



LAKEWOOD CITY COUNCIL STUDY SESSION AGENDA

Monday, March 27, 2023

7:00 P.M.

City of Lakewood

Council Chambers

6000 Main Street SW

Lakewood, WA 98499

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

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

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

Page No.

CALL TO ORDER

ITEMS FOR DISCUSSION:

- (3) 1. Joint Planning Commission meeting. – (Workplan)
- (6) 2. Review of Non-Motorized Transportation Plan Update. – (Memorandum)
- (85) 3. Review of FY 2023 Community Development Block Grant (CDBG) Annual Action Plan. – (Memorandum)
- (145) 4. Rental Housing Safety Program Update. – (Memorandum)

ITEMS TENTATIVELY SCHEDULED FOR APRIL 3, 2023 REGULAR CITY COUNCIL MEETING:

- 1. Proclamation congratulating Janne Hutchins on her retirement and expressing appreciation for the impacts she has made on the Lakewood community.
- 2. Proclamation recognizing April 22, 2023 as Parks Appreciation Day.
- 3. Youth Council Report.
- 4. Clover Park School District Report.
- 5. Authorizing the execution of an interlocal agreement with Pierce County for fingerprint and firearm examination services. – (Motion – Consent Agenda)

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

6. Authorizing the execution of an agreement for the 2023 Chip Seal Program.
– (Motion – Consent Agenda)
7. This is the date set for a public hearing on the FY 2023 Community Development Block Grant (CDBG) Annual Action Plan. – (Public Hearings and Appeals – Regular Agenda)
8. Review of the Dolly Parton Imagination Library Program. – (Reports by the City Manager)

REPORTS BY THE CITY MANAGER

CITY COUNCIL COMMENTS

ADJOURNMENT

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



CITY OF LAKEWOOD PLANNING COMMISSION 2023 ANNUAL WORK PLAN AND MEETING SCHEDULE

Members:

Phillip Combs
Don Daniels, Chair
Robert Estrada
Linn Larsen

Brian Parsons
Ryan Pearson, Vice Chair
Paul Wagemann

City Council Liaison: Paul Bocchi

City Staff Support:

Dave Bugher, Assistant City Manager for Development Services
Tiffany Speir, Long Range & Strategic Planning Manager
Karen Devereaux, Administrative Assistant

Meeting Schedule:

First and third Wednesdays, 6:30 PM; occasional special meetings

2023 Planning Commission Work Plan:

Work Plan Topic	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr
Election of 2023 Chair and Vice-Chair	X			
Review of 2023 Planning Commission Work Plan	X			
Review of City Council 2021-2024 Goals	X			
Review of 2023 Annual Housing Action Plan	X			
Review of 2023 Non-Motorized Plan update	X			
Shoreline Restoration Activities and Plan Review	X			
2023 Comprehensive Plan Amendment Cycle – 9 proposed amendments	X	X		
2024 Periodic Review of Comprehensive Plan Maps and Text, Development Regulations, and Critical Areas Ordinance <i>(This is a major initiative for the City and will be discussed at every Planning Commission meeting in 2023 and also carry forward into the first half of 2024.)</i>	X	X	X	X→
Multi Family Tax Exemption (MFTE) code update		X	X	
Tree Code Implementation updates		X	X	
2023-2028 6-Year Transportation Improvement Program (TIP)		X		
Urban Forestry Program Development		X	X	
Climate Change Work Plan Implementation		X	X	X
Review of Climate Change Annual Report			X	X
<i>Tentative:</i> Review and recommend annual development regulation amendment package (technical edits to LMC Titles 18A – 18C, etc.)			X	X

Role of the Planning Commission:

The role of the Planning Commission is to assist the City Council in the following areas:

General Planning Issues:

- Review and provide recommendation to the City Council on the Draft CDBG 5-Year Consolidated Plan and Annual Action Plan;
- Receipt of Annual Housing Report;
- Assists City personnel in preparing and updating a Comprehensive Plan for the City in accordance with state law to be submitted to the City Council for consideration of adoption;
- Recommends new and amended land use and zoning regulations and other development regulations as deemed necessary and/or appropriate;
- Act as the research and fact finding agency of the City in regard to land uses, housing, capital facilities, utilities, transportation, and in regard to classification of lands as agriculture, forest, mineral lands, critical areas, wetlands and geologically hazardous areas;
- Undertakes surveys, analyses, research and reports as may be generally authorized or requested by the City Council;
- Cooperates with planning agencies of other cities and counties, to include regional planning agencies, in furtherance of such research and planning; and
- Annually provides to the City Council a report on progress made in implementing the goals and requirements of State law and on the status of land use policies and procedures within the city.

Redevelopment:

- Facilitate cooperation and coordination between various business groups and impacted neighborhoods on business issues;
- Facilitate the formation of specific neighborhood commercial business groups to assist in the enhancement of various existing commercial areas, aid in stabilizing and retaining commercial enterprises within these areas to maintain viability as a commercial area, and help in identifying specific needs of businesses within various commercial areas;
- Make recommendations to the City Council and to City staff for programs in which the City could or should participate to enhance commercial development opportunities in the City, which programs may be in cooperation with any appropriate private, public, civic or community agency, group or association of or in the City, county, state or federal government;
- Recommend ways and means of obtaining private, local, county, state or federal funds and other participation for the promotion of business development projects within the City, especially those of an incubator type;
- Work with City of Lakewood staff, City Council, task forces and other City/community based groups, as directed by the City Council, on relevant issues and projects; and
- Assist in data base development for the creation and maintenance of a community profile.

Transportation:

- Facilitate cooperation and coordination with the Public Works Department of the City on street, public works and transportation and infrastructure related projects and plans;
- Identify, evaluate and recommend to the City Council, City Manager and/or City staff policies and projects for the City, annual update of its Six-Year Transportation Plan, and for other transportation and infrastructure planning purpose of the City;
- Recommend ways and means of obtaining private, local county, state or federal funds for promotion of transportation and infrastructure facilities of the City;
- Advise the City Council on acquisition, replacement and maintenance of transportation and infrastructure facilities of the City;

- Advise the City as to the manner that public information on street related projects can best be disseminated, given the nature and/or scope of the projects; and
- Advise the City Council regarding transportation related facilities, needs and programs of the City, as may be referred by the City Council.



To: Mayor and City Councilmembers
From: Weston Ott, Public Works Engineering Services Manager
Through: Tho Kraus, Deputy City Manager *Tho Kraus*
Date: March 27, 2023
Subject: 2023 Non-Motorized Transportation Plan Update

The City of Lakewood Public Works Engineering department in conjunction with Transpo Group have completed the update to the City's 2009 Non-Motorized Transportation Plan. This update is now available on the City website under the Public Works Engineering Documents and is attached to this memo.

https://cityoflakewood.us/public_works_engineering/public-works-engineering-related-documents/

This 2023 update reflect the City's numerous improvements since 2009 to roadways, sidewalks, bike facilities, and shared use paths citywide. Lakewood's 2009 Non-motorized Transportation Plan and 2023 plan update provide the comprehensive direction for how the City will enhance pedestrian, bicycle and other non-motorized use connectivity within its urban areas. The presentation this evening is a high level overview of the 2023 Non-motorized Transportation Plan Update.



City of Lakewood

2023 Non-Motorized Transportation Plan Update

Weston Ott, P.E.

Public Works Engineering



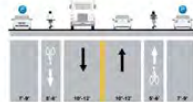




December 12, 2022

NMTP Update for 2023

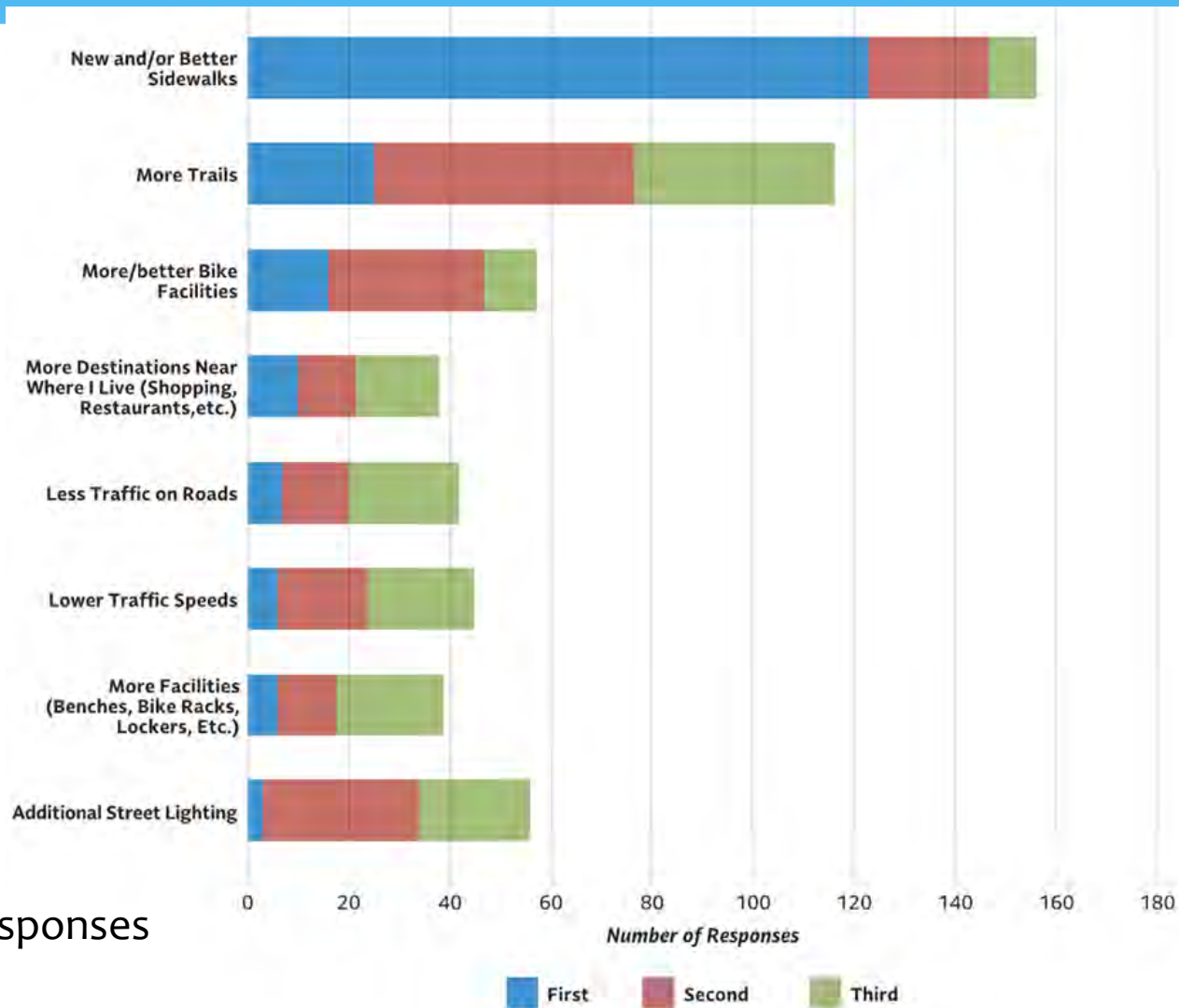
- * Updates reflect capital projects constructed since 2009
- * 2009: 54.2 sidewalk miles, 2022: 72.4 sidewalk miles
- * Updates reflect future planned and funded projects
- * Updates due to National standards
- * Council study session 12/12/23 survey results
- * Presentation to Planning Commission 3/15/23
- * Survey conducted in three languages (English, Spanish, Korean)
- * 205 Survey responses during the three week survey period

2009 Plan Longevity

- * The City has not had a significant shift in population: 2020 Census 63,612 previously 59,350 population.
- * City has only built one significant new road since 2009, extension of 123rd St. SW in Springbrook.
- * Capital projects take time.

		June 2009	
			
Non-Motorized Transportation Plan			
			
			
			

Public outreach (online survey)



Pedestrian System Plan

- * Downtown and station district planned redevelopment
- * Many recent and upcoming Capital improvements

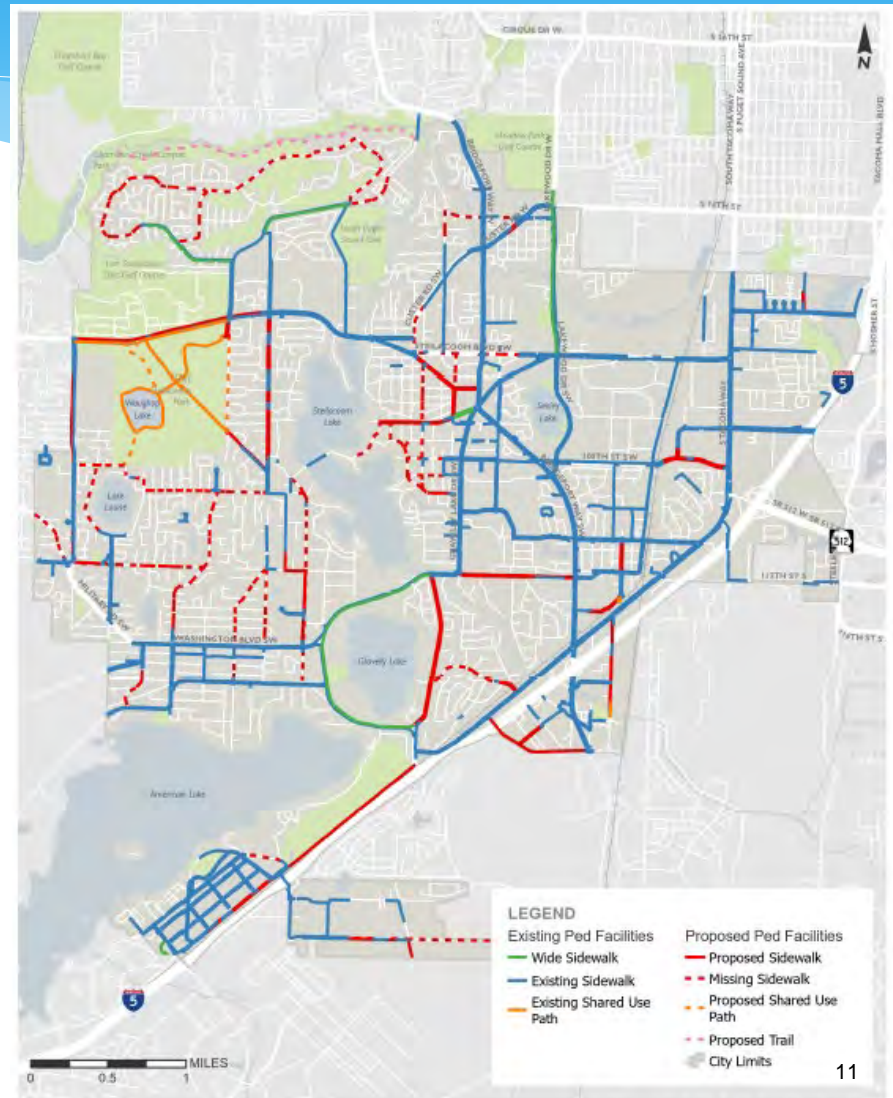
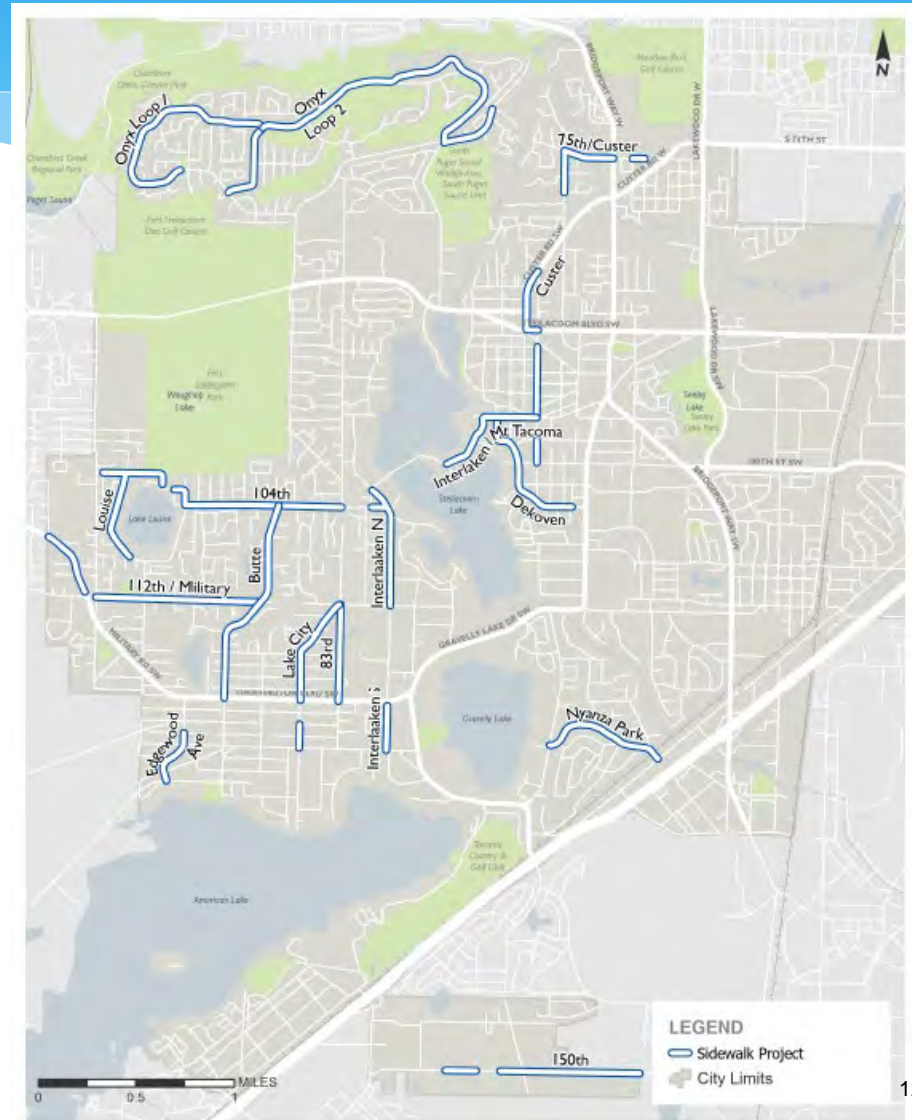


Figure 5.1 Pedestrian System Plan

Unfunded Pedestrian Projects



Nearly 18 Miles, planning level
estimate of \$85,000,000

Figure 5.2 Pedestrian Project Locations

Bicycle System Plan

- * Difficulty with Lakewood geography
- * How to balance modal needs
- * East-west connections still needed

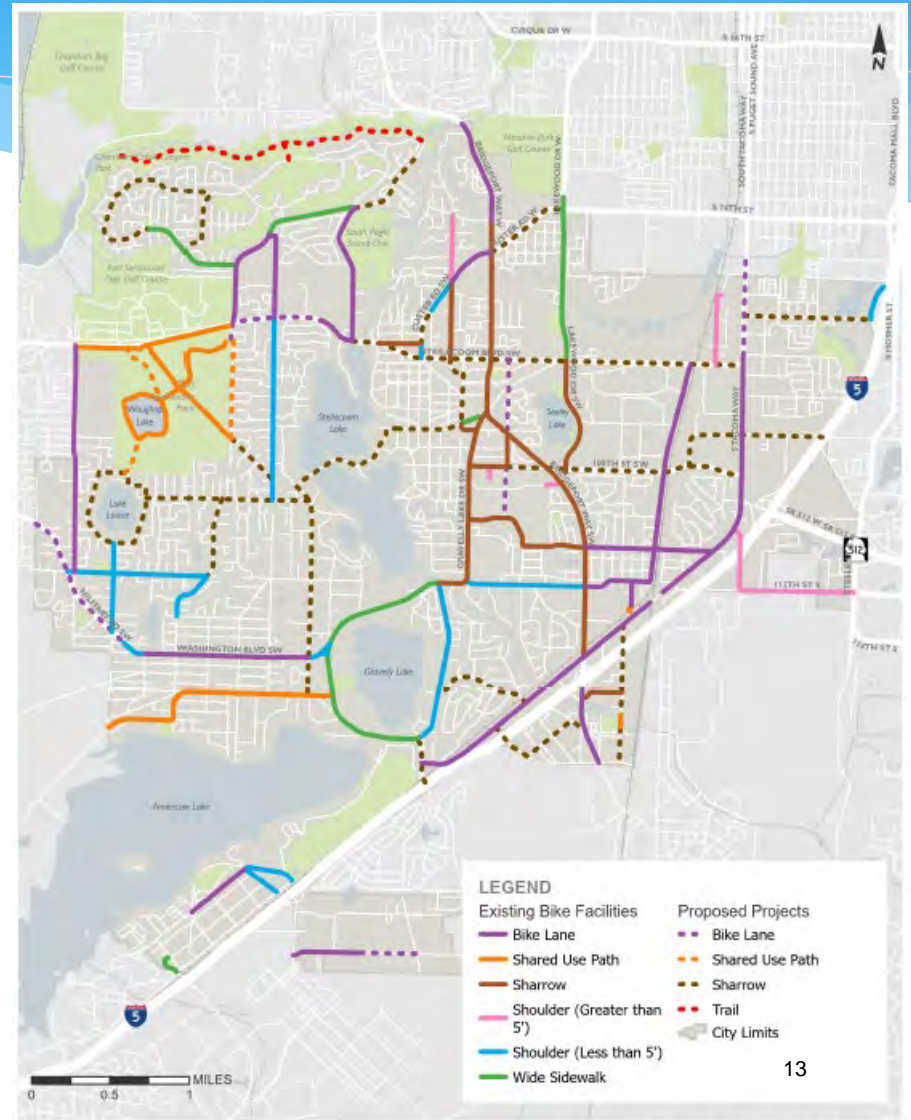


Figure 5.3 Bicycle System Plan

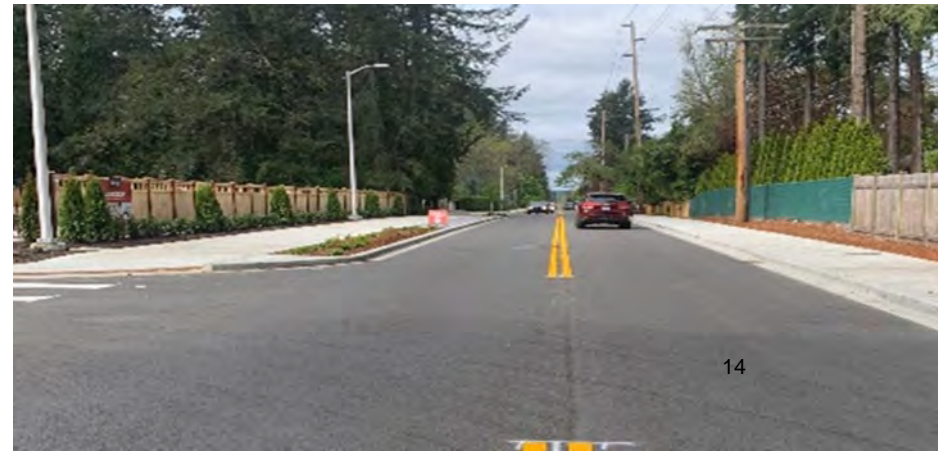
Summary and Questions?

- * The plan update has been completed and is on the website
- * Incorporates all the capital projects built since 2009
- * Aligns with Capital Improvement Plan and Transportation Improvement Plan
- * Updated with current national standards
- * Any Questions?

Onyx Dr. SW



Veterans Dr. SW





City of Lakewood

2023 NON-MOTORIZED TRANSPORTATION PLAN UPDATE

March 2023

Prepared for:
City of Lakewood

March 2023

Prepared by:
Transpo Group
12131 113th Avenue NE, Suite 203
Kirkland, WA 98034-7120
425-821-3665
www.transpogroup.com

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Executive Summary

Introduction

In 2009 the City of Lakewood finalized its first Non-Motorized Transportation Plan (NMTP). In 2022, the city embarked upon updating the plan to reflect all the progress made in the intervening 13 years and to update the City's plan to further buildout it's non-motorized infrastructure. The primary focus of the 2023 NMTP is to summarize the state of Lakewood's non-motorized infrastructure, uncover remaining gaps in the City's pedestrian and bicycle transportation systems and identify possible projects to help fill those gaps.

The 2023 Lakewood NMTP Update was completed in several steps. First, an online survey was created to obtain information from those who live, work, shop or go to school within Lakewood about their level of non-motorized travel as well as their priorities for active transportation improvements.

Second, the existing pedestrian and bicycle system were updated to reflect the numerous non-motorized infrastructure improvements built in Lakewood since the completion of the 2009 NMTP. The bicycle system and pedestrian system plans (Chapter 5) were adjusted based on updated City staff input.

Finally, the project list and inventory of the existing pedestrian and bicycle system within the City of Lakewood was completed and integrated into the City's Geographic Information System (GIS). The GIS data were used to conduct spatial analyses and identify priority pedestrian and bicycle improvements. Planning-level cost estimates were integrated into the spatial analyses and used to help draft priority improvement projects while considering accessibility to public transit, schools, parks, civic centers and other critical factors.



Missing Sidewalks on Steilacoom Boulevard SW

The 2009 Lakewood NMTP included a pedestrian planning process to address the guidelines and regulatory requirements of the Americans with Disabilities Act (ADA). These ADA inventory and self-evaluation portions of the plan were not included within the 2023 update of the NMTP. The City of Lakewood will be developing a separate ADA transition plan to address the ADA needs of Lakewood's existing pedestrian infrastructure anticipated in 2023.

The outline of the 2023 NMTP plan is summarized on the following pages.

Chapter 1: Outreach Summary

This chapter summarizes the outreach conducted during the 2023 NMTP Update. This outreach included the development of an online survey that was sent out to both the general public and special interest groups within Lakewood. The survey results were used to ensure that Lakewood's non-motorized priorities were reflective of those who live, work and play within Lakewood. .

Chapter 2: Existing Pedestrian System

This chapter summarizes the current state of the pedestrian system within Lakewood. This chapter also discusses the progress made between the adoption of the 2009 NMTP and the 2023 NMTP update.

Chapter 3: Method for Prioritizing Pedestrian Projects

This chapter summarizes the process used to prioritize future pedestrian projects using a geographic proximity score, the Pedestrian Priority Index (PPI). This score was developed to ensure that pedestrian projects are prioritized where there is the greatest need.

Chapter 4: Existing Bicycle System

This chapter includes an overview of the current bicycle planning nomenclature and defines typical bicycle users within Lakewood. The chapter also summarizes the current state of Lakewood's bicycle system.

Chapter 5: Pedestrian and Bicycle System Plans

This chapter illustrates what a full buildout of the City's non-motorized infrastructure would look like. A prioritized list of pedestrian projects (based on the methodology in Chapter 3) and a complete list of bicycle projects that would be needed are also presented. Finally, planning level cost estimates are included for full buildout of the City's non-motorized systems.

Chapter 6: Recommended Measures to Implement the NMTP

The final chapter summarizes potential strategies for the City of Lakewood to successfully buildout its envisioned non-motorized system. This includes identifying potential grant funding opportunities and how Lakewood might partner with WSDOT and other agencies.

Chapter 1: Outreach Summary

A key component of the 2023 Non-Motorized Plan Update was to conduct an online public survey to ensure that the projects and priorities identified within the plan reflect the desires of those who live, work, or visit Lakewood. The survey was available on the city website, and advertised through email, newsletters and social media postings. The survey notice was also sent directly to interested parties (such as bicycle groups who were known to be interested in the plan update).

The online survey had 10 questions designed to gauge the public's level of walking and biking activity within the City, and any concerns about non-motorized travel they had, and to better understand what type of improvements were desired.

In total, the City received 205 survey responses, all of which are summarized in the Appendix. 43 percent of survey respondents indicated that they lived within the City, 38 percent shopped within Lakewood, and 16 percent worked within Lakewood. The remaining 3 percent went to school within Lakewood.

Generally, the survey indicated that most respondents walked far more regularly than they biked, as indicated by Figure 1.1 and Figure 1.2.

While the majority of survey respondents indicated that they walked within Lakewood at least two days a week, approximately 70 percent, only 25 percent indicated that they bike at least two times a week. In addition to biking and walking, the survey asked about the use of e-bikes and e-scooters. 83 percent of survey respondents noted that they never ride and e-bike and 90 percent of survey respondents never use an e-scooter in Lakewood.

How often do you *walk* in Lakewood?

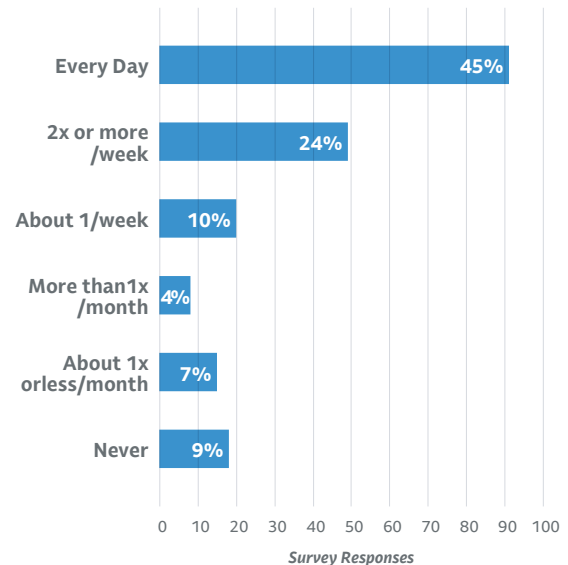


Figure 1.1 Walking Frequency for Survey Respondents

How often do you *bike* in Lakewood?

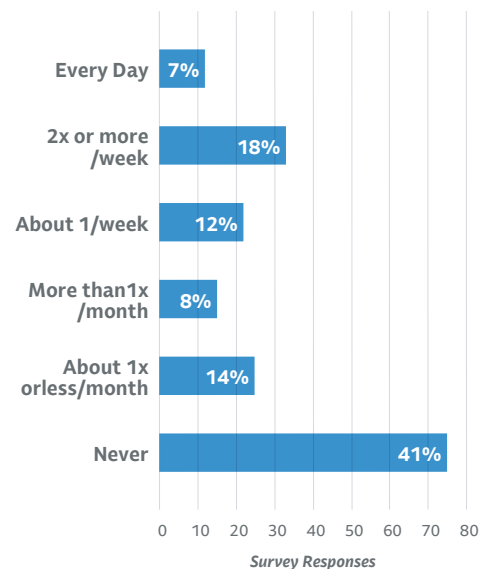


Figure 1.2 Biking Frequency for Survey Respondents

Top 3 Priority Improvements

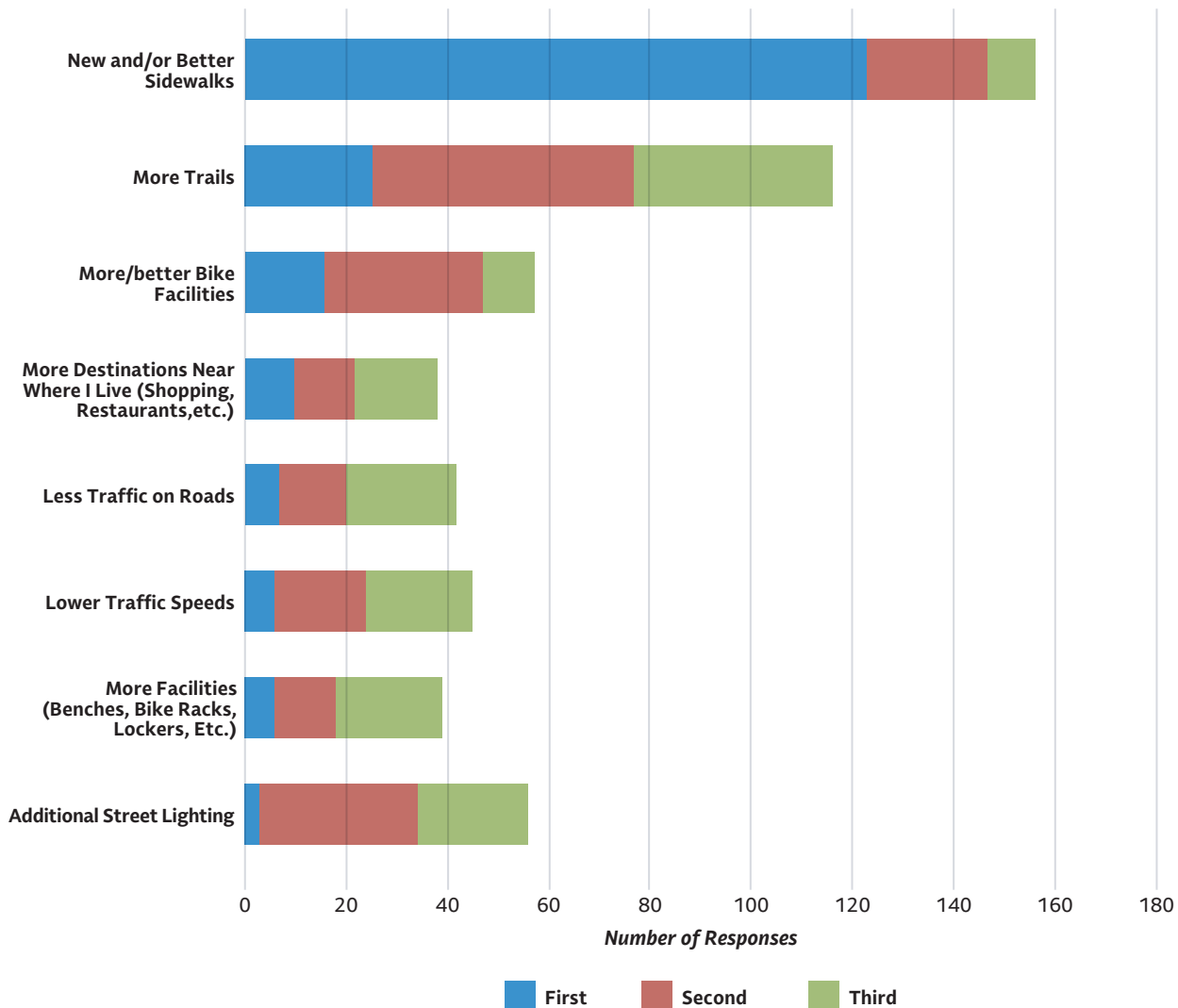


Figure 1.3 Priority Non-Motorized Improvements

Since the 2009 NMTP the City of Lakewood has prioritized the buildout of it’s sidewalk network, and the results of the public outreach survey confirms that the public uses sidewalks more than bicycle infrastructure. A survey question was posed asking respondents to note which multimodal improvements they thought were most important. The most common answer shown in Figure 1.3 was ‘new and/or better sidewalks’ further suggesting that the public places the most importance on the continued expansion of Lakewood’s sidewalk network.

The second highest scoring priority was ‘More Trails’ followed by ‘more/better bike facilities.’ Another question asked respondents to say how important it was to achieve non-motorized goals. The results are shown in Figure 1.4.

Again, over 70 percent of survey respondents indicated that it was ‘Essential’ to make it safer and easier to walk in Lakewood, with another 17 percent saying that it was ‘very important.’ Improve bicycle safety also scored highly, with approximately 50 percent of respondents calling it ‘Essential.’ Connecting to transit and expanding

Importance of Non-Motorized Goals

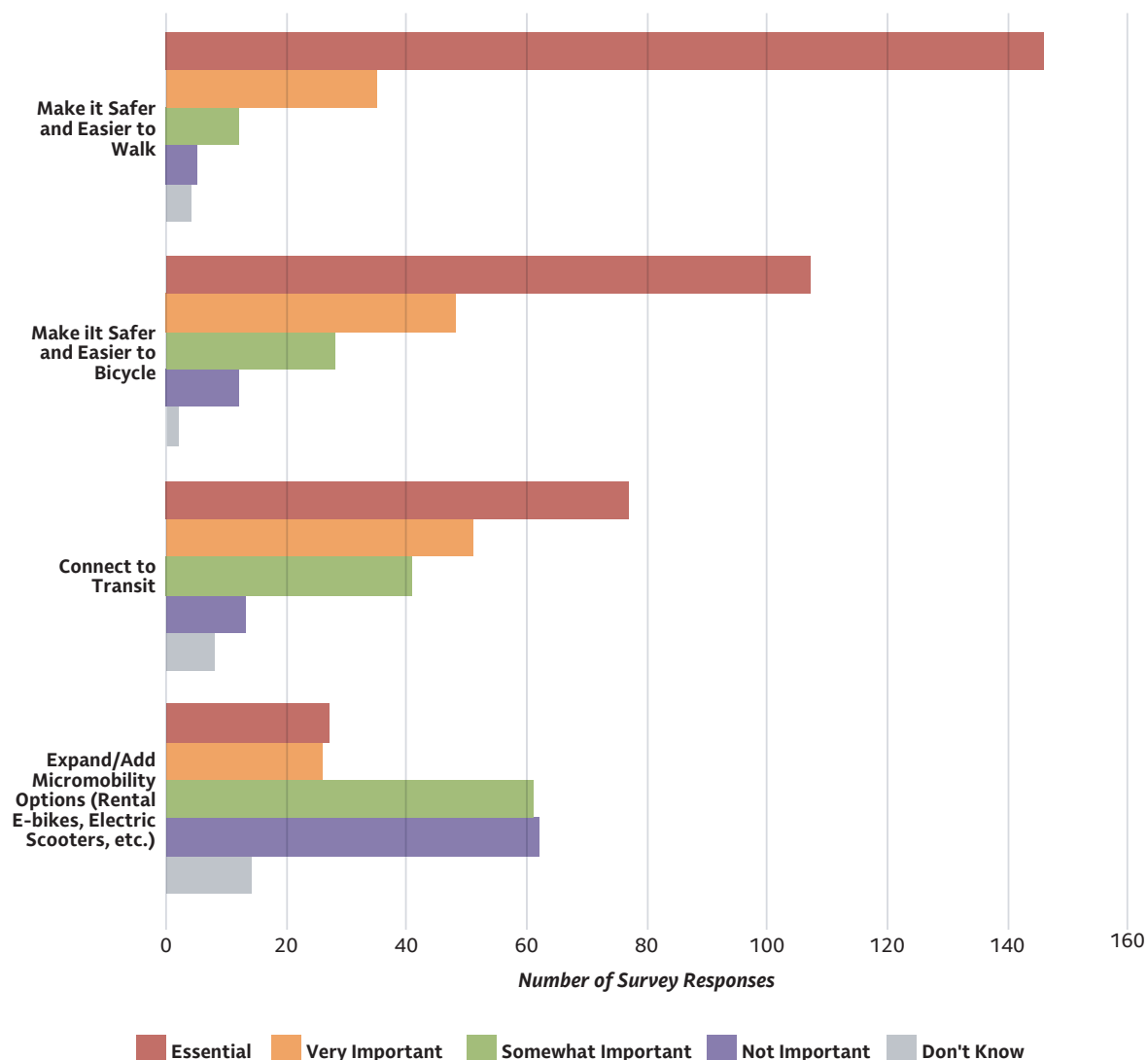


Figure 1.4 Importance of Non-Motorized Goals

micromobility options did not score as highly as walking and biking safety and ease of use.

Generally, the results of the survey confirmed the City of Lakewood's recent non-motorized construction projects as well as their goals and plans moving forward. The City intends to continue building out their sidewalk network and adding bicycle facilities in key locations (as shown in Chapter 5).

Chapter 2: Existing Pedestrian System

2023 Update

During the 2023 update process, no self-evaluation of the pedestrian system was undertaken. The primary purpose of this chapter in the non-motorized transportation plan is to document the extent of the existing pedestrian system. The self-evaluation of the pedestrian system (removed from the previous 2009 NMTP) is planned to be updated as part of a forthcoming stand-alone ADA transition plan in 2023.

Existing Pedestrian Network

As of 2023, the pedestrian infrastructure in Lakewood is varied, with some areas having well-maintained sidewalks and crosswalks, while others may lack pedestrian infrastructure, resulting in travelers choosing not to walk or to walk on the roadway. Since the 2009 NMTP, the City has made significant investment in the pedestrian network. The City has installed over 22 miles of sidewalk, representing a 41 percent increase in pedestrian infrastructure over 13 years. The existing pedestrian network is shown in Figure 2.1.

As seen in Figure 2.1, sidewalks now exist along many of the primary arterials and collectors within Lakewood. Sidewalk coverage in the downtown subarea is robust, with most streets having sidewalks present on both sides of the street. Recent projects have also installed wide sidewalks (9+ feet) along the west side of Gravelly Lake, along Lakewood Dr SW (north of Steilacoom Boulevard) and Onyx Drive. While these wide sidewalks are not a full 14 foot multi-use path, they generally function as such, although in some

cases experienced cyclists may choose to ride in the roadway. The Gravelly Lake Drive wide sidewalk has created a key east-west connection for both pedestrians and cyclists within Lakewood. One of the biggest challenges within Lakewood is the relatively few east-west roadways available due to the geographical constraints from both Steilacoom and Gravelly Lake. Gravelly Lake Drive provides the most complete east-west connection for pedestrians in Lakewood. Continued buildout of the sidewalk along Steilacoom Boulevard Southwest will provide an additional east-west connection for pedestrians within Lakewood.

Lakewood also has a number of parks and trails that are popular among pedestrians and cyclists, including Fort Steilacoom Park, American Lake Park, Chambers Creek Park, and others. These parks and trails have a range of existing infrastructure, with some having multiuse paths, while others have simple trail systems which are not accessible to bicycles.

While much progress has been made, some areas of the City have been identified as lacking pedestrian infrastructure, through the public outreach summarized in Chapter 1. The city is working to address these concerns by installing additional sidewalk and shared use paths. For example, the City is currently building a shared use path along 87th Avenue Southwest, paralleling Fort Steilacoom Park.

The following chapter summarizes the methodology for prioritizing expansion of the City's pedestrian system.

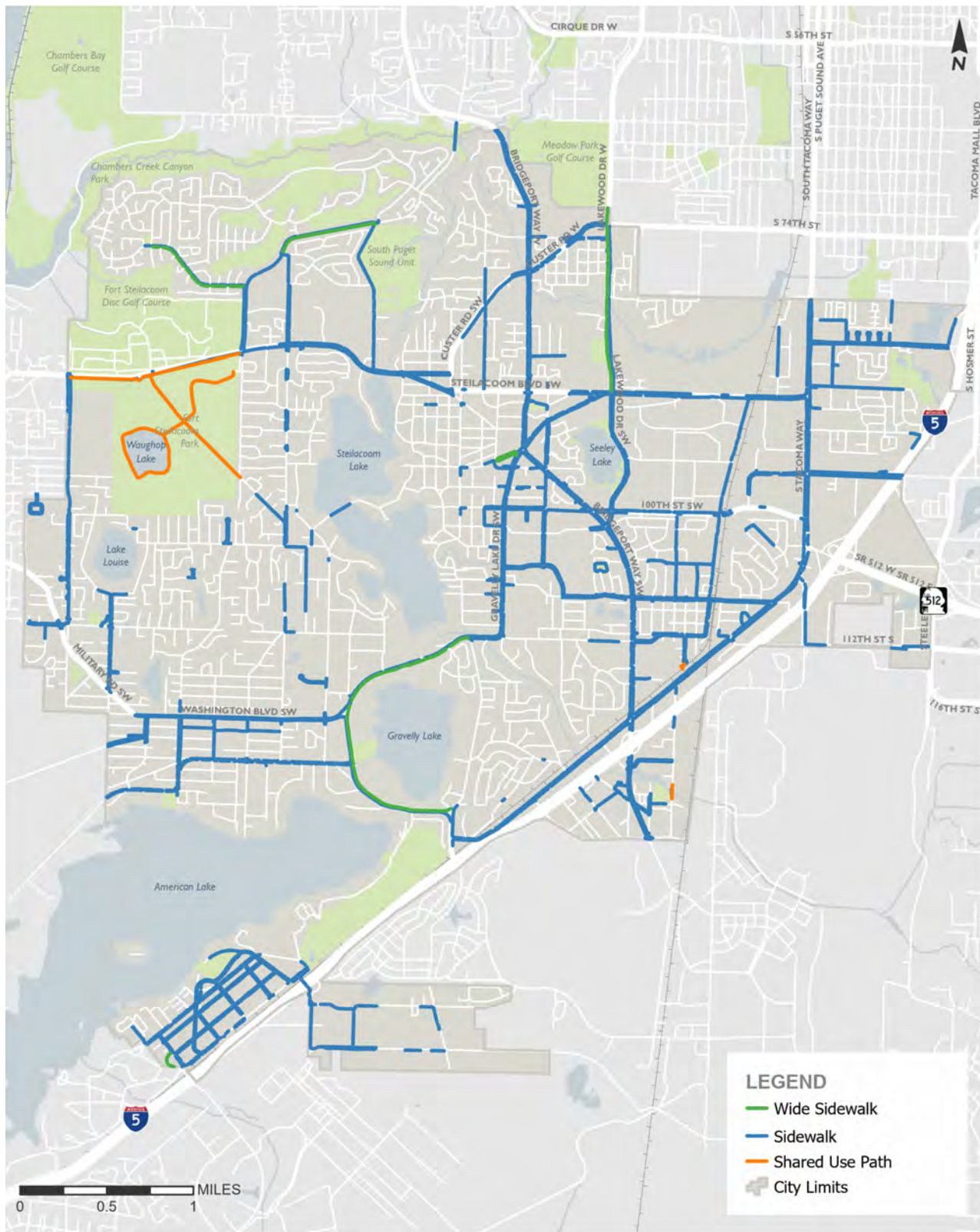


Figure 2.1 Existing Pedestrian System

Chapter 3: Methodology for Prioritizing Pedestrian Needs

2023 Update

During the 2023 update of the NMTP, the City decided to keep the same general prioritization process that was used in the 2009 NMTP. However, the scoring criteria developed in the 2009 plan included 35 total points based on the results of the self-evaluation scoring (as described in Chapter 2). Since this process was not completed in 2023, these 35 possible points were excluded from the evaluation criteria. The remaining 66 points (as described below) were updated based on the most currently available data since the 2009 NMTP. Additionally, the original 2009 NMTP included project prioritization for curb ramp improvements, sidewalk repairs and other ADA upgrades, all of which are not included within the 2023 NMTP but will be in the 2023 ADA Transition Plan.

Pedestrian Priority Index

Future pedestrian improvements in the city should be prioritized so the City of Lakewood can effectively implement the NMTP recommendations. The prioritization method must consider the relative cost of needed pedestrian improvements to maximize the public's investment within Lakewood areas that require higher levels of pedestrian accessibility. The City of Lakewood's Pedestrian Priority Index (PPI) was based on the accessibility of pedestrian facilities.

