



## **LAKEWOOD CITY COUNCIL RETREAT AGENDA**

Saturday, October 15, 2022

8:30 A.M.

Lakewood City Hall

Council Chambers

6000 Main Street SW

Lakewood, WA 98499

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

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

Those who do not have access to YouTube can participate via Zoom by either visiting

<https://us02web.zoom.us/j/86872632373> or calling by telephone: Dial +1(253) 215- 8782 and enter participant ID: 868 7263 2373.

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Page No.

### **CALL TO ORDER**

### **ITEMS FOR DISCUSSION:**

- (2) Review of the 2023-2024 State Legislative Agenda and Policy Manual, Federal Legislative Agenda and Pierce County Policy Manual.

### **ADJOURNMENT**

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

<http://www.cityoflakewood.us>



## 2023-2024 State Legislative Agenda

The City looks forward to continuing its partnership with its legislative delegation to improve the overall quality of life for everyone that calls Lakewood home.

### **Capital Budget: Partnership with Nisqually Indian Tribe on Fort Steilacoom Park Improvements**

The City of Lakewood and the Nisqually Indian Tribe are engaged in a collaborative partnership to develop interpretive installations on public lands within the City. These installations feature the unique culture and history of the Nisqually Indian Tribe. The City and Nisqually Indian Tribe's partnership pilot project at Fort Steilacoom Park will add signage, art, and interpretive information throughout the park, providing an introduction to the Nisqually people, Chief Leschi's legacy and exposure to the Lushootseed language. The City, in partnership with the Nisqually Indian Tribe, requests \$250,000 for these historical and cultural enrichments at Fort Steilacoom Park.

### **Capital Budget: LASA Affordable Housing Project**

Living Access Support Alliance (LASA) is a nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. LASA is planning to construct roughly 25 affordable low and lower-income housing units on their property in Lakewood. LASA is pursuing funding from city, county, state and philanthropic sources with an anticipated groundbreaking in 2024. Pierce County has committed \$3.5 million and the City is seeking \$2.5 million in federal funding. The City is also reviewing and considering allocation of ARPA funds, HOME funds, and HOME-ARP funds to this project; City budget decisions will be made by the end of 2022. On behalf of LASA, the City requests \$500,000 from the state capital budget to address the urgent need for more affordable housing.

### **Operating Budget: Western State Hospital Community Partnership Program**

Since 2007 the City has operated a highly effective Community Partnership Program (CPP) that creates a safer environment for both the hospital and surrounding neighborhoods. The CPP provides consistency in response to criminal cases, case management and increased safety for hospital patients and staff. Despite steady cost increases, funding for the program has remained stagnant since 2017. The City requests ongoing funding for continued operation of the program.

### **Policy Request: Geographic Equity in Discharge from State Facilities**

The City appreciates the State's recent efforts to move toward a more community-based behavioral health system. The City of Lakewood has long shouldered an inequitable share of the state's responsibility to treat and care for the mentally ill and sexually violent predators. Transitioning to a community-based system presents an opportunity to not only provide more accessible services to those who need it most, but also for the communities of our state to share this responsibility. To ensure this transition is successful, the State should guarantee adequate long term care facilities in all regions are willing to provide care to complex cases. Secondly, fair share principles should apply to sexually violent predators released from state hospitals and secure community transition facilities.

#### **Contact Information:**

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## Capital Budget Request Partnership with Nisqually Indian Tribe for Fort Steilacoom Park Improvements



**Request:** The City, in partnership with the Nisqually Indian Tribe, requests \$250,000 for art and signage improvements at Fort Steilacoom Park related to the history and culture of the Nisqually Indian Tribe.

**Background:** The City of Lakewood and the Nisqually Indian Tribe are engaged in a collaborative partnership to develop interpretive installations on public lands within the City featuring the unique culture and history of the Nisqually Indian Tribe. The City and Nisqually Indian Tribe's partnership pilot project at Ft. Steilacoom Park intends to add signage, art, and interpretive information throughout the park that will provide an introduction to the Nisqually people and will include Lushootseed language. The installations incorporate information regarding Chief Leschi's legacy. Cultural interpretive markers will be installed along the 1.7 mile Nisqually Loop Trail.



**Plaza Area:** A new kiosk sign with historic territory map, land acknowledgement statement and introduction to Nisqually Tribe (**Figure 1**), along with new benches that include tribal artwork.



**Nisqually Loop Trail:** 6-8 interpretive markers featuring seasonal tribal cultural practices and/or highlighting flora and fauna endemic to the park with Lushootseed language along the trail.

**Chief Leschi Trailhead:** Trailhead kiosk signage (**Figure 1**) and a significant sculptural art installation at newly established park entrance honoring the past and present legacy of the tribe and Chief Leschi.

Funding Sources	
City	\$50,000
State	\$250,000
Total	\$300,000

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## Capital Budget Request

# LASA Affordable Housing Project

**Request:** The Living Access Support Alliance (LASA) is planning to construct 25 affordable low and lower-income housing units on their property in Lakewood. They are pursuing funding from city, county and state sources with an anticipated groundbreaking in 2024. Pierce County has committed \$3.5 million and the City is seeking \$2.5 million in federal funding. The City is also reviewing and considering allocation of ARPA funds, HOME funds, and HOME-ARP funds to this project; City budget decisions will be made by the end of 2022. **On behalf of LASA, the City requests \$500,000 from the state capital budget to address the urgent need for more affordable housing.**

**Affordable Housing Needs in Lakewood:** According to the Puget Sound Regional Council's 2021 Regional Housing Needs Assessment<sup>2</sup>, housing production for the period 2010-2020 lagged behind growth targets by 40,000-50,000 housing units. This accounts for approximately two years of housing production. Increasing population and stagnating home construction is significantly impacting both home and rent prices in the region. This translates to the need for affordable housing in the region, especially in Lakewood. LASA's 25-unit housing project is comprised of 1 to 3 bedroom units, which have experienced sizable rent increases over the past year.

Lakewood –2022 Feb. Rent Prices <sup>1</sup>			
No. of Bedrooms	Median Rent	Year-Over-Year Change	Apartments for rent (Jan. '22)
1 bedroom	\$1,295	8 %	35
2 bedroom	\$1,573	10%	37
3 bedroom	\$1,970	7%	9

**Project Details:** Living Access Support Alliance (LASA) is a nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. This project is Phase 3 of a multi-phase development involving not only the addition of new affordable housing units, but also the expansion of LASA's Client Services Center ("the Center"), which will include the creation of new facilities for basic hygiene and services for homeless individuals. Phase 3 consists of 25 affordable housing units, and Phase 4 consists of an additional 25 to 35 affordable housing units. Phase 2 is currently being completed and includes renovation of the Center facilities to include access to laundry facilities, showers, bathrooms, and basic hygiene for those experiencing homelessness. Individuals will have access to LASA's services and connections to related providers, including mental health providers and case managers to assist with attaining permanent housing.

This project will have a profound impact on the Lakewood community since LASA is the sole provider of these services in the City. The majority of these services are offered in and around Tacoma, thus the challenge faced by Lakewood's homeless population is great as many lack the means to obtain transportation to utilize these services; the simple barrier of geography is often an insurmountable hurdle to those coping with homelessness. Where this project differs from most others is that it seeks to bring together the need for development of affordable housing with the need to provide ongoing services and access to basic hygiene for individuals experiencing homelessness in a "one-stop" facility. Once completed, the project could feasibly move a family from a state of homelessness, through case management and the provision of basic services, into permanent affordable housing.

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<sup>1</sup> [Annual Housing Reports - City of Lakewood](#)

<sup>2</sup> <https://www.psrc.org/sites/default/files/rhna.pdf>



# GRAVELLY LAKE COMMONS

LASA - PHASE 3



Schematic Site Plan

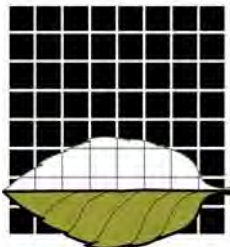
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Vicinity Map

## Gravelly Lake Commons Master Plan:

- Phase 1: LASA offices and (15) affordable housing units. Phase 1 is complete.
- Phase 2: Hygiene Center. Showers, laundry, community support spaces. Designed and submitted for building permit. Phase 2 is fully funded.
- Phase 3: (25) affordable housing units in (4) separate two and three story building. Apartments to be a mix of one, two, and three-bedroom units.
- Phase 4: Future project to include 3,000 sf daycare facility with (30) affordable units in a five-story building.



James Guerrero Architects, Inc.  
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Lakewood, WA 98499  
Telephone (253) 581-6000  
Web Site: jgarch.net

LASA - Phase 3 Gravelly Lake Commons		Page 1 of 3
Schematic Site Plan		
		June 3, 2022





Phase 3 Partial Site Plan

0 15 30  
Scale: 1" = 30 feet



# GRAVELLY LAKE COMMONS LASA - PHASE 3

Project Description: Phase 3 includes construction of (25) new affordable housing units in four separate two and three-story buildings. Apartments include (4) one-bedroom, (11) two-bedroom and (10) three-bedroom units. Each unit has a private balcony or patio. Shared Laundry is provided for the one and two-bedroom units while the three-bedroom units have in unit washer and dryers. Sitework includes a designated playground, parking, dumpster and recycling enclosure, landscaping and irrigation.

Parcels: 513000-1640, 1650, 1660, 1671

Total Site Area:	2.38 acres
Phase 3 Site Area:	0.86 acres
Phase 3 Impervious Area:	75%
Phase 3 Building Footprint Area:	24%
New Parking Provided:	37 stalls
Current Zoning:	R-4
Proposed Zoning:	NC-2

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LASA - Phase 3 Gravelly Lake Commons

Phase 3 Partial Site Plan

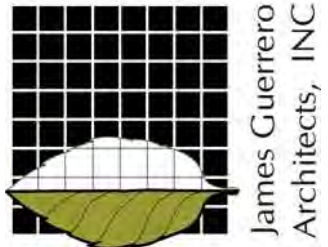
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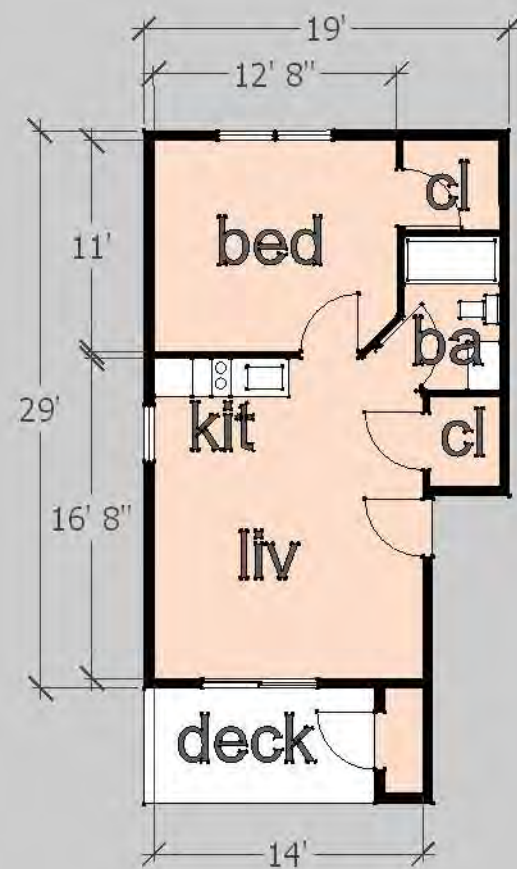




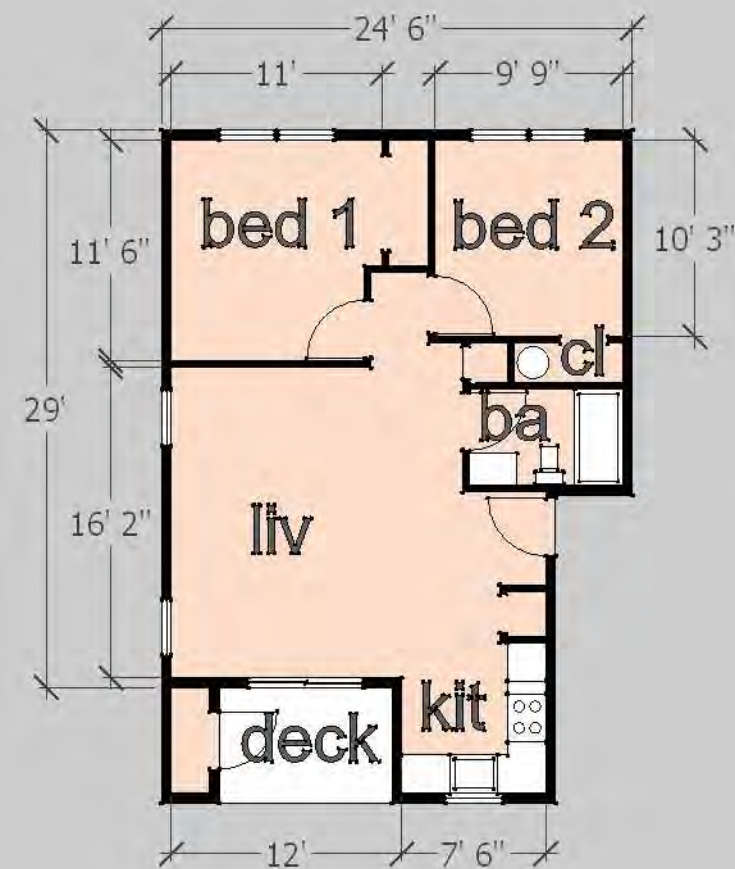
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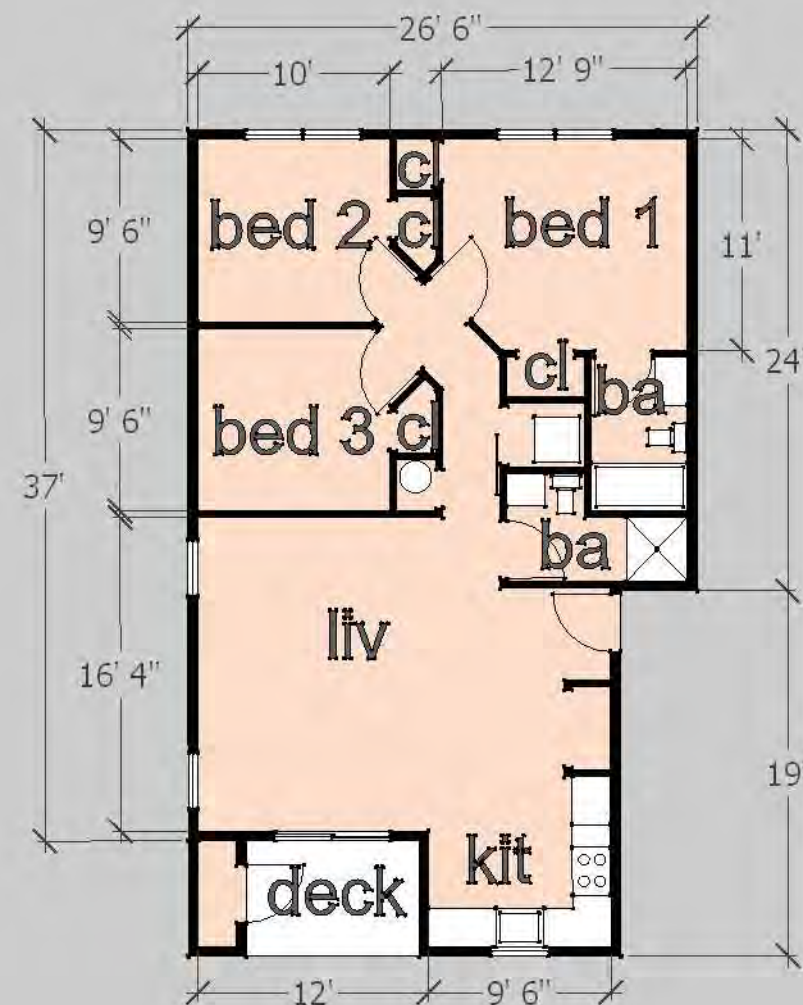
James Guerrero  
 Architects, INC



