



Wednesday, April 16, 2025 @ 6:30 PM

HOW TO ATTEND

- **In-person:** Council Chambers, Lakewood City Hall, 6000 Main St SW., Lakewood, WA 98499
- **Virtually:** Online or by phone.
Online: <https://cityoflakewood-us.zoom.us/j/88030740190>
Phone: (253) 215-8782 and enter meeting ID: 880 3074 0190
- **Livestream:** <https://YouTube.com/CityofLakewoodWA>

Persons requesting special accommodation or language interpreters should call 253-983-7767 as soon as possible in advance of the meeting so that an attempt to provide special accommodation can be made.

PUBLIC COMMENT

Public comments or testimony on public hearings are accepted by mail, email, or by in-person or virtual attendance. Mail comments to Karen Devereaux, Planning Commission Clerk, 6000 Main Street SW Lakewood, WA, 98499 or email kdevereaux@cityoflakewood.us. Comments received by noon on the day of the meeting will be provided to the commission electronically.

IN-PERSON/VIRTUAL COMMENTS

Each person has 3 minutes. Attendees are allowed to speak during public comments or public hearings only. Those attending in person will be called on by the Chair. Those attending via Zoom should use the “raise hand” function to indicate they wish to speak. Once the Chair calls your name, you will be unmuted. First, state your name and city of residence, and then provide your testimony.

WELCOME/CALL TO ORDER

ROLL CALL

APPROVAL OF MEETING MINUTES dated April 2, 2025

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARINGS None

UNFINISHED BUSINESS

- For action: Multifamily Tax Exemption (MFTE) Program Updates and Residential Target Area (RTA) Map Updates Page 5
- For action: 2025 Comprehensive Plan Amendments (25CPAs) Page 36

NEW BUSINESS

- 2025-2029 5 Year CDBG/HOME Consolidated Plan (Jeff Gumm, Housing Div4Mgr4)Page 178
- Annual Shoreline Restoration Activities Presentation (Dr. Derek Faust)Page 410
- Planning Commission Rules of Procedure Page 435

NEXT STEPS

- REPORTS FROM CITY COUNCIL LIAISON, CITY STAFF, PLANNING COMMISSION MEMBERS
- NEXT MEETINGS: MAY 7, JUNE 4 AND JUNE 18. NO MEETING MAY 21, 2025.
 - o May 7: 6-year Transportation Improvement Program; Natural Environment and Climate Change Program Status Update

Attachments

- Staff Report: Multifamily Tax Exemption (MFTE), and Residential Target Area (RTA) Map Updates
- Staff Report: 2025 Comprehensive Plan Amendments
- Staff Report: 2025-2029 5 Year CDBG/HOME Consolidated Plan
- Staff Report: Shoreline Restoration Activities
- Staff Report: Planning Commission Rules of Procedure



Lakewood Planning Commission April 2, 2025 Meeting Minutes

WELCOME/CALL TO ORDER

Phillip Combs, Chair, called the meeting to order at 6:30 p.m.

ROLL CALL

Planning Commission Members Present Phillip Combs, Chair; Ellen Talbo, Vice Chair; Mark Herr; Linn Larsen; Philip Lindholm; and Sharon Wallace

Planning Commission Members Excused Robert Estrada

Staff Jeff Rimack, Director, PPW; Tiffany Speir, Planning Division Manager; Becky Newton, Economic Development Manager; and Karen Devereaux, Planning Commission Clerk

Council Liaison Councilmember Paul Bocchi (present via ZOOM)

APPROVAL OF MINUTES

MOTION: For approval of March 5, 2025, meeting minutes as written.

SECONDED. PASSED 6-0.

AGENDA UPDATES

At a past meeting a few commissioners queried if saying the pledge of allegiance would be allowed. Ms. Tiffany Speir informed the commissioners that if they wanted to start their meetings in this manner, they are welcome to do so. It was noted people have a choice to participate or not.

PUBLIC COMMENT

Chair Combs opened the floor for in-person and virtual public comment.

Christina Klas, Lakewood resident and business owner, stated she is not against new development in the residential target areas then urged commissioners to wait to expand the RTA along Gravelly Lk Dr SW until they can develop a mixed-use overlay.

Ms. Kim Lopez, Lakewood resident, spoke in opposition of the RTA expansion along Gravelly Lake Dr SW noting that she is upset the City possibly will tear down existing businesses that already provide for the community. Ms. Lopez also voiced concerns about increased traffic and unsafe intersections in the RTA.

Ms. Cindy Gardner, Lakewood resident, spoke both in favor and opposition of the RTA expansion along Gravelly Lake Dr SW. Ms. Gardner noted she loved the plan and thinks it will work, but thought the Alliance project should be built first and time taken to see what impact the large development would have on the neighborhood, schools, and traffic in the area before moving forward with expansion.

Jeff, stated representative of Mr. Terry Emmert of Emmert, LLC, opposed the use of the parcel recently purchased by the City for a park.

Chair Combs closed the public comment segment.

PUBLIC HEARINGS

2025 Comprehensive Plan Amendments

Ms. Speir provided a background overview of the 13 proposed 2025 Comprehensive Plan amendments and staff recommendations for each:

- 2025-01** Adopt “co-Living Housing” Amendments for consistency with [ESHB 1998](#) (“Concerning co-living housing”)
- 2025-02** Updates to Comprehensive Plan Capital Facilities Element, Parks Element, and Utilities Element for consistency with E2SHB 1181 (Climate Change & Resiliency) 2025-03
- 2025-03** Updates to Lakewood development regulations regarding “middle housing” for consistency with E2SHB 1110
- 2025-04** Adopt regulatory amendments for consistency with [SB 5792](#) (“Concerning the definition of multiunit residential buildings”)
- 2025-05** Adopt regulatory amendments regarding residential parking for consistency with [SSB 6015](#) (“Concerning residential parking configurations”)
- 2025-06** Adopt technical updates to the Lakewood Municipal Code (LMC) to: reincorporate previous Civic Use regulations; update LMC 18A.10.180 (Definitions) to include “religious assembly”; amendments to LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and amendments to LMC 18A.40.080 (A) to allow day care centers in real property owned or controlled by religious organizations in the MR1 and MR2 zones
- 2025-07** Adopt the 2025-2029 Commute Trip Reduction (CTR) Plan
- 2025-08** Adopt redesignation/rezoning of parcel 0319061001 from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1.)
- 2025-09** 2025-09 Review, and if needed, amend, the Lakewood Regional Urban Growth Center (RUGC)’s implementation through the Downtown Subarea Plan (DSAP) for consistency with PSRC’s Regional Centers Framework Redesignation Requirements
- 2025-10** Adopt redesignation/rezoning of parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)
- 2025-11** Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)
- 2025-12** Recognize RCW 35A.21.440 and RCW 36.70A.130 and adopt regulations regarding allowing new housing in “existing buildings”, as defined herein, zoned commercial or mixed-use in the Lakewood Municipal Code.
- 2025-13** Rezone parcel 7025000161 from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1.)

Chair Combs opened the public hearing.

Samantha Winkle, LRI Waste Connections, spoke in favor of the requested rezoning and thanked the commission for working on the requested amendment 2025-08.

Chair Combs closed the public hearing comment segment during the hearing.

Discussion ensued and all the Commissioner’s questions were answered, or staff offered to research and provide additional information at the next meeting. Ms. Speir described the next steps as reviewing the full docket of 13 proposed amendments and making a recommendation to the Council at a meeting on April 16, 2025.

UNFINISHED BUSINESS

Multi-family Tax Exemption (MFTE) Program Updates and Residential Target Area (RTA) Boundary Updates

Ms. Becky Newton provided the Planning Commission with a summary of public comments received with City responses to each for review prior to the April 2 meeting.

Commissioners discussed the amendments to the proposed resolution. However, during discussion three members recused themselves from the vote on the MFTE Program and RTA boundary changes due to conflict of interest in that they each live within or very close to the boundary of the RTA. Because of lack of a quorum, action was postponed to a future meeting.

NEW BUSINESS None.

REPORTS

City Council Liaison Comments

Councilmember Bocchi updated Commissioners on the following topics: City Council held a retreat on Saturday, March 29, 2025, during which they met with the consultant firm hired to conduct the search process to find a new City Manager. Mr. John Caulfield would be retiring on June 5th, 2025.

City Staff Comments

Ms. Speir provided the schedule of upcoming meetings: April 16, May 7 and No Meeting May 21.

Planning Commission Members

Commissioner Ms. Ellen Talbo invited members to celebrate Earth Month by attending the Lakewood Waughop Lake Cleanup on Saturday, April 12th from 9:00 a.m. to 12:00 noon. It was suggested to bring your gloves and boots to assist with removing invasive plant species.

ADJOURNMENT Meeting adjourned at 7:55 p.m.