Accessibility

The closer that needed pedestrian improvements are located to various important trip generators and transportation facilities, the higher their priority. A series of critical accessibility indices are grouped into a composite Accessibility Index to help prioritize improvements.

Point scoring was established for each index. Table 3.1 summarizes the component index ratings, point values and scoring values of the PPI. A total of 66 points is possible within the Accessibility Index.

Defining the Accessibility Indices

A range of spatial index measures were developed to identify and quantify critical pedestrian access issues in Lakewood. Access at the pedestrian trip ends (origins and destinations) and pedestrian access to critical transportation system features (bus transit and arterial streets) were developed based on currently available technology (the City of Lakewood GIS data) and relevant data and information (2020 US Census).

Table 3.1 Pedestrian Priority Index Ratings, Point Values and Numeric Scores

Index Criteria	Location Rating	Point Value
Central Business District	Within ¼-mile radius of civic/commercial center	5
Local Business/Civic Center	Within ¼-mile radius of neighborhood centers	5
Parks	Within 1/8-mile radius of park	5
Traffic Signal/Roundabout	Within 1/8-mile of signal or roundabout	5
Lower Income Residence	Within Census Tract – below poverty line	5
Disabled Residents	Top Third (US Census Density)	5
Population/Employment Density	Per Matrix	6
Senior Housing	Within 1/6-mile radius of Senior Housing site	5
Walk-To-Work	Within Census Tract/Block Group	5
Schools		10 points possible
Proximity to Schools	Within 1/8-mile radius of school	5
Walk-To-School Route	Within 50 feet on either side of route	5
Transit		5 points possible
Transit Route	Within 50 feet on either side of route	1
Transit Bus Stops	Within 1/8-mile of transit stop	4
Street Functional Class		5 points possible
Principal	Within 50 feet on either side of street	5
Minor Arterial	Within 50 feet on either side of street	4
Collector	Within 50 feet on either side of street	3
Local	(all other)	1
Total		66

School Sites

Many students walk or ride bicycles on the sidewalks to school. Students, particularly younger children, are among the most vulnerable pedestrians. Areas around schools, where student pedestrians congregate, require special attention in the form of pedestrian facilities and safety measures. The highest value of 5 was assigned to areas within an eighth of a mile from a school (see Appendix A, Figure A.1).

Walk to School Routes

Along the same lines as schools, walk to school routes also service student pedestrians and require special attention due to safety issues. Areas within fifty feet on either side of a designated walk to school route were assigned an accessibility index value of 5 (see Appendix A, Figure A.1). When combined, the two accessibility measures related to school sites and routes can total 10 possible points.

Local Business and Civic Centers

Libraries, court houses and other public buildings provide a wide-range of services to children, senior adults, and mobility-impaired residents. Areas within a quarter mile of these facilities have been an accessibility index value of 5 (see Appendix A, Figure A.2).

Station Area and Downtown Service Districts

Similar to access to local business and civic centers, access to Lakewood's Downtown Service District and Station Districts are a significant community need. The community demands access to the goods and services offered in the downtown area by national and regional chains, as well as access to any of the public facilities located in this area. Access to the Station Area is also critical for those traveling outside of Lakewood on the Sounder commuter rail. Areas within a quarter mile of these districts have been assigned an accessibility index value of 5.

Parks

Parks attract recreational users of all ages. Pedestrian access and safety facilities are essential to park accessibility. Some linear parks also include multi-use trails that provide critical transportation connections for pedestrians and cyclists. Accordingly, areas within distances from Lakewood's many parks were assigned variable accessibility index values, decreasing in value with distance. The values assigned were 5 for areas within one-eighth of a mile, 4 between one-eighth and one-quarter mile, 3 between one-quarter and one-half mile, and 1 within one mile from a local park (see Appendix A, Figure A.3).

Public Transit

Pierce County Transit provides public bus service to the City of Lakewood. Some of the transit riders begin and end their trips as pedestrians and almost all will access the bus at stops requiring pedestrian facilities. Similarly, areas along bus routes will most likely be used by bus riders to get to the bus stops. Safe and continuous pedestrian facilities that link the bus stops to the surrounding area are an integral component of the public transit system. Areas within 1/8-mile of the bus stops in Lakewood have been assigned an accessibility

index value of 4 and areas within 50 feet on either side of a bus route have been assigned a value of 1, making a total value of 5 for areas associated with public transit (see Appendix A, Figure A.4).

Traffic Signals/Roundabouts

Crosswalks at traffic signals and roundabouts provide a means for pedestrians to safely cross busier arterial and collector streets. Areas to the sides of the intersections serve as a gathering point for pedestrians to congregate while waiting to cross the street. Due to the importance of facilities where pedestrians gather, areas within one-eighth of a mile of a traffic signal or roundabout have been given an accessibility index value of 5 (see Appendix A, Figure A.5).

Street Functional Classification

Streets function as ways to move in and around the City of Lakewood. Different classifications of roadways demonstrate the purpose of each type. Principal arterial streets are usually used to move traffic through local jurisdictions and are often state highways. High vehicle volumes at higher speeds intensify the need for separate pedestrian access and safety facilities. Without them, principal arterials become significant barriers to pedestrians of all kinds, but especially to the mobility-impaired. Areas within fifty feet on either side of a principal arterial were given an accessibility index value of 5. As the speeds and volumes decrease on other classified streets (minor arterials, collectors, and local streets), the barrier the street presents to pedestrians starts to diminish. For this reason, the accessibility index value also decreases. Minor arterials were assigned a value of 4, and collectors were assigned a value of 3.

Lower Income Residents

Residents with lower income are more likely to travel by walking, biking, or riding public transit than residents with higher incomes. In all cases, pedestrian facilities would be used to some degree, making pedestrian connections and safety a concern. For this reason, areas (U.S. Census Bureau Block Groups data) in Lakewood with 25 percent or more of their population having income below the poverty line (according to 2020 US Census Data) were given an accessibility index score of 5 (see Appendix A, Figure A.6).

Mobility-Impaired Residents

Mobility-impaired residents are those with a sensory and/or a physical disability. For this analysis, pedestrian access and safety facilities were determined more essential to those who are mobility-impaired than those with other impairments. These residents depend on pedestrian facilities operating at a satisfactory level in order to get about. As such, areas in Lakewood with a notable percentage of mobility-impaired residents were given a value of 5 (see Appendix A, Figure A.7).

Population & Employment Density (Year 2030)

Future (year 2030) residential population and employment in Lakewood was used as a measurable surrogate for land use intensity, in turn an indicator of pedestrian travel demand. Transportation analysis zones (TAZs) with high residential population and high employment utilize pedestrian facilities more than other areas because of the higher land use density. These land use attributes were measured by (a) dwelling unit per acre (for population) and (b) jobs per acre (for employment); and broken into approximate quarters at natural breaking points among the data. The resulting accessibility index values were highest for TAZs with very high densities both in population and employment, which were given a value of 3. Values decrease down to zero for those TAZs in the two bottom quarters with little to no residential population and employment (see Appendix A, Figure A.8).

Walk to Work Residents

People who walk to work in Lakewood use pedestrian facilities and often cross higher speed streets. For those areas of Lakewood where there are a relative higher percentage of residents walking to work there is a higher need for attention to pedestrian facilities and pedestrian safety. These areas with a higher proportion of residents who walk to work were assigned an accessibility index value of 5 (see Appendix A, Figure A.9).

Senior Adult Housing

Senior adults are typically thought to utilize alternate means of transportation (walking and public transit) more than younger adults. There are only limited senior and adult housing facilities in Lakewood. Nearby pedestrian facilities and their condition may be a safety concern. Due to this, an area within one-sixteenth of a mile from an adult home was given a value of 5 (see Appendix A, Figure A.10).

Composite Map

The Composite accessibility index map is illustrated in Figure 3-1. As shown, areas in darker shading reflect higher pedestrian accessibility index values. Also illustrated in Figure 3.1 are streets with missing sidewalks or sidewalks in poor condition. As example, those poor or missing sidewalks within the darkest shaded areas are ranked the highest in priority for future improvements. These values and scoring, form the basic input into the prioritization of pedestrian system improvements.

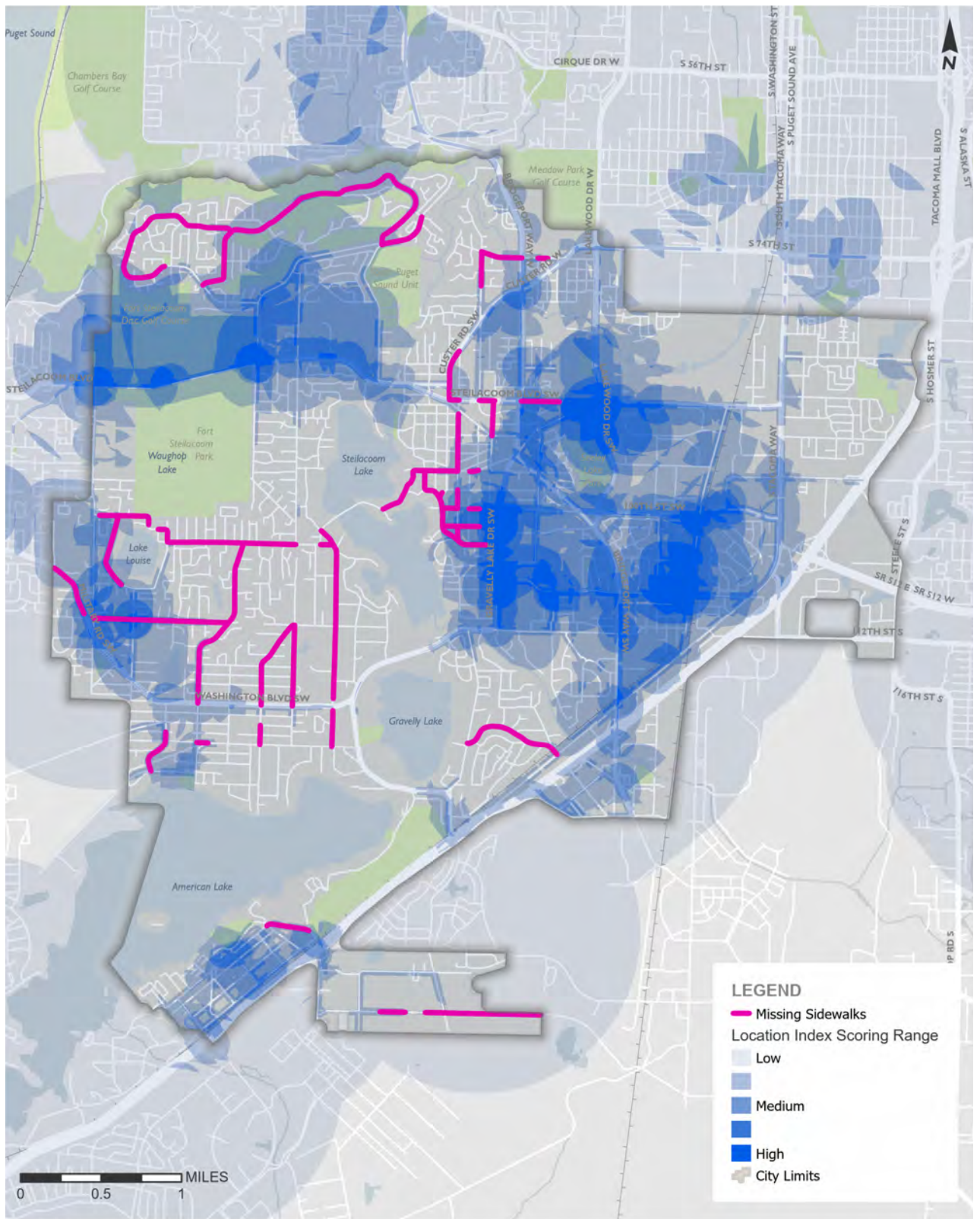


Figure 3.1 Composite Pedestrian Accessibility Index

Planning-Level Costs Estimates

A set of planning-level unit cost measures were prepared within the City of Lakewood GIS database to help estimate the cost of future pedestrian improvements. These costs are not necessarily reflective of actual costs but provide a comparative basis for establishing priorities and evaluating future programs. Sidewalk system improvements were assigned a planning-level cost estimate. The unit costs were based on recent roadway and sidewalk improvement projects completed within the City of Lakewood, and were provided by City of Lakewood staff. Planning level cost assumptions for installation of new sidewalk, curb and gutter was assumed to be \$450 per linear foot. The 2009 NMTP included cost estimates for sidewalk repair, curb ramp improvements and other ADA upgrades. Because an ADA assessment was not included in the 2023 update, these costs have been removed from the plan entirely but still will be in the 2023 ADA Transition Plan.

Identifying Pedestrian Improvement Needs and Their Priorities

Those potential sidewalk projects with the highest PPI score should have the highest priority for future project completion. The Composite PPI was applied to all missing sidewalk segments shown in Figure 3.2. The missing sidewalk segments were identified as arterial or collector streets without sidewalks (as identified in the 2009 NMTP).

Pedestrian Improvement Needs

The cost to build new sidewalks along all of Lakewood's collector and arterial streets is estimated to be \$85 million (see Chapter 5). The individual sidewalk segments "needs" were identified using the PPI method to provide a more efficient means of defining NMTP projects for implementation over the next five to twenty years. These needs are based on critical accessibility measures and a weighting of Lakewood's priorities. Chapter 5 includes the Pedestrian System Plan, where these "needs" are translated and grouped into specific projects. The projects are then prioritized based on the average PPI score per length across the proposed project. As such, projects that appear higher on the list should be constructed first, if possible.

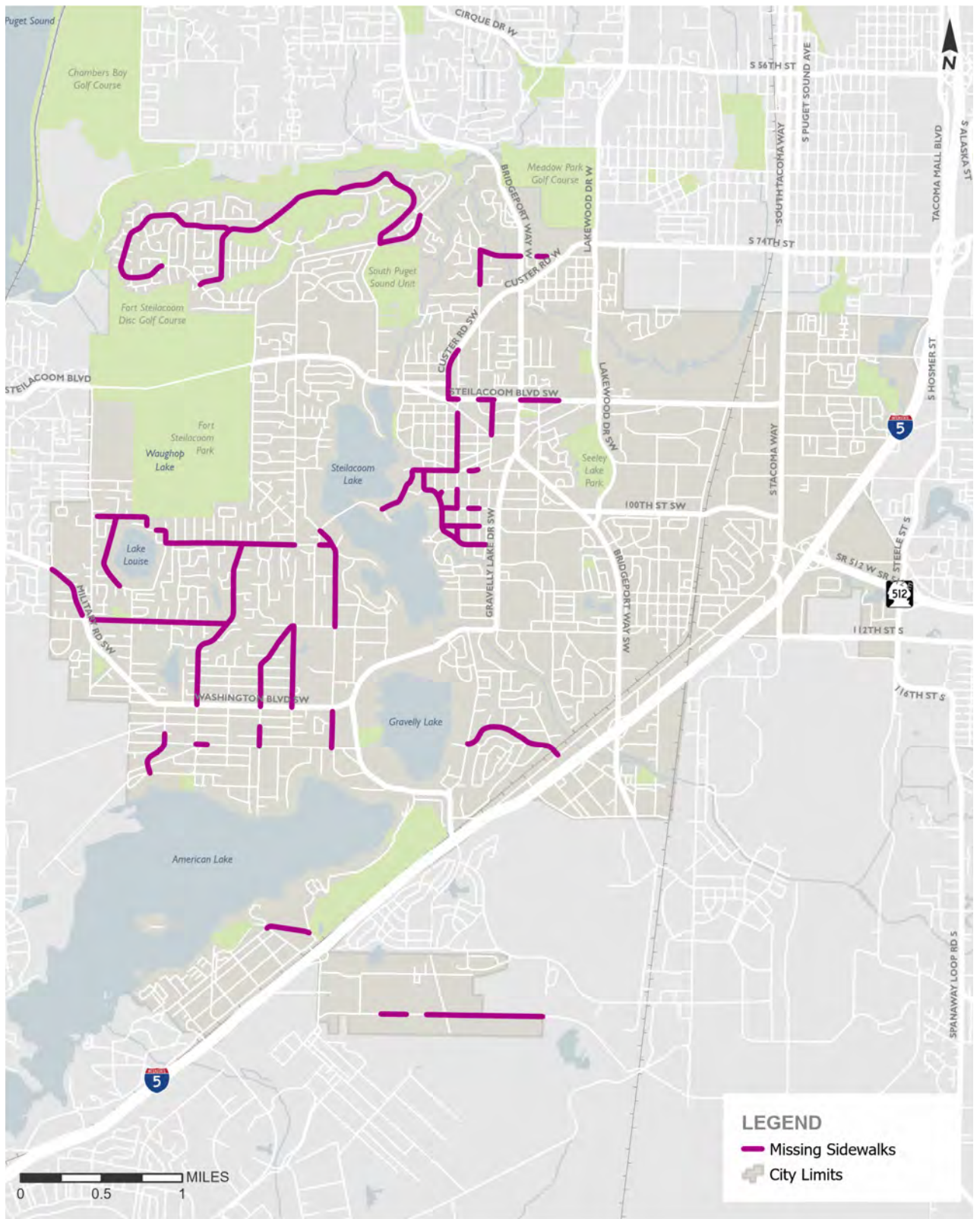


Figure 3.2 Missing Unfunded Sidewalk

Using the Pedestrian Priority Index (PPI)

The PPI provides the City of Lakewood with an objective methodology for prioritizing pedestrian system improvements. This methodology provides an initial basis for project identification as input into the City of Lakewood's 6-year Transportation Improvement Program (TIP). However, professional judgment will always be required to select appropriate projects. Other factors will likely need to be evaluated by the City of Lakewood, including relationship to:

- Other TIP projects
- Special grant application projects
- Pending development projects, and
- Prevailing site conditions.

See Chapter 6 - Recommended Measures to Implement the NMTP for further recommendations regarding pedestrian project funding and the TIP.

Chapter 4: Existing Bicycle System

2023 Update

The 2009 City of Lakewood Non-Motorized Transportation Plan clarified definitions of terms that are commonly used in bicycle planning language. The 2023 NMTP update refines these definitions, and brings them up to industry best practice. Additionally, bicycle planning has changed since the original NMTP, with many jurisdictions placing increased emphasis on improving non-motorized infrastructure, especially as a result of the COVID-19 pandemic. Another driver of increased bicycle use, while not prevalent in Lakewood yet, is the introduction of e-bikes, or electric bicycles. E-bikes have changed bicycle system design in several ways:

1. They have increased the range and utility of bicycles, allowing people to travel longer distances, tackle hills and headwinds, and carry heavier loads more easily.
2. They have expanded the demographic of people who may choose to ride a bicycle, including older adults and people with mobility issues.
3. They have increased the need for effective ways to separate e-bikes from other types of vehicles, such as through dedicated bike lanes or shared-use paths.

E-bike use is expected to continue growing and will continue to impact bicycle planning and design.

Bicycle planning has also gained additional importance as agencies strive to reduce their greenhouse gas emissions. Bicycle system connectivity is critical to driving mode shift (i.e. people will not choose to bike unless they can get to and from their destination on safe and connected bike routes). If Lakewood hopes to encourage more bicycling to reduce vehicle

miles travelled, then increasing the connectivity of the City's bicycle network is critical.

Two fundamental building blocks are needed in understanding the study of Lakewood's bicycle system: (1) a baseline definition of the various terms and language used in describing bicycle facilities, and (2) acknowledging the physical constraints which have limited Lakewood's bicycle system development. Each of the building blocks is described here.

Bicycle Planning Language

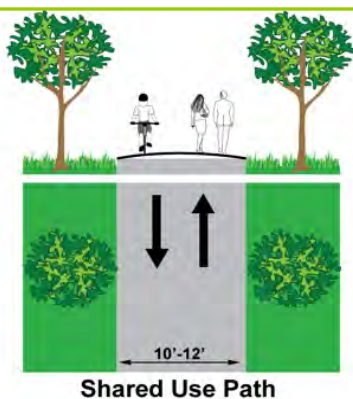
In the 2009 NMTP, the City created a definitive set of bicycle planning language. National best practices with regard to bicycle planning have changed since the 2009 NMTP, and thus the planning language has changed as well. The following definitions have capture the standard industry definitions, as defined by AASHTO, the Manual of Uniform Traffic Control Devices (MUTCD)¹ and the National Association of City Transportation Officials (NACTO).

Figure 4.1 illustrates the basic forms of bicycle facilities as defined by AASHTO². Pavement markings and signing guidance is provided by the MUTCD.

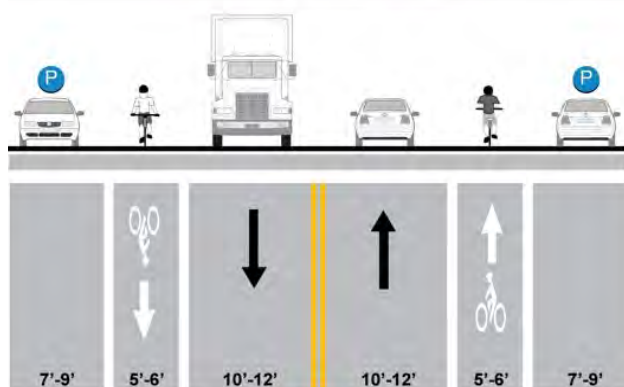
Consistent with the MUTCD, the City of Lakewood should continue to adhere to the following definition of terms concerning bicycle facilities:

¹ Manual of Uniform Traffic Control Devices, U.S. Department of Transportation - Federal Highways Administration, 2009.

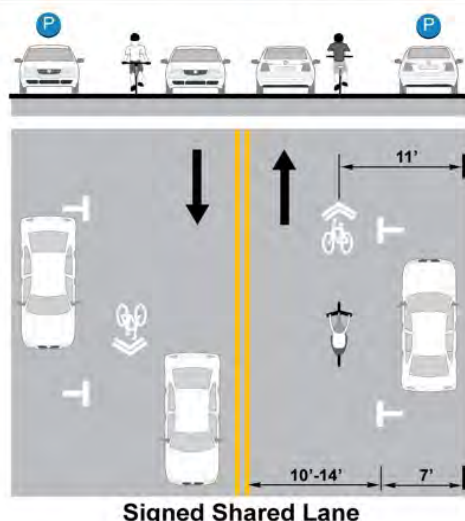
² Association of American State Highway Transportation Officials. Guide for the Development of Bicycle Facilities, Washington, D.C. 2012.



Shared Use Path



Bike Lane (Adjacent to Parking)



Signed Shared Lane

Figure 4.1 Bikeway Facility Definitions

Bicycle Facilities

This is a general term denoting improvements and provisions that accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically defined for bicycle use.

Bikeway is a generic term for any road, street, path that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for exclusive bicycle use or are to be shared with other travel modes. Shoulders are to be paved at least four feet in width, and are separated from travel lanes with a lane stripe.

Bicycle Lane



A bicycle lane is a portion of a roadway that has been designated by signs and pavement markings for preferential or exclusive use by bicyclists. Bicycle lanes are

one-way facilities that are placed on one or both sides of a street, and they carry bicyclists in the same direction as adjacent vehicle traffic.

Another type of bicycle lane is a barrier-separated lane (also called a protected bike lane). These are lanes that are separated from the adjacent general-purpose lane by a physical barrier such as vertical delineator posts, planters, curbs, or other raised features.

Designated Bicycle Routes

Designated bicycle routes consist of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational route signs, with or without specific bicycle route numbers. Bicycle routes, which might be a combination of various types of bikeways, should establish a continuous routing. Designated bicycle routes can be divided into shared roadway and shared-use path facilities.

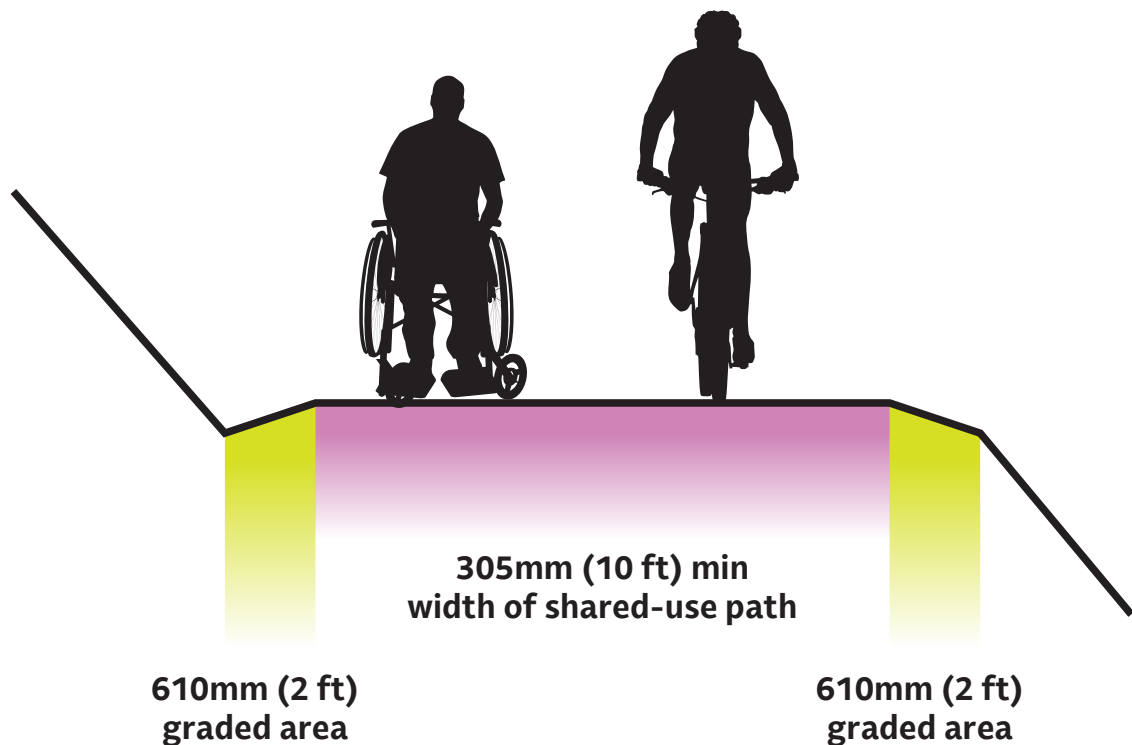


Figure 4.2 Shared use paths should be constructed to minimum widths of 10 feet image

Shared Roadway

On a shared roadway, bicyclists and motorists use the same travel lane. Shared roadways are roadways that are officially designated and marked as a bicycle route. Shared roadways can be placed on streets with wide outside travel lanes, along streets with bicycle route signing, or along local streets where motorists have to weave into the lane in order to safely pass a bicyclist. Shared roadways are often marked by ‘sharrows’, a white pavement marking showing a bicycle with two arrows above it.

within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. Shared-use paths primarily attract recreational users, because they typically wind through and connect destinations; they also are an excellent opportunity to function as non-motorized transportation routes. For any cyclists uncomfortable with using roads with vehicles, shared-use paths may be the preferred facility.

Shared-Use Path



A shared-use path is a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either

Implementation of these specific terms during the last NMTP helped advance consistent dialogue between the City of Lakewood and the community regarding bicycle facility planning and design, within the context of multi-modal systems development. Continued usage of these terms will help further mutual understanding between the City and the community.



Defining Bicycle Users

There are a variety of bicyclists traveling within the study area which can be classified depending on their skills, confidence, preferences, and trip purpose.

For this study the following skill and confidence categories of bicycle user types are applied as the impact of different bicycle facility types are determined:

Advanced or confident riders are generally comfortable riding on most available bicycle facilities, including roadways. This also includes riders who are confident enough to ride on roadways which require navigating through more traffic. These bicyclists may also prefer traveling on residential streets or shared use paths. These bicyclists may include commuters, long-distance cyclists, or those who participate in bicycle clubs and races. Typically, these cyclists prefer more direct routes to their destination

Basic or less confident adult riders encompasses a wide range of people. Those who ride frequently for different purposes, those who ride occasionally in favorable conditions, those who ride for recreation, and those who use a bicycle as a primary mode of transportation. They prefer to utilize shared-use paths or bicycle lanes and may deviate from the most direct route to avoid heavy vehicular traffic

Children, riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreational

facilities. Residential streets with low motor vehicle speeds, linked with shared use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles can accommodate children without encouraging them to ride in the travel lane of major arterials.

Individuals may also choose to ride a bicycle for different trip purposes. AASHTO categorizes trip purposes as either utilitarian or recreational, which are defined as:

Utilitarian or nondiscretionary trips are trips that are a necessity for an individual's daily activities. They may include commuting to work or school, shopping and errands, or other necessary activities. Some riders may use bicycles for utilitarian trips if they do not have access to a vehicle or transit or are otherwise dependent on bicycling. These types of trips may require short-term or long-term bicycle parking, and riders often prefer a direct route with flat topography.

Recreational or discretionary trips include trips that are made for exercise and/or leisure. Recreational riders fit into a wide range of age, comfort, and experience. These trips can range from short neighborhood trips to longer rides which may take place over the course of several hours. Recreational riders may ride in a group, may drive to the starting point of their bicycle trip, and may prefer a looping trip rather than backtracking. These unique characteristics show the wide breadth of trip types that recreational trips include.

Local Geography

Natural geographic features, historic rural residential patterns and other transportation constraints have limited bicycle system connectivity in the Lakewood urban area including I-5, Sound Transit, railroad and various lakes and streams. As a result, Lakewood's bicycle system has many excellent features but could still be improved in terms of cohesiveness and connectivity. Figure 4.3 maps the current bicycle system within Lakewood.

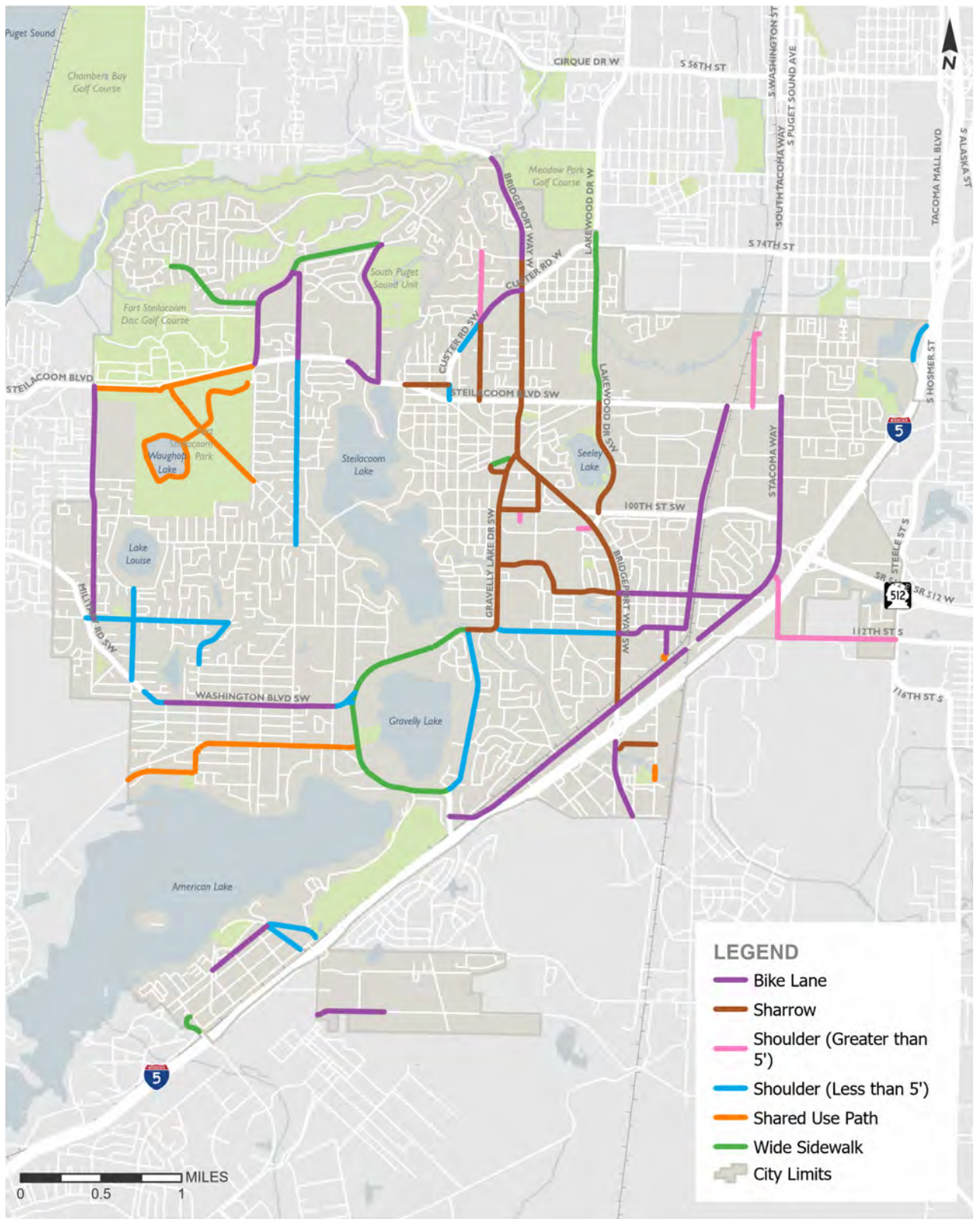


Figure 4.3 Existing (2023) Bicycle Facilities

Chapter 5: Pedestrian and Bicycle System Plans

2023 Update

During the 2023 NMTP update, the pedestrian and bicycle system plans were adjusted, but not completely overhauled. The pedestrian system was updated to reflect the buildout of the sidewalk network since the 2009 NMTP, but the ultimate pedestrian system plan still includes planned sidewalk on both sides of all arterials and collectors within the City of Lakewood. The bicycle system plan was adjusted slightly (in addition to updating the existing infrastructure) to reflect updated City plans to buildout more dedicated bicycle infrastructure. For example, the 2009 NMTP plan did not have any bicycle facilities planned along Hillcrest Drive Southwest, but recent Sound Transit plans for an improved railroad crossing at Clover Creek Drive Southwest resulted in the City desiring a bicycle facility along Hillcrest Drive Southwest. The updated bicycle system plan map (Figure 5.3) reflects these changes.

Pedestrian System Plan

Chapter 3 summarized the process establishing the prioritized sidewalk improvement needs and their costs based on a GIS composite accessibility index scoring system. The second step involved defining logical pedestrian corridor projects that addressed priority needs, but also provided continuous linkages between major non-motorized trip generators or attractions, particularly those connections that link various neighborhoods with each other, downtown Lakewood and the Station District. The resulting Pedestrian System Plan culminating this two-step process is illustrated in Figure 5.1.

New Sidewalks and Shared-Use Paths

As shown in Figure 5.1, the recommended Pedestrian System Plan includes an increase in new sidewalks (approximately 18 miles) and shared-use paths (approximately 1.5 miles) for pedestrian travel. The recommended projects include new sidewalks along sections of arterial and collector streets, which in many cases serve as in-fill to match existing sidewalks within these corridors.

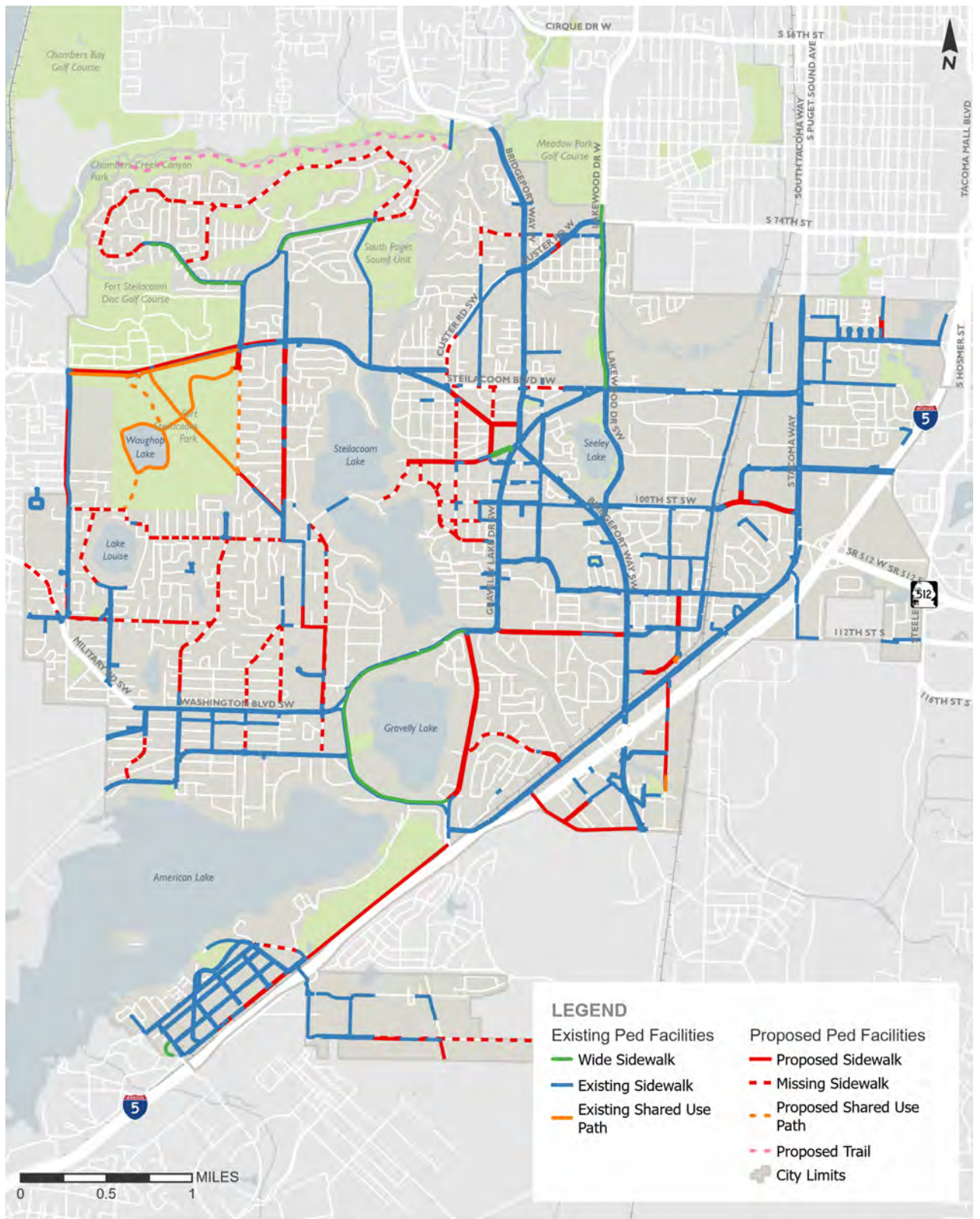


Figure 5.1 Pedestrian System Plan

Table 5.1 Prioritized Pedestrian System Projects

Prioritized Project #	Sidewalk Project	Distance (mi)
1	Custer	0.9
2	Edgewood Ave	0.3
3	Dekoven	0.7
4	Butte	1.1
5	Lake City	0.7
6	75th/Custer	0.5
7	83rd	0.5
8	Onyx Loop 1	1.7
9	104th	0.9
10	112th / Military	1.2
11	Louise	0.8
12	Nyanza Park	0.7
13	Interlaaken N	0.7
14	Interlaken / Mt Tacoma	0.6
15	Onyx Loop 2	2
16	150th	0.9
17	Interlaaken S	0.8

Table 5.1 lists the various new sidewalk projects within the City of Lakewood. The highest priority pedestrian system improvements include the completion of critical sidewalk connections along several Principal and Minor Arterial streets, including:

- Custer Road
- Edgewood Avenue
- Dekoven Drive Southwest
- Butte Drive Southwest
- Lake City Boulevard

The new sidewalk projects listed in Table 5.1 are estimated to cost almost \$85 million (in 2023 dollars) and total nearly 18 miles in new sidewalk.

The new, high priority sidewalk projects included in the NMTP provide important system connections to major pedestrian trip generators and safety enhancements for pedestrians traveling along busy city arterials streets. Pedestrian access to transit is significantly enhanced by these system improvements. The locations of the pedestrian projects are shown in Figure 5.2.

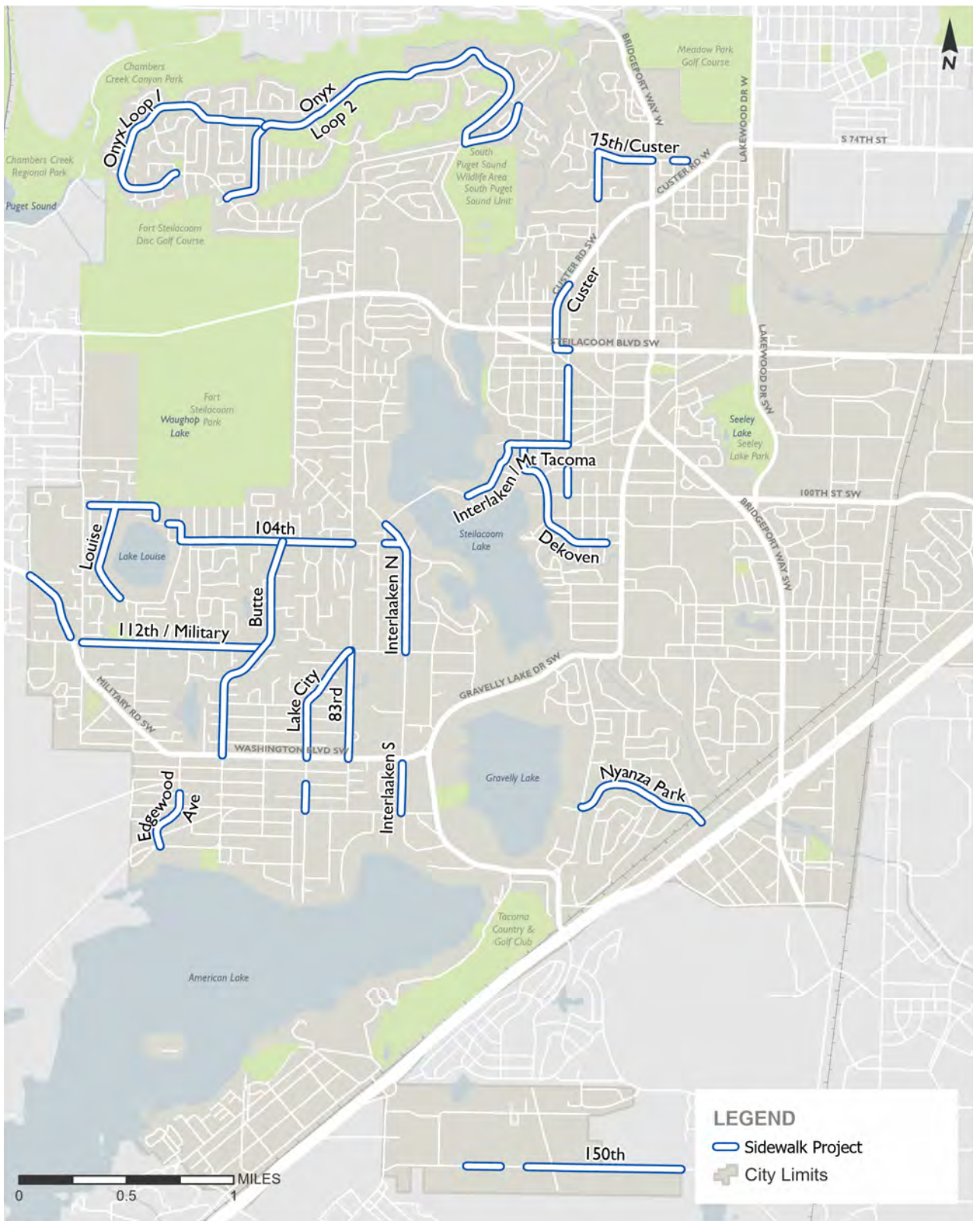
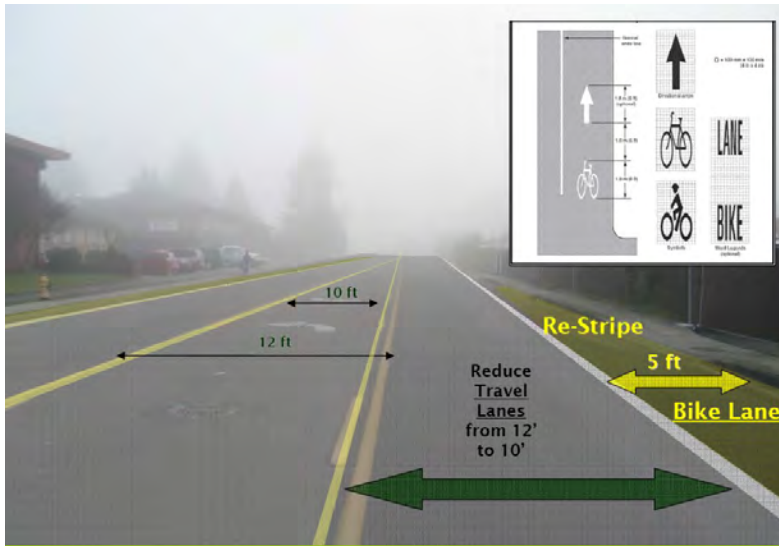


Figure 5.2 Pedestrian Project Locations



around several lakes and crossing the Sounder Railroad tracks and I-5. There are limited corridors making these connections, and in each corridor the public rights-of-way are constrained.

As an alternative, along existing streets where space is limited (existing travel lanes and curb/sidewalks) or there are underlying design constraints bicycle lane re-striping was found to be impractical. As an alternative to bike lanes, the plan recommends striping and posting many of these routes as shared lanes with “sharrow” designations.

Many cyclists in Lakewood enjoy the existing shared-use path (trail) system, particularly for recreation

and some commuter traffic as well. A number of recent multiuse paths and wide sidewalk projects (8-9 foot sidewalks) have been completed around the City. While eight or nine feet is less than the typical 14 foot section identified for a shared use path, these facilities are often used by recreational cyclists and pedestrians alike.

Figure 5.3 maps the existing and planned bicycle system for Lakewood. The bicycle system plan includes re-striping about 3.5 miles of bicycle lanes, 17.8 miles of shared-use lane (sharrow) routes, and approximately 1.5 miles of new shared-use paths to fill critical gaps in Lakewood’s bicycle system.

WSDOT Coordination

Several critical pedestrian routes cross I-5 to link Lakewood neighborhoods to the city system. There are two local arterial street crossings or interchanges with I-5 that currently are missing or possess inadequate pedestrian facilities. These routes include:

- New York/McChord
- 47th Avenue (important future connection to Sounder Station)

In each case the current structures spanning I-5 were mostly constructed without sidewalks and it is expected that the cost to add sidewalks to these structures would be prohibitively expensive. Eventually, each structure will need to be replaced or modified, at which time new sidewalks should be added. The City will need to coordinate with WSDOT to ensure that new pedestrian facilities are included in any structural upgrades or replacements to the I-5 interchanges or over-crossings.