One-Bedroom Unit



Two-Bedroom Unit



Three-Bedroom Unit

LASA - Phase 3 Gravelly Lake Commons

Schematic Floor Plans and Exterior View

June 3, 2022

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## Policy Request

# Geographic Equity in Discharge from State Facilities

The City appreciates the State's recent efforts to move toward a more community-based behavioral health system. The City of Lakewood has long shouldered an inequitable share of the state's responsibility to treat and care for the mentally ill and sexually violent predators. Transitioning to a community-based system presents an opportunity to not only provide more accessible services to those who need it most, but also for the communities of our state to share this responsibility. To ensure this transition is successful, the State should guarantee adequate long term care facilities in all regions are willing to provide care to complex cases. Secondly, fair share principles should apply to sexually violent predators released from state hospitals and secure community transition facilities.

### What is the problem?

Individuals are discharged from state facilities into less restrictive alternatives (LRAs) in Lakewood at an inequitable rate compared to other communities throughout the state, despite the individual's county of origin. Additionally, individuals are placed in LRAs that do not have the appropriate services to meet the individuals needs and/or protect public safety.

### Recent Examples:

- Accused murderer found not competent to stand trial but conditional release planned from Western State Hospital into the Lakewood community.
- A sexually violent predator, also classified as Level 3 sex offender, committed in Thurston County was released from the Special Commitment Center to an adult family home in Lakewood on the basis that adequate housing was not available in his county of commitment. He received treatment in King County.
- A sexually violent predator, also classified as Level 3 sex offender, committed in Spokane County was released from the Secure Community Transition Facility in Pierce County on the basis that return to his county of commitment would be inappropriate. He received treatment in Thurston County.
- A sexually violent predator, also classified as Level 3 sex offender, committed in Mason County was released from the Special Commitment Center to an adult family home in Lakewood.
- A man released from Western State Hospital to an adult family home in Lakewood was accused of assaulting a fellow resident, leading to his death.
- Level 3 sex offender who committed crimes in Okanogan and Spokane counties, determined likely to reoffend was planned to be released from Eastern State Hospital to an adult family home in Lakewood.

### Proposed Solutions:

- 1) Institute fair share policies for discharge planning from state hospitals and secure community transition facilities for individuals that have a history of one or more violent acts (expand SB 5163 policies which only apply to the Special Commitment Center).
- 2) Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process.
- 3) Procure additional services (e.g. housing, mental healthcare, etc.) within a regional service area if existing services are not adequate. Consider incentivizing providers in underserved areas.
- 4) Implement Department of Health credential waivers for treatment providers working in underserved counties.

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## MEMO

DATE: **June 14, 2022**

TO: **Lakewood City Council**  
**John Caulfield, City Manager**

FROM: **Shelly Helder, Senior Government Relations Consultant**

RE: **History of Adult Family Home Related Legislation**

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The memo is a summary of the bills that were introduced during the 2015-2022 legislative sessions pertaining to the safety of residents in adult family homes, as well as related policies.

### 2015

#### **Sexually Violent Predators Release to County of Origin**

[House Bill 1059](#) Rep. Susan Fagan (R-Pullman) Passed

Among many other things, this bill requires the court to consider release to a person's count of commitment prior to releasing a sexually violent predator to a less restrictive alternative. When the DSHS or the court assists in developing a placement of a person, effort must be made to avoid disproportionate effect on a single county. If the person is not released to his or her county of commitment, the DSHS must provide written notice and an explanation to the law and justice council of the county of placement.

#### **Sexually Violent Predators Release to County of Origin**

[House Bill 1668](#) Rep. Christine Kilduff (D- University Place) Did not pass

[Senate Bill 5099](#) Sen. Jeanne Darneille (D- Tacoma) Did not pass

These were companion bills that would have restricted conditional release of sexually violent predators outside their county of origin. Before authorizing the conditional release of a person who is committed as a sexually violent predator, the court would be required to consider whether it would be appropriate for the conditional release to occur in the person's county of origin (the county that ordered them to be committed). While neither of these bills passed in the form in which they were introduced, HB 1668 made it out of the House and had two hearings in the Senate. The language of these bills was included in House Bill 1059, which passed and was signed by the Governor (see above).

### 2016

There were no bills introduced in 2016 on this topic.

## 2017

### **Adult Family Homes in Residential Neighborhoods**

[Senate Bill 5060](#) Sen. Steve O'Ban (R-Tacoma) Did not pass

[House Bill 1383](#) Rep. Dick Muri (R-Steilacoom) Did not pass

These companion bills would have limited the number of adult family homes to no more than 2 homes in a 4 block area of a residential community. City Manager John Caulfield testified in support of the Senate Bill during the public hearing. The bill passed the Senate committee on along party lines but did not advance further. The House bill was never given a hearing.

### **Adult Family Home Inspection Requirements**

[House Bill 2027](#) Rep. Christine Kilduff (D- University Place) Did not pass

This bill would have required that when performing an inspection of an adult family home, the Department of Social & Health Services interview at least 3 neighbors, located within 500 feet of the home, unless such interviews are impractical. The interviews would help ensure that the adult family home's outdoor areas are well-maintained, and uncluttered without any accumulation of garbage, debris, or offensive odors. These additional interviews provide an opportunity for surrounding neighbors to formally provide feedback to the Department of Social & Health Services on the operation of the adult family home. GTHGA testified in support of this bill at the public hearing on the City's behalf. The bill died in committee.

## 2018

### **Release of Persons Involuntarily Committed**

[House Bill 2289](#) Rep. Christine Kilduff (D- University Place) Did not pass

This bill revises the involuntary treatment act regarding the release and commitment of persons involuntarily committed after the dismissal of a felony. No later than 7 days prior to the conditional, early or final release of a person initially committed for specific charges, the prosecuting attorney must notify the chief of policy of the city in which the person will reside. At the House public hearing, Assistant Police Chief John Unfred testified in support. The bill passed out of the House but died in the Senate Rules committee.

### **Release of Violent Offenders**

[Senate Bill 6466](#) Sen. Steve O'Ban (R-Tacoma) Did not pass

This bill allows a prosecutor to file for civil commitment of a person charged with a violent felony whose charges are dismissed based on incompetency to stand trial under the same commitment terms as a forensic patient committed under criminal insanity laws. This was an attempt to address the Lawrence Butterfield circumstance where an individual is determined incompetent to stand trial but somehow still could be released from a state



facility. The bill prevents release of the individuals referenced above to an adult family home and establishes fair share provisions, so patients committed following dismissal of violent felony charges are released to their county of origin. When the bill was heard in committee, City Manager John Caulfield testified in support of the legislation. The bill was not voted out of committee.

### **Release of Sexually Violent Predators**

[Senate Bill 6515](#) Sen. Steve Conway (D-Lakewood) Did not pass

This bill modifies the legal and geographical review requirements for the conditional release of sexually violent predators to less restrictive alternatives. The bill states that the unavailability of appropriate treatment in the county of commitment shall not be a precluding factor for placement. At a hearing, the state must file with the court and provide to the receiving county, a statistical summary showing by county of commitment and by receiving county, the number of all less restrictive alternative releases for the preceding 5 years. Before approving any release order to other than county of commitment, the state must provide the prospective receiving county with at least 60 days written notice. When the bill was heard in committee, the City signed in support. The bill was voted out of committee but died in Rules.

## 2019

### **Adult Family Home Admission**

[House Bill 1827](#) Rep. Christine Kilduff (D- University Place) Did not pass

The bill prohibits an adult family home operator from admitting a prospective resident unless the prospective resident is not likely to pose a substantial risk to the health, welfare, and safety of any other resident. Requires a prospective resident to disclose to the AFH operating if he/she has been convicted of a serious violent offense and notification must be given to each existing resident. Prior to admission in an adult family home, a person who is required to register as a sex offender must notify the county sheriff. Prior to admitting a person who has been convicted of a serious violent offense, the AFH provider must notify DSHS and submit an assessment of how the admission will not compromise the health, safety, and welfare of other residents and the security of the home. A yearly assessment is required if the individual is admitted to the AFH. Before licensing an AFH, DSHS must consider the number of existing AFHs within 1,250 foot radius. Requires appropriate training for AFH providers who admit individuals convicted of serious violent offenses. This bill was never scheduled for a public hearing.

### **Adult Family Home Placements**

[Senate Bill 5038](#) Sen. Steve O'Ban (R-Tacoma) Did not pass

The bill limits who can be placed in an adult family home. Individuals committed under the involuntary treatment act where the court has made an affirmative special finding are prohibited from being placed in an AFH. The bill also prohibits a person committed as a sexually violent predator from being placed in an adult family home. Establishes enhanced

services facilities as the appropriate long-term care option for sexually violent predators. The bill had a public hearing in the Senate where Councilmember Simpson testified in support but did not advance out of committee.

### **Equitable Geographic Distribution of Placements**

[Senate Bill 5040](#)

Sen. Steve O'Ban (R-Tacoma)

Did not pass

This bill expands the fair share statute so DSHS would have to consider counties that neighbor the individual's county of commitment when developing discharge plans. Requires DSHS to provide a report on the availability of less restrictive alternative services available in regional service areas and to procure adequate services within a regional service area if services are not adequate. The bill had a public hearing in the Senate where Councilmember Simpson testified in support but did not advance out of committee.

### **Long Term Involuntary Treatment Capacity**

[Senate Bill 5041](#)

Sen. Steve O'Ban (R-Tacoma)

Did not pass

This bill requires the Health Care Authority (HCA) to assess the capacity of community hospitals and evaluation and treatment facilities to become certified to provide long-term inpatient care to involuntary patients and purchase such capacity to the extent it is available. The bill had a public hearing but did not advance out of committee.

### **State Hospital Reentry Program**

[Senate Bill 5048](#)

Sen. Steve O'Ban (R-Tacoma)

Did not pass

This bill expands the Offender Reentry Community Safety Program (ORCSP) to include state hospital patients who have committed acts constituting a violent felony or who are not guilty by reason of insanity. The bill had a public hearing but did not advance out of committee.

## **2020**

### **Placement of Conditionally Released SVPs**

[House Bill 1825](#)

Rep. Christine Kilduff (D- University Place)

Did not pass

This bill would have required civilly committed sexually violent predators (SVPs) petitioning for conditional release to a less restrictive alternative (LRA) to document efforts to find placement in the county of commitment. The intent of the bill was to: 1) require the Department of Social and Health Services (DSHS) to review proposed conditional release LRA placement plans and report to the court with potential alternative placements in certain circumstances; 2) impose school-proximity restrictions on residential placements for certain SVPs on LRA orders; 3) modify the criteria that courts must consider in deciding conditional release petitions for SVPs; 4) require community notification of any change of address of a conditionally released SVP; 5) provide that secure community transition facilities may be sited in any county in the state; and 6) implements Department of Health credential waivers for sex offender treatment providers working in under-served counties. City Manager John Caulfield testified in support of this bill at the public hearing. It was voted out of the policy committee and died in the fiscal committee.



Many of the policies from this proposal were integrated into Senate Bill 5163 which passed in the 2021 session.

### **Discharge Planning Process**

[House Bill 1826](#) Rep. Mari Leavitt (D-University Place) Did not pass  
This bill would require the Department of Social and Health Services to disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process to a less restrictive alternative. The bill passed the House unanimously and had a public hearing in the Senate where Councilmember Brandstetter testified in support. The Hospital Association and the Defender's Association raised concerns with the proposal, and it ultimately died in the Senate Rules committee.

### **Admissions Standards for Adult Family Homes**

[House Bill 1827](#) Rep. Christine Kilduff (D- University Place) Did not pass  
Requires a person who has been convicted of a serious violent offense or sex offense to disclose to the adult family home details of the person's criminal history before admission to an adult family home. If admitted to the adult family home, the adult family home must provide this information to the residents of the facility. The bill was never given a public hearing.

### **Sexually Violent Predators**

[House Bill 2851](#) Rep. Christine Kilduff (D- University Place) Did not pass  
[Senate Bill 6640](#) Sen. Steve O'Ban (R-Tacoma) Did not pass  
These companion bills address the placement of SVPs and fair share principles. The bill directs the Department of Health to waive fees for new sex offender treatment providers in an underserved county. The WA State Institute for Public Policy is directed to review and report on the availability of adequate less restrictive alternative services within each county of the state. If any county lacks services, DSHS must present a plan to procure adequate services for LRAs placement consistent with fair share principles. Both bills had public hearings where the city testified in support of the proposal however, neither bill made it out of committee.

### **Conditional Release of SVPs to Less Restrictive Alternatives**

[House Bill 2910](#) Rep. Dan Griffey (R-Allyn) Did not pass  
[Senate Bill 6436](#) Sen. Christine Rolfes (D-Bainbridge Island) Did not pass  
These companion bills alter the definition of less restrictive alternative (LRA) to exclude adult family homes, thereby precluding the placement of an SVP in an AFH. The legislation requires SVPs requires SVPs who are conditionally released in an LRA to first be placed in a secure community transition facility. The House bill did not have a public hearing. At the Senate Bill's hearing, Councilmember John Simpson testified in support; the bill died in committee.