Phillip Combs, Chair

Karen Devereaux, Clerk



TO: Lakewood Planning Commission
FROM: Jeff Rimack, Director, Planning and Public Works and
Becky Newton, Economic Development Manager
DATE: April 16, 2025
SUBJECT: Multifamily Tax Exemption (MFTE) Program and Residential Target Area (RTA) Map & Code Amendments

ATTACHMENTS: Draft Resolution 2025-01 (**Attachment A**); City response matrix to public comments received during the Planning Commission public hearing (**Attachment B**); Current LMC Chapter 3.64 regulating the MFTE program (**Attachment C**); Maps of Oakbrook, Springbrook, and Tillicum RTAs (**Attachment D**); MFTE Financing examples (**Attachment E**); Summary of purpose for MFTE Program and how it interacts with Lakewood's zoning and development regulations (**Attachment F**); and Comment letter submitted related to the Lakewood Station District Subarea (**Attachment G.**)

BACKGROUND

The City of Lakewood adopted a Multifamily Tax Exemption program (MFTE) in 2002 and significantly updated it in 2023. Residential Target Areas (RTAs) regulations were first adopted in 2007 and in 2015, the City Council adopted Resolution 2015-10 establishing residential target areas (RTAs) for the MFTE program. The Lakewood MFTE program can only be applied within adopted RTAs.

In 2024, following an initial consideration of changes to certain RTAs' boundaries, the City Council directed that the Planning Commission reconsider the draft changes to provide additional public engagement and input opportunities. Within the reconsideration process, the Council also directed that an expansion of the CBD RTA boundary be reviewed.

The Planning Commission held a duly noticed public hearing on February 19, 2025 and extended it through March 5, 2025 on several proposed code amendments to the MFTE program and several potential Residential Target Area (RTA) boundary expansions (Central Business District, Oakbrook, Springbrook, and Tillicum.) Having reviewed the various potential RTA boundary expansions, PPW staff recommended the expansion of only the Central Business District (CBD) RTA.

Following the Council's direction to increase public engagement, all property owners located inside and within 300 feet of the proposed RTA boundary expansions were notified by mail on February 6. The Planning Commission public hearing was noticed as required in the Tacoma News Tribune, and the information was provided on the City's website and through social media.

Included in and attached to this memorandum:

- Options regarding criteria for proposed 12-year extension of an MFTE award;

- Draft Resolution 2025-01 (**Attachment A**);
- City response matrix to comments received during the Planning Commission public hearing (**Attachment B**);
- Current LMC Chapter 3.64 regulating the MFTE program (**Attachment C**);
- Maps of Oakbrook, Springbrook, and Tillicum RTAs (**Attachment D**);
- MFTE Financing examples (**Attachment E**);
- Summary of purpose for MFTE Program and how it interacts with Lakewood’s zoning and development regulations (**Attachment F**); and
- Comment letter submitted related to the Lakewood Station District Subarea (**Attachment G**.)

DISCUSSION

Proposed Amendments regarding the MFTE 12-year Extension

RCW 84.14.020, the state law authorizing the proposed 12-year extension, states:

[T]he applicant must meet at a minimum the locally adopted requirements for the property to qualify for an exemption applicable at the time of the extension application, and the applicant commits to renting or selling at least 20 percent of the multifamily housing units as affordable housing units for low-income households.

[F]or any 12-year exemption extension authorized, at the expiration of the exemption, the applicant must provide tenant relocation assistance in an amount equal to one month's rent to a qualified tenant within the final month of the qualified tenant's lease.

No new exemptions may be provided beginning on or after January 1, 2032. No extensions may be granted under subsection (6) of this section on or after January 1, 2046.

(Emphasis in italics added.)

LMC 3.64.020 (G) already allows the 12-year extension of the MFTE in the Springbrook and Station District RTAs. The 12-year extension requires that at least 20% of units are affordable to those at 70% of the Pierce County AMI. The proposed amendment in Resolution 2025-01 is to also allow the extension within the CBD RTA.

At its April 2 meeting, the Planning Commission requested that PPW prepare information about how to adopt a “phased approach” to the proposed 12-year extension authorized under RCW 84.14.020(6)-(9). After review of RCW 84.14.020 and consultation with the state staff who oversee local governments’ MFTE program reporting, PPW has found that a phased approach is not within the scope of the law.

However, the Commission can recommend more restrictive affordability requirements for MFTE projects to receive a 12-year extension beyond their initial 8- or 12-year MFTE award by amending the criteria LMC 3.64.020 (E), (F), and/or (G):

E. Eight-Year Exemption Project Eligibility. A proposed project must meet the following requirements for consideration for a property tax exemption:

1. *Location.* The project must be located within a residential target area, as designated in LMC [3.64.030\(C\)](#).
2. *Size.* The project must include at least 15 units of multifamily housing within a residential structure or as part of a mixed-use development. A minimum of 15 new units must be constructed or at least 15 additional multifamily units must be added to existing occupied multifamily housing. Existing multifamily housing that has been vacant for 12 months or more does not have to provide additional units so long as the project provides at least 15 units of new, converted, or rehabilitated multifamily housing.
3. Property tax exemptions for accessory dwelling units (ADUs) are not permitted under this chapter.
4. *Permanent Residential Occupancy.* At least 50 percent of the space designated for multifamily housing must be provided for permanent residential occupancy, as defined in LMC [3.64.010](#).
5. *Proposed Completion Date.* New construction multifamily housing and rehabilitation improvements must be scheduled to be completed within three years from the date of approval of the application.
6. *Compliance with Guidelines and Standards.* The project must be designed to comply with the City's comprehensive plan, building, housing, and zoning codes, and any other applicable regulations in effect at the time the application is approved. Rehabilitation and conversion improvements, and new construction, must comply with Chapter [15.05](#) LMC. The project must also comply with any other standards and guidelines adopted by the City Council for the residential target area (RTA) in which the project will be developed.
7. *Vacancy Requirement.* Existing dwelling units proposed for rehabilitation must have one or more violations of Chapter [15.05](#) or [15.25](#) LMC. If the property proposed to be rehabilitated is not vacant or, in the case of applications for property to be developed as new construction which currently has a residential rental structure on it, an applicant must provide each existing household a 120-calendar-day move notice as well as provide housing of comparable size, quality, and price which meets standards acceptable to the City. If any household being provided a 120-calendar-day move notice is qualified as a low-income household, the applicant will provide the household with moving expenses according to the current Department of Transportation Fixed Residential Moving Costs Schedule.

F. Twelve-Year Exemption Requirements. A proposed project must meet the following requirements for consideration for a 12-year property tax exemption:

1. All requirements set forth in subsection [E](#) of this section; and
2. The applicant must commit to renting or selling at least 20 percent of the multifamily housing units as affordable housing units to low- and moderate-income households respectively, and the property must satisfy that commitment and any additional affordability and income eligibility conditions adopted by the City of Lakewood. In the case of projects intended exclusively

for owner occupancy, the minimum requirement of this subsection may be satisfied solely through housing affordable to moderate-income households.

G. Extension for Projects Receiving an Initial Eight-Year or 12-Year

Exemption. Any project in the Lakewood Station District and Springbrook Residential Target Areas receiving an eight- or 12-year extension may apply for a subsequent 12-year extension in exchange for continued or increased income restrictions on affordable units; and

1. Application must be received within 18 months of expiration of current exemption;
2. At least 20 percent of the housing must be occupied by households earning no more than 70 percent of the Pierce County family median income;
3. Conversion from market rate to affordable units must comply with the procedures outlined in the City's policies and procedures;
4. Applicants must provide notice to tenants in rent-restricted units at the end of the tenth and eleventh years of the continued 12-year exemption that the exemption will expire and the landlord will provide relocation assistance;
5. Landlords must provide one month's rent as relocation assistance to a qualified tenant in their final month when affordability requirements no longer apply, even when the affordable rent period extends beyond the expiration of the tax exemption;
6. New extensions are not permitted on or after January 1, 2046.

Any project in the Downtown Residential Target Areas receiving an eight- or 12-year extension is prohibited from making an application for a 12-year extension.

Several amendment options for Planning Commission consideration include:

- Increase the minimum percentage of affordable housing units in an MFTE development to something above 20%
- Lower the required level of affordability of units (e.g., 60% area media income (AMI) vs 80% AMI)
- Increase the minimum number of units in a development receiving an MFTE award to more than 15
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ATTACHMENT A

RESOLUTION 2025-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LAKEWOOD, WASHINGTON, FORMALIZING ITS RECOMMENDATIONS REGARDING THE MULTIFAMILY TAX EXEMPTION (MFTE) PROGRAM AND RESIDENTIAL TARGET AREA (RTA) BOUNDARIES AND FORWARDING ITS RECOMMENDATIONS TO THE LAKEWOOD CITY COUNCIL FOR CONSIDERATION AND ACTION.

WHEREAS, in 2020 the City of Lakewood passed Ordinance 738 updating Chapter 3.64 of the Lakewood Municipal Code related to availability of tax exemptions for multi-family housing (MFTE program); and

WHEREAS, in 2023 the City of Lakewood passed Ordinance 792 amending LMC Chapter 3.64; and

WHEREAS, it is appropriate for the City Council to periodically consider and adopt amendments to the Lakewood MFTE program to ensure that it performs as intended and in compliance with state law; and

WHEREAS, the Planning Commission held a duly noticed public hearing on February 19, 2025 and continued the hearing to accept additional written public comment until March 5, 2025;

NOW, THEREFORE, THE LAKEWOOD PLANNING COMMISSION OF THE CITY OF LAKEWOOD, WASHINGTON, DOES RECOMMEND AS FOLLOWS:

Section 1. Amendments to the Lakewood Municipal Code 3.64.020 Property Tax Exemption – Requirements and process hereto, as follows:

3.64.020 (G) Extension for Projects Receiving an Initial Eight-Year or 12-Year Exemption. Per RCW 84.14.020(6)-(9), any project in the Central Business District (CBD) zone outside of the Tax Increment Area, Lakewood Station District, and Springbrook Residential Target Areas (RTAs) that have received an eight- or 12-year extension may apply for a subsequent 12-year extension in exchange for continued or increased income restrictions on affordable units; and

1. The application must be received within 18 months of expiration of current exemption;
2. At least 20 percent of the housing must be occupied by households earning no more than 70 percent of the Pierce County family median income;
3. Conversion from market rate to affordable units must comply with the procedures outlined in the City's policies and procedures;
4. Applicants must provide notice to tenants in rent-restricted units at the end of the tenth and eleventh years of the continued 12-year exemption that the exemption will expire and the landlord will provide relocation assistance;

5. Landlords must provide one month's rent as relocation assistance to a qualified tenant in their final month when affordability requirements no longer apply, even when the affordable rent period extends beyond the expiration of the tax exemption;
6. New extensions are not permitted on or after January 1, 2046.

