



LAKWOOD CITY COUNCIL STUDY SESSION AGENDA

Monday, October 28, 2013

7:00 P.M.

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

Page No.

Call to Order

Items for Discussion:

- (1) 1. Joint meeting with the Lakewood's Promise Advisory Board.
- (3) 2. Sound Transit Long Range Plan Update. - *Ms. Chelsea Levy, Government & Community Relations Officer, Sound Transit.*
- (15) 3. Review of the parks and streets survey results. - (Memorandum)
- (63) 4. Review of proposed amendments to Chapter 5.02 of the Lakewood Municipal Code relative to general business licenses. - (Memorandum)
- (70) 5. Point Defiance Bypass Rail Update. - (Memorandum)
- (81) 6. Legislative policy manual and 2013-2014 legislative biennial agenda update. - (Memorandum)
- (88) 7. Review of the 2014 state government relations contract. - (Memorandum)

Briefing by the City Manager

Items Tentatively Scheduled for the November 4, 2013 Regular City Council Meeting:

1. Item Nos. 4, 6 and 7 above.
2. This is the date set for a public hearing on the 2014 property tax levy. (Public Hearing - Regular Agenda)
3. Awarding a bid for traffic signal upgrades at Custer Road and John Dower Road. - (Motion - Regular Agenda)

The City Council Chambers is accessible to persons with disabilities. Equipment is available for the hearing impaired. Persons requesting special accommodations or language interpreters should contact the City Clerk's Office, 589-2489, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.

<http://www.cityoflakewood.us>

The Council Chambers will be closed 15 minutes after adjournment of the meeting.

4. Awarding a bid for city-wide safety improvements. - (Motion - Regular Agenda)
5. Authorizing the execution of an interlocal agreement with the cities of Tacoma, Fife, Sumner, Bonney Lake, Puyallup and the Pierce County Sheriff's Department relative to the Auto Crime Enforcement multi-jurisdictional task force to respond, prevent and investigate auto theft and related crimes. - (Motion - Regular Agenda)
6. Authorizing the execution of a grant agreement with the Washington State Department of Ecology, in the amount of \$50,000, for the National Pollutant Discharge Elimination System. - (Motion - Regular Agenda)

City Council Comments

Adjournment

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LAKWOOD CITY HALL
 6000 Main Street SW, Lakewood, WA 98499-5027
 (253) 589-2489

MEETING SCHEDULE
October 28, 2013 – November 1, 2013

Date	Time	Meeting	Location
October 28	7:00 P.M.	City Council Study Session	Lakewood City Hall Council Chambers
October 29	6:00 P.M.	Pacific Neighborhood Association	Children of the Light Ministries 5105 Solberg Drive SW
October 30	5:30 P.M.	Community Development Block Grant Citizens Advisory Board	Lakewood City Hall 3 rd Floor, Executive Conference Room 3A
October 31	No Meetings Scheduled		
November 1	No Meetings Scheduled		

TENTATIVE MEETING SCHEDULE
November 4, 2013 – November 8, 2013

Date	Time	Meeting	Location
November 4	4:30 P.M.	Arts Commission	Lakewood City Hall 3 rd Floor, Executive Conference Room 3A
	6:30 P.M.	Youth Council	Lakewood City Hall 3 rd Floor, Executive Conference Room 3A
	7:00 P.M.	City Council	Lakewood City Hall Council Chambers
November 5	No Meetings Scheduled		
November 6	5:15 P.M.	Public Safety Advisory Committee	Lakewood Police Station Multi-Purpose Room 9401 Lakewood Drive SW
	6:30 P.M.	Planning Advisory Board	Lakewood City Hall Council Chambers
November 7	9:30 A.M.	Civil Service Commission	Lakewood City Hall 1 st Floor, Conference Room 1E
	6:30 P.M.	Tillicum/Woodbrook Neighborhood Association	Tillicum Community Center 14916 Washington Avenue SW
November 8	No Meetings Scheduled		

NOTE: The City Clerk's Office has made every effort to ensure the accuracy of this information. Please confirm any meeting with the sponsoring City department or entity.

2013 Lakewood's Promise Advisory Board (LPAB)

Members:

Elvin Bucu
Kathy Bressler, Vice Chair
Clayton DeNault, Chairman
Mary Dodsworth
Dr. Michele Johnson
Debbie LeBeau
Keila Pritchard
Dr. Claudia Thomas
Judi Weldy
Ellie Wilson

Council Liaison:

Councilmember Mary Moss

Meeting Schedule:

Second Thursday of each month at 7:30-8:30 a.m. in Room 3A

LPAB Significant accomplishments To-Date:

- Dynamic Board representing agencies that serve youth from birth through college
- Monthly presentations from various programs occurring in Lakewood representing the five promises
- Facilitated Lakewood being named 6-time winner of 100 Best Communities for Young People
- Included youth council member into board
- Active partner in Lakewood Community Collaboration keeping Lakewood's Promise and youth in the forefront.
- Developed youth/family online calendar which showcases all youth activities.
- Worked with Youth Council to begin Presidential Volunteer Service Awards.
- Brought partners together to implement an inaugural Maker Faire for Lakewood.
- Established a presence at the Farmers Market to promote Lakewood's Promise, youth activities and mentoring opportunities.

Current Work Plan:

- **1st Promise (Caring Adults)**

Vision: Every youth has ongoing relationships with mentors from an early age through high school graduation and beyond

- Identify and support mentoring opportunities in Lakewood.
- Work with Youth Council to explore more effective ways to partner youth with mentors.

- **2nd Promise (A Healthy Start)**

Vision: A culture of healthy start basics ranging from access to medical/dental care as well as a healthy diet and physical activity is prevalent in Lakewood, both in and out of the home.

- Continue to support the Healthy Start Task Force (HSTF)
- Utilize the HSTF to meet the needs of a community committee for the CPSD Food Services
- Work with Youth Council to explore more effective ways to promote Healthy Start activities in Lakewood.

● **3rd Promise (Effective Education)**

Vision: Every youth is given opportunities to gain marketable skills to help them choose their own career paths of interest.

- Partner with the Clover Park School District, Pierce College and Clover Park Technical College to support community based programs.
- Work with Youth Council to explore more effective ways to match youth with career-building resources and opportunities.

● **4th Promise (Opportunities to Help Others)**

Vision: A culture of “giving back to the community” is instilled in youth early on with volunteer opportunities presenting themselves in greater numbers as youth move through middle and high school.

- Promote middle and high school volunteerism through the President’s Volunteer Service Awards with recognition of teen volunteers both at their schools and at City Hall.
- Create a database of teen volunteers which can be drawn from for partner events.
- Partner with agencies and the Lakewood Youth Council to create training opportunities for potential teen volunteers.
- Include recognition of volunteerism in partnership with the Youth Council.

● **5th Promise (Safe Places)**

Vision: Every youth has safe places to go, with structured activities, within walking distance from home or with transportation to and from this place, during all their school years.

- Develop a Lakewood specific Safe Places Task Force to develop safe place specific resources, programs, standards, etc..
- Inventory and map safe place resources within Lakewood
- Maintain comprehensive online calendar for youth activities
- Work with Youth Council to explore more options to ensure all youth have safe places to go.

Updating the Long-Range Plan for regional mass transit

Citizens of the Puget Sound region’s urban areas formed Sound Transit to build a regional mass transit system in a series of voter-approved phases, starting with the 1996 *Sound Move* measure. The original Long-Range Plan, established before the 1996 vote, serves as the blueprint for this system. The plan was last updated in 2005 prior to the 2008 passage of the Sound Transit 2 ballot measure.

Starting in fall 2013, the plan will be updated again to reflect current public priorities and take into account current land use plans, employment, and the projected 30 percent growth of the region’s population by 2035. This process will ask the public where, how and when mass transit should continue to expand after the scheduled 2023 completion of Sound Transit 2.

The Sound Transit Board will update the Long-Range Plan following an environmental review process. The updated Long-Range Plan will provide the vision for future expansions by identifying candidate projects and services for future ballot measures.

The process will begin Oct. 25-Nov. 25, 2013, when Sound Transit will seek input on which potential changes to the Long-Range Plan should be studied. Public involvement will continue following the publication of a Draft Supplemental Environmental Impact Statement in mid-2014.

Sound Transit current Long-Range Plan



Sound Transit’s Long-Range Plan will be updated again to reflect current public priorities and take into account current land use plans and growth projections.

Public comments requested Oct. 25-Nov. 25

The Sound Transit Board will update the region's Long-Range Plan after preparing a Supplemental Environmental Impact Statement (SEIS) under the State Environmental Policy Act (SEPA). The first step in the process, called scoping, will determine which alternatives and environmental elements will be studied in the SEIS. Between Oct. 25 and Nov. 25, this important process will:

- Give you, local jurisdictions and public agencies a chance to learn more and provide comments, and
- Help Sound Transit identify and consider potential alternatives and effects on the environment.

Several ways to comment

Comments will be accepted Oct. 25–Nov. 25, 2013

In person: Attend one of the public meetings below

Online: Complete a survey at soundtransit.org/LongRangePlan

Email: LongRangePlan@soundtransit.org

Mail: Sound Transit, Attn: James Irish, 401 S. Jackson St., Seattle, WA 98104

Public meetings

All meetings except Nov. 8 and Nov. 21 are from 5:30 to 8 p.m. with a presentation at 6:15 p.m.

Open House for Agencies/Local Governments: Friday, Nov. 8, 9:30-11:30 a.m., at Union Station, 401 S. Jackson St., Seattle

Seattle: Tuesday, Nov. 12, at Seattle University, Campion Ballroom, 914 E. Jefferson St.

Federal Way: Wednesday, Nov. 13, at Federal Way Community Center, 876 S. 333rd St.

Redmond: Thursday, Nov. 14, at Redmond Marriott, 7401 164th Ave. N.E.

Tacoma: Monday, Nov. 18, at Tacoma Convention Center, 1500 Broadway

Everett: Tuesday, Nov. 19, at Eisenhower Middle School, 10200 25th Ave. S.E.

Seattle: Thursday, Nov. 21, 11:30 a.m.-1:30 p.m. at Union Station, 401 S. Jackson St.

High-Capacity Transit corridor studies

The process to update the Long-Range Plan will include, but not be limited to, close examination of several corridors within the existing plan that the Sound Transit 2 measure identified for particular focus through corridor studies that are now underway.

The studies look at potential transit technologies, costs, ridership and the general corridors where service could be added to serve the following communities:

- Ballard to Downtown Seattle (in partnership with City of Seattle)
- Federal Way to Tacoma (part of the South Corridor Alternatives Planning Study)
- Lynnwood to Everett (including the Southwest Everett Industrial Center)
- Downtown Seattle to West Seattle and Burien
- Renton to Tukwila, SeaTac and Burien
- Bus rapid transit on Interstate 405
- Redmond to Kirkland and U-District

- Ballard to U-District
- Kirkland-Bellevue-Issaquah
- East King County Rail Corridor (added following public acquisition of corridor)

While the corridor studies will provide an additional level of information, potential future investments in expanded mass transit are not limited to these corridors. The process of updating the Long-Range Plan will provide opportunities for input.

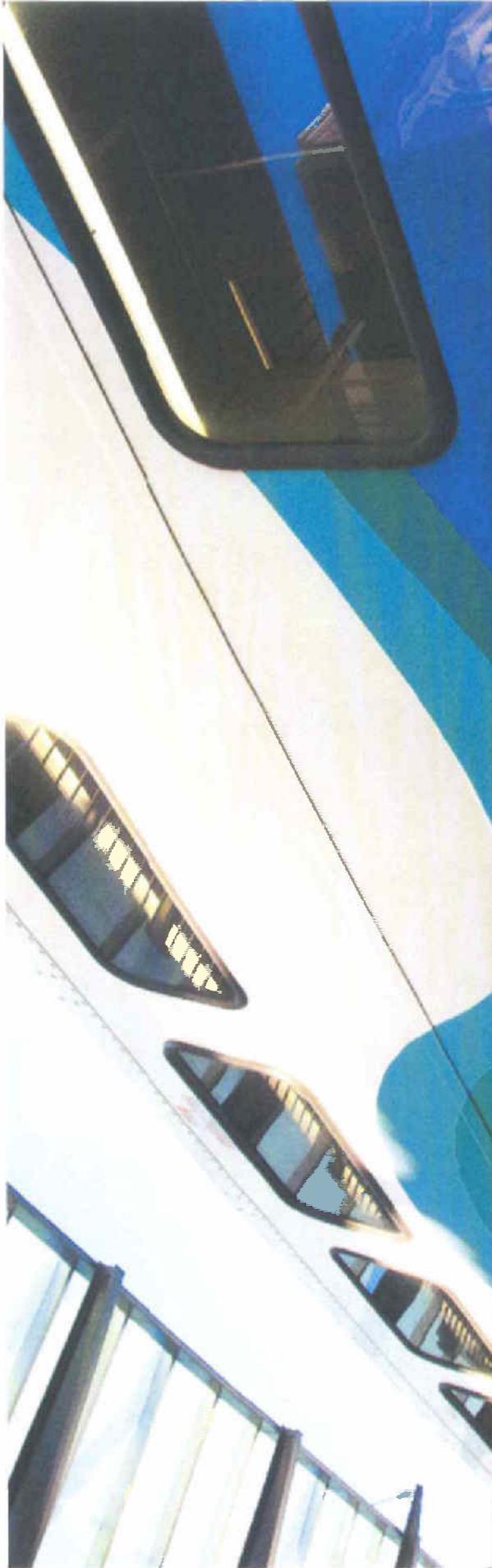
When could we vote on another transit expansion?

The Sound Transit Board will decide whether and when to initiate a ballot measure on proposed expansions.

The majority of existing taxes are committed through the 2030s for operating current services and building the extensions now underway. Any significant new expansion before the 2030s will require new revenue sources. Updating the Long-Range Plan will help set the stage to explore future funding options.

Please visit soundtransit.org/Projects-and-Plans/Developing-Regional-Transit

To request accommodations for persons with disabilities or for information in alternative formats, call 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org.



Updating Sound Transit's Long-Range Plan

Lakewood City Council

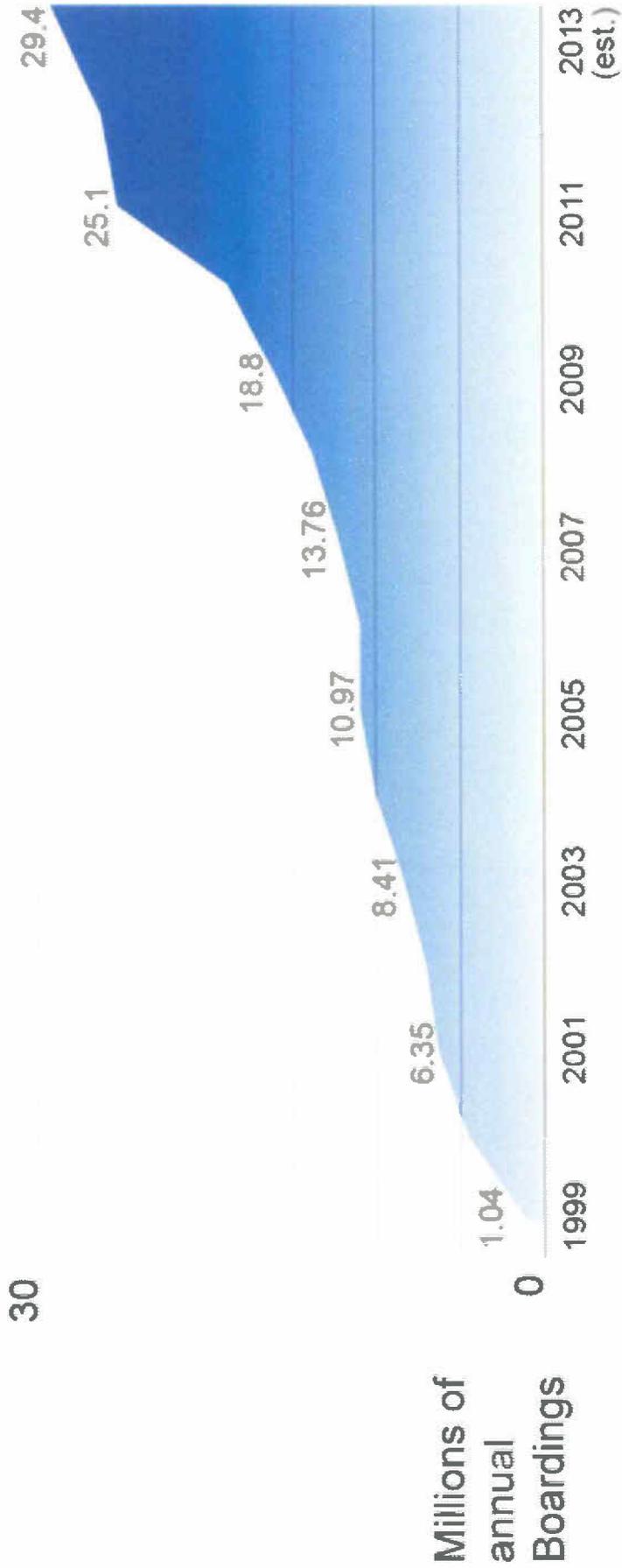
October 28, 2013



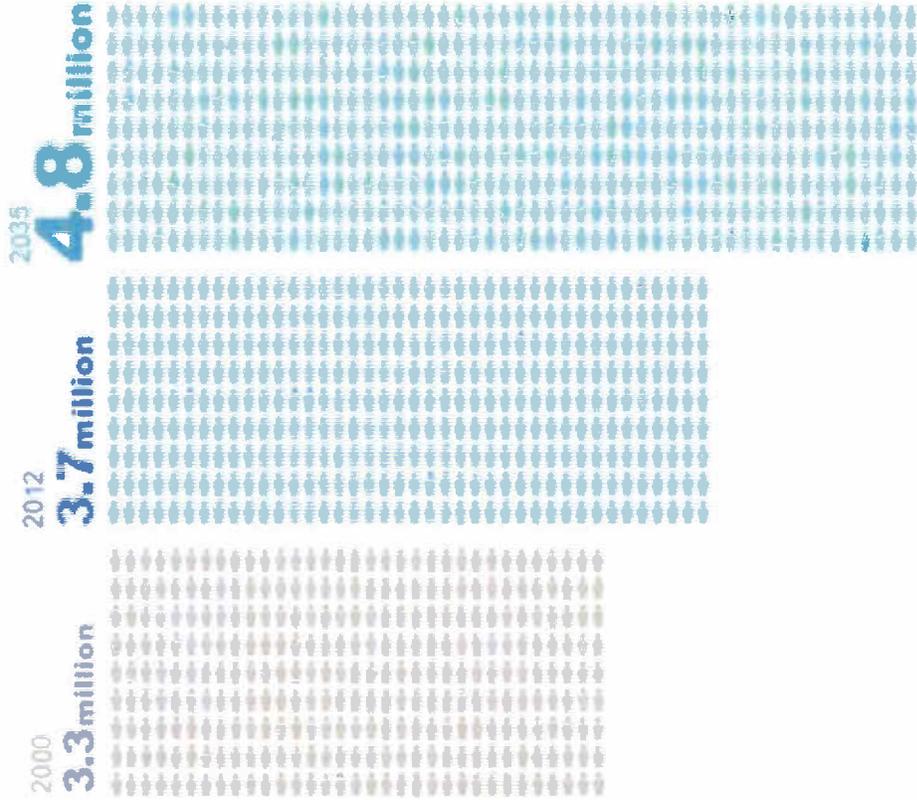
The Sound Transit district



Serving more riders each year

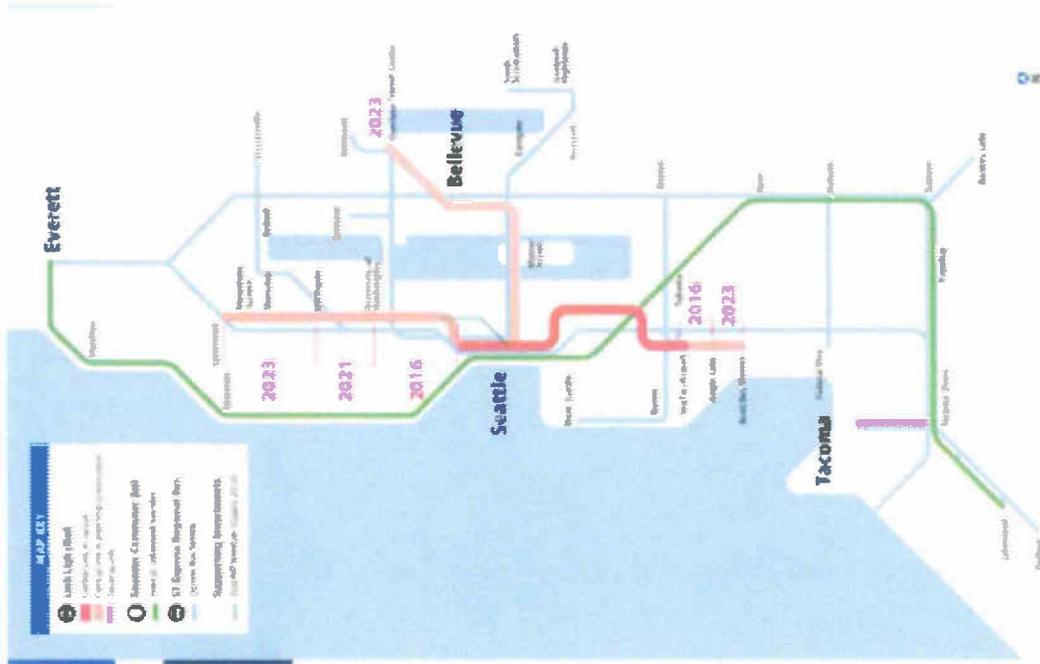


Projected population growth



Where do we go from here?

Completed and fully-funded projects and services: the starting point for updating the Long-Range Plan



Updating the Long-Range Plan

- Last updated 2005
- Affirm current projects & identify new project, policies, programs
- Develop Supplemental EIS
 - Draft SEIS: Winter/Spring 2014
 - Final SEIS: Fall 2014
 - ST Board Adopts updated LRP: Dec 2014

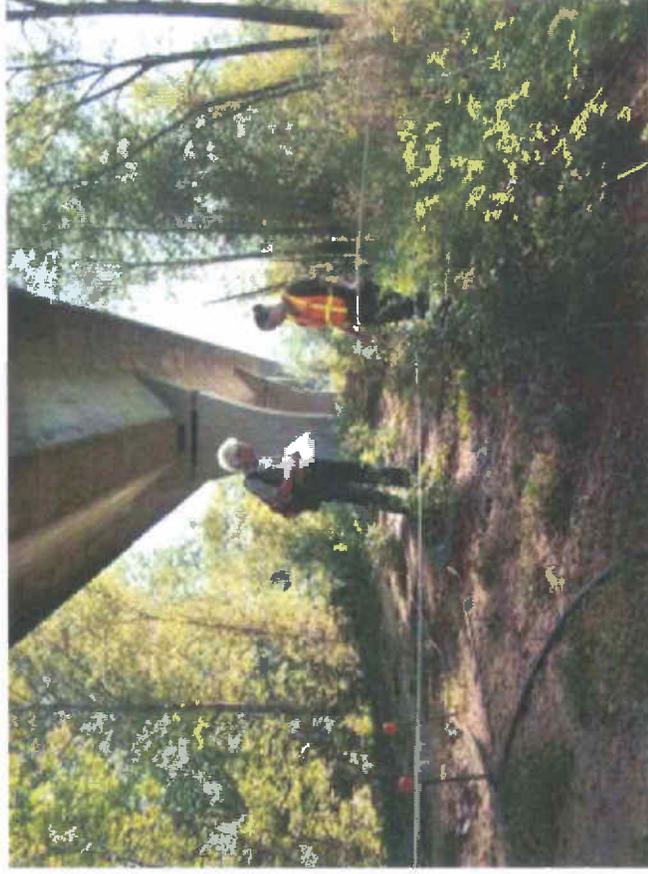
SEIS Scoping Oct. 25 – Nov. 25

Sound Transit Long-Range Plan, as adopted in 2005*



What will be studied?

- Transportation impacts
- Natural environment impacts
- Built environment impacts



LRP Update - Scoping Meetings

Agency/Jurisdictions Scoping Meeting:

- November 8, 9:30-11:30 a.m. Union Station, Sound Transit Boardroom

Public Scoping Meetings:

All meetings except Nov. 21 are from 5:30 to 8 p.m.; presentation at 6:15 p.m.