Bicycle System Plan

Priority was placed in the plan process to identify opportunities to build new (as part of street projects identified in the City TIP) or re-stripe existing arterial streets with bicycle lanes to close critical gaps in the existing system. The city is tasked with trying to effectively connect its various neighborhoods and downtown and other centers by means of overcoming steep terrain, navigating

New Bike Lanes

The new proposed bike lanes are mapped in Figure 5.3. Several arterial streets in Lakewood have sufficient paved width for the possibility of re-striping travel lanes to accommodate on-street bike lanes. These routes provide critical linkages to major cycling activity centers, particularly downtown Lakewood and connections to the shared-use path system. These streets include:

- South Tacoma Way
- Military Road Southwest
- Steilacoom Boulevard
- 59th Avenue

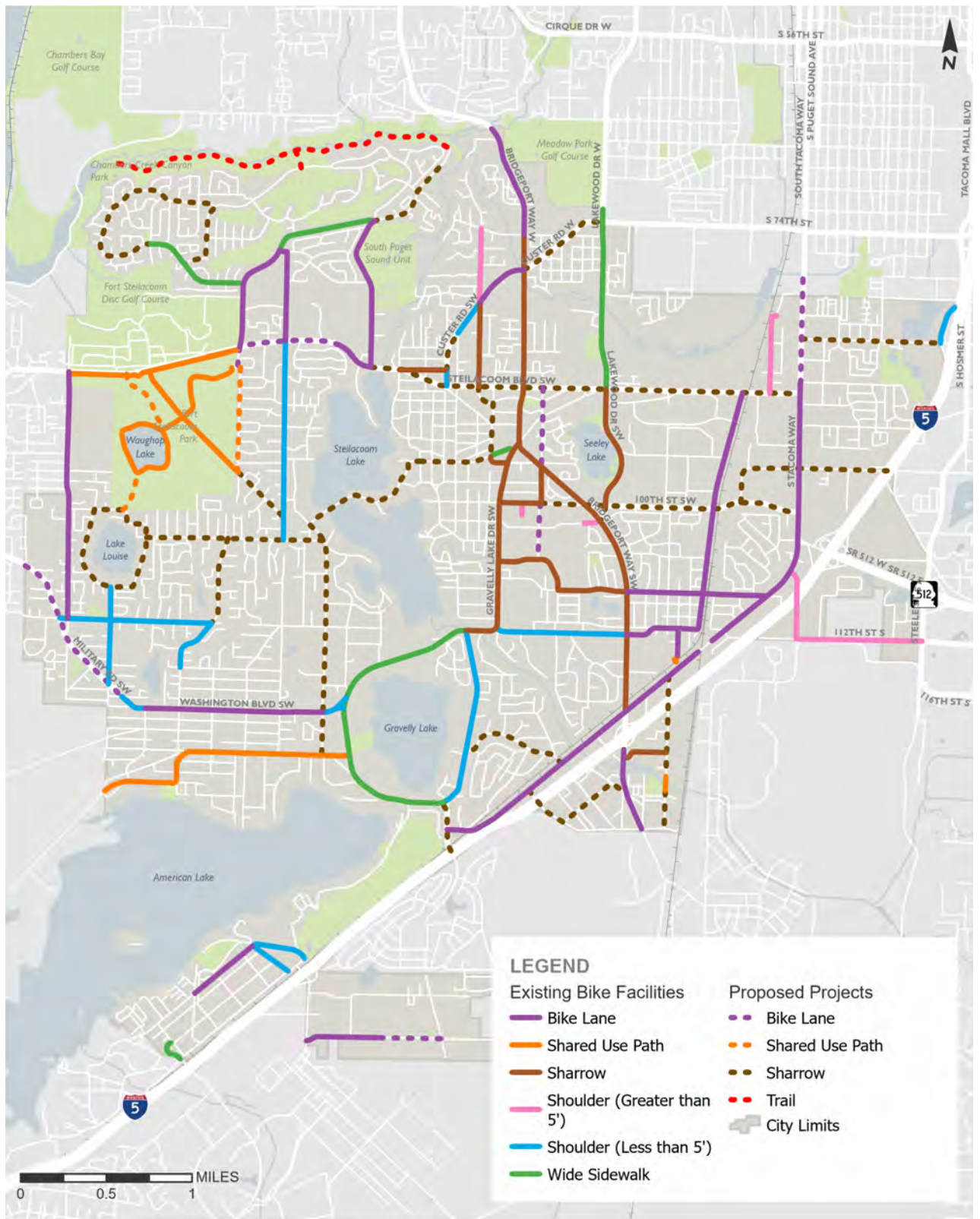


Figure 5.3 Bicycle System Plan

Shared-Lane Routes

The NMTP examined a number of options to help connect the bicycle system within and through the Lakewood urban area. Unfortunately, several major corridors are severely constrained making it difficult to re-stripe existing streets without removing important travel lane vehicular capacity or incurring significant costs to purchase new right-of-way and widen existing streets.

As illustrated in Figure 5.3, the proposed shared-lane routes provide critical linkages for cyclists in a number of corridors, including: Steilacoom Boulevard, 100th Street, Main Street, Interlaaken, Butte Road and 104th Street. Several of these routes are multi-lane arterials. In the implementation of these recommendations, the City of Lakewood should apply signing and striping of sharrows on the two-lane routes first; and then select a demonstration application of sharrows on one of the multi-lane arterials (symbol placement on outer travel lanes) before a system-wide application.

Shared-Use Path Connections

The 2009 NMTP recommended new shared-use path connections around Gravelly Lake next to Gravelly Lake Drive and Nyanza Drive, and along Flett Creek. The Gravelly Lake Drive section has been completed, with the east side of the lake along Nyanza Drive planned for construction shortly. The Flett Creek shared-use path has been eliminated from the 2023 NMTP. The path was proposed to run through Mountain View Cemetery and has been removed due to construction feasibility issues. An additional shared-use paths through Fort Steilacoom Park near Waughop Lake is recommended with a paved surface of 10' with 2' of asphalt or gravel on each side for a total width of 14'.

The recently constructed paths and future paths provide important linkages for future trail users, and provide greater local (cross-town) and regional non-motorized access, especially for recreational cyclists and pedestrians.

Shared-use paths usually intersect major city arterials at critical junctions. At the western terminus of the existing shared-use path adjacent to Steilacoom Boulevard at Farwest

Drive, westward bound cyclists have difficulty crossing Farwest Drive (as do northbound cyclists on Farwest Drive, in the bike lane) to continue traveling westward along Steilacoom Boulevard. This location is an excellent opportunity for the City to consider placement of a “bike box” on the south leg of the Farwest Drive intersection of Steilacoom Boulevard. The “bike box” would provide added space for cyclists wishing to cross and turn left onto Steilacoom Boulevard. If successful, similar “bike box” striping projects could be place at other major intersections.

Routes for Special Study

The NMTP includes various new bike lane, shared-lane and shared-use path connections within a fairly comprehensive system spanning the Lakewood urban area. However, due to topographical and geographical constraints and obstacles, not all corridors are optimally connected and require further study to identify the appropriate, long-range plan solutions.

Sounder Station Connectivity

Enhanced pedestrian and bicycle access to the Sounder Station will be important to better link Lakewood to Sounder access, especially for those living south of I-5. In future additions to the City's TIP, sections of Hillcrest Drive Southwest/ Nyanza Park Drive Southwest and McChord Drive Southwest should be considered for full urban street upgrades with sidewalks and on-street bicycle facilities (likely sharrows). Sound Transit and the City of Lakewood are currently working together to improve the railroad crossing at Clover Creek Drive / Hillcrest Drive Southwest. This connection will provide a safe way for non-motorized users to cross the railroad tracks and then travel towards the Sounder Station.

Interlaaken Bridge

The Interlaaken Bridge is an important non-motorized connector between downtown Lakewood and the Lake Louise area. The bridge's minimum dimension prohibits the re-striping for bike lanes, so use of “sharrow” markings and signs are appropriate. Furthermore, the addition of sidewalks to the bridge may be extremely expensive, and neither connector streets have sufficient space to add sidewalks and curbing treatments without major impacts to private

residential landscaping and infrastructure. The current pedestrian access within the corridor (sharing the travel lane and thin shoulders) will likely be required in the future.

Downtown Lakewood

There are limited streets in Lakewood's downtown area where bicycle facility enhancements can be made without removing either parking (undesirable to local merchants) or travel lanes (undesirable to commuters). Yet downtown Lakewood is an important non-motorized destination and inter-modal hub. The NMTP identified key corridors in which bicycle lanes can be added by changing current traffic control measures. NW 59th Avenue appears to provide the most feasible route in which there is sufficient space to re-stripe a north-south connector with on-street bike lanes, with a direct connection to Lakewood's city center from Steilacoom Boulevard. This re-striping would likely require removing two-way left turn lanes and turn pockets along NW 59th Avenue.

Funding Needs for Bicycle System Pedestrian Improvements

Planning-level costs were estimated for stand-alone bike lane and shared lane re-striping, and the extension of the shared-use path network. The total cost of the bicycle system improvements is summarized in Table 5.2 and is estimated at about \$1.4 million over the next 20 years.

Table 5.2 Priority Bicycle System Projects

Bike Lane Signage and Marking				
Project #	Street	From	To	Distance (mi)
BL-1	Military Rd	City Limits	Wash Blvd	0.98
BL-2	59th Ave.	Steilacoom Blvd.	Bridgeport Way	0.46
BL-3	59th Ave.	Bridgeport Way	Main St.	0.33
BL-4	87th	Elwood Dr	Steilacoom Blvd	0.13
BL-5	Steilacoom Blvd	87th	Weller Rd	0.58
BL-6	S Tacoma Way	88th St. Ct.	City Limits	0.60
BL-7	150th St SW	73rd Ave SW	Woodbrook Dr SW	0.36
	Total			3.44
Shared-Lane Signing & Marking				
Project #	Street	From	To	Distance (mi)
SL-1	Onyx Dr. & Zircon Dr. & 91st Ave. & 78th St.	87th Ave.	loop around to Onyx Dr.	1.69
SL-2	Phillips Rd.	Onyx Dr.	68th Ave.	0.58
SL-3	Steilacoom Blvd.	Phillips Rd SW	S. Tacoma Way	2.52
SL-4	Angle Lane	Elwood Dr.	Hipkins Rd.	0.37
SL-5	Lake Louise Dr.	101st St.	around Lake Louise	1.42
SL-6	104th St.	Lake Louise Dr.	Interlaaken Dr.	1.03
SL-7	Butte Dr.	104th St.	112th St SW	0.51
SL-8	Interlaaken Dr.	Mt. Tacoma Dr.	Washington Blvd.	2.22
SL-9	Custer Rd.	Bridgeport Way	Lakewood Dr W	0.56
SL-10	Custer Rd.	88th St SW	Meadow Rd SW	0.23
SL-11	Lakewood Dr.	100th St SW	Bridgeport Way	0.09
SL-12	Mt. Tacoma Dr. & Motor Ave.	Interlaaken Dr.	Whitman Ave SW	0.42
SL-13	New York Ave. & Lincoln Ave. & SF Ave.	Pacific Hwy.	Bridgeport Way	0.75
SL-14	47th Ave.	Pacific Hwy.	McChord Dr SW	0.89
SL-15	100th St.	59th Ave SW	S. Tacoma Way	1.52
SL-16	96th St. & 40th Ave.	100th St.	I-5	1.03
SL-17	Nyanza Park Dr SW	Nyanza	Pacific Hwy SW	0.66
SL-18	Whitman Ave & Fairlawn Dr	Steilacoom Blvd	Motor Ave SW	0.45
SL-19	84th St.	S. Tacoma Way	Tacoma Mall Blvd.	0.81
	Total			17.75
Shared-Use Path				
Project #	Street	From	To	Distance (mi)
P-1	Elwood Dr SW	87th Ave SW	Angle Ln SW	0.62
P-2	Waughop Lake S	Lake Louise Dr SW	Lake Waughop Loop Rd	0.23
P-3	Waughop Lake N	Steilacoom Blvd	Lake Waughop Loop Rd	0.42
	Total			1.27

Non-Motorized Funding Needs

The combined non-motorized system improvement costs are \$86.1 million, as summarized in Table 5.3.

Most of these costs are attributable to sidewalk improvements, and it remains uncertain as to whether some of these sidewalk improvements will be included within other arterial street projects in future updates to Lakewood's CIP.

A preliminary funding assessment was conducted on the various pedestrian and bicycle improvement needs as input into the larger transportation funding question that Lakewood will examine as part of its Transportation Element, at which time the NMTP findings can be revised and updated.

Sidewalk Construction Program—totaling approximately \$84.8 million. Potential sources include the General Fund, bonding of funds, new development, and state & federal grants. The City will need to consider either dedicating more of their General Fund revenues towards sidewalk improvements in these major corridors or consider an additional revenue program, or both.

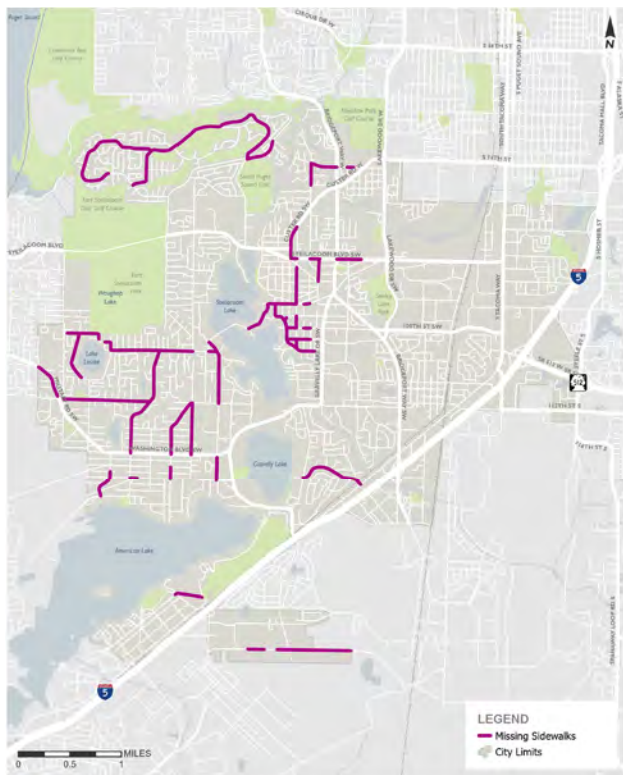
Bicycle System Expansion Program—totaling \$1.3 million. City source is General Fund.

Table 5.3: Non-Motorized Plan Costs

Project Type	Miles	Cost
New Sidewalks	17.8	\$84,800,000
Bike Lane Signing and Marking	3.5	\$201,000
Shared-Lane Signing / Marking	17.8	\$725,000
New Shared-Use Paths	1.3	\$360,000
Total		\$86,086,000

Sidewalk, bike lane and shared-lane markings are assumed to be on both sides of the street. The miles shown in this table reflect center-lane miles.

Chapter 6: Recommended Measures to Implement NMTP



GIS Mapping of Existing and Missing Sidewalks and Curb Ramps

Overview

The City has made significant progress on building out its non-motorized infrastructure since the adoption of the 2009 NMTP. The findings of the updated 2023 NMTP show that Lakewood should generally continue doing what has been done in the intervening 14 years. This will continue to require coordination with neighboring cities, Sound Transit, Pierce Transit, WSDOT and other government entities.

Project Programming, Coordination and Development

The City of Lakewood should continue to engage neighboring cities, regional transportation agencies, school district and neighborhood associations in prioritizing neighborhood sidewalk and curb ramp improvements and bicycle facility enhancements. These efforts will be necessary to develop the annual update of sidewalk and curb ramp improvement projects and bicycle system enhancements as input into the six-year Transportation Improvement Program (TIP). Defining short-term projects will involve more detailed planning than simply selecting the high priority projects to construct as already noted in the NMTP. Other issues that will affect project priority-setting include:

- Defining “packaged” pedestrian improvements that span or mix high and moderate priorities, resulting in comprehensive corridor enhancements for construction programming and cost efficiencies
- Complimenting long-range street projects with intersecting sidewalk, curb ramp and bicycle facility improvements to complete neighborhood accessibility
- Coordinating state highway improvement projects with WSDOT and transit station, stop and route improvements with neighboring city pedestrian and bicycle system enhancements
- Re-striping and signing major corridors with on-street bicycle lanes or “sharrow” (shared travel lanes) to link major sub-areas and activity centers to the City’s shared-use path system and major employment, recreation and commercial destinations

NMTP Database Maintenance

The NMTP GIS database should be updated periodically to reflect new or replacement pedestrian and bicycle system improvements within the Lakewood urban area. Updates to the City of Lakewood's GIS database can either be made on a case-by-case basis or in a comprehensive effort at the end of each year (prior to updates of the 6-year TIP).

WSDOT Coordination

WSDOT's highways provide critical regional connections within and through Lakewood. Non-motorized accessibility and mobility issues are important along state highways within the city. The City of Lakewood has no immediate jurisdiction over the design and construction of WSDOT facilities.

The City should encourage WSDOT to complete a thorough examination of each interchange and overcrossing of I-5 within Lakewood with respect to pedestrian and bicycle facilities. The state's evaluation should address all of the ADA Transition Plan requirements, including a Self-Evaluation and plan to remove pedestrian access obstacles. Such findings can then be administered through each of WSDOT's design and construction projects to comply with the ADA.

Neighborhood Traffic Management

Traffic congestion and management issues will more frequently be raised as the Lakewood urban area grows and matures. To best manage local traffic conditions and non-motorized improvement measures, the City of Lakewood should continue to implement its Neighborhood Traffic Management Program in coordination with the findings and recommendations of the NMTP. The city's Neighborhood Traffic Management Program is designed to improve neighborhood safety and respond to citizen's request for neighborhood traffic monitoring and solutions.

Possible solutions or measures are defined through a two-phase process: Phase I measures include various traffic control measures like temporary installation of speed radar devices, pavement markings, target law enforcement, signing and volunteer speed watch efforts; Phase II measures (should Phase I measures not yield sufficient results) include installation of more permanent, physical traffic control devices like speed humps, radar feedback signs, traffic circles and street medians. It is particularly important to coordinate the Phase II physical traffic control devices with the recommendations and projects identified in the NMTP to help ensure that non-motorized safety is considered.

Walk-to-School Route Planning and Bicycle Education

Walk-to-school route planning may best serve as a mechanism to refine the NMTP, with neighborhood-specific priority refinements and comprehensive projects that best match the initial priorities identified in the NMTP. Walk-to-school route planning is also an excellent mechanism to advance pedestrian and bicycle safety education. The City of Lakewood has developed initial walk-to-school route plans in coordination with Clover Park School District. As Lakewood continues to develop into a more urban center, walk-to-school routes will likely become more important. The city should continue to coordinate with the Clover Park School District to refine and update future walk-to-school route plans.

Funding

There are several ways in which pedestrian and bicycle system improvements are funded in Lakewood. This section highlights both current funding mechanisms and the options the City might consider to increase funding of pedestrian and bicycle system improvements. Whenever possible the distinction is made between funding programs and funding sources. Pedestrian and bicycle system improvements are funded both privately and publicly in Lakewood.

Public Pedestrian & Bicycle Systems Development

State Highways

In general, the City of Lakewood and WSDOT have jurisdiction over most public roads in Lakewood. The funding for state highway and freeway improvements is coordinated through PSRC and construction projects are programmed through Washington's Statewide Transportation Improvement Program (STIP). These highway improvements often include pedestrian and bicycle system components. The funding source for these improvements are generally a combination of federal and state gas taxes, fees and sales tax.

In 2022 the Legislature passed a new transportation revenue package, called Move Ahead Washington, to fund a wide range of projects across the state over the next 16 years. The Move Ahead Washington package is funded through one-time transfers from the state's general fund, Public Works Assistance Account, the Infrastructure Investment and Jobs Act (IIJA), and the Climate Commitment Act. The package does not include a gas tax.

Projects funded by the 2022 Legislature in Lakewood include those projects listed in the proposed 2023-2026 STIP as follows:

- **100th Street SW: Lakeview Avenue SW to S Tacoma Way**
Primary improvements will include curb, gutter and sidewalk improvements, as well as shared bike lanes, street lighting, storm infrastructure, and pavement overlay. These improvements will be constructed along 100th Street SW from Lakeview Avenue SW to S Tacoma Way. In addition to the improvements described above, a new signal will be constructed at its intersection with 40th Avenue.
- **112th Street SW: Clover Park High School Sidewalk**
Improvements are to include pedestrian lighting at crossings, school speed zone flashing beacons and signage, ADA curb ramp retrofits, sidewalk with curb, pedestrian-scale lighting, and a bike lane on one side of the road.
- **112th Street S: S Tacoma Way to Steele Street S**
Improvements will include grinding, overlay, and channelization of the roadway surface.
- **Farwest Drive SW: Safe Routes to School**
Project provides multiple improvements between 112th Street SW and the existing sidewalk north of 92nd Street SW. Improvements include the installation of approximately 3,275 feet of sidewalk with a 6 foot width, with curb and gutter on the west side of the street. Additionally, there will be 1,700 feet of bike lane on the west side of the road, as well as pedestrian scale illumination and ADA curb ramps and retrofits. There will also be approximately 1,700 feet of lane reductions from 5 to 3 travel lanes (one through-lane in each direction and a two-way left-turn lane) between 93rd Street and 101st Street.
- **S Tacoma Way: 96th Street SW to Steilacoom Boulevard**
Project consists of constructing a reconstruction of the wearing asphalt along S Tacoma Way between 96th Street SW and Steilacoom Boulevard. Improvements will include pavement repair, grinding, a two-inch overlay, channelization, upgrading sidewalk ramps to conform with ADA standards, and signage.
- **Steilacoom Boulevard SW**
Improvements along Steilacoom Boulevard SW are to be introduced via two separate projects, outlined below:
 - **83rd Avenue SW to Weller Road SW**
Project consists of constructing improvements to include curb, gutter, sidewalks, bicycle facilities, street lights, pavement overlay, and storm drainage on both sides of Steilacoom Boulevard between 83rd Avenue SW and Weller Road SW. The project will also require retaining walls in some areas.
 - **87th Avenue SW to 83rd Avenue SW**
Project consists of relocation or increasing the offset of utility poles and removal of roadside objects as well as improving street lighting, resurfacing the pavement, increasing pavement marking reflectivity, changing driveway types, install flashing yellow operation, audible pedestrian push buttons, countdown pedestrian signals, re-channelization of the roadway to include bike lanes and narrower travel lanes, as well as updating traffic signal from span wires to mast arms.

State Pedestrian and Bicycle Safety and Safe Routes to School Programs

Since 2005, the State Pedestrian and Bicycle Safety and Safe Routes to School programs have committed \$135 million over 17 years to support pedestrian and bicycle safety projects such as pedestrian and bicycle paths, sidewalks, safe routes to school and transit. Since their inception in 2005, 349 projects have been completed with an additional 107 projects currently underway.

The purpose of the Pedestrian and Bicycle Safety program is to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement. Eligible projects may include engineering improvements, education programs and enforcement efforts. Project applications are evaluated in the categories of Safety, Equity, Project Quality, Deliverability, and Value.

WSDOT also administers the Safe Routes to School program, which coordinates federal and state funding commitment to support pedestrian and bicycle safety projects such as safe routes to school, transit and pedestrian and bicycle paths. The purpose of the Safe Routes to Schools program is to provide children a safe, healthy alternative to riding the bus or being driven to school. Eligible projects include engineering improvements, education projects, and enforcement efforts within two-miles of primary and middle schools (K-8).

The programs are still funding projects and are currently in the 2023-2025 funding cycle. In the 2023-2025 funding cycle, WSDOT is recommending 38 projects for Safe Routes to School and 28 projects for the Pedestrian/Bicyclist Program, totaling a projected \$103.9 million.

WSDOT has initiated grant funding for both programs. For the 2023-2025 funding cycle, approximately \$106 million is available for the two programs (\$51.94 towards the Pedestrian/Bicyclist Program and \$54.07 million of Safe Routes to School funds). The majority of this funding is allocated by Move Ahead Washington, a combined \$68.48 million.

City Transportation Improvement Program (TIP)

Pedestrian and bicycle system improvements are generally programmed in the City of Lakewood's Capital Improvement Plan (CIP). The current 2022-2027 CIP includes approximately \$43 million budgeted for transportation improvement projects. Many of these projects include improvements to the non-motorized network including, but not limited to: South Tacoma Way improvements, a new Pedestrian Crossing Signal on 84th Street at Pine Street, and sidewalk construction on Farwest Drive.

Other Funding Options

Local Improvement Districts

In the past the City of Lakewood has administered development of local improvement districts (LID) to fund sidewalk improvements (new and replacement sidewalks) within specified areas. Projected public support for LID funding of significant street and sidewalk systems is uncertain. The City should continue to support the formation of LIDs for critical neighborhood pedestrian system enhancements, alone or as part of street improvements and neighborhood traffic management improvements.

Funding Policies for Lakewood Consideration

The City of Lakewood is currently funding significant pedestrian and bicycle system improvements within the urban area, based on its current major funding sources: federal and state gas taxes, state fees and state grants. As an extension of current practice, Lakewood should continue to actively pursue additional funding support for pedestrian and bicycle funding through application to various federal and state programs, in particular the Federal Safe Streets For All (SS4A) and Safe-Routes-to-School Program. The combination of these policies will help the City of Lakewood supplement its current funding programs for pedestrian and bicycle system improvements. As outcome, priority pedestrian improvements may be accelerated, helping the City meet growing demands.

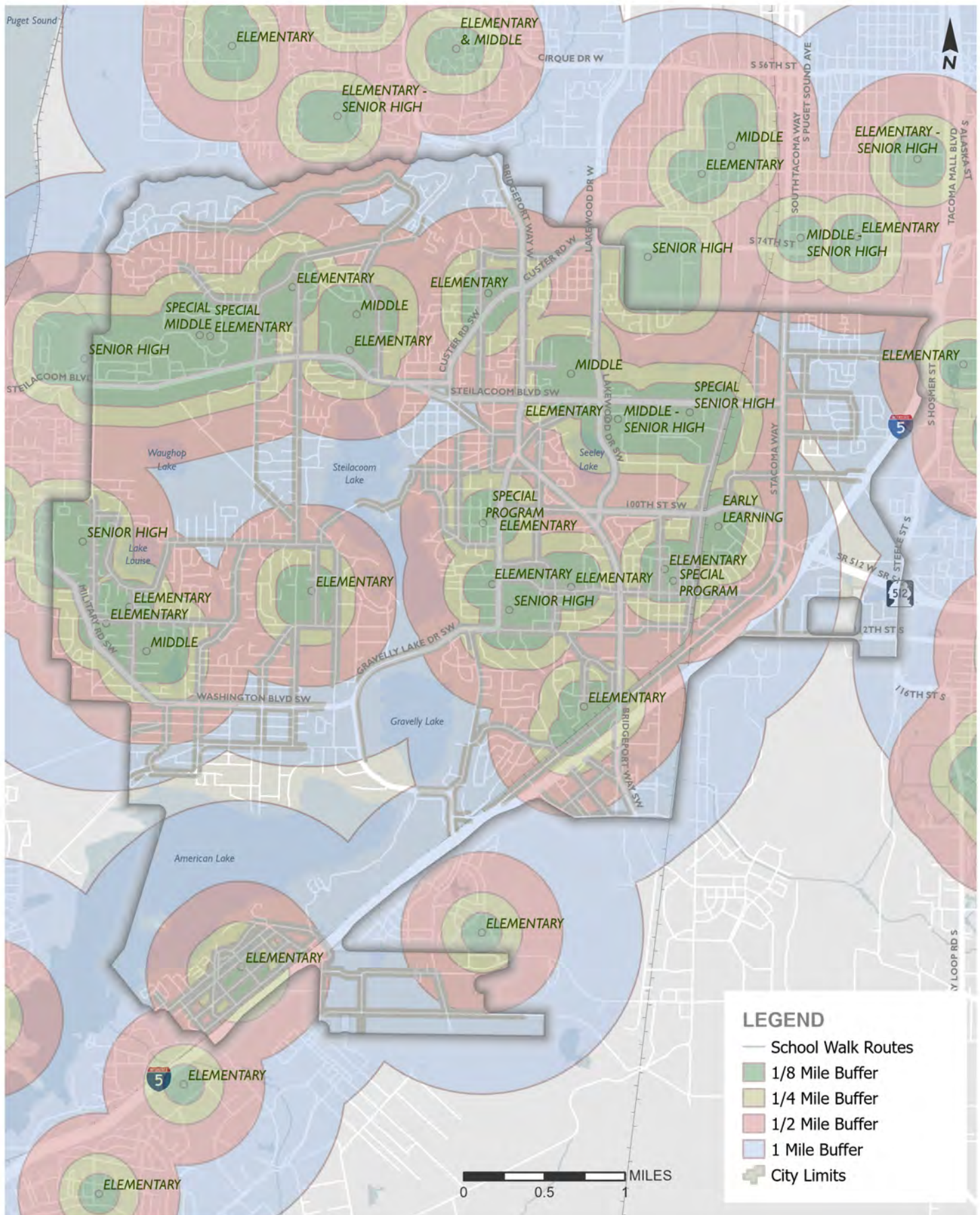
Summary

The recent public opinion research indicates that Lakewood residents regard safe walking routes a public priority, and value the public's investment in bicycle facilities, especially the shared-use path (trail) system. The City serves a critical role in the planning, development and construction of needed pedestrian and bicycle improvements.

The City should continue it's focus on building out a well-connected, safe non-motorized network throughout the city to ensure it meets the growing demand.



APPENDIX A – PEDESTRIAN PRIORITY INDEX SCORING BACKUP FIGURES



School Buffers

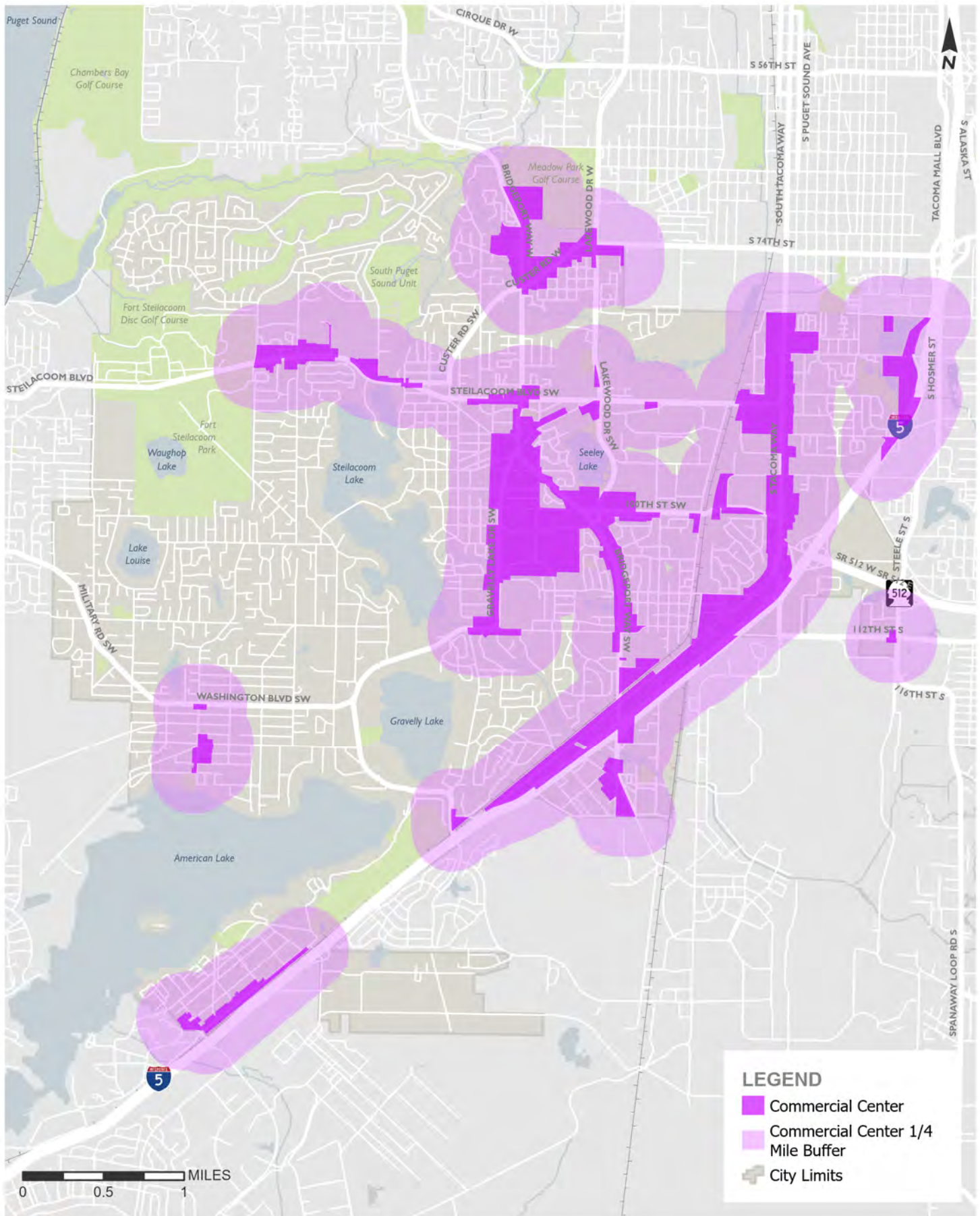
Lakewood Non-Motorized Transportation Plan

transpogroup

FIGURE

A.1

58



Local Commercial Centers

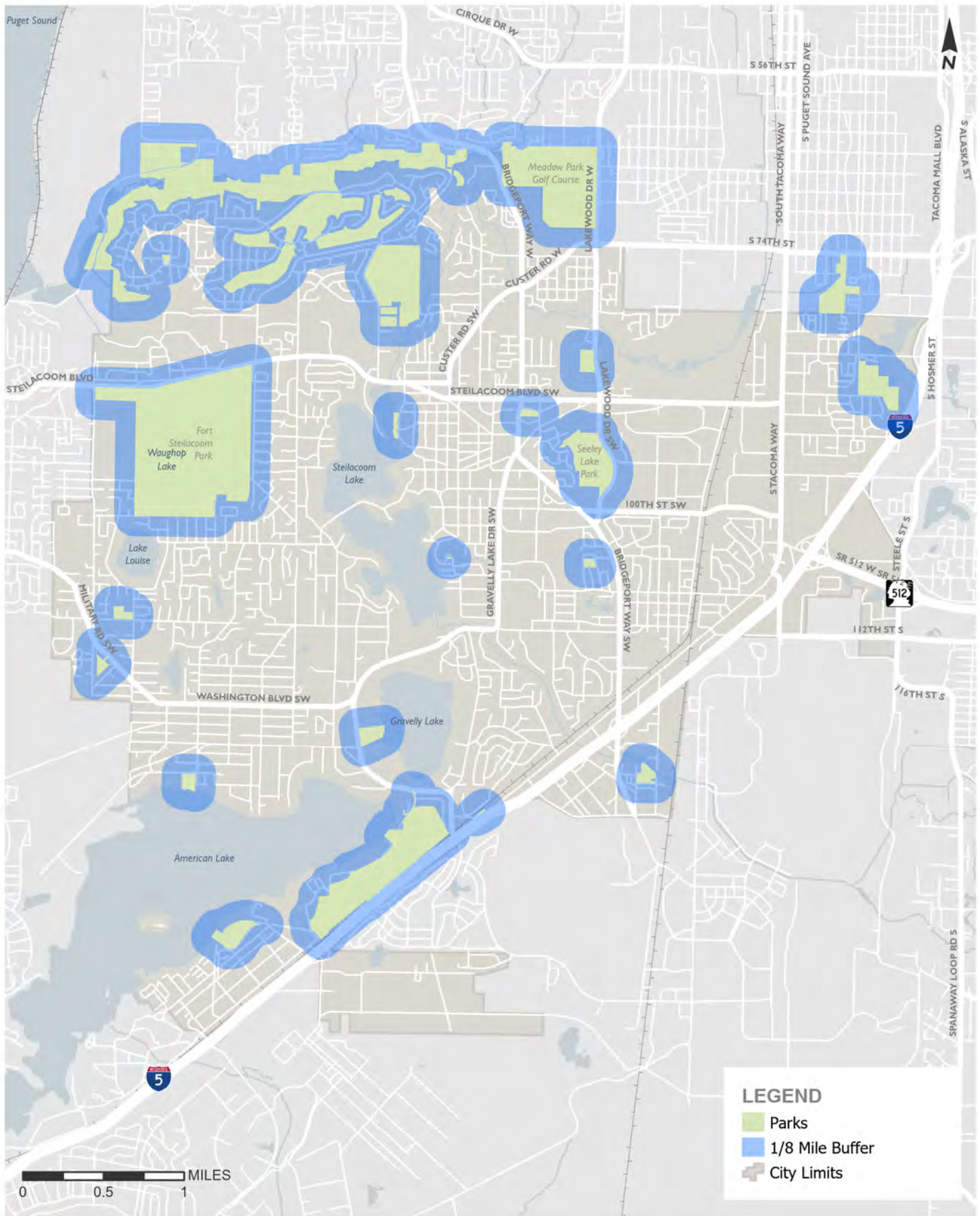
Lakewood Non-Motorized Transportation Plan

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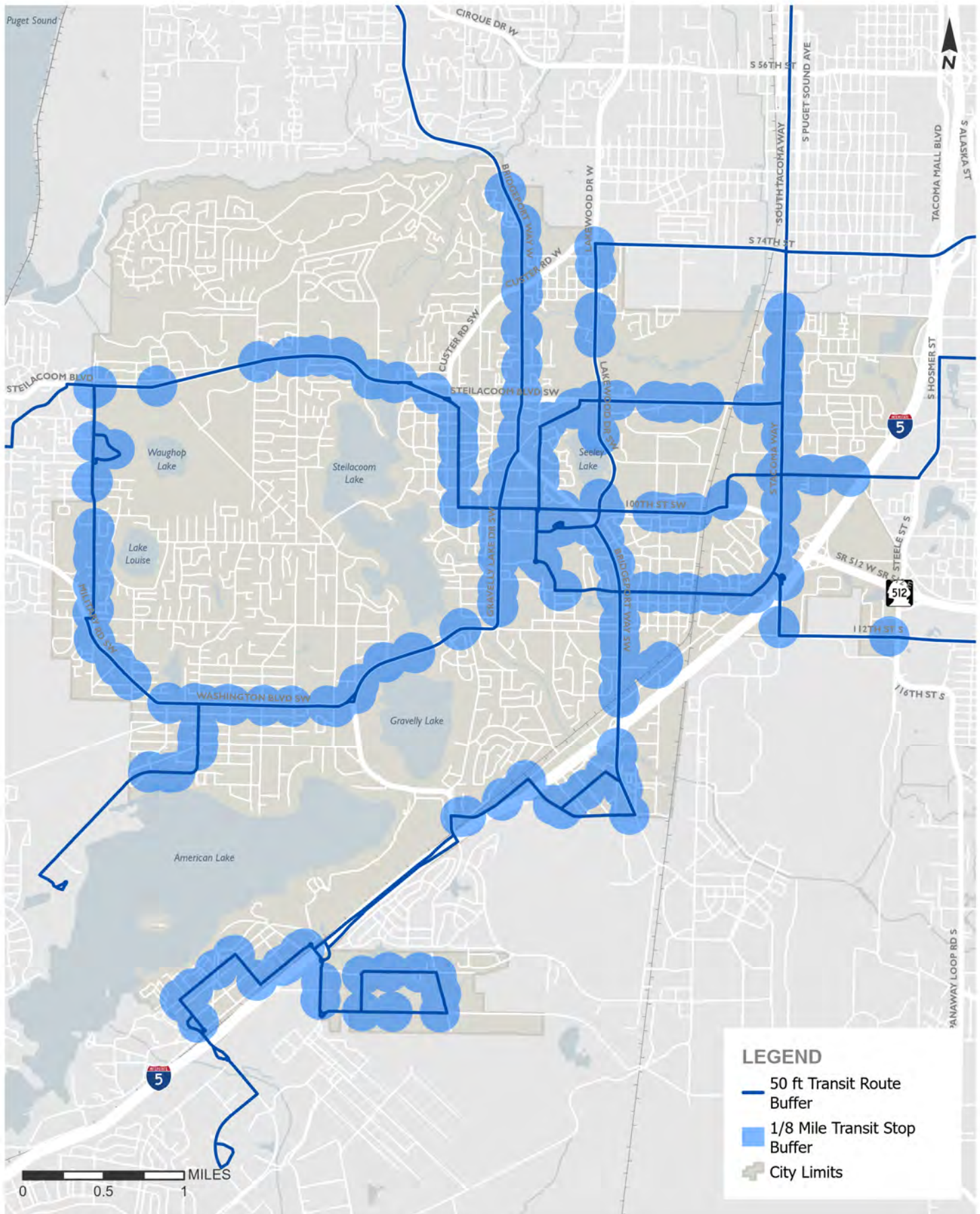
FIGURE