~~Any project in the Downtown Residential Target Areas receiving an eight- or 12-year extension is prohibited from making an application for a 12-year extension.~~

3.64.020 (H) Application Procedure

A property owner who wishes to propose a project for a tax exemption shall complete the following procedures:

File with the Department of Planning and Public Works (PPW) the required application along with the required fees as set in the Lakewood Master Fee Schedule (adopted annually by resolution).

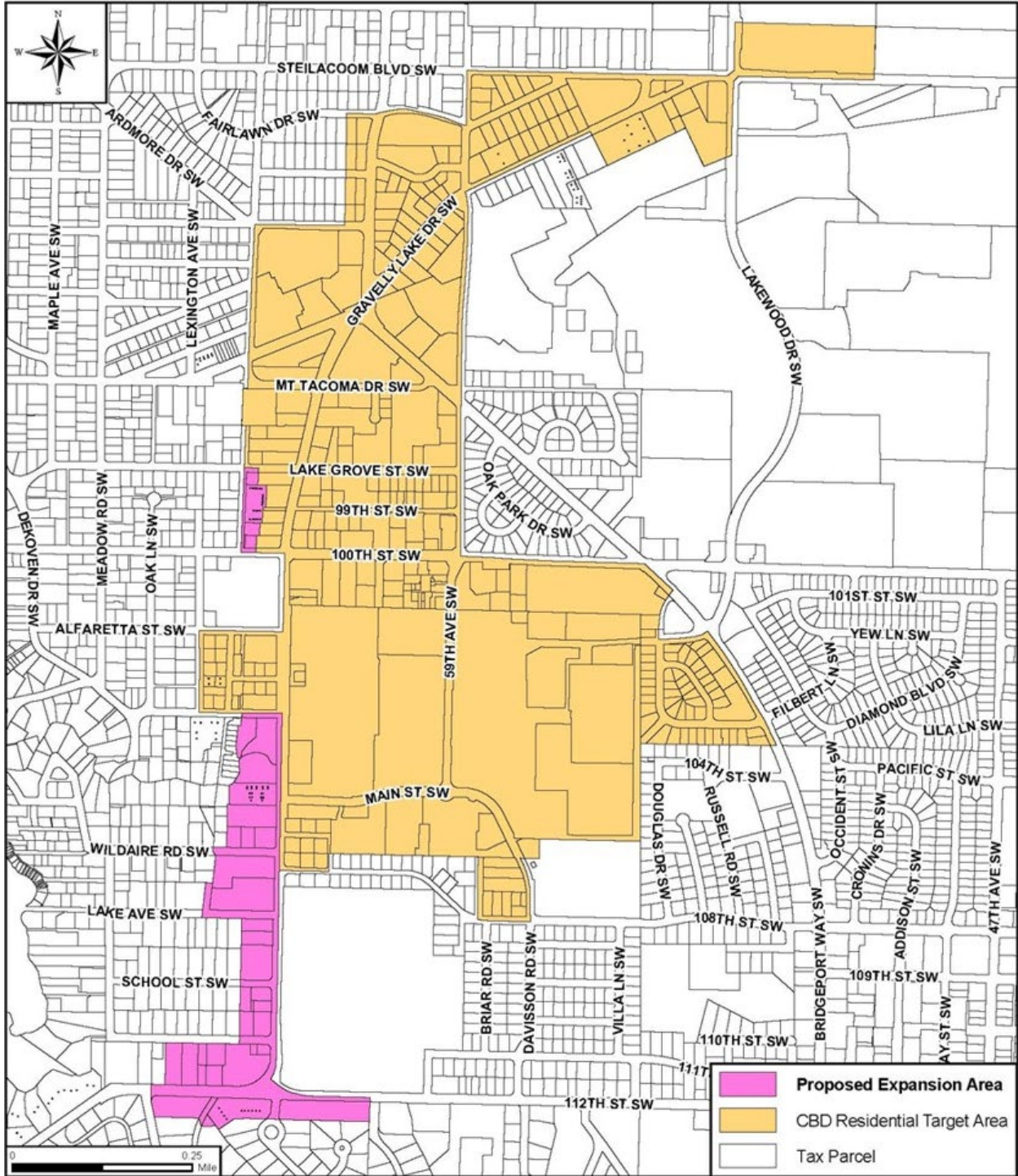
The application shall be filed after land use permitting is complete or prior to building permit issuance if no land use action is required. Conditional agreements shall be fully executed prior to issuance of building final certificate of occupancy. If the application shall result in a denial by the City, the City will retain that portion of the fee attributable to its own administrative costs and refund the balance to the applicant.

LMC 3.64.030 (C) Designated Residential Target Areas (RTAs).

1. The proposed boundaries of the "residential target areas" include the boundaries of the geographic areas listed below and as indicated in the Comprehensive Plan, which are incorporated herein by reference and on file in the City Clerk's Office.

Map 1: CBD Residential Target Area

[Map 1 would be updated to reflect the addition of the pink areas below.]



Central Business District Residential Target Area (RTA) Proposed Expansion

Map Date: November 08, 2023
 \Projects\CD\Maps\RTA-CBD-PrExp.mxd

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

Section 2: The Lakewood Planning Commission hereby directs staff to transmit its recommendations as contained herein to the Lakewood City Council in a timely manner.

PASSED AND ADOPTED at a regular meeting of the City of Lakewood Planning Commission this 16th day of April, 2025, by the following votes:

AYES: BOARDMEMBERS:

NOES: BOARDMEMBERS:

ABSENT: BOARDMEMBERS:

ATTEST:

CHAIR, PLANNING COMMISSION

KAREN DEVEREAUX, SECRETARY

ATTACHMENT B

Topic	Number of Comments*	Summary of Comments	Staff Response
Opposition to RTA Expansion in Established Neighborhoods	12	Many residents oppose the expansion into existing neighborhoods, fearing loss of character, increased density, and a shift away from single-family home areas.	The MFTE addresses concerns by aligning with the city's comprehensive plan, as well as abiding by all land use, zoning, and code regulations. The Downtown calls for a significant increase in housing density. The city has extensively planned for future growth and developed subareas in the Downtown and Lakewood Station District to address the character and design of the areas.
Traffic and Infrastructure Concerns	10	Concerns about increased congestion, lack of adequate roads, and strain on public infrastructure in areas like Gravelly Lake Drive.	Lakewood conducts and follows a six-year transportation improvement plan. Capital projects, including infrastructure improvements and plans are found here: https://cityoflakewood.us/capital-projects/ . The Downtown has a traffic mitigation fee for more intensive uses. Lakewood tracks traffic volumes and requires traffic trip generation for projects.

<p>Alternative Development Locations Suggested</p>	<p>9</p>	<p>Alternative sites suggested for development, including Bridgeport Way, Pacific Highway, and existing vacant commercial properties.</p>	<p>CBD is a regional center for growth with the primary density and subarea detailing design standards is recommended. Other areas: Bridgeport Way, mostly outside of the CBD would not have the same design and subarea requirements and may have some commercial displacement, if mixed use not implemented. Pacific Highway suggested by commenter and would be a small add to Lakewood Station District RTA, could present commercial displacement if no mixed use incorporated. Existing vacant commercial properties as a general suggestion would not be recommended unless it is connected to a subarea or makes sense for encouraging housing. Oakbrook has commercial displacement potential. Springbrook has concerns about the walkability, displacement, and flood plain although there is a significant MFTE project built there. Tillicum concerns include displacement of residents and commercial, and this is a very low income area.</p>
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<p>Concerns About Tax Exemptions for Developers</p>	<p>8</p>	<p>Opposition to tax exemptions that primarily benefit developers, with concerns that local taxpayers will bear the burden of infrastructure costs.</p>	<p>The property owner in Lakewood receives the tax exemption for 8 years or 12 years (if 20% affordable units set aside). The property owner is often also the developer. The tax exemption is a deferral of property taxes on the value of new or rehabilitated housing that would not otherwise exist if not for the new or rehabilitated housing. In other words the tax property tax did not exist prior to the development. Also, significant taxes on construction are collected while project is being built. SEE EXAMPLE THAT FOLLOWS. Once the exemption expires all taxing jurisdictions, including Lakewood collect the increased property tax amount. 55 cities in Washington state offer the MFTE. Lakewood had just 249 projects built as of 2023 as compared to Tacoma at 1,938 and Shoreline at 1,123. Seattle represents 53% of MFTE projects.</p>
<p>Public Safety Concerns</p>	<p>7</p>	<p>Concerns about crime, pedestrian safety, particularly in school zones, and increased traffic-related accidents.</p>	<p>Lakewood Police Department is leading the way in Washington state. Crime is down across the board in 2024 as compared to 2023. As of Q3 2024 burglary -18.9%, Fraus -10.6%, Larceny -12.1%, Motor Vehicle Theft -67.5%, Stolen Property -23.9%, Vandalism -33.7%, Weapons Violation -25%. https://cityoflakewood.us/police-homepage/crime-statistics/. Safety measure include a focused retail watch program with officers on site, and an extensive flock camera system at all entrances to the city and within the city, particularly around Lakewood Towne Center. Traffic calming is part of the Downtown subarea plan along Gravelly Lake Drive, including expanded walkable areas and landscaping.</p>