## **Placement and Treatment of Sexually Violent Predators**

[Senate Bill 5163](#)

Sen. Christine Rolfes (D-Bainbridge Island)

Passed

This bill implements recommendations from the Sex Offender Policy Board 2020 report. The bill changes how sexually violent predators are released, including additional efforts to ensure there are not disproportionate effects on any one county. Specifically, the criteria a court must consider before authorizing conditional release to a less restrictive alternative are expanded to include a documented effort was made by DSHS to ensure the placement is consistent with fair share principles of release if DSHS has proposed housing outside the county of commitment.

2022

## **Equity in Discharge**

[House Bill 2045](#)

Rep. Dan Bronoske (D-Lakewood)

Did not pass

This bill would require individuals that were committed under a finding of incompetence to have a discharge plan that is within the individual's county of origin, except under specific circumstances. The bill did not have a public hearing.





## Operating Budget Request

# Western State Hospital Community Partnership Program

**Request:** Since 2007 the City has operated a highly effective Community Partnership Program at Western State Hospital. Since 2017, the state operating budget has included \$621,000 to fund the program. The City requests that the state adjust this amount for inflation to ensure the ongoing success of the program.

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

Since its inception, the program has resulted in a 40% reduction in calls for police services at Western State Hospital and has facilitated a stronger relationship between hospital staff, police, and the community. This, in turn, has resulted in increased collaboration and mutual feelings of trust and respect. In a 2019 Report to the Legislature, DSHS stated that, "WSH has seen the benefit of consistency in response to criminal cases, case management, and other concerns involving patients and staff on the WSH campus as a result of this partnership with the LPD."<sup>1</sup> The report's assessment also highlighted that "the agreement allows the [LPD] to prioritize an intentional partnership with WSH, ensuring a proactive approach to the identified concerns and needs, support[ing] our ability to accomplish our mission of transforming lives."<sup>2</sup>

In 2021, impacts from the nationwide "Great Resignation" required the Lakewood Police Department (LPD) to temporarily pause the program. LPD was able to quickly hire and train officers and reinstate the services at WSH. This demonstrates the City's commitment to this program and its long-term success. To keep pace with rising costs, the City respectfully requests that the 2023-25 Operating Budget include sufficient funding for the CPP at WSH.



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<sup>1</sup> [2019 Report to the Legislature on the Western State Hospital – City of Lakewood Community Policing Program](#)

<sup>2</sup> Ibid.



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# CITY OF LAKEWOOD

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## STATE

## POLICY MANUAL

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## INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT

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

## A STATEMENT ON EQUITY BY THE LAKEWOOD CITY COUNCIL

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

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

The City Council commits to the following practices:

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

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



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create a more diverse, equitable and inclusive Lakewood community for all residents and we invite all Lakewood organizations and residents to join us in this effort.

### City Council Goals Legend

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

<b>Economic Development</b>	<b>Dependable Infrastructure</b>	<b>Public Safety</b>
<b>Fiscal Responsibility</b>	<b>Transparency</b>	<b>Robust &amp; Active Community</b>

## HOUSING/ HOMELESSNESS SERVICES

### **Capital Budget Request: LASA Affordable Housing Project**

Living Access Support Alliance (LASA) is a nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. LASA is planning to construct roughly 25 affordable low and lower-income housing units on their property in Lakewood. They are pursuing funding from city, county and state sources with an anticipated groundbreaking in 2024. Pierce County has committed \$3.5 million and the City is committing a minimum of \$2 million to this project. The City is also seeking \$2.5 million in federal funding. On behalf of LASA, the City requests \$500,000 from the state capital budget to address the urgent need for more affordable housing.

### **South Sound Affordable Housing Partners**

The City is a founding member of the South Sound Affordable Housing Partners (SSHA<sup>3</sup>P), which is a regional effort by member municipalities to address affordable housing with a coordinated approach. The City supports SSHA<sup>3</sup>P's 2023 state legislative priorities on affordable housing:

- **Support basic infrastructure funding** via flexible funds through programs like the Public Works Assistance Account (PWAA) and Connecting Housing to Infrastructure Program (CHIP) to help cities and towns fund basic infrastructure, critical to the development of housing
- **Support surplus land dispossession policies changes** to provide greater flexibility for the homeownership development opportunities for low- and moderate-income households.
- **Support rental assistance funding** to limit evictions
- **Support operating funding** for permanent supportive housing
- **Oppose preemption** of local land use authority and permitting process
- **Monitor proposals to increase access to homeownership opportunities**, including condominium liability reform and recommendations made by the Homeownership Disparity Workgroup





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### **Quality Affordable Housing**

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

### **Middle Housing**

The City supports local zoning for middle housing types. Middle housing types including duplexes, triplexes, and multifamily housing are currently allowed on 55% of the City's residential lots, and cottage housing is allowed wherever single family detached housing is allowed, or on 78% of the lots. The City has a Multi-Family Tax Exemption (MFTE) program, a housing incentives regulatory code chapter, and also provides inclusionary density bonuses for landowners interested in providing units for very low income persons. The City was selected for a competitive grant through the Department of Commerce to evaluate the authorization of middle housing types on at least 30% of lots zoned for single family. The City opposes legislation that dictates land use and housing zoning at a statewide level without consideration for unintended consequences such as displacement and gentrification.

### **Support for Homelessness Services**

Every year since incorporation, the City has allocated 1% of its general fund to support low-income and vulnerable r by partnering with and funding community-based organizations to provide access to: housing, food, youth programs, behavioral health services, and other human services. The City requests the state's partnership in supporting programs and services that help prevent temporary and recurrent homelessness.

### **Predatory Lending**

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

### **Foreclosure of Homes**

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



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### COMMUNITY & ECONOMIC DEVELOPMENT

#### **Tax Increment Financing Fix**

The City supports technical fixes to the recently enacted tax increment financing authority. Passing legislation to make technical corrections to the statute will allow the authority to be used by jurisdictions as it was intended. These changes will more easily allow the City to use tax increment financing to support the relocation of the WSDOT Maintenance Facility on Pacific Highway.

#### **Economic Development Tools**

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

The City also supports legislation that provides optional economic development tools for cities, such as the multi-family housing tax incentive, lodging tax, the Main Street Act (a series of small tax incentives for neighborhood business districts), 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 provision of urban services. The City supports legislation that would modify state annexation laws to reduce the administrative process and the overall cost of annexation, both of which would help encourage and incentivize the annexation of existing unincorporated islands.

#### **Camp Murray Boat Launch Improvements**

In 2020 the City and Camp Murray leadership evaluated the installation for potential annexation. After jointly completing the Camp Murray Annexation Analysis Report, Camp Murray leadership is not supportive of annexation because it would result in increased costs for Camp Murray. However, the City and Camp Murray are interested in exploring options to make improvements at the Camp Murray Boat Launch. The boat launch provides public access to American Lake and is currently managed by the Washington State Department of Fish & Wildlife (WDFW). Specifically, the City is interested in acquiring the Camp Murray Boat Launch with the goal of creating a city park. The City would invest in infrastructure development to increase accessibility to American Lake. This may be accomplished through annexation of the boat launch property from



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Camp Murray or assuming the property lease from the Washington State Department of Fish & Wildlife.

### Boundary Review Board

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

### Local Authority for Land Use and Planning

The City supports preserving the authority of local governments regarding local taxation, as well as land use planning, zoning and regulation consistent with the GMA (RCW 36.70A) and SEPA (RCW 43.21C.) The City supports state level efforts to bolster military installations' sustainability and operational readiness and address land use compatibility issues, so long as local jurisdictional control over land use and infrastructure planning is not eroded.

### Need for Unique Restrictions in Air Corridors

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

## PARKS, RECREATION, & COMMUNITY SERVICES

### Capital Budget Request: Nisqually Partnership Program for Fort Steilacoom Park

The City and the Nisqually Indian Tribe are engaged in a collaborative partnership to develop interpretive installations on public lands within the City that feature the unique culture and history of the Nisqually Indian Tribe. The partnership pilot project at Fort Steilacoom Park intends to add signage, art and interpretive information throughout the park. The features will provide an introduction to the Nisqually people and will include Lushootseed language, information regarding Chief Leschi's legacy and cultural interpretive markers along the 1.7 mile Nisqually Loop Trail. The City, in partnership with the Nisqually Indian Tribe, requests \$250,000 from the state capital budget for these improvements.

### Historic Fort Steilacoom

The City requests that the State work with City and the Historic Fort Steilacoom Association to explore how to best preserve Historic Fort Steilacoom for future generations to use and enjoy. Historic Fort Steilacoom is one of the best preserved pre-civil war forts west of the Mississippi comprised of parade ground, two remaining junior officer's quarters, the headquarters building with the commanding officer's residence, and the post chapel and chaplain's quarters that presently





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serve as an interpretive center and offices. Currently, the fort is located on land and in buildings owned by DSHS and the facilities are in critical need of maintenance and repair. The City encourages the state to undertake a joint exploration with the City and the Historic Fort Steilacoom Association to determine how to best preserve this historic amenity in perpetuity. The City encourages this assessment to consider partnerships between the state and the City, City ownership, and various private-public partnerships.

### State Funding

The City supports programs administered by the Washington State Recreation and Conservation Office (RCO) and opposes diversion from RCO programs. Specifically, the City supports ongoing funding for the Washington Wildlife and Recreation Program (WWRP), Aquatic Land Enhancement Account (ALEA), and the Youth Athletic Facilities (YAF) grant programs. The City has been recommended and ranked for funding with the following projects:

#### Wards Lake Park – Phase 2

This project includes an expanded trail system, new neighborhood park on the south side of the site and a new restroom, picnic shelter and playground at the north side of the park, and received the following state funding:

- **Land and Water Conservation Fund (LWCF)** (\$1,250,000), ranked 7 out of 25
- **Washington Wildlife and Recreation Program (WWRP)** (\$500,000), ranked 9 out of 25
- **Youth Athletic Facilities Grant (YAF)** (\$350,000), ranked 9 out of 34

#### Harry Todd Park

This project includes four pickle ball courts, ADA accessible parking, and new access routes, and received the following state funding:

- **YAF Grant: (\$350,000)** ranked 14 out of 34



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### TRANSPORTATION & INFRASTRUCTURE

#### **City Right of Way**

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

#### **I-5 South Sound Corridor Improvements**

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

- 1) **I-5 JBLM Corridor Improvements:** The 2015 Connecting Washington package invested \$495 million to widen the I-5 corridor through Joint Base Lewis-McChord (JBLM) and reconfigure three interchanges. One of the goals with the investment was to eliminate the bottleneck at Thorne Road by expanding the corridor from three to four lanes. Although this work is still underway, the congestion at Thorne Lane is significantly reduced due to the additional lane and interchange reconfiguration. Future investments along the I-5 corridor, particularly expanding I-5 north of Thorne Lane from four to five lanes to accommodate HOV lanes, should consider the impact it would have on this and other congestion points.
- 2) **I-5 High Occupancy Vehicle Lanes:** The City supports the I-5 Tacoma/Pierce County High-Occupancy Vehicle (HOV) Lanes Program and appreciates that the 2022 Move Ahead WA package allocated \$244 million to extend the program along I-5 between 38th and Gravelly Lake Drive. The City requests an extension of this program to include a dedicated HOV 5<sup>th</sup> lane (one each direction) from Tacoma to Mounts Road in DuPont which requires a reconfigured interchange at the Main Gate (Exit 120). If additional HOV lanes are not extended throughout the entire south sound corridor, the previous bottleneck that began at Thorne Lane will return, despite significant state investments to alleviate this congestion. The timing of this extension should align with the expansion of I-5 south of Mounts Road, to mitigate additional congestion at that chokepoint.
- 3) **Main Gate Interchange (Exit 120):** As part of the current I-5 JBLM Corridor Improvements, WSDOT identified the Main Gate Interchange (Exit 120) reconfiguration as a necessary future improvement to expand I-5 from four to five lanes and address systemic congestion through the corridor. This Interchange serves as the primary access to Lewis Main on the east side of I-5 and to Lewis North on the west side. The proximity of the at-grade rail crossing to the Lewis North gate is a safety concern and creates



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backups on I-5 during peak periods. Reconfiguring the interchange to include a grade separated crossing would eliminate this risk for service members and Clover Park School District buses that use this at-grade crossing to access the installation.

- 4) **I-5 Mounts Road to Tumwater & Nisqually River Delta:** I-5 is the lifeline of commerce, transportation, and JBLM's mission readiness in the Puget Sound Region. However, the current design of I-5 restricts critical ecological functions impacting salmon survival, is at a high risk of being overtopped by a major flooding event and has limited capacity to handle the growing South Sound economy and population - a key component to national security since 30% of the JBLM workforce live south of the Nisqually River. Lakewood, in partnership with SSMCP and the Nisqually Tribe, support a redesign of I-5 south of Mounts Road through the Nisqually River Delta to address congestion in the region, improve salmon survival and eliminate the flood risk. The \$75 million allocated to this project in the Move Ahead Washington package is an important step but more work will be needed.

### Infrastructure Funding

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

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

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

### Future Commercial Airfields - JBLM

The City opposes the use of Joint Base Lewis-McChord (JBLM) as a commercial air field. The [Commercial Aviation Coordinating Commission](#) (CACC) was created by the state legislature and tasked with recommending a new primary commercial aviation facility in Washington by February 15, 2023. The CACC initially identified JBLM as a potential location but has eliminated JBLM from further consideration to focus on three greenfield sites: Pierce County Central, Pierce County East and Thurston County Central. The City supports this decision and opposes the use of JBLM as a commercial airfield because of strong opposition from the congressional delegation, significant concerns raised by the military, identification of the site as having high congestion issues, no transit service, and rated "unlikely" by WSDOT and "unable to accommodate commercial air service" by PSRC.





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### **Stormwater & Culvert Funding**

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

### **Electric Vehicle Charging Stations**

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

## **FINANCES**

### **State-Shared Revenues**

Cities rely on state-shared revenues to provide critical funding for essential public services. Recognizing the state is facing a budget surplus, the City joins AWC in supporting restoration and continued appropriation of committed state shared funds, such as Liquor Excise Taxes and Profits, City-County Assistance Account, Municipal Criminal Justice Account, Annexation Sales Tax Credit, and public health funding. These funds are used to support city activities, including police, infrastructure development, public defenders, municipal court, etc. In total, state-shared revenues constitute a significant portion of the City's operating revenue (6%).