A.2

59



Park Buffers **Lakewood Non-Motorized Transportation Plan**



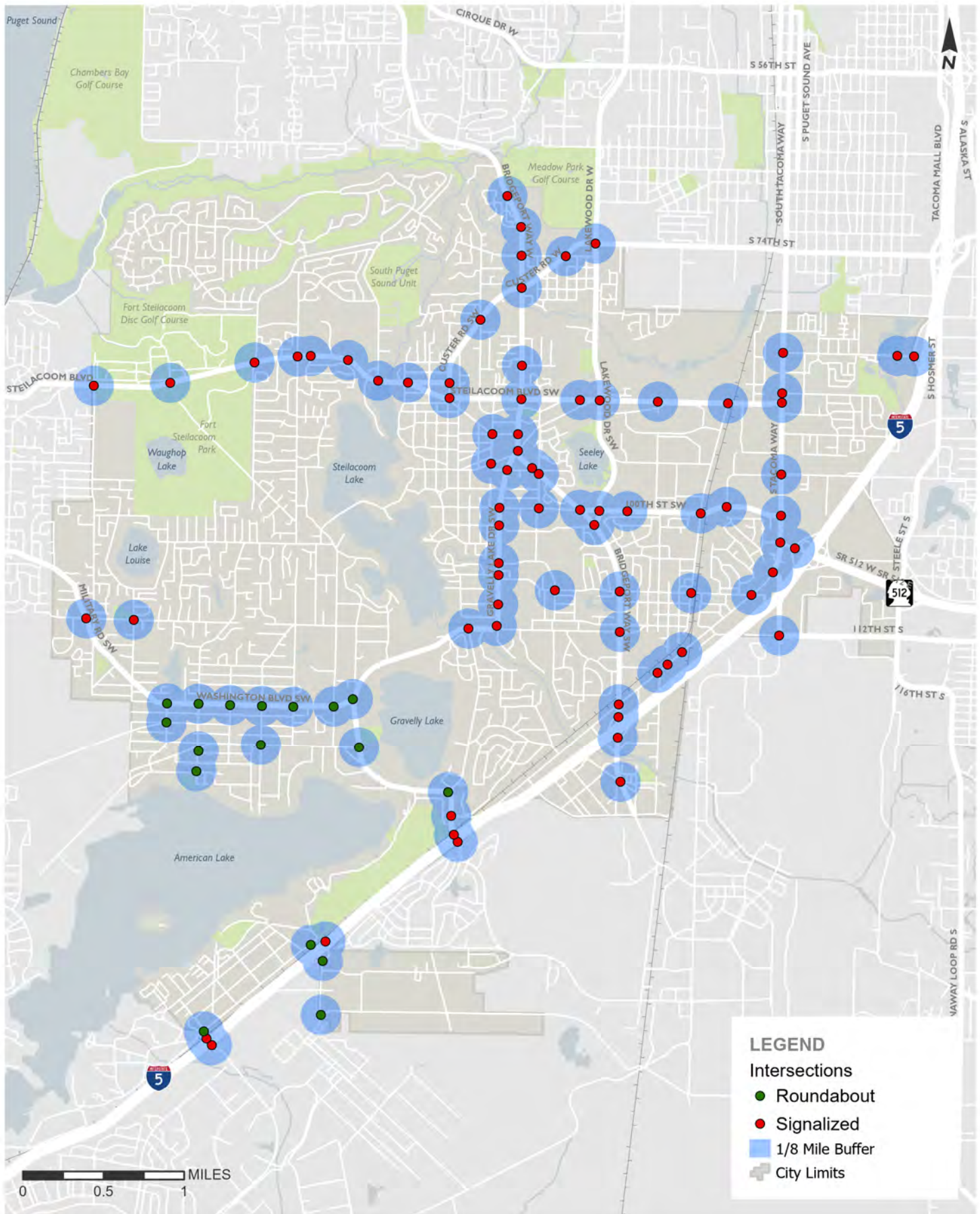
Transit Routes and Stops

Lakewood Non-Motorized Transportation Plan

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FIGURE

A.4



Traffic Signals and Roundabouts

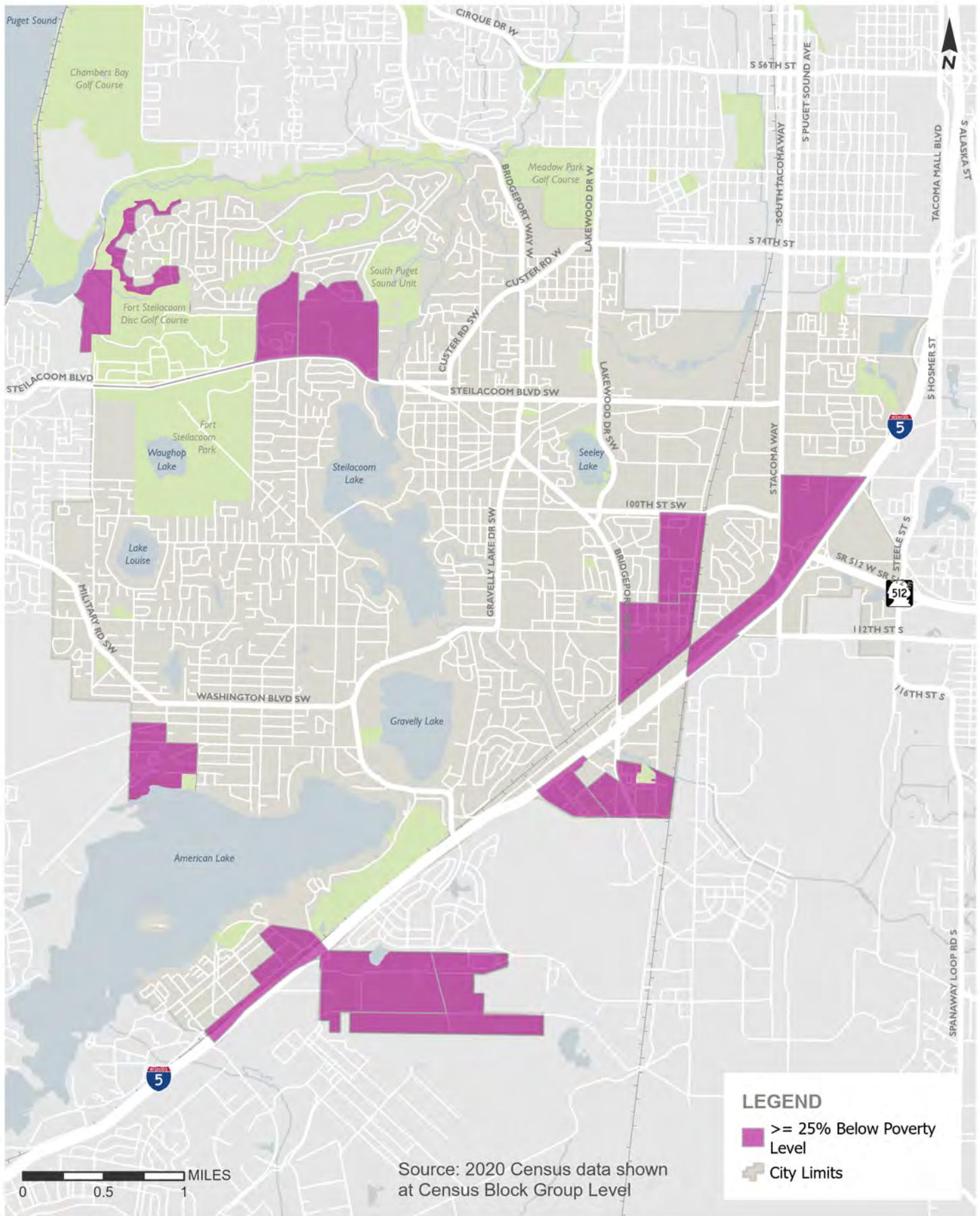
Lakewood Non-Motorized Transportation Plan

transpogroup

FIGURE

A.5

62



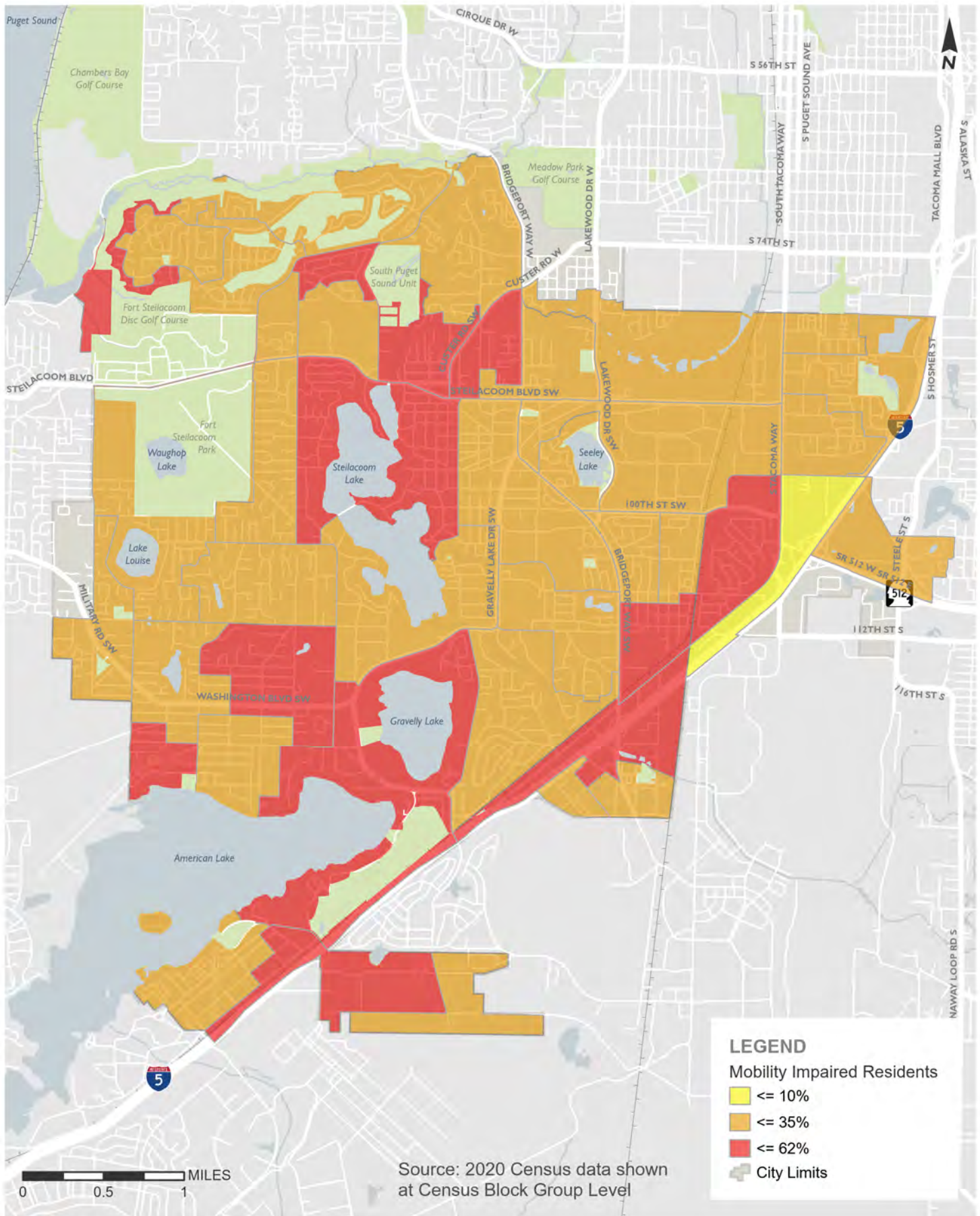
Low Income

Lakewood Non-Motorized Transportation Plan

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FIGURE

A.6



Mobility Impaired Residents

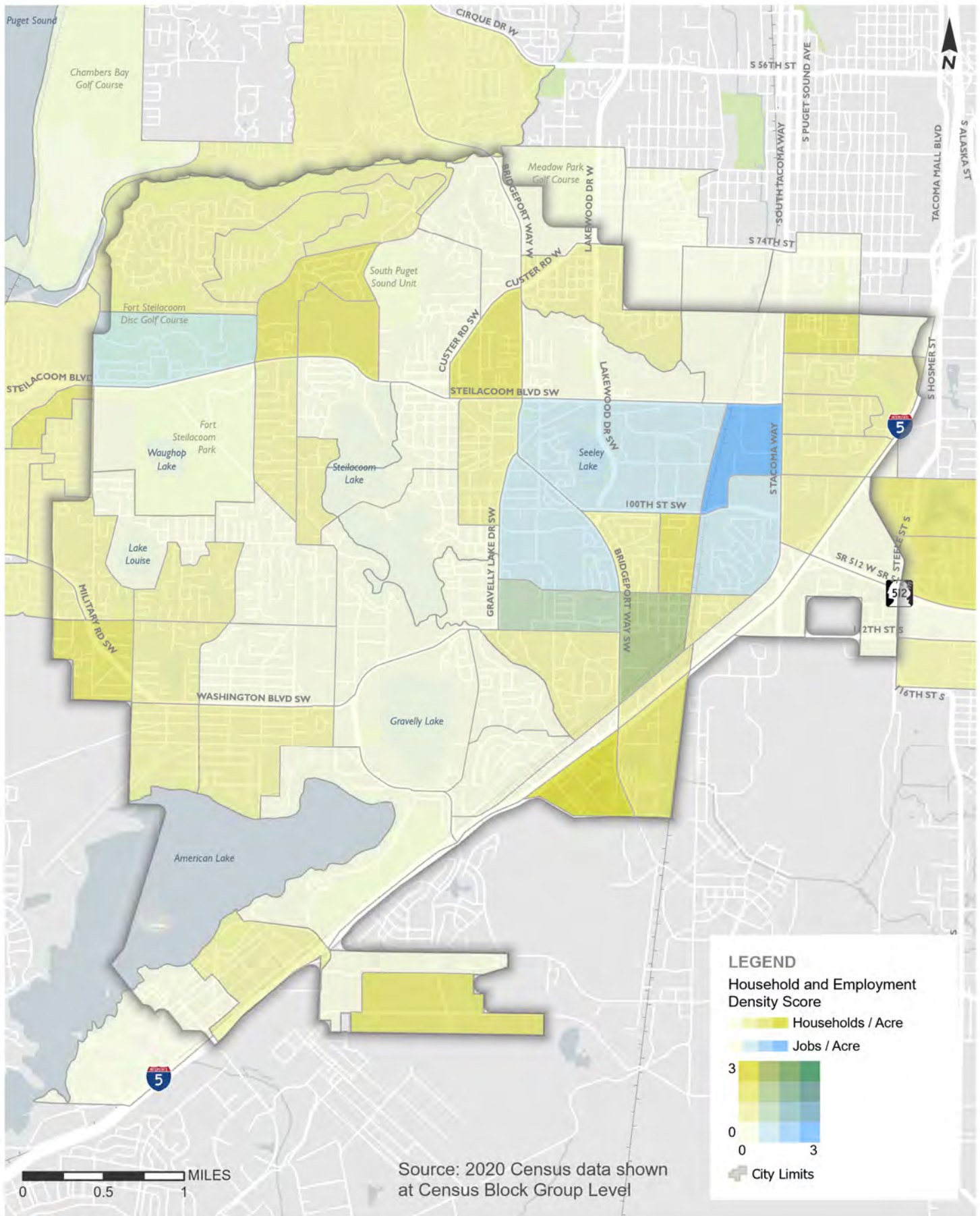
Lakewood Non-Motorized Transportation Plan

transpogroup

FIGURE

A.7

64



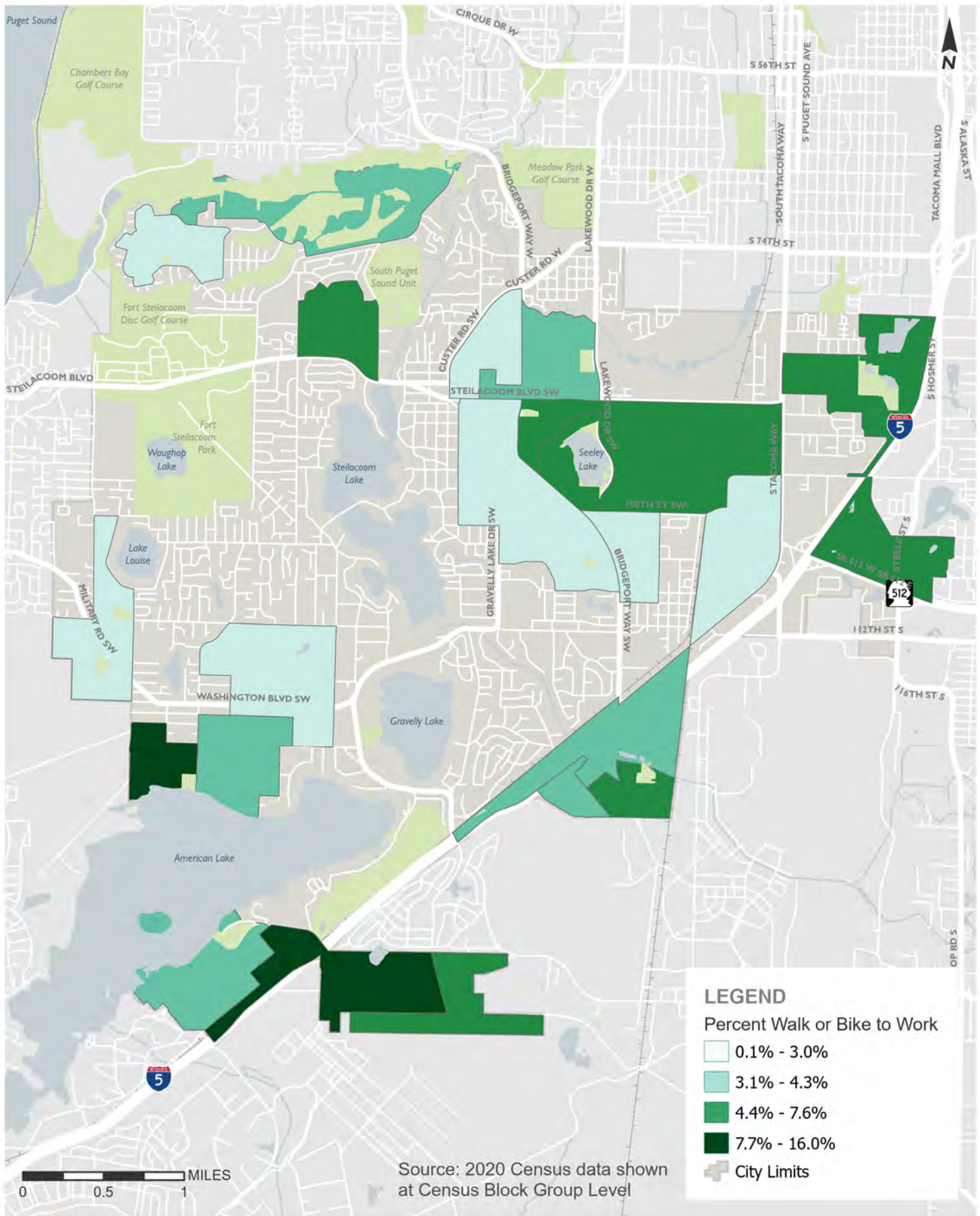
Household and Employment Density

Lakewood Non-Motorized Transportation Plan

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FIGURE

A.8



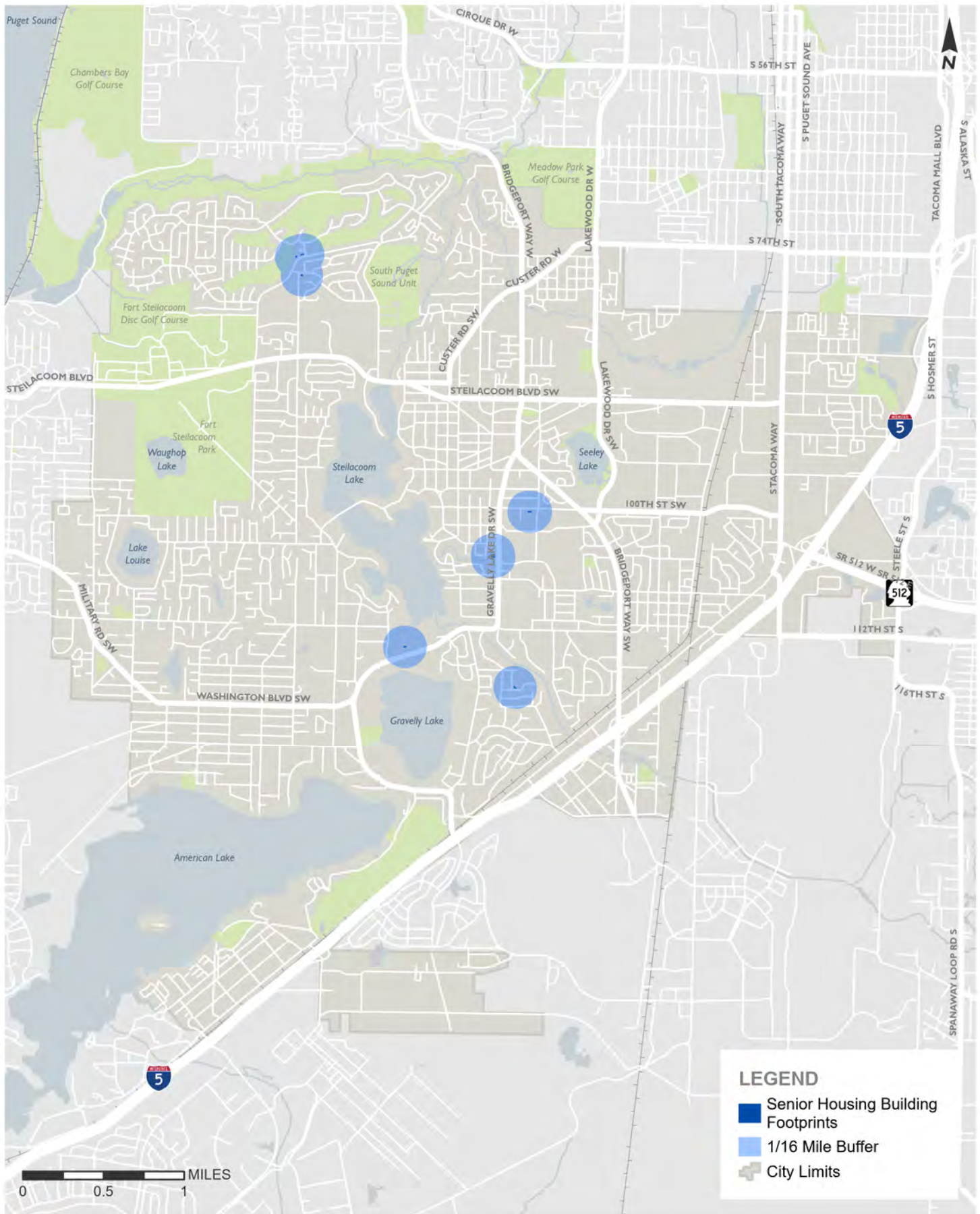
Percent Walk or Bike to Work

Lakewood Non-Motorized Transportation Plan

transpogroup

FIGURE

A.9



Senior Housing

Lakewood Non-Motorized Transportation Plan

transpogroup

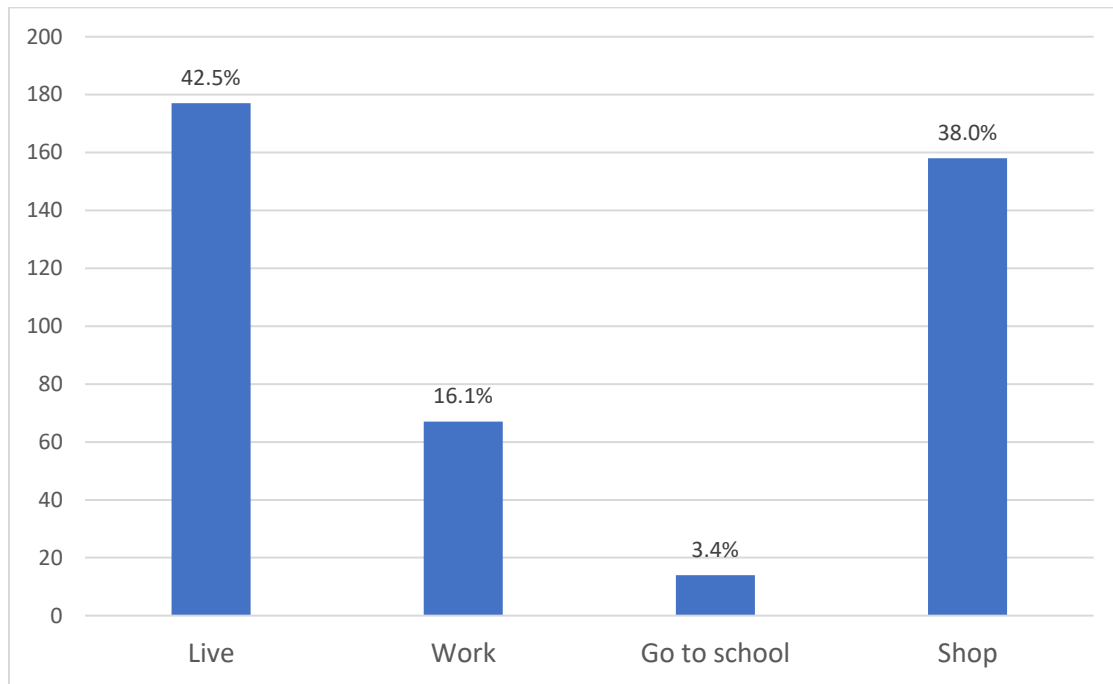
FIGURE

A-10

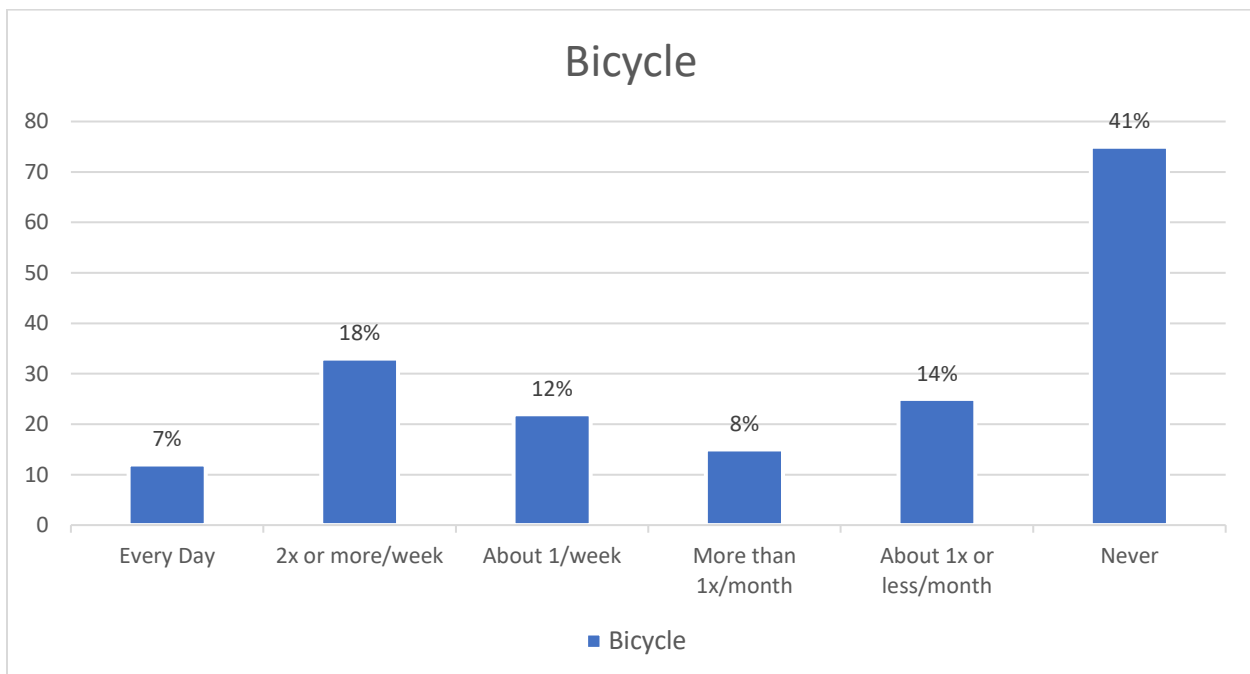
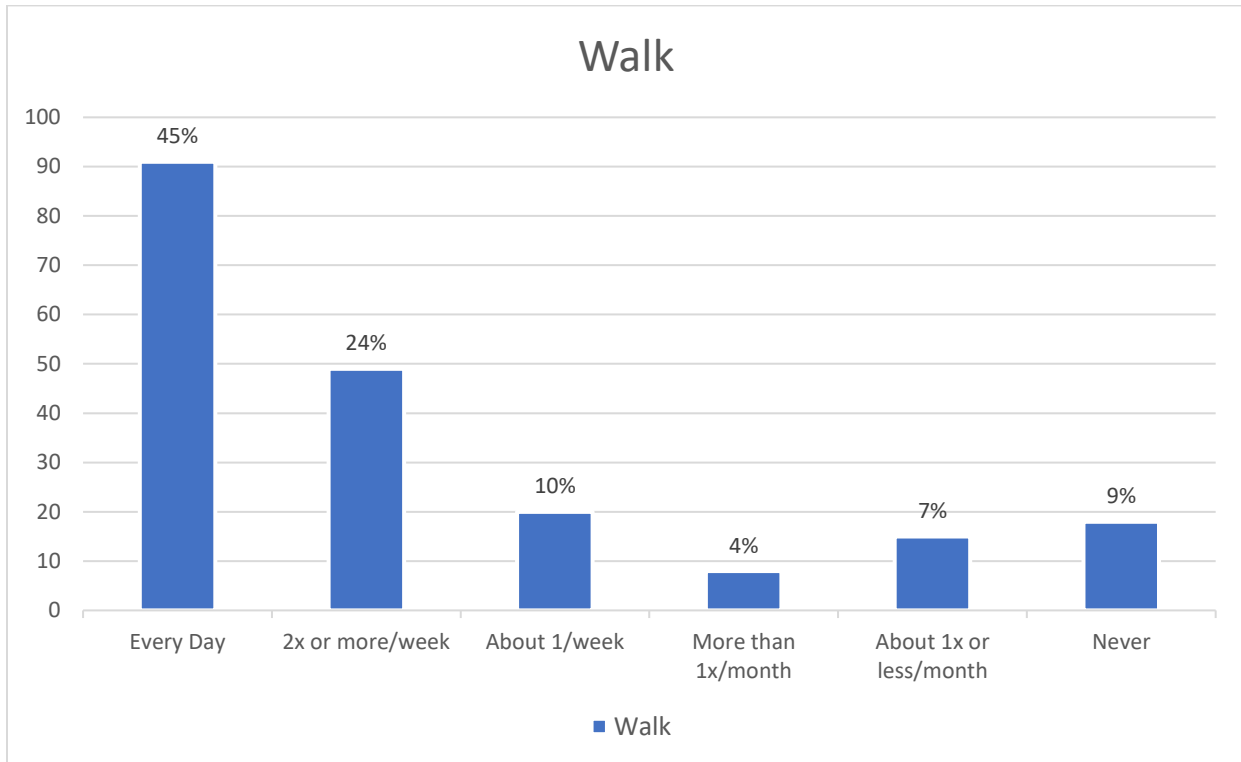
67

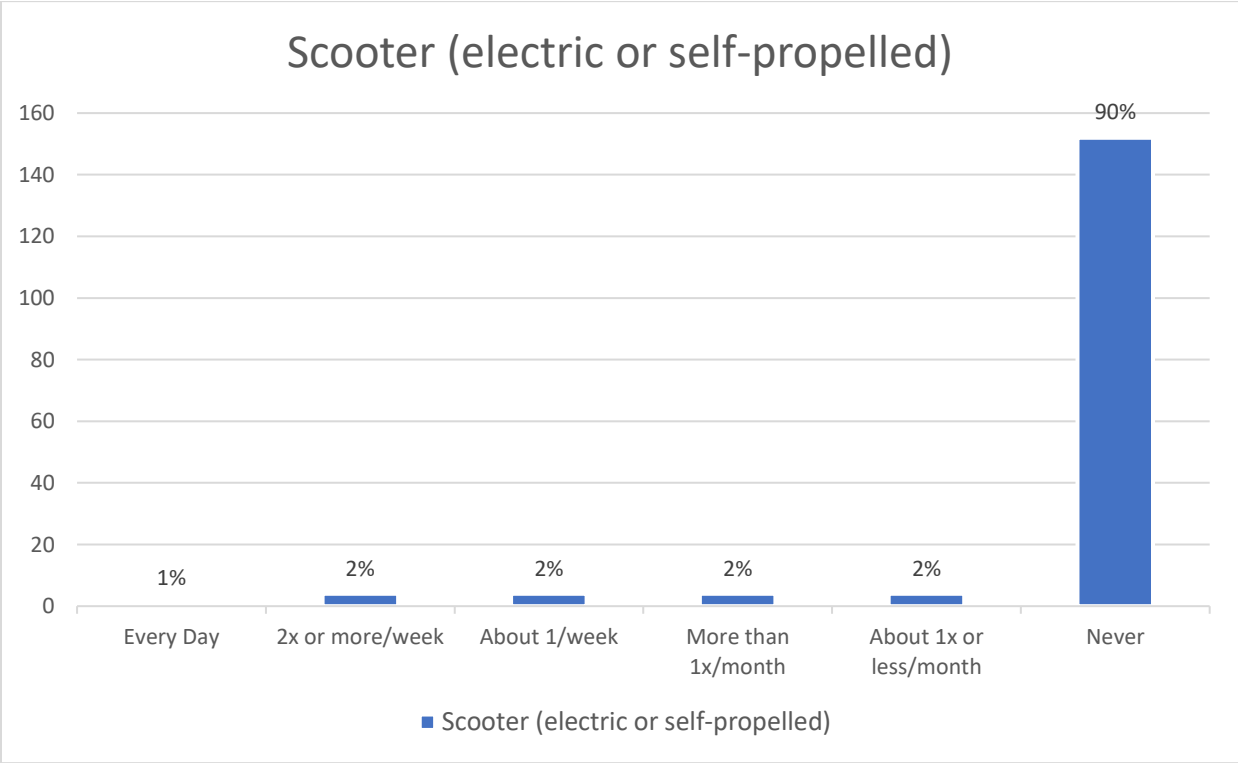
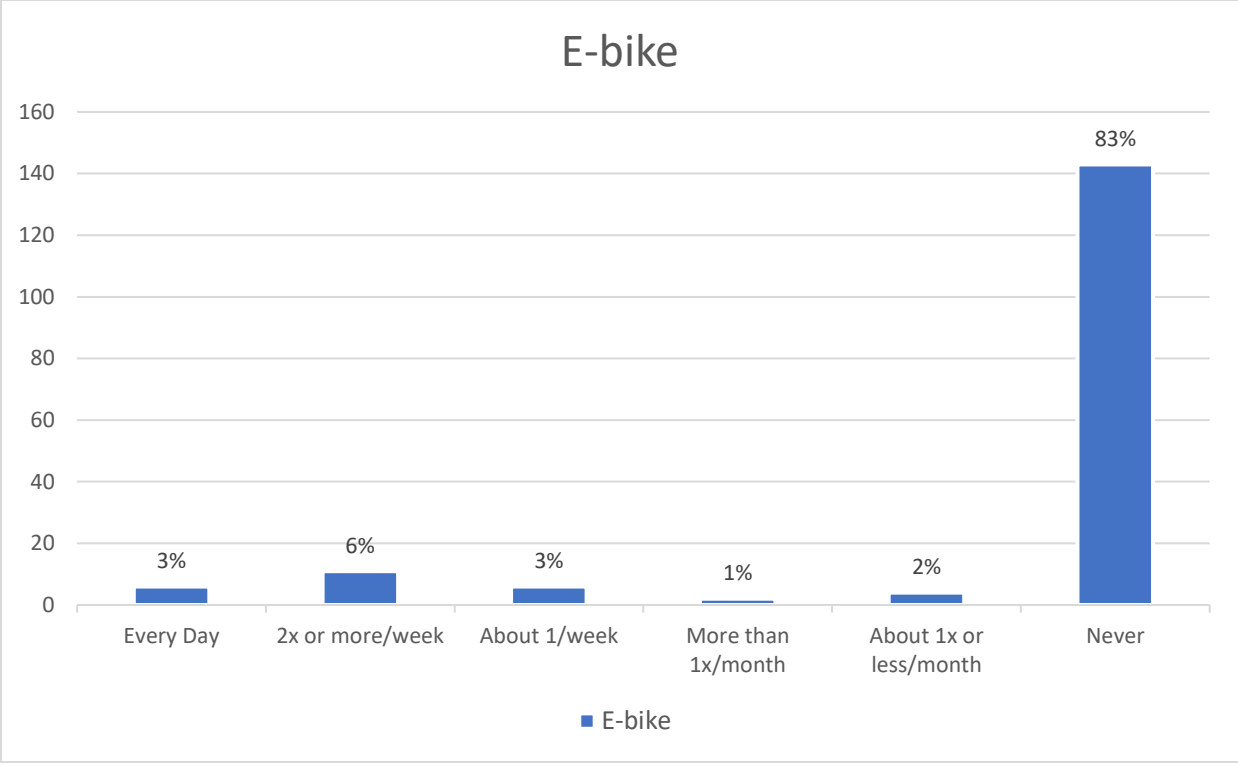
APPENDIX B - Lakewood Non-Motorized Online Survey Results

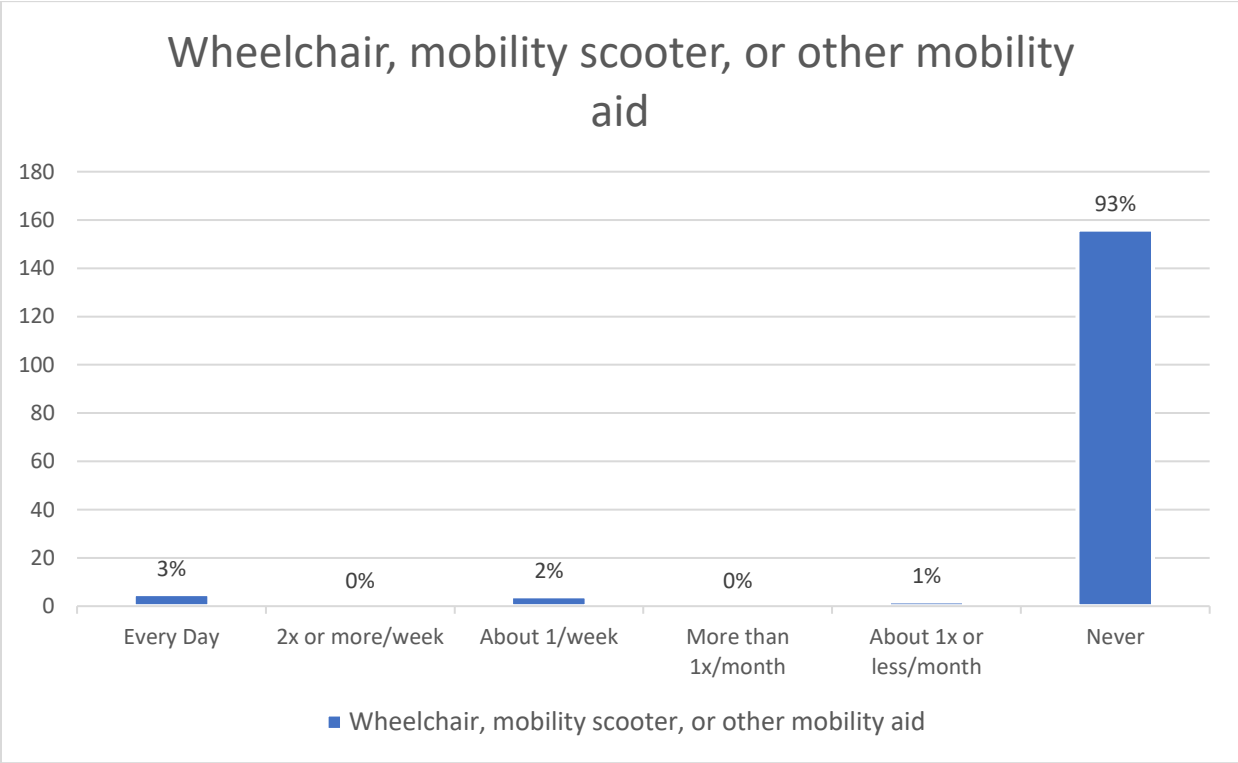
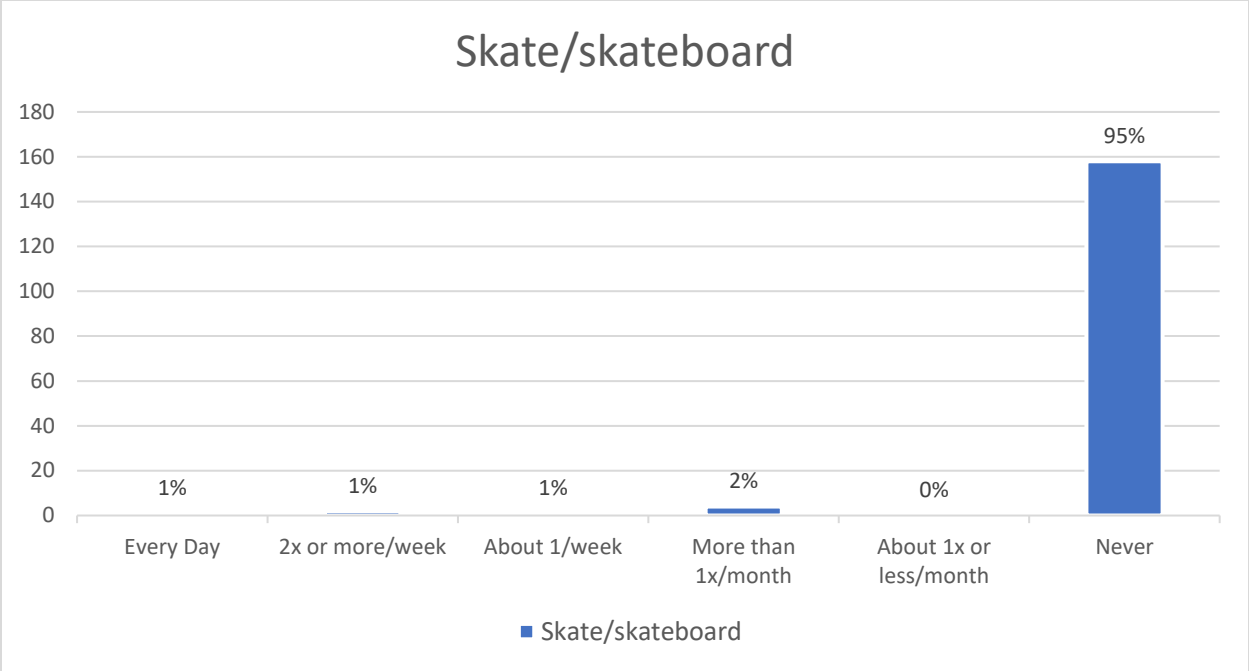
Question 1 - Within the City of Lakewood, do you:



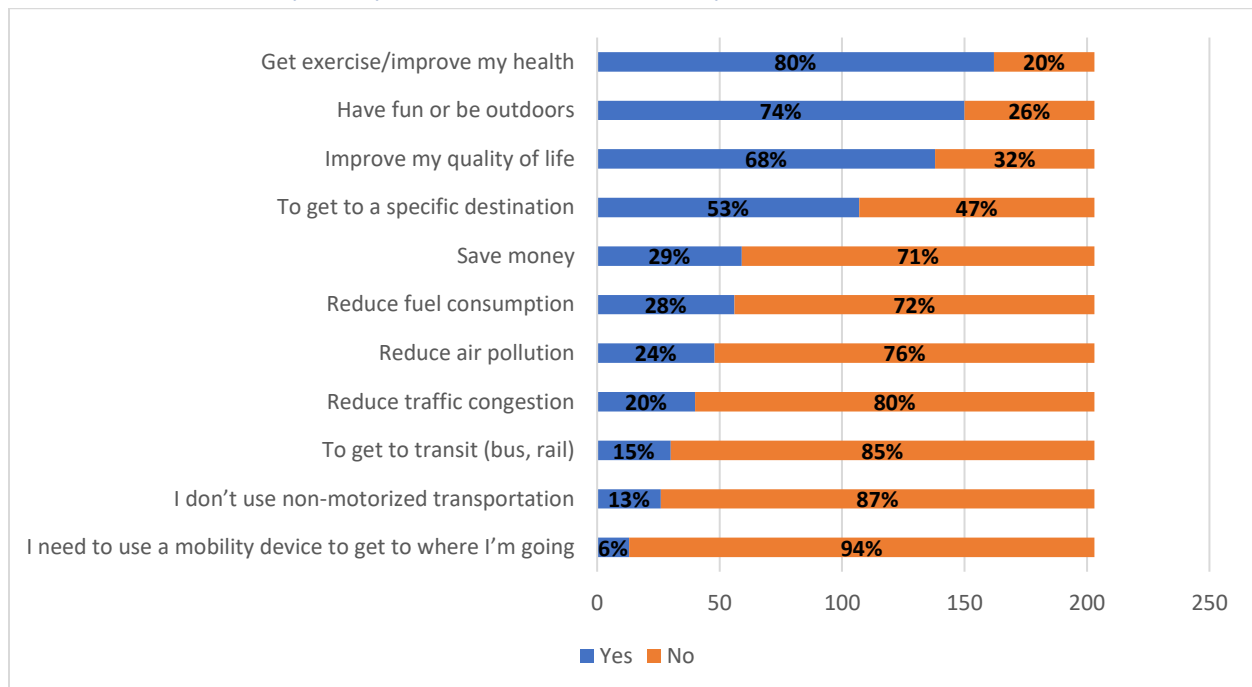
Question 2: How often do you use each of the following non-motorized modes of transportation?



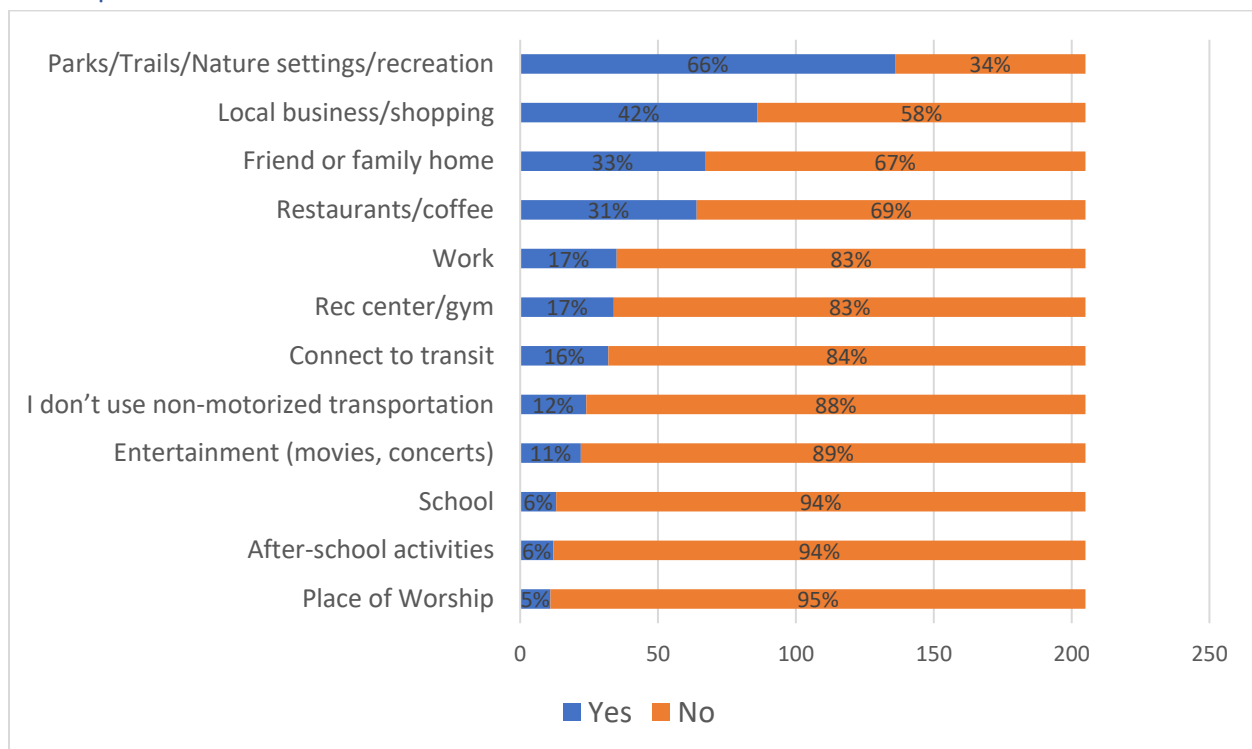




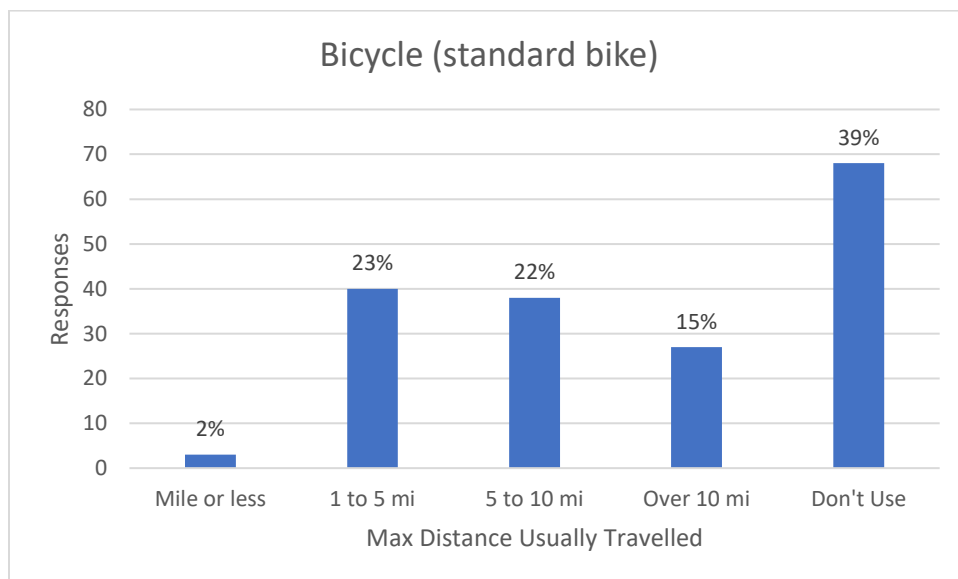
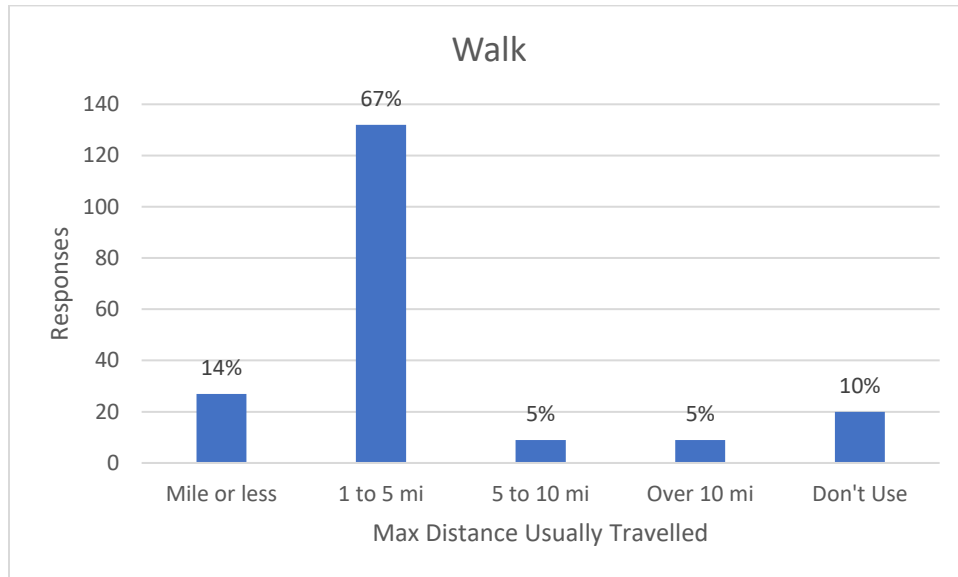
Question 3 - Why do you use active transportation?