- **Seattle—Tuesday, Nov. 12**
Seattle University Campion Ballroom 914 E. Jefferson St., Seattle
- **Federal Way—Wednesday, Nov. 13**
Federal Way Community Center 876 S. 333rd St., Federal Way
- **Redmond—Thursday, Nov. 14**
Redmond Marriott 7401 164th Ave. N.E., Redmond
- **Tacoma—Monday, Nov. 18**
Tacoma Convention Center 1500 Broadway, Tacoma
- **Everett—Tuesday, Nov. 19**
Eisenhower Middle School 10200 25th Ave. S.E., Everett
- **Seattle—Thursday, Nov. 21 11:30 a.m. to 1:30 p.m.**
Union Station, Sound Transit Boardroom

More information

Chelsea Levy
Government & Community Relations Officer
(206) 370-5555
Chelsea.levy@soundtransit.org

Several ways to comment:

In person: Attend a public meeting

Online: complete a survey at: www.soundtransit.org/LongRangePlan

Email: LongeRangePlan@soundtransit.org

Mail: Sound Transit, Attn: James Irish, 401 S. Jackson St. Seattle WA 98104



 **SOUNDTRANSIT**
RIDE THE WAVE



To: Mayor and City Councilmembers

From: Mary Dodsworth, Director
Don Wickstrom, Director

Through: John J. Caulfield, City Manager

A handwritten signature in cursive script that reads "John J. Caulfield".

Date: October 22, 2013

Subject: Parks and Streets Survey Results

Attached is a summary of the most recent parks and streets survey results. The purpose of the survey was to provide information to help Council plan for the next 6-20 years of park and street systems. The survey was completed by over 400 people in September and early October, 2013.

Staff will attend the October 28, 2013 study session to review the survey results and answer any questions.

Lakewood, Washington 2013 Parks & Recreation and Streets Survey





BECKWITH

Beckwith Consulting Group
Planning/Design/Development Services
PO Box 704, LaConner, Washington 98257
beckwith@beckwithconsult.com
www.beckwithconsult.com
360-466-3536

Lakewood 2013 Parks & Recreation and Streets Survey

Lakewood Parks & Recreation Department recruited a random sample of registered voter households in September 2013 on a citywide basis to participate in a controlled sample survey concerning parks and street needs and priorities.

800 households agreed to participate and were emailed an invitation to take the survey on-line or mailed a copy of a survey and background graphics. Survey results were compiled for all households that completed the survey on-line and by the mail back option.

Surveys were completed on-line by 185 or 43% of the respondents and by the mail-back option by another 241 or 57% of the respondents for a total of 426 surveys that are accurate to within +/- 4% of the opinions of the general registered participating voter population.

The statistics are rounded and may not add to 100% and do not list undecided, do not know, or refused a response (which generally ranged from 0-3% depending on the question).

Following are the summary results of the survey ranked in priority on a scale of 1 to 5 where 4-5 is the best condition or highest priority and 1-2 is the poorest condition or least priority. For analysis purposes, a 3 rating is considered to be an average condition or priority where the survey respondents could go in either direction (50:50 split) should a specific policy, plan, or program be proposed at this time. The undecided, did not know, or refused were not included in this summary analysis.

Survey Participant Characteristics

Using the city map on the following page circle the neighborhood you live in?		1	2	3	4
		22%	10%	1%	3%

28%	5
9%	6
6%	7
16%	8
2%	9
3%	10

Where do you work?

67%	Retired
16%	Lakewood
5%	Tacoma
6%	Elsewhere Pierce County

How long have you lived in the city?

6%	Elsewhere		
0-1	2-5	6-10	10+ years
1%	4%	9%	86%

Your housing type?

own	rent
92%	8%

Your age group?

1%	18-24
0%	25-34
9%	35-49
28%	50-64
62%	65+

Place of residence - the distribution of survey participants closely approximates the distribution of households across the city with larger percentages residing in the larger and more residential neighborhoods compared with those containing industrial or commercial uses or adjacent to Joint Base Lewis McCord (JBLM).

Place of work - the distribution indicates a very large percent of respondents are retired households possibly associated with previous military service. Conversely, a significant percent of the population but likely lower percent of registered voters may be active military that do not identify with Lakewood governance.

Length of residence - heavily favors long time residents, which is likely to be typical of frequent voters and certainly of retired households.

Age groups - were heavily represented in the senior age spans (65+) compared to young to middle age adults (18-49) which is partly a reflection of longer length of residence and the voting propensity of the populations of the city.

Qualifications - even though the recruitment sampling process was statistically random the survey results are overly representative of older, retired, long time residents who are likely to be the most active voters of the city but not as likely to be fully representative of the city population at large.

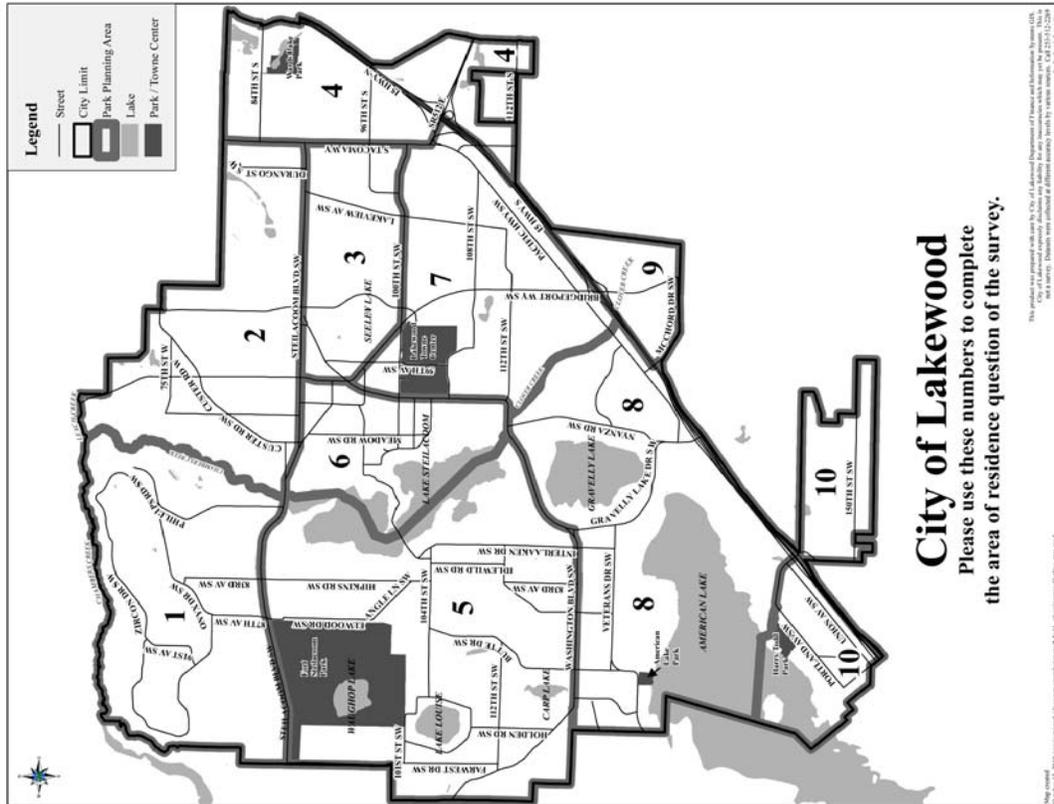
Age group	% over 18	% survey
18-24	14%	1%
24-34	18%	0%
35-49	24%	9%
50-64	25%	28%
65+	18%	62%

Source: US Bureau of the Census, 2010

For example, 77% of Lakewood's population are over age 18 and eligible to vote of which 25% are age 50-64 compared with 28% who completed the survey in this age group and 18% are over age 65 compared with 62% who completed the survey in this age group. 56% are age 18-49 compared with 10% who completed the survey in this age group. While not all of the younger age groups are likely to be registered to vote and are notoriously less involved in election and election surveys they are nonetheless significantly under-represented in the survey results.

Our experience with similar surveys is that the survey results tend to be typical of the outcomes of elections on the questions being asked in the survey - particularly for off-year elections which are determined by frequent and regular voters - who tend to be older, long time residents.

Election results are less skewed to the opinions of older, long time residents in general elections particularly when issue campaigns are conducted but are generally comparable overall to the trends indicated from these surveys.



Tenure - survey occupants were predominantly owners, which is also likely to be typical of frequent voters.

Lakewood Parks and Recreation Survey

Recreation priorities

Of the respondents, 46% household members had participated in Lakewood recreational programs compared with 54% who had not.

In the last year, have any household members participated in recreational programs provided by the City of Lakewood?	46% yes	54% no
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Survey respondents were asked what recreation programs should be offered in Lakewood that their household members would participate in or use on a scale of 1 to 5 where 1 is the lowest likelihood and 5 the highest. Following is a rank order list reflecting the highest percent given a 4-5 or high satisfaction score.

Recreation programs - interest areas	lowest / highest			
Very high to high participation	1/2	3	4/5	
Farmers' Market	8%	18%	74%	
High to moderate participation				
Festivals and events	19%	33%	48%	
Arts, culture and history classes or programs	34%	30%	36%	
Moderate to low participation				
Personal enrichment and education classes	33%	34%	33%	
Low participation				
Swimming	45%	23%	32%	
Active Living and wellness	35%	34%	31%	
Volunteer opportunities	37%	33%	30%	
Nature and environmental education	39%	33%	28%	
Outdoor sports (baseball, soccer, etc.)	60%	15%	25%	
Social services	56%	23%	21%	
Indoor sports (basketball, volleyball, etc.)	65%	16%	19%	
Bi-lingual programs	77%	12%	11%	

The results indicate the largest volumes would occur at the Farmers' Market followed by festivals and events, and arts, culture,

and history classes or programs. The lowest volumes, which could still be significant, would occur for bi-lingual programs and indoor sports.

Survey respondents were asked what age groups in their household would participate in recreation programs offered in Lakewood and marked all that apply.

Recreation programs - age specific programs	no	maybe	yes
For older adults /seniors (60 yrs +)	18%	37%	45%
For adults (40 -60 yrs)	49%	24%	27%
For elementary school youth (K-6th grades)	81%	4%	15%
For young adults (18 -39 yrs)	73%	12%	15%
For high school youth (9th-12th grades)	81%	8%	11%
For middle school youth (7-8th grades)	85%	5%	10%
For toddlers/preschoolers	87%	6%	7%

The results closely approximate the age group representation of the survey respondents where seniors and older adults would generate the most interest and toddlers and preschoolers the least. However, the lowest participations would still be significant particularly if the general population, unlike registered voters and thus survey respondents, has a large percent of households with children.

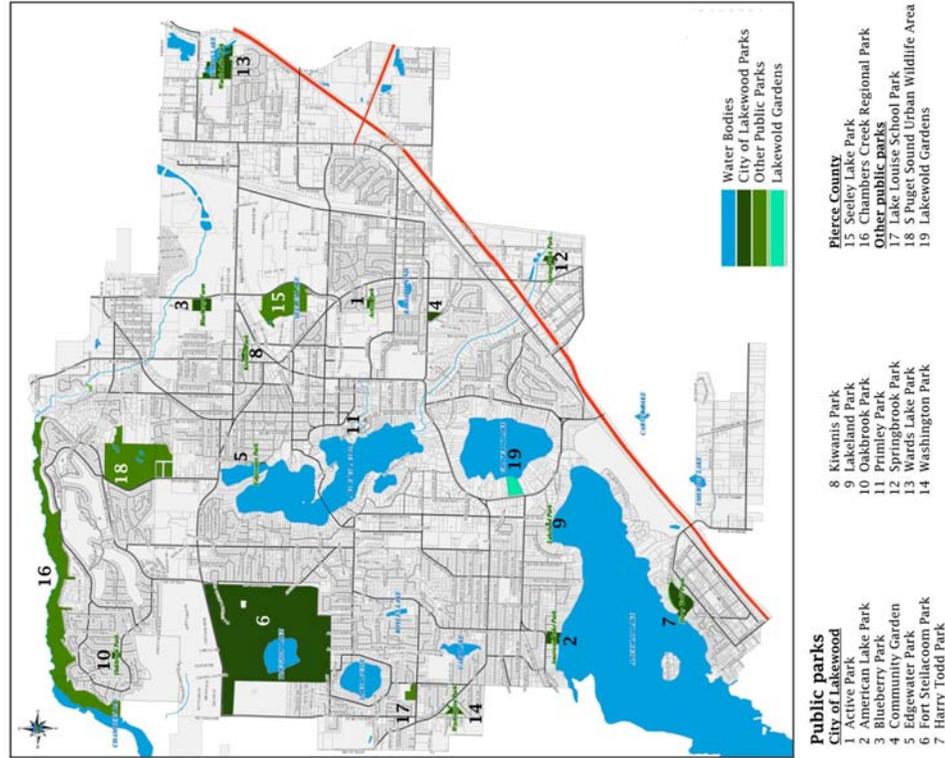
Survey respondents were asked if it requires more money to provide future recreation programs than can be budgeted from current city resources. how would they rate the following methods of paying for them on a scale of 1 to 5 where 1 is the lowest and 5 the highest priority option.

Recreation program financing options	lowest / highest		
Increase user fees for non-residents - to finance program services?	1/2	3	4/5
Increase user fees for everyone - to finance program services?	16%	23%	61%
Reduce the variety, duration or number - of programs to control costs?	37%	32%	31%
	33%	37%	30%

Increase city property taxes or create a levy 70% 15% 15%

- to finance recreation programs, services and events?

A significant majority would increase user fees for non-residents while the respondents were almost evenly split on whether to increase fees for everyone or reduce the variety, duration, or number of programs to control costs. Conversely, a significant majority would not increase property taxes or approve a levy to finance recreation programs, services, or events.



7 Lakewood Parks & Recreation and Streets Survey

Park priorities

A significant majority of survey respondents indicated household members had used Lakewood parks or recreational facilities (compared to recreational programs) in the past year.

In the last year, have any household members used any Lakewood parks or recreational facilities - for example, Fort Steilacoom, American Lake or Harry Todd Parks or Lakewood Senior Activity Center?	79% yes
	21% no

Survey respondents were asked to rate their satisfaction with **EXISTING** parks, recreation, and open space facilities **in Lakewood** where **1 is the lowest and 5 the highest**. Following is a rank order list reflecting the highest percent given a 4-5 or high satisfaction score.

	lowest / highest	
Quality and Condition - of the development and maintenance of the sites(s) you have visited?	1/2	3 4/5
Number of park sites - the number, size and location of existing park and trail sites serving the existing population?	7%	21% 72%
Amount of park amenities - the number of facilities and furnishings in the parks including parking spaces, restrooms, trails, fields, picnic shelters, and other facilities serving park visitors?	5%	24% 71%
	7%	25% 68%

Clear majorities were very satisfied with the quality and condition, number, size and location, and amount of park amenities.

Survey respondents were advised that the Lakewood Parks, Recreation & Community Services Department was developing a master plan (**Legacy Plan**) which will determine park facility priorities for the next 6-20 year period. The Legacy Plan may

recommend conserving wildlife habitat areas and developing waterfront access, picnic facilities, trails, athletic fields, community centers, and other sites in the city. Survey respondents were asked to **rate the importance of the following possible improvement proposals**. Following is a rank order list reflecting the highest percent given a 4-5 or high satisfaction score.

lowest / highest
1/2 3 4/5

Very high to high priority

Environmentally-sensitive areas - protect and provide access to important environmental areas of the city (examples: Fort Steilacoom Park, Wards Lake, Seeley Lake and Washington State Game Farm)	8%	15%	77%
Wildlife habitat - remove invasive species, plant native plants and improve wildlife habitat in existing city parks?	9%	21%	70%
Restrooms - develop permanent restroom facilities at community parks throughout the city?	12%	28%	60%
Off-street trails - develop a system of off street trails within city parks to encourage physical activity for park visitors?	18%	27%	55%
Non-Motorized Trails - create a connected system of city-wide non-motorized trails and bike lanes and partner with neighboring jurisdictions to connect Lakewood to regional trail systems?	24%	24%	52%
High to moderate priority			
Picnic shelters and group activity sites - develop picnic shelters and group picnic facilities at community parks throughout the city?	15%	37%	48%
Historical Barns - renovate and restore the barn facilities at Fort Steilacoom Park to support civic gatherings and special events?	26%	27%	47%
Youth/Adult/Senior facilities - develop a community center facility for all ages in Lakewood?	22%	33%	45%

Waterfront access - develop more waterfront access to area lakes (possibly using street-end right of way)?	27%	32%	41%
Playgrounds - maintain a system of playgrounds within a 3/4 mile radius of all residential areas?	26%	36%	38%
Baseball/softball fields - improve existing fields at neighborhood parks and schools to provide practice or competitive facilities?	23%	40%	37%
Soccer fields - improve existing fields at neighborhood parks and schools to provide practice or competitive facilities?	26%	37%	37%
Moderate to low priority			
Community gardens - develop community gardens in existing city parks or in high density population areas.	31%	36%	33%
Gymnasiums - improve access to existing facilities to provide more playing capacity.	31%	37%	32%
Low priority			
Neighborhood parks - acquire or develop additional park property to ensure all residents have access to an open space within 3/4 mile walking distance?	37%	35%	28%
Urban parks - develop urban park or open space areas for civic gatherings and celebrations?	32%	40%	28%
Basketball courts - develop basketball courts in city parks and schools.	38%	38%	24%
Tennis courts - develop tennis courts in city parks and at schools?	45%	35%	20%
Public Art - Display public art in existing city parks or in other public spaces?	57%	25%	18%
Synthetic turf fields - develop synthetic facilities to allow year round use for competitive games?	56%	27%	17%

Survey respondents gave the highest priorities to the environment, wildlife habitat, restrooms, off-street, and non-motorized trails - activities which appeal to all groups but particularly older age

households.

Conversely, survey respondents gave the lowest priorities to synthetic turf fields, public art, and tennis courts – activities which appeal to younger age groups or specific interests.

The low priorities do not mean there is no support for these activities but rather that funding will have to be provided by means, including self help, user fees, and other than funds which require voter approval or at least high public support.

Population growth management options

Survey respondents were advised that by the year 2034, the Lakewood population is projected to increase to 72,000 persons or by 24% more than the existing population of 58,000 persons.

In your opinion, will EXISTING park and recreation facilities currently provided by the city, school district, and other public and private agencies be enough to provide for this growth in population?	32% no 28% yes 40% don't know
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Survey respondents were split between thinking existing park and recreational facilities would be sufficient or not with a large percent not knowing.

Survey respondents were advised that the **EXISTING** inventory of **Lakewood's** parks, recreation and open spaces is estimated to be worth about \$1,400 per person or \$3,400 for an average single family household. In order to keep up with increasing populations, Lakewood would need to continue to invest this per person/family amount in new park resources to meet the new and increased demands.

Given this fact, survey respondents were asked to rate the following methods for dealing with the impact on parks of new population growth in Lakewood and the methods residents may use to finance park improvements on a scale of 1 to 5 where 1 is the lowest and 5 the highest priority.

	lowest	/	highest
Financing and managing growth	1/2	3	4/5
Submit a bond and/or levy - to pay for acquisition, development, and maintenance of additional parks to offset growth impacts?	30%	27%	43%
Increase city property taxes - to acquire, develop, and maintain park facilities to offset population growth impacts?	63%	21%	16%
Lower standards - provide fewer park facilities or reduce maintenance at current facilities for future populations?	62%	28%	10%

A plurality, but not a majority, rated a bond and/or levy as the preferred method of financing and managing growth whereas a clear majority did not favor increasing city property taxes or lowering standards.

Survey respondents were asked that subject to voter approval, if the City Council proposed a **parks levy or property tax increase** to fund ongoing recreation programs, park maintenance needs and/or to finance new parks and open space improvements, how much would their household be willing to pay per year for each or all funding options.

Dedicated property tax levy for parks	Amt/year
If a dedicated property tax levy were to be put on the ballot to finance the acquisition, development, operation, and maintenance of all city parks, recreation, and open space facilities and programs , how much , if anything, would your household be willing to pay per year for this source of funding that could only be used for parks and recreation purposes?	15% \$ 0 16% \$ 10 17% \$ 25 22% \$ 50 6% \$ 75 19% \$ 100 5% \$ 101+

Approximately 15% of the respondents would pay nothing for a property tax levy though the remaining 85% would pay something ranging from \$10 to \$101+.

A majority (52%) would pay more than \$50 a year to finance acquisition, development, operation, and maintenance of all city parks, recreation, and open space facilities and programs.

The response to this question indicates survey respondents, while not favoring bond or levy proposals, may nonetheless be open to such options if the dollar amount were qualified along with the proposed projects.

Lakewood Streets Survey

Existing Street Infrastructure – Operations and Maintenance

Lakewood has street assets including pavement, traffic signals, sidewalks, and street lights worth about \$200 million. Currently, the city is able to allocate about \$2 million annually to operate and maintain the existing street infrastructure of which \$1 million is needed to operate the traffic signals and street lights.

Street conditions

Survey respondents were asked to rate existing conditions of the following street assets on a scale of 1 to 5, where 1 is the lowest quality and 5 the highest quality.

Street assets	lowest / highest			
	1/2	3	4	5
Traffic signals	8%	30%	62%	
Street signs	10%	34%	56%	
Street lights	19%	32%	49%	
Roadway Striping and Markings	18%	40%	42%	
Pavement	19%	46%	35%	
Curbs and sidewalks	32%	36%	32%	
Gravel shoulders	31%	46%	23%	

A majority of survey respondents were satisfied with traffic signals, street signs, street lights, and roadway striping and marking. Respondents were about evenly split on their satisfaction with pavement, curb, sidewalks conditions, and gravel shoulders.

Pavement preservation program –street maintenance

Pavements are similar to other physical assets, it costs less to perform preventive maintenance than to allow the road to fail and then replace it. At a replacement value of about \$135 million, the city's paved roadways are its largest asset. Current funding has street maintenance at a \$4 million per year shortfall.

Given this fact, survey respondents were asked to rate the following city methods for dealing with the shortfall of funds for street maintenance - some of which would require voter approval.

City funding options	lowest / highest			
	1/2	3	4	5
<u>License tab fee</u> - adopt an optional local license tab fee of to be dedicated specifically to street maintenance?	52%	20%	28%	
<u>Property tax lid lift</u> - increase the property tax rate (lid lift) and dedicate the additional monies to be spent specifically for street maintenance?	56%	25%	19%	
<u>Sales tax increase</u> - increase the sales tax rate and dedicate the additional monies to be spent specifically for street maintenance?	65%	17%	18%	

Survey respondents were not supportive of any of the financing measures with predominant majorities opposing all options.

Survey respondents were asked what amount they would be willing to pay on an annual basis if a property tax levy or sales tax or license tab fee were put on the ballot to exclusively finance street maintenance.

Funding amount per household	Amt./year
<u>If a dedicated Lakewood property tax levy or sales tax or license tab fee</u> - were to be put on the ballot to exclusively finance street maintenance, how much, if anything, would your household be willing to pay per year for this source of funding?	\$ 0
	\$ 10
	\$ 25
	\$ 50
	\$ 75
	\$ 100
	\$ 101+

Approximately 18% of all respondents would not pay any amount compared with 82% would pay something ranging from \$10 to \$101+ or more per year for a property tax levy or sales tax or license tab fee to exclusively finance street maintenance. At least 62% of all respondents would pay \$25 or more per year.

The response to this question indicates survey respondents, while not favoring tax levy, sales tax, or license tab fee proposals, may be nonetheless be open to such options if the dollar amount were qualified along with the proposed roadway projects.

Lakewood street improvements

The city has been providing street improvements in the form of sidewalks, street lights, and enhanced traffic signal operations. These improvements have been mostly funded from grants.

Grants are awarded to the city on a project-specific basis and are generally available for improvements on major roadways (e.g. Bridgeport Way and Pacific Highway). Current funding does not allow for roadway improvements on lower volume neighborhood or collector roads.

Survey respondents were asked to prioritize the following roadway improvements with 1 being the lowest priority and 5 being the highest priority.

Roadway improvements	lowest / highest		
	1/2	3	4/5
Sidewalks on major roadways - such as Bridgeport Way and Steilacoom Blvd.	24%	24%	52%
Sidewalks on collector roadways - such as Washington Blvd and Hipkins Road.	26%	36%	36%
Sidewalks on neighborhood roadways - roadways to connect your home to local schools or parks	40%	24%	36%

A majority of survey respondents gave the highest priority to improving sidewalks on major roadways such as Bridgeport Way and Steilacoom Boulevard. Respondents were about evenly split on

the priorities for sidewalks on collector and neighborhood roadways.

Survey respondents were asked how much, if anything, they would be willing pay per year in a property tax levy or sales tax or license tab fee to exclusively finance sidewalk and street light improvements.

Funding amount per household	Amt/year
If a dedicated Lakewood property tax levy or sales tax or license tab fee - were to be put on the ballot to exclusively finance sidewalk and street light improvements, how much, if anything, would your household be willing to pay per year for this source of funding?	20% \$ 0
	25% \$ 10
	23% \$ 25
	19% \$ 50
	3% \$ 75
	7% \$ 100
	3% \$ 101+

As shown, 20% of all respondents would pay nothing while 80% would pay something ranging from \$10 to \$101+ per year in a property tax levy or sales tax or license tab fee to exclusively finance sidewalk and street light improvements. At least 55% of all respondents would pay \$25 or more per year.

The response to this question indicates survey respondents, while not favoring tax levy, sales tax, or license tab fee proposals, may be nonetheless be open to such options if the dollar amount were qualified along with the proposed sidewalk projects.

Comments

Do you have any specific comments or recommendations to make about the proposed park plan or this survey?