### **General Fund Revenue**

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

### **City Financial Liability for Indigent Defense**

Indigent defense is a constitutional right that should be funded by the state. Over the last 9 years, county expenditures for public defense costs have increased by more than 56%. Counties contribute approximately \$165 million per year to trial court public defense costs; the state contributes approximately \$6 million per year. Since 2018, the City has paid on average \$494,000 per year toward indigent defense. This compensation has been trending upwards in recent years due to economic pressures from the pandemic. The City supports state funding for indigent defense that is standardized and non-competitive in order to ensure more equitable funding.

### **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.



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The City opposes efforts by the State Legislature to balance budgets by shifting responsibilities to cities.

### PUBLIC SAFETY

#### **Body Worn Cameras**

In the 2022 session the state legislature allocated \$100,000 to establish a body camera grant program. The City supports increased funding for this program to assist municipalities with the purchase, maintenance or replacement of Body Worn Cameras (BWC), ongoing costs related to record management, and hiring of personnel to operate the BWC program.

#### **Hiring and Retention**

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

#### **Binding Interest Arbitration Reform**

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

#### **Vehicular Pursuits**

The City joins the Association of Washington Cities (AWC) in requesting clarification of the ability for law enforcement to conduct vehicular pursuits for the benefit of public safety. The City requests revisiting SB 5919 language which states probable cause, rather than reasonable suspicion, is necessary to begin pursuits. Since the passing of SB 5919, there have been several occasions where the high standard of probable cause prevented pursuit of a vehicle, jeopardizing public safety. The City will continue to support safety measures and training for officers who engage in vehicular pursuits.

#### **Operating Budget Request: Community Partnership Program at Western State Hospital**

Since 2007 the City has operated a highly effective Community Partnership Program (CPP) to improve public safety at Western State Hospital (WSH). The CPP has responded to hundreds of calls for police service at WSH and has supported the overall safety of hospital staff and the surrounding community. Despite steady cost increases, funding for the program has remained stagnant since 2017. The City requests ongoing funding for continued operation of the program.



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### **Authority to Appoint Municipal Court Judges**

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

### **Traffic Enforcement Cameras**

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

### **Basic Law Enforcement Academy (BLEA)**

The City supports ongoing funding of the Basic Law Enforcement Academy which is the sole training program for police departments statewide. With an increasing number of law enforcement officers retiring, it is imperative this program receive adequate funding to provide ample training openings for new hires in a timely manner. The City supports the regionalization of Criminal Justice Training Commission campuses to allow BLEA and other standardized trainings to be offered in multiple locations throughout the state.

### **Jail and Court Costs**

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

### **Geographic Equity in Discharge from State Facilities**

The City appreciates the State's recent efforts to move toward a more community-based behavioral health system. The City of Lakewood has long shouldered an inequitable share of the state's responsibility to treat and care for the mentally ill and sexually violent predators. Transitioning to a community-based system presents an opportunity to not only provide more accessible services to those who need it most, but also for the communities of our state to share this responsibility. To ensure this transition is successful, the State should guarantee adequate long term care facilities in all regions are willing to provide care to complex cases. Secondly, fair share principles should apply to sexually violent predators released from state hospitals and secure community transition facilities.





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

- 1) Institute fair share policies for discharge planning from state hospitals for individuals that have a history of one or more violent acts (extend SB 5163 policies, that only apply to the Special Commitment Center, to state hospitals).
- 2) Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process.
- 3) Be required to provide a report on the availability of less restrictive alternative services in regional service areas. The City appreciates that the Legislature allocated \$250,000 for the Department of Commerce to complete this report but has concerns that the agency is deferring to DSHS. The City hopes to have the report complete before the development of the next state biennial budget to ensure more informed decisions on what areas in the state need more “continuum of care” resources.
- 4) Procure additional services (e.g. housing, mental healthcare, etc.) within a regional service area if existing services are not adequate.
- 5) Implement Department of Health credential waivers for treatment providers working in underserved counties.

### **Protecting Residents of Adult Family Homes**

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

### **State Hospital Reentry Program**

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

### **Enhanced Services Facilities**

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

### **Acute and Long-Term Care Facilities**

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



# CITY OF LAKEWOOD

## LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON XX  
AMENDED ON XX

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### **Civil Asset Forfeiture**

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

### **Consolidate Traffic-Based Financial Obligations**

The City supports legislative proposals that would authorize the Administrative Office of the Courts to establish a unified payment plan system for the consolidation of multiple traffic-based financial obligations. This solution allows defendants to bring multiple outstanding obligations into the new payment plan for ongoing servicing with a single point of contact, reduces the volume of driver's license suspension for failure to respond or pay, fewer DWLS-3 prosecutions, and improved collection rates.

### **Blake Response**

The City joins AWC in requesting funding to help offset city costs created by the Blake Decision on how possession of controlled substances is handled by the criminal justice system. City costs include processing criminal conviction vacations and repaying legal financial obligations as well as support for ongoing costs for diversion programs and municipal court impacts. The City also supports more state investment in alternative response teams, treatment facilities for adults and juveniles, treatment in jails, and to provide support to social workers, treatment providers and system navigators to help direct people to treatment. Clarification is also needed regarding the crime of possession of a controlled substance so individuals, law enforcement, and treatment providers can respond appropriately.



# CITY OF LAKEWOOD LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON XX  
AMENDED ON XX

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## 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

## LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON XX  
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### MILITARY AFFAIRS

#### **Defense Community Compatibility Account – North Clear Zone Funding**

The City of Lakewood supports full funding for the Defense Community Compatibility Account (DCCA) project list. The DCCA is a grant program that supports necessary infrastructure and compatible land use near Washington military installations. The DCCA is the most viable long-term option to secure the required state/local match to resolve the incompatible development in the McChord North Clear Zone. The City applied for a \$900,000 grant for the North Clear Zone.

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

The City of Lakewood is a strong partner with Joint Base Lewis-McChord (JBLM) and a founding member of the South Sound Military & Communities Partnership (SSMCP), a nationally recognized organization that gives unique voice to a range of issues affecting Pierce and Thurston Counties and their cities as well as JBLM, the largest military installation in Washington State. JBLM is a regional employment hub and a major statewide economic driver. The City supports the ongoing efforts of SSMCP and supports policy and financial decisions that assist JBLM's operational readiness and sustainability.

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

The City supports SSMCP's 2023 Legislative Priorities:

#### **1) Defense Community Compatibility Account (DCCA)**

The 2019 Legislature established the DCCA - a grant program to help civilian communities near military installations address compatibility challenges. SSMCP requests the Legislature fully fund the Commerce recommended project list – which includes \$900,000 for the McChord Airfield North Clear Zone.

SSMCP also requests the Legislature amend the statute to improve the program's long term success. These changes will improve the likelihood that the DCCA grant program will be funded through the biennial capital budget on a recurring basis.



# CITY OF LAKEWOOD

## LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON XX  
AMENDED ON XX

### 2) **Occupational Licensing Improvements**

WA State is making steady progress on reducing barriers for military spouses to obtain occupational licenses, but there is more work to do. SSMCP supports the adoption of additional interstate licensure compacts and policy changes to expedite and ease the occupational licensing process for military spouses. SSMCP recognizes these policy changes must strike a balance to ensure only those with proper qualifications are licensed.

### 3) **Statewide Economic Impact Analysis**

SSMCP has coordinated two regional economic impact analyses over the last several years. The most recent report concluded that JBLM generates over \$12 billion a year in economic impact for Pierce and Thurston Counties alone. There has been no statewide analysis of impacts from all of Washington's military installations. SSMCP requests the Legislature allocate resources for a statewide economic impact analysis.

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

The current design of I-5 restricts critical ecological functions impacting salmon survival, is at a high risk of being overtopped by a major flooding event and has limited capacity to handle the growing South Sound economy and population - a key component to national security since 30% of the JBLM workforce live south of the Nisqually River. The Legislature allocated \$75 million in the Move Ahead WA package; SSMCP requests phasing of these funds to allow timely delivery of the project. \$19 million toward the roundabouts on SR 507 is needed in 2023 and \$56 million for the Nisqually River Delta will be needed when NEPA is complete. If additional funding is available, SSMCP supports prioritizing projects along the Mounts Road to Tumwater corridor, including \$1.5 million for preliminary engineering of hard shoulder running between Sleater Kinney Rd and Henderson Blvd.

### **American Lake Veterans Golf Course Tax Exemption**

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

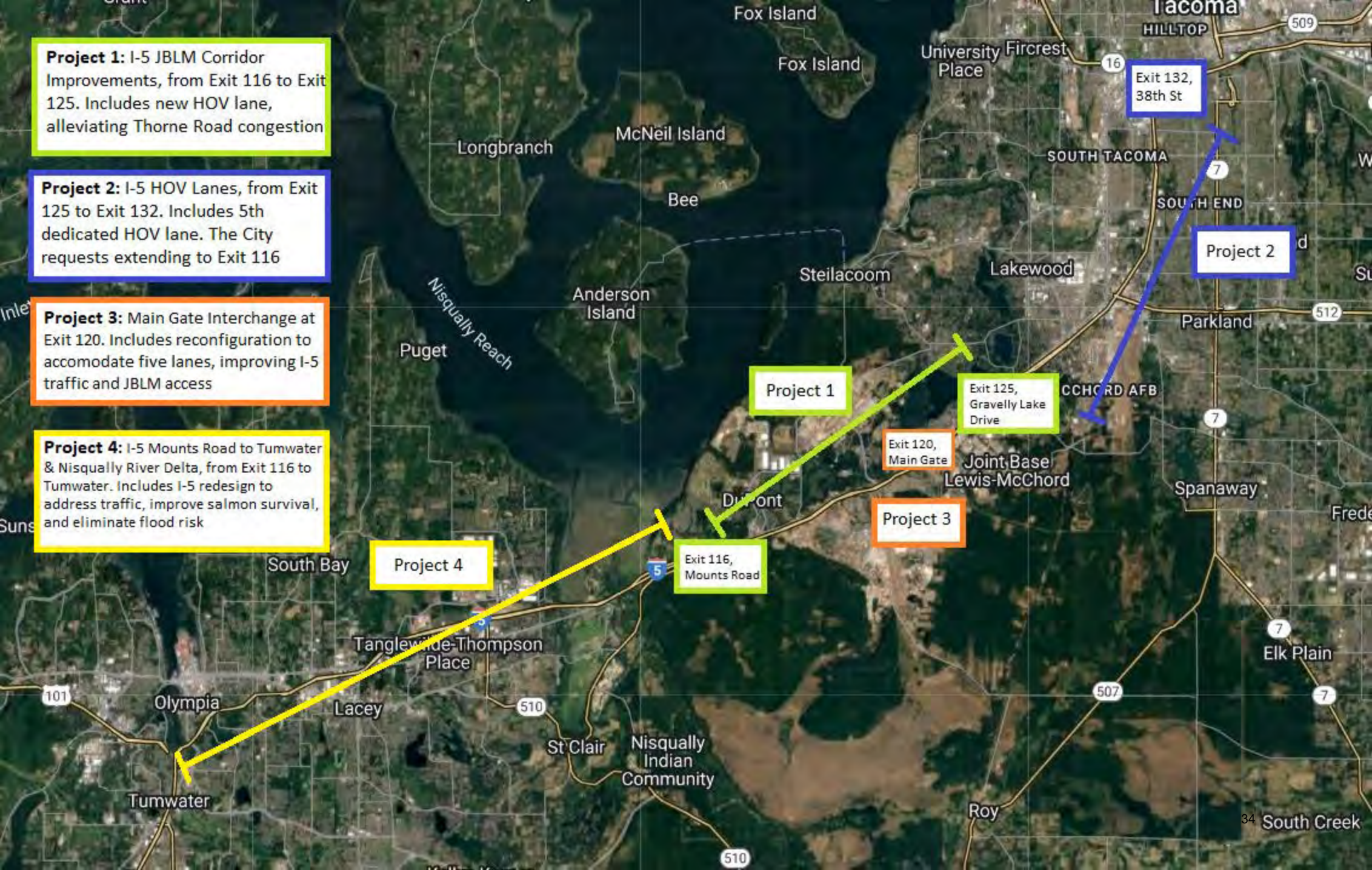


**Project 1:** I-5 JBLM Corridor Improvements, from Exit 116 to Exit 125. Includes new HOV lane, alleviating Thorne Road congestion

**Project 2:** I-5 HOV Lanes, from Exit 125 to Exit 132. Includes 5th dedicated HOV lane. The City requests extending to Exit 116

**Project 3:** Main Gate Interchange at Exit 120. Includes reconfiguration to accommodate five lanes, improving I-5 traffic and JBLM access

**Project 4:** I-5 Mounts Road to Tumwater & Nisqually River Delta, from Exit 116 to Tumwater. Includes I-5 redesign to address traffic, improve salmon survival, and eliminate flood risk





# CITY OF LAKEWOOD

## FEDERAL PRIORITIES 2023



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### ELECTED OFFICIALS

JASON WHALEN  
MAYOR

MARY MOSS  
DEPUTY MAYOR

DON ANDERSON  
COUNCILMEMBER

PAUL BOCCHI  
COUNCILMEMBER

PATTI BELLE  
COUNCILMEMBER

LINDA FARMER  
COUNCILMEMBER

MICHAEL BRANDSTETTER  
COUNCILMEMBER

### Introduction

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

**2022 Accomplishments:** The City had several major accomplishments in 2022. The City put forward another earmark request for the South Tacoma Way roadway improvement project. This project was once again selected by Congresswoman Strickland for funding and \$2.5 million has been included in the Appropriations bill that passed the U.S. House of Representatives on July 20, 2022. The process is currently in the U.S. Senate and a final resolution on the funding for South Tacoma Way is expected before the end of the year. The project has support from both Senator Murray and Senator Cantwell. The City also proposed and won inclusion of language into the National Defense Authorization Act that streamlines the purchasing of private land for compliance with military safety buffer zones. The language will help the City's continued efforts in resolving the issue of North Clear Zone encroachment.