Environmental Concerns	6	Environmental concerns regarding tree removal, impact on local wildlife, and potential ecological damage from increased development.	Environmental impacts have been extensively studied. View documents here: https://cityoflakewood.us/planning-documents/ Lakewood has a comprehensive tree preservation plan aimed at protecting its urban forest and achieving a 40% tree canopy cover by 2050. https://cityoflakewood.us/trees/ . The environment is protected through critical areas mitigation with shoreline management and restoration goals. https://lakewood.municipal.codes/LMC/14.142.135
Pause for Further Study	6	Some residents suggest pausing expansion until after major projects, like the Alliance project, are completed and evaluated for impact.	Could consider pausing or a phased approach and delay in decision-making to assess current development impacts. Consider requirements for the Regional Center, pace and momentum of development as well as potential pending projects. Market conditions drive development.
Support for MFTE & RTA Expansion	5	Some residents and developers support the MFTE program and RTA expansion, citing increased housing supply, economic benefits, and support for workforce housing.	We appreciate your support of the program. MFTE is a significant economic development tool to promote investment, recovery, and create family-wage jobs. It helps to achieve development densities that are more conducive to transit use, and encourages additional housing of all types, including permanently affordable housing and market-rate housing. MFTE stimulates new construction or rehabilitation of vacant and underutilized buildings for multifamily housing. Lakewood offers 8-year market rate and 12-year if 20% is set aside as affordable.

<p>Impact on Small Businesses</p>	<p>5</p>	<p>Opposition from small business owners who fear displacement and loss of commercial vibrancy in areas slated for multifamily development.</p>	<p>The economic development division of Planning and Public works has a comprehensive business retention and expansion program. Outreach is conducted annually to more than 100 businesses, with additional outreach in partnership with the County, EDB, Lakewood Chamber and others. The division has ongoing retention cases, conducts surveys, prepares a variety of reports, provides resources and connection to all business resources, manages business licensing, and produces data as needed. The team provides relocation assistance. There is a goal to help create over 7,000 jobs in Lakewood. More housing density provides built-in shopping and patrons of businesses for mixed use areas in particular. MFTE encourages housing growth sooner rather than later that will support small businesses and fill empty retail spaces.</p>
<p>Need for Better Public Communication & Education</p>	<p>5</p>	<p>Residents feel the city has not adequately communicated details about the MFTE program, its benefits, and its impact on taxpayers.</p>	<p>Lakewood is committed to increasing transparency through its robust communications department with the City Manager Bulletin, online news, social media, and increasing neighborhood meetings and events where public engagement is encouraged. The MFTE has been discussed at neighborhood meetings and is documented on the website. The RTA potential for expansion was noticed to all proposed areas and within 300 feet of the borders of those areas. Staff members are available to provide answers to questions on MFTE and are striving to continually improve the program and messaging.</p>

<p>Need for Mixed-Use Development</p>	<p>4</p>	<p>Desire for mixed-use development rather than large-scale apartment complexes; calls for requiring commercial space in new developments.</p>	<p>Mixed use is currently required on 35% of the ground floor of residential projects (horizontal or verticle) in the Downtown within the Town Center and Colonial Center overlays. No developer is able to meet this requirement at this time and there is no value given within a project for commerial space. Challenges include complexity in planning and design, higher development costs, operational management challenges, market volatility, and unique traffic considerations. The MFTE helps to offset these challenges. However, requiring mixed use is a non-starter and causes developers to walk away.</p>
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**A total of 34 unique commenters provided feedback on this proposal.*

ATTACHMENT C

Current Lakewood Municipal Code Chapter 3.64 PROPERTY TAX EXEMPTIONS FOR MULTIFAMILY HOUSING

Sections:

- 3.64.010** **Definitions.**
- 3.64.020** **Property tax exemption – Requirements and process.**
- 3.64.030** **Residential target area designation and standards.**

3.64.010 **Definitions.**

See LMC [18A.10.180](#) for definitions related to this chapter. [Ord. 792 § 1 (Exh. A), 2023; Ord. 738 § 3 (Exh. B), 2020.]

3.64.020 **Property tax exemption – Requirements and process.**

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

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

B. *Duration of Exemption.* The value of improvements qualifying under this chapter will be exempt from ad valorem property taxation for eight or 12 successive years (depending on whether or not the property includes an affordable housing component as described in subsections [E](#) and [F](#) of this section) beginning January 1st of the year immediately following the calendar year of issuance of the final certificate of tax exemption.

C. *Limits on Exemption.* The exemption does not apply to the value of land or to the value of improvements not qualifying under this chapter, nor does the exemption apply to increases in assessed valuation of land and non-qualifying improvements. In the case of rehabilitation of existing buildings, the exemption does not include the value of improvements constructed prior to submission of the completed application required under this chapter.

D. *Rehabilitation Provisions.* Per RCW [84.14.030](#), property proposed to be rehabilitated must fail to comply with one or more standards of the applicable state or local building or housing codes on or after July 23, 1995.

E. *Eight-Year Exemption Project Eligibility.* A proposed project must meet the following requirements for consideration for a property tax exemption:

1. *Location.* The project must be located within a residential target area, as designated in LMC [3.64.030\(C\)](#).
2. *Size.* The project must include at least 15 units of multifamily housing within a residential structure or as part of a mixed-use development. A minimum of 15 new units must be constructed or at least 15 additional multifamily units must be added to existing occupied multifamily housing. Existing multifamily housing that has been vacant for 12 months or more does not have to provide additional units so long as the project provides at least 15 units of new, converted, or rehabilitated multifamily housing.

3. Property tax exemptions for accessory dwelling units (ADUs) are not permitted under this chapter.

4. *Permanent Residential Occupancy.* At least 50 percent of the space designated for multifamily housing must be provided for permanent residential occupancy, as defined in LMC [3.64.010](#).

5. *Proposed Completion Date.* New construction multifamily housing and rehabilitation improvements must be scheduled to be completed within three years from the date of approval of the application.

6. *Compliance with Guidelines and Standards.* The project must be designed to comply with the City's comprehensive plan, building, housing, and zoning codes, and any other applicable regulations in effect at the time the application is approved. Rehabilitation and conversion improvements, and new construction, must comply with Chapter [15.05](#) LMC. The project must also comply with any other standards and guidelines adopted by the City Council for the residential target area (RTA) in which the project will be developed.

7. *Vacancy Requirement.* Existing dwelling units proposed for rehabilitation must have one or more violations of Chapter [15.05](#) or [15.25](#) LMC. If the property proposed to be rehabilitated is not vacant or, in the case of applications for property to be developed as new construction which currently has a residential rental structure on it, an applicant must provide each existing household a 120-calendar-day move notice as well as provide housing of comparable size, quality, and price which meets standards acceptable to the City. If any household being provided a 120-calendar-day move notice is qualified as a low-income household, the applicant will provide the household with moving expenses according to the current Department of Transportation Fixed Residential Moving Costs Schedule.

F. *Twelve-Year Exemption Requirements.* A proposed project must meet the following requirements for consideration for a 12-year property tax exemption:

1. All requirements set forth in subsection [E](#) of this section; and
2. The applicant must commit to renting or selling at least 20 percent of the multifamily housing units as affordable housing units to low- and moderate-income households respectively, and the property must satisfy that commitment and any additional affordability and income eligibility conditions adopted by the City of Lakewood. In the case of projects intended exclusively for owner occupancy, the minimum requirement of this subsection may be satisfied solely through housing affordable to moderate-income households.

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

1. Application must be received within 18 months of expiration of current exemption;
2. At least 20 percent of the housing must be occupied by households earning no more than 70 percent of the Pierce County family median income;
3. Conversion from market rate to affordable units must comply with the procedures outlined in the City's policies and procedures;
4. Applicants must provide notice to tenants in rent-restricted units at the end of the tenth and eleventh years of the continued 12-year exemption that the exemption will expire and the landlord will provide relocation assistance;

5. Landlords must provide one month's rent as relocation assistance to a qualified tenant in their final month when affordability requirements no longer apply, even when the affordable rent period extends beyond the expiration of the tax exemption;
6. New extensions are not permitted on or after January 1, 2046.

Any project in the Downtown Residential Target Areas receiving an eight- or 12-year extension is prohibited from making an application for a 12-year extension.