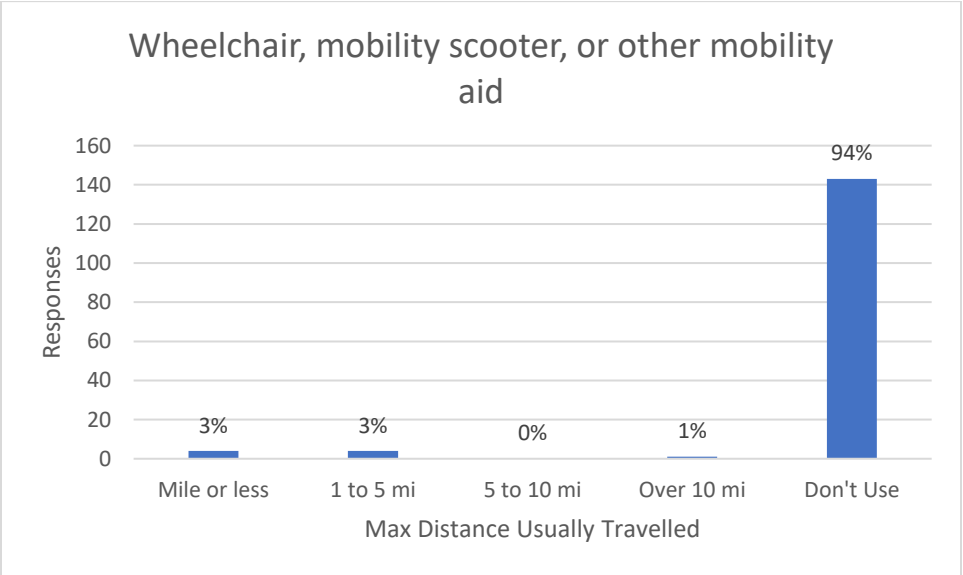
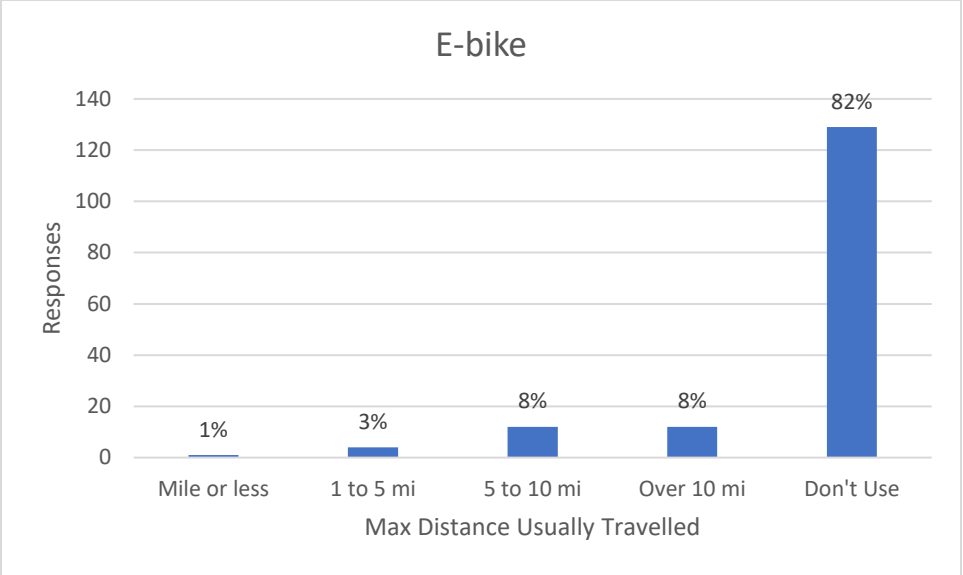


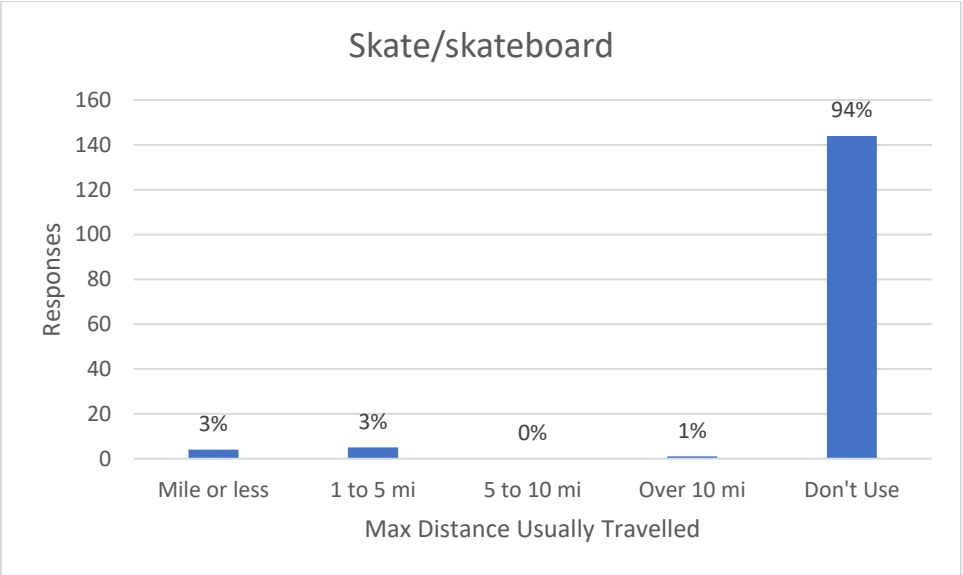
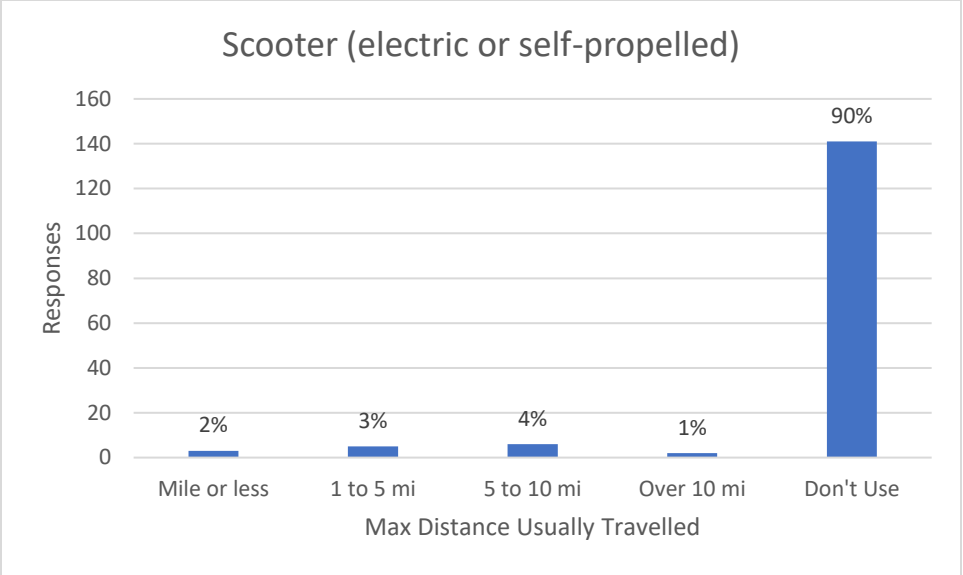
Question 4 – Where do you go when you use non-motorized transportation?



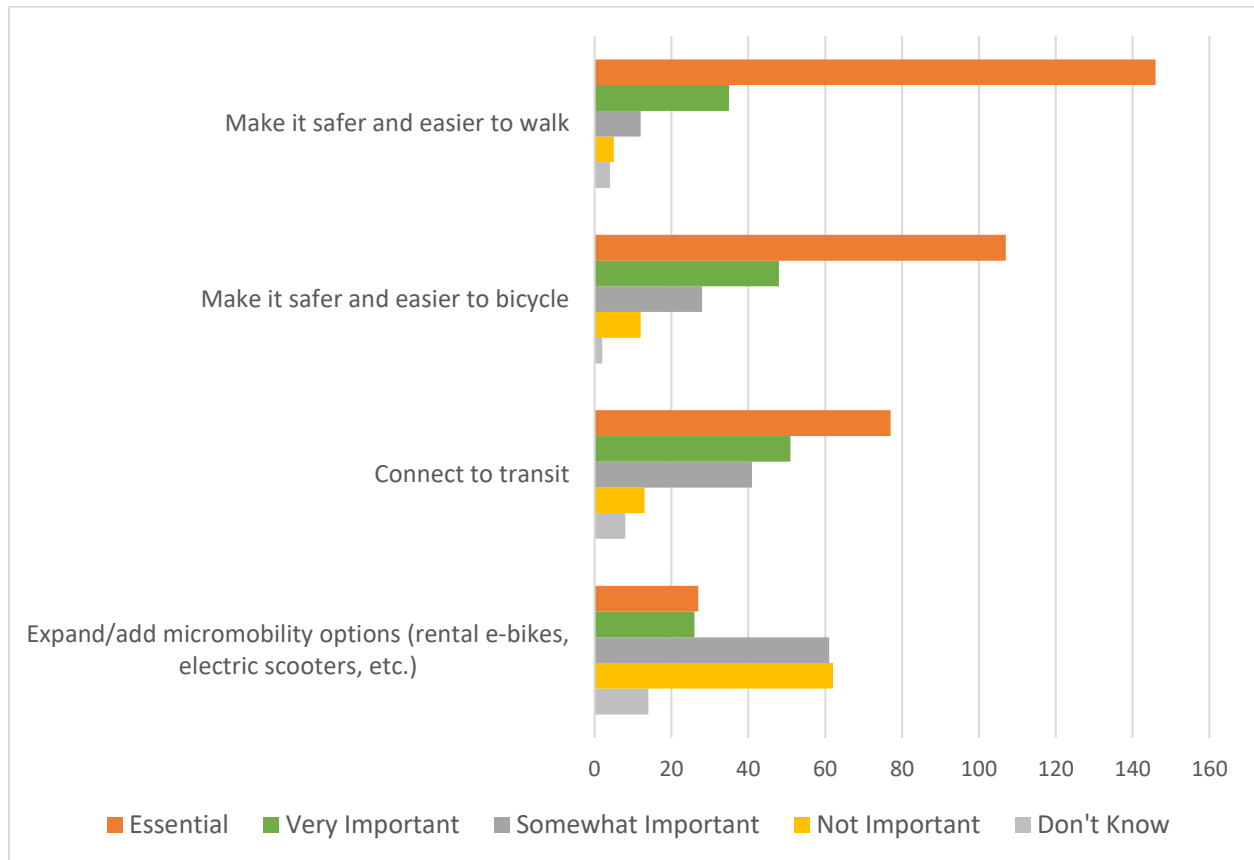
Question 5 - What is the maximum distance that you typically travel in an average non-motorized trip?



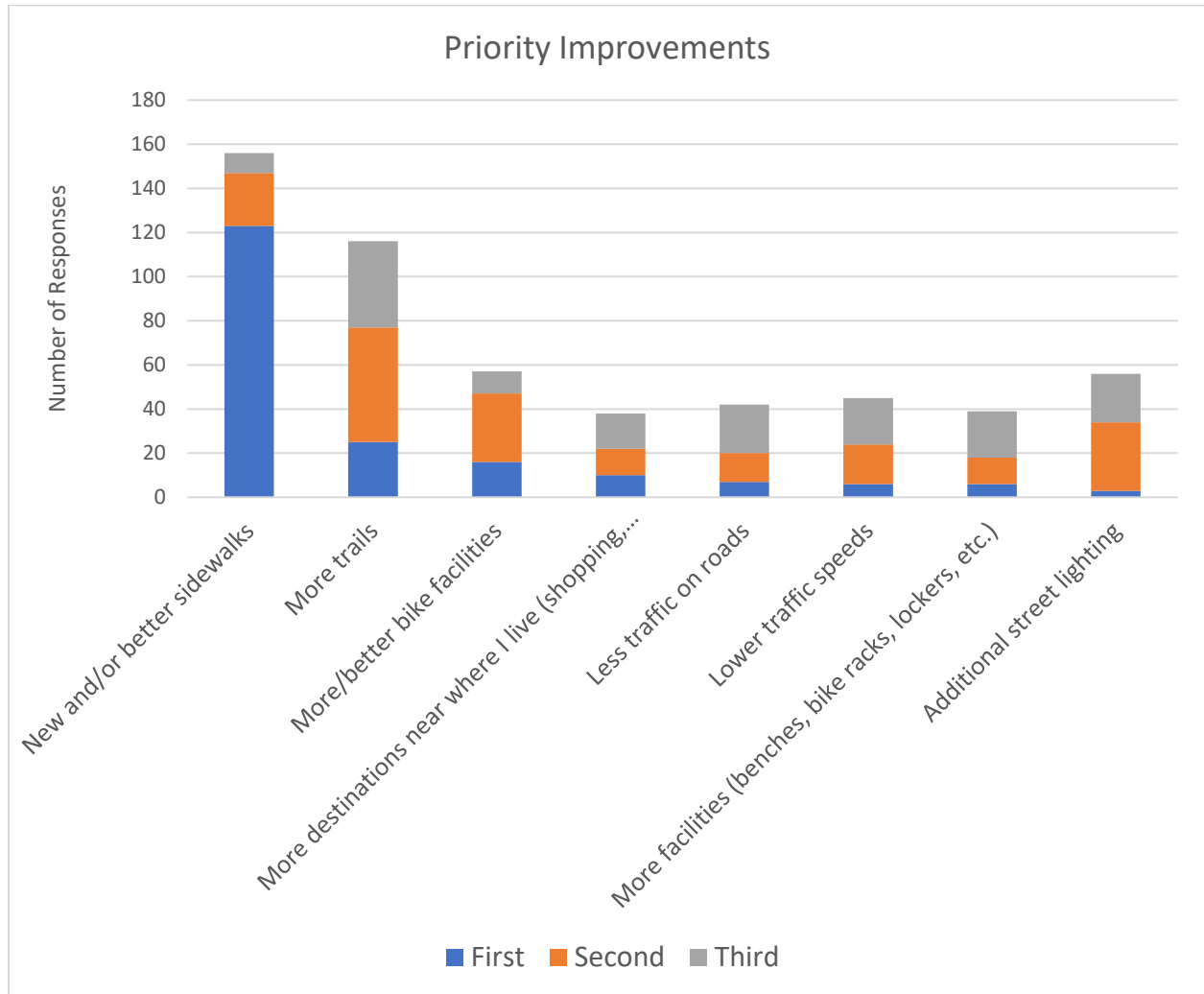




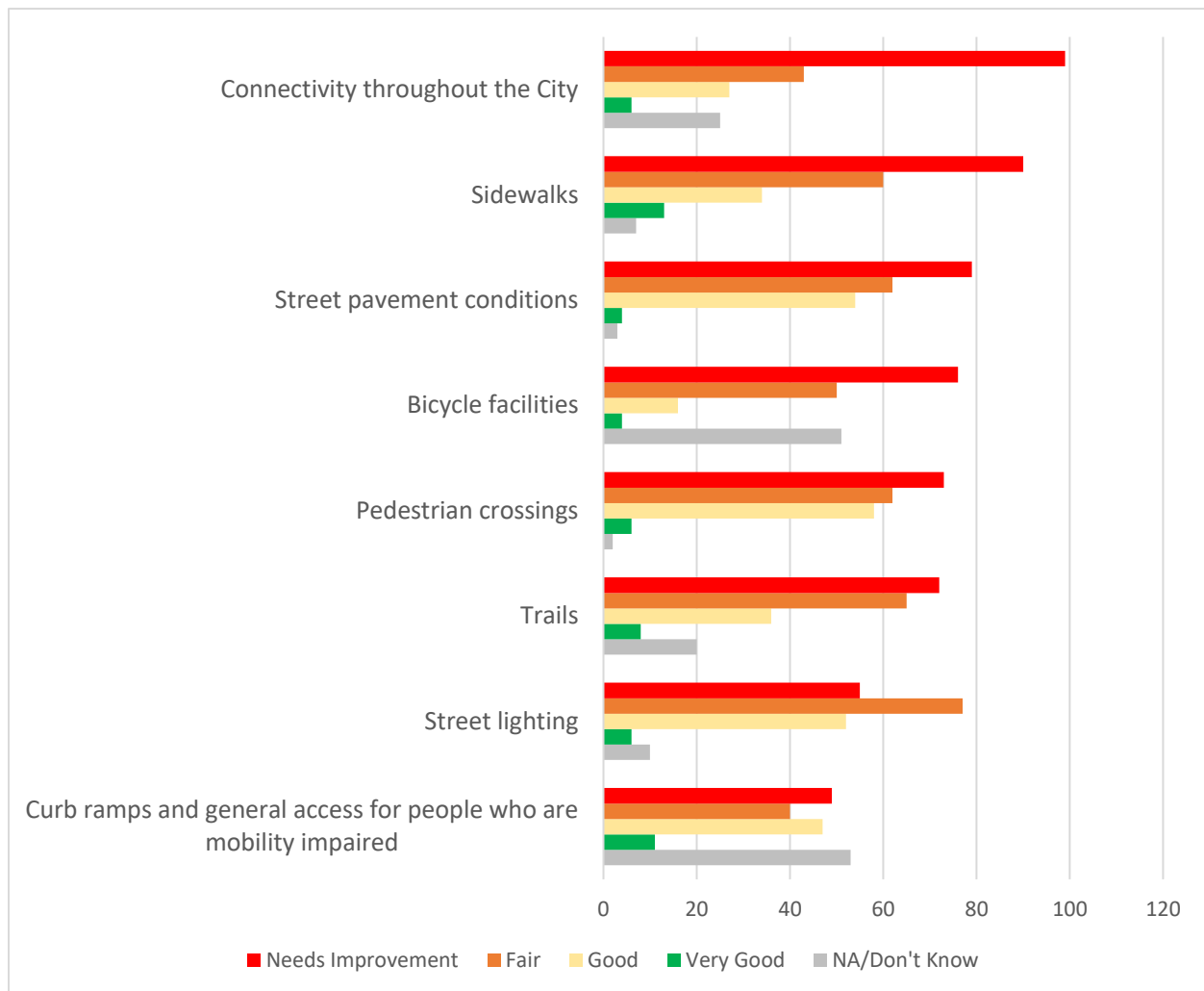
Question 6 - As the City makes non-motorized transportation improvements, how important do you think it is to achieve each of the following goals?



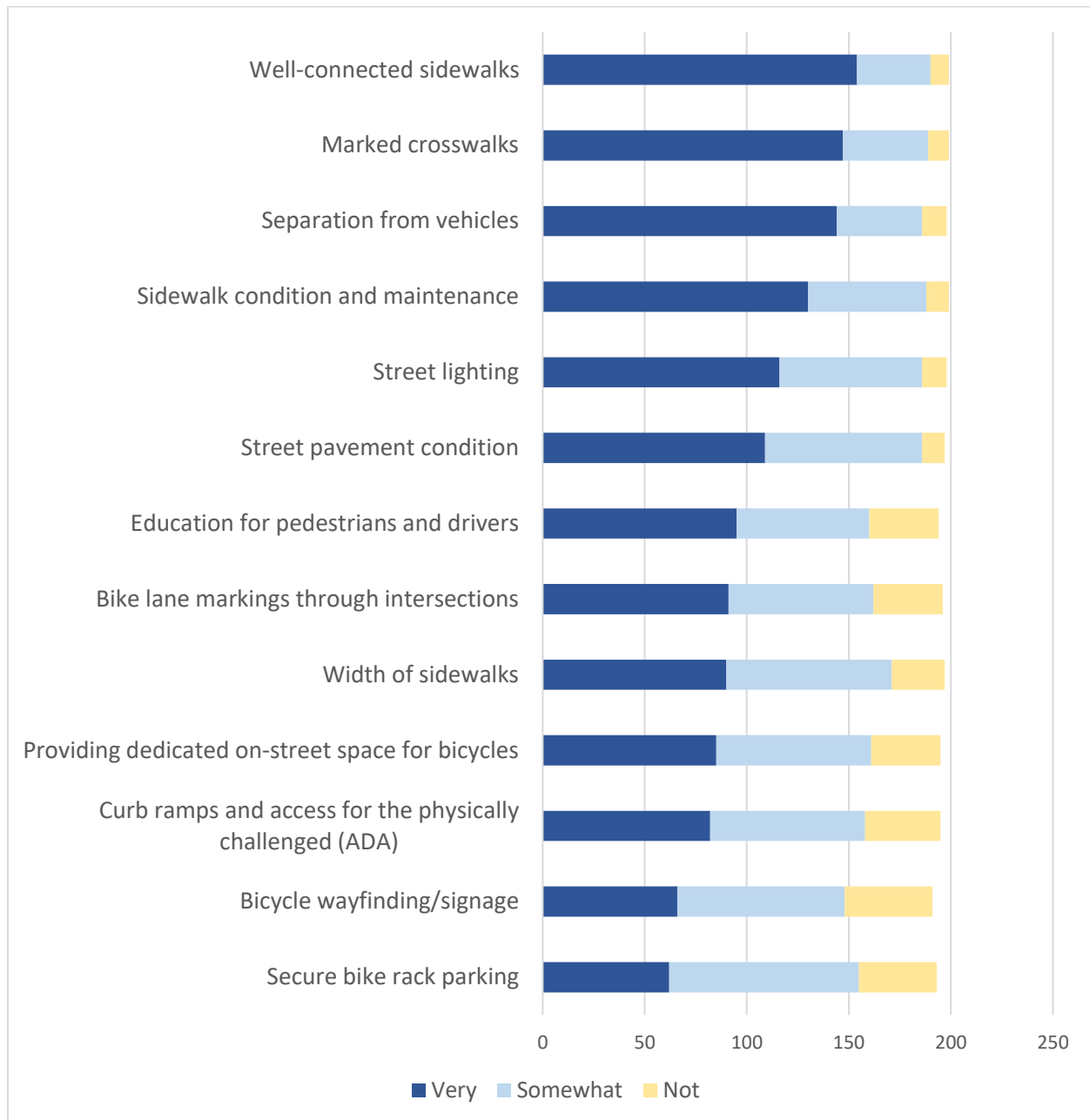
Question 7 - Select the top 3 things that would help you use non-motorized transportation more often:



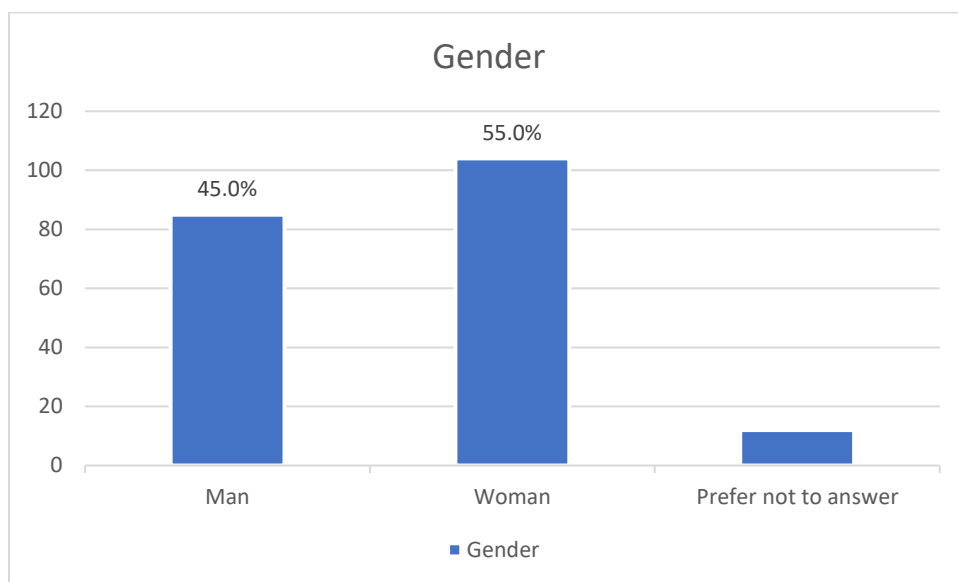
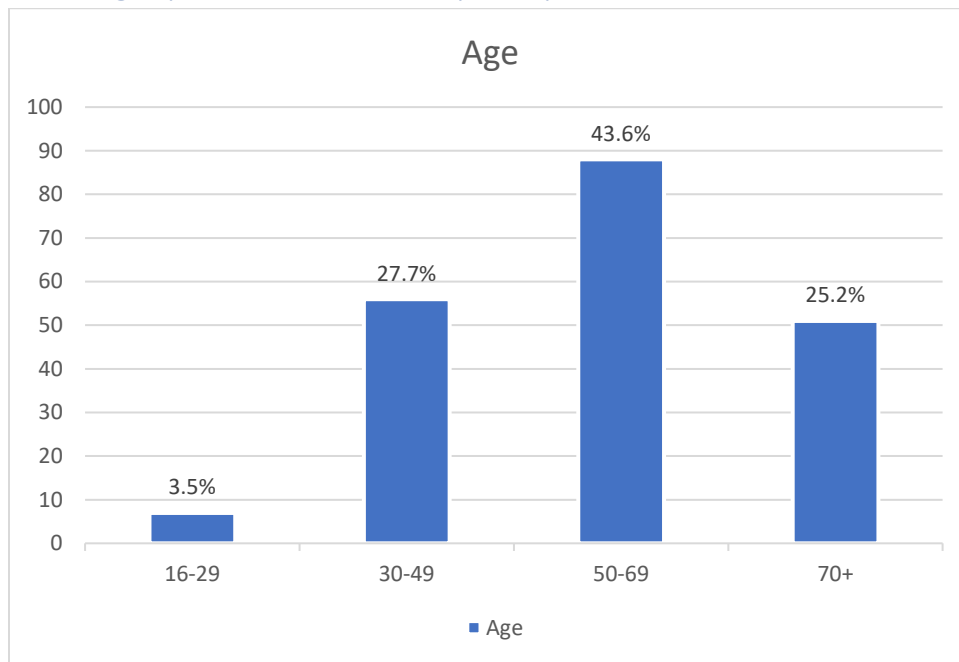
Question 8 - Overall, how would you rate the existing non-motorized transportation systems in the City?



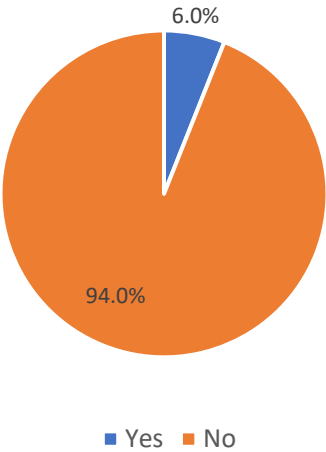
Question 9 - When using non-motorized facilities in the City, how important to you are the following factors?



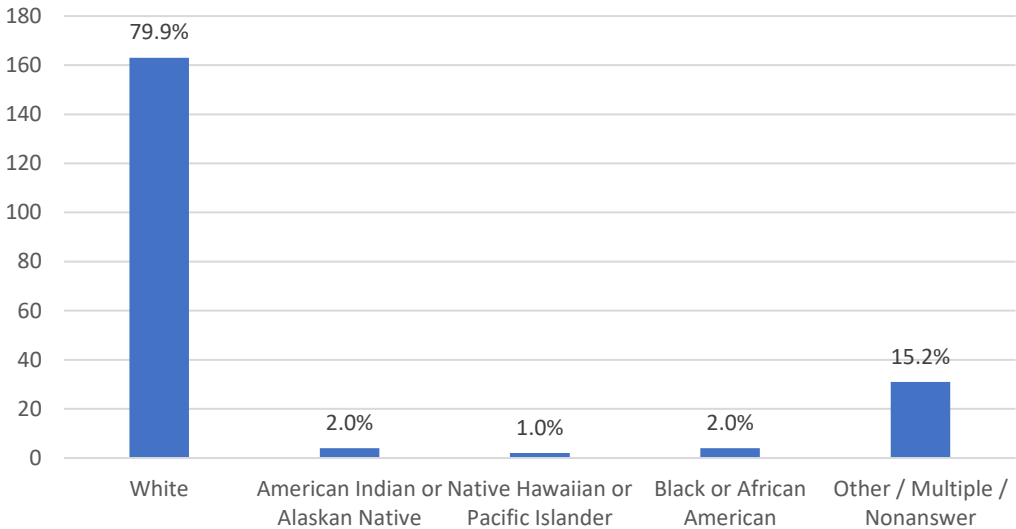
Demographics of all Survey Respondents:



Are you Spanish, Hispanic or Latino?



What is your race?



Question 10 – Open Ended Response:

Locations where sidewalks were requested:

1. Hipkins Road
2. Lake Steilacoom Drive
3. Mt Tacoma Drive SW
4. Steilacoom Boulevard
5. Bridgeport Way SW
6. Motor Ave
7. Lakewood Dr W
8. John Dower Road
9. Whitman Avenue
10. 100th Street
11. West Lakewood
12. Nyanza Road
13. Custer Road
14. Interlaaken Drive
15. Washington Boulevard
16. 104th Street
17. Lake Louise Drive
18. Meadow Drive
19. Angle Lane
20. Lochburn Middle School
21. Dower Elementary School
22. Southgate Elementary School
23. Lake Louise Elementary School
24. Dr Claudia Thomas Middle School
25. Lakewood Lutheran School
26. Lakes High School
27. Clover Park High School
28. Pierce College

Locations where bike facilities are requested:

1. Woodbrook
2. Tillicum
3. Puyallup
4. Oakbrook
5. Lake Louise
6. Dower Elementary School
7. Southgate Elementary School
8. Harrison Prep
9. Pierce College
10. Fort Steilacoom Park

11. Gravelly Lake Drive
12. Washington Avenue
13. Farwest Drive
14. Steilacoom Boulevard
15. Custer Road
16. John Dower Road
17. Meadow Road
18. 74th Street
19. Hipkins Road
20. 75th Street

Desired Trail Connections

1. To/from Tacoma
2. Chambers Bay
3. John Dower
4. Lochburn Junior High School
5. CP Tech College
6. Pierce County trails
7. City Center retail area

Improved Crosswalk Markings Requested

1. Hipkins Road
2. Lake Steilacoom Drive
3. Gravelly Lake Drive
4. Nyanza Road
5. Lakewood Drive West
6. Washington Boulevard
7. Steilacoom Boulevard
8. John Dower Road



TO: Mayor and City Councilmembers

FROM: Jeff Gumm, Housing Program Manager

THROUGH: Tho Kraus, Deputy City Manager *Tho Kraus*

DATE: March 27, 2023

SUBJECT: HOME & CDBG FY 2023 Annual Action Plan (AAP) Funding Priorities and Update on Related Programs

Background: This memorandum serves multiple purposes:

- 1) Provides as a brief review of HOME & CDBG programs & processes;
- 2) Reviews CDBG expenditures by funding category since the City began receiving funds in 2000;
- 3) Reviews mid-term goals and outcomes associated with the ongoing 5-YR 2020-2024 Consolidated Plan;
- 4) Introduces Council to the proposed use of funds for the FY 2023 Annual Action Plan, including amendment to FY 2021 Annual Action Plan, public participation to date, and timeline for submittal of the plan.

What is HOME? Created by the National Affordability Housing Act of 1990, the HOME program's primary intent is to increase the supply of decent, affordable housing for low- and very low-income households (not including shelter or transitional housing). Eligible activities include:

- 1) Homeowner rehabilitation;
- 2) Homebuyer activities;
- 3) Rental housing, including capitalization of project reserves and buy down of debt;
- 4) Tenant-based rental assistance;
- 5) New construction of low-income housing (rental/homeownership);
- 6) Property acquisition and project development, including on-site improvements; and
- 7) Project-related soft costs (architectural, engineering, financial counseling, affirmative marketing, and fair housing services).

HOME funds carry various programmatic regulations which can be found at 24 CFR Part 92. Funds received must be committed to an eligible activity within two years and must be expended within four years. Lakewood qualifies for HOME funding through the consortium process as a member of the Tacoma-Lakewood HOME consortium.

What is CDBG? Authorized under Title 1 of the Housing and Community Development Act of 1974, the Community Development Block Grant (CDBG) program is a grant to local jurisdictions to assist in the development of viable communities. Funds are to be expended to principally benefit low- and moderate-income individuals through the provision of: 1) decent housing; 2) a suitable living environment; and 3) expanded economic opportunities. Each CDBG grantee is responsible for choosing how best to serve its community's interests and meet the needs of eligible citizens.

Eligible CDBG activities include the following:

Affordable Housing

- Homeowner rehabilitation
- Down payment assistance
- Rental rehabilitation
- Acquisition and demolition
- Lead paint activities
- New construction, if carried out by a CBDO

Public Services

- Employment and education services
- Childcare
- Health and substance abuse services
- Services for seniors
- Fair housing counseling
- Services for homeless
- Job training and employment services

Public Facilities/Infrastructure

- Acquisition, construction, rehab or installation of public or community facilities
- Infrastructure installation or improvements (i.e. roads, sidewalks, sewers, street lighting, etc.)

Economic Development

- Microenterprise assistance
- Commercial rehabilitation
- Job training and technical assistance
- Special economic development – acquisition, construction, rehab, installation of property or equipment

Two of the most common ways of using CDBG funds to support the development of permanent affordable housing is to use CDBG to acquire property on which permanent housing is built using other resources, or to fund the installation or reconstruction of public improvements that will serve the affordable housing to be constructed. New construction of housing is typically an ineligible activity under the CDBG program, unless it is carried out by a community based development organization (CBDO). Habitat for Humanity is the only CBDO currently operating in Lakewood and Tacoma. Housing rehabilitation is also eligible under the CDBG program and may include the conversion of existing, non-residential structures into residential units.

CDBG funds may also be used to assist with the development of emergency shelters and transitional housing, provided the project is owned by the jurisdiction or a non-profit entity. Operations and maintenance of such facilities is considered eligible under public services activities; however, funding is limited so as not to exceed 15% of a grantee's funding allocation. Typically, service related activities involve extensive documentation procedures driving up the cost of program operations; service-related activities are typically eligible for human services funding which does not require the same rigorous level of federal documentation requirements.

CDBG funds carry various programmatic regulations which can be found at 24 CFR 570. CDBG carries two specific funding caps: 1) administrative expenses may not exceed 20% of the current entitlement allocation and program income; and 2) public service activities may not exceed 15% of the current entitlement allocation, plus 15% of the preceding year's program income. Additionally, 70% of CDBG funding must be used to benefit low- and moderate- income individuals over a one-, two- or three-year time period. CDBG funding faces an annual timeliness test (May 1st) to ensure funds in the jurisdiction's federal line-of-credit do not exceed 1.5 times the annual grant for its current program year.

CDBG and HOME annual planning process: HUD requires State and local governments to produce both a 5-Year Consolidated Plan and an Annual Action Plan to receive federal funding from the Community Development Block Grant (CDBG) and HOME Investment Partnerships Program (HOME). The 5-YR Consolidated Plan serves as a framework for identifying a City's long-term housing, homeless, and community development needs and provides a strategic plan for how a community intends to expend CDBG and HOME funds in order to satisfy those needs over a specified five-year period of time. The purpose of the 5-YR Plan is to create a broad, yet consistent, long-term (5 year) vision to carry out activities consistent with HUD's national objectives. The Annual Action Plan on the other hand, is a single year action plan derived from the goals of the 5-YR Plan as well as annual community input. Annual Action Plans provide specific activities and funding actions to be carried out to meet goals and objectives identified in the 5-YR Plan. Lakewood's current 5-YR Consolidated Plan was adopted by Council on June 1, 2020 (Resolution 2020-09) and covers fiscal years 2020-2024 (July 1, 2020 – June 30, 2025), while the Draft FY 2023 Annual Action Plan covers only fiscal year 2023 (July 1, 2023 – June 30, 2024).

Lakewood and Tacoma, through the Tacoma-Lakewood HOME consortium, create a joint 5-YR Consolidated Plan to address community development needs on a regional basis. Following the 5-YR Plan, both Lakewood and Tacoma create individual Annual Action Plans designed to address needs identified in the 5-YR Plan specific to each jurisdiction.

Fiscal year 2023 will be considered year four under the current 5-YR Plan which expires on June 30, 2025. The City will begin its next 5-year planning process in September of 2024.

What do Lakewood's historical CDBG expenditures look like to date?

TABLE 2 CDBG Expenditure by Funding Priority (including Program Income*)							
Year	Physical/ Infrastructure	Housing	Public Service	Economic Development	Admini- stration	Section 108 Loan Payment	CDBG-CV 1, 2 & 3
2000	\$537,860.10	\$102,275.13	\$34,030.65	\$0.00	\$103,618.22	\$0.00	N/A
2001	\$250,286.87	\$126,611.96	\$60,022.92	\$0.00	\$153,428.50	\$0.00	N/A
2002	\$451,438.00	\$357,309.63	\$78,145.68	\$0.00	\$144,068.86	\$0.00	N/A
2003	\$399,609.05	\$350,528.50	\$76,294.76	\$0.00	\$161,200.00	\$0.00	N/A
2004	\$294,974.47	\$407,591.69	\$80,490.00	\$0.00	\$136,552.91	\$0.00	N/A
2005	\$86,156.39	\$359,033.03	\$68,336.00	\$0.00	\$130,879.53	\$0.00	N/A
2006	\$164,000.00	\$486,607.03	\$70,645.37	\$0.00	\$99,091.68	\$0.00	N/A
2007	\$0.00	\$427,346.00	\$66,380.17	\$0.00	\$96,940.46	\$0.00	N/A
2008	\$9,871.81	\$412,526.83	\$66,818.21	\$0.00	\$108,065.99	\$0.00	N/A
2009	\$20,000.00	\$433,021.09	\$64,920.04	\$0.00	\$127,986.46	\$0.00	N/A
2010	\$522,544.00	\$133,536.78	\$84,394.14	\$31,947.85	\$131,686.11	\$0.00	N/A
2011	\$185,481.69	\$268,584.51	\$86,187.73	\$0.00	\$123,853.80	\$0.00	N/A
2012	\$0.00	\$280,854.87	\$34,701.05	\$0.00	\$100,871.31	\$0.00	N/A
2013	\$284,851.80	\$301,829.41	\$3,545.40	\$13,229.84	\$98,881.36	\$0.00	N/A
2014	\$160,000.00	\$188,138.86	\$48,065.71	\$0.00	\$108,853.98	\$0.00	N/A
2015	\$320,000.00	\$94,747.21	\$0.00	\$0.00	\$98,363.40	\$0.00	N/A
2016	\$321,937.57	\$164,351.72	\$0.00	\$0.00	\$106,967.67	\$0.00	N/A
2017	\$270,492.80	\$101,003.36	\$0.00	\$0.00	\$96,106.18	\$49,311.26	N/A
2018	\$300,000.00	\$220,546.92	\$0.00	\$0.00	\$102,580.28	\$49,812.66	N/A
2019	\$0.00	\$362,134.88	\$0.00	\$0.00	\$122,805.49	\$48,224.75	\$807,337.00
2020	\$0.00	\$668,701.89	\$0.00	\$0.00	\$106,919.53	\$0.00	N/A
2021	\$49,757.99	\$83,221.37	\$0.00	\$0.00	\$136,745.24	\$0.00	N/A
2022	\$0.00	\$19,827.36	\$13,712.08	\$0.00	\$70,551.25	\$0.00	\$136,706.00
2023- Proposed	\$0.00	\$357,929.36	\$80,000.00	\$0.00	\$108,492.80	\$0.00	N/A
TOTAL	\$4,629,262.53	\$6,350,330.01	\$936,689.91	\$45,177.69	\$2,667,018.21	\$147,348.67	\$944,043.00
*Program Income Included in Total	0.00	\$901,348.48	\$5,621.45	\$10,179.52	\$248,824.66	\$0.00	\$0.00

What are the five year goals and objectives identified in the current 5-YR 2020-2024

Consolidated Plan? The 5-YR Plan identified four goals to address over the next five years, each a high priority:

- 1) Housing instability among residents, including homelessness
- 2) Limited supply of diverse rental and homeownership opportunities
- 3) Need for accessible, culturally competent services
- 4) Need for safe, accessible homes and facilities

What accomplishments have been achieved to date as part of the 5-YR 2020-2024 Consolidated Plan? At the midway point of the CDBG/HOME consolidated planning process, the City is in a good position to meet its goals as established. Table 3 provides a brief update on goals established under the 5-YR 2020-2025 Consolidated Plan and the status of outcomes achieved.

With COVID-19 continuing to impact the current 5-year process, the City has seen a wide array of new regulations and new funding streams, causing staff to pivot focus away from typical CDBG and HOME projects toward these new funding streams such as the American Rescue Plan Act (ARPA), CARES Act (CDBG-CV 1, 2 and 3), and HOME America Rescue Plan Act (HOME-ARP). Many of these funding sources had very tight timelines to develop new programs and expend funding streams; all have new and varying regulations. New programs included those to sustain Lakewood businesses and maintain the employment of low-income workers (CDBG-CV1), tenant-based rental assistance and mortgage assistance for those households who were now behind on monthly housing payments (CDBG-CV 1 & 3), funding to assist LASA's expansion of its services center for homeless services (CDBG-CV2), and funding in support of affordable rental and homeownership opportunities through developments by LASA and Habitat for Humanity (HOME-ARP, Pierce County ARP, and Commerce ARP). These changes are evidenced in goals 1 and 2 below.

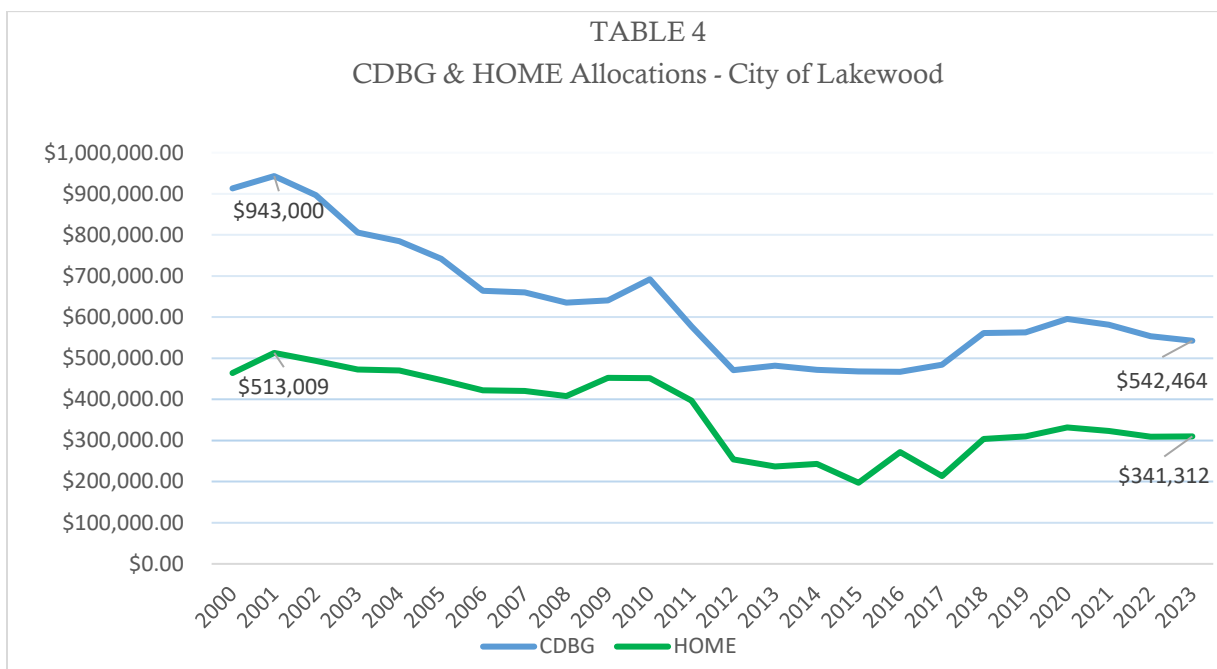
TABLE 3 GOALS AND OUTCOMES ESTABLISHED FOR 5-YR 2020-24 PLAN	
GOALS	OUTCOMES
<u>Goal 1. Housing instability among residents, including homelessness</u> <ul style="list-style-type: none"> Homeowner rehabilitation (80 units) Tenant-based rental assist. (50 households) Job creation/retention (2 bus./5 jobs) Buildings demolished (12 dang. buildings - NSP) 	<ul style="list-style-type: none"> ✓ 21 households rehabilitated/ 4 households pending ✓ 48 households received HOME TBRA (104 individuals) ✓ 175 households received CDBG-CV TBRA (411 individuals) ✓ 11 households received CDBG-CV mortgage assistance (39 individuals) ✓ 15 businesses assisted/ 38 FTE jobs retained ✓ 6 dangerous buildings demolished - NSP
<u>Goal 2. Limited supply of diverse rental and homeowner opportunities</u> <ul style="list-style-type: none"> Homeowner & rental housing added (30 units) 	<ul style="list-style-type: none"> ✓ LASA purchase of single family affordable rental – 1 household (6 individuals) ✓ 1 household provided down payment assistance <u>In progress</u> ✓ Habitat developing 12 new affordable single family homes- Boat St. project - completion likely summer 2024 ✓ LASA developing 25 new affordable rental units- Gravelly Lk. Dr. - completion likely fall 2025
<u>Goal 3. Need for accessible, culturally competent services</u>	<ul style="list-style-type: none"> ✓ 24 individuals provided housing counseling & fair housing training

TABLE 3 GOALS AND OUTCOMES ESTABLISHED FOR 5-YR 2020-24 PLAN	
GOALS	OUTCOMES
<ul style="list-style-type: none"> ▪ <u>Fair housing, landlord-tenant, and stabilization services (250 individuals)</u> ▪ <u>Emergency assistance for displaced residents (50 individuals)</u> 	<ul style="list-style-type: none"> ✓ 19 individuals assisted with emergency assistance for displaced residents (9 households)/ 9 households pending ✓ 19 individuals assisted with CDBG Emergency Payments program (9 households)/ 4 households pending ✓ Two additional fair housing trainings upcoming in 2023 – Fair Housing Center of Washington (anticipate 100 individuals) ✓ LASA client service center expansion- in process
<u>Goal 4. Need for safe, accessible homes and facilities</u> <ul style="list-style-type: none"> ▪ Infrastructure Improvements (25,775 individuals) 	<ul style="list-style-type: none"> ✓ Sidewalk Improvements – Phillips Rd. (Agate Dr. to Onyx Dr.) – 5,345 individuals served

Funding allocations for FY 2023 CDBG and HOME programs: HUD recently announced CDBG and HOME allocations:

- 1) CDBG: **\$542,464** (2% decrease from FY 2022 allocation of \$553,819)
- 2) HOME: **\$341,312** (10% increase from FY 2022 allocation of \$309,376)

CDBG & HOME Allocations 2000 to Date: CDBG and HOME funding allocations have seen a consistent decline since 2001 when the City received a peak of \$943,000 in CDBG and \$513,009 in HOME funding. See Table 1 below for funding:



What does Lakewood’s typical CDBG/HOME program timeline look like? With the program year of July 1 – June 30, the timeline below outlines major milestones. Each year the timeline consists of activities conducted to carry out the current Annual Action Plan and activities carried out in preparation for developing the following year’s Annual Action Plan.