**Policy Opportunities:** The City has identified a number of infrastructure and housing needs to prioritize in 2023 that would benefit the community. Congress and the Biden Administration are providing numerous funding opportunities for the City to pursue these important projects. The South Tacoma Way roadway improvement project continues to be a priority, with another earmark request submitted and accepted by Congresswoman Strickland. The City will submit the "Green Loop" street portion of the Downtown Subarea Plan project to the RAISE program. The City will also submit a federal earmark request in support of LASA's 25-unit low income housing project. The City will continue efforts to change the Defense Community Infrastructure Program (DCIP) project eligibility to prioritize transportation projects, as several transportation projects around the City that improve military preparedness would benefit from DCIP funding access.

**Congressional Delegation Opportunities:** Lakewood's Congressional Delegation is extraordinarily well positioned to help the City in terms of their committee assignments and seniority. Congresswoman Strickland serves on the Transportation Committee and the Armed Services Committee with jurisdiction over JBLM and whose Chair, Adam Smith, is also from Washington State. Senator Murray is a senior member of the Senate Appropriations Committee and serves on the Defense Appropriations Subcommittee. Senator Cantwell is the Chair of the Senate Commerce Committee with jurisdiction over a majority of transportation policy. From a statewide perspective, Washington State has four members on the Appropriations Committee and three on the Armed Services Committee.

### City Council Vision

Our vision for Lakewood is a thriving, urban, South Puget Sound City, possessing the core values of family, community, education, and economic prosperity.

We will advance these values by recognizing our past, taking action in the present, and pursuing a dynamic future.

**Strategy:** Lakewood’s congressional delegation knows the Lakewood community’s needs, as well as the City’s funding and policy priorities. The City’s legislative effort in 2023 will be to continue to drive major policy changes within the Department of Defense and the Department of Transportation and bring federal funding to City needs. The City’s objective will be a sustained partnership with the federal government to bring federal funding into the City to support economic, infrastructure, housing, and environmental priorities.

The 2023 scope of work builds on the City’s latest legislative efforts and continues to build support in 2023 and for longer-term initiatives in the years ahead. Additionally, the City will follow the work being done by partner agencies and organizations and will levy support when and where appropriate. Some of these organizations include the Association of Washington Cities, the Association of Defense Communities, the Puget Sound Regional Council and Pierce County, among others.

## POLICY PRIORITIES

### Bringing federal funding to the City’s top infrastructure and housing priorities

**Background:** As Members of Congress restored earmarking authority last year, the City has ample opportunity to position its priority projects for federal support. In 2021, the City secured House support for \$2.4 million to complete the South Tacoma Way project but that effort was ultimately unsuccessful. The City resubmitted the request and seems to be in line to receive \$2.5 million in 2022 to complete the project.

**Action:** The City’s work in 2023 will be to use the new earmark rules and regulations to revisit the City’s capital projects and position them for federal support. The City will make a decision about which projects to put forward from the transportation, economic development, watershed infrastructure and community development areas. With two years of earmarks to review and the successful positioning of the South Tacoma Way Project for funding, the City of Lakewood can continue to put needed projects forward for federal funding with a keen understanding of which projects compete well for congressional consideration. In 2023, the City will submit a \$2.5 million federal earmark request for a 25-unit low income LASA housing project. This project is critical for increasing the City’s affordable housing stock as well as incentivizing further economic development in the area. The City’s secondary priority will be to continue to seek federal funding support for other City priorities. This may be through earmark requests or other funding opportunities that come together (see Transportation and Infrastructure Program and Funding below). The City also plans to submit a RAISE grant in 2023 in the amount of \$25 million for the Green Loop project and the City will seek congressional support for its grant submittal.

### Supporting the Ongoing Efforts in the North Clear Zone

**Background:** The South Sound Military and Community Partnership (SSMCP) has been the driving leader in supporting the Air Force and Army funding the acquisition of property in the JBLM North Clear Zone. The City has requested legislative language from its congressional delegation to clarify the appropriate use of federal dollars. In 2022 the City successfully added legislative language to the National Defense Authorization Act (NDAA) with the support of Rep. Strickland and Chair Smith to help process future North Clear Zone transactions.

**Action:** The City will continue to lobby for funding and policy support for this effort. The House and Senate Armed Services Committees are both watching the work being done at the North Clear Zone at

JBLM and the City has a strategy ready to enact should the contemporary work being done on the ground prove stuck. We will also monitor the implementation of the language that we successfully added to the 2022 NDAA to ensure it meets local needs.

### Defense Community Infrastructure Program (DCIP)

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

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

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

In 2022 the DCIP funding has grown to \$90 million but regrettably, projects funded through the DCIP are not transportation infrastructure focused, and few transportation infrastructure projects to date have been funded.

**Action:** In 2023, the City's top priority is increasing the funding available to the DCIP up to its authorized amount of \$100 million and ensuring that the program adequately prioritizes the types of projects needed in Lakewood, as well as lobbying for DCIP project eligibility that incorporates transportation infrastructure projects.

### Transportation, Climate, and Infrastructure Program and Funding

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

**Action:** Several proposals in both House and Senate bills have new programs identified for competitive grant funding (see below for a selected list). Influencing how these programs are developed by the agencies and ensuring they are set up in ways that make Lakewood's projects accessible and competitive will be a top priority. Each of these new programs provide an opportunity for the City to position projects and compete for funding. The City will work to modify the Infrastructure grant programs to create a medium sized city set aside and to ensure that program



criteria meet the needs of the City of Lakewood. For the climate infrastructure programs recently enacted, the City will work to establish similar criteria in new programs that will be implemented in 2023. Grant program descriptions are currently under development by the Biden Administration and will be more descriptive once public. Some of the anticipated programs include:

- Clean Heavy Duty Vehicles
- Climate Pollution Reduction Grants
- Environmental and Climate Justice Block Grants
- Neighborhood Access and Equity Grant Program
- Latest and Zero Building Energy Code Adoption

The City will continue to monitor the following new and expanded programs funded by the December 2021 Infrastructure Bill for additional funding opportunities:

- Safe Streets and Roads for All Program
- Reconnecting Communities Pilot Grant Program
- Culvert Removal, Replacement and Restoration Program
- Broadband Development and Deployment
- Charging and Fueling Infrastructure
- Bridge Investment Program
- Carbon Reduction Program
- Local and Regional Project Assistance Grant

### **Medium Sized City Set Aside**

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

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

**Action:** The City will continue to lobby for a portion of federal infrastructure dollars be set aside for medium sized cities. This policy position is consistent with the work the City has been doing for years and is supported broadly by similar sized cities throughout the state. As for proof as to why this set aside is needed, since the RAISE program, formerly known as the BUILD or TIGER, was created in 2009 through 2021, not a single award was made to a city in Washington State between 10,000 and 75,000 in population size.

In 2022, there are signs that the City's legislative efforts are seeing results. Of the six RAISE grant awards made in Washington State, two awards went to medium sized cities. This progress is a result of the City's multi-year, multijurisdictional legislative effort.

The City will analyze the 2023 RAISE program and apply for the "Green Loop" street portion of the City's award-winning Downtown Subarea Plan. The City will continue to support a dedicated medium

sized city set aside within the RAISE program as well.

In 2023, the City will need to continue to partner with other Northwest cities to increase the set asides in additional transportation programs and climate infrastructure funding opportunities so that Lakewood has competitive access moving forward.

## Defense Policies

### Base Realignment and Closure (BRAC)

**Background:** A BRAC round is the best way to direct military construction and infrastructure funding to the bases and locations that need the most investments. While the prospects of a BRAC round over

the next few years are unlikely, the DOD and the City's congressional delegation are supportive, including most importantly, Congressman Adam Smith who is the Chair of the House Armed Services Committee with jurisdiction over this issue.

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

### Office of Local Defense Community Cooperation (OLDCC)

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

**Action:** OLDCC is expected to continue to be a critical partner to the City for many shared initiatives in support of JBLM. Funding for OLDCC has been under recent threat and the City should lobby for stable funding for OLDCC in recognition of its strong role in the economic growth in the region.

### Association of Defense Communities Engagement

**Background:** The Association of Defense Communities (ADC) has the potential to become a key ally for the City. The ADC's support for the Defense Community Infrastructure Program was key to enactment in 2018. Additionally, its steadfast support for the Office of Local Defense Community Cooperation (OLDCC) has been critically important for the viability of that agency.

**Action:** The City should look for ways to deepen its relationship with ADC and consider participating in ADC conferences with the eventual goal of seeking committee and board positions with ADC.

### Support for Military Construction Projects at JBLM

**Background:** Congress restored limited earmarking authority to its appropriations bills. In 2021, Military Construction projects were not eligible for earmarking but there were 28 projects selected for earmarked funding in 2022.

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

## Community and Economic Development Programs

### Continuation of Earmark Authority

**Action:** Congress reinstated its earmarking authority in 2021 and the City should continue to support the use of congressionally-directed spending in 2023 and beyond with full transparency and conflict of interest checks.

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

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

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

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

### Support Municipal Tax Policy

**Background:** Congress has adjusted various tax policies that have a direct impact on the City of Lakewood, including the New Markets Tax Credit, the Affordable Housing Tax Credit and the State and Local Sales Tax Deduction. These policies, in addition to policies that would negatively value municipal bonding authority, remain under debate in Congress in 2022 and are expected to continue in 2023.

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



TO: Mayor, Deputy Mayor, and City Councilmembers

FROM: Tiffany Speir, Long Range Planning Manager

THROUGH: John Caulfield, City Manager 

DATE: October 15<sup>th</sup>, 2022

SUBJECT: RAISE Program Project Submission Details – Green Street Loop

**Purpose:** The purpose of this memorandum is to provide a brief overview of the City of Lakewood's 2023 RAISE program project submittal – the Green Street Loop that is a part of the City's Downtown Subarea Plan.

**Funding Request:** The City plans to submit a RAISE application for **\$25 million** in 2023.

**RAISE Program Description:** Projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make US transportation systems safer, more accessible, more affordable, and more sustainable.

**2022 Project Criteria:** Projects were evaluated on several criteria, including safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity. Within these areas, the Department considered how projects will improve accessibility for all travelers, bolster supply chain efficiency, and support racial equity and economic growth – especially in historically disadvantaged communities and areas of persistent poverty.

**2022 Recipient Background:**

- 2022 RAISE grants are for planning and capital investments that support roads, bridges, transit, rail, ports, or intermodal transportation.
- 50% of funding is designated for projects in rural areas (population below 200,000), and 50% of the funding is designated for projects in urban areas (population above 200,000).
- Nearly two-thirds of projects are located in areas of persistent poverty or historically disadvantaged communities.



- The largest grant award is \$25 million. Per statute, no more than \$341.25 million could be awarded to a single state in this round of funding.
- Among this year's selected projects, 11 included a local hire provision.
- Several projects include workforce development aspects including four projects that have project labor agreements, eight projects that have registered apprenticeship programs and an additional eight projects with other workforce development provisions.

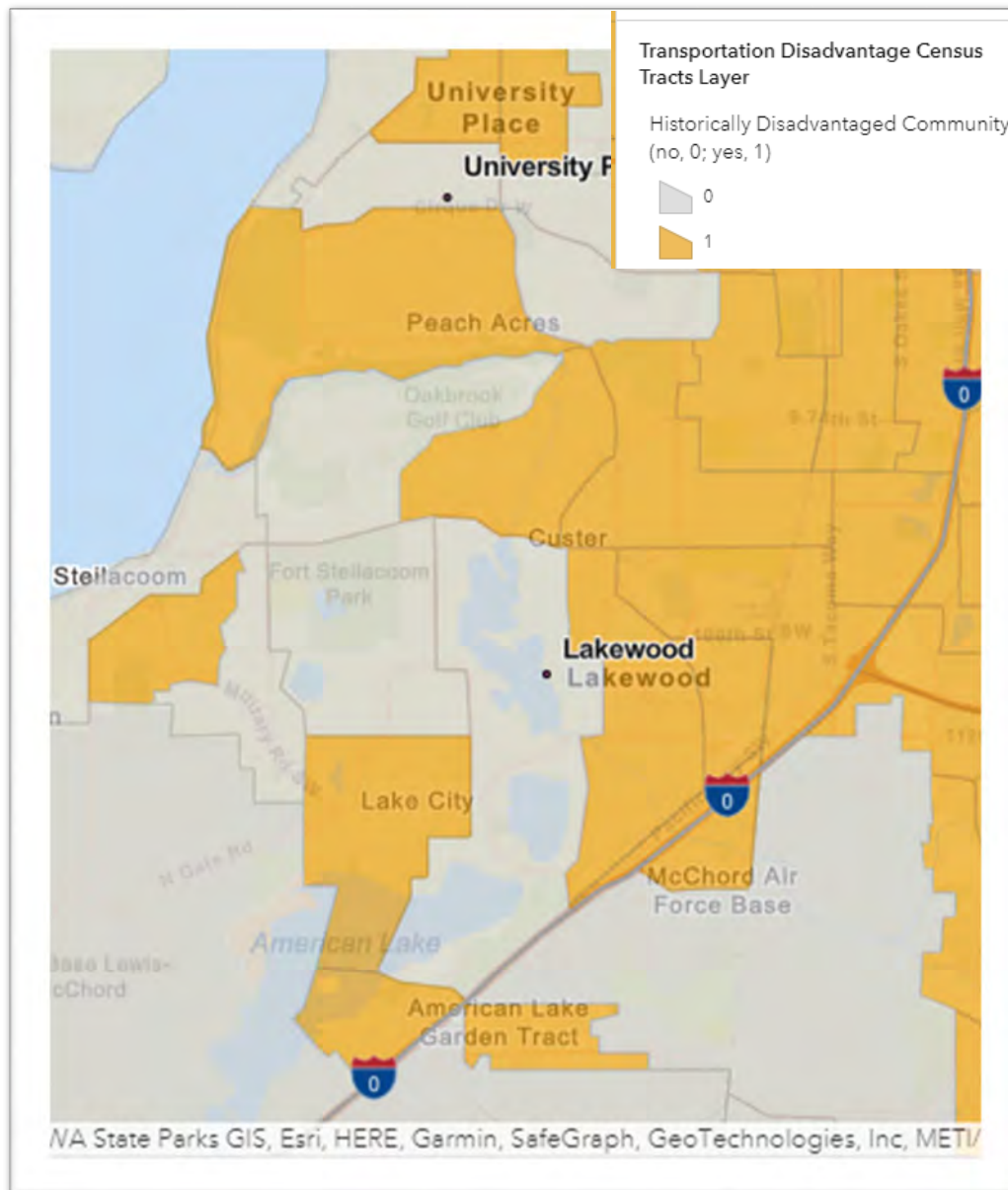
### **Lakewood Green Street Loop**

**Brief Project Description:** Part of the award winning 2018 Downtown Subarea Plan, the Green Street Loop includes Gravelly Lake Drive SW, 59th Avenue SW, Mt Tacoma Drive SW, and a small portion of Bridgeport Way SW. The Green Loop proposes continuous pedestrian and off-street protected bike facilities, street trees, landscaping, and low-impact development stormwater improvements. An economic analysis examining the project's impact on employment and housing will be produced.