H. *Application Procedure.* A property owner who wishes to propose a project for a tax exemption shall complete the following procedures:

1. File with the Department of Planning and Public Works (PPW) the required application along with the required fees as set in the Lakewood Master Fee Schedule (adopted annually by resolution). If the application shall result in a denial by the City, the City will retain that portion of the fee attributable to its own administrative costs and refund the balance to the applicant.
2. A complete application shall include:
 - a. A completed City of Lakewood application setting forth the grounds for the exemption;
 - b. Preliminary floor and site plans of the proposed project;
 - c. A statement acknowledging the potential tax liability when the project ceases to be eligible under this chapter;
 - d. For rehabilitation projects and for new development on property upon which an occupied residential rental structure previously stood, the applicant shall also submit an affidavit stating that each existing household was sent a 120-calendar-day move notice and that each household was provided housing of comparable size, quality, and price acceptable to the City;
 - e. For any household being provided a 120-calendar-day move notice that qualifies as a low-income household, the applicant will also submit an affidavit stating that moving expenses have been or will be provided according to the current Department of Transportation Fixed Residential Moving Costs Schedule;
 - f. In addition, for rehabilitation projects, the applicant shall secure from the City verification of the property's noncompliance with Chapter [15.05](#) LMC;
 - g. Verification by oath or affirmation of the information submitted.

I. *Application Review and Issuance of Conditional Certificate.* The Director may certify as eligible an application which is determined to comply with the requirements of this chapter. A decision to approve or deny an application shall be made within 90 calendar days of receipt of a complete application.

1. *Approval.* If an application is approved, the applicant shall enter into a contract with the City, subject to approval by resolution of the City Council regarding the terms and conditions of the project. Such contract shall require the applicant to comply with LMC Title [8](#) for the property at issue. Upon Council approval of the contract, the Director shall issue a conditional certificate of acceptance of tax exemption. The conditional certificate expires three years from the date of approval unless an extension is granted as provided in this chapter.
2. *Denial.* The Director shall state in writing the reasons for denial and shall send notice to the applicant at the applicant's last known address within 10 calendar days of the denial. An applicant may appeal a denial to the City Council within 14 calendar days of receipt of notice. On appeal, the Director's decision will be upheld unless the applicant can show that there is no substantial evidence on the record to support the Director's decision. The City Council's decision on appeal will be final.

J. *Extension of Conditional Certificate.* The Conditional Certificate may be extended by the Director for a period not to exceed 24 consecutive months. The applicant must submit a written request stating the grounds for the extension, accompanied by a processing fee, the amount of which is listed in the City's Master Fee Schedule. An extension may be granted if the Director determines that:

1. The anticipated failure to complete construction or rehabilitation within the required time period is due to circumstances beyond the control of the owner;
2. The owner has been acting and could reasonably be expected to continue to act in good faith and with due diligence; and
3. All the conditions of the original contract between the applicant and the City will be satisfied upon completion of the project.

K. *Application for Final Certificate.* Upon completion of the improvements agreed upon in the contract between the applicant and the City and upon issuance of a temporary or permanent certificate of occupancy, the applicant may request a final certificate of tax exemption. The applicant must file with the Department of Planning and Public Works (PPW) the following:

1. The total number and type of units produced;
2. The number, size, and type of units produced meeting affordable housing requirements;
3. The development cost of each unit produced;
4. The total monthly rent or total sale amount of each unit produced, affordable and market rent;
5. The annual income and household size of each renter household for each of the affordable units; and
6. A statement that the work was completed within the required three-year period or any authorized extension.

Within 30 calendar days of receipt of all materials required for a final certificate, the Director shall determine which specific improvements satisfy the requirements of this chapter.

L. *Issuance of Final Certificate.* If the Director determines that the project has been completed in accordance with the contract between the applicant and the City and has been completed within the authorized time period, the City shall, within 10 calendar days, file a final certificate of tax exemption with the Pierce County Assessor.

1. *Denial and Appeal.* The Director shall notify the applicant in writing that a final certificate will not be filed if the Director determines that:
 - a. The improvements were not completed within the authenticated time period;
 - b. The improvements were not completed in accordance with the contract between the applicant and the City; or
 - c. The owner's property is otherwise not qualified under this chapter.
2. Within 10 calendar days of receipt of the Director's denial of a final certificate, the applicant may file an appeal with the City's Hearing Examiner, as provided in Chapter [1.36](#) LMC. The applicant may appeal the Hearing Examiner's decision in Pierce County Superior Court under RCW [34.05.510](#) through [34.05.598](#), if the appeal is filed within 30 calendar days of notification by the City to the owner of the decision being challenged.

M. *Annual Compliance Review.* Annually, when requested by the Department of Planning and Public Works (PPW), for a period of eight, 12, or 20 years, the property owner shall file a notarized declaration with the Director indicating the following:

1. The number, size, and type of each unit, market rate and affordable;
2. The total monthly rent each unit, affordable and market rent; and
3. A description of any subsequent improvements or changes to the property.

The City shall also conduct on-site verification of the declaration. Failure to submit the annual declaration may result in the tax exemption being canceled.

N. *Cancellation of Tax Exemption.* If the Director determines the owner is not complying with the terms of the contract, the tax exemption will be canceled. This cancellation may occur in conjunction with the annual review or at any other time when noncompliance has been determined. If the owner intends to convert the multifamily housing to another use, the owner must notify the Director and the Pierce County Assessor within 60 days of the change in use.

1. *Effect of Cancellation.* If a tax exemption is canceled due to a change in use or other noncompliance, the Pierce County Assessor may impose an additional tax on the property, together with interest and penalty, and a priority lien may be placed on the land, pursuant to state legislative provisions.

2. *Notice and Appeal.* Upon determining that a tax exemption is to be canceled, the Director shall notify the property owner by certified mail. The property owner may appeal the determination by filing a notice of appeal with the City Clerk within 30 calendar days, specifying the factual and legal basis for the appeal. The Hearing Examiner will conduct a hearing at which all affected parties may be heard and all competent evidence received. The Hearing Examiner will affirm, modify, or repeal the decision to cancel the exemption based on the evidence received. An aggrieved party may appeal the Hearing Examiner's decision to the Pierce County Superior Court. [Ord. 792 § 1 (Exh. A), 2023; Ord. 738 § 3 (Exh. B), 2020.]

3.64.030 Residential target area designation and standards.

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

1. The target area lacks sufficient available, desirable, and convenient residential housing to meet the needs of the public who would likely live in the residential target area, if desirable, attractive, and livable places were available; and

2. The providing of additional housing opportunity in the target area will assist in achieving the following purposes:

a. Encourage increased residential opportunities within the target area; or

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

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

4. When designating a residential target area, the City Council shall give notice of a hearing to be held on the matter and that notice shall be published, not less than 15 days nor more than 30 days before the date of the hearing. The notice shall be published on the City's website. The notice must state the time, date, place, and purpose of the hearing and generally identify the area proposed to be designated.

5. The City Council may, by ordinance, amend or rescind the designation of an RTA at any time pursuant to the same procedure as set forth in this chapter for original designation.

B. *Target Area Standards and Guidelines.* For each designated residential target area (RTA), the City Council shall adopt basic requirements for both new construction and rehabilitation

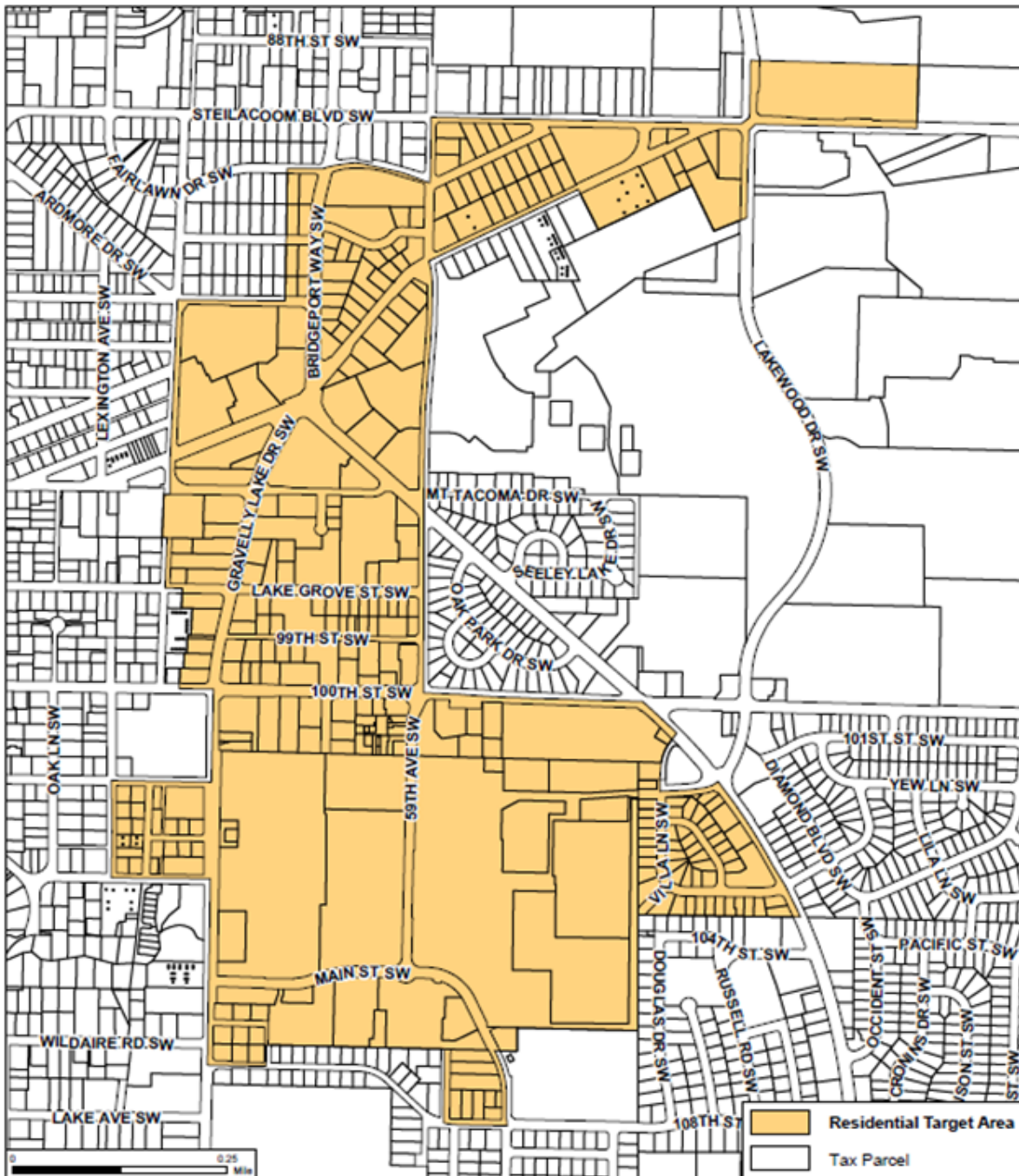
supported by the City's property tax exemption for multifamily housing program, including the application procedures specified in LMC [3.64.020\(l\)](#). The City Council may also adopt guidelines including the following:

