses to thrive and promotes revitalization

CONS:

- Concern about traffic/congestion along Gravelly Lake Drive
- Concern about tree removal, noise pollution, and security/crime
- Several neighboring residents felt there should have been notification
- Neighbors concerned higher density would compromise quality of life and possibly push traffic onto side streets
- Some residents don't want developers to receive incentives
- Concern about safety and proximity to Clover Park High School
- Belief that more density will take away from the community
- Asked to consider RTA expansion along Bridgeport Way
- Several residents were concerned about affect to the salmon bearing creek and wildlife
- Concern about water quality, runoff, erosion, and human activity

**Amendment to Chapter 3.64.020(G)**

It is proposed that City Council allow for an amendment of this chapter as follows:

*G. Extension for Projects Receiving an Initial Eight-Year, Ten-Year, or 12-Year Exemption.* Any project in the Central Business District, except for the Tax Increment Finance Area, Lakewood Station District and Springbrook Residential Target Areas receiving an eight- or 12-year extension may apply for a subsequent 12-year extension in exchange for continued or increased income restrictions on affordable units; and

**Summary and Staff Recommendations**

Clearly Lakewood residents are interested in retaining the character of our mature single family residential/low density areas, and many are averse to increasing density in their neighborhoods. Lakewood staff are sensitive to maintaining a high quality of life while developing a vibrant, active, and walkable downtown, increasing Lakewood Station housing units, and increasing housing units in specific neighborhood areas conducive to growth.

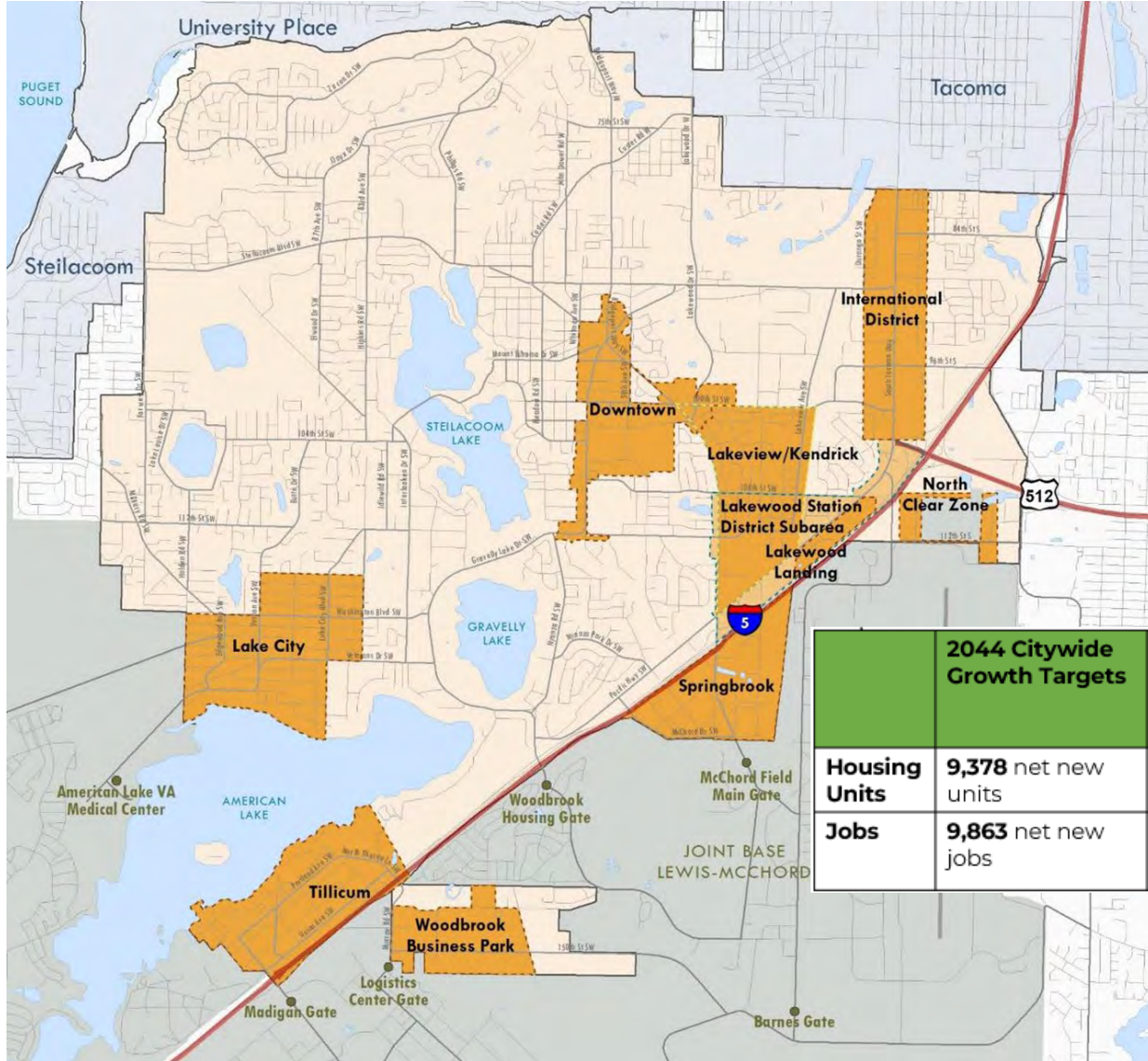
The CBD is an area both designated as a regional urban growth center as well as within a City-adopted subarea where a significant portion of residential

growth is planned. The CBD also allows for the highest density by far and has the highest potential to meet targets for housing units.

Directing development to specific areas is critical in order to maintain and improve upon quality of life and in keeping with planning goals for Lakewood and the region.

A discussion of the pros and cons of expansion by RTA will be conducted at the study session.

# Comp Plan 2025 Focus on Development



Lakewood is recovering well from the pandemic, up 900+ jobs and developers are building. However, market conditions have slowed or paused, and in some cases stopped projects from moving forward. We need to maintain the momentum to meet our targets. Currently..