TABLE 5 CDBG/HOME TIMELINE	
July 1	Program year begins.
September 14 - 28	15-day public comment period on CAPER ¹ .
September 30	Submit CAPER to HUD (90 days after program year ends).
October-March	Conduct public hearing(s) on community development needs for next year’s AAP.
January - March	Meetings with Advisory Board and Council on AAP funding priorities and activities.
April 1 – 30	30-day citizen comment period on AAP.
Mid-April	Public hearing on Draft AAP.
1 st week of May	Council approval of AAP.
May 15	Submittal of AAP to HUD (45 days before program year begins).
June 30	End of program year.

What input did we receive during public hearings held on January 30, 2023 and March 15, 2023 regarding CDBG and HOME? Comments received focused primarily upon the need for affordable housing, transitional housing, and related housing programs such as moving and relocation expenses, utility expenses and liens, screening fees, rent deposits and other move-in related costs, and financial counseling. Comments included support of funding of staffing for non-profits providing homeless services, the need for warming and cooling centers, infrastructure improvements in low-income neighborhoods in support of affordable housing development, small home-repair grant programs, and the decarbonization of heating systems in new housing development.

Funding priority recommendation for CDBG and HOME for FY 2023 Annual Action Plan (year four of five): Proposed funding allocations consistent with the current 5-YR 2020-24 Consolidated Plan are listed in the Table below:

¹ The Consolidated Annual Performance and Evaluation Report (CAPER) provides annual performance reporting on client outputs and outcomes that enables an assessment of grantee performance in achieving the housing stability outcome measure. The CAPER, in conjunction with the Integrated Disbursement Information System (IDIS), fulfills statutory and regulatory program reporting requirements and provides the grantee and HUD with the necessary information to assess the overall program performance and accomplishments against planned goals and objectives.

TABLE 6 CDBG FUNDING RECOMMENDATIONS – FY 2023					
	CDBG	Reprogrammed CDBG	Program Income	TOTAL	Consistent With 5-YR Goal
Housing – Major Home Repair	\$248,971.20	\$3,958.16	\$100,000	\$352,929.36	#1 – Housing Instability, including homelessness (8 households)
Housing – Emergency Assistance for Displaced Residents.	\$20,000	\$0	\$0	\$20,000	Goals #3 & #1 – Need for accessible culturally competent services & Housing Instability, including homelessness rental and homeowner opportunities (10 individuals)
Housing – Rebuilding Together South Sound	\$75,000	\$0	\$0	\$75,000	#1 – Housing Instability, including homelessness (15 households)
Services – CDBG Emergency Payments Program	\$80,000	\$0	\$0	\$80,000	#3 – Need for accessible culturally competent services (40 individuals)
CDBG Admin of HOME Housing Services	\$10,000	\$0	\$0	\$10,000	#2 – Housing Instability, including homelessness (25 households)
Administration	\$108,492.80	\$0	\$0	\$108,492.80	Administration
NSP1 Abatement Program	\$0	\$0	\$275,000	\$275,000	#1 – Housing Instability, including homelessness (3 buildings demolished)
Total Funding	\$542,464	\$3,958.16*	\$375,000^	\$921,422.16	
<i>*Reprogrammed funding \$3,958.16 (FY 2021 Administration). ^Program Income: The City anticipates approximately \$100,000 in program income to be received in repayments from the Major Home Repair Revolving Loan Fund and NSP1 Abatement Fund (\$275,000). Program income will be used in accordance with HUD's requirements for RLF funds and shall be used to fund similar activities.</i>					

Table 7 lists HOME funding priority recommendations consistent with the current 5-YR 2020-24 Consolidated Plan:

TABLE 7 HOME FUNDING RECOMMENDATIONS – FY 2023				
	HOME	Reprogrammed HOME	TOTAL	Consistent With 5-YR Goal
Affordable Housing Fund	\$341,312	\$128,302	\$469,614	#2 – Affordable rental and homeowner opportunities (LASA Project – 25 households)
Administration (Tacoma 10%)	\$37,924	\$0	\$37,924	Administration
Total Funding	\$379,236	\$128,302*	\$507,538	
<i>*FY 2022 Program Income.</i>				

Why is the CDBG Emergency Payments Program proposed to be funded again? Council initially funded this activity in FY 2022 in response to numerous public comments received in support of a variety of services that were not being addressed by any other program (i.e. moving expenses, screening fees, utility expenses and liens, transportation expenses, childcare expenses, clothing expenses for families moving from homelessness, and related rental move-in or program related housing fees).

While many jurisdictions and organizations have extensive funding for homelessness, rental, and other housing assistance programs, many of these related expenses have gone unnoticed, unfunded, and difficult for many low-income households to afford. This has become an even greater need as Lakewood rents continue to rise and many low-income households have struggled keeping up.

Recently three large apartment complexes were sold to Sage-Lakewood 2 LLC – Evergreen Court (12809 47th Ave. SW), Colonial Court Apartments (9120 Lawndale Ave. SW), and Garden Park Apartments (12850 Lincoln Ave. SW). Ownership immediately increased rents and many are having issues making rent payments. We have received multiple applications from individuals at these complexes requesting assistance with rent deposits and moving expenses as tenants relocate.

This program has been successful in assisting households with a myriad of expenses like rent deposits, screening fees, moving expenses, payment of back-due car payments and impound fees, utility expenses, utility deposits, and clothing, food and personal care items. We currently have 15 clients awaiting assistance. Assistance has been limited so as not to exceed payments in more than three consecutive months and payments limited to \$4,000 per household in total assistance. All payments are made directly to the service provider and not to the individual requesting assistance.

The CDBG Emergency Payments Program will continue to focus on serving low-income populations (30-50% AMI), with emphasis placed on serving the elderly, disabled and those minority populations who have been disproportionately impacted.

What does the FY 2023 calendar look like? Table 8 provides a timeline of activities to be undertaken by Lakewood and Tacoma to allocate CDBG and HOME funding for FY 2023

TABLE 8 CDBG/HOME FUNDING TIMELINE – FY 2023	
Date	Action
January 30, 2023	Public hearing on housing and community development needs related to CDBG/HOME funding priorities for FY 2023 Annual Action Plan.
March 15, 2023	1. Public hearing before CSAB for CDBG/HOME funding priorities for FY 2023 Annual Action Plan. 2. CSAB review of proposed CDBG/HOME funding priorities for FY 2023 Annual Action Plan.
March 27, 2023 - Study Session	Council review of Draft FY 2023 Annual Action Plan.
April 1 – April 30, 2023	Citizen 30-day review and comment period of Draft FY 2023 Annual Action Plan.
April 17, 2023 - Council Meeting	Lakewood City Council Public Hearing on Draft FY 2023 Annual Action Plan.
April 18, 2023	Tacoma City Council Public Hearing on Draft FY 2023 Annual Action Plan.
May 1, 2022 - Council Meeting	Lakewood City Council adoption of FY 2023 Annual Action Plan.
May 9, 2023	Tacoma City Council adoption of FY 2023 Annual Action Plan.
May 15, 2023	Submittal of FY 2023 Annual Action Plan to HUD.

Recap of recommendations moving forward:

- 1) Staff is proposing to continue to focus FY 2023 CDBG and HOME funding on primarily housing related activities, including funding for Rebuilding Together South Sound and internal housing-related programs;
- 2) Council may wish to fund alter CDBG or HOME funding recommendations provided in Tables 6 and 7;
- 3) Conduct a 30-day public comment period (April 1 – 30) and public hearing before Council on April 18th regarding the proposed FY 2023 Annual Action Plan;
- 4) Evaluate public input received during the 30-day comment period and April 17th public hearing; update recommendations to Council, if necessary;
- 5) Submit FY 2023 Annual Action Plan to HUD on May 15, 2023.

City of Lakewood

FY 2023 Consolidated Annual Action Plan



Tacoma-Lakewood
HOME Consortium

March 7, 2023

Annual Action Plan
2021

Executive Summary

AP-05 Executive Summary - 91.200(c), 91.220(b)

1. Introduction

The FY 2023 Consolidated Plans for the Tacoma-Lakewood Consortium provide a framework for addressing housing and community development needs in these cities. The Plans are developed for the U.S. Department of Housing and Urban Development to define how funding is to be allocated for the following federal programs: Community Development Block Grant Program (CDBG), HOME Investment Partnership Act (HOME), and for the City of Tacoma, Emergency Shelter Grants (ESG).

The FY 2023 Annual Action Plan (July 1, 2023 – June 30, 2024), Lakewood's fourth under the 5-YR Consolidated Plan (2020-2024), is a one-year plan that addresses local community and economic development needs and the resources necessary to meet the needs of low- and moderate-income households. The Plan identifies unique needs and assets in Lakewood and Tacoma, as well as on a regional basis. Goals and priorities of the Annual Action Plan are to be consistent with national objectives and priorities established by HUD and shall be consistent with the goals and strategies identified in the 5-YR Consolidated Plan.

Strategies identified in this Plan were built upon a broad citizen participation process in consultation with public and private agencies. Through this planning process, FY 2023 policies and priorities were developed to be consistent with those long-term goals established as part of the 5-YR Consolidated Plan (2020-2024). Priority needs identified as part of the Plan include, housing instability among residents, including homelessness; a limited supply of diverse rental and homeownership opportunities; the need for accessible, culturally competent services; and the need for safe, accessible homes and facilities. All needs identified were prioritized as high.

2. Summarize the objectives and outcomes identified in the Plan

This could be a restatement of items or a table listed elsewhere in the plan or a reference to another location. It may also contain any essential items from the housing and homeless needs assessment, the housing market analysis or the strategic plan.

The 2023 Annual Action Plan will continue the City's focus on the following priority needs identified in the 5-YR Consolidated Plan:

- Housing instability among residents, including homelessness – Programs will continue to prioritize housing affordability through rehabilitation of owner-occupied housing units,

neighborhood revitalization through the removal of blighted properties, and relocation assistance for low-income households displaced through no fault of their own.

- Limited supply of diverse rental and homeownership opportunities – Funding will focus on providing additional affordable rental opportunities through the development of new affordable rental housing units to be owned and operated by Living Access Support Alliance (LASA).
- Need for accessible, culturally competent services – Services will include the provision of emergency assistance payments for basic services such as food, clothing, or housing-related expenses to low-income households, especially for those minority households disproportionately impacted by the lingering effects of the coronavirus pandemic. Fair housing counseling services will be provided through program administration funding.

Recommended funding allocations for FY 2023, including the reprogramming of unexpended FY 2021 CDBG funding, include:

- *Housing Improvements* – Funding in the amount of \$352,929.36 (2023 CDBG allocation of \$248,971.20, reallocation of \$3,958.16 in unexpended FY 2021 Administration funds, and \$100,000 in program income) is recommended in support of the Major Home Repair Program; \$10,000 in support of CDBG Administration of HOME housing activities; \$75,000 is recommended in support of Rebuilding Together South Sound’s homeowner-occupied housing rehabilitation activities for low-income households who do not meet program requirements for the City’s Major Home Repair program; and \$20,000 is recommended in support of Emergency Assistance for Displaced Residents. A total of \$375,000 in program income is to be reallocated as part of this Plan - \$100,000 in revolving loan funds in support of Major Home Repair, and \$275,000 in Neighborhood Stabilization Program 1 (NSP1) revolving loan funds for similar activities.

In addition, a total of \$469,614 (2023 HOME allocation of \$341,312, plus reallocation of \$128,302 in program income) in HOME funding is recommended in support of increasing the supply of affordable rental opportunities through LASA’s construction of 25-units of new rental housing for low-income Lakewood residents. In February 2023, Council approved an additional \$1,000,000 in ARPA funding in support of LASA’s rental housing project. HOME funding allocations for Lakewood may be found in Tacoma’s 2023 Joint Consolidated Annual Action Plan.

- *Public Services* – \$80,000 is recommended in support of emergency assistance payments for basic services such as food, clothing or housing-related expenses to low-income households, especially for those minority households disproportionately impacted by the lingering effects of the coronavirus pandemic and those impacted by rising rents. Fair housing counseling services will be funded through program administration. Funding in support of public and human services programs is also being provided as part of the City’s 1% General Fund allocation totaling \$457,500 in 2023, with an additional \$2,750,000 in ARPA funding awarded to support Nourish Pierce County and Emergency Food Network’s emergency food bank program operations through the construction of new and renovation of existing operations facilities.

- *Physical/Infrastructure Improvements* – No funding recommended.
- *Administrative Activities* – Funding in support of general administrative activities for CDBG are recommended at \$108,492.80.

3. Evaluation of past performance

This is an evaluation of past performance that helped lead the grantee to choose its goals or projects.

The 5-YR Consolidated Plan (2020-2024) for Lakewood identified five primary goals: 1) Stabilize existing residents; 2) Increase rental and homeownership opportunities; 3) Prevent and reduce homelessness; 4) Need of accessible, culturally competent services; and 5) Support of public infrastructure improvements.

As the Consolidated Plan moves into its fourth year, the City looks to continue funding strategies consistent with the priority needs identified in the Plan and remains on track to meet the five-year goals identified in the Plan. Access to safe, decent, affordable housing remains the primary objective of the planning process moving forward. As Lakewood area rents continue to rise and housing prices continue to remain out of reach for many of Lakewood’s low- and moderate-income households, the urgency to develop long-term strategies to increase the supply of affordable housing options for low- and moderate-income households increases.

While the City of Lakewood has seen some of its five-year goals delayed due to the effects of shifting funding priorities and resources related to the coronavirus pandemic, it does expect to meet or exceed the benchmarks established as part of the overall 5-YR Consolidated Plan. As additional funding streams have become available, at both the State and federal levels, the City has positioned itself to take advantage of these opportunities, refocusing priorities in the wake of the coronavirus pandemic towards the development of affordable rental opportunities and the construction of new affordable housing options for low- and moderate-income households. This strategy becomes especially apparent when looking to address housing issues for Lakewood’s most impacted households – those living in poverty in the last 12 months (13.9% of Lakewood’s population) and those cost-burdened families or those households who pay more than 30 percent of their income for housing expenses (52.2% for renter households and 25.4% for owner-occupied households).

A complete evaluation of the performance measures, including program expenditures and accomplishments, will be provided as part of the Consolidated Annual Performance Evaluation Report (CAPER) for FY 2022.

4. Summary of Citizen Participation Process and consultation process

Summary from citizen participation section of plan.

The FY 2023 Annual Action Plan was developed in coordination with the City of Tacoma and local organizations, agencies, and stakeholders. The Plan was developed in accordance with requirements established by the U.S. Department of Housing and Urban Development and the Citizen Participation Plan as adopted by the City of Lakewood. Citizen activities included notification in the Tacoma News Tribune on January 12, 2023 of a January 30, 2023 public hearing held by city staff for FY 2023 (July 1, 2023 – June 30, 2024) Community Development Block Grant (CDBG) and HOME Investment Partnership Act (HOME) program funding. One additional public hearing was held before the Community Services Advisory Board (CSAB) on March 15, 2023 seeking citizen input on community and economic development, housing, and public service's needs.

Notification of the Draft FY 2023 Annual Action Plan will be published in the Tacoma News Tribune indicating where the document will be available for review during the 30-day citizen comment period (April 1, 2023 – April 30, 2023). A public hearing will be held by the Lakewood City Council on April 17, 2023 to solicit comments from citizens, local for-profit and non-profit agencies, neighborhood associations, the State of Washington, Pierce County, City of Tacoma, local public housing authorities, and other interested parties on the draft document. Copies of the Plan will be posted on the City's website and available to those requesting copies. Records on the proposed housing and community development projects will be made accessible to the general public. Comments received at these public hearings will be summarized later in this report.

5. Summary of public comments

This could be a brief narrative summary or reference an attached document from the Citizen Participation section of the Con Plan.

The following comments were received as part of the FY 2023 citizen participation process. They include testimony provided at the January 30, 2023 and March 15, 2023 public hearings, and the Lakewood City Council public hearing on April 17, 2023:

2023 Annual Action Plan Public Hearing – January 30, 2023

At the January 30, 2023 public hearing held by City staff, the City received multiple comments from nine (9) public attendees. Comments received focused primarily upon the need for affordable housing, transitional housing, and related housing programs and expenses such as moving and relocation

expenses, utility expenses and liens, screening fees, rent deposits, and financial counseling. Support for affordable housing included additional investment in infrastructure development in support of low-income housing developers and the provision of down payment assistance programs for low-income homebuyers. Additional comments focused on the need for housing and services for the homeless, including warming and cooling centers, shelter and transitional housing, and additional locations for access to services and resources. Comments included support of the maintenance of housing affordability for those owner-occupied households through maintenance and repair programs, and the move to green energy systems and away from traditional high-carbon use heating and cooling systems.

2023 Annual Action Plan Public Hearing – Community Services Advisory Board – March 15, 2023

No comments were received.

30-Day Public Comment Period (April 1, 2023 – April 30, 2023) and City Council Public Hearing on Approval of the FY 2023 Annual Action Plan (April 17, 2023)

(Insert Comments here)

6. Summary of comments or views not accepted and the reasons for not accepting them

2023 Annual Action Plan Public Hearing – January 30, 2023

All comments were accepted.

2023 Annual Action Plan Public Hearing – Community Services Advisory Board – March 15, 2023

No comments were received.

30-Day Public Comment Period (April 1, 2023 – April 30, 2023) and City Council Public Hearing on Approval of the FY 2023 Annual Action Plan (April 17, 2023)

(insert)

7. Summary

Section 108 – Principal repayment for 2023 includes \$33,000 in principal repayment by Curbside Motors and \$17,000 in principal for repayment by LASA for the Client Service Center project. The table below summarizes the City's Section 108 outstanding balances and scheduled principal repayments:

PROJECT	SECTION 108 BALANCE	ANTICIPATED INCOME – 2022	PRINCIPAL REPAYMENT - 2022
Curbside Motors	\$477,000	\$50,607.00	\$33,000
LASA Client Service Center	\$262,000	\$26,753.50	\$17,000

Table 1 - Section 108 Loan Program - 2023

PR-05 Lead & Responsible Agencies - 91.200(b)

1. Agency/entity responsible for preparing/administering the Consolidated Plan

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
Lead Agency	Lakewood, WA	Community Development
CDBG Administrator	Lakewood, WA	Community Development

Table 1 – Responsible Agencies

Narrative

In the City of Lakewood, CDBG funding is administered by the Community Development Department with oversight provided by the Council-appointed Community Services Advisory Board (CSAB) and Lakewood City Council. As a member of the Tacoma-Lakewood HOME Consortium, Lakewood receives HOME funding through the Tacoma Community Redevelopment Authority (TCRA). HOME funding allocations are initially approved by the Lakewood City Council before they are forwarded on to the TCRA for final review and approval.

Consolidated Plan Public Contact Information

City of Lakewood
Community Development Department
Attn: Mr. Dave Bugher, Assistant City Manager
6000 Main Street SW.
Lakewood, WA 98499
(253) 589-2489
dbugher@cityoflakewood.us

AP-10 Consultation - 91.100, 91.200(b), 91.215(l)

1. Introduction

The FY 2023 Annual Action Plan was developed to provide a general framework for addressing housing and community development needs in the City of Lakewood. In a larger sense, the plan involves a regional element to coordinate and address economic development, transportation, public services, special needs, housing, and homelessness throughout Pierce County. Coordination included consultation with the City of Tacoma, Pierce County, Pierce County Continuum of Care, Pierce County Housing Authority, Living Access Support Alliance (LASA), Tacoma/Pierce County Habitat for Humanity, Homeownership Center of Tacoma, South Sound Housing Affordability Partners, Tacoma/Pierce County Affordable Housing Consortium, and other stakeholders as provided in the Plan.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(l)).

As part of the planning process, the City of Lakewood established a committee to provide public oversight, comment on the process, and to review funding recommendations for both the CDBG and HOME programs. As part of the development of the 5-YR Consolidated Plan (2020-2024), the City solicited input through interviews, meetings, and public hearings to determine community need, priorities, and approaches to meeting those needs. Since the development of the 5-Year Plan, the City has continued to consult with many of the agencies and organizations originally polled.

The Pierce County Housing Authority and the Tacoma Housing Authority continue to work closely with the cities of Lakewood and Tacoma coordinating efforts to improve housing choice for low-income households in both communities. Additionally, local housing and services providers such as Living Access Support Alliance (LASA), Greater Lakes Mental Health, Tacoma/Pierce County Habitat for Humanity, the Homeownership Center of Tacoma, Associated Ministries, Tacoma/Lakewood/Pierce County Continuum of Care, South Sound Housing Affordability Partners, and the Tacoma/Pierce County Affordable Housing Consortium among others continue to provide input and support for mental health, services, and housing options in Lakewood, Tacoma, and throughout Pierce County.

As part of the City's human services funding process, monthly coalition meetings are held at the City to bring together non-profits, service providers and governmental agencies to help determine and better understand the need for housing and human services in Lakewood and throughout Pierce County. Coordination through the South Sound Military and Communities Partnership (SSMCP) continues an ongoing partnership with Joint Base Lewis McChord to better understand what level of assistance military personnel and veterans are experiencing in terms of housing need, health and human services, and mental health care assistance.

Lakewood sought comment internally from City departments on housing and community development needs and services to low income and special needs populations. On a regional level, the consolidated planning process involved consultation with Pierce County Community Connections, the City of Tacoma, United Way of Pierce County, the Pierce County Housing Authority, Tacoma/Pierce County Habitat for Humanity, the Homeownership Center of Tacoma, Living Access Support Alliance (LASA), South Sound Housing Affordability Partners, Tacoma/Pierce County Affordable Housing Consortium, Lakewood Community Services Advisory Board, Tacoma/Lakewood/Pierce County Continuum of Care, local school districts, police and fire departments, and the State of Washington, to better understand the needs of at risk populations such as homeless families with children, single parent households, victims of domestic violence, individuals with disabilities, ethnic minorities, and the elderly.

Additional efforts to enhance and coordinate efforts between housing, health, and services providers are described throughout the Plan.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness.

The Cities of Tacoma and Lakewood are actively engaged members of the Tacoma/Lakewood/Pierce Continuum of Care Committee. The three jurisdictions are the most involved governmental entities in the Continuum, cooperatively working on programs to meet needs for housing and services. Both Tacoma and Lakewood support the Continuum's priorities focusing on the needs of the most vulnerable populations including chronically homeless persons, unaccompanied youth, families with children, and veterans, among others. The mission of the Continuum of Care is to promote community wide commitment to ending homelessness through policy and resource alignment by implementing activities to achieve the goals and objectives of the Plan to End Homelessness.

In recent years, the Continuum has moved from a single point of access, or centralized intake, to that of a coordinated entry system providing many points of entry. This system, when coupled with an active diversion program, known as Housing Solutions Conversations, aims at keeping those in housing crisis from entering the system by supporting their own identification of a solution and prioritizes them for a specific housing referral based on their vulnerabilities and the severity of their barriers to secure housing. Through this partnership and implementation of the Five-Year Plan to Address Homelessness, stands a countywide commitment to ensure all persons facing homelessness have access to shelter and support, no matter their social or economic circumstances or where they live within Pierce County.

As housing prices and market-rate rents continue to rise at alarming rates, further destabilizing housing affordability and limiting housing options for low- and moderate-income households, this coordinated and cooperative effort to ensure affordable housing stability and access to a safe home endure as a realistic and attainable goal for all in our community.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards for and evaluate outcomes of projects and activities assisted by ESG funds, and develop funding, policies and procedures for the operation and administration of HMIS

The Cities of Tacoma and Lakewood work closely with the Collaborative Applicant of the Continuum of Care (Pierce County) planning for allocation and use of Emergency Solutions Grant (ESG) funds. ESG policies and procedures were created and are updated periodically in cooperation with Pierce County and Tacoma to ensure that ESG subrecipients are operating programs consistently across eligible activities. Performance is reviewed by both entities. The Collaborative Applicant is also the HMIS lead and works closely with City of Tacoma to maximize use of HMIS resources and to draw data for reports on project performance and program outcomes. The City of Lakewood does not receive ESG funding.

2. Agencies, groups, organizations and others who participated in the process and consultations

Table 2 – Agencies, groups, organizations who participated

1	Agency/Group/Organization	City of Tacoma
	Agency/Group/Organization Type	Other government - Local
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Homelessness Strategy Non-Homeless Special Needs Market Analysis Economic Development Anti-poverty Strategy Lead-based Paint Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	As the lead member of the Tacoma-Lakewood HOME Consortium, Tacoma remains a key partner in the development and implementation of the consolidated planning process. The City of Tacoma was consulted in the development of priorities and strategies designed to meet the various community and economic development needs identified in this Plan. Lakewood and Tacoma will continue to coordinate their efforts to ensure the goals and outcomes identified in the 5-YR Consolidated Plan (2020-2024) are satisfied.
2	Agency/Group/Organization	Pierce County Community Connections
	Agency/Group/Organization Type	Other government - Local

	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Homelessness Strategy Non-Homeless Special Needs Market Analysis Economic Development Anti-poverty Strategy Lead-based Paint Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Pierce County Community Connections is a partner agency in a regional effort to end homelessness, encourage community and economic development efforts benefitting low-income individuals, to expand safe, decent, affordable housing, and in the provision of public and human services to individuals in need. As a recipient of CDBG, HOME, and ESG funding, the County is a natural partner with the cities of Lakewood and Tacoma in determining a regional approach to housing and community development activities.
3	Agency/Group/Organization	Pierce County Continuum of Care
	Agency/Group/Organization Type	Regional organization Regional Continuum of Care

	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Homelessness Strategy Non-Homeless Special Needs
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Tacoma, Lakewood, and Pierce County all take active rolls on the Continuum of Care Committee. The goal of the Continuum is to promote community wide commitment to ending homelessness through policy and resource alignment by implementing activities to achieve the goals and objectives of the Plan to End Homelessness. Members of the Continuum strive to ensure all persons facing homelessness have critical access to shelter and support designed to make homelessness a brief event.
4	Agency/Group/Organization	Pierce County Housing Authority
	Agency/Group/Organization Type	PHA
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homelessness Strategy Market Analysis Anti-poverty Strategy

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	The Pierce County Housing Authority (PCHA) is a vital partner to the City of Lakewood in its efforts to increase and preserve affordable housing options for low-income households. PCHA manages a number of programs such as scattered site public housing, Section 8 vouchers, and enterprise fund apartments to provide housing stability to many low-income Lakewood households. As an operator and developer of affordable housing serving in excess of 5,000 individuals, the housing authority was consulted to provide information on the need for public housing in Lakewood and in greater-Pierce County. As recently as FY 2022, Lakewood partnered with PCHA and fund the rehabilitation of two low-income public housing complexes within the City of Lakewood - Village Square and Oakleaf Apartments, serving 64 total households.
5	Agency/Group/Organization	Tacoma Pierce County Habitat for Humanity
	Agency/Group/Organization Type	Housing
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homeless Needs - Families with children Homelessness Needs - Veterans Non-Homeless Special Needs Market Analysis Anti-poverty Strategy

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Tacoma/Pierce County Habitat for Humanity remains an integral part of Lakewood's approach to providing safe, decent, affordable housing to low-income households in Lakewood and Tacoma. Lakewood recognizes the crucial link between wealth building and homeownership, especially for minority and low-income households. Consultation with the agency focused on housing need, market analysis, anti-poverty strategy, veteran housing opportunities, and special needs housing. Lakewood looks forward to ongoing and continued coordination with Habitat as it seeks to expand affordable housing options for low-income families and make much needed improvements to distressed communities through redevelopment activities focused on replacing older blighted homes with newly constructed affordable single-family homes. As housing and land prices continue to spiral, the City and Habitat have begun to explore land trust models to ensure investments in affordable housing continue for generations to come.
6	Agency/Group/Organization	LASA
	Agency/Group/Organization Type	Housing Services - Housing Services-homeless
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Homelessness Strategy

	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	LASA was consulted as part of the planning process to better define and understand the scope and type of homeless need in Pierce County. LASA continues to be an integral provider in the fabric of homeless services and housing assistance to the homeless and those at risk of homelessness. With LASA's ongoing partnerships with the Pierce County and Tacoma Housing Authorities, and operation of housing and services facilities for the homeless, LASA is uniquely positioned to understand and assist the homeless population in Lakewood and Pierce County. Partnership and coordination with LASA allow Lakewood a better understanding of the needs of those living at or below the poverty rate, as well as what seems to be an ever-increasing demand for homeless services. Current partnership with LASA involves the expansion of homeless services at its service center facility, and the development of 25 new affordable rental units located in the downtown core.
7	Agency/Group/Organization	Homeownership Center of Tacoma
	Agency/Group/Organization Type	Housing
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Market Analysis Anti-poverty Strategy
	Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Consultation with the agency included housing need, market analysis, and anti-poverty strategy. Lakewood anticipates continued partnership with the agency in FY 2024 to provide additional affordable housing options to low-income households seeking homeownership opportunities through targeted redevelopment of blighted properties with newly constructed affordable single-family homes.
8	Agency/Group/Organization	South Sound Housing Affordability Partners
	Agency/Group/Organization Type	Regional organization Housing

	What section of the Plan was addressed by Consultation? Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Housing Need Assessment Non-Homeless Special Needs Market Analysis Anti-poverty Strategy South Sound Housing Affordability Partners (SSHA ³ P) is an intergovernmental collaboration between the Cities and Towns of Auburn, DuPont, Edgewood, Fife, Fircrest, Gig Harbor, Lakewood, Milton, Puyallup, Sumner, Steilacoom, Tacoma, and University Place, Pierce County and the Puyallup Tribe of Indians, working together to create and preserve affordable, attainable, and accessible housing throughout the participating communities. Consultation focused on market trends, analysis of housing affordability, and means of advocacy to generate dedicated revenue streams in support of affordable housing development throughout Pierce County.
	Agency/Group/Organization	Tacoma/Pierce County Affordable Housing Consortium
	Agency/Group/Organization Type	Regional organization Housing
	What section of the Plan was addressed by Consultation? Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?	Housing Need Assessment Non-Homeless Special Needs Market Analysis Anti-poverty Strategy Tacoma/Pierce County Affordable Housing Consortium is a non-profit organization designed to bring together various groups, organizations, business, and governmental agencies and jurisdictions with a focus on developing and preserving access to decent, safe, and high-quality affordable housing. Consultation focused on advocacy efforts to fund and develop affordable housing, as well as current and ongoing market trends that may be causing inequities in the housing market.

Identify any Agency Types not consulted and provide rationale for not consulting

N/A

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Pierce County	The mission of the Road Home Continuum of Care is to promote community wide commitment to ending homelessness through policy and resource alignment by implementing activities to achieve the goals and objectives of the Plan to End Homelessness.
City of Lakewood Comprehensive Plan	City of Lakewood	The plan encourages infill housing, cottage-style development, changes in zoning to permit higher densities, and incentivizes the construction of affordable housing.

Table 3 - Other local / regional / federal planning efforts

Narrative

AP-12 Participation - 91.401, 91.105, 91.200(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal-setting

Citizen input for the FY 2023 Annual Action Plan was conducted in accordance with the requirements established by the U.S. Department of Housing and Urban Development and the City of Lakewood Citizen Participation Plan. Citizen participation was encouraged throughout the process culminating in the development of this FY 2023 Annual Action Plan.

The process included:

- Input from community-based organizations, service providers, and local non-profit organizations.
- Engagement and review provided by the City of Lakewood Community Services Advisory Board and the Tacoma Community Redevelopment Authority (TCRA).
- Input and coordination with the City of Lakewood, City of Tacoma, and Pierce County.
- Meetings with Lakewood and Tacoma City Councils.
- Review of planning documents for local agencies.
- Solicitation of public input.

Effort to encourage citizen participation in the development of the Plan included notification of public hearings on housing and community development need, notice of availability of the plan, and community input concerning approval the final plan. Public hearings were advertised in the Tacoma News Tribune as follows:

- January 30, 2023 – Public hearing on housing and community development needs
- March 15, 2023 – Public hearing before CSAB on housing and community development needs
- April 1 - April 30, 2023 – Public Comment Period
- April 17, 2023 – Public hearing on FY 2023 Annual Action Plan

A draft of the FY 2023 Annual Action Plan will be made available to the public for review beginning April 1, 2023. Comments received through the citizen participation process will be incorporated into the Plan. Formal approval of the final Plan will be made by City Council on May 1, 2023.

Citizen Participation Outreach

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Newspaper Ad	Non-targeted/broad community	Notification of January 30, 2023 public hearing on housing and community development needs for CDBG and HOME funding.	Comments detailing the public hearing are summarized in item #2 below.	N/A	
2	Public Meeting	Non-targeted/broad community	January 30, 2023 public meeting on FY 2023 Annual Action Plan funding priorities for CDBG and HOME programs. Comments were received from nine (9) attendees.	Comments received focused on affordable housing, transitional housing, and related housing programs and expenses such as moving and relocation expenses, utility expenses and liens, screening fees, rent deposits, and financial counseling.		

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
3	Newspaper Ad	Non-targeted/broad community	Notification of March 15, 2023 public hearing on housing and community development needs for CDBG and HOME funding – CSAB public hearing.	Comments detailing the public hearing will be summarized in item #4 below.		
4	Public Meeting	Non-targeted/broad community	March 15, 2023 public meeting on FY 2023 Annual Action Plan funding priorities for CDBG and HOME programs – CSAB public hearing.	No comments received.	N/A	
5	Newspaper Ad	Non-targeted community	Notification of April 17, 2023 public hearing and April 1 - April 30, 2023 public comment period.	Comments detailing the public hearing will be summarized in item #7 below.		

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
6	Internet Outreach	Non-targeted/broad community	Notification of April 17, 2023 public hearing, April 1 - April 30, 2023 public comment period, and provision of Annual Action Plan.	Comments detailing the public hearing will be summarized in item #7 below.		
7	Public Hearing	Non-targeted/broad community	April 17, 2023 public hearing held by the Lakewood City Council.	<i>Insert comments here</i>		
8	30-Day Public Comment Period	Non-targeted/broad community	April 1 - April 30, 2023 30-day public comment period.	<i>Insert comments here</i>		

Table 4 – Citizen Participation Outreach

Expected Resources

AP-15 Expected Resources - 91.420(b), 91.220(c)(1,2)

Introduction

Funding for FY 2023 is provided by the U.S. Department of Housing and Urban Development through the Community Development Block Grant (CDBG) Program. Additional programmatic funding is being generated through program income and the reprogramming of unexpended funds from fiscal year 2021. All funds received, and otherwise reprogrammed, will be allocated to activities in support of the goals and objectives identified in the 5-YR Consolidated Plan. Additional funding for public service activities will be supported with General Fund in accordance with a City Council-adopted strategic plan for human services. Local funds in support of affordable housing will be made available through the implementation of SHB-1406 affordable housing sales tax credit to assist households with income at or below 60% of the area median income.

CDBG funding in FY 2023 will focus on housing instability among residents, including homelessness; the expansion of affordable rental and homeownership opportunities; and the need for accessible, culturally competent services. Specifically, investments will include the rehabilitation of owner-occupied housing units; neighborhood revitalization through the removal of blighted properties; relocation assistance for low-income households displaced through no fault of their own; provision of emergency assistance payments to low-income households; and fair housing counseling services.

Additional activities will include ongoing assistance and programs funded through previous Annual Action Plans, including Habitat for Humanity's construction of new affordable housing units in the Tillicum neighborhood, and emergency relocation assistance for families displaced through no fault of their own. Program income generated in FY 2023 will continue to support housing affordability efforts through the City's Major Home Repair Revolving Loan Fund. Finally, activities seeking the stabilization of existing residents through the creation of safe, accessible homes and facilities will focus on the redevelopment of slum and blight conditions in communities adversely impacted by disproportionate foreclosure and vacancy rates through the City's Neighborhood Stabilization Program 1 (NSP1) Dangerous and Nuisance Abatement Revolving Loan Fund.

Additional HOME-funded activities in support of the expansion of affordable rental and homeownership opportunities will include the funding of the HOME Affordable Housing Fund, intended to support the development of new rental housing and homeownership opportunities for low-income households. Funding in FY 2023 will support the development of new affordable rental housing owned and operated by LASA. Program income will support affordable housing development. HOME funding activities are detailed in Tacoma's Annual Action Plan as lead agency in the Tacoma-Lakewood HOME Consortium.

The City of Lakewood has employed a conservative approach for estimating CDBG and HOME allocations and program income for FY 2023 and the remainder of the 5-YR Consolidated Plan. FY 2023. CDBG and HOME allocations have not yet been released by HUD; the following funding allocations represent anticipated allocations. Differences in actual funding allocations will be addressed on a pro rata basis.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	542,464	100,000	3,958.16	646,422.16	625,000	Prior year resources include reprogrammed funds from the following FY 2021 Administration activities (\$3,958.16; Activity 230). Anticipated program income of \$100,000 is composed of RLF activities for Major Home Repair. Section 108 income of \$77,360.50 is not included in this total.
Other	public - federal	Economic Development Housing Public Improvements Other	0	275,000	0	275,000	30,000	NSP1 funds were awarded to Lakewood in 2009 through the Washington State Department of Commerce to address issues of slums and blight through the demolition of homes that have been foreclosed, abandoned or have been left vacant. Funds may also be used to acquire and redevelop foreclosed and abandoned properties for the purpose of constructing safe, decent, affordable housing for low-income individuals. Anticipated program income of \$275,000 for NSP1 Abatement Fund RLF activities.

Table 5 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

Leveraging for 2023 CDBG projects will primarily come in the form of matching of goods and services provided through homeowner rehabilitation activities performed by Rebuilding Together South Sound (RTSS). Lakewood funds for program staffing for RTSS are expected to return leverage funding ratios between 4:1 and 5:1 for program activities. Additional leveraging will come in the way of conventional financing, secured by low-income homebuyers through private-sector banking and lending institutions, as part of the City's efforts to construct new homeownership opportunities through partnership with Habitat for Humanity. The City anticipates leverage ratios of between 3:1 and 4:1 for homebuyer activities. All other CDBG activities, including homeowner rehabilitation, emergency payments, and relocation assistance typically see little to no leveraging of funds as these programs are designed as emergency nets providing assistance where none would otherwise exist and low- or no-interest loans to assist clients who would otherwise be unable to pursue commercial loans to repair their home were it not for this type of assistance. Many clients have credit issues restricting their access to funding, limited incomes, and are often occupied by the elderly or minority populations dealing with certain systemic housing-related inequities limiting their access to safe, decent, and affordable housing.

HOME funds match requirements and leverage is provided as part of the Tacoma-Lakewood HOME Consortium and is reported in Tacoma's portion of the Plan.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

No publicly owned land or property is scheduled to be included as a part of this plan.

Discussion

Annual Goals and Objectives

AP-20 Annual Goals and Objectives - 91.420, 91.220(c)(3)&(e)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Stabilize existing residents	2020	2024	Affordable Housing Homeless Non-Housing Community Development		Housing instability, including homelessness Need for safe, accessible homes and facilities	CDBG: \$566,422.16 NSP1: \$275,000	Homeowner Housing Rehabilitated: 8 Household Housing Unit – Lakewood; 15 Household Housing Unit - RTSS Buildings Demolished: 3 Buildings
2	Increase rental and homeownership opportunities	2020	2024	Affordable Housing Public Housing		Affordable rental and homeowner opportunities	CDBG: \$0	
3	Prevent and reduce homelessness	2020	2024	Affordable Housing Homeless Non-Homeless Special Needs		Housing instability, including homelessness Need for accessible, culturally competent services	CDBG: \$80,000	Public service activities other than LMI Housing Benefit: 25 Persons Assisted Homelessness Prevention: 25 Persons Assisted
4	Need of accessible, culturally competent services	2020	2024	Homeless Non-Housing Community Development		Housing instability, including homelessness Need for accessible, culturally competent services	CDBG: \$0	Public service activities other than Low/Moderate Income Housing Benefit: 50 Persons Assisted

Table 6 – Goals Summary

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Goal Description

1	Goal Name	Stabilize existing residents
	Goal Description	Funding provides support of the stabilization of residents experiencing homelessness or displacement pressure. Activities include the creation of new or maintenance of existing affordable housing stock for low- and moderate-income homeowners and the elimination of slums and blight through the demolition and redevelopment of blighted properties.
2	Goal Name	Increase rental and homeownership opportunities
	Goal Description	Projects in support of rental and homeownership opportunities include activities to create new homeownership opportunities for low- and moderate-income households through the construction of new, affordable single-family housing units, and through maintenance of rental housing opportunities for low- and moderate-income households.
3	Goal Name	Prevent and reduce homelessness
	Goal Description	Funding provides for services engaged in the reduction and prevention of homelessness through the provision of emergency assistance payments to low- and moderate-income households, with a focus on the elderly, disabled, and minority populations, and through relocation assistance for households displaced through no fault of their own.
4	Goal Name	Need of accessible, culturally competent services
	Goal Description	Provides for increased access to culturally competent services for low- and moderate-income individuals with emphasis on extremely low-income individuals, persons of color, immigrants, and the elderly. Activities include fair housing counseling aimed at those households disproportionately impacted by the lingering effects of the coronavirus pandemic. Assistance is anticipated to be provided through CDBG Administrative activities focusing on fair housing education/outreach, and landlord tenant education, and as such, will not be able to be reported as clients served in IDIS due to CDBG Administration reporting requirements. Lakewood will report clients served for this goal in text only in annual Consolidated Annual Performance Evaluation Reports (CAPER).

AP-35 Projects - 91.420, 91.220(d)

Introduction

The City of Lakewood will aim to implement its federal funds in 2023 to accomplish the following goals and corresponding activities:

- **Stabilize existing residents** – Through funds for owner-occupied housing rehabilitation and renovation programs to maintain existing affordability, and through the removal of slums and blight by addressing and demolishing dangerous structures.
- **Increase diverse rental and homeownership opportunities** – Providing homeownership opportunities to low- and moderate-income families through the construction of new affordable housing.
- **Prevent and reduce homelessness** – Funding provides for emergency assistance payments to low- and moderate-income households, with a focus on the elderly, disabled, and minority populations disproportionately impacted by the coronavirus pandemic, and through relocation assistance for households displaced through no fault of their own.
- **Increase availability of accessible, culturally competent services** – Through funds for fair housing activities designed to assist low- and moderate-income households maintain housing access and affordability, and provide landlord tenant education and outreach.

The projects listed and described in this plan represent the proposed use of funds for the FY 2023 CDBG program.

#	Project Name
1	Administration
2	CDBG Administration of HOME Housing Services
3	Major Home Repair Program
4	Rebuilding Together South Sound Homeowner Rehabilitation
5	CDBG Emergency Assistance Payments
6	Emergency Assistance for Displaced Residents
7	NSP1 Abatement Program

Table 7 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

Funding in FY 2023 will primarily focus on the need to address housing instability, including homelessness; the need to increase diverse rental and homeownership opportunities; and the need to

expand accessible, culturally competent services to low- and moderate-income households. Funding priorities were established as part of the City's 5-YR 2020-2024 Consolidated Plan and continue to be evaluated with each subsequent Annual Action Plan. Allocation priorities are identified through input from community partners and neighboring entitlement communities, elected leaders, Community Services Advisory Board members, and public input throughout the process. When allocating CDBG and HOME funds, the City evaluates community need, the ability of a project to leverage partnerships and other non-federal funding streams, project impact, and the ability to complete a project within the requirements of the 5-YR Consolidated Plan goals and objectives.

With Lakewood's average home sales price reported at \$432,500 (Redfin, January 31, 2023) and a median rent of \$1,495 (Zillow, February 20, 2023), many low- and moderate-income families are struggling to keep up. This is of special significance when looking at Lakewood's median household income of \$60,534 (28% less than WA State average of \$84,247) and the fact that 13.6% of Lakewood's population is living at or below the poverty line (nearly 1.4 times the rate of WA State rate of 9.9%). With housing and rent prices continuing to increase, many of Lakewood's households are seemingly living one missed payment away from homelessness, with 40.2% of total households being considered cost-burdened (paying 30 percent or more of income for housing expenses) and 16.6% of total households being considered extremely cost-burdened (paying 50 percent or more of income for housing expenses). A deeper look into these numbers reveals that more than half (52.2%) of renter households are cost-burdened and nearly a quarter (23.4%) are extremely cost-burdened. As housing costs continue to outpace income growth, especially for those who are retired or on fixed incomes, the need to develop affordable housing is something all communities are being forced to balance with ever-dwindling resources.

Activities to be carried out in FY 2023 will include the funding of housing rehabilitation programs aimed at assisting low- and moderate-income households with housing repairs and renovations they may not otherwise be able to afford through conventional financing options; development of new affordable homeownership opportunities and the long-term wealth-building opportunities these programs afford low- and moderate-income households; providing housing stability and homelessness prevention through the provision of emergency assistance payments to low- and moderate-income households, with a focus on cost-burdened, elderly, disabled, and minority populations, and through relocation assistance for families displaced through no fault of their own; through reduction of slums and blight in low-income neighborhoods with the demolition and redevelopment of dangerous buildings; fair housing activities focusing on housing inequities often borne by minority and low-income households; and finally, funding will support the construction of new affordable rental housing through the construction of 25 new rental units owned and operated by LASA.