1. Requirements that address demolition of existing structures and site utilization; and
2. Building requirements that may include elements addressing parking, building height, density, environmental impact, public benefit features, site security including installation of approved fencing and ingress/egress gates, compatibility with the surrounding property, and such other amenities as will attract and keep permanent residents and will properly enhance the livability of the residential target area. The required amenities shall be relative to the size of the proposed project and the tax benefit to be obtained as determined by the Director.
 - a. Minimum parking requirements: studio apartment, one parking space; one bedroom apartment unit, one and one-quarter parking spaces; two+ bedroom apartment, one and one-half parking spaces; and at least 10 percent of the total parking spaces must be set aside for unreserved guest parking.

C. *Designated Residential Target Areas (RTAs)*.

1. The proposed boundaries of the "residential target areas" include the boundaries of the geographic areas listed below and as indicated in the comprehensive plan, which are incorporated herein by reference and on file in the City Clerk's Office.

Map 1: CBD Residential Target Area

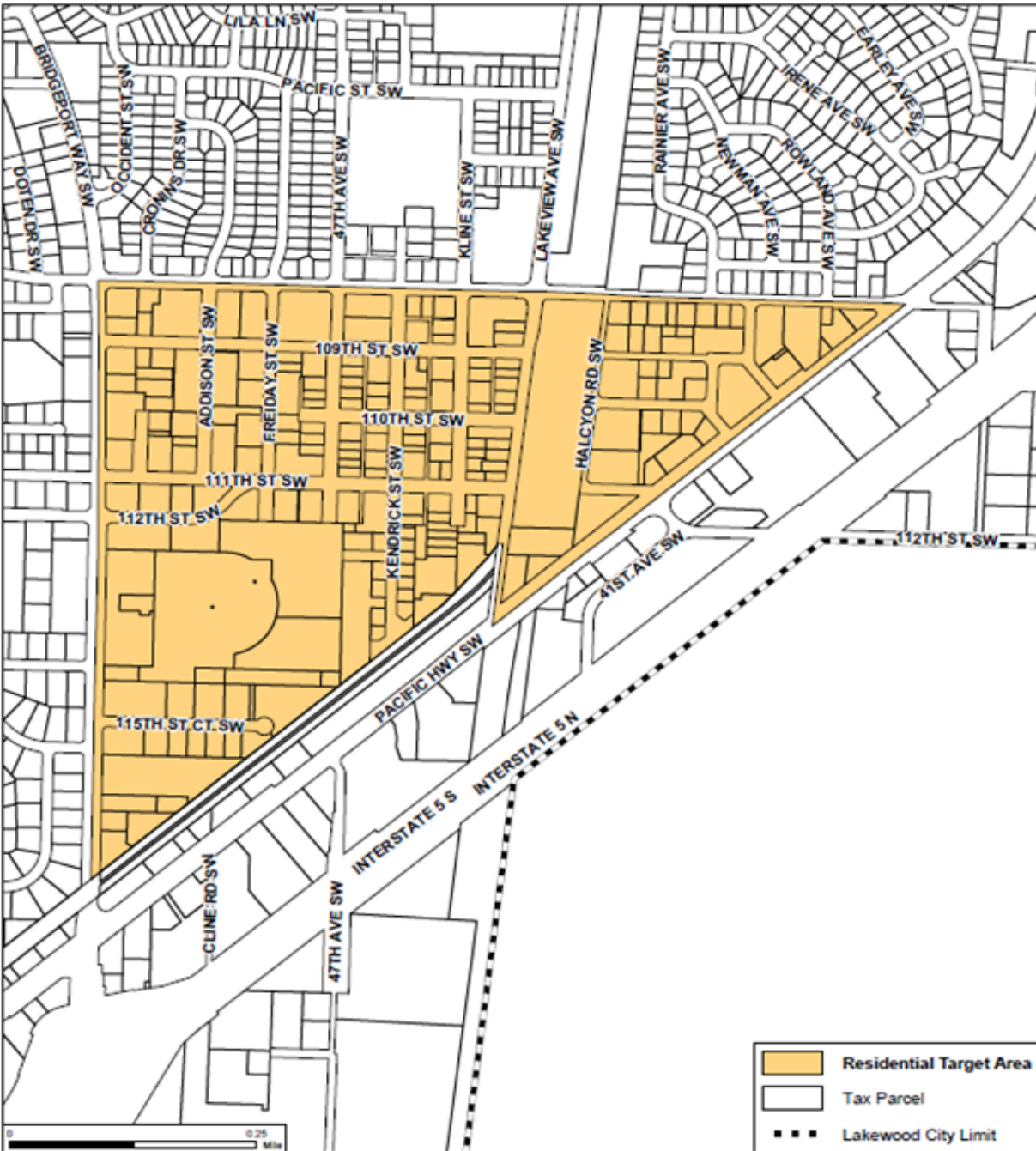


Central Business District Residential Target Area (RTA)

Map Date: August 15, 2023
 :Projects\CD\Maps\RTA-CBD.mxd

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

Map 2: Lakewood Station District Target Area



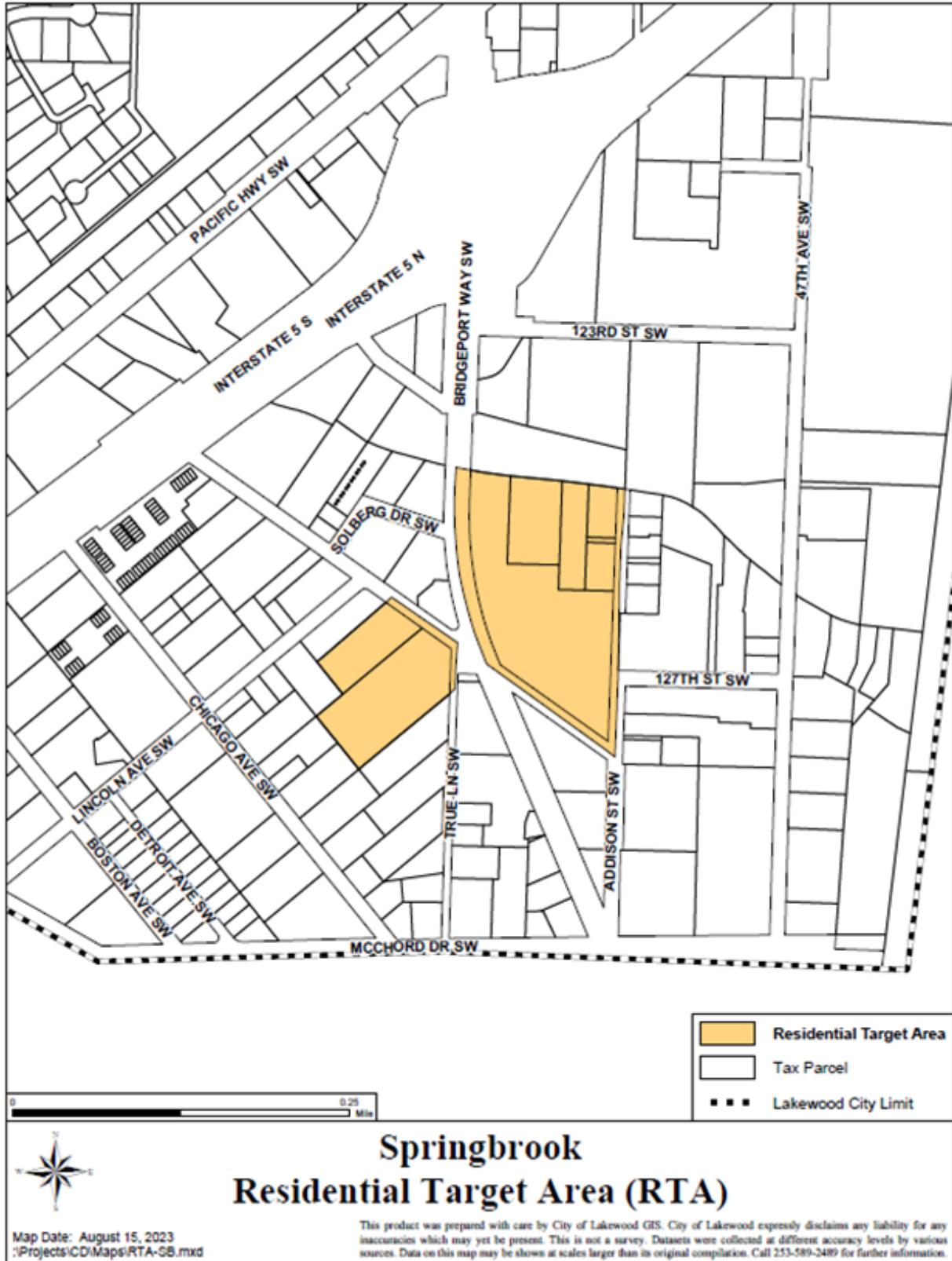
	Residential Target Area
	Tax Parcel
	Lakewood City Limit

**Lakewood Station
Residential Target Area (RTA)**

Map Date: August 15, 2023
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This product was prepared with care by City of Lakewood GIS. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Datasets were collected at different accuracy levels by various sources. Data on this map may be shown at scales larger than its original compilation. Call 253-589-2489 for further information.