- 500 new housing units approved
- 600 units under review
- 650 units planned (TIF; Speculative)

	2044 Citywide Growth Targets	2035 Targets for Downtown Subarea	2035 Targets for Station District Subarea	2044 Targets for outside subareas	2044 Citywide Emergency Housing Unit Target
<b>Housing Units</b>	<b>9,378</b> net new units	<b>2,257</b> net new units (~24% of '44 target)	<b>1,772</b> net new units (~19% of '44 target)	<b>5,349</b> (~57% of '44 target)	<b>574</b>
<b>Jobs</b>	<b>9,863</b> net new jobs	<b>7,317</b> net new jobs (~74% of '44 target)	<b>1,276</b> net new jobs (~13% of '44 target)	<b>1,270</b> (~13% of '44 target)	-

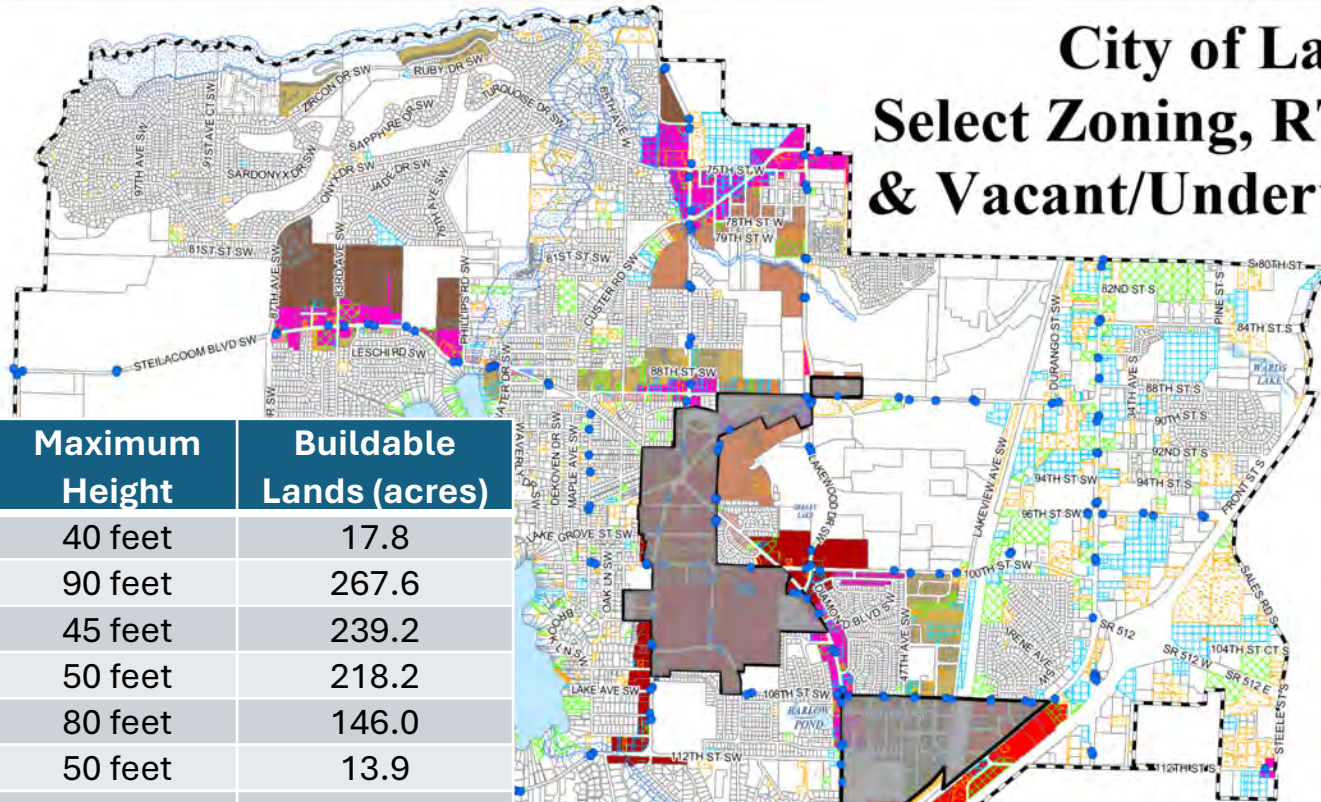




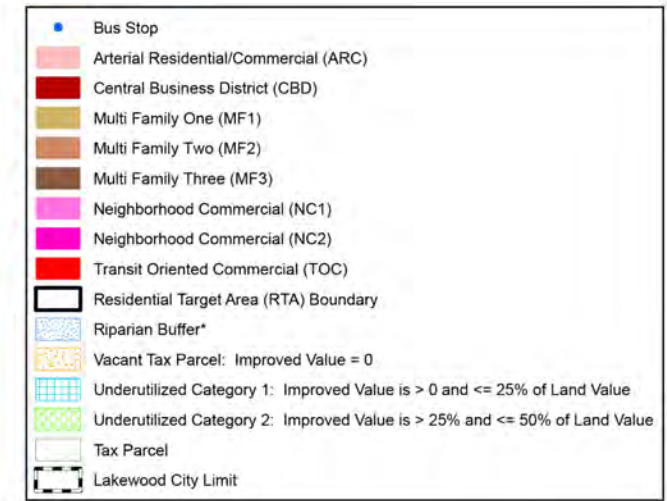


# City of Lakewood

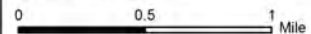
## Select Zoning, RTAs, Bus Stops & Vacant/Underutilized Parcels



RTA Eligible Zones	Dwelling Units Per Acre	Maximum Height	Buildable Lands (acres)
ARC	15	40 feet	17.8
CBD	100	90 feet	267.6
MF1	22	45 feet	239.2
MF2	35	50 feet	218.2
MF3	54	80 feet	146.0
NC1	22	50 feet	13.9
NC2	35	60 feet	216.1
TOC	54	90 feet	117.1