Incorporating in 1996 after over 100 years of development in the area, the City of Lakewood is working to create a sense of place for its Downtown through construction of a safe and attractive pedestrian- and cyclist-friendly transportation loop. The project is located within two transportation disadvantaged census tracts and will be a major catalyst for economic and residential development in the Downtown, which is also a regional urban growth center identified by the Puget Sound Regional Council (the MPO and RTPO for central Puget Sound.)

**RAISE Program Transportation Disadvantaged Census Tracts:** The Downtown Subarea is located within Census Tracts 719.01 and 718.07, both of which are RAISE Program Transportation Disadvantaged Census Tracts (**Figure 1**).

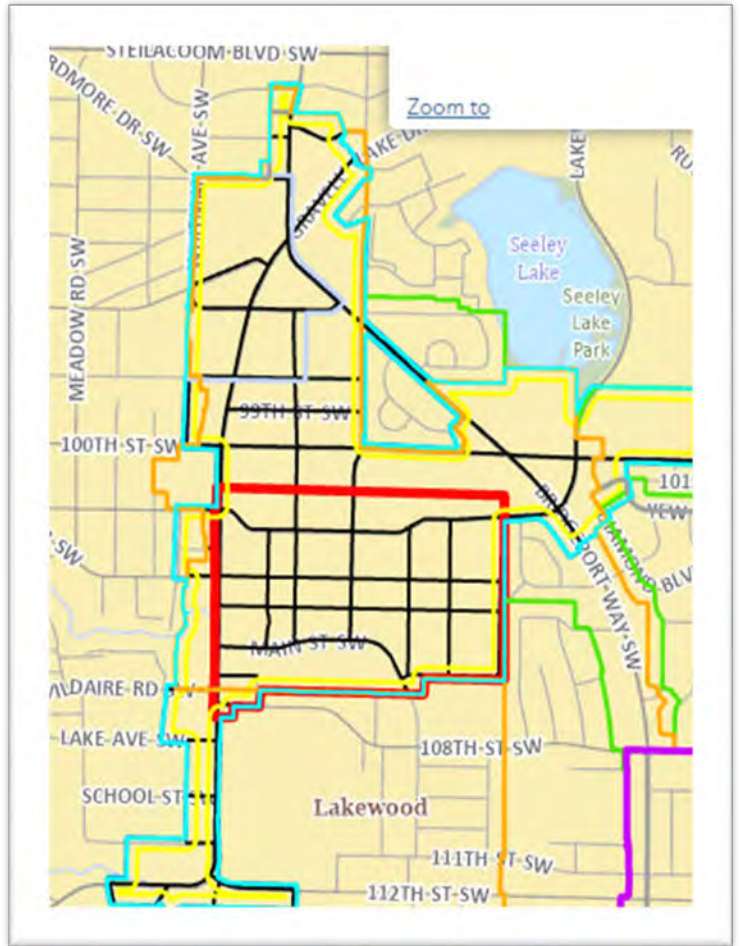
**Figure 1:** Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities ([Source](#)))



**Lakewood Transportation Disadvantaged Census Tracts (in red):**

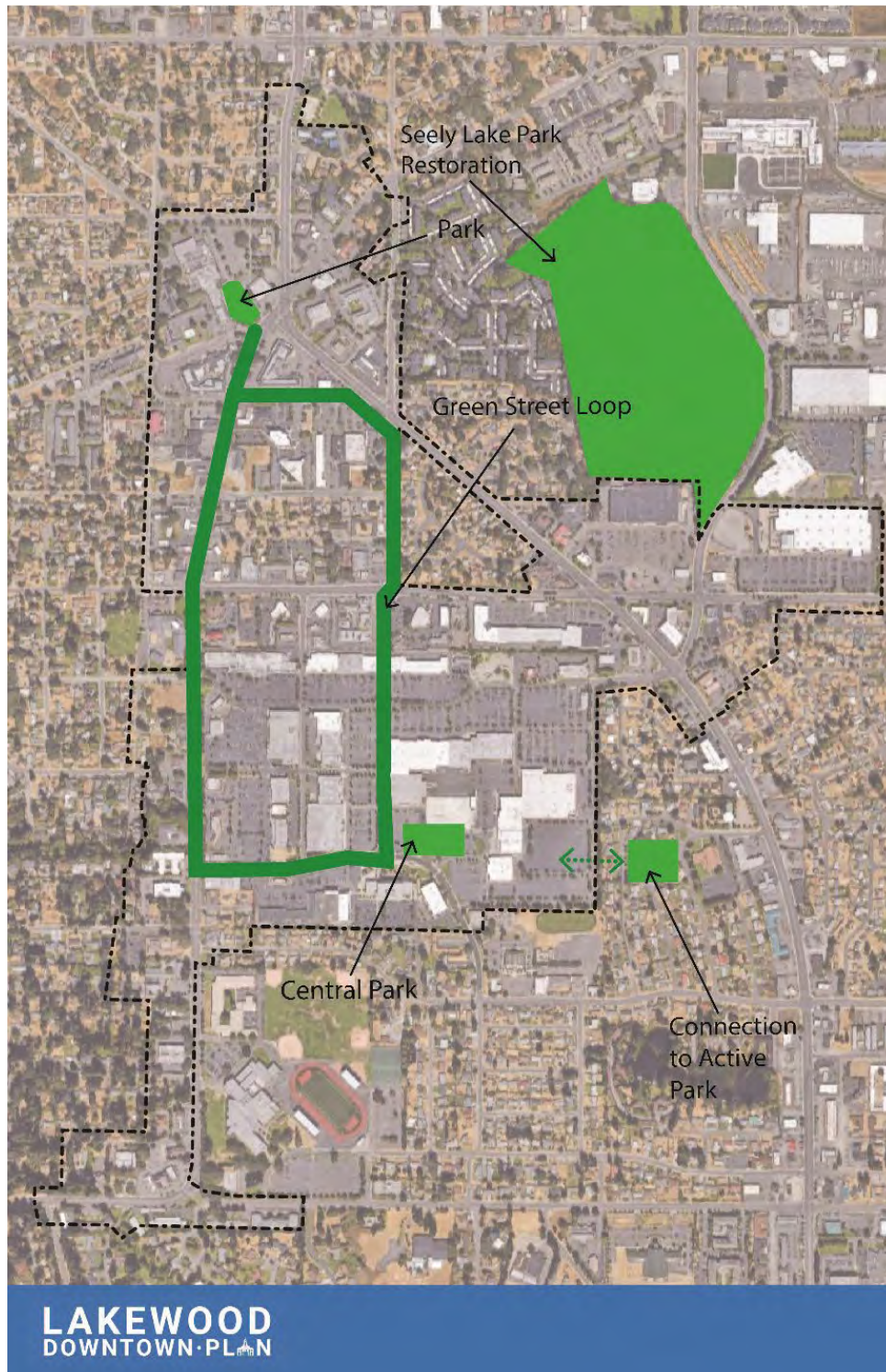
718.03	720.00
718.06	721.06
<b>718.07</b>	721.08
718.08	723.08
<b>719.01</b>	

**Figure 2 and 3:** The Downtown Subarea boundaries are shown in black on the map to the left below and in light blue on the map to the right below





**Figure 4:** The Green Street Loop includes Gravelly Lake Drive SW, 59th Avenue SW, Mt Tacoma Drive SW, and a small portion of Bridgeport Way SW. The Green Loop proposes continuous pedestrian and off-street protected bike facilities, street trees, landscaping, and low-impact development stormwater improvements.





## Excerpts from 2018 Downtown Subarea Plan: Green Street Loop

Expanding the street grid, developing a large central park, creating the green street loop, and improving existing public streets are the core elements of the Downtown Subarea Plan streets and public space strategy. The proposed street concepts support the expansion of the public street network, the green street loop, a better pedestrian experience and connectivity, and urban mixed-use infill development.

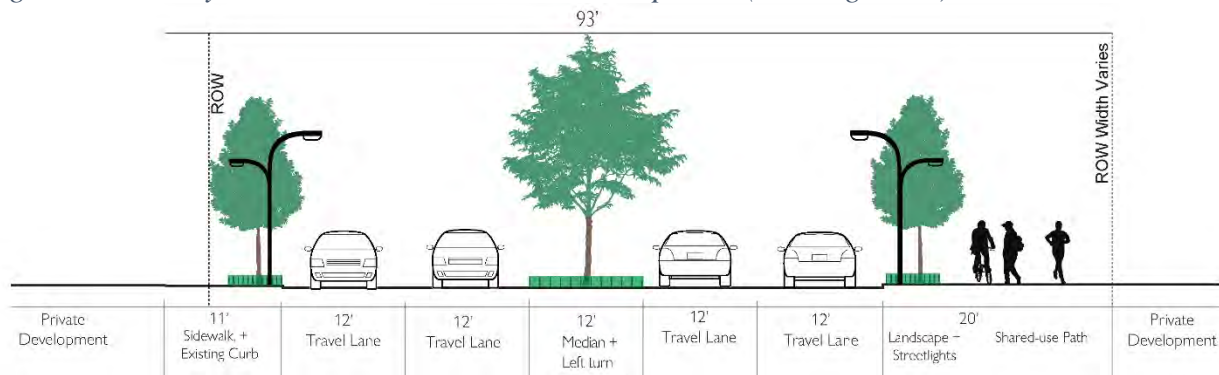
### Green Street Loop

The Green Street Loop includes Gravelly Lake Drive SW, 59th Avenue SW, Mt Tacoma Drive SW, and a small portion of Bridgeport Way SW. The Green Loop proposes continuous pedestrian and off-street protected bike facilities, street trees, landscaping, and low-impact development stormwater improvements.

### Gravelly Lake Drive SW

As part of the Green Street Loop, a revised road design for Gravelly Lake Drive SW is proposed. The revision will allow for expanded sidewalks and a multi-use path on the east side of the street. After evaluating several cross sections in the EIS, Figure 31 illustrates the preferred section that includes four travel lanes and a center median with left turn pockets at public street intersections. The street section maintains the existing curbs and expands the sidewalks on the west side of the street through acquiring additional ROW potentially as properties redevelop. Sidewalks may be expanded on the west side as part of frontage improvements associated with private development or a City capital project.

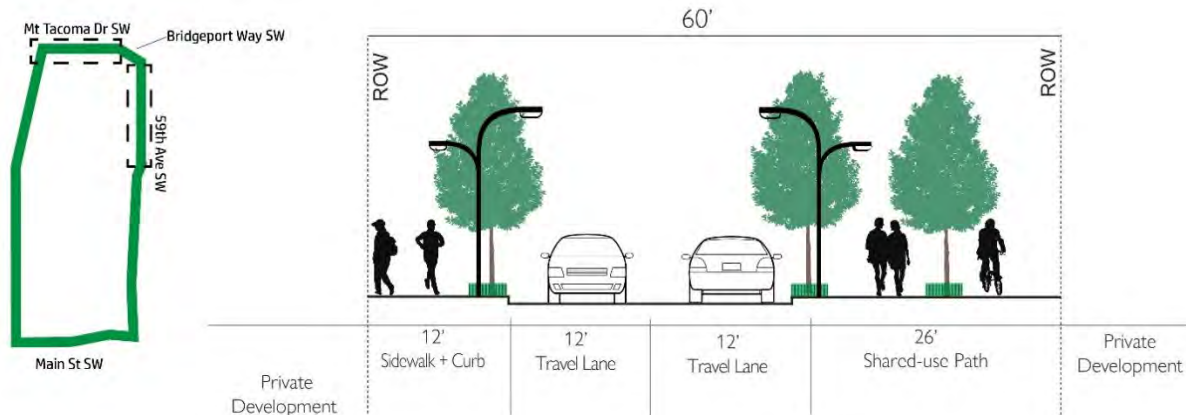
Figure 1. Gravelly Lake Drive SW Revision – Concept #3A (Looking north)



### 59<sup>th</sup> Avenue SW/Mt Tacoma Drive SW

The concept plan in Figure 30 for these streets is to reduce the number of travel lanes from three to two. The reduction in vehicle lanes allows for a 12' sidewalk on the west side and a 26' multi-use path on the east side.

Figure 2. Mt. Tacoma Drive SW and 59<sup>th</sup> Avenue SW between 100<sup>th</sup> Street SW and Bridgeport Way SW

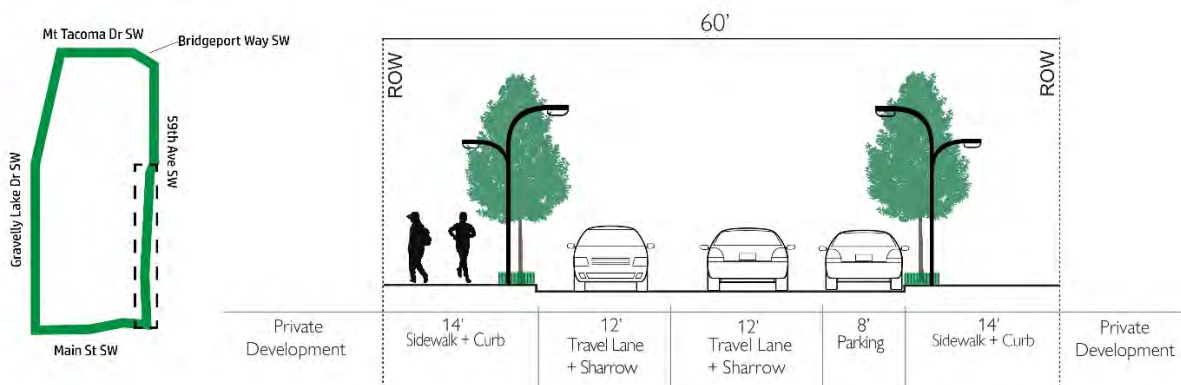


Framework and KPG, 2018

### 59<sup>th</sup> Avenue SW

59<sup>th</sup> Avenue SW is one of the few public streets in the Towne Center. It currently has three vehicle lanes and sidewalks on both sides of the street within an approximately 60' right-of-way. The concept shown in Figure 36 includes only the existing right-of-way and converts one of the travel lanes to on-street parallel parking and allows for sidewalks up to 14' in width on both sides. This concept supports the transition of 59<sup>th</sup> Street SW to a pedestrian oriented retail street.