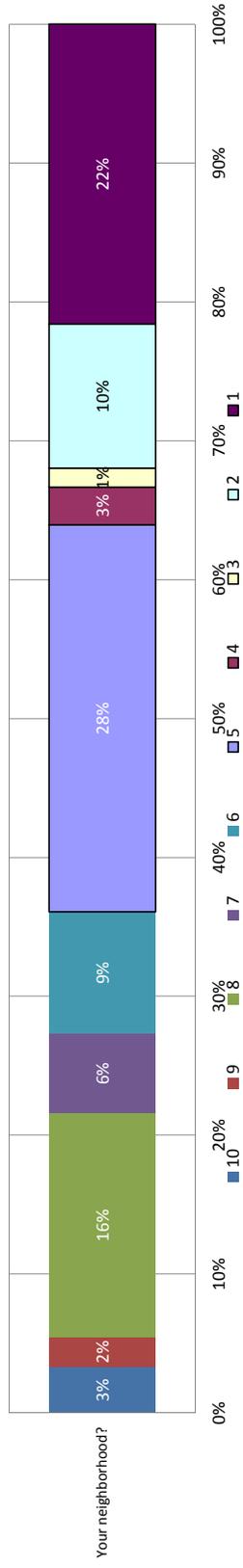
Survey respondents were given an opportunity to provide written comments or recommendations, of which 194 or 46% did. The comments varied widely and are documented in the appendix.

Lakewood Parks & Streets Survey

ABOUT YOU Using the city map below select the neighborhood you live in.

Answer Options	1	2	3	4	5	6	7	8	9	10	Response Count
Your neighborhood?	22%	10%	1%	3%	28%	9%	6%	16%	2%	3%	366
											59
											<i>answered question</i>
											<i>skipped question</i>

ABOUT YOU Using the city map below select the neighborhood you live in.

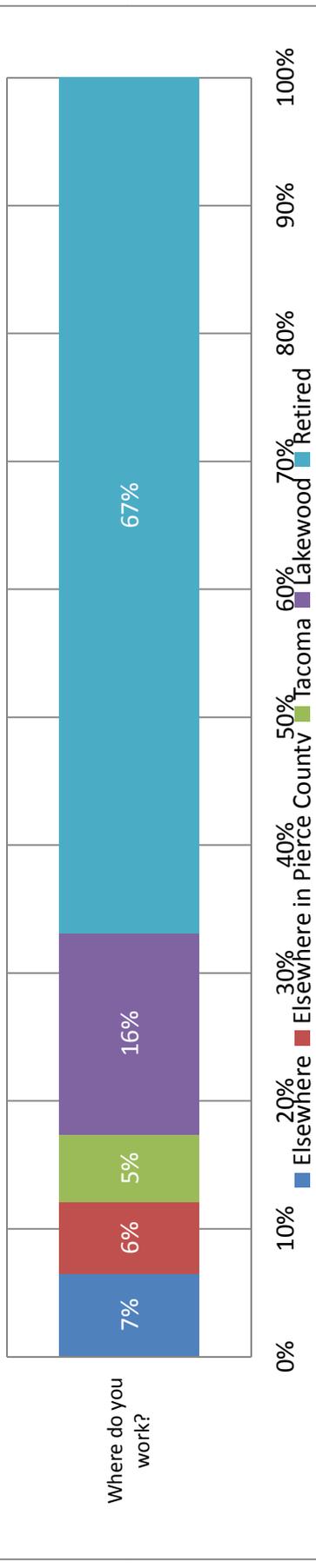


Lakewood Parks & Streets Survey

Where do you work?

Answer Options	Retired	Lakewood	Tacoma	Elsewhere in Pierce County	Elsewhere	Response Count
Where do you work?	67%	16%	5%	6%	7%	414
						12

Where do you work?

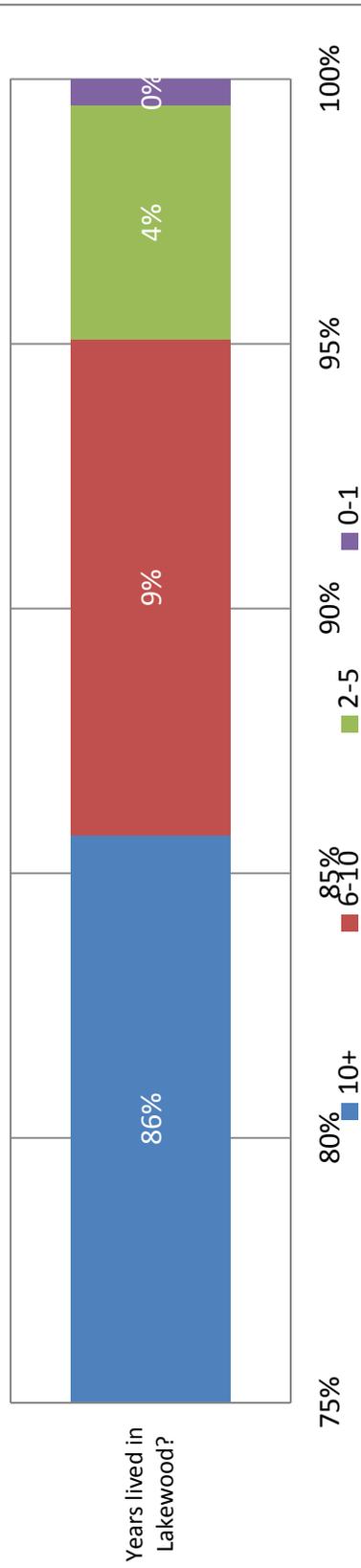


Lakewood Parks & Streets Survey

How long have you lived in Lakewood?

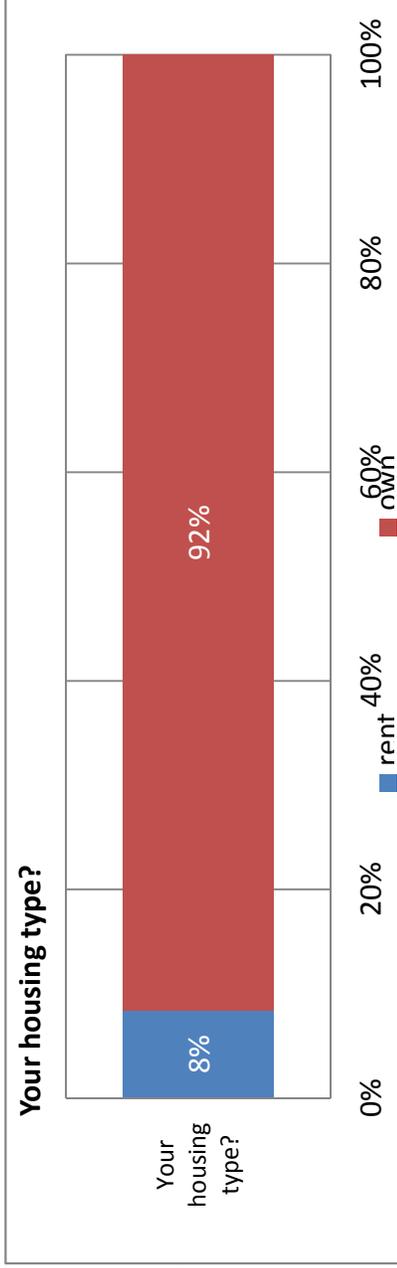
Answer Options	0-1	2-5	6-10	10+	Response Count
Years lived in Lakewood?	0%	4%	9%	86%	100%
	<i>answered question</i>				406
	<i>skipped question</i>				20

How long have you lived in Lakewood?



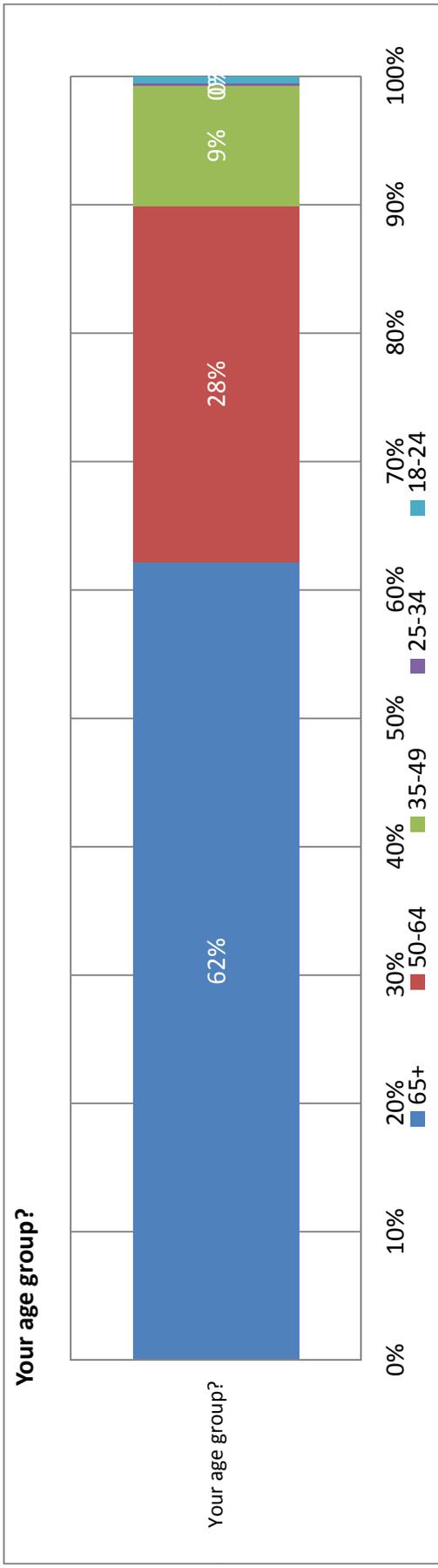
Lakewood Parks & Streets Survey

Your housing type?		Response Count
Answer Options	own	rent
Your housing type?	92%	8%
<i>answered question</i>		383
<i>skipped question</i>		43



Lakewood Parks & Streets Survey

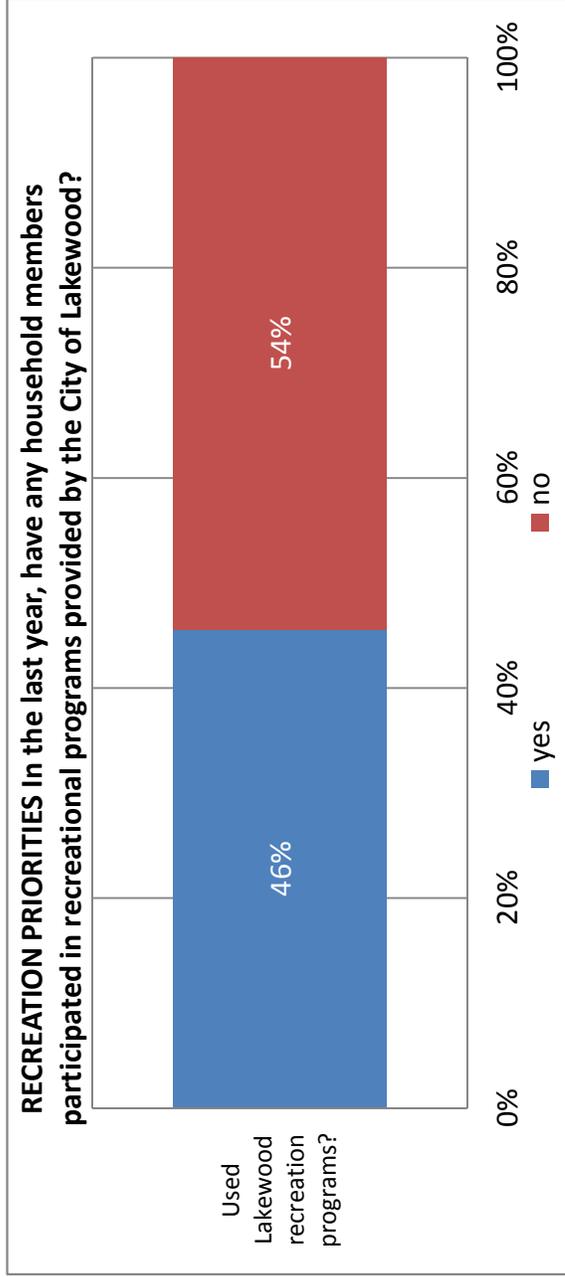
Your age group?						Response Count
Answer Options						415
Your age group?	18-24	25-34	35-49	50-64	65+	100%
	0%	0%	9%	28%	62%	
<i>answered question</i>						415
<i>skipped question</i>						11



Lakewood Parks & Streets Survey

RECREATION PRIORITIES In the last year, have any household members participated in recreational programs provided by the City of Lakewood?

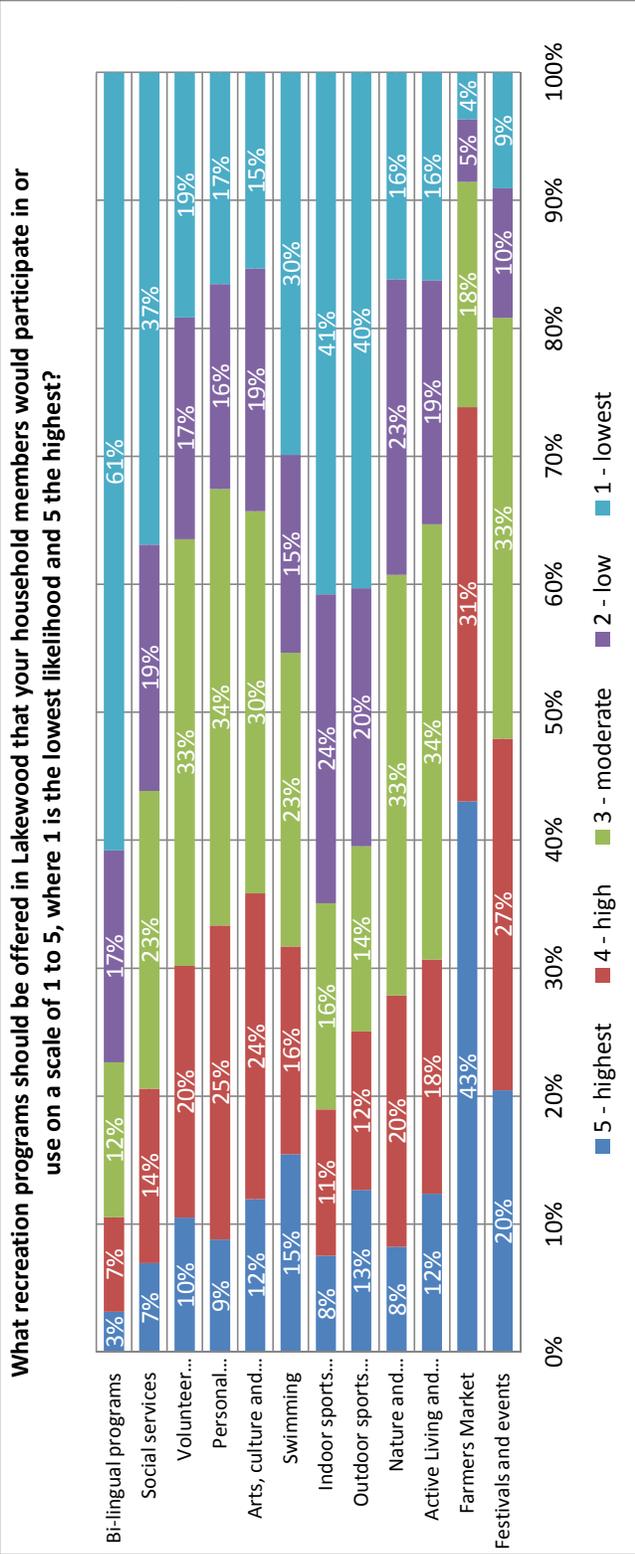
Answer Options	no	yes	Response Count
Used Lakewood recreation programs?	54%	46%	100%
	<i>answered question</i>		395
	<i>skipped question</i>		31



Lakewood Parks & Streets Survey

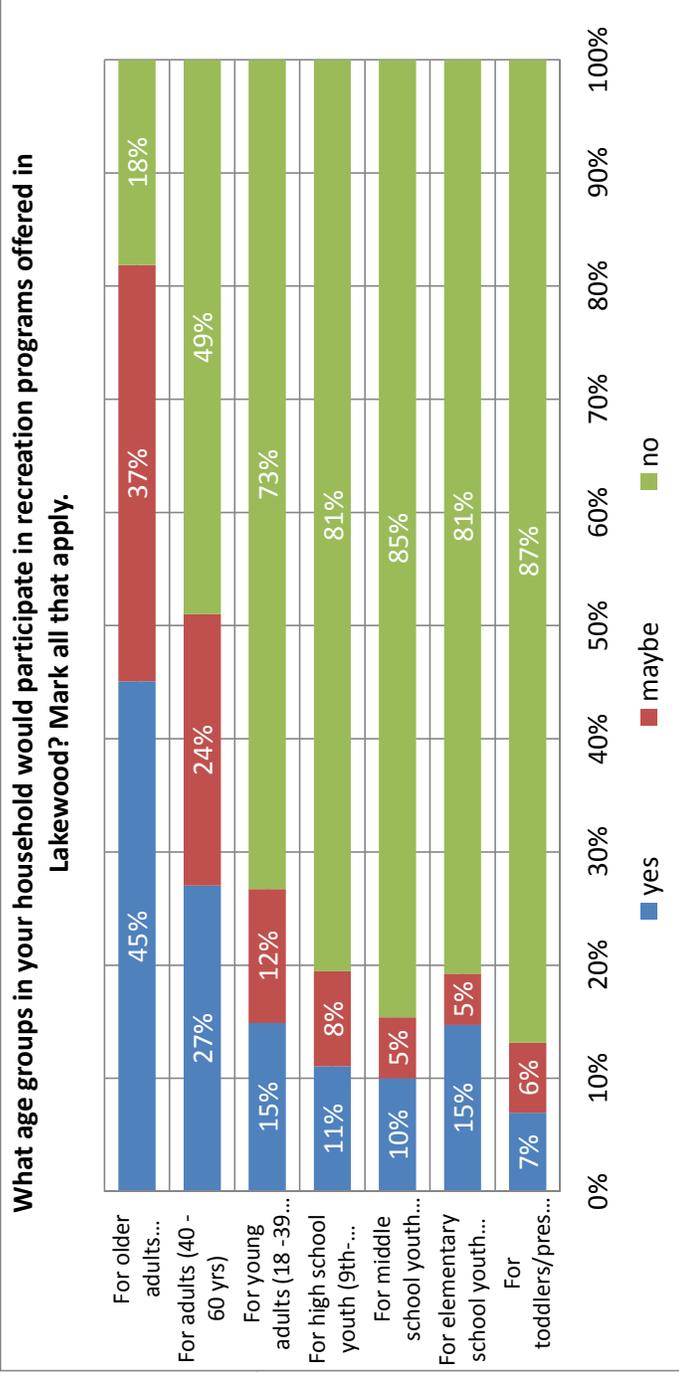
What recreation programs should be offered in Lakewood that your household members would participate in or use on a scale of 1 to 5, where 1 is the lowest likelihood and 5 the highest?

Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
Festivals and events	9%	10%	33%	27%	20%	100%
Farmers Market	4%	5%	18%	31%	43%	100%
Active Living and wellness	16%	19%	34%	18%	12%	100%
Nature and environmental education	16%	23%	33%	20%	8%	100%
Outdoor sports (baseball, soccer, etc.)	40%	20%	14%	12%	13%	100%
Indoor sports (basketball, volleyball, etc.)	41%	24%	16%	11%	8%	100%
Swimming	30%	15%	23%	16%	15%	100%
Arts, culture and history classes or programs	15%	19%	30%	24%	12%	100%
Personal enrichment and education classes	17%	16%	34%	25%	9%	100%
Volunteer opportunities	19%	17%	33%	20%	10%	100%
Social services	37%	19%	23%	14%	7%	100%
Bi-lingual programs	61%	17%	12%	7%	3%	100%
				<i>answered question</i>		421
				<i>skipped question</i>		5



Lakewood Parks & Streets Survey

What age groups in your household would participate in recreation programs offered in Lakewood? Mark all that apply.				
Answer Options	no	maybe	yes	Response Count
For toddlers/preschoolers	87%	6%	7%	100%
For elementary school youth (K-6th grades)	81%	5%	15%	100%
For middle school youth (7-8th grades)	85%	5%	10%	100%
For high school youth (9th-12th grades)	81%	8%	11%	100%
For young adults (18 -39 yrs)	73%	12%	15%	100%
For adults (40 -60 yrs)	49%	24%	27%	100%
For older adults /seniors (60 yrs +)	18%	37%	45%	100%
<i>answered question</i>				421
<i>skipped question</i>				5

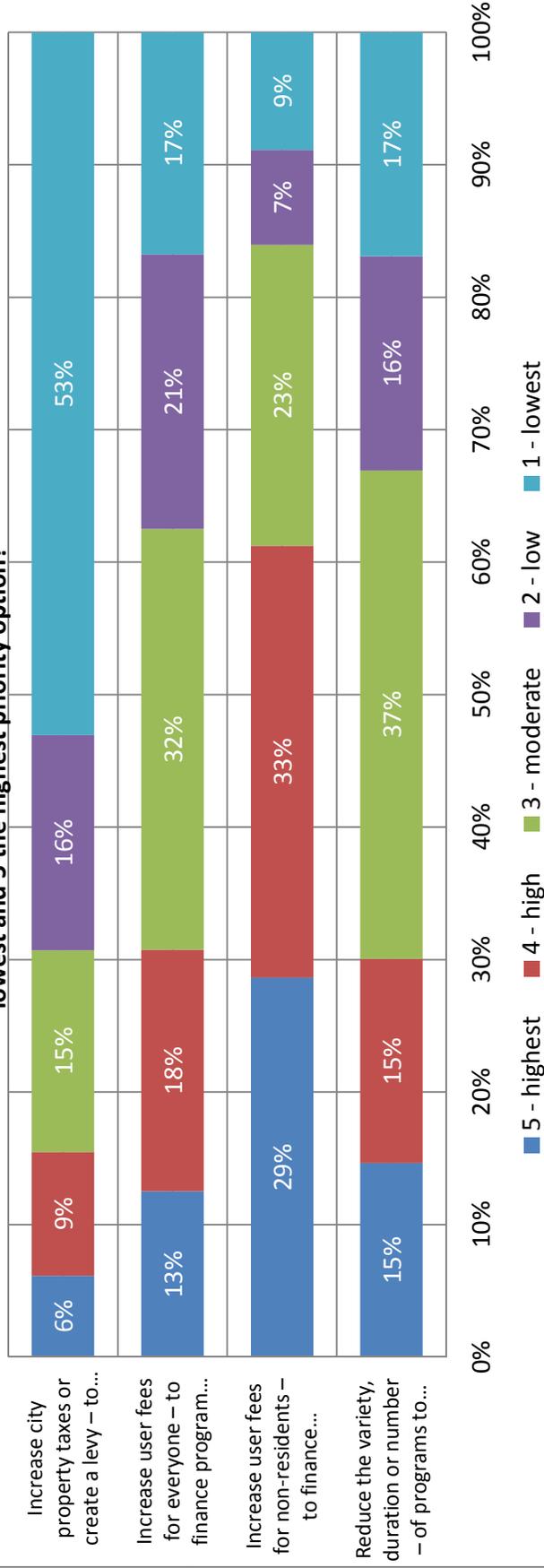


Lakewood Parks & Streets Survey

If it requires more money to provide future recreation programs than can be budgeted from current city resources, how would you rate the following methods of paying for them on a scale of 1 to 5 where 1 is the lowest and 5 the highest priority option?

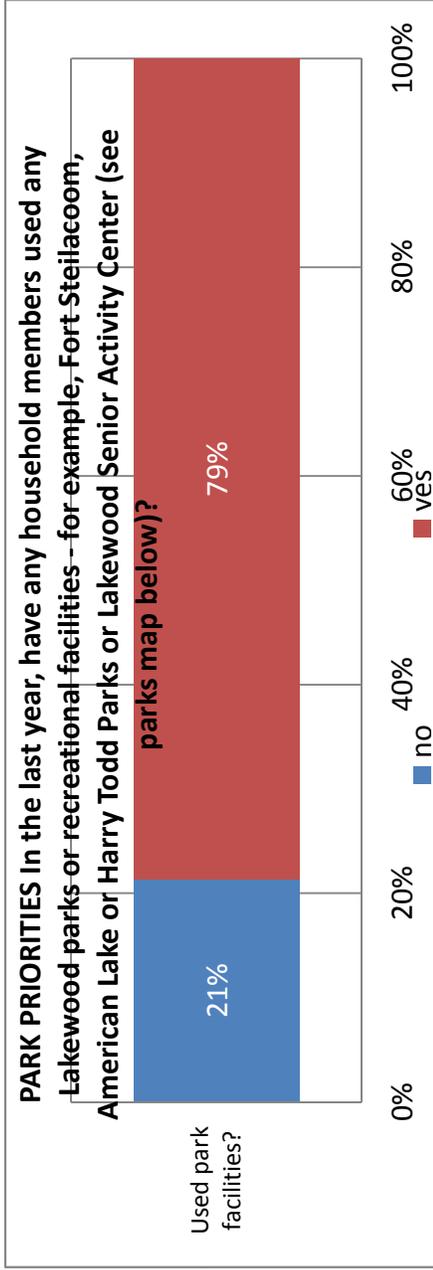
Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
Reduce the variety, duration or number - of programs to	17%	16%	37%	15%	15%	100%
Increase user fees for non-residents - to finance program	9%	7%	23%	33%	29%	100%
Increase user fees for everyone - to finance program	17%	21%	32%	18%	13%	100%
Increase city property taxes or create a levy - to finance	53%	16%	15%	9%	6%	100%
<i>answered question</i>						419
<i>skipped question</i>						7

If it requires more money to provide future recreation programs than can be budgeted from current city resources, how would you rate the following methods of paying for them on a scale of 1 to 5 where 1 is the lowest and 5 the highest priority option?