Map Date: June 25, 2024



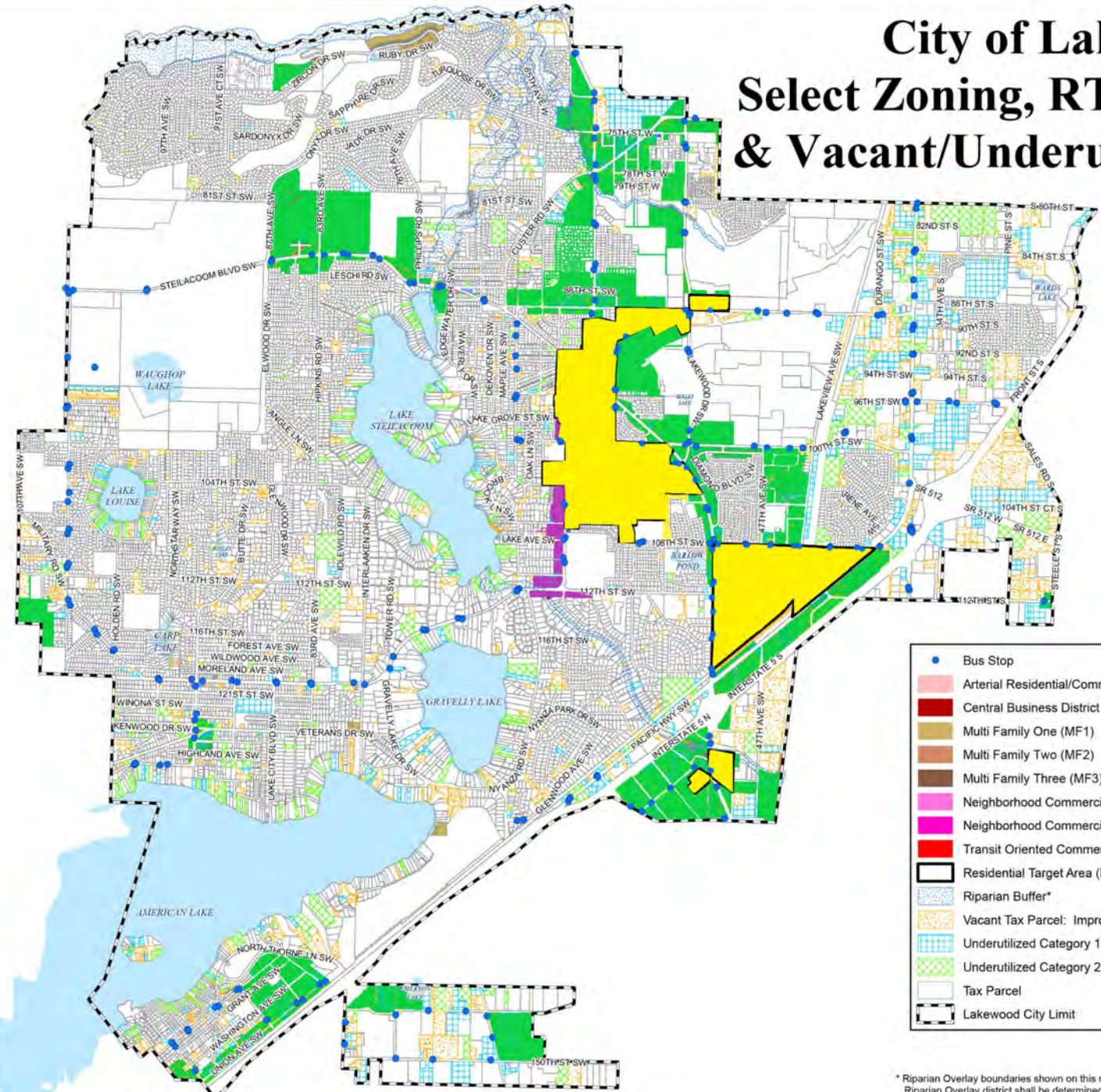
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\* Riparian Overlay boundaries shown on this map are for reference purposes only. The specific limits of the Riparian Overlay district shall be determined through site specific analysis of slope and environmental conditions.



# City of Lakewood

## Select Zoning, RTAs, Bus Stops & Vacant/Underutilized Parcels



- Bus Stop
- Arterial Residential/Commercial (ARC)
- Central Business District (CBD)
- Multi Family One (MF1)
- Multi Family Two (MF2)
- Multi Family Three (MF3)
- Neighborhood Commercial (NC1)
- Neighborhood Commercial (NC2)
- Transit Oriented Commercial (TOC)
- ▭ Residential Target Area (RTA) Boundary
- ▭ Riparian Buffer\*
- ▭ Vacant Tax Parcel: Improved Value = 0
- ▭ Underutilized Category 1: Improved Value is > 0 and <= 25% of Land Value
- ▭ Underutilized Category 2: Improved Value is > 25% and <= 50% of Land Value
- ▭ Tax Parcel
- ▭ Lakewood City Limit