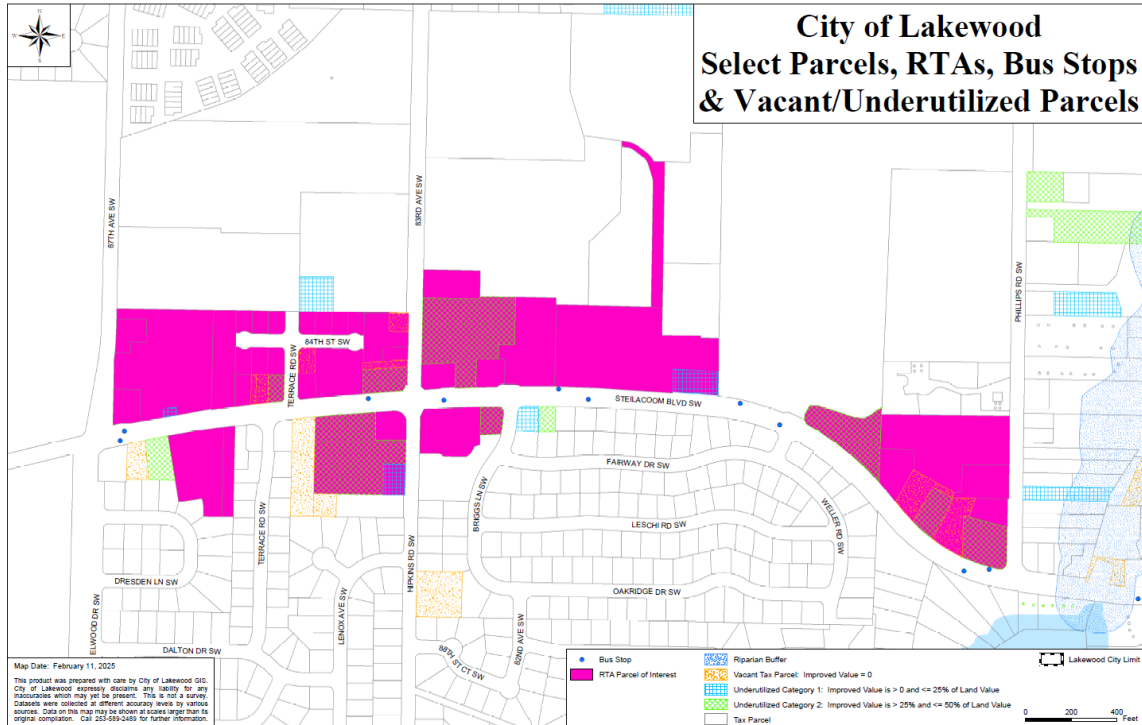
Map 3: Springbrook Residential Target Area



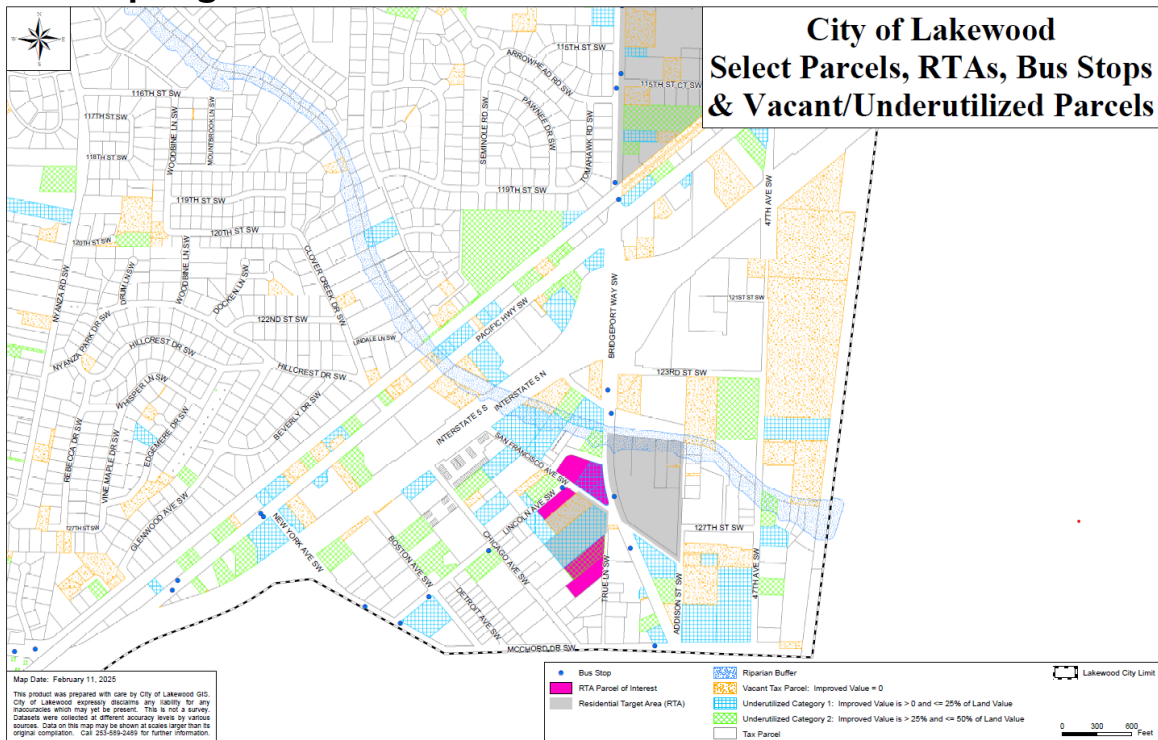
[Ord. 792 § 1 (Exh. A), 2023; Ord. 738 § 3 (Exh. B), 2020.]