AP-38 Project Summary

Project Summary Information

1	Project Name	Administration
	Target Area	
	Goals Supported	Need of accessible, culturally competent services
	Needs Addressed	Need for accessible, culturally competent services
	Funding	CDBG: \$108,492.80
	Description	Administration to implement and manage the Consolidated Plan funds. Activities include providing fair housing and landlord tenant outreach and education.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	Administration funds are anticipated to be expended in support of general administration activities to administer the 2023 Annual Action Plan, including funding for fair housing activities in support of 40 low- and moderate-income individuals. Fair housing activities will not be able to be reported as clients served in IDIS due to CDBG Administration reporting requirements. Lakewood will report clients served for this goal in text only in annual Consolidated Annual Performance Evaluation Reports (CAPER).
	Location Description	
2	Planned Activities	Administration funds are anticipated to be expended in support of general administration activities to administer the 2023 Annual Action Plan, including funding for fair housing activities in support of 40 low- and moderate-income individuals.
	Project Name	CDBG Administration of HOME Housing Services
	Target Area	
	Goals Supported	Increase rental and homeownership opportunities
	Needs Addressed	Affordable rental and homeowner opportunities
	Funding	CDBG: \$10,000
	Description	Program administration and housing services in support of HOME Program.
	Target Date	6/30/2024 – 6/30/2025

	Estimate the number and type of families that will benefit from the proposed activities	A total of 25 low- and moderate-income households will be assisted with HOME-funded activities, including the construction of new affordable rental opportunities.
	Location Description	8956 Gravelly Lake Dr. SW
	Planned Activities	Program administration and housing services in support of HOME Program.
3	Project Name	Major Home Repair Program
	Target Area	
	Goals Supported	Stabilize existing residents
	Needs Addressed	Housing instability, including homelessness
	Funding	CDBG: \$352,929.36
	Description	Program provides home repair and/or sewer connection loans to eligible low-income homeowners. Funding for program provided through FY 2023 entitlement funding and revolving loan funds. Activity funding includes revolving loan fund.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	A total of 8 low- and moderate-income households will be assisted with owner-occupied, housing rehabilitation activities.
	Location Description	City-wide
4	Planned Activities	The project will provide major home repair/sewer connection loans which include connection of side-sewer to sewer main, decommissioning of septic systems, roofing, removal of architectural barriers, plumbing, electrical, weatherization, major systems replacement/upgrade, and general home repairs for eligible low- and moderate-income homeowners. Program funding includes a total of \$3,958.16 in reprogrammed CDBG funding and \$100,000 in program income.
	Project Name	Rebuilding Together South Sound Homeowner Rehabilitation
	Target Area	
	Goals Supported	Stabilize existing residents
	Needs Addressed	Housing instability, including homelessness

	Funding	CDBG: \$75,000
	Description	Project will provide funding for the preservation of existing owner-occupied housing units that do not qualify for the City's Major Home Repair program due to credit worthiness, lack of equity, or other program qualifications. The program will provide for small-scale repair and general maintenance for eligible low- and moderate-income homeowners.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	A total of 12 - 15 low- and moderate-income households will be assisted through the rehabilitation of existing owner-occupied housing.
	Location Description	City-wide
	Planned Activities	The project will provide funding for the preservation of existing affordable housing through the rehabilitation of owner-occupied housing units.
5	Project Name	CDBG Emergency Assistance Payments
	Target Area	
	Goals Supported	Stabilize existing residents Prevent and reduce homelessness
	Needs Addressed	Housing instability, including homelessness Need for accessible, culturally competent services
	Funding	CDBG: \$80,000
	Description	Program provides for the provision of emergency assistance payments for basic services such as food, clothing or housing-related expenses to low-income households, with a focus on cost-burdened households, elderly, disabled, and minority populations.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	A total of 40 low- and moderate-income individuals will be assisted through the provision of emergency assistance payments to low-income households, with a focus on cost-burdened households, elderly, disabled, and minority populations.
	Location Description	City-wide

	Planned Activities	Program provides funding for services engaged in the reduction and prevention of homelessness through the provision of emergency assistance payments to low- and moderate-income households, with focus on cost burdened households, elderly, disabled, and minority populations continuing to be disproportionately impacted by the lingering effects of the coronavirus pandemic.
6	Project Name	Emergency Assistance for Displaced Residents
	Target Area	
	Goals Supported	Stabilize existing residents Prevent and reduce homelessness
	Needs Addressed	Housing instability, including homelessness Need for safe, accessible homes and facilities
	Funding	CDBG: \$20,000
	Description	Program provides emergency relocation assistance to eligible low-income households displaced through no fault of their own during building and code enforcement closures, fires, redevelopment, and other incidences resulting in homelessness.
	Target Date	6/30/2024
	Estimate the number and type of families that will benefit from the proposed activities	10 individuals will be assisted with emergency relocation assistance for persons displaced due to no fault of their own.
7	Project Name	NSP1 Abatement Program
	Target Area	
	Goals Supported	Stabilize existing residents
	Needs Addressed	Housing instability, including homelessness Need for safe, accessible homes and facilities
	Funding	NSP1: \$275,000
	Description	Provides funding for the abatement of dangerous buildings that have been foreclosed, abandoned or are vacant. Activities funded with revolving loan fund.
	Target Date	6/30/2024

	Estimate the number and type of families that will benefit from the proposed activities	The City of Lakewood anticipates it will demolish a total of 3 dangerous buildings located in low-income block groups in FY 2023 with the NSP1 Abatement Fund.
	Location Description	City-wide
	Planned Activities	Provides funding for the abatement of dangerous buildings that have been foreclosed, abandoned or are vacant. Funding for the program is provided through revolving loan funds generated from previous NSP1 abatement activities. Program funding includes a total of \$275,000 in program income to be used for similar RLF activities.

AP-50 Geographic Distribution - 91.420, 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

In targeting CDBG and HOME funds, the City has typically looked to block groups with at least 51% low- and moderate-income populations as many of Lakewood's minority and ethnic populations continue to be concentrated in these areas. Many of these block groups tend to have large concentrations of older housing stock suffering from a lack of routine maintenance and infrastructure that is either inadequate or are outdated in accordance with current development standards.

In 2023, Lakewood's fourth year of the 5-YR Consolidated Plan (2020-2024), CDBG funding prioritization will focus on increasing and preserving affordable housing stock through owner-occupied housing rehabilitation; the prevention and reduction of homelessness through emergency assistance payments to low- and moderate-income households, with a focus on cost-burdened households, elderly, disabled, and minority populations, and through relocation assistance for households displaced through no fault of their own; neighborhood revitalization through the removal of blighted properties; and improved access to fair housing counseling services. HOME funding in FY 2023 will support the development of new affordable rental housing owned and operated by LASA.

The City intends to target households living in Census Tracts 718.05, 718.06, 718.07, 718.08 and 720.00 for its Major Home Repair, Rebuilding Together South Sound Homeowner Rehabilitation, and CDBG Emergency Assistance Payment and Emergency Assistance for Displaced Residents programs, which assist with the preservation of housing stability and prevention of homelessness through owner-occupied housing repairs, and relocation and emergency assistance payments for basic services such as food, clothing or housing-related expenses to low-income households.

For all other funding, the City has not identified specific targeted areas; programs are open to eligible low- and moderate-income individuals citywide.

Geographic Distribution

Target Area	Percentage of Funds

Table 8 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

N/A

Discussion

AP-75 Barriers to affordable housing -91.420, 91.220(j)

Introduction

As identified in the 5-YR Consolidated Plan (2020-2024), low- and fixed-incomes, high housing costs, overcrowding, homelessness, and aging all present challenges to Lakewood residents, which can have negative impacts on their quality of life. Most common among these housing problems for Lakewood residents is housing affordability, as measured through cost burdens. Renters in particular, continue to face more acute cost burdens than do homeowners, with 52.2% of Lakewood's rental households considered cost-burdened compared to 25.5% of owner households. Those households facing extreme cost burden, or where at least 50 percent of total household income is used for housing expenses, again show renters disproportionately impacted with 23.4% considered extremely cost-burdened compared to just 7.9% of owner households. Renter-occupied households in Lakewood are twice as likely to be cost-burdened and three times more likely to be extremely cost burdened than are owner-occupied households. In all, 40.2% of Lakewood households are considered cost-burdened and 16.6% are considered extremely cost-burdened (2017-21 American Community Survey).

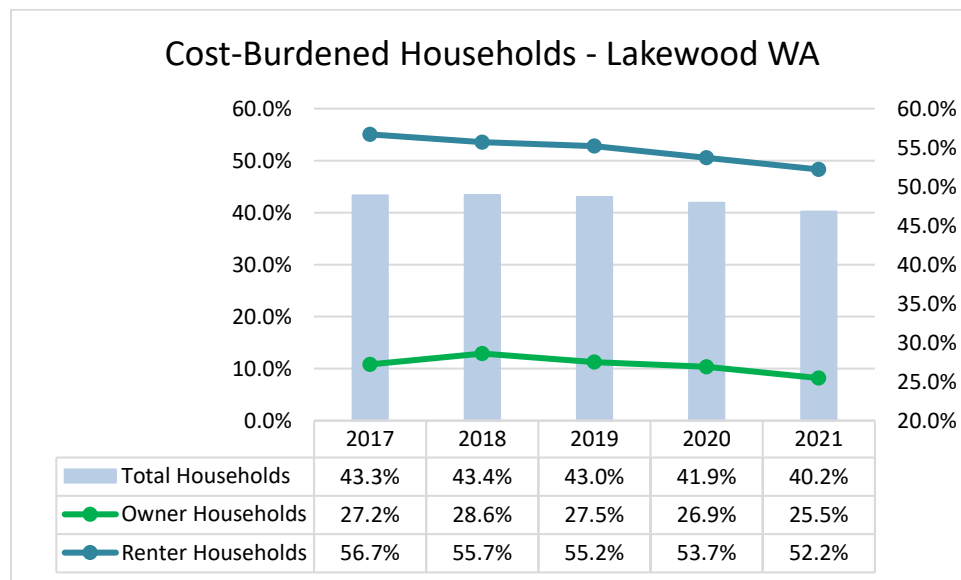


Table 5 – Cost-Burdened Households- Lakewood WA

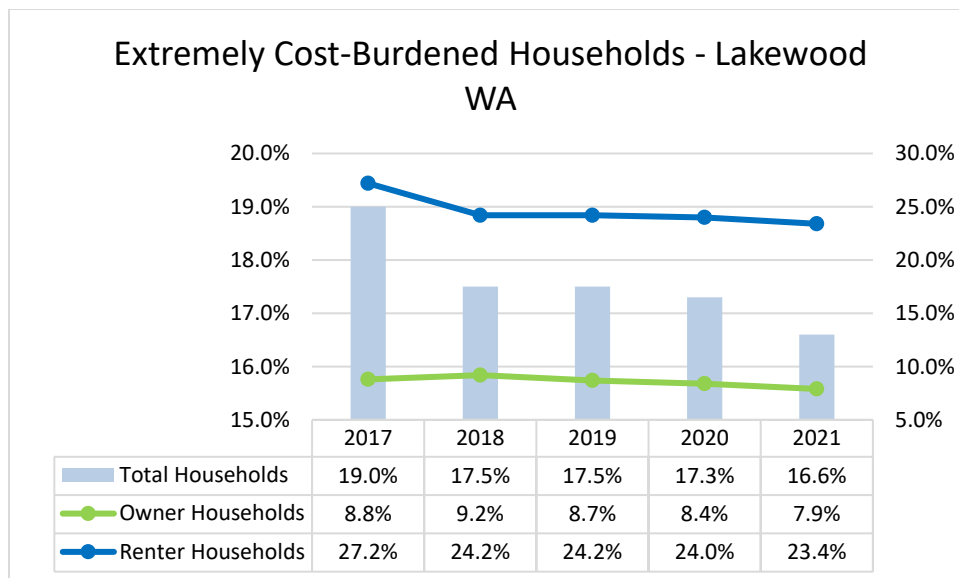


Table 6 – Extremely Cost-Burdened Households- Lakewood WA

Lakewood’s housing demographics have remained constant over the recent ten years with a slight trend favoring renter-occupied (56.1%) to owner-occupied (43.9%) (2017-21 American Community Survey). These numbers are reflected in the opposite when looking at Pierce County with a 65.4% owner-occupied rate, Washington at 64% owner-occupied, and that of the United States at 64.6% owner-occupied and 35.4% renter-occupied.

Although household incomes have seen increases in recent years, Lakewood’s median income of \$60,534 continues a trend of lagging behind that of the county (\$85,866), Washington (\$84,247), and the United States (\$69,021). Of additional concern is Lakewood’s apparent concentration of households living at or below the poverty rate, currently 13.6% of households, much higher than that of the county at 8%, Washington at 9.95%, and the United States at 11% (2017-21 American Community Survey). The disparate impacts of households living in poverty come into focus when looking at Black, Indigenous and People of Color (BIPOC) households. For Lakewood, Black or African American households experience poverty at a rate of 17.4%, Hispanic or Latino households 15%, and American Indian and Alaskan Native households experience poverty at an alarming rate of 43.6% (an increase of 6.7 percentage points from 2020). These numbers remain in stark contrast when considering Lakewood’s White only population, which makes up 54.9% of Lakewood’s total population, who experience poverty at a rate of 13.3%.

While Lakewood’s median income saw a rise in 2021 to \$60,534, a 27% increase over the most recent five-year period, at the same, time median house values rose 42.5% to \$331,500 and median rents increased 27.8% over the same period to \$1,183. Even though median incomes continue to see improvement in Lakewood, they are being outstripped by even higher escalating housing related expenses, leaving little relief for low-income households who have been traditionally cost-burdened.

This becomes of special concern when looking at households experiencing poverty who have children under the age of eighteen- 15.2% of all families with related children under 18 years old live in poverty, and 30.8% of single-female households with related children under 18 years old live in poverty. This number increases to 47% of single-female households with multiple related children under 5 years old and between 5 and 17 years old. Elderly households and those on fixed incomes also remain a concern as 12.1% of households 60 and older and 9.7% of households 65 and older are considered to be living in poverty. Additionally, 9.5% of veterans have been identified as living in poverty in the last 12 months (2017-21 American Community Survey).

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

The City of Lakewood encourages the development of affordable housing through the City's Comprehensive Plan. The Plan addresses future housing needs for current and future residents of all incomes. Policies offers density bonuses to developers of affordable housing, encourage infill housing, cottage-style development, changes in zoning to permit higher densities, and incentivizes the construction of affordable housing.

Additional means used to encourage affordable development is though the City's Multifamily Tax Credit Program which allows developers to defer taxes on valuation improvements for all housing repairs for up to 12 years within certain urban use centers. This is especially important in areas where development is stymied by conditions of blight, the lack of infrastructure, or where rents are not conducive to sustaining redevelopment activities. With the tax deferral, the development of new housing or the modernization of existing substandard units can be incentivized as a means of neighborhood revitalization.

Discussion

For the majority of households, economic opportunity and familial wealth are tied directly to homeownership. Through homeownership a household maintains an asset that most typically increases in valuation over generations causing the accumulation of wealth, provides various access points to economic leverage, serves as a hedge against rising housing costs, provides various tax benefits, and realizes a lower taxation rate than other forms of investments. It is through this historical wealth building opportunity that most households have grown and passed along wealth. Unfortunately, many black and minority populations have been shut out of this system through various institutional and de facto discriminatory practices: from slavery, segregation, and disenfranchisement of Black Americans, to

expropriation of land, forced relocation, and anti-immigration policies against Native American and Hispanic populations. Historically, the benefits of homeownership have not been shared equally across the race spectrum. A recent U.S. Treasury report noted that in the second quarter of 2022, homeownership rates for white households held at 75 percent, compared to 45 percent for Black households, 48 percent for Hispanic households, and 57 percent for non-Hispanic households of any other race (U.S Treasury, *Racial Differences in Economic Security: Housing*, November 4, 2022). The study found these gaps in homeownership have remained relatively unchanged over the most recent three decades, and in fact, the Black-White gap in homeownership rate in 2020 remained the same as in 1970. Additionally, for those Black households that do maintain homeownership, the average Black household's home value is 2.5 times lower than the average white household's value; again, the same as it was in 1970. Median household net worth of white households was nearly 5 times that of Black households and 8 times that of Hispanic households.

With homeownership being the primary source for wealth for most Americans today, it is important that this benefit be extended equally to all. Homeownership, beyond simple wealth-building, provides long-lasting opportunities both socially and economically. For instance, studies have shown that as the wealth of a household grows, so too does the likelihood that the children of that household will enroll in and graduate from college, thus increasing lifetime earning potential. When looking at college graduation rates where in 2021, 41.9% of white adults had earned a bachelor's degree compared to 28.1% for Black and 20.6% for Hispanic adults (U.S. Census Bureau, *Educational Attainment in the United States: 2021*, February 24, 2022), one can make a direct correlation between homeownership rates and college graduation. Additionally, health and psychological disparities for Black and Hispanic households include higher rates of child abuse, lead exposure, obesity in childhood, and chronic illness in adulthood than white Americans (U.S Treasury, *Racial Differences in Economic Security: Housing*, November 4, 2022).

As a majority of Lakewood's population live in rental households, the steady increase in the cost of rents year-over-year remains of concern, especially for those low- and moderate-income Lakewood households who are already cost-burdened. With the current median monthly rent now standing at \$1,495 (Zillow, February 23, 2023), housing cost is easily outstripping income growth, especially for low- and moderate-income households. These issues of rising housing costs relative to household incomes become strikingly apparent when looking at the percentages of Lakewood households where monthly housing cost exceeds 35 percent of household income- 23.7% for households with a mortgage and 41.3% for households who rent (2017-21 American Community Survey).

With strong increases in property valuation and land costs, housing development costs have continued to push private investment into market rate housing and away from affordable housing. Additionally, as house valuations have risen, single-family homes once dedicated to rental uses are seeing increased pressure to sell and realize profits, ultimately turning them from rental to owner-occupied. As investment shifts toward higher return market-rate housing and more and more housing units are converted from rental to homeowner use, many communities are looking for creative ways to meet the

increasing demand for affordable housing. Unfortunately, with rapidly escalating property valuations and the ever-competitive nature of financing affordable housing vs. market rate housing, affordable housing development has become increasingly difficult to develop, especially within the time horizons necessary to keep up with growing demand.

Of additional concern for the future of affordable housing development are the outdated and lagging regulatory policies of the HOME and CDBG programs. In today's frenzied economy, with property valuations appreciating almost daily and construction costs spiraling out of sight, the very programs designed to assist communities in the support and development of affordable housing are beginning to hinder that development. Certain regulations like the restriction of investment in homes whose value exceeds that of 95% of median purchase price valuations, outdated per-unit investment subsidy limits, onerous environmental regulations, and a restriction of CDBG investments in the constructing of new housing units unless conducted by a Community Based Development Organization. As economies change around the globe, regulatory policies need to be evaluated and updated to keep pace with the changing economic environment.

AP-85 Other Actions - 91.420, 91.220(k)

Introduction

Actions planned to address obstacles to meeting underserved needs

In 2023, Lakewood will continue to focus its efforts on stabilizing existing residents through homeowner rehabilitation programs and the revitalization of neighborhoods through the removal and redevelopment of blighted properties. Additional programs will support low- and moderate-income households struggling with housing affordability to ensure those households do not end up experiencing homelessness resulting from discriminatory practices, fires, building enforcement, redevelopment activities, and other lingering effects of the coronavirus pandemic. Fair housing counseling services will focus on ameliorating housing inequities often borne by minority and low-income households.

Efforts to support affordable rental and homeownership opportunities will continue in to 2023-24 with support of LASA's 25-unit, new affordable rental housing development located on Gravelly Lake Dr. SW, and continued development by Habitat for Humanity of new affordable homeownership opportunities for low- and moderate-income homebuyers located along Boat St. SW. As housing and rental prices have continued to rise, the need for affordable housing grows stronger still, especially for low-income and minority populations.

Additional actions to address the needs of Lakewood's underserved population are addressed through the ongoing 1% allocation from the City's general fund; strategic priorities include emotional supports and youth programs, housing assistance and homelessness services, crisis stabilization and advocacy, access to health & behavioral health, and access to food. For 2023, the City has allocated \$457,500 in general fund dollars in support of these programs.

In March 2021, the City received \$13,766,236 in American Rescue Plan Act (ARPA) funding to aid in the recovery from the budgetary, public health, economic, and financial impacts of the COVID-19 pandemic. To date, the City allocated in excess of \$1.2 million for various youth programs, \$3 million in support of local food banks, in excess of \$4.1 million for housing and homelessness programs, \$1.9 million for public health and safety, nearly \$600,000 for workforce development, and \$1.3 million in administration and city hall upgrades.

Actions planned to foster and maintain affordable housing

Lakewood recognizes the importance affordable housing and homeownership play in building vibrant communities and the direct connection they afford low-income households in wealth-building opportunities. In 2023, the City will continue its partnership with LASA and Habitat for Humanity in

developing new affordable housing. Habitat has acquired multiple vacant, abandoned and blighted properties in Lakewood and is in process of redeveloping those properties to construct eleven new homes for low-income homebuyers; construction is anticipated to be completed in late 2024. LASA has also acquired multiple properties around their current facility with the intention to provide increased access to services and the development of new affordable rental opportunities for low-income households. LASA intends to develop its project in phases with the initial phase, improved access to services, to be completed in 2023, with rental housing development to be completed in 2025.

Support for existing affordable owner-occupied housing will continue through Major Home Repair and HOME Housing Rehabilitation, while single-family and multifamily housing development is supported and encouraged through Lakewood's HOME Affordable Housing Fund and zoning density bonuses offered to developers of affordable housing.

Additional efforts in support of housing stability come from an annual 0.0073% sales and use tax (SHB-1406) to be used to provide financing for the development and maintenance of affordable housing for households at or below 60% of area median income. The fund has a current balance of \$285,185 with additional revenue of approximately \$95,000 to be received annually. Over the next 20 years, the City anticipates an estimated \$1.95 million dollars to be raised in support of affordable and supportive housing development.

Rental habitability and affordability remain a priority for the City. With approximately 56.1 percent of Lakewood's housing stock being rental, and 43 percent of Lakewood's housing stock constructed prior to 1960, the importance of maintain these units remains of paramount importance. In 2017, the City began its Rental Housing Safety Program (RHSP) requiring all residential rental properties (apartments, single-family homes, duplexes, etc.) within the Lakewood city limit be registered on an annual basis and maintain specific life and safety standards for those properties. Since substandard housing disproportionately affects the poor, working class families, seniors, the disabled, and persons who suffer from chronic illness, it is the aim of the RHSP to eliminate all substandard rental housing in Lakewood and improve the quality of life for all Lakewood residents. Since the program's inception, the City has inspected approximately 99 percent of its rental properties and has seen substantial improvements in both the quality and condition of many of the City's substandard rental properties.

Actions planned to reduce lead-based paint hazards

Consistent with Title X of the Housing and Community Development Act of 1992, Lakewood provides information on lead-safe practices to owners of all properties receiving up to \$5,000 of federal assistance. If work on painted surfaces is involved in properties constructed prior to 1978, the presence of lead is assumed, and safe work practices are followed if testing is not conducted.

In addition to the above, homes with repairs in excess of \$5,000 in federally funded rehabilitation assistance are assessed for risk (completed by a certified Lead Based Paint firm) or are presumed to

have lead. If surfaces to be disturbed are determined to contain lead, interim controls are exercised, occupants notified, and clearance testing performed by an EPA-certified firm. Properties constructed prior to 1978 and acquired with federal funds are inspected for hazards and acquired rental properties are inspected periodically.

With approximately 75% of Lakewood's 27,370 housing units being built prior to 1980, there exists the potential for some 20,000 housing units to contain lead-based paint hazards. To inform the community of the hazards of lead-based paint, the City offers copies of the EPA's "Protect Your Family from Lead in Your Home" and HUD's "Renovate Right" pamphlets at City Hall and provides copies of these pamphlets to all housing repair program applicants. As part of the City's single and multifamily housing programs, XRF paint inspections and Risk Assessments are conducted, lead-safe work is conducted by Washington State certified RRP renovation contractors, abatement work is conducted by certified abatement contractors, and clearance testing of all disturbed surfaces is performed by certified Risk Assessors.

The City conducts lead paint inspections on all pre-1978 properties where persons are relocated to with the Emergency Assistance for Displaced Residents and where homeownership assistance is provided for existing housing. Risk assessments are to be conducted on all pre-1978 homes served by housing repair programs where painted surfaces are to be disturbed as part of the scope of repairs. When completed, all homes will be free of lead-based paint hazards.

Actions planned to reduce the number of poverty-level families

The goals in the Strategic Plan have the capacity to reduce the number of households living in poverty. The goals emphasize stable and affordable housing and services as a means to address poverty and high-quality infrastructure as a way to revitalize communities.

For instance, the goal to address housing instability among residents, including homelessness includes projects which address long-term housing stability through housing rehabilitation programs designed to address housing repairs and renovations vital to maintaining existing affordable housing stock. Housing improvements also provide for accessibility and energy efficiency improvements providing for safer and more economical housing. Funding used to acquire blighted properties and replace them with new homeownership opportunities revitalizes neighborhoods, increases the value of neighboring properties, and creates ownership avenues designed to build household wealth and move families from poverty.

The goal to address the limited supply of diverse rental and homeownership opportunities includes funding for the construction of new, safe and affordable housing units for low-income homebuyers. By subsidizing project development costs, the City is able to effectively decrease the share of total income a family commits for housing cost, allowing the household to use those extra funds to pay down short-term debt and pay for other necessities, such as transportation, healthcare, and food, or save for the future.

To address the need for accessible, culturally competent services, programs will focus on the lingering

financial impacts the coronavirus pandemic has had on low- and moderate-income households. Fair housing counseling services will focus on housing inequities often borne by minority and low-income households. In 2023, \$100,000 will be allocated in support of homelessness prevention through emergency assistance payments to low- and moderate-income households, with a focus on the elderly, disabled, and minority populations, and through relocation assistance for households displaced through no fault of their own.

Additional effort to reduce the number of poverty-level families include funding through the 1% human services allocation which provides a broad spectrum of services including, supportive and emergency services, human services programs targeting basic human needs, homelessness intervention and prevention, fair housing assistance, crisis stabilization and advocacy, youth programs, access to health and behavioral services, access to food, and activities to increase self-sufficiency (e.g., workforce training, employment readiness, and education). For 2023, the City has allocated \$457,500 in general fund dollars in support of these programs.

Actions planned to develop institutional structure

Lakewood, Tacoma, and Pierce County have a long history of working closely together to coordinate funding activities and ensure funding strategies don't overlap or conflict. This is especially true today, as all three jurisdictions have been working towards regional coordination on anti-poverty strategies, affordable housing strategies, and homelessness initiatives. These initiatives aim to increase the supply of affordable housing (both rental and homeownership), lower the overall cost of housing for residents, create access to financial assistance and services, increase the earning potential of low-income households, reduce or eliminate the time a family is homeless, and create pathways to build wealth and assets. Funding allocations and recommendations for many local projects are reviewed and approved jointly.

Both Tacoma and Lakewood are represented on the Tacoma/Pierce County Affordable Housing Consortium to work on issues of affordable housing, including state-level policies and programs to increase resources and opportunities to address local housing needs. Tacoma and Lakewood participate in a multicounty planning system (Puget Sound Regional Council) that looks at regional growth and economic development, as well as equal access to opportunities. The City of Lakewood is also a founding member of the South Sound Housing Affordability Partners (SSHAP), a voluntary collaboration among 14 governments, whose goal is to provide a regional approach to preserve affordable, attainable, and accessible housing throughout Pierce County.

On a local level, Lakewood continues to coordinate federal funding opportunities and general fund expenditures through the Community Services Advisory Board (CSAB). The CSAB is tasked with policymaking and general funding recommendation authority as they relate to community development and human services activities citywide. Board responsibilities include facilitating the cooperation and coordination of human services and Consolidated Plan activities, holding public hearings to receive input

on community development and human service's needs, developing policy guidance and program evaluation criteria, and making funding recommendations.

With regard to the Tacoma-Lakewood HOME consortium and the allocation of HOME funds, the City of Tacoma has established the Tacoma Community Redevelopment Authority (TCRA), a public corporation organized and dedicated to the administration of federal grants and programs such as the Community Development Block Grant and HOME Investment Partnerships Program. The TCRA is responsible for administering the HOME Program, including the review of all housing programs for both Tacoma and Lakewood. The Board is staffed by ten Board members and is supported by City of Tacoma staff.

Actions planned to enhance coordination between public and private housing and social service agencies

The City is the convener of monthly human services Collaboration meetings. Collaboration partners include for-profit and nonprofit providers of housing, services, homeless programs, dv and family services, youth programs, food banks, and healthcare services.

City of Lakewood staff routinely coordinate with City of Tacoma, as part of the HOME Consortium, and participate in regional efforts coordinating planning efforts and service delivery. The Cities participate in the Tacoma/Lakewood/Pierce County Continuum of Care and are active in the Tacoma Pierce County Affordable Housing Consortium, the Economic Development Board for Tacoma-Pierce County, the Pierce County Human Services Coalition and other public entities and associations that set priorities for use of resources in the region, set goals, and measure progress in meeting those goals. Lakewood staff participate in monthly meetings with service providers and coordinate on the development of plans and strategies. Coordination with public and assisted housing providers along with governmental agencies for health, mental health, and other services focus on economic development, transportation, public services, special needs, homelessness, and housing. As the need for affordable housing and services continues to increase, the Cities of Tacoma and Lakewood, Pierce County, and the Puget Sound Regional Council continue to collaborate on long-term priorities to leverage limited funding to meet the needs of the community.

Additional coordination efforts with housing and social service agencies involves funding through the City's 1% human services allocation. This fund targets programs that provide low-income housing and homelessness assistance, crisis stabilization and advocacy, emotional supports & youth programs, access to health and behavioral services, and access to food. Through the City's annual allocation process, relationships have been maintained with providers of services such as, Tacoma Rescue Mission, Emergency Food Network, Community Healthcare, Greater Lakes Mental Healthcare, YWCA & YMCA, LASA, Rebuilding Together South Sound, Asian Pacific Cultural Center, Oasis Youth Center, Multicultural Child and Family Hope Center, Nourish Pierce County, St. Leo's Food Connection, Pierce County AIDS Foundation, and other services providers offering programs to low and moderate income households throughout the County. Collaboration continues with both the Pierce County Housing Authority and the

Tacoma Housing Authority on the expansion of safe, decent, affordable housing options for low-income citizens.

Discussion

Program Specific Requirements

AP-90 Program Specific Requirements - 91.420, 91.220(l)(1,2,4)

Introduction

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(l)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	375,000
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	0
3. The amount of surplus funds from urban renewal settlements	0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	0
5. The amount of income from float-funded activities	0
Total Program Income:	375,000

Other CDBG Requirements

1. The amount of urgent need activities	0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan.	100.00%

Discussion

Annual Action Plan 2023	48
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Attachments

(Insert SF 424 and Certifications)



TO: Mayor and City Councilmembers

FROM: Jeff Gumm, Program Manager

THROUGH: Tho Kraus, Deputy City Manager *Tho Kraus*

DATE: March 27, 2023

SUBJECT: Rental Housing Safety Program Update

ATTACHMENTS: PowerPoint Presentation

Background: This memorandum provides the City Council with an update of the status of the Rental Housing Safety Program (RHSP) for year-end 2022. It is accompanied by a PowerPoint presentation which includes the following elements:

- Recap of 2022 activities;
- Year-end program registration numbers;
- Property registration breakdown;
- Inspection/re-inspection results;
- Common inspection items failed;
- Mandated inspections; and
- 5 Year Recap.

Community Development staff will be present to answer questions regarding the Rental Housing Safety Program progress and recent developments.

Rental Housing Safety Program Year-End Report 2022



March, 2023

Overview

Property Map

Registered Properties at a Glance

Year-end Registration – 2022

Inspection/Re-Inspection By Property Type

Common Inspection Items Failed

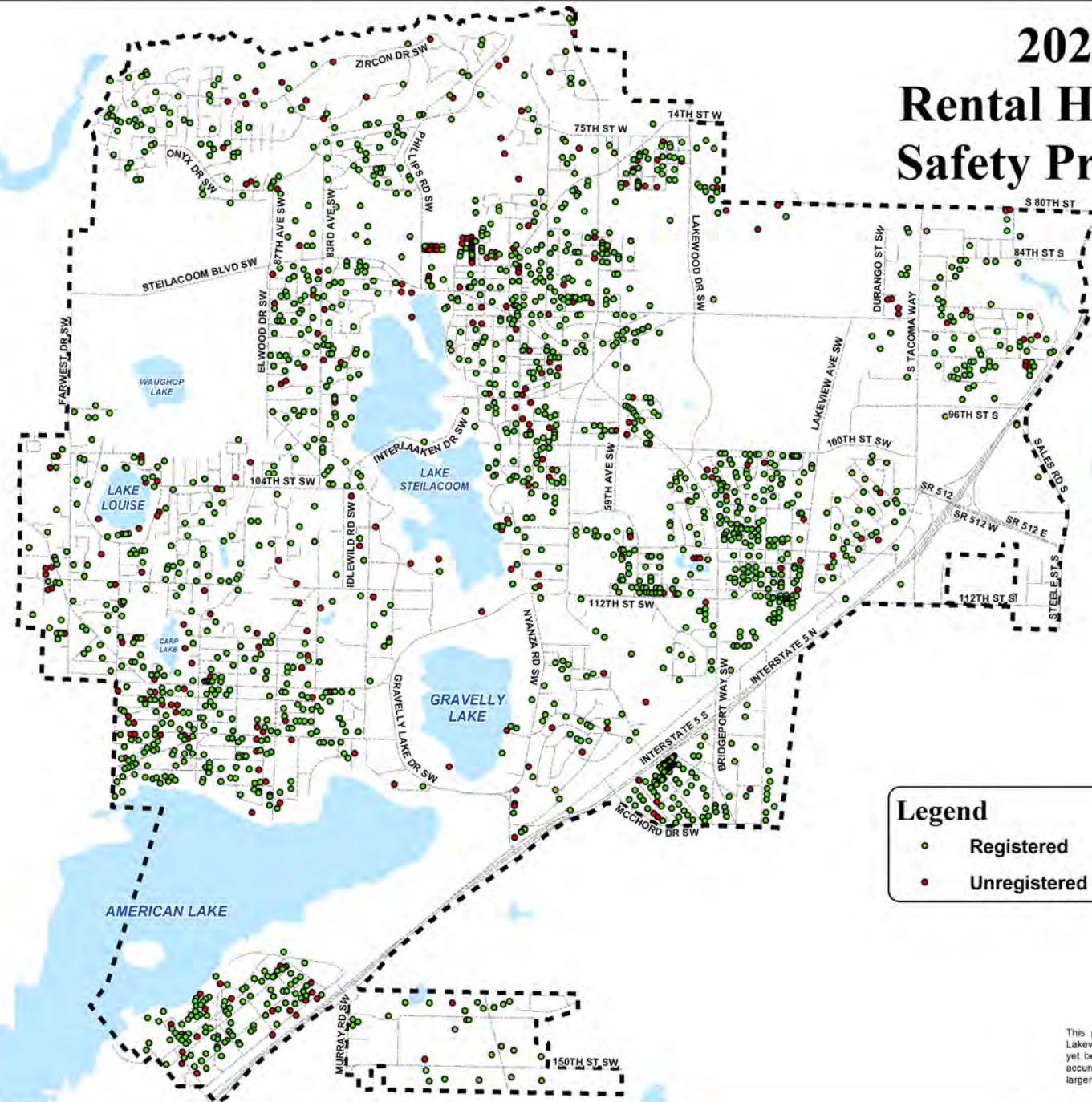
RHSP Property Inspections & Improvements

Mandated Inspections and Outcomes

5 Years In Review



2022 Rental Housing Safety Program



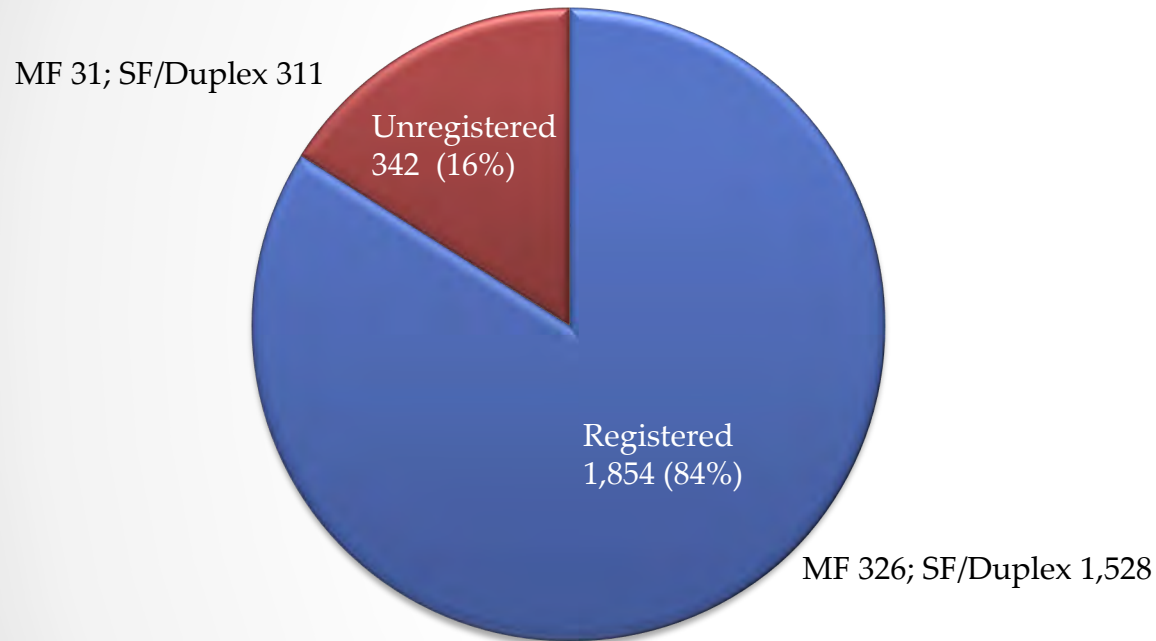
Legend

- Registered
- Unregistered

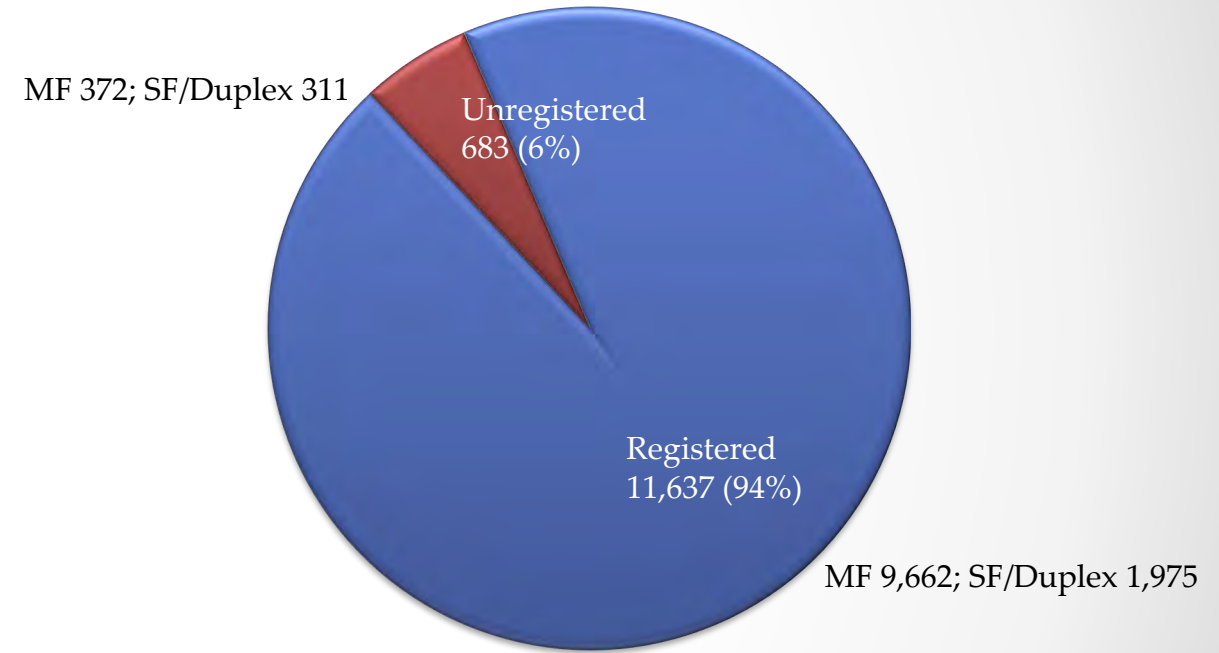
City Limit

Year-end Registration - 2022

Rental Properties



Rental Units



Year-end Registration - 2021

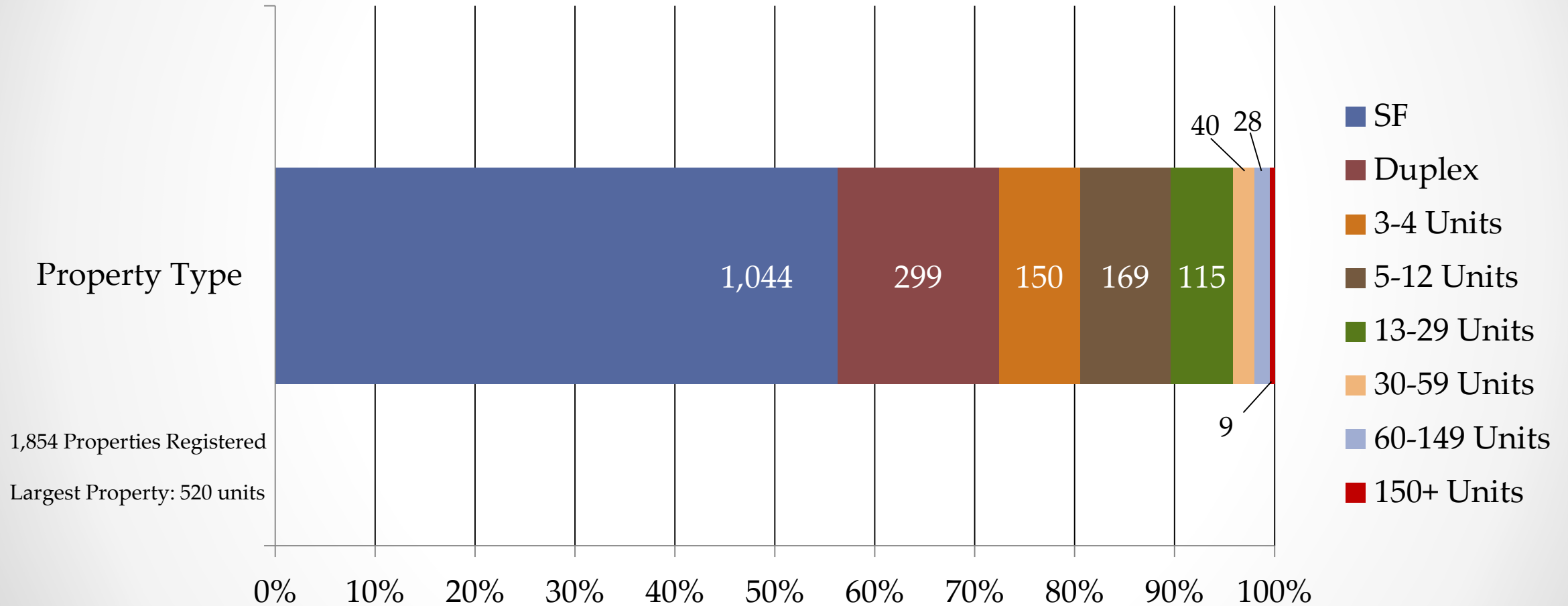
Properties

Unregistered: 585 (24%)
Registered: 1,818 (76%)

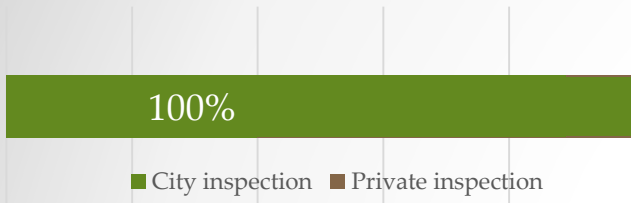
Units

Unregistered: 712 (6%)
Registered: 10,923 (94%)

Registered Properties at a Glance - 2022



2022 Initial Inspections by Property Type

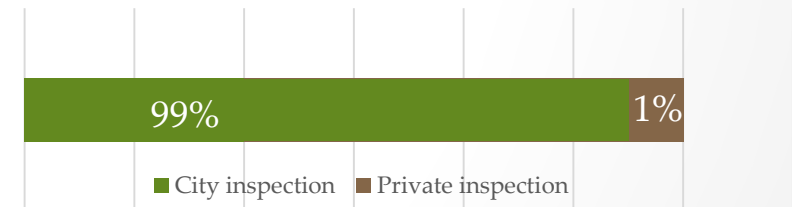
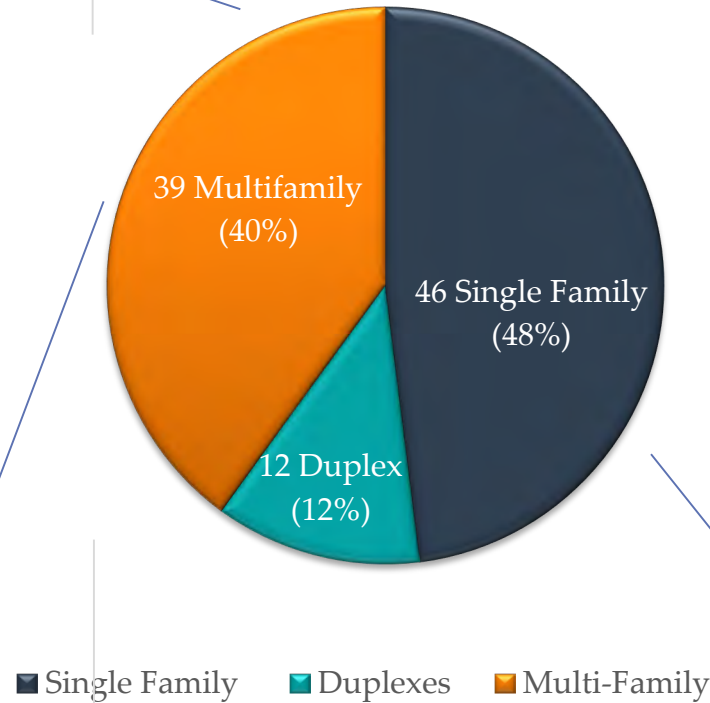
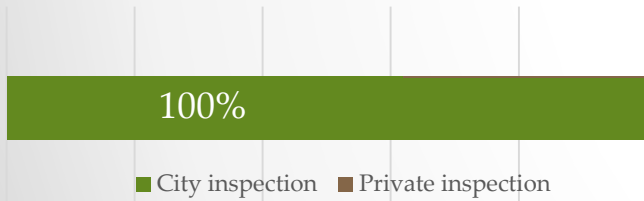