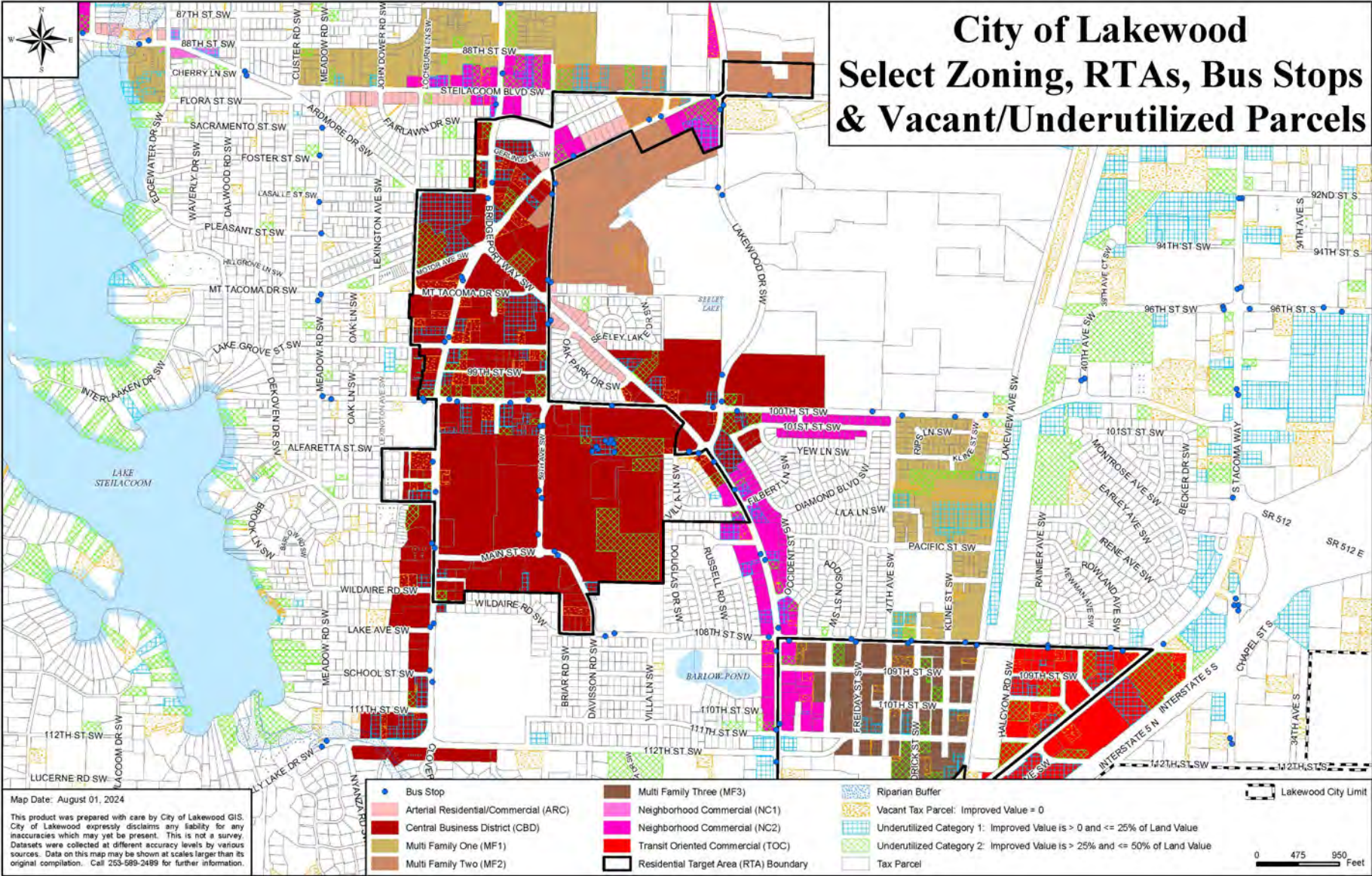
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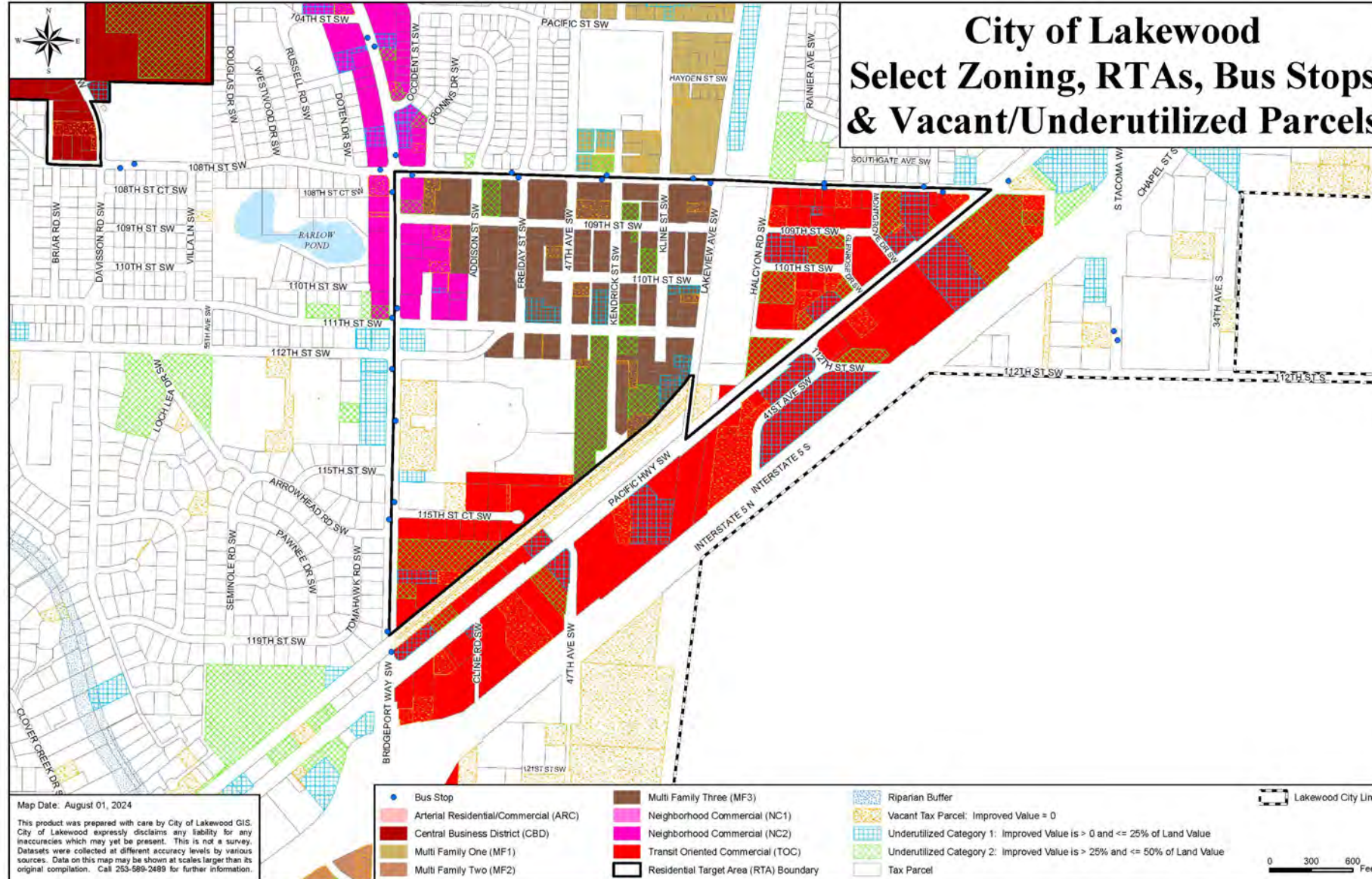