Figure 3. 59<sup>th</sup> Avenue NW (Existing ROW)



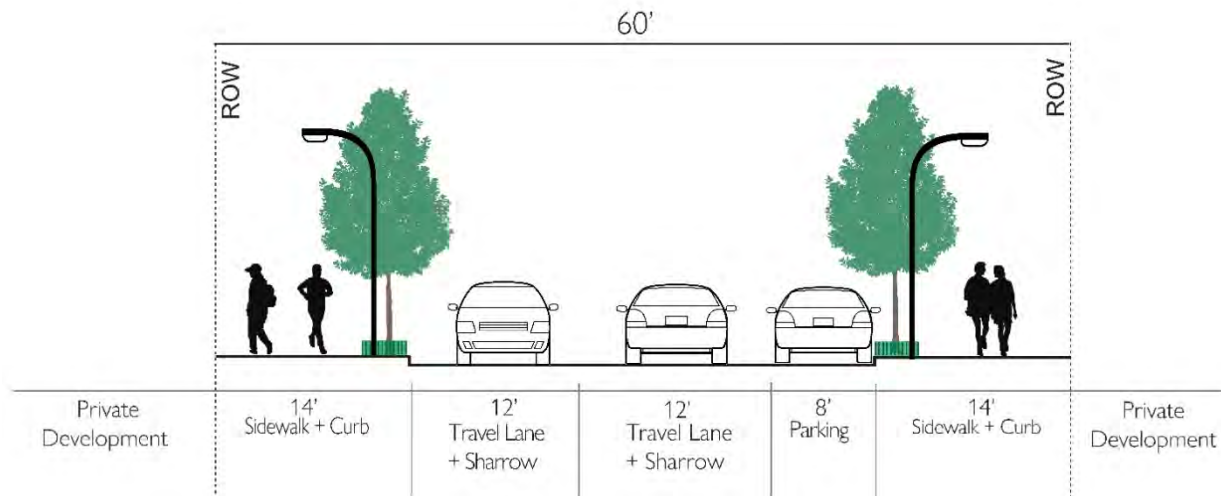
Framework and KPG, 2018

### Lakewood Towne Center Boulevard SW

Lakewood Towne Center Boulevard SW is currently a private street with three vehicle travel lanes and sidewalks on both sides of the street. Figure 38 shows two 12' vehicle travel lanes with "sharrows" (i.e., road markings used to indicate a shared lane environment for bicycles and automobiles<sup>1</sup>), on-street parallel parking on one side of the street, and 14' sidewalks on both sides of the street.

<sup>1</sup> Source: NACTO Urban Bikeway Design Guide


Figure38. Lakewood Towne Center Boulevard between Bridgeport Way SW and Gravelly Lake Dr. SW





TO: Mayor, Deputy Mayor, and City Councilmembers

FROM: Jake Johnston, Federal Governmental Consultant and Paul Bucich, Public Works Engineering Director

THROUGH: John Caulfield, City Manager 

DATE: October 15<sup>th</sup>, 2022

SUBJECT: Infrastructure Investment and Job Act – Program Analysis

**Background:** The City of Lakewood is appreciative of the 2022 Bipartisan Infrastructure Investment and Jobs Act passed by the Federal Government. The IIJA will bring significant improvements across the country and region that will transform and modernize public infrastructure in areas that will benefit communities for decades.

While the City recognizes and applauds these investments as a nation, we struggle with the effects we can expect in Lakewood based on the way the IIJA separates out the funding in services the City does not provide. In essence, we have identified that the City will not be able to apply for any projects and funding in the following areas of the IIJA:

- Public transit
- Passenger rail
- Bridges, new and reconstructed
- Clean drinking water and waste water infrastructure (provided by other public entities)
- Reliable high-speed internet (private services)
- Clean energy transmission and EV infrastructure; electrifying thousands of school and transit buses across the country; and creating a new Grid Deployment Authority to build a resilient,



clean, 21<sup>st</sup> century electric grid (Lakewood does not have an electric utility, provided by three other public entities)

**Assessment:** Based on our assessment of the IJA, there are two primary areas of funding where the City can pursue projects:

### **Roads, Bridges, and Major Projects (\$110B)**

**Description:** *The bipartisan Infrastructure Investment and Jobs Act will invest \$110 billion of new funds for roads, bridges, and major projects, and reauthorize the surface transportation program for the next five years building on bipartisan surface transportation reauthorization bills passed out of committee earlier this year. This investment will repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. The bill includes a total of \$40 billion of new funding for bridge repair, replacement, and rehabilitation, which is the single largest dedicated bridge investment since the construction of the interstate highway system. The bill also includes around \$16 billion for major projects that are too large or complex for traditional funding programs but will deliver significant economic benefits to communities.*

**Analysis:** Of the \$110 billion allocated for this work, \$16 billion is dedicated to major projects of significant size. These are typically within Department of Transportation areas or multi-state projects such as the I-5 replacement across the Columbia River. Of the \$40 billion set-aside for bridge repair/replacement/rehabilitation, the City of Lakewood has no projects suited for this work as our few bridges are in good shape. This still leaves a significant amount of funds for other transportation projects; \$54 billion nationwide or approximately \$1 billion per state.

This is a significant amount of funding. However, in order to distribute the funding and have it used in the timeframe required, the grant limits have been set as a minimum of \$5M with a 20% local match and an upper limit of \$25M with a 20% local match. The majority of the City's transportation project needs fall below the \$5M lower limit and are therefore, not eligible for application. Recent grant applications for funding through the Puget Sound Regional Council grant process showed a local need of \$25M competing for a pot of money limited to \$10M. The vast majority of those asks were well below \$5M.

The program limits of \$5M and \$25M will restrict the number of applications from jurisdictions in Pierce County and the City of Lakewood. The 20% local match is a common match but in and of itself, it limits the number of applications based on available local funding.

### **Transportation Safety (\$11B)**

**Description:** *The legislation invests \$11 billion in transportation safety programs, including a new, \$5 billion Safe Streets for All program to help states and localities reduce crashes and*

*fatalities in their communities, especially for cyclists and pedestrians. It includes a new program to provide grants to community owned utilities to replace leaky and obsolete cast iron and bare steel natural gas pipelines, some of which are over 100 years old. It will more than double funding directed to programs that improve the safety of people and vehicles in our transportation system, including highway safety, truck safety, and pipeline and hazardous materials safety.*

**Analysis:** Investments into old natural gas systems will be a welcomed improvement to many communities. In our region, systems such as these are primarily owned by private utility companies and as such, local municipal governments will be unable to make use of the funding.

The challenge with the Safe Streets for All program primarily come down to the needs based approach. Unless a municipality has an existing issue exemplified by hard data showing accidents or fatalities along a street or at an intersection, application for funding is a non-starter for projects. The City of Lakewood is fortunate that we have low rates of accidents and fatalities across our community and no particular intersection that has issues of a significant nature that a re-design is warranted. Our non-motorized infrastructure is still lacking connections and wide application across our community. Being primarily under Pierce County's jurisdiction until 1996, the City has fewer non-motorized alternatives as would be expected in a more rural environment. Since incorporation the City has utilized grants to aid us in constructing well over \$200M in improvements across our community. There is much left to do just on arterials alone. Our citizens are forced to walk on gravel or dirt paths along major and minor roadways to get to jobs, hospitals, recreation, etc. Our vision is to have a connected system of sidewalks, bike lanes, shared use paths, where residents can walk out of their neighborhoods onto a safe means of getting to where they need to go. The Safe Streets for All funding is not focused on that type of project, just projects with known accidents and fatalities. It is unfortunate that funding is not set up to assist municipalities in building the infrastructure needed to prevent those situations before they occur.

**Recommendations:** The majority of IJA funding is not available to local municipalities. Overall the work that will be done by other public and private entities will benefit all, however the allocations and grant limits restrict the application of IJA funding at the local level.

The City of Lakewood requests and recommends that the IJA administration of grants be modified to set aside a reasonable allocation of funding to address smaller projects below \$5M. Additionally, the local match threshold should be lowered to 10% for municipalities below 75,000 in population. Larger jurisdictions typically have funds available that reduce the impacts of a 20% local match, while smaller jurisdictions often struggle to find this match. At a 10% local match, there is a higher chance of even smaller jurisdictions being able to apply for two or three grants, instead of one, thereby spreading the impacts of IJA more broadly.

The grant applications should be simplified for those applications below \$5M, enabling smaller municipalities with limited staff resources the ability to formulate and apply for a grant with a higher chance of being selected. It would also relieve the burden on the grant agencies for the review process.



## Funding Request

# LASA Affordable Housing Project

**Request:** The Living Access Support Alliance (LASA) is planning to construct 25 affordable low and lower-income housing units on their property in Lakewood. They are pursuing funding from city, county and state sources with an anticipated groundbreaking in 2024. Pierce County has committed \$3.5 million and the City is seeking \$500,000 in state funding. The City is also reviewing and considering allocation of ARPA funds, HOME funds, and HOME-ARP funds to this project; City budget decisions will be made by the end of 2022. **On behalf of LASA, the City requests \$2.5 million in federal funding to address the urgent need for more affordable housing.**

**Affordable Housing Needs in Lakewood:** According to the Puget Sound Regional Council's 2021 Regional Housing Needs Assessment<sup>2</sup>, housing production for the period 2010-2020 lagged behind growth targets by 40,000-50,000 housing units. This accounts for approximately two years of housing production. Increasing population and stagnating home construction is significantly impacting both home and rent prices in the region. This translates to the need for affordable housing in the region, especially in Lakewood. LASA's 25-unit housing project is comprised of 1 to 3 bedroom units, which have experienced sizable rent increases over the past year.

Lakewood –2022 Feb. Rent Prices <sup>1</sup>			
No. of Bedrooms	Median Rent	Year-Over-Year Change	Apartments for rent (Jan. '22)
1 bedroom	\$1,295	8 %	35
2 bedroom	\$1,573	10%	37
3 bedroom	\$1,970	7%	9

**Project Details:** Living Access Support Alliance (LASA) is a nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. This project is Phase 3 of a multi-phase development involving not only the addition of new affordable housing units, but also the expansion of LASA's Client Services Center ("the Center"), which will include the creation of new facilities for basic hygiene and services for homeless individuals. Phase 3 consists of 25 affordable housing units, and Phase 4 consists of an additional 25 to 35 affordable housing units. Phase 2 is currently being completed and includes renovation of the Center facilities to include access to laundry facilities, showers, bathrooms, and basic hygiene for those experiencing homelessness. Individuals will have access to LASA's services and connections to related providers, including mental health providers and case managers to assist with attaining permanent housing.

This project will have a profound impact on the Lakewood community since LASA is the sole provider of these services in the City. The majority of these services are offered in and around Tacoma, thus the challenge faced by Lakewood's homeless population is great as many lack the means to obtain transportation to utilize these services; the simple barrier of geography is often an insurmountable hurdle to those coping with homelessness. Where this project differs from most others is that it seeks to bring together the need for development of affordable housing with the need to provide ongoing services and access to basic hygiene for individuals experiencing homelessness in a "one-stop" facility. Once completed, the project could feasibly move a family from a state of homelessness, through case management and the provision of basic services, into permanent affordable housing.

#### Contact Information:

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**Jake Johnston**, President  
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[jake@johnstongr.com](mailto:jake@johnstongr.com)

<sup>1</sup> Annual Housing Reports - City of Lakewood

<sup>2</sup> <https://www.psrc.org/sites/default/files/rhna.pdf>

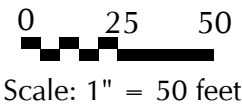


# GRAVELLY LAKE COMMONS

LASA - PHASE 3



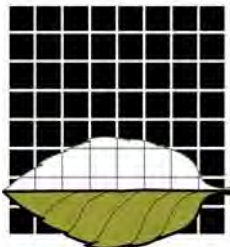
Schematic Site Plan



Vicinity Map

## Gravelly Lake Commons Master Plan:

- Phase 1: LASA offices and (15) affordable housing units. Phase 1 is complete.
- Phase 2: Hygiene Center. Showers, laundry, community support spaces. Designed and submitted for building permit. Phase 2 is fully funded.
- Phase 3: (25) affordable housing units in (4) separate two and three story building. Apartments to be a mix of one, two, and three-bedroom units.
- Phase 4: Future project to include 3,000 sf daycare facility with (30) affordable units in a five-story building.



James Guerrero Architects, Inc.  
7520 Bridgeport Way West  
Lakewood, WA 98499  
Telephone (253) 581-6000  
Web Site: jgarch.net

LASA - Phase 3 Gravelly Lake Commons		Page 1 of 3
Schematic Site Plan		
	June 3, 2022	





Phase 3 Partial Site Plan

0 15 30  
Scale: 1" = 30 feet



# GRAVELLY LAKE COMMONS LASA - PHASE 3

Project Description: Phase 3 includes construction of (25) new affordable housing units in four separate two and three-story buildings. Apartments include (4) one-bedroom, (11) two-bedroom and (10) three-bedroom units. Each unit has a private balcony or patio. Shared Laundry is provided for the one and two-bedroom units while the three-bedroom units have in unit washer and dryers. Sitework includes a designated playground, parking, dumpster and recycling enclosure, landscaping and irrigation.