Lakewood Parks & Streets Survey

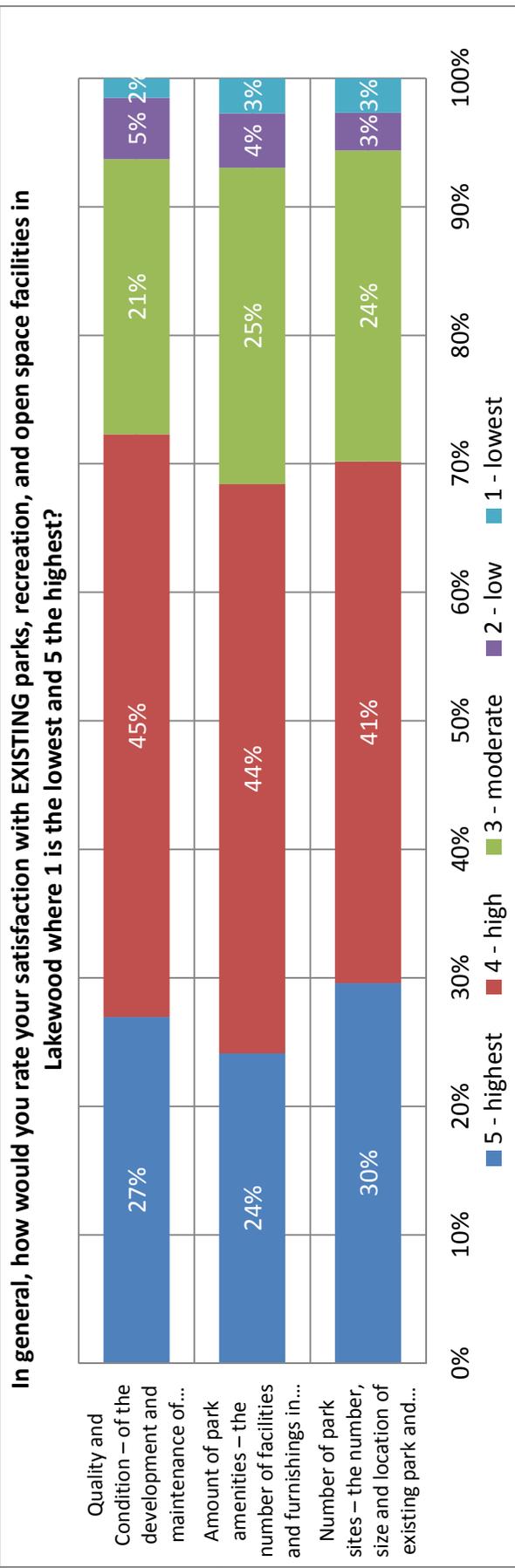
PARK PRIORITIES In the last year, have any household members used any Lakewood parks or recreational facilities - for example, Fort Steilacoom, American Lake or Harry Todd Parks or Lakewood			
Answer Options	yes	no	Response Count
Used park facilities?	79%	21%	100%
<i>answered question</i>			422
<i>skipped question</i>			4



Lakewood Parks & Streets Survey

In general, how would you rate your satisfaction with EXISTING parks, recreation, and open space facilities in Lakewood where 1 is the lowest and 5 the highest?

Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
Number of park sites - the number, size and location of	3%	3%	24%	41%	30%	100%
Amount of park amenities - the number of facilities and	3%	4%	25%	44%	24%	100%
Quality and Condition - of the development and	2%	5%	21%	45%	27%	100%
<i>answered question</i>						412
<i>skipped question</i>						14



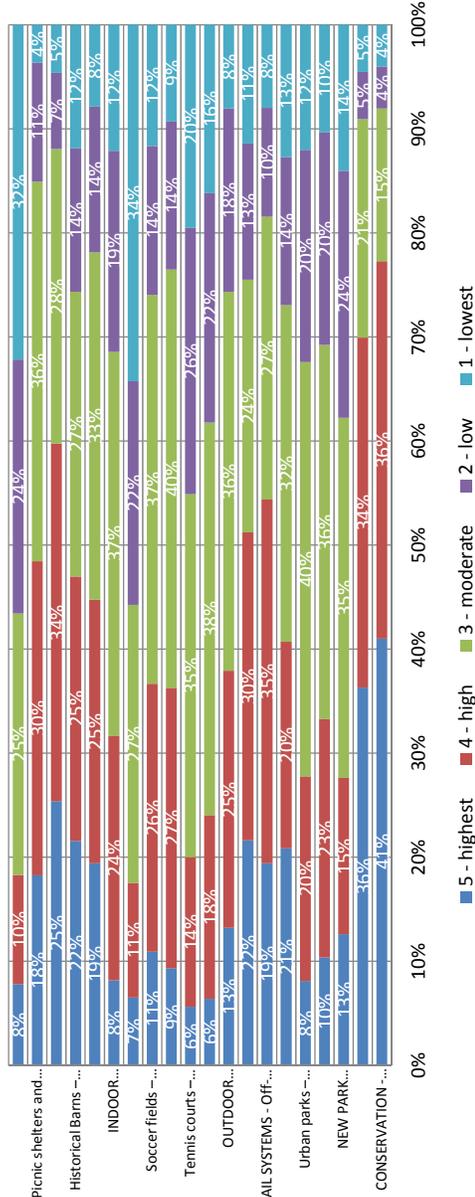
Lakewood Parks & Streets Survey

The Lakewood Parks, Recreation & Community Services Department is developing a master plan (the Legacy Plan) which will determine park facility priorities for the next 6-20 year period. The Legacy Plan may recommend conserving wildlife habitat areas and developing waterfront access, picnic

Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
CONSERVATION - Environmentally-sensitive areas - Wildlife habitat - remove invasive species, plant native	4%	4%	15%	36%	41%	100%
NEW PARK RESOURCES - Neighborhood parks - Community gardens - develop community gardens in Urban parks - develop urban park or open space areas	5%	24%	35%	15%	36%	100%
Waterfront access - develop more waterfront access to TRAIL SYSTEMS - Off-street trails - develop a system of Non-Motorized Trails - create a connected system of city-OUTDOOR RECREATION FACILITIES - Playgrounds - Basketball courts - develop basketball courts in city parks	10%	20%	40%	20%	10%	100%
Tennis courts - develop tennis courts in city parks and at Soccer fields - improve existing fields at neighborhood Synthetic turf fields - develop synthetic facilities to allow INDOOR RECREATION FACILITIES - Gymnasiums- Youth/Adult/Senior facilities - develop a community center	12%	14%	22%	18%	6%	100%
Historical Barns - renovate and restore the barn facilities SUPPORT FACILITIES - Restrooms - develop permanent Picnic shelters and group activity sites - develop picnic Public Art- Display public art in existing city parks or in	14%	26%	35%	14%	6%	100%
	9%	14%	40%	27%	9%	100%
	12%	14%	37%	26%	11%	100%
	34%	22%	27%	11%	7%	100%
	12%	19%	37%	24%	8%	100%
	8%	14%	33%	25%	19%	100%
	12%	14%	27%	25%	22%	100%
	5%	7%	28%	34%	25%	100%
	4%	11%	36%	30%	18%	100%
	32%	24%	25%	10%	8%	100%

answered question 424
skipped question 2

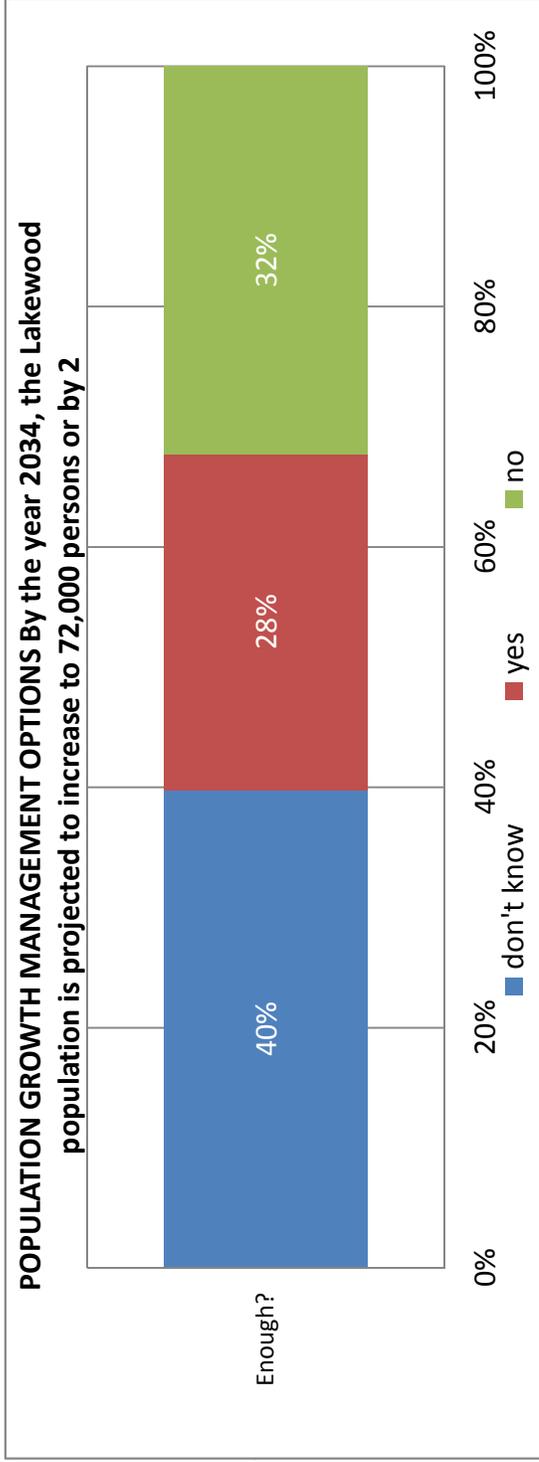
The Lakewood Parks, Recreation & Community Services Department is developing a master plan (the Legacy Plan) which will determine park facility priorities for the next 6-20 year period. The Legacy Plan



Lakewood Parks & Streets Survey

POPULATION GROWTH MANAGEMENT OPTIONS By the year 2034, the Lakewood population is projected to increase to 72,000 persons or by 24% more than the existing population of 58,000 persons. In your opinion, will EXISTING park and

Answer Options	no	yes	don't know	Response Count
Enough?	32%	28%	40%	415
<i>answered question</i>				11
<i>skipped question</i>				11



Lakewood Parks & Streets Survey

The EXISTING inventory of Lakewood's parks, recreation and open spaces is estimated to be worth about \$1,400 per person or \$3,400 for an average single family household. In order to keep up with increasing populations, the City would need to continue to invest this per person/family amount in new park

Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
Lower standards - provide fewer park facilities or reduce	40%	22%	28%	7%	3%	100%
Submit a bond and/or levy - to pay for acquisition,	18%	12%	27%	27%	17%	100%
Increase city property taxes - to acquire, develop, and	43%	21%	21%	10%	6%	100%
<i>answered question</i>						419
<i>skipped question</i>						7

The EXISTING inventory of Lakewood's parks, recreation and open spaces is estimated to be worth about \$1,400

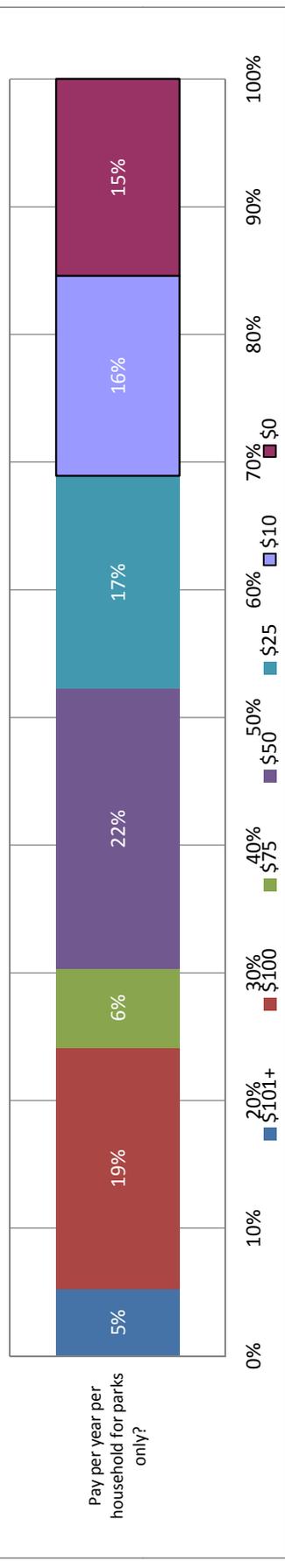


Lakewood Parks & Streets Survey

Subject to voter approval, the City Council could propose a parks levy or property tax increase to fund ongoing recreation programs, park maintenance needs and/or to finance new parks and open space improvements. If a dedicated property tax levy were to be put on the ballot to finance the acquisition, development, operation, and maintenance of all city parks, recreation,

Answer Options	\$0	\$10	\$25	\$50	\$75	\$100	\$101+	Response Count
Pay per year per household for parks only?	15%	16%	17%	22%	6%	19%	5%	402
	<i>answered question</i>							100%
	<i>skipped question</i>							24

Subject to voter approval, the City Council could propose a p

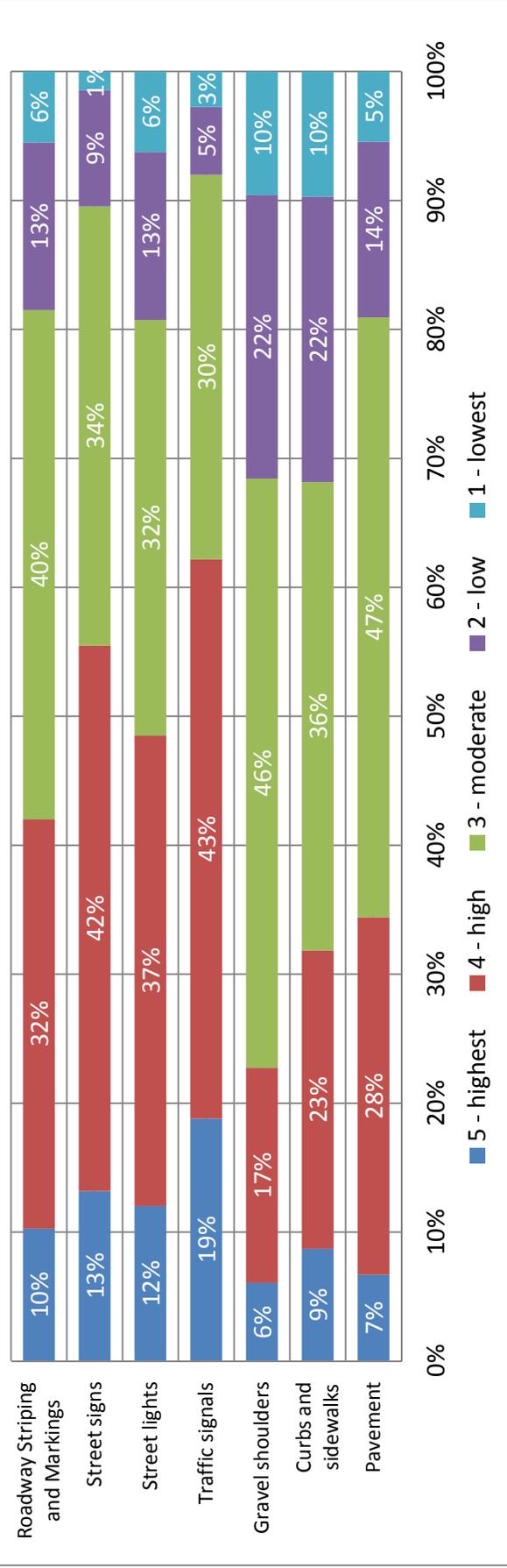


Lakewood Parks & Streets Survey

STREETS SURVEY Existing Street Infrastructure – Operations and Maintenance Lakewood has street assets including pavement, traffic signals, sidewalks, and street lights worth about \$200 million. Currently, the city is able to allocate about \$2 million annually to operate and maintain the existing street

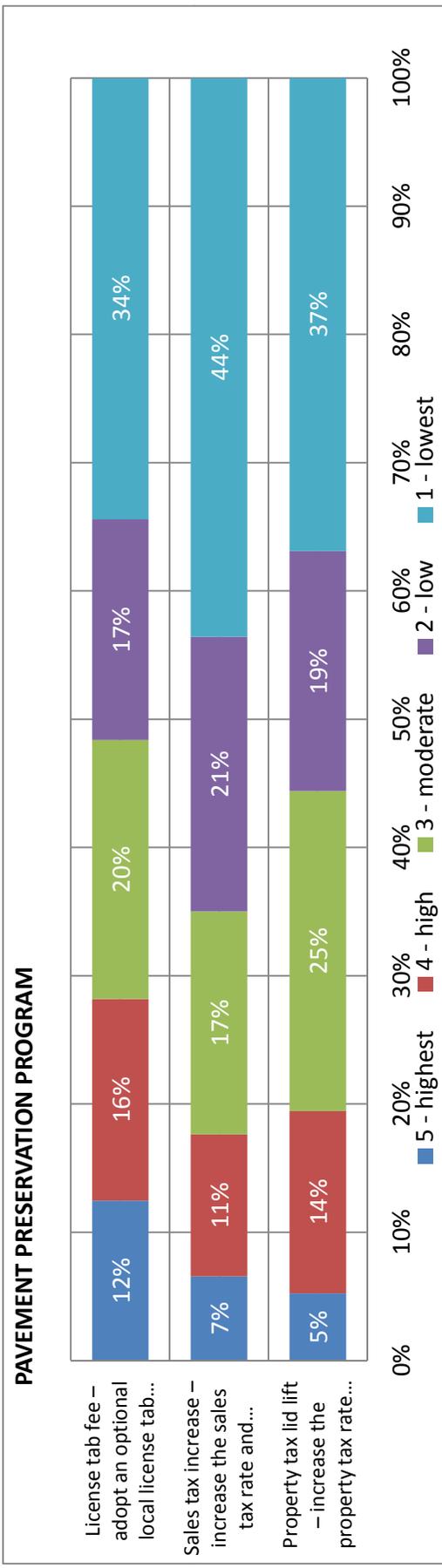
Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
Pavement	5%	14%	47%	28%	7%	100%
Curbs and sidewalks	10%	22%	36%	23%	9%	100%
Gravel shoulders	10%	22%	46%	17%	6%	100%
Traffic signals	3%	5%	30%	43%	19%	100%
Street lights	6%	13%	32%	37%	12%	100%
Street signs	1%	9%	34%	42%	13%	100%
Roadway Striping and Markings	6%	13%	40%	32%	10%	100%
<i>answered question</i>						407
<i>skipped question</i>						19

STREETS SURVEY Existing Street Infrastructure – Operatio



Lakewood Parks & Streets Survey

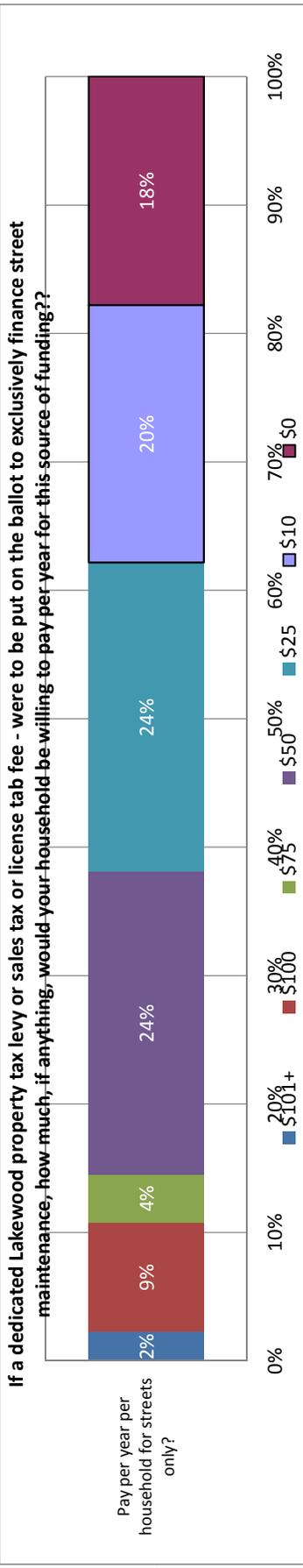
PAVEMENT PRESERVATION PROGRAM - STREET MAINTENANCE Pavements are similar to other physical assets, it costs less to perform preventive maintenance than to allow the road to fail and then replace it. At a replacement value of about \$135 million, the city's paved roadways are its largest asset.						
Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
Property tax lid lift - increase the property tax rate (lid lift)	37%	19%	25%	14%	5%	100%
Sales tax increase - increase the sales tax rate and	44%	21%	17%	11%	7%	100%
License tab fee - adopt an optional local license tab fee of	34%	17%	20%	16%	12%	100%
<i>answered question</i>						409
<i>skipped question</i>						17



Lakewood Parks & Streets Survey

If a dedicated Lakewood property tax levy or sales tax or license tab fee - were to be put on the ballot to exclusively finance street maintenance, how much, if anything, would your household be willing to pay per year for this source of funding??

Answer Options	\$0	\$10	\$25	\$50	\$75	\$100	\$101+	Response Count
Pay per year per household for streets only?	18%	20%	24%	24%	4%	9%	2%	399
								100%
								<i>answered question</i>
								<i>skipped question</i>
								27

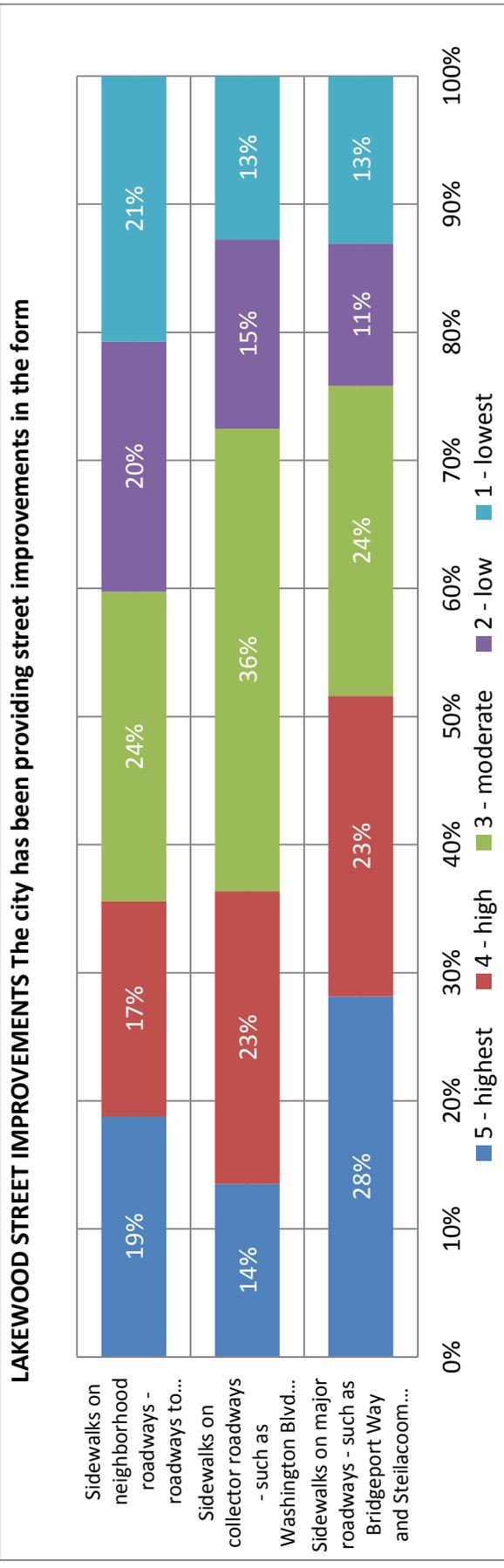


Lakewood Parks & Streets Survey

LAKEWOOD STREET IMPROVEMENTS The city has been providing street improvements in the form of sidewalks, street lights, and enhanced traffic signal operations. These improvements have been mostly funded from grants. Grants are awarded to the city on a project-specific basis and are generally

Answer Options	1 - lowest	2 - low	3 - moderate	4 - high	5 - highest	Response Count
Sidewalks on major roadways - such as Bridgeport Way	13%	11%	24%	23%	28%	100%
Sidewalks on collector roadways - such as Washington	13%	15%	36%	23%	14%	100%
Sidewalks on neighborhood roadways - roadways to	21%	20%	24%	17%	19%	100%

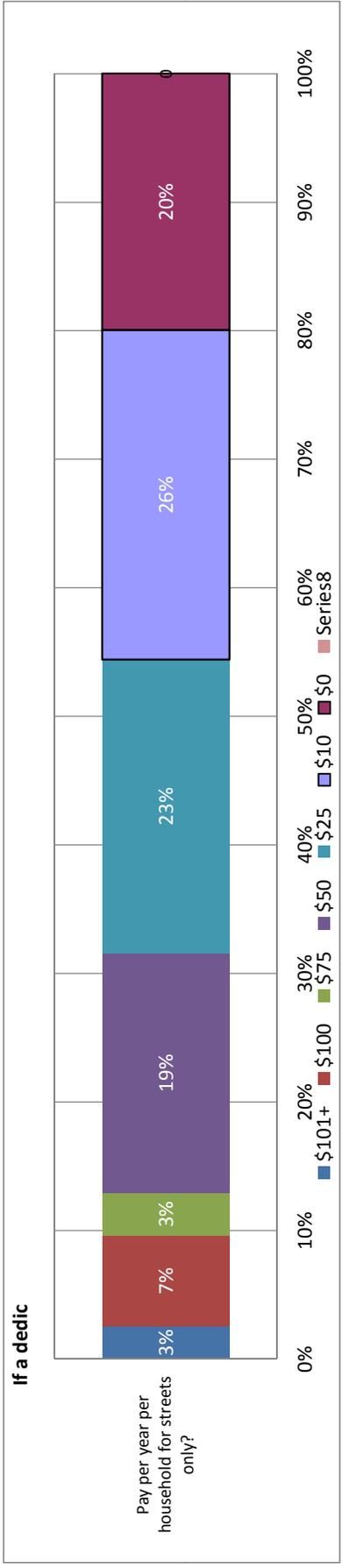
answered question 409
skipped question 17



Lakewood Parks & Streets Survey

If a dedicated Lakewood property tax levy or sales tax or license tab fee - were to be put on the ballot to exclusively finance sidewalk and street light improvements, how much, if anything, would your household be willing to pay per year for this source of funding?