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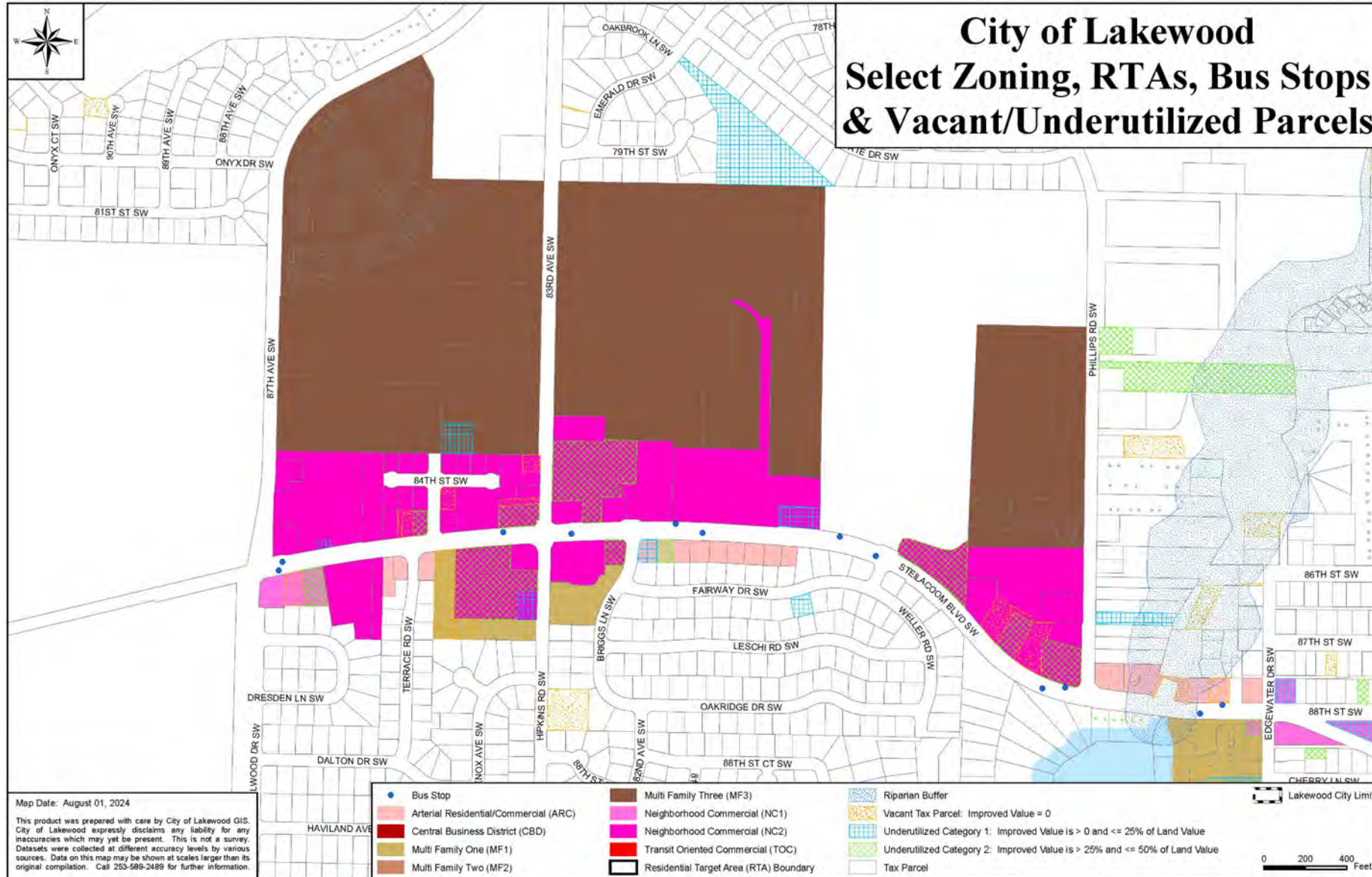
# Consideration by Area – CBD & Surrounding