Parcels: 513000-1640, 1650, 1660, 1671

Total Site Area:	2.38 acres
Phase 3 Site Area:	0.86 acres
Phase 3 Impervious Area:	75%
Phase 3 Building Footprint Area:	24%
New Parking Provided:	37 stalls
Current Zoning:	R-4
Proposed Zoning:	NC-2

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Lakewood, WA 98499  
Telephone (253) 581-6000  
Web Site: jgarch.net



LASA - Phase 3 Gravelly Lake Commons

Phase 3 Partial Site Plan

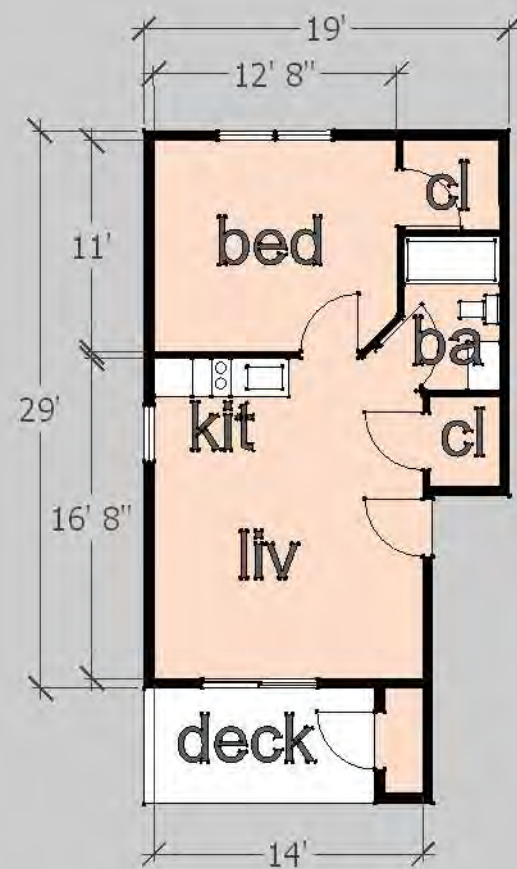
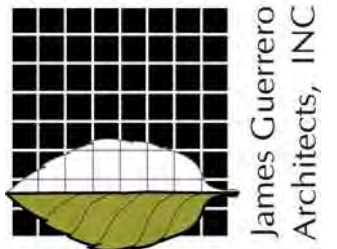
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June 3, 2022

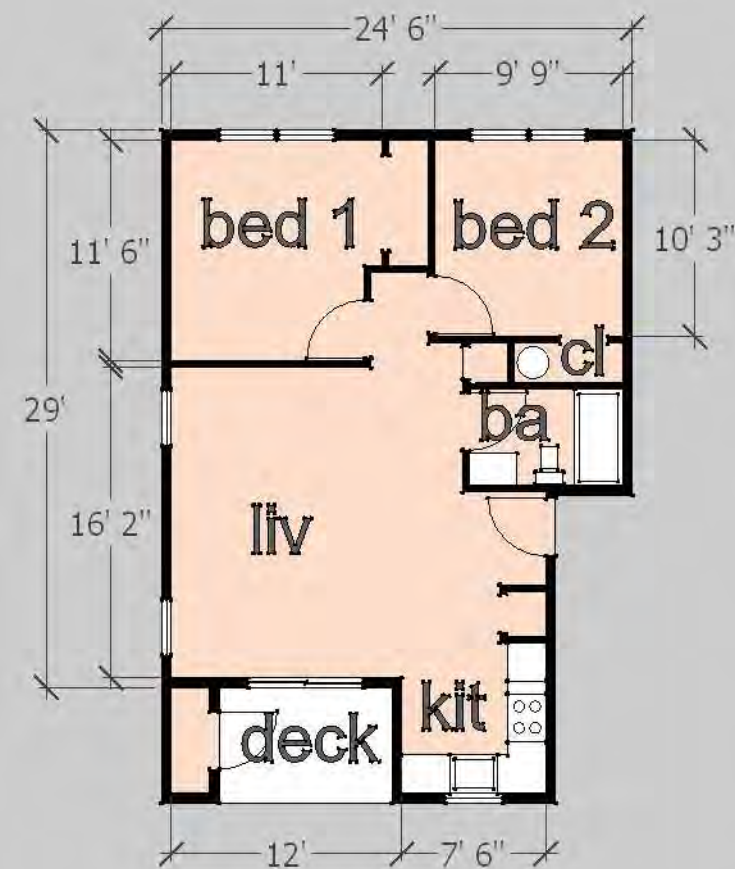




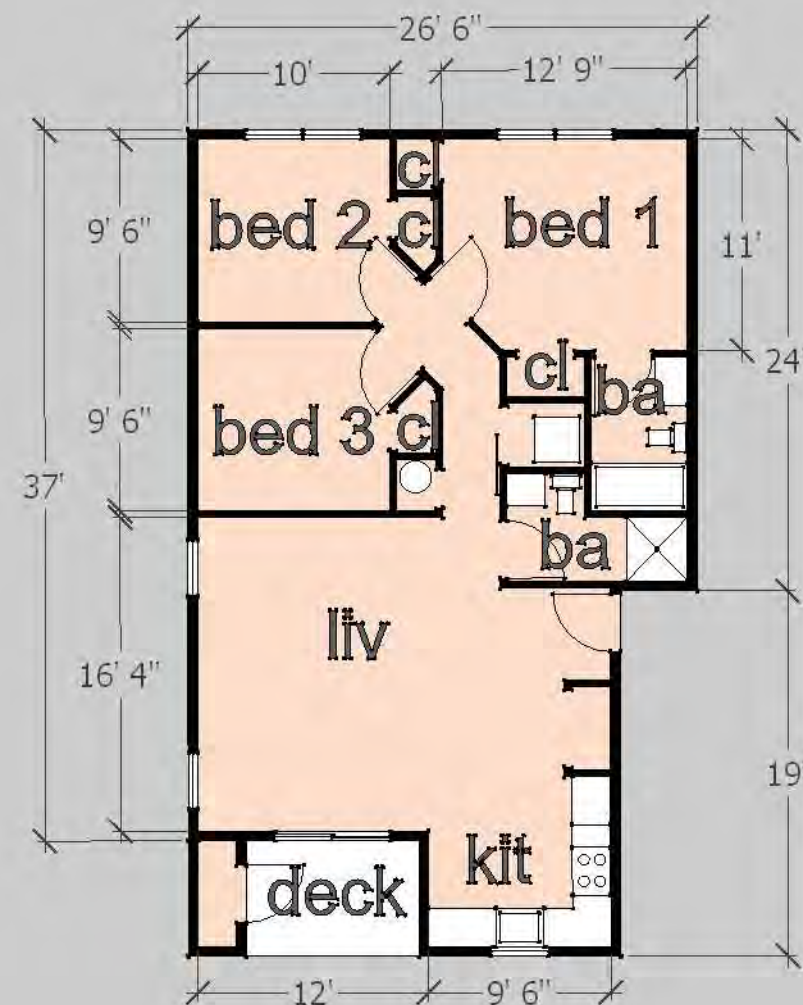
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One-Bedroom Unit



Two-Bedroom Unit



Three-Bedroom Unit

LASA - Phase 3 Gravelly Lake Commons

Schematic Floor Plans and Exterior View

June 3, 2022

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**CITY OF LAKEWOOD**  
**PIERCE COUNTY POLICY MANUAL**  
ADOPTED BY THE CITY COUNCIL ON XX

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

ADOPTED BY THE LAKEWOOD CITY COUNCIL ON XX





# CITY OF LAKEWOOD

## PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON XX

### INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT

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

### A STATEMENT ON EQUITY BY THE LAKEWOOD CITY COUNCIL

The Lakewood City Council acknowledges that equity is essential to a healthy community. We are committed to identifying and eliminating systemic racism. We intend to lead by example in the advancement of equity and the deliberate practice of inclusion.

The City Council commits to the following practices:

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

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





# CITY OF LAKEWOOD

## PIERCE COUNTY POLICY MANUAL

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### City Council Goals Legend

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

<b>Economic Development</b>	<b>Dependable Infrastructure</b>	<b>Public Safety</b>
<b>Fiscal Responsibility</b>	<b>Transparency</b>	<b>Robust &amp; Active Community</b>



# CITY OF LAKEWOOD

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### **COMMUNITY & ECONOMIC DEVELOPMENT**

#### **Regional Planning**

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

#### **Regional Planning – Puget Sound Regional Council**

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

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

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

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

#### **Regional Planning – Metropolitan Planning Organization**

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



# CITY OF LAKEWOOD

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### Annexations

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

#### Arrowhead/Partridge Glenn

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

#### Camp Murray

The City and Camp Murray leadership evaluated this potential annexation after jointly completing the Camp Murray Annexation Analysis Report in 2020. Currently, Camp Murray leadership is not supportive of annexation after the report found annexation would not be revenue neutral and would result in increased costs for Camp Murray. The City is interested in acquiring the Camp Murray Boat Launch with the goal of creating and managing it as a city park. The City would invest infrastructure development to increase accessibility to American Lake. This may be accomplished through annexation of the boat launch property from Camp Murray or assuming the property lease from the Washington State Department of Fish & Wildlife.

#### Joint Base Lewis McChord

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

### Lakewood Population Allocations

Pierce County recently adopted the 2044 population, housing unit, and employment growth targets for the County and the 23 cities. Per PSRC population allocations, the Pierce County core cities of Lakewood, Puyallup, University Place, and Auburn are expected to absorb a large share (23%) of the regional growth through 2050. However, unique situations and existing spatial constraints can affect the ability of individual jurisdictions to meet these targets. In Lakewood, the population and employment base are directly tied to, and subject to unpredictable change because of, the level of service members and contractors stationed or working at Joint Base Lewis-McChord (JBLM). In addition, there are several existing unique spatial and environmental constraints in Lakewood, including: JBLM’s Air Corridor zones that prohibit urban residential development; several lakes and associated lands that can only be developed at lower densities; large tracts of public lands (including parks, Western State Hospital properties and the South Puget Sound Urban Wildlife Area); pre-incorporation and pre-GMA existing developments, and inadequate infrastructure. Lakewood is





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seeking support from Pierce County for the following:

Policy direction must be developed for inclusion in the GMA, Multicounty Planning Policies, Countywide Planning Policies, individual Comprehensive Plans, and other appropriate documents that provide individual jurisdictions the ability to meet and/or adjust population and employment targets based on situations or issues outside their ability to govern.

### **Libraries**

Over the past year, the City has been working with Pierce County Library Systems (PCLS) to study how to best improve the City's libraries. The City Council, in partnership with the PCLS, has convened a Library Advisory Committee (LAC) that includes Lakewood residents to provide input on this project. The LAC is currently evaluating different options, including whether to remodel the existing libraries or build new ones, with a specific focus on the Main downtown library and the Tillicum neighborhood library. The City favors incorporating a new senior center with any library upgrades. The City supports the continued partnership with PCLS to improve the library system in Lakewood.

## **COMMUNITY HEALTH & RESILIENCE**

### **American Rescue Plan Act Funds**

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

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

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

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



# CITY OF LAKEWOOD

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### **Flood Control Zone District**

The City encourages the County to move the FCZD to a tiered rate based on risk of flooding. The City supports using flood control funds to mitigate existing risks rather than subsidize new development within the flood zone. The City is also concerned with the potential for the governing board to impose the maximum rate allowable.

## **PUBLIC SAFETY**

### **Geographic Equity in Discharge from State Facilities**

The City appreciates the passage of Senate Bill 5163 which expanded “fair share” and “county of origin” policies to offenders released from the Special Commitment Center. This is a first step in creating more equity among Washington communities who share the responsibility to receive individuals released from state facilities. The City requests that the County advocate at the state level for further action that expands this policy to discharges from Eastern and Western State Hospitals for individuals that have a history of one or more violent acts. The City requests the County support additional changes so DSHS will have to:

- 1) Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process.
- 2) Consider counties that neighbor the individual’s county of commitment when developing discharge plans;
- 3) Be required to provide a report on the availability of less restrictive alternative services in regional service areas. The City appreciates that the Legislature allocated \$250,000 for the Department of Commerce to complete this report but has concerns that the agency deferred to DSHS, which is contrary to the direction of the state legislature. The City hopes that the report is completed before the development of the next state biennial budget to ensure more informed decisions on what areas of the state need more “continuum of care” resources;
- 4) To procure adequate services within a regional service area if services are not adequate.

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

### **Protecting Residents of Adult Family Home Businesses**

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



## **CITY OF LAKEWOOD**

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#### **State Hospital Reentry Program**

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

#### **Enhanced Services Facilities**

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

#### **Video Arraignment**

The County does not provide video arraignment from the Pierce County Jail. Video arraignments allow the City to safely and effectively provide public defense services to jail populations, such as decreasing the number of jail transports, which are expensive and potentially hazardous. The City requests that the County find solutions to the issues impeding their ability to provide this service.

#### **Booking Restrictions**

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

#### **Pierce County Prosecuting Attorney's Office**

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

## **TRANSPORTATION & INFRASTRUCTURE**

#### **Pierce County Transportation Coordinating Committee**

The City is appreciative that the Pierce County Regional Council (PCRC) increased the transparency of the Transportation Coordination Committee (TCC), particularly in regards to how TCC scores and determines funding recommendations. TCC has made project score cards available to all member jurisdictions at the end of the scoring process when presented to TCC by subcommittee. The City is also appreciative of PCRC forming a subcommittee to work with TCC on holistically examining the scoring and ranking process. The City further recommends that PCRC solicit feedback from member jurisdictions on TCC's existing project selection process.





# CITY OF LAKEWOOD

## PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON XX

### **Pierce County Sewer Utility**

The City urges Pierce County to proactively plan for and build sewer system expansions in passed over areas of the county's urban areas. These "infill" expansions would encourage efficient development and expansion of infrastructure systems. Historically, Pierce County has not proactively planned for, or built, sewer system expansions in its service area. Rather, private development has been required to extend sewer main systems, with the opportunity to seek at least partial reimbursement via latecomer agreements for oversizing lines to anticipate future development. This policy has led to older, urban sections of the county not having sewer access, and has encouraged leap-frog development, inconsistent with the Growth Management Act. The Pierce County Sewer Utility should change its capital facility planning policies and practices to "do business as a business," meaning that it should be willing and able to construct sewer extensions into incorporated areas. Lakewood would readily participate in the pending update to the Unified Sewer Plan to assist with updating utility policies.

### **Future Commercial Airfields - JBLM**

The City urges Pierce County to oppose the use of Joint Base Lewis-McChord (JBLM) as a commercial air field. The Commercial Aviation Coordinating Commission (CACC), a group created by the state legislature that is tasked with recommending a new primary commercial aviation facility in Washington by February 15, 2023. The CACC initially identified JBLM as a potential location but has eliminated JBLM from further consideration to focus on three greenfield sites: Pierce County Central, Pierce County East and Thurston County Central. The City supports this decision and opposes the use of JBLM as a commercial air field because of strong opposition from the congressional delegation, significant concerns raised by the military, identification of the site as having high congestion issues, no transit service, and rated "unlikely" by WSDOT and "unable to accommodate commercial air service" by PSRC.

## **MILITARY AFFAIRS**

### **North Clear Zone**

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



# **CITY OF LAKEWOOD**

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### **GENERAL GOVERNMENT**

#### **Innovative Service Solutions**

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