Answer Options	\$0	\$10	\$25	\$50	\$75	\$100	\$101+	Response Count
Pay per year per household for streets only?	20%	26%	23%	19%	3%	7%	3%	386
								<i>answered question</i>
								<i>skipped question</i>
								40



Lakewood Parks & Recreation and Streets Survey Comments

In the section listed as Dedicated property tax levy for parks, the respondent has written, "Not practical." Under the section for support facilities - the respondent has circled Restrooms and written: "Underground much cheaper - working good in Oregon. Under the picnic shelter and group activity sites - the respondent has written "Fort Steilacoom Park and existing others ok." Under the category Public Art, the respondent has written Library know could use space colonial center."

Under the category Financing and managing growth, the respondent indicated 'later' for maybe not assessing fees at this time, but maybe later.

Respondent wrote he/she had lived in Lakewood for 68 years.

Other comments: Parks - Fort Steilacoom - good + most other parks.

Residential roads poor - shoulders very bad - County did better - many pot holes. Corner by my house had two storm drains. I kept clean - worked well - so you put in number three. I called about putting in 3rd one, but you put in anyway! Now I see you covered up one. Area north east corner of DeKoven and South Alferetta.

Under the category of Population growth management options - - the fourth paragraph - the first sentence words 'Given this fact' are circled and the respondent has written "This is NOT fact."

I feel better use could be made of the work release labor i.e. the weeds on the east side of Nyanza - the entry way to Lakewood Towne Center.

Please remove those speed bumps on Interlaken, Lake Steilacoom Drive and Tower. Their only benefit is to the wheel alignment shops.

The park's maintenance employees are excellent - Jay, Stephanie.
Places where there are two traffic lights for one lane. Not sure why this is, but would it save \$ to have only one traffic light if there is only one lane? My kids point this out all the time.

Anyway, Washington Park is great! A nice 'secret place' we 'discovered' a few years ago with our child's baseball team. Nothing fancy, but good and clean. Thank you! (Smile faces drawing.)

I would like to see some wildlife brought back to the Game Farm on Phillips Road. I loved hearing the male pheasants in the morning on the way to work. It has been a long time since I have seen or heard an upland game bird on that property.

Seeing pheasant and quail there would really be exciting. Take up a collection for that and I am in it big time.

I love Lakewood Georgie Douglas 10-2-13 Thank you

Reduce salaries at City Hall/City Council. Lay off staff at City Hall or reduce salaries to include Mayor, City Manager, Council and others. Let the State take care of State Game Pak. Contract Park management to County. Use DOPE profits from proposed Lakewood DOPE shops to finance parks. Contract Public Works to County.

The painted markings at the street light at Farwest and Steilacoom Blvd are ridiculous. Assumes citizens are stupid and are such an eyesore STOP STOP STOP STOP! doing this to our streets. Nothing is said about security/protection of new or existing facilities - some of my answers regarding equipment/trails were influenced by this (think vandalism.) We view Fort Steilacoom Park as a Lakewood treasure and a good reason to stay in the community, but have concerns about people's

safety and vandalism.

I have never been opposed to the red light cameras - figure they save lives. I don't know how much, if any, revenue they provide, but would suggest that be considered as a source of revenue, if applicable for roads and sidewalks. (One of the reasons I supported the move to make Lakewood a city is the desperate need for sidewalks in our community - glad to see them being built.)

I prefer wilderness areas in the parks as opposed to shelters and sports facilities.
This survey is using the Delphi technique to get users to agree to city improvements which are in line with U.N. Agenda 21. I am not interested in paying for any of it. Preventative street upkeep would be nice and are necessary however whatever street funds the city has had available were not used in my neighborhood where the streets are literally falling apart. It's way past time for this city to get their act together and be responsible with the tax payers' money, tighten their belt and make careful decisions. Let's have a survey on crime. It's rampant!

It would be nice if roads that have heavy bus (city and school), garbage trucks get better maintenance.

No new taxes - No new taxes - No new taxes

As a Rotary club of Lakewood member, I know that a couple of projects we wanted to do for the city have been turned down or postponed.

Keep up what we already have. Thank you for asking public opinion.

Return 108th to a thru street. Tired of going around or thru town center.

I walk - hike in Ft. Steilacoom Park once every week. I swim in Lake Louise in the summer.

I really feel that low income residents should not have to pay to use parks. I feel all sales on the internet should pay sales tax!!!!

The walking trail around Waughop Lake has dangerous potholes.
Sidewalks enhance property values as well as safety for people.

Dogs are overtaking a lot of parks. We feel the parks we used are well maintained and lovely.
Take back the sidewalk right-of-ways that have been 'landscaped' like so many roads have. Issue parking tickets to the vehicles parked in sidewalk right-of-ways and put the fines into the construction of curbs and gutters and the sidewalks.

I think it is absolutely essential to provide poop bags in the dog park(s), as well as other public areas where dogs are walked. At present, people seem to be encouraged to provide old grocery bags, which are an eyesore at the Fort Steilacoom dog park entrance. In most places, what is being done in a spirit of 'goodness' would be considered littering.

If this cost a little bit, so be it. The City has the power to tax for essential services.
Property taxes are too high now, and will cause us to move out of Lakewood as soon as we can sell our house. So an increase in property taxes would be intolerable.

Thanks for spelling this out.

Many sidewalks going to nowhere paid by builders not by city?

The city needs to work with the state to reopen care access to the wildlife refuge/game farm. Nobody will buy a discovery pass to go for a walk. Living in Oakbrook, need desperately to provide better sidewalks and paths and better street lighting. Certain uncontrolled intersections need better marking and lights many are difficult to find on winter mornings.

A tax for visitors is usually counterproductive. Traffic light settings could be improved. Left turn lights

should all use the caution light going from green to turn many don't. Use of reflectors should increase priority over paint for lanes. Overall this city is better than most.

Increase sales tax to make it equal for all community members.

Recreation: Partner with YMCA and JBLM

Parks: Add a couple of spray grounds at lesser used parks and low income areas

Partner with churches for community garden

Partner with CPSD so teams can use ballfields on a fee basis to take pressure off of FSP

Parking is a big problem at FSP on weekends. Find other venues for events such as CPTC or Hudtloff Middle School.

Streets: Steilacoom Blvd is a big problem. Too many people from the Town of Steilacoom use it.

Share maintenance costs. Install a roundabout at Custer and 88th and John Dower. Force all traffic to use Hipkins light by removing light at McDonalds and block left turn like they do in U.P. 75th and Custer is another good place. Sidewalks and bike lanes the length of Steilacoom Blvd and Custer to connect to Bridgeport to get to Towne Center.

Seems to me in order to get the most citizen input more citizens should know about the survey and have an opportunity to respond. Perhaps city staff and citizen volunteers could have gone to these locations on a Saturday and actually connected with folks who were there enjoying the parks. No one I spoke with knew of this survey.

Youth Sports Programs are important and worth every penny spent. Wonderful parks, perfectly maintained within 3/4 of a mile of every residence are a dream. If there is a shortfall for street maintenance then why in the world would the city be entertaining any thoughts of additional parks?

No!

Sorry but I don't know anything about local parks. I am a disabled senior and rarely go to the park except for American Lake Park.

Do what you can with the current budget. Do NOT raise parks.

I think we have adequate amount of park facilities maintenance should be the priority.

I don't use parks or walk the sidewalks. I have never seen anyone walking along Hipkins Road and I travel that street daily.

On parks and roads I would suggest proper maintenance only with restricted funds. On parks specifically maintenance of current parks and facilities until funds have improved. Most of the damage is done by poor setting of access plates and repairs to work done by PSE and others cutting up our streets and not repairing them properly. We should be stricter about this. They are tax payer's streets not PSE.

Seems to me Lakewood is awfully concerned with Parks and Recreation improvements. Good idea but the city can't even take care of road improvements in this city. Where do you think the money is going to come from for park and recreation improvements??? Five pages of park and recreation and only two pages for roads and streets? Priorities are...road conditions in Lakewood SUCK. I have lived in this area for 7+ ears not once has the main drive to McChord Gates been resurfaced. Not to mention all the back roads full of potholes.

Every time the city of Lakewood needs money the City Council wants to tax to death the small

businesses and property owners which includes me.

Eliminate some of the wasteful social welfare programs. I cannot qualify for food stamps, I am retired and on a fixed income I am still under medical care for my cancer and cardiac control.

If I was black or Latino I would be able to qualify for all sorts of public assistance since I am Caucasian I do not qualify for any sort of assistance. I developed cancer when I was 70, SSI expires at 66 meaning to qualify for SSI I would have to be under 66 years of age.

When I applied for food stamps the clerk told me that I should take out a 2nd 3rd mortgage on my home.

My property taxes are too high. All the city council knows it tax and spend. I see roads being repaired and a few months later look like a bulldozer tore them up. I see people at the welfare office driving 2012 or 2013 new motor vehicles and receiving welfare. Our taxes on utility bills and cable billings are very high and you folks have placed surcharges on your surtaxes charged in the utility billings.

Stop trying to tax small businesses owners and home owners to death. Small businesses are leaving Lakewood because you the City Council are taxing them to death. Shame on you.

The access road to Gravelly Lake should be open to the public. The lake should be available to all not just the rich people who live around the lake.

We could pay for better street lighting in all neighborhoods. Increased usage makes dark roads dangerous. We see more renters and speeders. Increased sidewalks in our residential area eliminate parking so I would separate improvement for lighting from improved sidewalks in any levy request. They are very different. I do not want to give up parking. Also there are many deer. I would like to see wild areas for them not exactly parks but green left for natural wildlife and would support a levy to provide the same. Haven't used the farmers market but plan to. Community gardens and farmers markets are great ideas.

In my opinion, police, fire and streets are more important than parks.

Streets and parks are important. I have lived in Lakewood for over 60 years and have witnessed many changes, some good and some bad. I was very active in saving what is now Ft. Steilacoom park from development.

I was very involved before and during the time of incorporation. I realize and embrace the diversity of our population. As I look back over the past 14 years I am saddened by the missed opportunities to enhance the beauty of our city. The lack of landscaping green spaces street trees etc. The removal of trees, especially our native trees is disappointing.

What happened to the placing of underground wiring on our major streets? All of this was part of the original plan for our city. Another concern is the lack of follow-through on the regulations on signage.

Comparing Lakewood to other smaller communities in the Puget Sound Area we rate a C- or D for being attractive, clean, and inviting to visitors. I believe parks are an important consideration but improving and solving other concerns are also. Our city does not impress people while there are lovely well kept areas the main city area does not. An attractive clean good business and Tax dollars. I love Lakewood and would hope to see some positive changes for generations beyond mine. Parks yes, but cleaning up and making Lakewood beautiful is first without tax dollars.

Yes & Thank You.

Be careful how you spend other people's money (mine) on a bunch of stuff that many of the residents of Lakewood don't want, need, or will use

Very interesting and thought provoking survey!

You may call Gary Fulton at 584-4972 who pays for our lights in Hill Terrace or anyone else that might be home and have a conscience about paying yearly our Home Owners bills.

Add more restroom facilities to the large dog park.

Any time we're talking about the public's money, the public would like to be sure you are spending our money carefully. As my Dad used to say, "Don't waste the family's resources." I would like to suggest that the city send out work crews of community offenders to pick up the amazing amount of trash on our streets. Just that one little project would reap great benefits.

Do not call homes after 8:00 pm. I was contacted at 9:00 pm and didn't appreciate it.

We need to concentrate on pavement improvement on our city streets.

Partnering with the Clover Park Schools to create a park/playground for the communities is a very good idea. Possibly having community work parties (volunteer) would cut down on the costs. This would need to be publicized and a sign up to sure that enough people would show up.

Maintain the Senior Center which currently provides a variety of programs and activities of great importance to us older people.

To obtain funds for parks, sidewalks, etc it should not be always placed on the property owners when everyone uses and benefits from them, but the burden of funding should involve all residents of the community.

Too much dependence on property taxes -

Property Tax Lid Lift - No Property owners pay - no work done in my area

No No No property tax. Use sales tax - everyone will contribute - Depending on property tax for everything is disproportionate.

Lakewood is blessed with such a great City Council. Our police force, streets, neighborhoods, excellent signage, traffic control, etc.

You are doing a great job & keep up the good things that Lakewood stands for.

Thank you for asking for my contribution.

No

1. Secondary & Tertiary roads need better attention
 2. Parks are more than adequate - upkeep is primary area requiring attention.
- Improve access to Arrowhead from I-5, to abate the bottleneck effect of Washington Blvd (heading south) in the after work hours (if possible.)

Don't "over urbanize." Lakewood is a military (transient) community to a large degree. Learn the lesson of the Lakewood Mall; never could support a flagship store.

One of the prime reasons we moved here is the rustic appeal. Lots of trees, nice lawns & "no sidewalks"! We hardly use the parks but pass by them every day & they add to the ?? of the neighborhood. Ft Steilacoom Park has a tremendous sports program on weekends.

Know money is short but please stay away from any more bonds or license tab increases. Sales tax, maybe.

I want more and still pay the same.

1. As far as I can see, the streets and sidewalks here in my area are in good condition. Thank you for maintaining the.
2. Outdated "garage sale" signs are still a problem. Can the City of Lakewood enforce taking these signs down at the end of the garage sales?
3. Can the City do something about old "abandoned" unused vehicles left on the property? Corner of Vernon St SW and Moreland Ave SW are two old pickup trucks. These have been there for many years and the neighbors say they've seen vagrant men sleeping in them. This is a danger to people living in the neighborhood.

We would hope that any new improvements would not result in the mess made on Hipkins Road. It was made dangerous by making the road curve back and forth with curbs close to road. In the Washington fog and rain, you can see how many curbs have been hit. This was a total waste of taxpayer dollars.

Add roundabouts more landscaping street trees, etc. Like U.P.

Landscape islands in streets

Lakewood business owner for over 30 years.

My phone #253-985-0655. Thanks. Bob

Paint used for white/yellow stripes on many roads/streets has 'faded' to the point they 'disappear.'
Dangerous on our dark nights - even on rainy days.

Preventive maintenance is lacking big time. I.e. intersection 96th and South Tacoma Way; 512 and South Tacoma Way; Bridgeport intersection at McChord.

Improvements are ongoing. The frustration for me is to see a newly paved street being torn up because a utility needed to be updated.

Take the time to review with all departments that have equipment in, under, over or along any route that is to be improved. If the equipment is anywhere near replacement do it while everything is torn up and finish all at once.

Move power underground if possible to cut back on storm damage.

No sidewalks on side streets

No new taxes or levies or assessments. Parks as they are, are being well utilized and maintained.
Street lights on Interlaken Drive SW. The lights that are up were purchased years ago by homeowners.

You've spent money to have bicycle lanes and up-keep for them: Bicycle lanes are redundant! Sure the o-so-few bicyclists or pedestrians, who use them, could safely share the wonderful - mostly unused sidewalks already provided by the taxpayers.

Lived in city 65 years. Am almost 92. I am sure that the fact that I live alone and am elderly has influenced my choices.

Maintain the potholes(fill the potholes).

Our grandchildren love Primley Park.

Street lights and sidewalks are desperately needed on 75th due to increased pedestrian traffic generated by Wal-Mart. A small venue to support the arts (music & theater (would be a plus for the City of Lakewood.

We appreciate Ft. Steilacoom park and the on-going upgrades. We think the Park & Recreation Dept. is

going a tremendous job at this facility. We use the park on an almost daily basis and thoroughly enjoy the opportunity. We see people of all ages using the park for a wide variety of activities. Kudos also to the people who maintain the park. It is truly a community jewel.

P.S. It should be possible to simplify the paperwork required to rent the shelters at the park. The amount of paper to use the facilities for one day or less seems excessive.

Parks need police patrols to assure the miscreants don't destroy public property. This stupid state has the reputation of permitting drugs to be consumed at large, heed my recommendation of police presence in parks! Drugs are destructive to people and property. Ex Customs Agent.

Congratulations on street signs large enough to read. Need more lights on streets.

I believe Edgewater Park (#5) could use permanent sani-cans or bathroom facilities as well as better signage for parking. Ft. Steilacoom Park is excellent. Thank you!

Ft. Steilacoom Park should be developed as central place for the Lakewood community to meet. A permanent building in the park should be built to be used for the farmer's market and community events. The Farmer's Market should be held in the evening and include music (such as Steilacoom does). Invite food trucks to participate during the farmer's market and events in the park. Open up the Lake's High School swimming pool so it can be used on the weekends. Have a community vegetable garden in the park and give the proclude to the food banks. Lease garden areas out so area residents can grow their own food. Re-pave the walkway around the lake so it is easier for the public and disabled to use.

I'm 88 years old & have no interest in all this & told the one who called me. This survey is just hog-wash. I wouldn't waste my time. Send this to someone who will answer all these sill questions. Use the money you have.

In my opinion the City of Lakewood has done a poor job of overall street maintenance. I have lived in my home since 1968 (bought it in 1958) and the street - Veteran Drive - I live on have never been improved since I've been here. It is a main thoroughfare used by ambulances, fire trucks, police cars, school buses and water craft going to the boat ramp at the park. Lack of sidewalks gives no protection for pedestrians walking to the park. Road lacks bicycle lanes and paved shoulders. We have had several accidents with one fatality. This is the main road to the Veterans Hospital and the back road to JBLM. I am a member of the Lake City neighborhood watch committee.

Reduce Street light use by adding motion detectors or less hours-suggest 1 to dawn.

Pavement is the hardest surface to walk on and sometimes hurts legs and feet. Much prefer the ground (dirt, etc) for walking areas - trails and such. Prefer seeing more natural ground and areas.

No comments

The traffic signals are not set to work properly. It would be good if the city could adjust them to stay green when no traffic is going through. In particular, it would be good if the left turn lane had lights that worked saying left turn yield on green.

A lot could be done with Fort Steilacoom Park. It has great potential. It needs more parking.

I was thinking Ft. Steilacoom Park could make facilities for the homeless population.

I am not sure how practical this idea is.

Because I am 92 I feel that my opinions are not as valid as the general population. I am a single person.

Regarding question #14 - Sidewalks on major roadways - the survey respondent wrote "Sidewalk

around Gravelly Lake.

The survey is too long!

Hipkins Road between Steilacoom Blvd and Nixon Street needs patch work! I called public works 4 years ago and nothing happened. There is a bad road on Gravelly Lake Place between North Street and Nyanza. There are potholes throughout Lakewood not being fixed! This should be priority one.

Thorough Survey.

I am not an employee of the city or relative or friend of one. I appreciate what our new city has been able to do in recreation and city maintenance. I often go to Towne Center and shop there frequently.

I think the farmers market was very good this summer and bought produce there often. Lakewood is not a rich city so what we have is especially valuable. Thank you for everything you people are able to do.

Personally, I have the funds to support your efforts to improve our city.

Under question #19 - survey taker answered "Bank" like the bank owns the house?

Oak trees around Seeley Lake Park are dangerous in my opinion.

Park and Recreation

Often smaller community parks are not used but very little. Better to maintain larger parks with more activates and better facilities as they are often full of people on any given day that is nice.

Taxes in general

I used to strongly believe in dedicated taxes and over the years have learned that a dedicated tax is only as good as those enforcing the dedicated part. All too often dedicated means until it is voted to the general fund. We have seen these both at state level funding and the federal funding levels.

Why should we now believe that the city would be truly dedicating a tax for good?

- * Non-Residents of Lakewood need to pay a user fee to use parks.
- * Trail System in Ft. Steilacoom Park is great; however mountain bikes have a tendency to erode trails.
- * Keep open space in Ft. Steilacoom Park - great asset for City.
- * Lakewood needs to enforce right-of-way on streets in Oakbrook. Owners have planted shrubs, etc. and you have to walk in the street. This area is supposed to be kept clear/clean.

Something needs to be done about the lack of parking for the swim/boat launch area at Edgewater Park. My husband and I would like to suggest making Edgewater a one way street, leaving one lane for parking.

I live in Oakbrook and it seems to me that the City of Lakewood does not want to pay any attention to our neighborhood. We need lights! And walkways it is very dark in the winter time. Why should we have to pay for it everywhere else you fix the street. I walk with my dog every day the cars racing on Onyx and Lincor we need walkways and we need a new Post Office.

We live on a fixed income raising taxes makes life difficult!

First of all, I feel this survey is too complicated to start with. Then you mail me a self-addressed envelope with no stamp on it. That's the least you could have done after all the time it took to go thru this survey.

I'm looking at my property tax statement and the City is getting less money than the fire department. We should cut their wages and big retirement program.

Then we are still paying money for the port of Tacoma. That could be used here in Lakewood. The port should be self supporting by now.

I feel parks should be open to all citizens free of charge. Baseball, soccer Clubs should pay a fee to use the facility when they play. I play golf at Fort Steilacoom and pay each time I play.

Hope to NOT see my property tax increase, we pay enough!

Marked both age categories 50-64 and 65+ I entered 50-64 since only one answer is accepted by the computer.

Bike riding, a great option for CO2 reduction is totally unsafe in most areas of Lakewood. Bike lanes are a MUST - Steilacoom Blvd is dangerous!

I am against providing Lakewood with any additional revenue because it is ripping off its residents every month with it's or the county's unlawful Lakewood franchise agreement fee pertaining to the sewer service.

Recommend installation of sidewalks and street lights throughout Area 1 in Lakewood.

I don't see most sidewalks being used. Please spend the money on street improvements.

I do not see any projects that address cutting expenses; all want to increase taxes, what about?

1.) Cutting down on traffic stop signs. (Ye old right of way-saves gas.)... (illegible)
2.) City Employees, Benefits or "Perks" Let's get real, we Retired people are on a fixed income, NO!!! Additional income is expected, yet ALL everyone wants to do is increase our expenses!
Anyway, thanks for letting me vent!

From a Mom that cares: I love on 88th St SW between Custer St and Steilacoom Blvd. There is no sidewalk. I have a son that's disabled and drives a wheelchair and when he goes out he drive on the street. From Phillip Rd to Custer School, the sidewalk is not assessable to people with wheelchairs and that is very sad. We are a town that cares.

(On the questions that dealt with existing facilities and growth in the future - both the no and the don't know answers were checked. I entered don't know into the tally.

We are strongly opposed to ANY further development of the Chambers Creek for public use. The recent enhancements at Kolayashi Park have produced:

1. unsupervised public use of the stream. People urinate in it and classrooms of school children visit to play in protected salmon runs on both Leach Creek and Chambers.
2. increased robberies and vandalism adjacent to the public spaces.
3. Habitation of secluded areas by homeless people in tents
4. noise: screaming and loud music are frequent in summer

Though I think it's commendable to plan parks that will meet estimated growth of the community, I think it is more important to keep current parks properly maintained and kept clean.

I have used FSP two times this summer for club events and it was wonderful to have the facility all clean and accessible.

Good safe sidewalks in neighborhoods near schools are most important to me as are streets with properly maintained services.