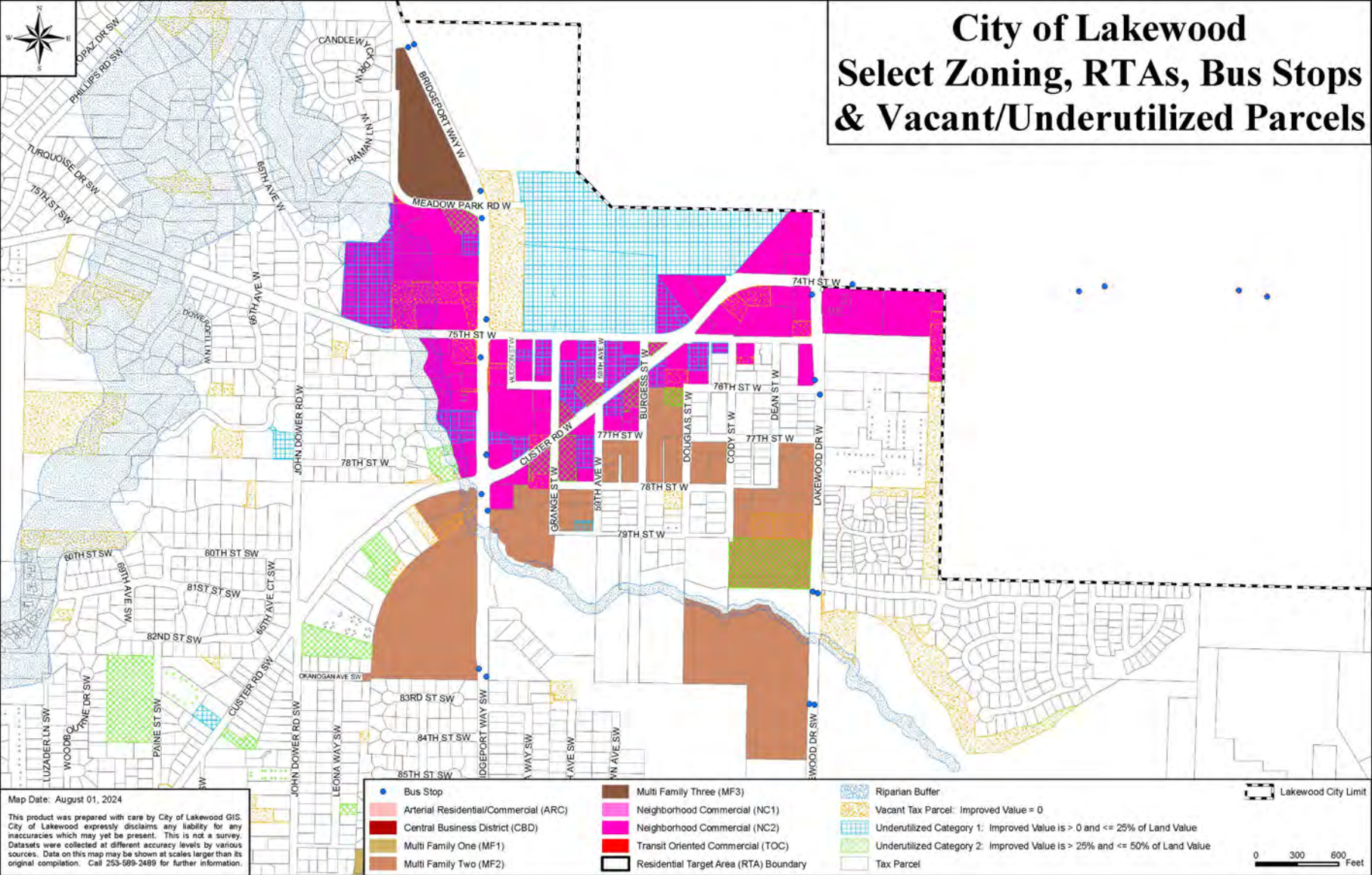
# Consideration by Area – Lakewood Station