Initial Property Inspections - 97

96 Total Inspections Conducted by City Inspectors (99%)

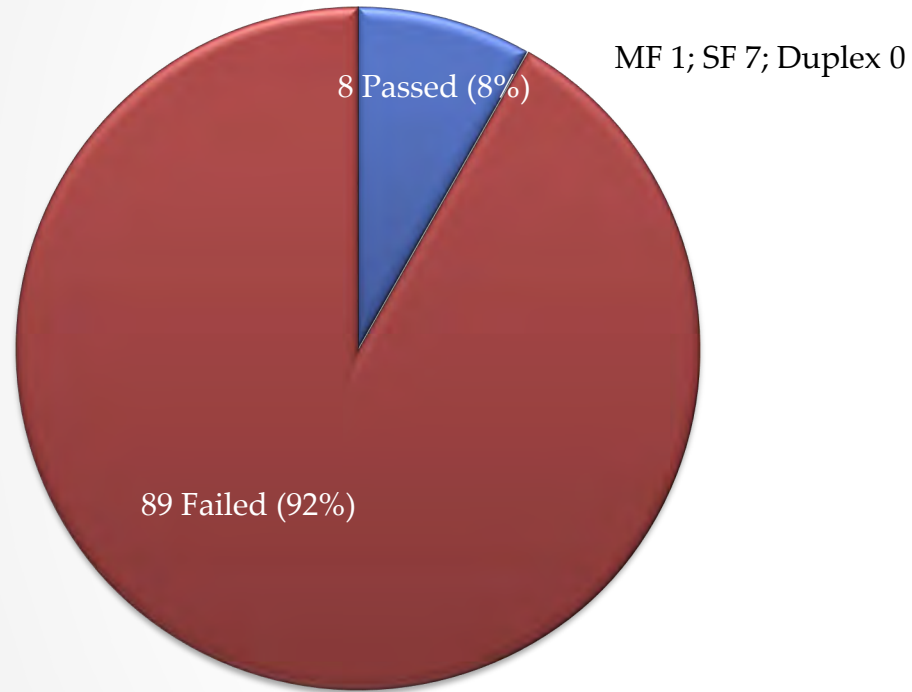
1 Total Inspections Conducted by City Approved Private Inspectors (1%)

Comparison: 2021 Initial Inspections - 255



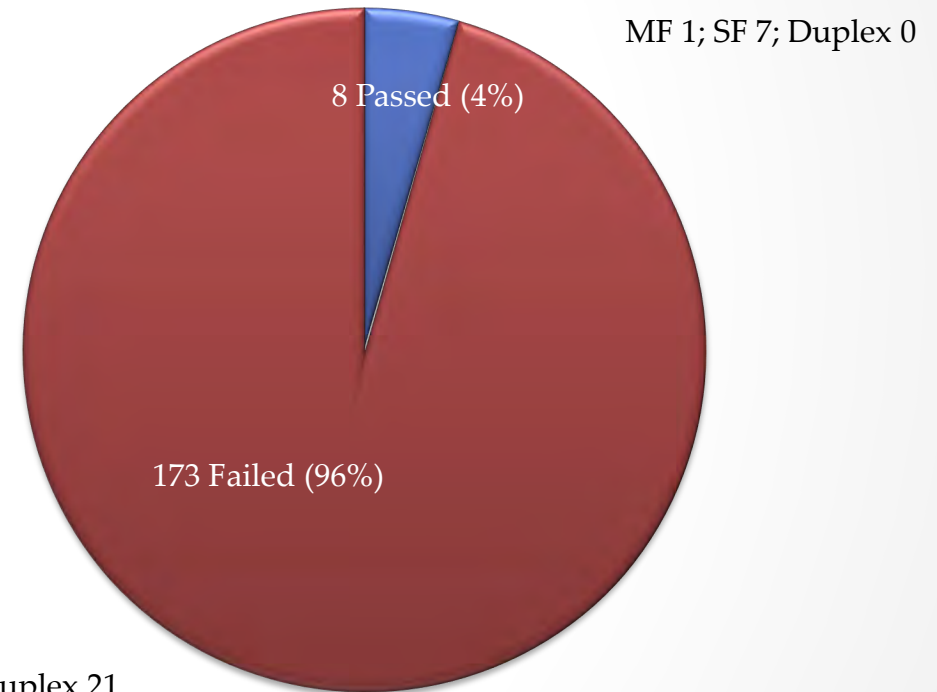
Initial Inspection Results - 2022

97 Total Properties Initially Inspected



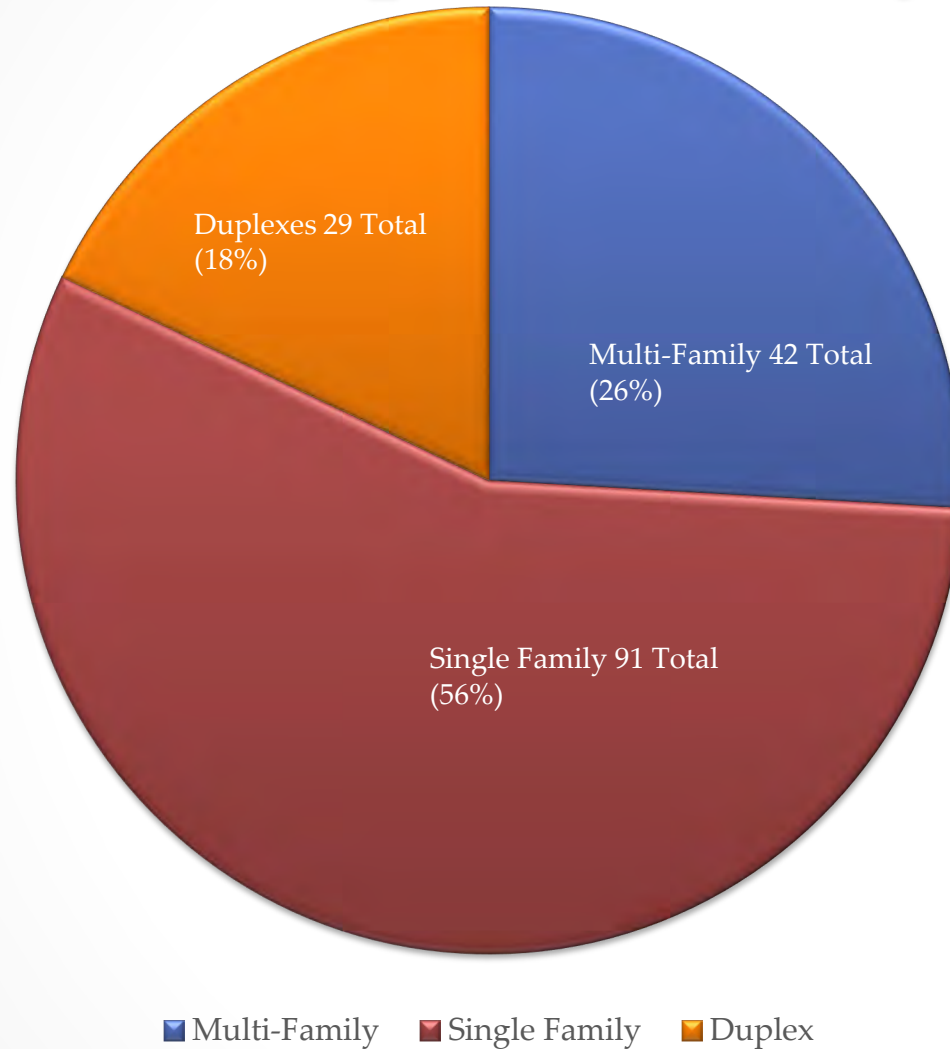
MF 38; SF 39; Duplex 12

181 Total Units Initially Inspected



MF 113; SF 39; Duplex 21

2022 Re-Inspections by Property Type



Property Re-Inspections – 162

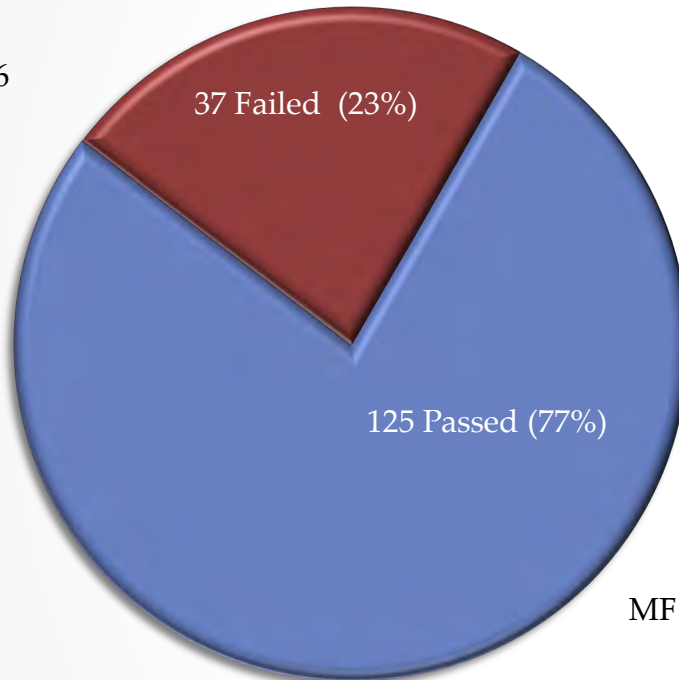
All Re-Inspections Completed By City of Lakewood.

Comparison: 2021 Re-Inspections - 257

Re-Inspection Results - 2022

162 Total Properties Re-Inspected

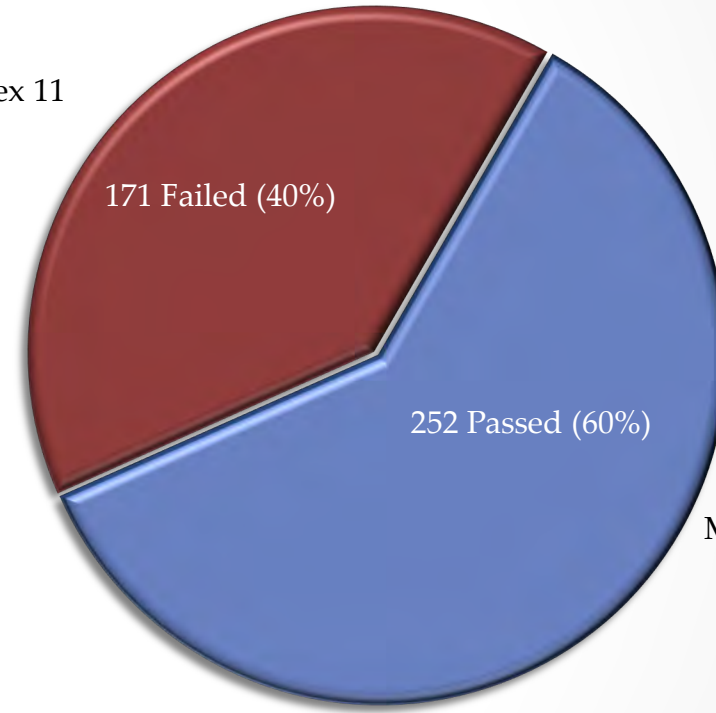
MF 13; SF 18; Duplex 6



MF 27; SF 75; Duplex 23

423 Total Units Re-Inspected

MF 142; SF 18; Duplex 11



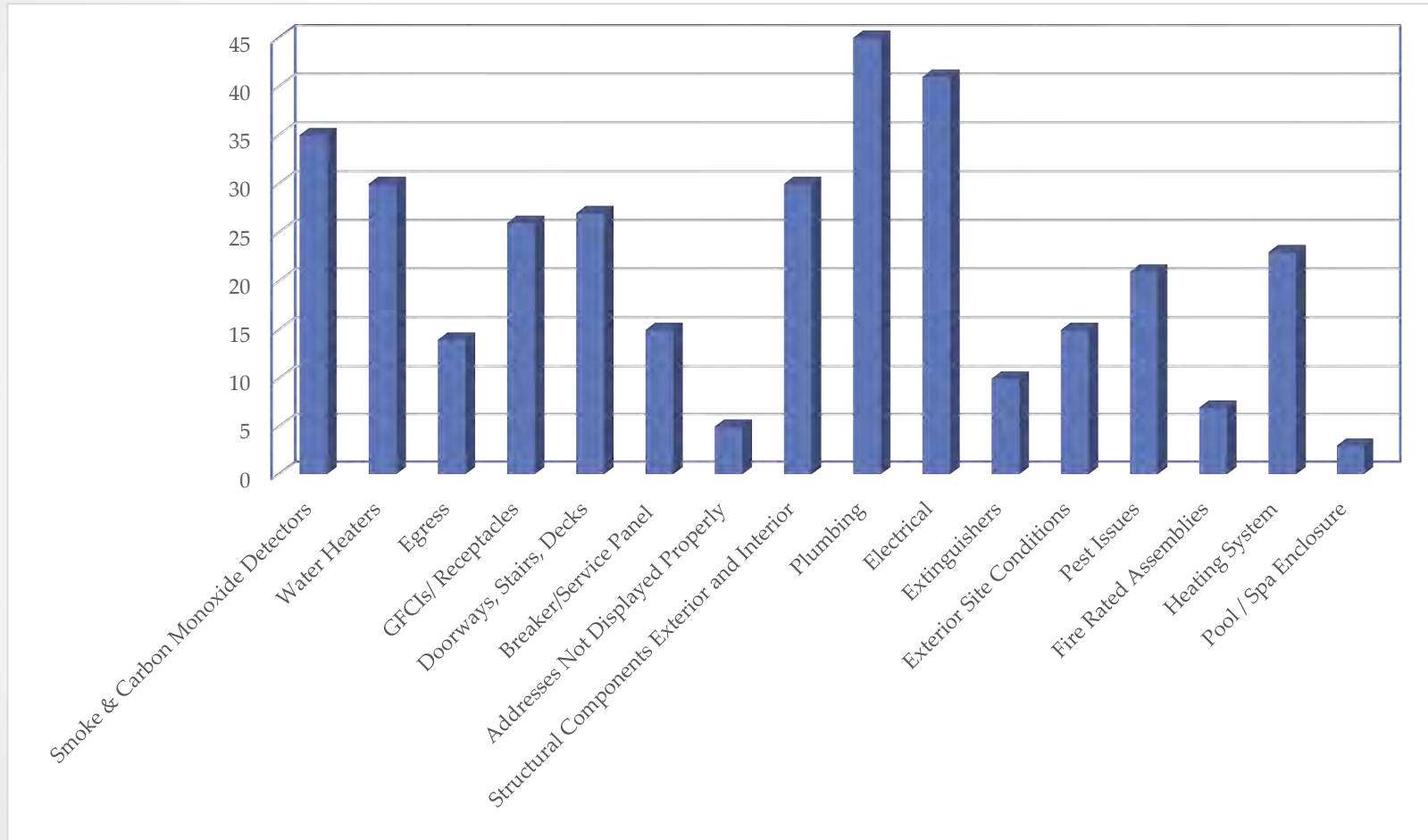
MF 145; SF 70; Duplex 38

Comparison:

2021 Passed – 75%

2021 Passed – 47%

Common Inspection Items Failed

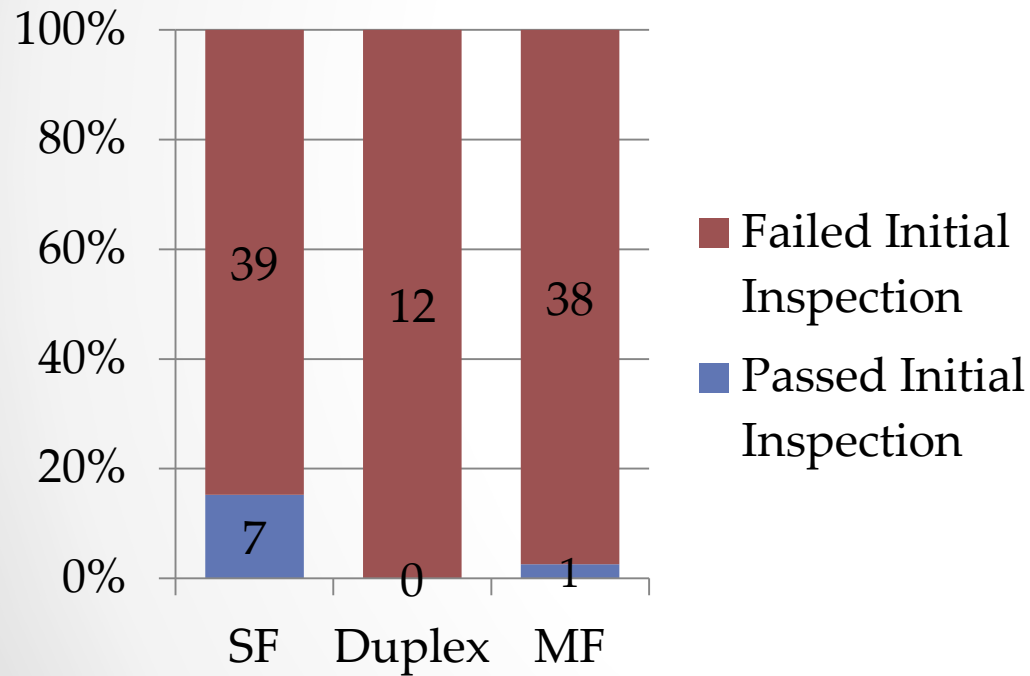


Comparison:

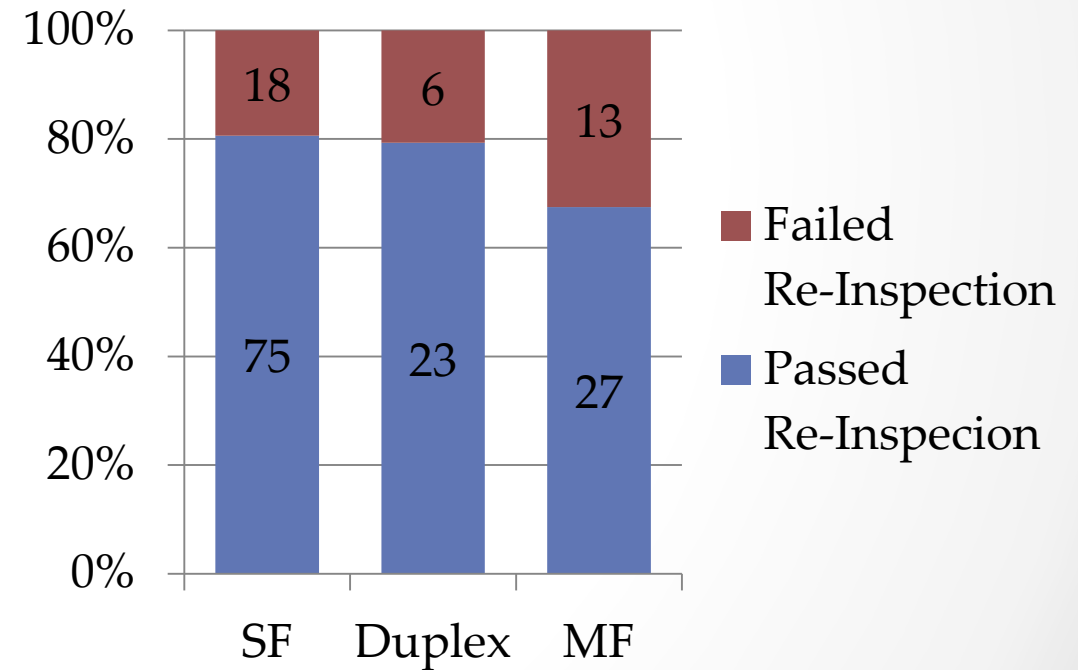
2021 Common Items Failed - 1) Smoke & CO Detectors; 2) Water Heaters; 3) Electrical and 4) Plumbing

Inspection Insights – 2022

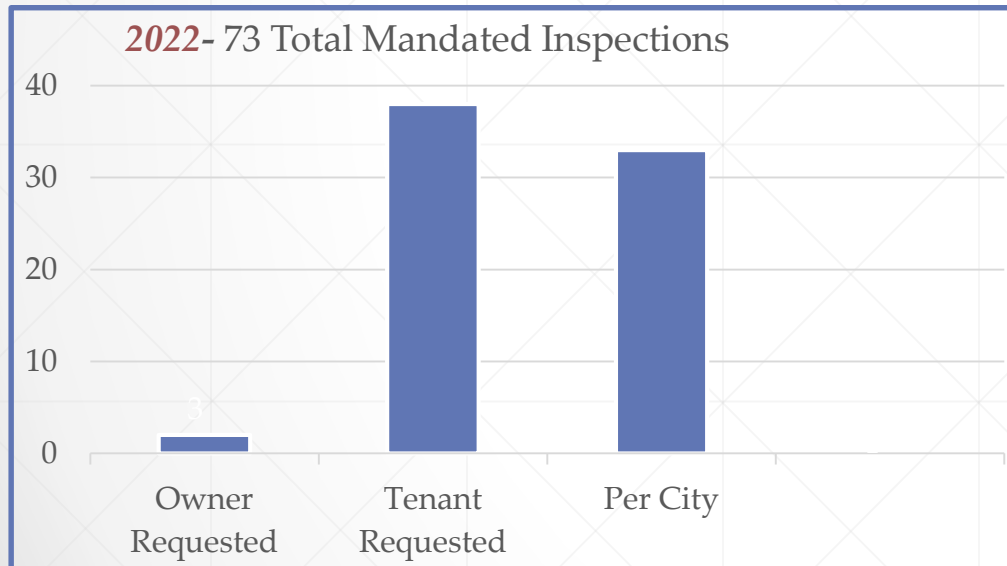
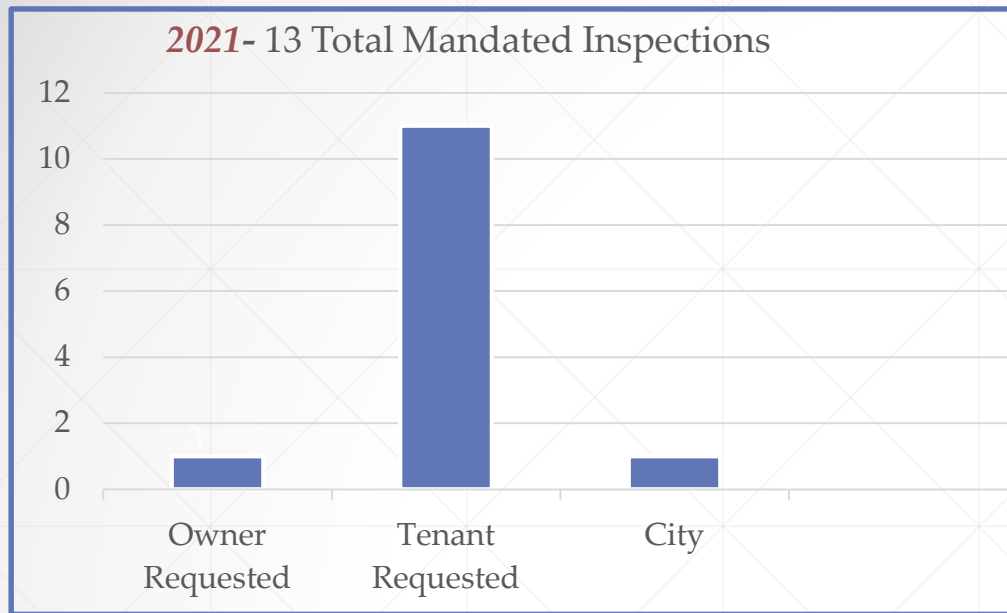
Initial Inspection Results – By Property



Re-Inspection Results – By Property



What is a mandated inspection?



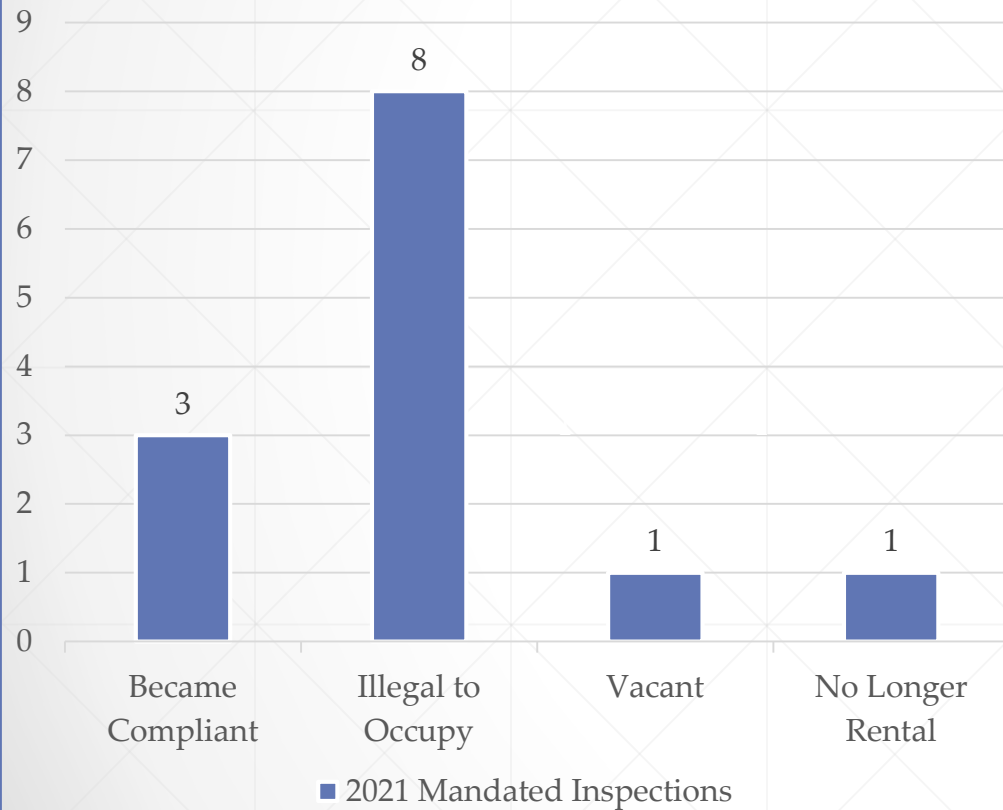
Mandated inspections typically occur when a property is identified with building or code enforcement violations which have gone unaddressed or that have risen to a point of impacting life-safety in a unit or property.

May also occur at properties failing to complete re-inspection of units which failed between 2019 and 2022 or where failed to register for multiple years.

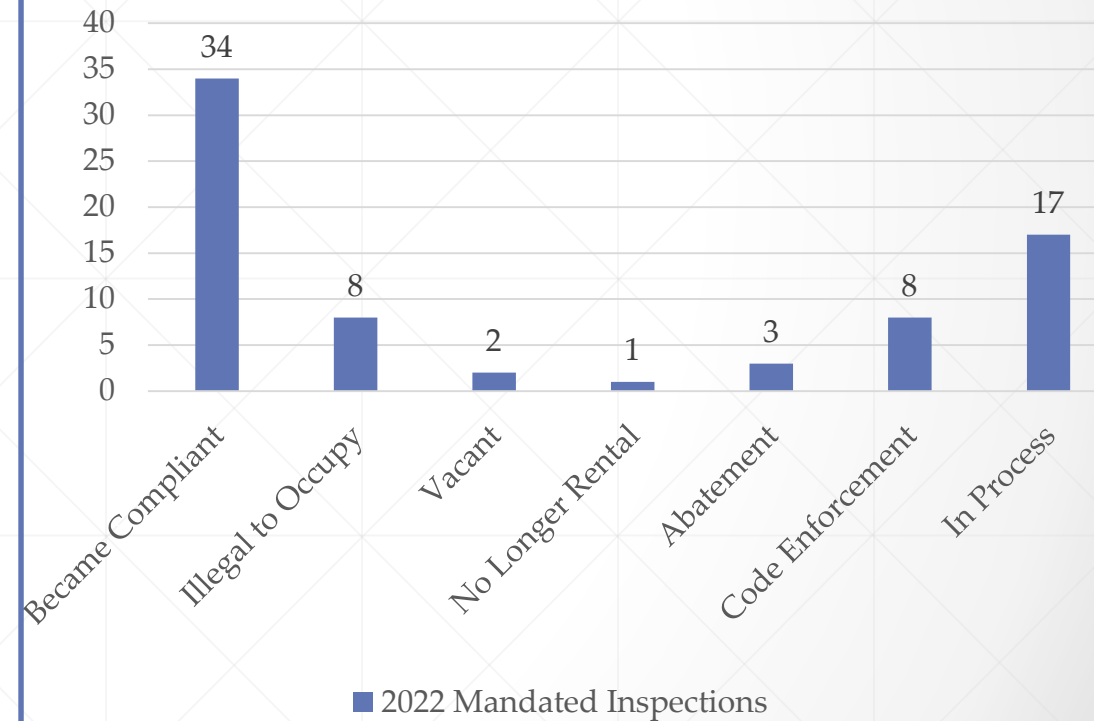
Inspection request may be generated by tenant, owner, or at the request of City RHSP program, building or code enforcement staff request.

Mandated Inspection Outcomes

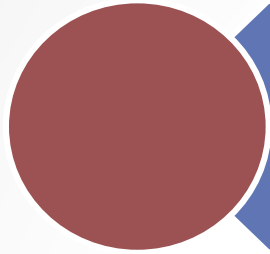
2021- 13 Total Mandated Inspections



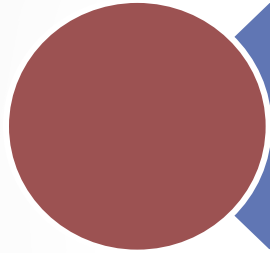
2022- 73 Total Mandated Inspections



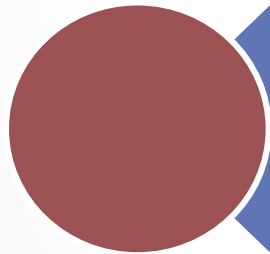
Five Years In Review



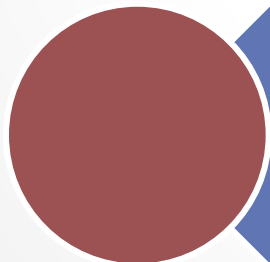
Registered Properties and Units Per Year



Inspected Properties and Units Per Year

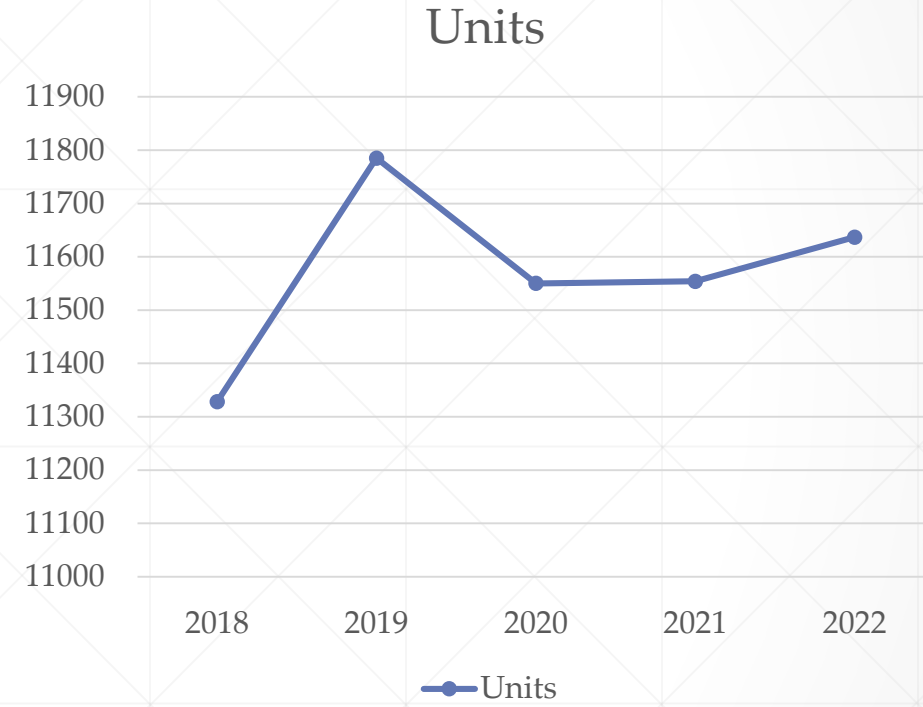
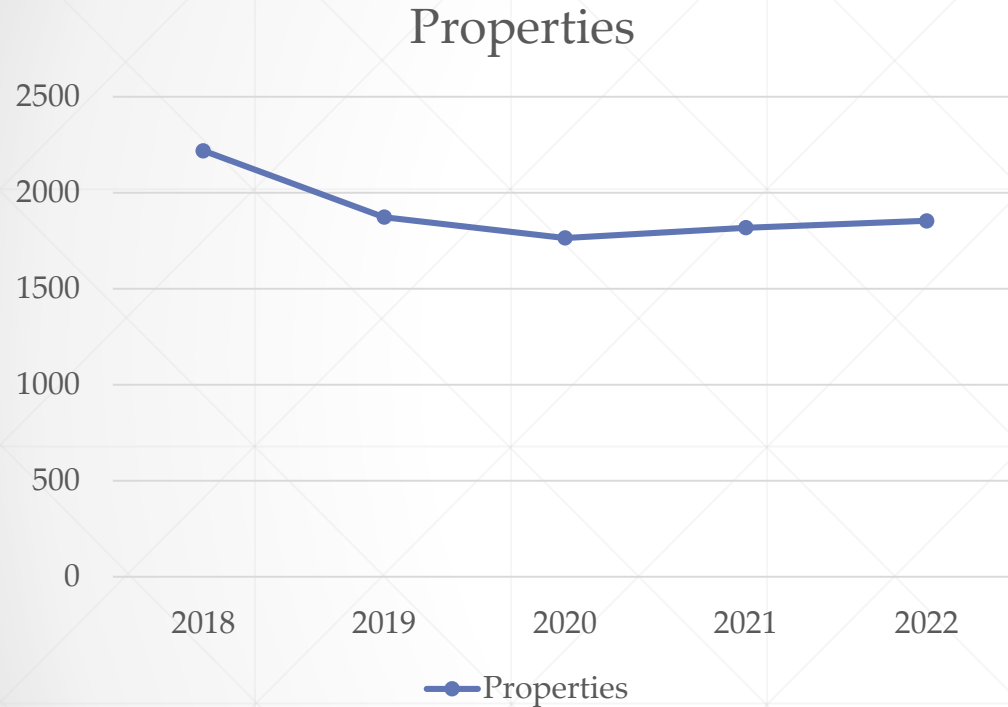


Inspected Properties and Units Passed & Failed
Per Year

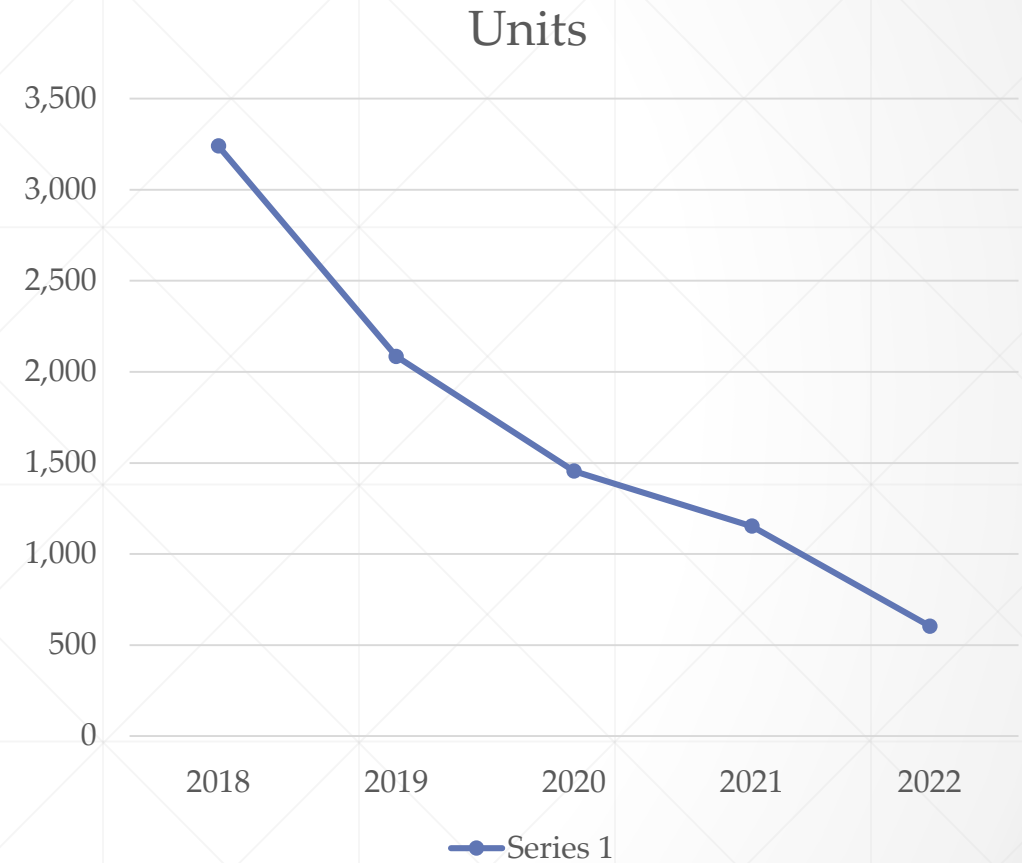
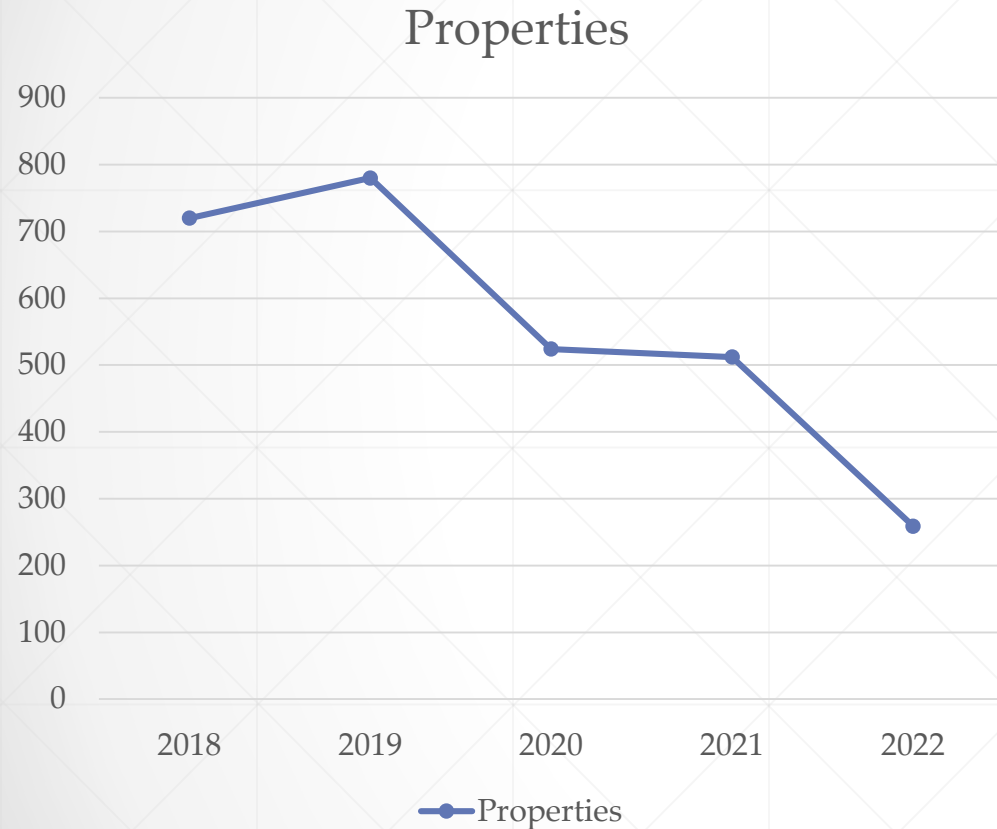


Top 6 Items Identified as Failed Each Year

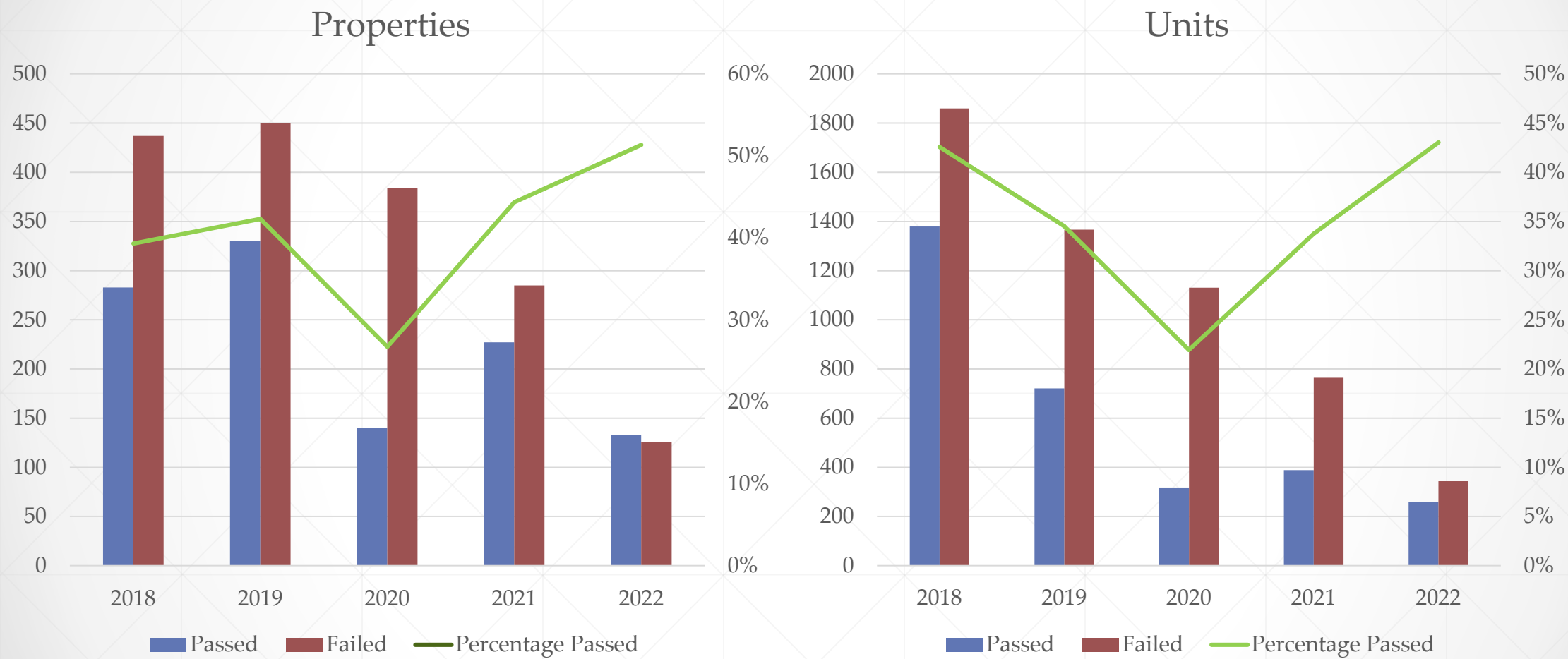
Registered Properties and Units By Year



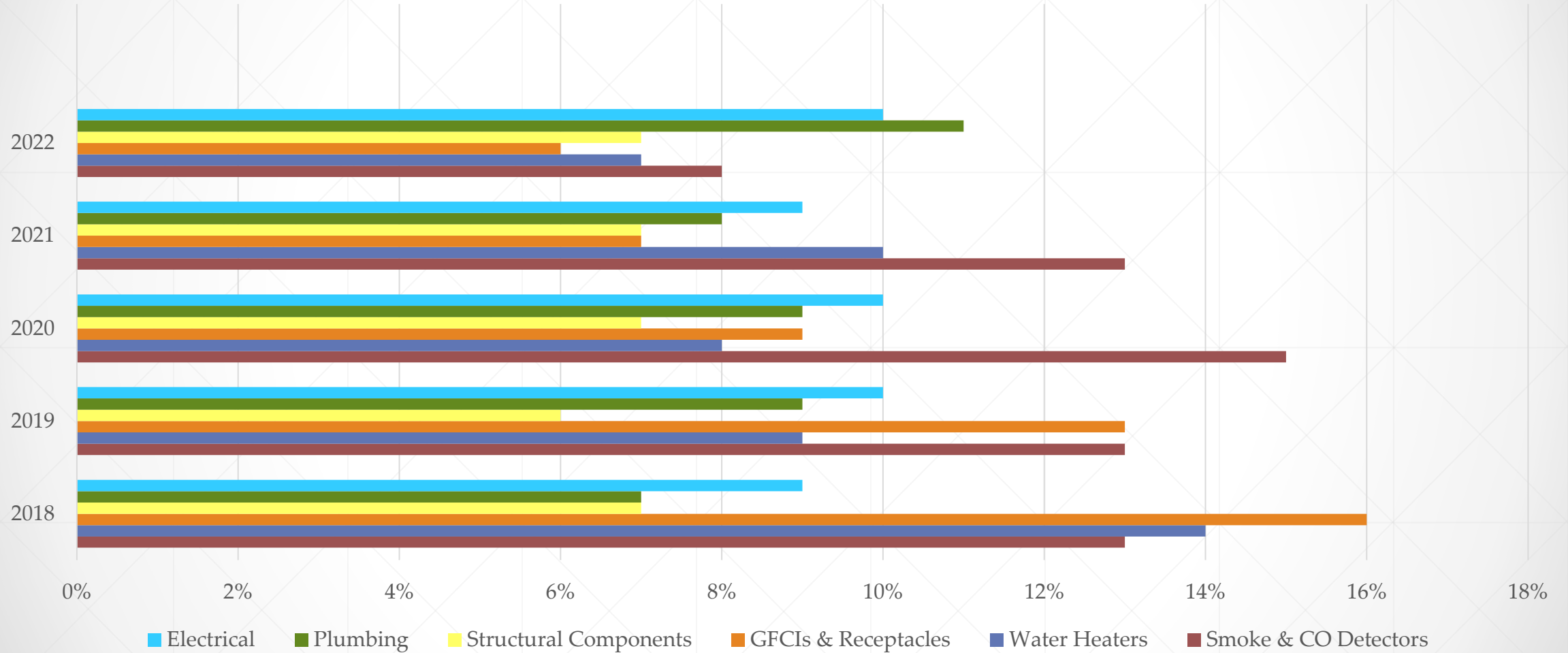
Inspected Properties & Units By Year



Passed and Failed Properties and Units by Year



Most Common Property Issues by Year



QUESTIONS?