I will be interested in learning how the community responds to this survey.

I believe that the most fundamental government services are to provide good safe streets and roads and other infrastructure such as sewers.

Unfortunately, prior to cityhood, these services were neglected for decades. (Fortunately we at least had an excellent Lakewood Water District for decades, although they got it wrong on fluoridation.)

Although, I am willing to pay more in taxes or a levy for parks & roads, that would be a hard sell at present in election. There is already a good deal of resentment about Lakewood taxes on telephone, cable TV and natural gas, act.

Consider revising the intersection of Custer and 88th Street
make do with finances now available do not increase taxes or fees
need side walk on onyx

Wrote under New Park Resources under Off Street Trails and Non-Motorized Trails: Nice, but cost prohibitive.

The survey is too long.

Acquire and "bank" open space for parks and recreation needs and develop as funds become available.

Evaluate and update traffic signals which do not respond to the prevailing traffic patterns during most of the daytime hours. E.g. hold traffic at the light when no cross traffic in sight and then hold the cross traffic when it appears. Wastes time, gas and tries the patience of many drivers.

Trails that will encourage people to ride bicycles to work or to do shopping will benefit both the riders and the environment. They will also help change social attitudes.

Read my lips, NO NEW TAXES!!!

Event publicity: relating to 2. The farmers' market is the only event that I heard about prior to its closing. (I however went to the Steilacoom farmers market because the Lakewood market was only open while I was at work.)

Removing invasive species-my family has invasive plants on its property. Since there wasn't much guidance from Lakewood or Washington, we have slowly been reducing this by mechanical means. We are motivated to comply; I suspect others are not, particularly since support is so slim.

Why 3/4 of a mile to playgrounds? Why not a mile? Does this include Cloverpark school system playgrounds?

There are indoor recreational facilities?

14. I walk a lot, and, except for major roads, I satisfied to have a descent traffic shoulder to walk on.
no

STOP RAISING TAXES AND START CUTTING EXPENSES STOP ADDING NEW PROJECT UNTIL WE CAN AFFORD THEM.
WE DONT NEED NEW SIDEWALKS, STREET LIGHTS, ART, OR BEATIFICATION PROJECTS.

My problem with having home owners pay for parks/improvements. Etc. What about all the renters?

How about an entrance fee. Token amount...say \$0.50 cent user fee. Everyone would be willing to pay that amount to get into and out of our area parks...Thanks for listening...

Employ people with experience in their field. solutions to street problems - e.g. Onyx "street calming" was designed(?) in a vacuum by novices w/poor communication, and look what you got. If that is an indication of our future street mentality-then use your money to hire talent and sensibility first! Sidewalks on John Dower Road eliminated shoulder parking for park users, resulting in dangerous conditions.

When speaking about funding and using the word "dedicate", it is a weasel word which funds can easily be used for other than what it was intended. But if funding is to be "earmarked", that is used only for what it is earmarked for, it is not so easy to move those funds to other projects.

Need to create sidewalks on Gravelly Lake Dr SW where there are presently only trails through homeowner lawns, especially to link the few existing sidewalk areas with bus stops. Even simple asphalt paths would be better than walking in the street, and would enable motor scooters/wheelchairs/child strollers. The handicapped & teens from Lochburn School must find it impossible to reach a bus stop or a shopping area in some places.... (I.e. Gravelly Lake Dr. from Bridgeport to 59 St. to reach bus stops/shopping area at/near intersection of Bridgeport/Gravelly Lake Dr. /59 St.and up to Steilacoom Blvd.)

I totally disagree with raising taxes to keep up with population growth. More people pay more taxes. As property values go up what I pay goes up. I don't need property tax rate increases on top of that. Sales taxes: Everybody uses the term "the tax rate increase is only 1/10 of 1 percent". Three or four entities requesting 1, 2 or 3/10s of a percent increase each year adds up to a totally unacceptable level. The answer to every problem is not more money!!! Overall I am very happy with the status quo in Lakewood but am not opposed to tweaking a few areas.

* Think of a way to eliminate goose droppings as they make picnicking and playing/walking on the grass difficult.

* Make wooden bridges safer to walk across. Currently the bridges are slippery causing folks to slip and even fall. This is especially dangerous at Wards Park with all the seniors visiting. As we are aware this age group has less balance skills to stop themselves from falling.

* Put more benches and trashcans along the trails.

My son goes to school at Lakes High School. His Cross Country team holds a yearly event that brings in a great deal of money to the city of Lakewood once a year. I know other sports teams also use this park and spend their money in Lakewood while attending these events. I also love the Lake Steilacoom Dog Park. I would support these areas 100%. I am retired due to a disability so the park is my only way of talking to other people and enjoying the easy access to all of the parks fine qualities.

I believe sidewalks and streetlights in local neighborhoods would be of great benefit for both safety and ease of access to various facilities.

Thanks for taking the time and effort to solicit input. Good Luck

The main streets in Lakewood are well maintained, probably due to grant money. However, residential streets often have pot holes for some time before they get repaired, and more street lights would be good also. Parks are important, but more people drive than use parks.

Some questions could not be answered due to being inappropriate for my situation.

Lakewood should seek military impact funds for the significant wear that JBLM has on our community roads and freeways. They do not pay sales tax for purchases on the base to contribute to our roads and schools - or anything that Lakewood residence has to fund. My commute is horrible because of JBLM traffic.

Need to fix timing of signals for Washington Blvd to be shorter intervals and Vets dr. Longer intervals!

Thanks for the proactive planning!!!

With the down economy, and poor employment picture, it would not be wise to raise taxes but to use the tax funds already being collected to maintain the roads, parks, etc. The tax rates now are excessively high and if they increase many of us in Lakewood will have little choice but to cut our losses and move to more tax friendly area.

I would like to see new strips on our roads. The arrow indicators on the roads are almost gone. I wish the main roads in Oakbrook had lighting. I would like to see reflectors on the lines down the middle of the main roads in Lakewood.

I love the forward looking planning and willingness to consider increasing revenue to pay for needed improvements. Please keep the Farmers Market; it's a wonderful addition to our city!

I'm very proud of Lakewood, but would be even prouder if we had better walking trails, sidewalks and less car traffic.

You have done an excellent job on Fort Steilacoom Park. The Dog park there is a jewel, Keep up the good work and continue to do it well.

The roads in Lakewood are well maintained. As are the traffic lights. Keep up the good work this is a good place to live

None

I love living in the Lakewood community.

We want our road swept and in winter, cleared of snow. We do not want an entire lane shared with cyclists. We hate the traffic light timing. We don't mind waiting if cars are going through but hate waiting 30-40 seconds waiting at an intersection when there is no cross traffic!

It was promised when Hipkins rd was redone that there would be a sidewalk from one end to the other @ least on one side. What happened to that?

Please include ditch improvements and/or cleaning. I am concerned about water runoff from ditches on Lake Louise DR SW. Many of the ditches around the lake can only carry about 1/2 ditch capacity because they have not been cleaned out. Erosion has deposited soil into the ditches and we are concerned about flooding. We are at 563 Lake Louise DR SW.

Thank you to all the hard workers who I see working to improve streets.

Can I help get a grant so we could have an accessible sidewalk around the lake for children walking to school and seniors getting exercise? I would be willing to help with that effort.

Thanks again to all that you have done to improve Lakewood. We know it is not easy with funding being so tight,

Would like to see and/or participate in ecology, biology, science programs for kids and adults. Whenever I go to zoos, aquariums, etc., I give impromptu talks and demonstrations to others.

I don't see any references to investing in or maintain security at parks. I live near Active Park, which is supposed to be closed at dusk, but people are there well after dark. I am not proposing a fence or other barrier, but I do think the plan should include assessing appropriate access or use of each park.

When money is not available and the city is as transient as Lakewood maintaining seems more important than growth at this time.

I did not answer the questions regarding the amount of money I would be willing to pay. From the rest of my answers, it should be clear I would certainly be willing to pay. The amount is not relevant until we know what we are getting for it. Simply, I did not like the question. Also, I would not support a tax levy that would impact other special districts, specifically, the fire district. This could occur if either proration became necessary.

I do appreciate being asked to fill this out however. It is important for the community to maintain both these assets. Thank you.

Keep up the good work!

Sidewalks, larger street signs, school zone flashing lights (not just little signs hidden by overgrown trees); additional street lights in some of the darker areas should be priorities. With such a fluid military presence, stable Lakewood homeowners always get left footing the bills for long lasting projects. I believe that the city should provide infrastructure NOT programs. If you build park, playground or ball field, people will figure out how to play on it. They don't need you to organize them or supervise them. With the exception of lifeguards and maintenance/cleanup personnel, we don't really need any park staff. Improvements should be made by community service clubs and fund raising similar to the play structure in Ft Steilacoom Park. The city needs to live within its means, not keep looking for more money to spend. We all have to do that. The streets are fine. Less government is always better.

My highest health and convenience priority would be to finish the bike trail connecting Lakewood to Downtown Tacoma (and other areas??).

No

Traffic light needed at 86th & Custer!

More Yoga classes for seniors, please.

Love the Farmers' Market. Expand this, please.

My grandson, when he visits, appreciates the playground at the Ft. Steilacoom park.

Love and am a member of Lakewood Gardens. I saw them on the parks map, but are they really part of the budget for Lakewood?

None

Ft Steilacoom Park is among the best in the region from a size and facility standpoint; however invasive species, overgrowth, etc detract from the experience associated with hiking/walking. Second point, the side streets, neighborhoods would benefit from sidewalks - as would the health of the population that would get out and walk/bike ride instead of driving. Roads/streets as they are today are not safe for me or my children to use and unfortunately our residents can sometimes drive aggressively...

We have the Lakewood YMCA - which is why I would not spend precious tax dollars for another facility. How about joining with Metro Parks and Recreation? I take classes through them. Collaborate! Build some tennis courts and get some lake front access at the smaller lakes

I think that the most important thing to improve in Lakewood is the sidewalk system to accommodate for biking and walking around the community. For some reason we seem to have a lot of sidewalks that lead to nowhere. On walks with my children this summer, we ended up on many sidewalks that ended in the middle of very busy roads. We would love to be able to walk/bike to the store for groceries and for fun; however it is scary to think of how close the cars come to my children when the sidewalks end with no warnings!!

The other major concern is regarding the Southgate School that is scheduled to close in another year or so. We are hoping that this property will continue being used as a playground for the neighborhood kids. When school is not in session there are always kids playing at this school playground. It would be a horrible loss for our neighborhood if this were no longer available. It has been a great asset to our small Southgate community and part of what helps to keep this neighborhood a nice place to live.

Quit building sidewalks where no body walks and put them in neighborhoods where the people live. Put the damn utilities underground. Trees here are very shallow rooted, and our evergreen trees have very brittle limbs. It rains and the wind blows, guess what I have NO power. As a reminder, when this town was created, you said you would not raise taxes, LIARS. A rose is a rose, and a franchise fee is a tax.

None

RE: More park space: Parks do not seem to be over utilized now. Please publish park utilization data and survey results. Also, why do people avoid using parks? Example: Fort Steilacoom Park big toy has sight hazards and children are difficult to watch and parents fear abduction.

Mary is an incredible staff member, do what you can to keep her on!

Reduce traffic speed on Nyanza Rd SW and Gravelly Lake and construct a separate walk/jog/bike path around Gravelly Lake incorporating the two roads. This is an extremely popular walk/run/bike circuit with no sidewalks or (in many places) shoulder access way and the traffic does not adhere to the 35 MPH zone and in many locations uses the "third" lane as a passing lane!

One of my priorities is improved street signs--on all the signs, and brighter street lights

1) The motto if you build it they will come isn't always true with sidewalks in Lakewood. Very few additional people actually use the upgraded sidewalks than when the street edge was gravel. The people who walk there are now generally are the same ones who walked there before. Concrete sidewalks are not as environmentally friendly as packed down gravel. In many of Lakewood's local neighborhoods it is safe to walk along the edge of the road. On city streets I have notice boxes to monitor the actual amount of traffic. Perhaps prior to upgrading to an expensive new concrete sidewalk have volunteers monitor the actual amount of foot traffic in a feasibility study. I think citizens would help do this in order to facilitate local government in being a good steward of limited tax dollars. Another way to save money is to just put sidewalks on one side.

2) Use existing properties/facilities rather than purchasing/building more.

3) Do not sell the street ends that run into the lakes to the abutting property owners. These people already have access to the lake and often it is their wish to prevent local residents from utilizing these areas because they find the locals to be a disturbing element rather than their neighbors. Just review comments from past forums made by these abutting property owners. Once these parcels of land are gone they are gone forever and their value will only increase over time. These street ends are a great public asset in a city called LAKEWOOD! If developed into parks they should be walk down/to sites with zoned permit parking within 2 blocks to keep the property owners in the immediate area happy. (I know this has helped the local neighbors to Tacoma General/Mary Bridge deal with unwanted parking.) This approach would not be nearly as severe as that of the area surrounding Edgewood Park. If local residents had real and multiple options to accessing the lakes then perhaps the kids would not have to hang out on the bridge going over Lake Steilacoom in the summer months--the signs threatening the \$1000 fine does not seem to be much of a deterrent to changing the existing unsafe conditions for both drivers and pedestrians. Since the city already owns these plots, maybe a trial study could be undertaken to test the validity of the concept of community access to our city's lakes. On Westlake Ave SW the street end is used as a "walk to" access by many of the local residents. Several neighbors keep a path mowed in order to walk their boats down to the water's edge. Our home of 26 years is the closest non-lake-front property to this site and there never have been any "people" issues. Also this area offers wildlife a mini-refuge in the midst of manicured lawns.

4) We are big park users--for the past 18 years our family has walked our dogs the 3/4 of a mile to and from Fort Steilacoom Park daily for either a stroll in the woods, around the lake, up the hill thru the old apple orchard, and now a romp in the off leash dog park. A less is more approach that utilizes an environmentally friendly model is the approach our family would appreciate Lakewood planners taking.

Running bike lanes through residential neighborhood rather than following the direct main arteries is a safer and ultimately wiser/cheaper approach. Again a trial route through local neighborhoods could evaluate the effectiveness of the idea and promote a sense of community. In the new neighborhoods that will be built to accommodate the expected influx of people, require the developers to establish the playgrounds within 3/4 of a mile build streets with a sidewalk on just one side, create bike lanes physically separated from motorized traffic. The future holds the potential opportunities via impact fees and mandates. The present however requires objectively documenting actual needs within the context of existing fiscal and physical resources. Our city's leaders, officials, and employees then have a responsibility to implement programs/projects based on good stewardship, demonstrating to Lakewood's citizenry their accountability and integrity in these difficult times.

Stop wasteful spending. Require full value. See too much loitering of personnel

Instead of installing sidewalks on neighborhood roadways, why not widen roadways to include bike or walking lanes with the roadway. It would be cheaper to put in bike lanes instead of a separated sidewalk.

The city should prioritize its spending BEFORE considering ANY tax and or fee increases.

Need to facilitate bike paths. I moved here 20 years ago with the hope that biking to my job in downtown Tacoma would become a viable commuting option. It never did due to the lack of bike lanes and paths. With Pierce Transit cutting service and car traffic increasing, we need to facilitate easier bicycle commuting

Regarding question 9, regarding population growth and the cost of \$3400 per household: if we're getting more households, shouldn't those additional households proportionally add to the revenue from sales and property taxes? Unless there's a reason that it doesn't work this way -- more people pay more taxes -- then I see no need to use any of these three methods.

Sidewalks & Water quality issues--first.... Thanks.

Thank you for asking for citizen input

We don't need more taxes right now, even if for a good cause. We should not be adding to park maintenance costs (with more complex facilities) unless we can manage properly what we now have. What about developing a volunteer program so citizens/schools/churches could donate some time on tasks to improve the parks.

Please do not plan any more infrastructure (per the old Steilacoom plan), trails or biking activities in Steilacoom Park. The bicycle people do not respect existing trails in the park and are constantly "blazing" new trails. We have seen too many special interest groups take pieces out of this park for their own purposes and the "whole" has not been respected or left natural for future generations. We are blessed to live so close to this beautiful park, but have seen so many changes over the years. Especially the increase in trails. Eventually, we will have all trails and no habitat.

Sidewalks on Washington blvd SW

I live on the border of region 5&8.

I live on Custer Rd + 88 The traffic noise is terrible from small cars like Honda with very noisy Mufflers as they accelerate full throttle after stopping for the red light. Most other cars no problem

Steilacoom Blvd street improvements should be a priority. There is no bike lane and no pedestrian right of way in many places. Often people have to walk on the street on this busy road. Youth using the skateboard park are in the street. It truly is amazing that there hasn't been a major accident/fatality on this street. I would consider riding my bike to work if Steilacoom Blvd was a safe road for biking or even had sidewalks.

We need a spray park in Lakewood. We also need a public, outdoor swimming pool!

Our other priority should be getting around safely without a car.

When using the park near my house, I notice each time the few people present. I think a survey specific to measure "use" should be conducted for each park. The resources should then be directed according to use.

Look at school sites and see if the school district will partner on park developments. Play grounds spray parks.

I do not trust any official to use any supposedly designated tax funds to be used for that purpose only. still waiting for sidewalks on Old Military Road.....it's been a long wait and still nothing from Gravelly Lake Drive to Steilacoom, about 1.5 miles. Lighting on this stretch of road is also poor with gang graffiti on cedar fencing and boarded up homes (Old Military Rd and 112th St E.) I've seen people almost hit by passing traffic due to nonexistence of any sidewalks.

Thank you for taking the time to hear what residents have to say.

Sidewalks on side streets destroy the "park-like" setting of many of our neighbors and are more cost that can ever be recovered in increased value to the seller when homes are sold.

A change needs to be made to the vehicle left hand turn blinking yellow arrow on major roadways. I regularly walk to work and have had at least a dozen close calls at intersections near the Lakewood Towne Center such as the intersection at Gravelly Lake Drive and Lakewood Towne Center BLVD. What is happening is that cars are given the signal that they may turn left after yielding to oncoming traffic while at the same time pedestrians who are crossing Lakewood Towne Center BLVD are given the green light to cross. Most vehicle drivers look for oncoming traffic but fail to look for people in the crosswalks and I have had these close calls when a car makes a quick left and slams on their brakes mere feet away from me when they realize that I am in the crosswalk. This is especially problematic at night.

Taxes are already too High! Only people who use these facilities should be made to pay for them. Charge an admission fee to use the parks! Make parents pay to enroll their children in schools. Put extra gas taxes in place to pay for streets! Don't put extra taxes on our homes to pay for these items, and certainly no extra fees for our vehicles! We pay our share

The amount I would be willing to pay would depend on some of the decisions about how the money would be spent. For instance I would be willing to contribute money to pay for sidewalks down Angle lane leading to the park, but not on Steilacoom blvd where they seem to be fine, or Hipkins where there was already a half way done job. The more impact in the areas I live and use, the more willing I am to help fund.

Population increase to 72,000 by 2035 has no basis, Lakewood's population has stayed at 58K to 59k for at least 25 years and at this time we only have 8% of our space that is undeveloped. Unless we get 14,000 new apartment dwellers we will not get to that level and if this city allows 14,000 new apartment units in Lakewood, I will spend every single dime I have to get everyone involved with those decisions to thrown out of our government. Lakewood does not need anything, but apparently the city has a very expensive list of wants that will squeeze many that live here, except of course, the apartment dwellers that don't pay property taxes. Do not raise our taxes for your wants. I was born and raised here...65 years; I pay right now \$2,332 for schools, no kids in school and \$1,543 for the fire dept. that allows employees to retire at \$185,000 a year. And now you want more to come out of my taxes for want again...oh yes... someone else's ideas of what Lakewood could look like if only.....

I'm impressed that C/Lakewood is doing a commendable job of managing needs within resource constraints. With all the relatively low-income, we've sufficient wealth to INVEST in our future through

the continuing season of perceived national stagnation that defeats courage toward progress. Let's take responsibility for ourselves and go forward. THANKS for a thoughtful, well-balanced survey. bob w

Although I am happy to answer the survey, I really think we elect folks to study these issues and make informed decisions rather than putting things out to the people. Our streets are clearly deteriorating. To me they are the highest priority of anything in the survey because with neglect they will just get worse.

Continue to seek feedback from citizens ...

Think more. Spend less. Cut off dead weight.

The growth of our park system must be accompanied by security and safety growth also. At this time, many of us cannot go to our neighborhood park for fear of unwanted attention by hooligans and fools who act in threatening and indecent manner. It's okay to report these contacts after the fact. We won't bother anyone any longer. To avoid it in the future, we won't try to use the park at all but will support the use of it by others who are brave enough. It's very sad. I have lived on this property since 1938. How our dear city has changed.



To: Mayor and City Councilmembers

From: M. David Bugher, Assistant City Manager /
Community Development Director

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

Date: October 28, 2013

Subject: Amendments to the Lakewood Municipal Code, Title 5, Business
Licenses & Regulations

The community development department and the community safety resource team (CSRT), in consultation with the legal department, are proposing to amend Sections 5.02.010, 5.02.040, 5.02.080, 5.02.190 and creating Section 5.02.171 of the City's general business licensing regulations.

These changes address housekeeping code changes in addition to issues that have surfaced in the course of recent enforcement actions such as the Willow Village Apartments (10225 47th Avenue SW) and the Golden Lion Motel (9021 South Tacoma Way).

The changes are summarized as follows:

- 1) Minor housekeeping changes are related to form and syntax - deleting necessary words and changing verb tense.
- 2) Clarifying existing language which allows business license suspension, revocation, or denial if the business activity is illegal under local, state or federal law.
- 3) Expanding the grounds to suspend, revoke, and/or deny a license to include conditional licenses, which are not specifically identified in current code.
- 4) That a decision of the hearing examiner is final and/or conclusive unless it is appealed within 21 days from the date of the decision.
- 5) Expanding the due process procedures for the suspension/revocation of business licenses into two parts:
 - For non-emergency actions, the suspension/revocation is stayed during the pendency of an appeal; and

- For emergent actions, where the licensee creates hazardous, unsafe conditions, or knowingly permits unlawful behavior, the suspension/revocation is immediate, although within three days of the summary action, the city clerk would automatically schedule a hearing before the city manager or designee.

ORDINANCE NO. ____

AN ORDINANCE of the City Council of the City of Lakewood, Washington amending Sections 5.02.010, 5.02.040, 5.02.080 5.02.190 and creating Section 5.02.171 of the Lakewood Municipal Code relative to General Business Licenses; establishing an Effective Date; and providing severability.

WHEREAS, in Ordinance 548, the City undertook a comprehensive amendment to Chapter 5.2 of the Lakewood Municipal Code relative to General Business Licenses; and

WHEREAS, a number of technical amendments to Chapter 5.02 LMC are warranted; and

WHEREAS, since passage of Ordinance 548, the City has issued several Conditional Business Licenses, and the Code currently does not provide express grounds by which a CBL may be revoked; and

WHEREAS, the current Code does not provide a deadline by which an aggrieved applicant may seek court review, and the addition of such a deadline is desirable for the City and licensees; and

WHEREAS the summary license revocation procedures contained in the current Code should be amended to provide procedural guidance for the City and licensees,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON do ordain as follows:

Section 1. Section 5.02.010 of the Lakewood Municipal Code titled, "Definitions" is amended to read as follows:

For purposes of this ~~Ordinance~~ Chapter, the following definitions shall apply:

A."Business" includes all lawful activities engaged in with the object of gain, benefit, or advantage, directly or indirectly, whether part-time, full-time or seasonal.

B."Person" means any individual, corporation, company, firm, joint stock company, partnership, limited liability entity, joint venture, trust, business trust, club, association, society, or any group of individuals acting as a unit, whether mutual, cooperative, fraternal, non-profit, or otherwise, receiver, administrator, executor, assignee, trustee in bankruptcy, or any other group or entity formed for the purpose of engaging in business.

Section 2. Section 5.02.080 of the Lakewood Municipal Code titled, “General Qualifications of Licenses” is amended to read as follows:

Any of the grounds below provide a basis for license suspension, revocation or denial; provided that no business license issued pursuant to this ~~ordinance~~ Code shall be suspended, revoked, or denied without cause.

A. Any application to conduct, in whole or in part, activity that is illegal under local, state or federal law.

AB. Any applicant, licensee or employee of applicant or licensee who has been convicted of a crime relevant to the business within ten years for a felony conviction, five years for a gross misdemeanor conviction and three years a misdemeanor conviction.

BC. Within the last five years, any applicant, licensee or employee of applicant or licensee who has suffered any of the following which is relevant to the business: a civil judgment, or any other judgment, cease and desist order, notice and order, consent decree, or administrative action, including prior licensing actions.

CD. Any applicant, licensee or employee of applicant, licensee or employee of applicant or licensee who has failed to comply with any of the provisions of this ~~Ordinance~~ Code.

DE. Any applicant, licensee or employee of applicant or licensee, if any reasonable grounds exist to believe that such person is dishonest in a manner that is relevant to the business, or that the license was procured by fraud or misrepresentation of fact, or desires to obtain a business license so as to practice some illegal act ~~or~~, some act injurious to the public health, safety or welfare or engaged in unlawful activity.