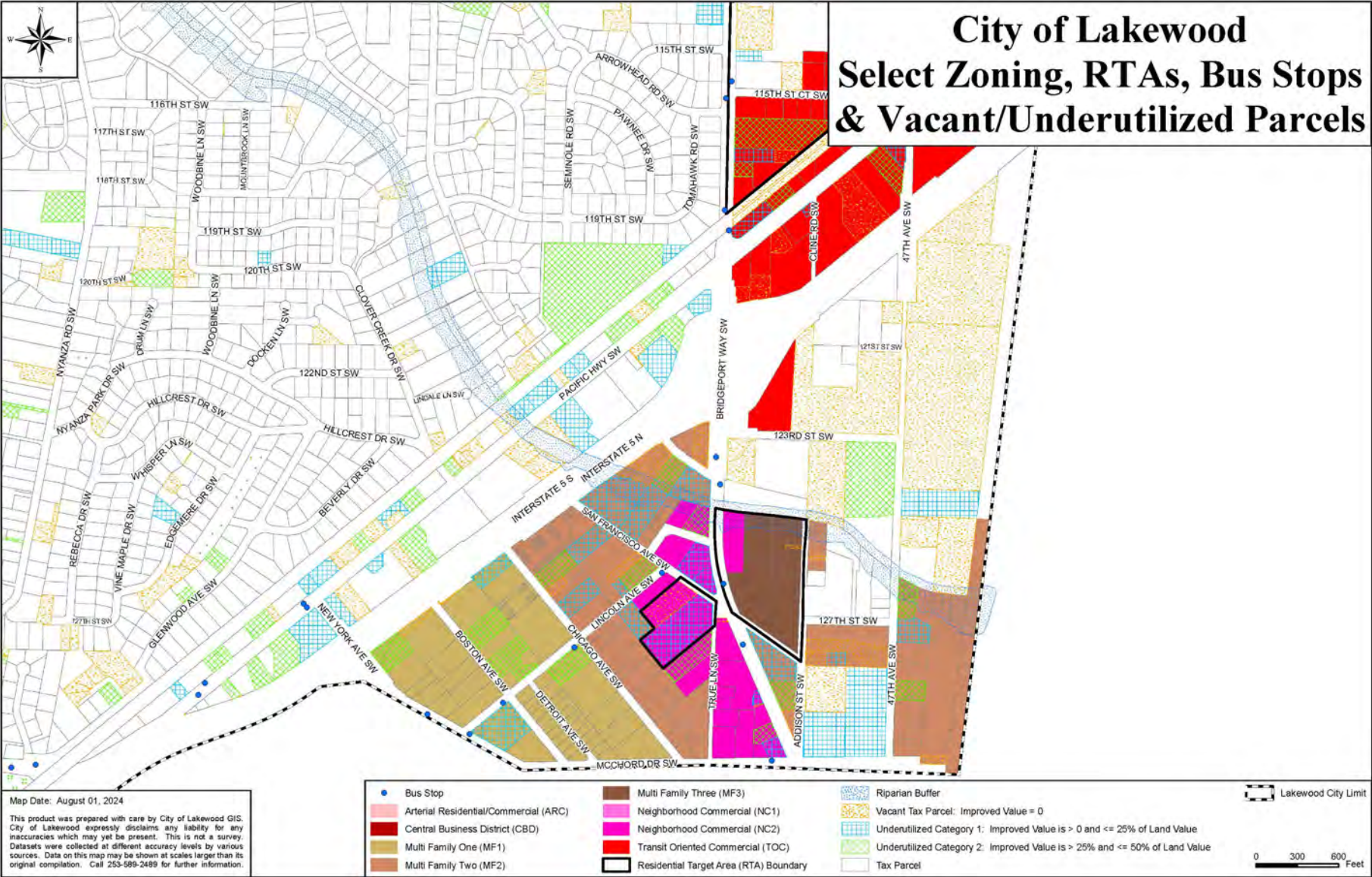
# Consideration by Area – Oakbrook



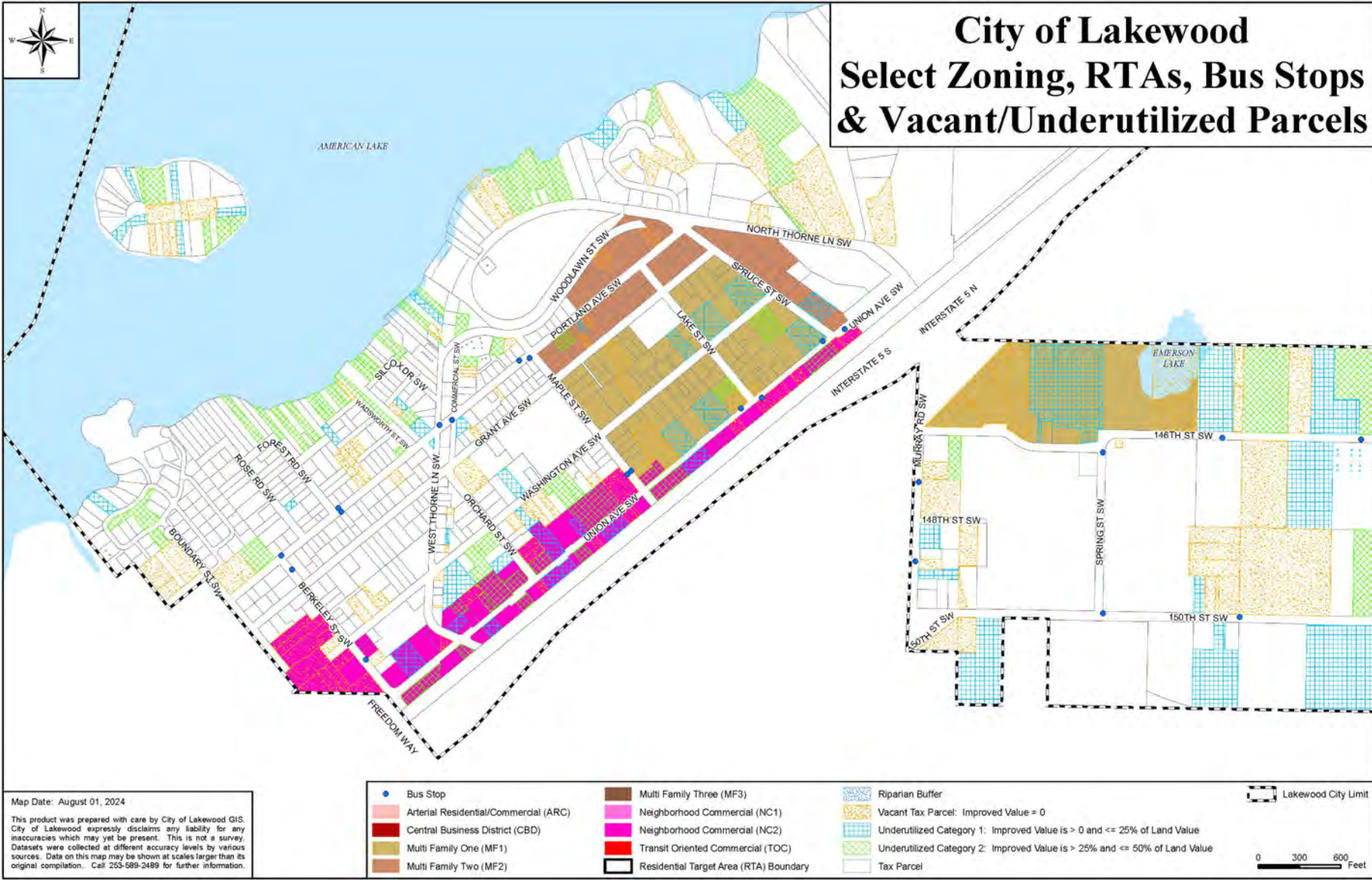
# Consideration by Area – Northeast Quadrant