EF. Any applicant, licensee or employee of applicant or licensee who has caused, maintained, permitted, allowed or is likely to cause, maintain, permit, or allow a public nuisance to exist. “Public nuisance,” in addition to its common meaning, includes but is not limited to a business generating a need for significant police and/or other government services.

FG. Any applicant, licensee, or employee of applicant or licensee or their agents have or will engaged in, maintained, permitted, allowed or failed to prevent unlawful activity on the business premises.

GH. The applicant, licensee or employee of applicant or licensee failed to pay a civil penalty or to comply with any notice and order of the City.

HI. If reasonable grounds exist to believe that any applicant, licensee or employee of applicant or licensee is likely to present an adverse impact to the public health, safety, or welfare for any other reason, including but not limited to conduct related to past operations of business.

J. Violation of any rules, regulations or conditions which have been set forth in a Conditional License issued under LMC 5.02.150.

K. The failure to submit a complete license application or the failure to cooperate in an investigation under LMC 5.02.090.

Section 3. Section 5.02.190 of the Lakewood Municipal Code titled, “Appeal From Denial or From Notice or Order” is amended to read as follows:

A.The City Hearing Examiner is designated to hear appeals by applicants or licensees aggrieved by actions of the City pertaining to any denial, ~~;~~ or revocation of business licenses, pursuant to chapter 1.36 LMC.

B.Any applicant or licensee may, within ten (10) days after receipt of a notice of denial of application or of a notice and order on, file with the City Clerk a written notice of appeal. The notice of appeal shall contain the following: (1) be conspicuously identified as a notice of appeal; (2) set forth a brief statement setting forth the legal interest of the appellants; (3) a brief statement setting forth the legal interest of the appellants; (4) the specific order or action protested, together with any material facts claimed to support the contentions of the appellants; (5) the relief sought, and reasons why it is claimed, and why the protested action or notice and order should be reversed, modified or otherwise set aside; (6) the signatures of all persons named as appellants, and their official mailing addresses; (7) The verification (by declaration under penalty of perjury) of each appellant as to the truth of the matters stated in the appeal.

C.As soon as practicable after receiving the written appeal, the City Clerk shall fix a date, time, and place for the hearing of the appeal by the Hearing Examiner. Written notice of the time and place of the hearing shall be given at least ten (10) days prior to the date of the hearing by the City Clerk, by mailing a copy addressed to each appellant at his or her address shown on the notice of appeal.

D.At the hearing, the appellant or appellants shall be entitled to appear in person, and to be represented by counsel and to offer such evidence as may be pertinent and material to the denial or to the notice and order. The technical rules of evidence need not apply.

E.Only those matters or issues specifically raised by the appellant or appellants in the written notice of appeal shall be considered in the hearing of the appeal.

F.Within ten (10) business days following conclusion of the hearing, the Hearing Examiner shall make written findings of fact and conclusions of law, supported by the record, and a decision which may affirm, modify, or overrule the denial or order of the City, and may further impose terms and conditions to the issuance or continuation of a business license.

G. Failure of any applicant or licensee to file an appeal in accordance with the provisions of this Chapter shall constitute a waiver of the right to an administrative hearing and adjudication of the denial or of the notice and order.

H. Excepting those instances where, by law, a different time period applies, a decision by the Hearing Examiner under this Chapter shall be final and conclusive unless within twenty-one (21) days from the date of the decision, a party makes application to a court of competent jurisdiction for appropriate relief.

Section 4. A new Section 5.02.171 of the Lakewood Municipal Code titled, "Stay of Suspension or Revocation -- Summary Suspension" is created to read as follows:

A. Except as otherwise provided in this Section, enforcement of any suspension or revocation of any business license, or other order issued under this Chapter shall be stayed during the pendency of an appeal therefrom which is properly and timely filed.

B. Where conditions exist that are deemed hazardous to life or property, or where the licensee or his or her employee or agent has knowingly permitted unlawful conduct, the City is authorized to immediately stop such conditions that are in violation of this Code, up to and including closing the business operation. Such order and demand may be oral or written.

C. At the time the licensee is notified of any summary suspension, the City Clerk shall also schedule a hearing to be held within 3 business days from the date of the notice of summary suspension and the licensee will be notified by mail, facsimile, email, personal service or hand deliver of the date, time and location of such hearing. Such notices shall state the time and place of the hearing. Such hearing shall be before the City Manager or designee.

D. The decision of the City Manager or designee shall be final. The licensee may, within 10 days from the date of the decision, appeal such suspension or revocation in accordance with LMC 5.2.190.

Section 5. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 6. Effective Date. This ordinance shall take place thirty (30) days after its publication or publication of a summary of its intent and contents.

ADOPTED by the City Council this ____ day of October, 2013.

Don Anderson, Mayor

Attest:

Alice M. Bush, MMC, City Clerk

Approved as to Form:

Heidi Ann Wachter, City Attorney



To: Mayor and City Councilmembers

From: M. David Bugher, Assistant City Manager /
Community Development Director

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

Date: October 28, 2013

Subject: Point Defiance Rail Bypass (PDRB) Outreach Program Report

Background: On August 7, 2013, Assistant City Manager David Bugher provided an update on the PDRB Outreach Plan and schedule to City Council. The purpose of the plan was to gather input from multiple stakeholders including property owners within 100 feet of the track, business owners, industrial parks, schools, the Tacoma Golf & Country Club, other public entities, and residents of Lakewood. The PDRB Outreach Program was designed to gather supporting evidence to halt Amtrak trains AND create a list of possible mitigations to lessen the impact of high-speed trains should the project move forward.

Public Meetings: Staff noticed and then conducted three public meetings; 1) August 21, inviting property owners and businesses within 100 feet of the track from 80th to 108th streets; 2) September 4, inviting property owners and businesses within 100 feet of the track from 108th Street to Gravelly Lake Drive; and 3) September 18, Tillicum businesses and property owners within 100 feet of the track. Sixty five individuals attended these meetings.

Individual Meetings: Staff also conducted meetings with the following organizations:

- Woodbrook Industrial Business Park (IBP) property owner, Paul Krakow;
- Woodbrook IBP property owner, Olympic Moving & Storage;
- Lakewood Industrial Park leasing agent, McLane Northwest, and Cascades Sonoco;
- Clover Park School District/Clover Park Technical College;
- Town of Steilacoom;

- City of DuPont;
- Tacoma Country & Golf Club;
- City of Tacoma;
- Congressman Denny Heck;
- JBLM Major General Daugherty;
- Camp Murray representatives;
- Port of Tacoma; &
- Sound Transit.

Common Themes from the Meetings

Noise

1. A major irritant, noise can impact human health and most often human welfare.
2. Horns are a big issue, not only to those close to the track, but also throughout the community.
3. The horns are highly disruptive to everyday living.
4. Pole mounted wayside horns should be required. There must be limits to train horn use.
5. Installation of sound barrier walls was requested numerous times.
6. An adequate noise assessment should be done.

Speed and Safety

1. Accidents tend to be proportional to the intensity of use of transport infrastructures which means the more traffic the higher the probability for an accident to occur.
2. There is grave concern, particularly for the Tillicum area, for children, and other people crossing the tracks.
3. Impacts to emergency services could be catastrophic.
4. Derailment could cut off entire sections of town.
5. Security cameras should be installed.
6. Speed is of high concern.
7. Stopping distance and line of sight may be inadequate.
8. A pedestrian and emergency vehicle corridor should be constructed from Gravelly Lake Drive to Tillicum.
9. Lower train speeds through the city and guaranteed speed restrictions were requested.

Traffic Congestion

1. It has become common for parts of the network to be used above design capacity. Congestion is the outcome of such a situation with its associated costs, delays and waste of energy.
2. Safe and efficient movement of commerce is critical.
3. Lights and arms should be at all crossings.

4. Grade separation is needed particularly at 100th Street and it must be designed carefully.
5. Timing at crossings and impacts to freeway on and off ramps will be horrendous.
6. Bridgeport Way traffic at the 108th Street crossing is already bad.

Air and Water Quality

1. Atmospheric emissions from transportation pollutants can contribute to respiratory troubles and aggravate cardiovascular illnesses.
2. Accidental and nominal runoff of pollutants from transport such as oil spills, are sources of contamination for both surface water and groundwater.

Vibration

1. Housing stock and many businesses along the tracks are older and may not withstand train vibration. Who will pay for damages?
2. There should be a seismic analysis done.
3. Poor soil conditions could contribute to the demise of existing structures.

Property Values

1. Impacts of trains will have adverse affects on property values; many people would never be able to sell their homes. Will WSDOT compensate property owners, businesses, and purchase homes?
2. Right of way revocation will impact businesses in Tillicum.

Lakewood Station

1. A stop in Lakewood was benefit expressed commonly throughout the meetings.

Support

1. Lakewood should seek support from other jurisdictions.
2. Additional research should be done on impacts to other cities, accidents, and negative economic, sociological, and health issues to support the fight.

These comments have been transposed into six mitigation maps with call-outs, cost estimates, and other related information. The maps are attached with this memorandum. The City Council should review these maps. If mitigations need to be added, deleted, or modified, please inform the City Manager.

Attachments:

- Mitigation Map 1 – 80th Street SW to 100th Street SW
- Mitigation Map 2 – 100th Street SW to Bridgeport Way SW
- Mitigation Map 3 – Bridgeport Way SW to Gravelly Lake Drive SW
- Mitigation Map 4 – Gravelly Lake drive SW to North Thorne Lane SW
- Mitigation Map 5 – North Thorne Lane SW to Berkley Street SW
- Mitigation Map 6 – Future Intersection Improvements in Tillicum/Woodbrook

**SOUND TRANSIT'S RAIL LINE & AMTRAK ;
HOW THE TWO ARE TIED TOGETHER
October 5, 2013**

Sound Transit owns the "dirt" and rail line infrastructure through Lakewood. This section, 6.5 miles, was purchased by Sound Transit in 2003 for \$13.4 million. Sound Transit also owns the right-of-way extending south past Lakewood, JBLM, and DuPont.

The use of Sound Transit's property is negotiated through multiple operating agreements. BNSF possesses a freight easement on the Sound Transit line to service military transportation at JBLM. Tacoma Rail also possesses a freight agreement for local customers. There are likely other operating agreements with private rail owners, such as the Lakewood Industrial Park. My contact at Sound Transit indicates there is NO operating agreement in place with respect to Amtrak.

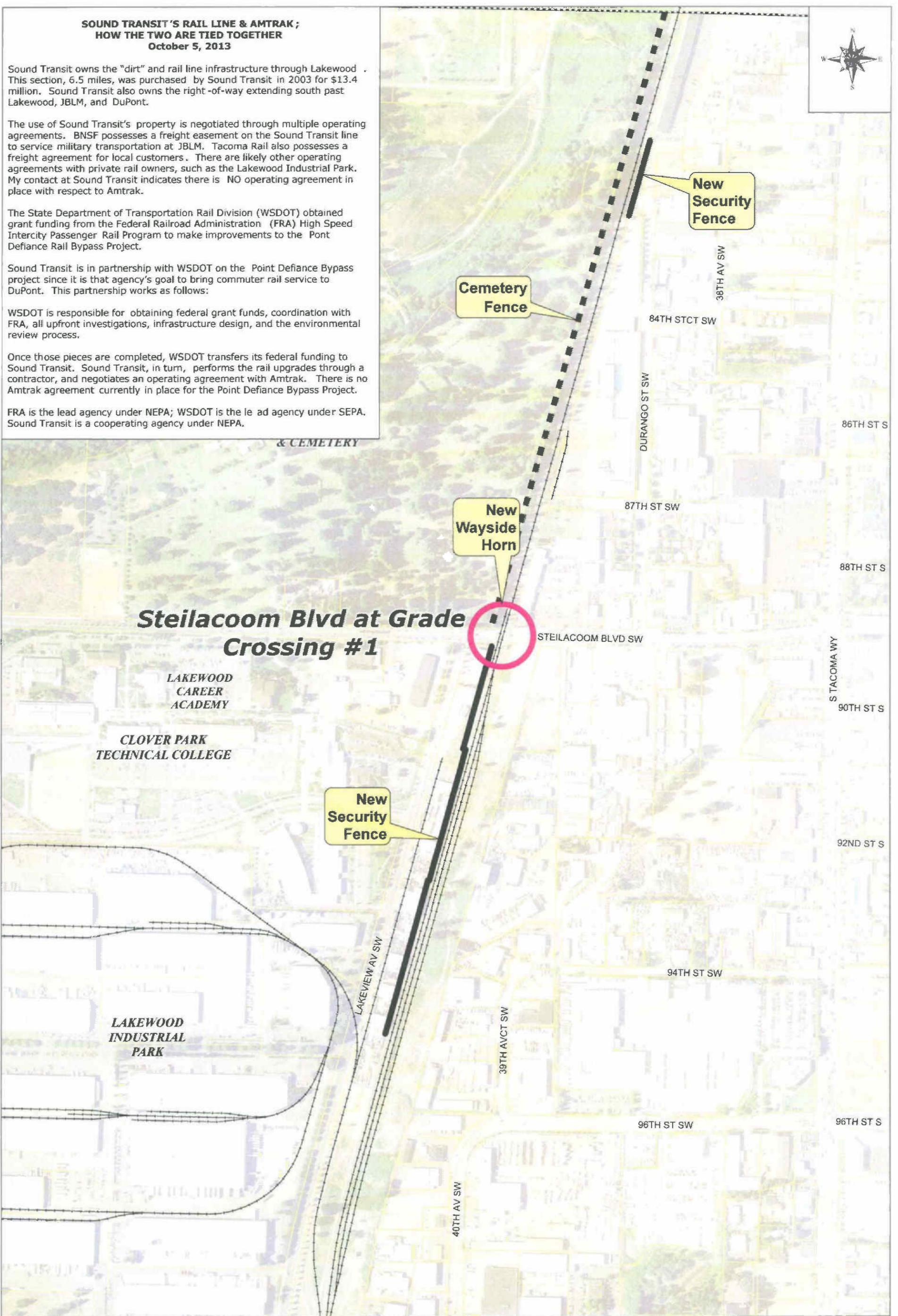
The State Department of Transportation Rail Division (WSDOT) obtained grant funding from the Federal Railroad Administration (FRA) High Speed Intercity Passenger Rail Program to make improvements to the Point Defiance Rail Bypass Project.

Sound Transit is in partnership with WSDOT on the Point Defiance Bypass project since it is that agency's goal to bring commuter rail service to DuPont. This partnership works as follows:

WSDOT is responsible for obtaining federal grant funds, coordination with FRA, all upfront investigations, infrastructure design, and the environmental review process.

Once those pieces are completed, WSDOT transfers its federal funding to Sound Transit. Sound Transit, in turn, performs the rail upgrades through a contractor, and negotiates an operating agreement with Amtrak. There is no Amtrak agreement currently in place for the Point Defiance Bypass Project.

FRA is the lead agency under NEPA; WSDOT is the lead agency under SEPA. Sound Transit is a cooperating agency under NEPA.



**Steilacoom Blvd at Grade
Crossing #1**

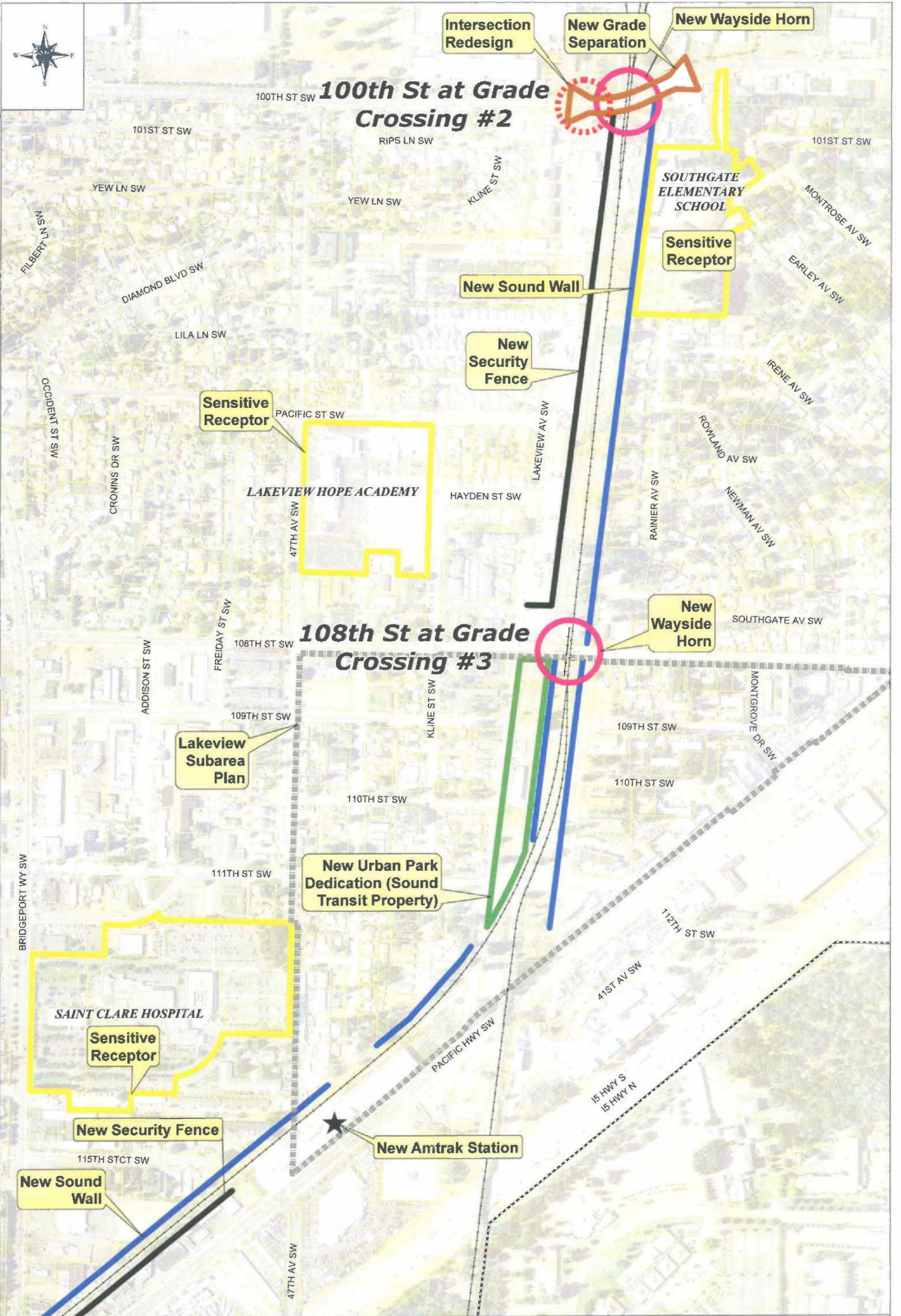
& CEMETERY

- Tax Parcel
- City Limit
- Railroad Track

**Pt Defiance Bypass
Mitigation Study Map 1**

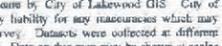
This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.
Map Date: October 01, 2013

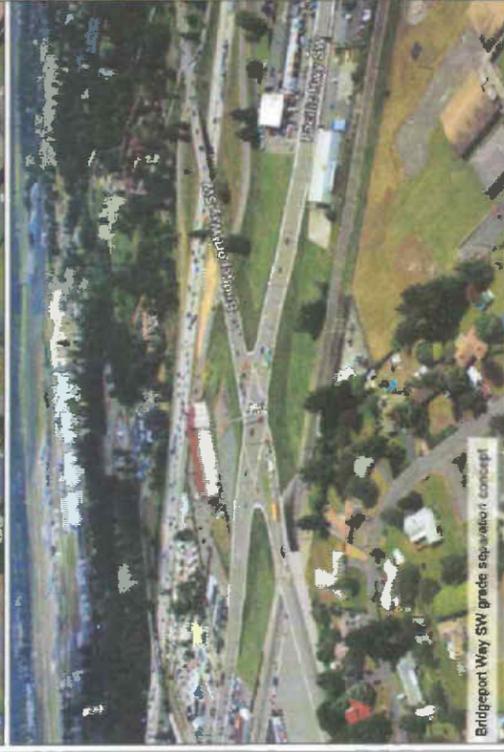
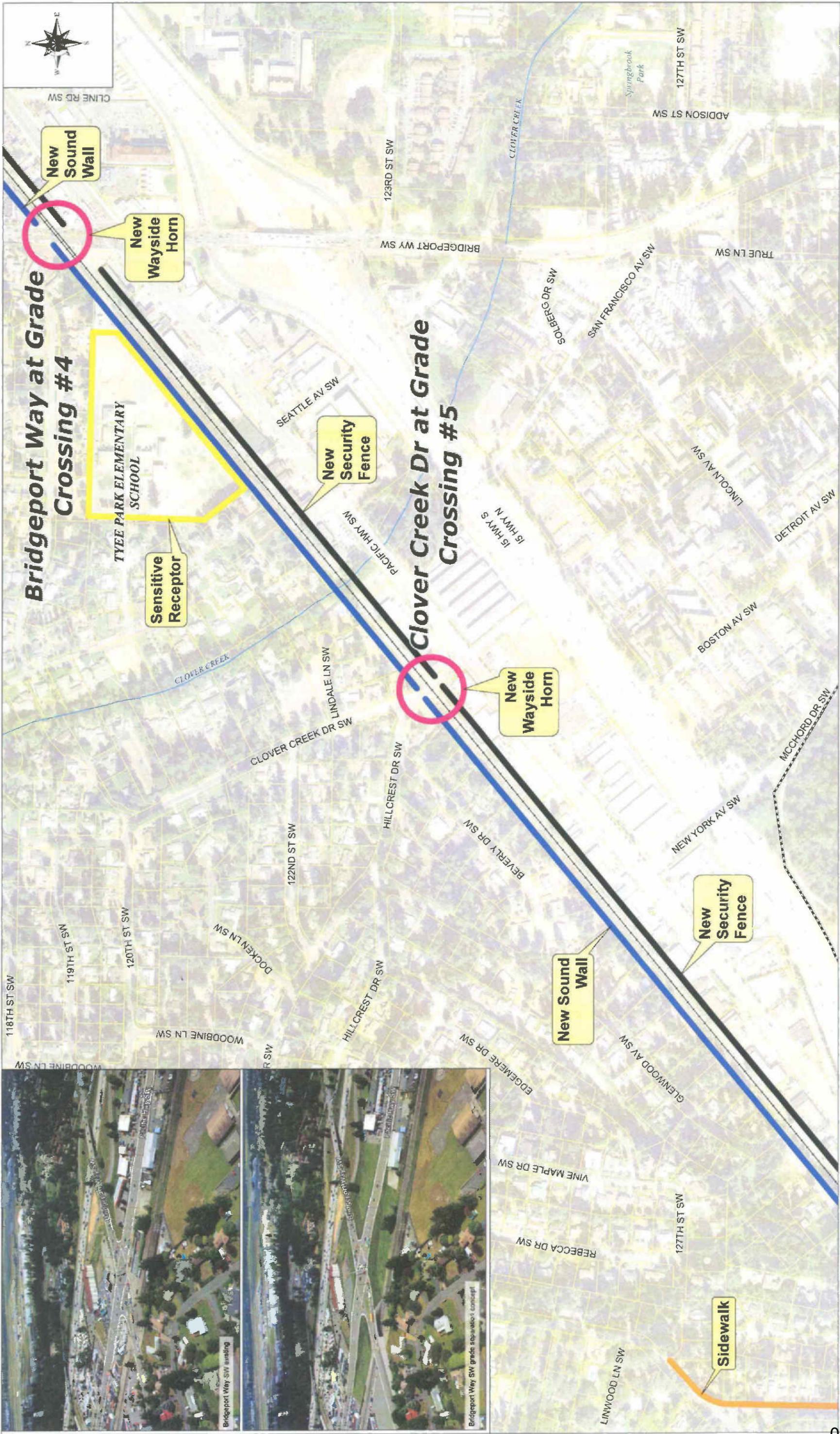




-  Tax Parcel
-  City Limit
-  Railroad Track

Pt Defiance Bypass Mitigation Study Map 2

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 Map Date: October 01, 2013  

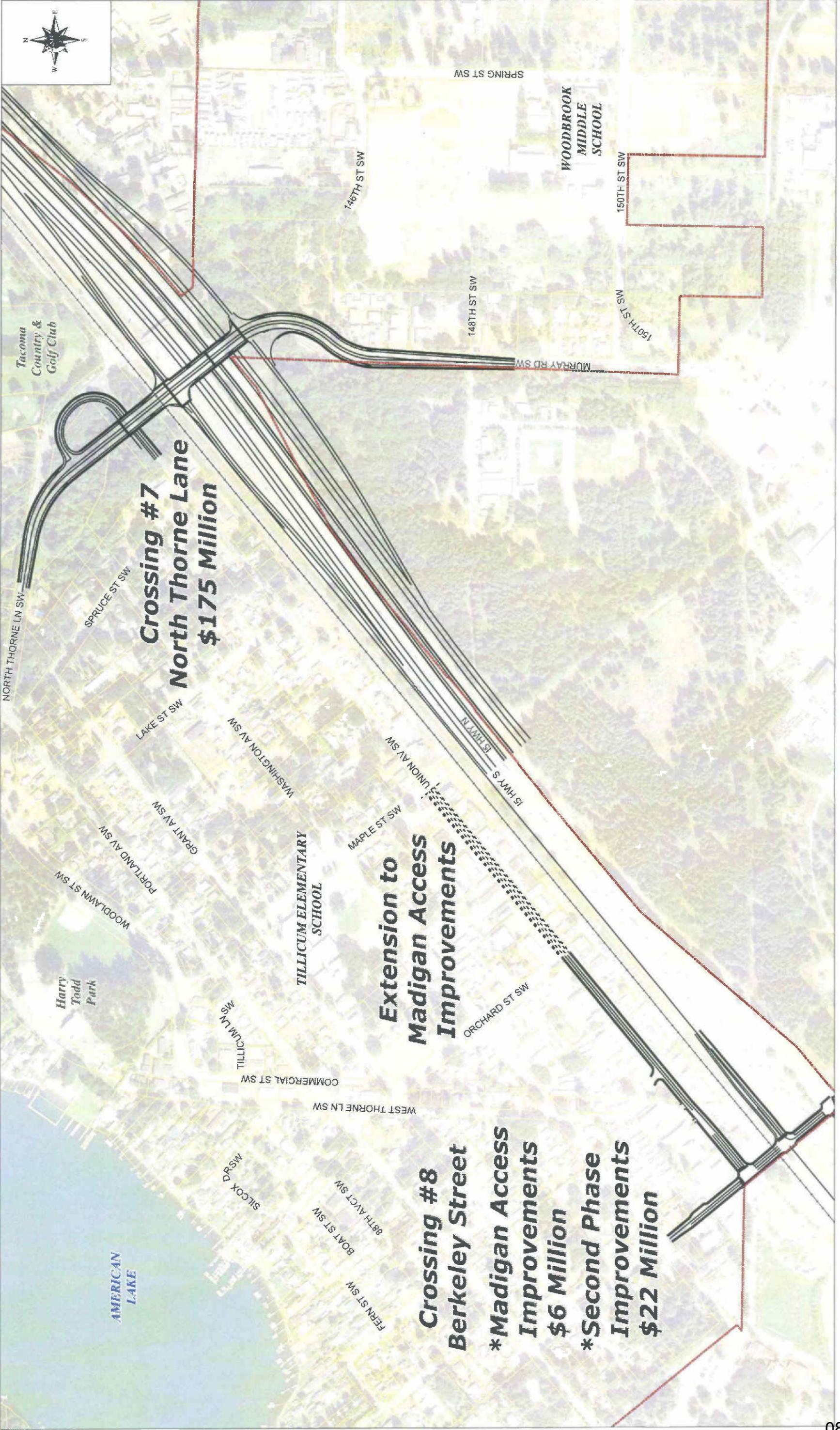


This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Distances were collected at different times and may be subject to change. Accuracy may vary at scales larger than its original compilation. Call 253-585-2089 for further information.
 Map Date: October 01, 2013
 g:\projects\GIS\Bypass\Map3.mxd

Feet
 0 200 400

Tax Parcel
 City Limit
 Railroad Track

Pt Defiance Bypass Mitigation Study Map 3



This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Data were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 203-383-2489 for further information. Map Date: October 16, 2013. <http://gis.lakewoodcity.gov/>



Future Intersection Improvements





To: Mayor and City Councilmembers

From: Heidi Ann Wachter, City Attorney

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

Date: October 28, 2013

Subject: 2014 Legislative Policy Manual and Legislative Agenda

The City has worked with Consultant Briahna Taylor of Gordon Thomas and Honeywell to produce a draft Legislative Policy Manual, Legislative Agenda and implementation plan for City Council's consideration. The Policy Manual and Agenda were developed during a City Council retreat held on October 4, 2013.

The Legislative Policy Manual is to serve as a framework for the City in developing a legislative agenda and evaluating legislative activity. The Legislative Agenda is more immediate and specific. The Agenda identifies specific items from within the parameters of the Policy Manual for particular focus and emphasis in the coming year. These items are selected based not only on the City's needs but also our assessment of potential opportunity. The implementation plan is specific to the point of detailing work to be done in preparation for and through the 2014 legislative session in order to advance our Legislative Agenda.

The legislative process is fast-paced and typically involves many issues going through the process at once. Formal adoption of a framework and agenda along with an effective implementation plan will position the City of Lakewood to be most effective in this process.

CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

COMMUNITY, ECONOMIC DEVELOPMENT, TRANSPORTATION, AND INFRASTRUCTURE

I-5 JBLM Corridor

The City supports full funding of improvements to the I-5 Joint Base Lewis McChord Corridor to relieve congestion and allow for future economic development of Lakewood and the surrounding region.

South Sound Military & Communities Partnership & Joint Base Lewis McChord

The City is a strong partner with Joint Base Lewis McChord and a participant in the South Sound Military Communities Partnership (SSMCP). Joint Base Lewis McChord is an employment hub for the City of Lakewood. The SSMCP is a primary point of coordination for issues where the community and JBLM can work together to accomplish a common goal. The City of Lakewood supports the ongoing efforts of the SSMCP and supports policy decisions that assist JBLM.

Economic Development Tools

The City supports programs that may be developed to assist local governments in improvement of neighborhood residential and commercial area rehabilitation, through tax incentives, grants, loans and other programs. The City also supports legislation that provides economic development tools that the City may use if it so chooses. This legislation includes, but is not limited to: the multi-family housing tax incentive, tax increment financing, lodging tax, the Main Street Act (a series of small tax incentives for neighborhood business 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.

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 services. The law should also facilitate and ease the annexation of unincorporated islands adjacent to City limits.

The City supports legislation that will further modify state annexation laws to reduce the administrative process of annexation and further encourage and incentivize annexation of existing unincorporated islands. A recent model that provides a temporary shift in sales tax revenue to incentivize very large annexations needs modification to recognize that most annexations involve far fewer than 10,000 people.

Boundary Review Board

Boundary Review Boards are a quasi-judicial administrative body empowered to make decisions on such issues as incorporations, annexations, extensions of utilities, etc. by cities, towns, and special purpose districts. These Boards can approve, deny, or modify a proposal. Decisions are appealable to the Pierce County Superior Court. Because most issues are appealed to the Superior Court the City of Lakewood believes the Boundary Review Boards are duplicative and supports legislation that results in their elimination.

Local Authority for Land Use and Planning

Local governments must maintain final decision making authority on local zoning, land use, and planning, including local zoning and regulation of house-banked card rooms and other businesses. Specifically, the City opposes any effort by either the State Legislature or Congress to preempt local land use or taxation authority.

Public Works Trust Fund

The City supports reforming the Public Works Trust Fund by restoring its revenue sources, streamlining its processes, and allowing the Public Works Board to expand uses for its loan program and make other modernizations.

Parks, Recreation & Urban Forestry

The City of Lakewood is in need of state assistance to improve, maintain and expand its local park system and the open space areas of the City. The City supports ongoing funding for the Washington Wildlife and Recreation Program (WWRP).

Local Transportation Funding

The City supports a local funding component in future state transportation packages.

FINANCE

State-Shared Revenues

The City supports restoration and continued appropriation of committed state shared funds, such as Liquor Excise Taxes and Profits, Streamlined Sales Tax Mitigation, City-County Assistance Account, Municipal Criminal Justice Account, Annexation Sales Tax Credit, and public health funding. Support legislation that provides cities with tax revenue from the sale of marijuana.

General Fund Revenue

The City supports legislation that will increase, expand, or favorably restructure its revenue-raising ability. In consideration of the continued growth in demand for services that exceed revenue growth and inflation, the City supports the following revenue options:

- Give local governments increased local option flexibility in all areas of taxing authority.
- Eliminate remaining non-supplanting language and restrictions on use of certain revenues in local option tax authority. This language excessively limits City Council discretion regarding funding priorities.

Unfunded Mandates & Other State & Federal Budget Impacts

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

PUBLIC SAFETY

Authority to Appoint Municipal Court Judges

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

Traffic Enforcement Cameras

The Legislature has authorized local government to use traffic enforcement cameras in limited situations, including red light enforcement at certain intersections and speed control in school zones. Traffic enforcement cameras have proven to be a success in reducing instances of speeding and violation 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 if there is probable cause.

Jail and Court Costs

The City supports legislative proposals that reduce jail and court costs, and maintain the City's flexibility in providing jail and court services. The City supports additional funding for local grants through the Office of Public Defense, and clarifying local authority to set standards for public defenders. The City also supports maintaining the flexibility to select the most appropriate manner in which to provide jail services.

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.



City of Lakewood, Washington
2013-14 Biennial Legislative Agenda
Revised for the 2014 Legislative Session

Transportation Funding: I-5 JBLM Corridor Improvements *(If not adopted in 2013)*

Lakewood requests that the state adopt a transportation revenue package that includes full funding for improvements to the Joint Base Lewis McChord I-5 Corridor (I-5/Mounts Rd Interchange on the south to the I-5/Bridgeport Interchange on the north) to relieve congestion and allow for the future economic development of the City of Lakewood and the surrounding communities. The City also requests that a transportation revenue package include a direct distribution of funding to cities for local street maintenance and operations.

Capital Funding Request: Towne Green

Lakewood requests \$500,000 in capital funding to foster a sense of community and spur economic development in the Lakewood Towne Center. With state and local funds, the City plans to construct a town green in an area of the Lakewood Towne Center to attract a greater number of people into the Towne Center.

Mitigation Funding Request: Point Defiance Bypass

The Point Defiance Bypass Project proposes routing passenger trains through south Tacoma, Lakewood, and DuPont at the cost of \$89 million. When completed, the project will bring a total of seven daily round trip passenger trains through Lakewood intersections, with an average crossing time of 7 seconds per intersection, 45 seconds total with guard rails, and a maximum speed of 79 mph. This routing bifurcates the community and negatively affects residents and businesses by generating additional traffic congestion, increased noise and vibrations, and impact on economic development. The City requests that a portion of the \$89 million allocated to WSDOT Rail for the project be allocated to projects that mitigate these negative impacts on Lakewood residents and businesses.

Maintain Funding for the Western State Hospital Community Policing Program

The 2013-15 State Operating Budget contains \$462,000 for a highly effective neighborhood policing team (through LPD) to respond to hundreds of calls for police service at Western State Hospital. The City of Lakewood requests that this funding remain included in the budget, and that it be re-appropriated in the 2015-17 Operating Budget.

Implementing Lakewood's 2014 Legislative Agenda

- Hold “meet and greet” meetings with each member of the City’s legislative delegation.
 - Agenda for these meetings:
 - Introduction of new city manager
 - Review the City’s legislative agenda
 - I-5 JBLM Corridor
 - Explain status of the coalition, and ask for their involvement in forthcoming events (see attached individualized work plan).
 - Point Defiance Bypass
 - Provide education/update
 - If we have a specific mitigation request, make it!
 - Towne Green
 - Lay the groundwork for the Towne Green Project (potential for 2014 b/c of politics).
 - Western State Hospital
 - Express THANKS.
 - Military Base annexation
 - Because the bill is technically still in the system, we need to explain why we are not continuing to pursue the legislation, and thank them for their efforts last session on our behalf.
- Additional Work on Towne Green
 - Secure letters of support.
- Attachments on JBLM and PDBP.
- Because we are holding an I-5 JBLM event in mid-November, and individual meetings with legislators, rather than doing a pre-session event, I suggest scheduling meetings for us to meet w/ the delegation the first week of the legislative session. Depending on outcome of a November Special Session, this can change.

Point Defiance Bypass Work Plan

Goal: Seek mitigation for the project & develop clear lines of communication with WSDOT and regional partners.

Clarification: What are we asking for in the litigation/settlement? Ask for everything, and anything we don't get in the litigation/settlement, we ask for otherwise.

- Seeking Mitigation for the project
 - o Finalize the mitigation request – Manage the messaging on the request in correlation w/ the litigation.
 - o Meet with WSDOT to make the request (how does litigation impact??)
 - Who is ideal to meet w/ at WSDOT? Lynn Peterson should be informed of what is going on, if not actually in the meeting.
 - o Meet with Judy Clibborn and Tracey Eide (jointly or separately depending on scheduling). Encourage them to push our request with WSDOT. (A letter would be ideal).
 - o Meet with our immediate legislative delegation to push the mitigation request with WSDOT.
 - o Meet with David Westbrook w/ the Governor's Office.
 - o Are there other jurisdictions that will be making mitigation requests? (Yes, Tacoma has mitigation requests). Do we reach out to them to add support?
 - Pros and cons: Get more support; the overall mitigation \$\$ request will get larger.
- Developing clear lines of communication
 - o What exists today? There is a Technical Advisory Committee and an Executive Advisory Committee; last time convened was in March 29, 2012. We push for these to re-convene
 - o Make the request to WSDOT
 - o If they don't comply, then get legislators/Governor's Office involved in pushing for the meeting.



To: Mayor and City Councilmembers

From: Heidi Ann Wachter, City Attorney

Through: John J. Caulfield, City Manager

Date: October 21, 2013

Subject: 2014 Governmental Affairs Contract

The 2014 Gordon Thomas Honeywell Governmental Affairs contract is increasing from \$36,000 to \$55,000 to better align with the scope of work needed to implement the City's 2014 legislative agenda, particularly the work around securing funding for the I-5 JBLM Corridor and mitigation funding for the Point Defiance Bypass Project. Lobbying for this funding includes activities beyond traditional lobbying that are time-intensive, such as coalition building and planning, support network outreach, and strategic messaging. In particular, these components will be used to build a coalition of support for the I-5 JBLM Corridor, and to elevate the visibility and competitiveness of the project. In addition to these activities, GTHGA will continue to lobby the other items on the legislative agenda, and those that are included in the legislative policy manual.

Last year, the contract was increased from \$36,000 to \$72,000 when advocacy for mitigation funding for the Point Defiance Bypass Project was added to the scope of work. To accommodate this increase in scope of work, the City initiated a second contract for these additional services. Moving forward, the two contracts (\$72,000) will be combined into one contract (\$55,000) that reflects the scope of work increase for both the mitigation funding for the Point Defiance Bypass project, and securing funding for the I-5 JBLM Corridor.

CITY OF LAKEWOOD AGREEMENT FOR SERVICES

This Agreement for Services (Agreement) is between the City of Lakewood, Washington (City) and Gordon Thomas Honeywell Governmental Affairs (Contractor).

AGREEMENT:

1. SCOPE OF SERVICES

A. The Contractor shall provide to the City the following services:

- 1) Contractor shall advise and assist in planning state legislative information and lobbying efforts for the City during the term of this contract.
- 2) Contractor shall monitor specific state legislation designated by the City, relevant legislative committees, state agencies, rule making, and the activities of appropriate interest groups which pertain to the stated interests, goals and objectives of the City. Contractor shall identify opportunities in a timely manner for City staff and elected officials to testify before legislative committees and subcommittees with respect to proposed legislation; shall communicate such opportunities to the City; shall assist in preparation of testimony to be given; shall prepare witnesses as requested and testify on behalf of the City when requested.
- 3) Contractor shall represent the City's legislative objectives with members of the Washington State Legislature; the Governor's office, appropriate legislative committees, state agencies and legislative staff. In addition, Contractor shall maintain effective liaison with major public interest groups and coalitions, including, but not limited to, the Association of Washington Cities.
- 4) During session, Contractor shall provide the City with oral activity reports weekly or more frequently as needed. At least semi-monthly during session, the Contractor shall provide a written update of the status of proposed legislation of particular interest to the City. At other times, written reports will be provided as requested by the City.
- 5) Contractor shall attend meetings of the City Council and City staff as may be requested by the City in order to brief City Officials on the status of legislative activities. The initial meeting will occur at the direction of the City.

- 6) Contractor will assist in the drafting, revising and obtaining sponsors for bills requested by the City. Additionally, the Contractor will work to obtain necessary support on bills by scheduling meetings with legislators, legislative staff, and others on legislation of interest to the City.
- 7) Contractor will meet, communicate and work with City staff, as necessary, to insure that specific technical issues are clearly and appropriately delineated and articulated.

2. COMPENSATION

The City of Lakewood shall pay Consultant an annual fee of \$55,000 to complete the services listed in the Scope of Services, which shall be divided into twelve equal payments. In addition to fees, Consultant may bill communication expenses, such as travel, and long distance charges. Expenses shall not exceed \$1,000 for the term of the contract.

3. BILLING AND PAYMENT PROCEDURE

On or before the 15th day of each month, Contractor shall submit to the City a request for monthly payment for work performed during the previous month, which shall be processed by the City in the normal course.

4. EFFECTIVE AND TERMINATION DATES

- A. This Agreement shall be effective as of January 1, 2014, through December 31, 2014.
- B. This Agreement may be extended by mutual written agreement of the Contractor and the City.

5. EARLY TERMINATION OF AGREEMENT

- A. The City and Contractor, by mutual written agreement, may terminate this Agreement at any time.
- B. The City, on thirty (30) days written notice to the Contractor, may terminate this Agreement for any reason deemed appropriate in the sole discretion of the City.
- C. Either the City or the Contractor may terminate this Agreement in the event of a breach of the Agreement by the other. Prior to such termination, however, the party seeking the termination shall give to the other party written notice of the breach and of the party's intent to terminate. If the party has not entirely cured the breach within fifteen (15) days of the notice, then the party giving the notice

may terminate the Agreement at any time thereafter by giving a written notice of termination.

6. PAYMENT ON EARLY TERMINATION

In the event of termination under section 5 hereof, the City shall pay the Contractor for work performed in accordance with the Agreement prior to the termination date.

7. CITY PROJECT MANAGER

- A. The City Project Manager shall be designated by the City Manager.
- B. The Project Manager is authorized to approve work and billings hereunder, to give notices referred to herein, to terminate this Agreement as provided herein, and to carry out any other actions referred to herein.

8. COMPLIANCE WITH LAWS

In connection with its activities under this Agreement, Contractor shall comply with all applicable federal, state, and local laws and regulations.

9. MAINTENANCE OF RECORDS

The Contractor shall maintain records on a current basis to support its billings to the City. The City or its authorized representative shall have the authority to inspect, audit, and copy on reasonable notice and from time to time any records of the Contractor regarding its billings or its work hereunder. The Contractor shall retain these records for inspection, audit and copying for three years from the date of completion or termination of this Agreement.

10. AUDIT OF PAYMENTS

- A. The City, either directly or through a designated representative, may audit the records of the Contractor at any time during the three (3) year period established by Section 9.
- B. If an audit discloses that payments to the Contractor were in excess of the amount to which the Contractor was entitled, then the Contractor shall repay the amount of the excess to the City.

11. INSURANCE

The Consultant shall be responsible for maintaining, during the term of this Agreement and at its sole cost and expense, the types of insurance coverages and in the amounts described below. The Consultant shall furnish evidence, satisfactory to the City, of all

such policies. During the term hereof, the Consultant shall take out and maintain in full force and effect the following insurance policies:

- a. Comprehensive public liability insurance, including automobile and property damage, insuring the City and the Consultant against loss or liability for damages for personal injury, death or property damage arising out of or in connection with the performance by the Consultant of its obligations hereunder, with minimum liability limits of \$1,000,000.00 combined single limit for personal injury, death or property damage in any one occurrence.
- b. Such workmen's compensation and other similar insurance as may be required by law.
- c. Professional liability insurance with minimum liability limits of \$1,000,000.

12. INDEMNIFICATION

The Contractor shall indemnify and hold harmless the City and its officers, agents and employees, or any of them, from any and all claims, actions, suits, liability, loss, costs, expenses, and damages of any nature whatsoever, by any reason of or arising out of the negligent act or omission of the Contractor, its officers, agents, employees, or any of them, relating to or arising out of the performance of this Agreement. If a final judgment is rendered against the City, its officers, agents, employees and/or any of them, or jointly against the City and the Contractor and their respective officers, agents and employees, or any of them, the Contractor shall satisfy the same to the extent that such judgment was due to the Contractor's negligent acts or omissions.

13. SUBCONTRACTING

The Contractor shall not subcontract its work under this Agreement, in whole or in part, without the written approval of the City. The Contractor shall require any approved subcontractor to agree, as to the portion subcontracted, to fulfill all obligations of the Contractor specified in this Agreement. Notwithstanding City approval of a subcontractor, the Contractor shall remain obligated for full performance hereunder, and the City shall incur no obligation other than its obligations to the Contractor hereunder.

14. ASSIGNMENT

The Contractor shall not assign this Agreement, in whole or in part, or any right or obligation hereunder, without the prior written approval of the City.

15. CONTRACTOR'S PERSONNEL

The Contractor shall designate Tim Schellberg and Briahna Taylor as the primary consultants to represent the City of Lakewood to perform the work set forth in this Agreement. The services detailed in the Scope of Services shall be performed solely by Tim Schellberg and Briahna Taylor. Support work required to carry out the services may be delegated when necessary at the discretion of the Contractor. Provided, however, that any change in primary consultants representing the City must be approved in writing by the City.

16. INDEPENDENT CONTRACTOR STATUS

- A. The Contractor is engaged as an independent contractor and shall be responsible for any federal, state, or local taxes and fees applicable to payments hereunder.
- B. The Contractor, its subcontractors, and their employees, are not employees of the City and are not eligible for any benefits through the City, including, without limitation, health benefits, workers' compensation, unemployment compensation, and retirement benefits.

17. REGISTRATION AND REPORTING AS LOBBYIST

Contractor shall be responsible for compliance with all requirements of chapter 46.17 RCW with regard to the activities Contractor engages in pursuant to this Agreement. Except as otherwise required by law, the City will not register the Contractor as a lobbyist or otherwise report the activities of the Contractor.

18. NOTICE

- A. Any notice provided for under this Agreement shall be sufficient if in writing and delivered personally to the following addressee or deposited in the United States Mail, postage prepaid, certified mail, return receipt requested, addressed as follows, or to such other address as the receiving party hereafter shall specify in writing:

If to the City: John Caulfield
 City Manager
 6000 Main Street S.W.
 Lakewood, Washington 98499

If to Contractor: Tim Schellberg
 Gordon Thomas Honeywell Governmental Affairs
 1201 Pacific Avenue Suite 2100
 Tacoma, Washington 98401

19. AMENDMENTS

The City and the Contractor may amend this Agreement at any time only by written amendment executed by the City and the Contractor. Any amendment that increases the amount of compensation payable to the Contractor must be approved by the City Manager. The Project Manager may agree to and execute any other amendment on behalf of the City.

20. AVOIDANCE OF POTENTIAL CONFLICT

- A. It is agreed that the nature of the work may result in direct conflicts of interest between the City and other clients that the Contractor may represent currently, or in the future. In these instances, the Contractor will immediately inform the City. The parties will attempt to identify the possibility of such instances before they occur. The Contractor shall not advocate or promote any legislative objectives on behalf of existing or potential clients that are determined by the City to be in conflict with the City's legislative objectives.
- B. Contractor shall provide written notice to the City of all current and any new clients obtained after the start of the contract. Contractor will not accept new clients if doing so would create conflicts of interest for the Contractor or would otherwise impair the Contractor's ability to fully perform the obligations of this contract.

22. COSTS TO PREVAILING PARTY

In the event of litigation or other legal action to enforce any rights, responsibilities or obligations under this Agreement, the prevailing party shall be entitled to receive its reasonable costs and attorney's fees.

23. APPLICABLE LAW

This Agreement and the rights of the parties hereunder shall be governed by and interpreted in accordance with the laws of the State of Washington and venue for any action hereunder shall be Pierce County, State of Washington; provided, however, that it is agreed and understood that any applicable statute of limitation shall commence no later than the substantial completion by the Consultant of the services.

24. CAPTIONS, HEADINGS AND TITLES

All captions, headings or titles in the paragraphs or sections of this Agreement are inserted for convenience of reference only and shall not constitute a part of this Agreement or act as a limitation of the scope of the particular paragraph or sections to which they apply. As used herein, where appropriate, the singular shall include the plural and vice versa and masculine, feminine and neuter expressions shall be interchangeable. Interpretation or construction of this Agreement shall not be affected by any

determination as to who is the drafter of this Agreement, this Agreement having been drafted by mutual agreement of the parties.

25. SEVERABLE PROVISIONS

Each provision of this Agreement is intended to be severable. If any provision hereof is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of this Agreement.

26. ENTIRE AGREEMENT

This Agreement contains the entire understanding of the parties hereto in respect to the transactions contemplated hereby and supersedes all prior agreements and understandings between the parties with respect to such subject matter.

27. COUNTERPARTS

This Agreement may be executed in multiple counterparts, each of which shall be one and the same Agreement and shall become effective when one or more counterparts have been signed by each of the parties and delivered to the other party.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed effective this ____ day of _____, 20__.

CITY OF LAKEWOOD

CONTRACTOR

John Caulfield, City Manager
City of Lakewood
Dated: _____

Tim Schellberg
Gordon Thomas Honeywell
Dated: _____

Attest:

Alice M. Bush, MMC
City Clerk

Approved as to form:

Heidi Ann Wachter, City Attorney
Dated: _____