# Consideration by Area – Springbrook

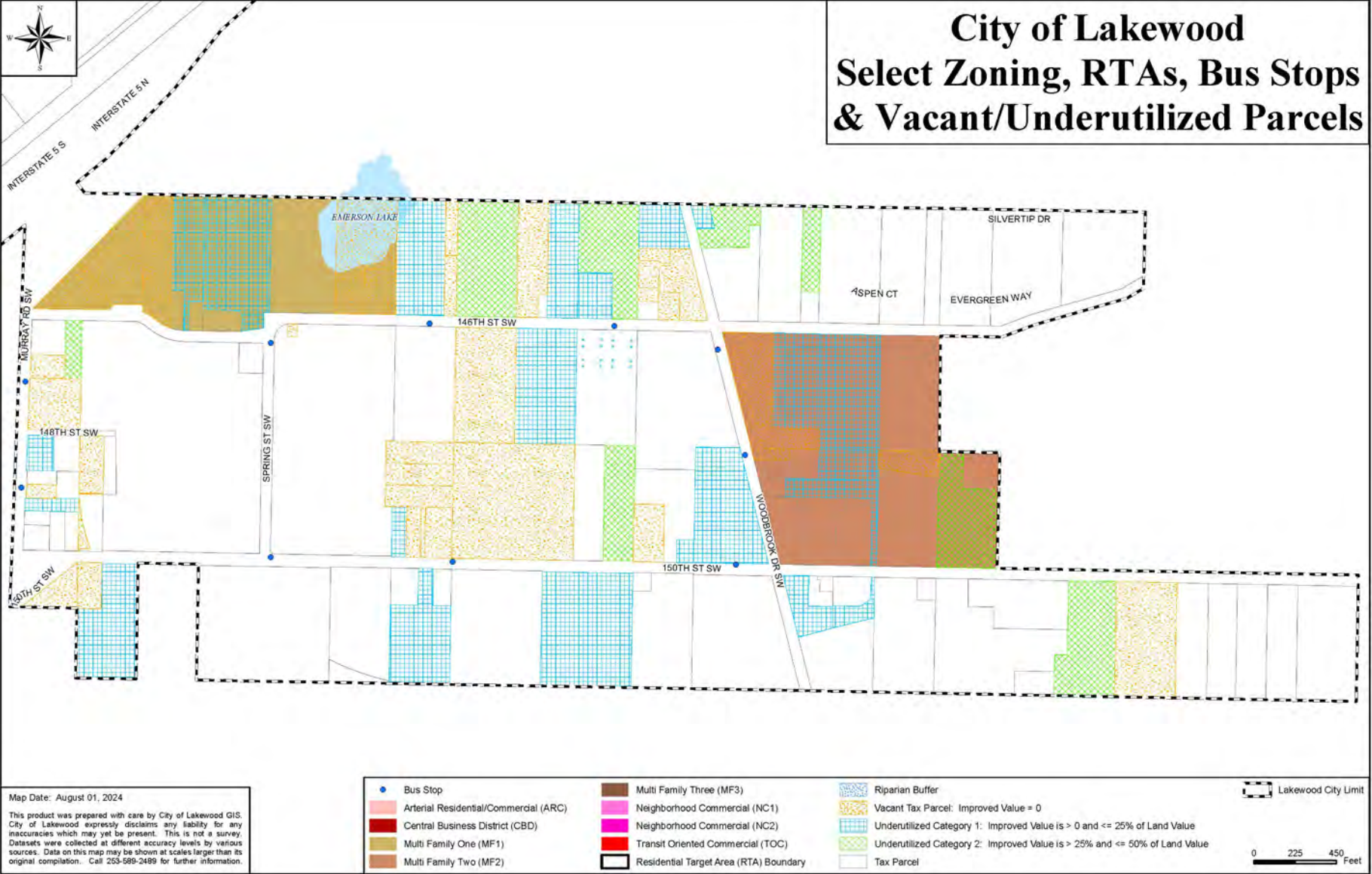


# Consideration by Area – Tillicum



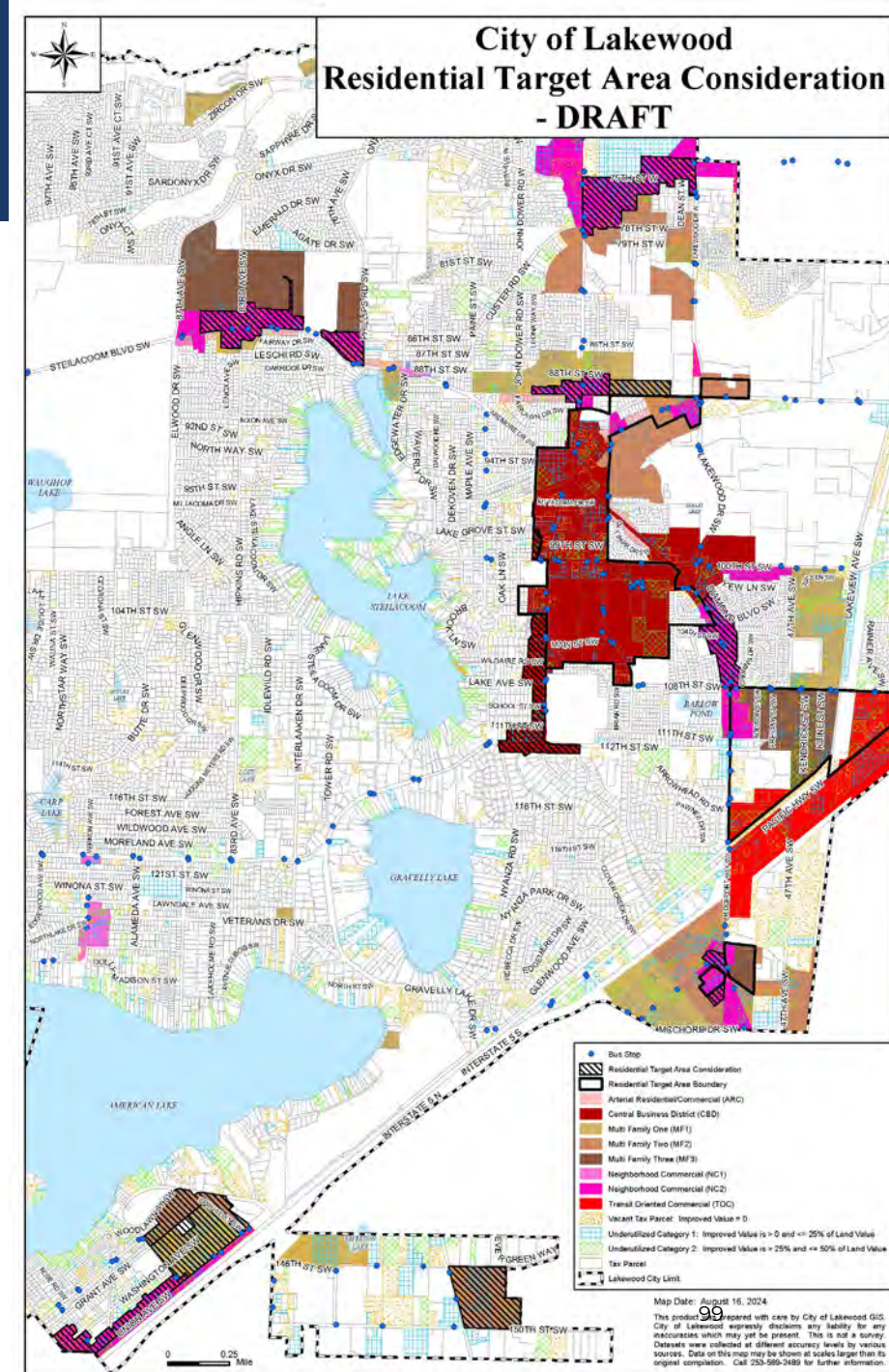


# Consideration by Area – Woodbrook



# RTA Potential Recommendations

Area	Positive	Neutral	Caution	Recommendations
CBD	-Highest density -Regional Growth Center -Comp Plan priority		Resident concern regarding development along Gravelly Lake Drive	<b>RECOMMEND:</b> Expand along Gravelly Lake Drive; <b>CONSIDER:</b> NC2 & MF2 expansion along Steilacoom and NC2 along Bridgeport
Station District	High growth potential	-Commercial in process -Adjacent to I-5/RR	-TOC & pocket MFTE -No room for RTA expansion	Not recommending expansion due to limited space, location, and commercial activity
Oakbrook	-Ripe for redevelopment -UU NC2 potential		Potential commercial displacement	<b>CONSIDER:</b> NC2 RTA
NE Quadrant	-Vibrant live/work commercial area -2025 road improvements	Wetlands West and N/S of 75th	Potential commercial displacement	<b>CONSIDER:</b> NC2 RTA East of Bridgeport
Springbrook	Small NC2 expansion area possible	Walkshed	-Displacement -Flood Plain	<b>CONSIDER:</b> NC2 RTA expansion between Bridgeport & San Francisco & West of True Ln
Tillicum	High potential for vibrant village	Sewer extension will be required w/in MF areas	-Displacement -23% poverty/low HH income	<b>CONSIDER:</b> RTA NC2 NW of Union and MF areas
Woodbrook	Large underutilized MF2 area	Next to IBP	-Displacement/MHP -40% poverty/low HH income	<b>CONSIDER:</b> MF2 RTA



# Staff Recommendation

Recommend Expansion of the CBD as proposed

- Highest density allowed in the City
- Comprehensive Plan priority
- Will help to meet our targets and Council goals
- Downtown Subarea is our main development focus
- PSRC Regional Center for Growth
- Efficient separation between CBD and abutting parcels
- Provides for more growth opportunity along GLD
- Close to shopping, services, and restaurants
- Walkable and safe for residential development to serve all ages