ATTACHMENT D

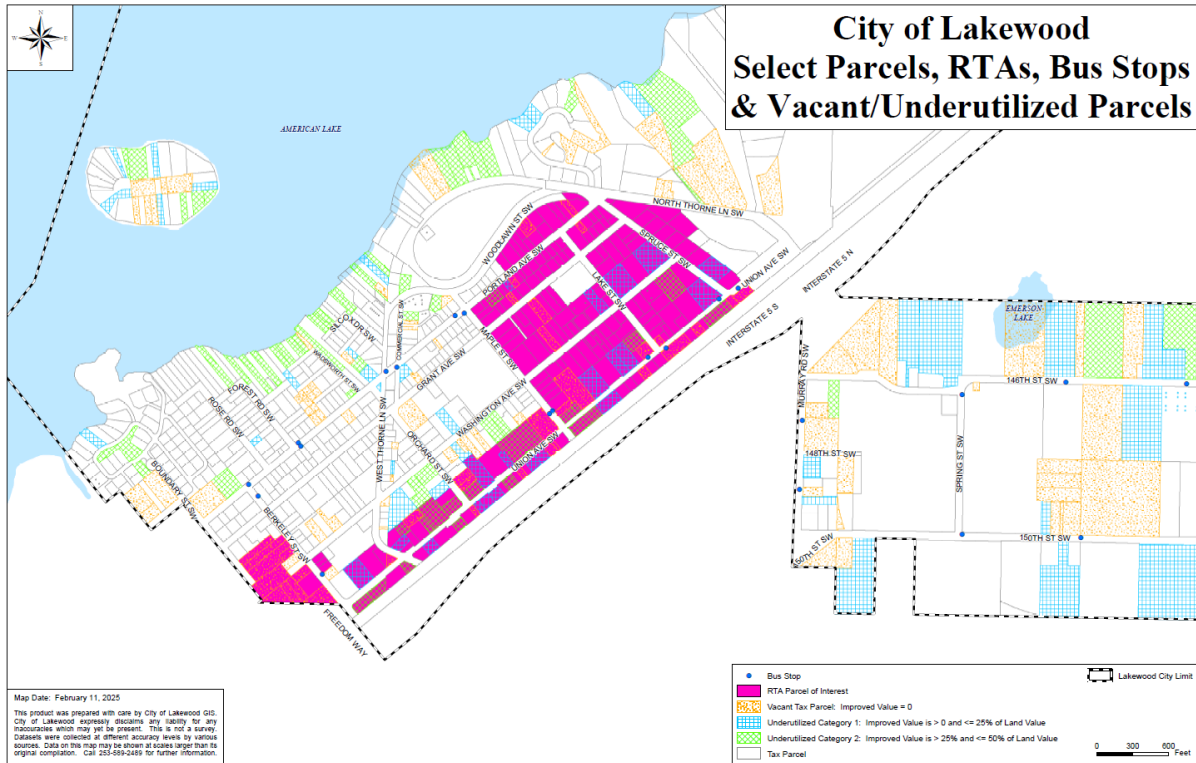
Possible Oakbrook RTA



Possible Springbrook RTA



Possible Tillicum RTA



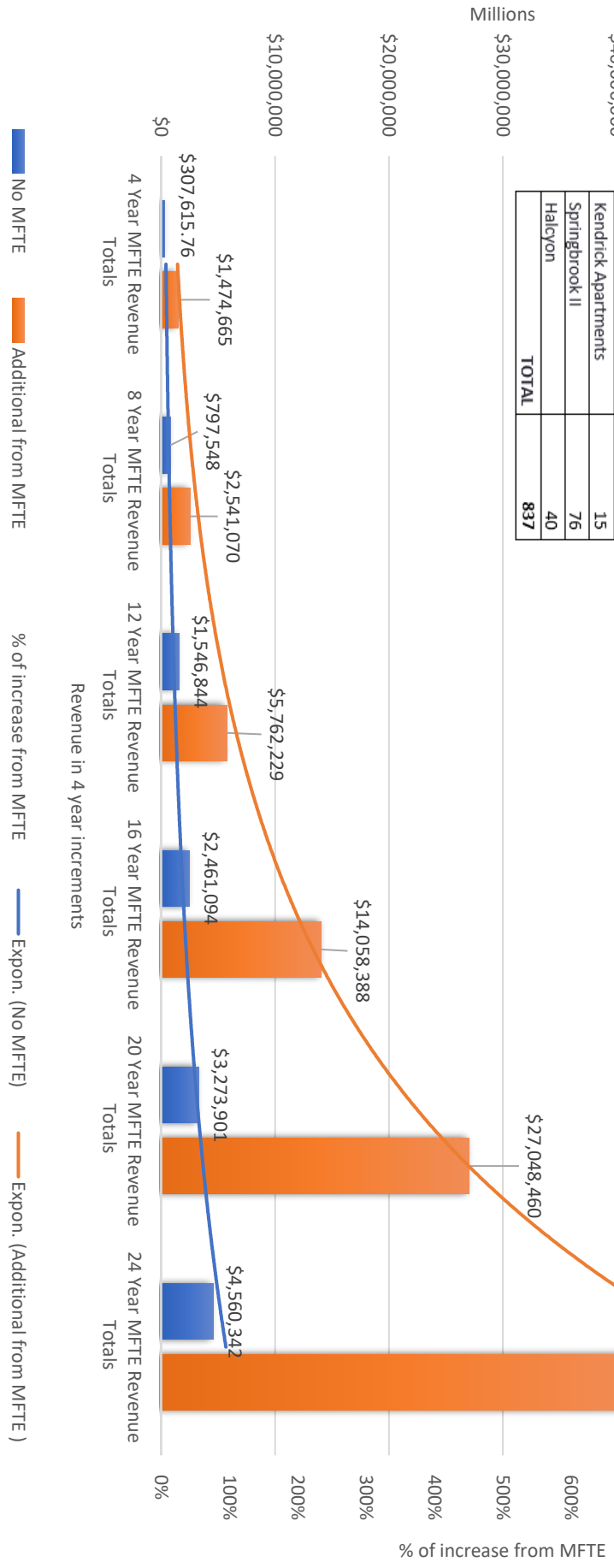
MULTI-FAMILY TAX EXEMPTION PROGRAM

Projects and Property Tax Revenues

Property Tax Revenue w/ MFTE & w/o MFTE All Projects

Project	Total Units
Oak Grove	340
Gravelly Lake Townhomes	52
Rainier Terrace	11
Springbrook/Wellstone	208
Town View Apartments	30
112th Street Townhomes	14
Bristol Apartments	7
Kendrick Townhomes	44
Kendrick Apartments	15
Springbrook II	76
Halcyon	40
TOTAL	837

Revenue in 4-year increments	Revenue Earned		% of increase from MFTE
	No MFTE	Additional from MFTE	
4 Year MFTE Revenue Totals	\$307,615.76	\$1,474,665.34	479%
8 Year MFTE Revenue Totals	\$797,548.48	\$2,541,070.49	319%
12 Year MFTE Revenue Totals	\$1,546,844.01	\$5,762,228.85	373%
16 Year MFTE Revenue Totals	\$2,461,093.94	\$14,058,387.93	571%
20 Year MFTE Revenue Totals	\$3,273,900.80	\$27,048,460.22	826%
24 Year MFTE Revenue Totals	\$4,560,342.26	\$41,487,000.63	910%



City of Lakewood
 Planning & Public Works Department
 April 8, 2025

MULTI-FAMILY TAX EXEMPTION PROGRAM

Projects and Property Tax Revenues

ECONOMIC IMPACTS AND REQUIREMENTS OF THE MFTTE PROGRAM:

FINANCIAL

- Property taxes are assessed based on both land and building values.
- Under the MFTTE program, the added value from new multifamily residential buildings is exempt from property taxes during the exemption period. However, taxes on the land and any non-residential portions, such as commercial spaces, remain payable to the city and other public service agencies.
- The city and other public agencies do not collect property taxes on the new residential improvements until the exemption period ends.
- The accompanying tables and graphics illustrate all existing and proposed MFTTE projects.
- The financial data compare projects with and without the MFTTE applied, shown in four-year increments:
 - In the first four years, land values increase by 479% with the MFTTE applied, rising to 910% over 24 years.
 - Without the MFTTE, the rate of increase is significantly lower.
 - At the end of the exemption period, local property tax revenues rise substantially compared to scenarios without the exemption and if the project had not moved forward.
- The program is designed to incentivize the development of multifamily housing by reducing the initial tax burden on new residential construction, while preserving property tax income from land and commercial uses for essential public services.

REDEVELOPMENT

- Redeveloping a site into multifamily housing is a voluntary decision made by the landowner.
- Multifamily housing must be permitted within the zoning and consistent with the Downtown Subarea Plan or other designated residential target area as applicable
- Projects seeking the tax exemption must meet all code requirements and receive final approval from the City Council through a legislative process.
- Initial residential target areas were in part designated where projects we anticipated to move forward, incentivizing development sooner rather than later to meet both economic development and housing needs.
- Developers build choose to build in areas with the MFTTE incentive in order to make a project financially feasible to build, particularly for quality projects with higher end construction and amenities.

PLANNING CONSISTENCY & NEIGHBORHOOD PROTECTIONS

- See Memo summarizing recommendations in the April 2, 2025 packet.

*City of Lakewood
Planning & Public Works Department
April 8, 2025*

ATTACHMENT F

RCW 84.14.007 Purpose [of MFTE Program]

The MFTE state law explains that the purpose of the program is to:

- encourage increased residential opportunities, including affordable housing opportunities, in cities that are required to plan or choose to plan under the growth management act within urban centers where the governing authority of the affected city has found there is insufficient housing opportunities, including affordable housing opportunities; and
- stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multifamily housing in urban centers having insufficient housing opportunities that will increase and improve residential opportunities, including affordable housing opportunities, within these urban centers.

The MFTE program provides for special valuations in residentially deficient urban centers for eligible improvements associated with multiunit housing, which includes affordable housing.

Lakewood Downtown Subarea/Regional Urban Growth Area (RUGC)/CBD Zone Residential Target Area

- The CBD zone is the area designated in the Comprehensive Plan and Downtown Subarea Plan to welcome a significant share of significant housing development and job growth in the City.
 - This protects other residential areas of the City from significant housing densification that would otherwise be required to meet state growth targets.
- LMC 18B.200.250 regulates the buffer transition overlay between the higher intensity uses in the Downtown Subarea and lower intensity uses in the residential zones that surround Downtown. Restrictions address:
 - Building Height
 - Building Setbacks
 - Parking and Loading
 - Refuse Containers
 - Mechanical Equipment
- The Pierce Transit transfer facility is located in the subarea.
- Existing zoning classifications and land use regulations anticipate and require higher density, middle housing and multifamily housing on the Downtown/RUGC.
 - The 2018 Environmental Impact Study (EIS) and 2024 Supplemental EIS for the 2024 Comprehensive Plan periodic update focused on

- increased housing density within the CBD and providing proposed mitigation measures for adverse impacts.
 - Increased housing is required to maintain the Regional Urban Growth Center (RUGC) designation. Since 2010, over \$17 million in PSRC-administered federal funding has been awarded for City transportation projects. If the City loses its RUGC designation, it would not longer be eligible for PSRC funds.
 - Design requirements that provide control over the character of any project located within it.
- The Downtown Subarea and its regulations include incentives for new affordable and denser housing. They also identify transportation and park infrastructure to be funded by new subarea development:
 - The SEPA planned action ordinance eliminates the need for specific projects to conduct individual SEPA review;
 - Unique land use zones and hybrid form-based development code;
 - Clear design standards and simple design review;
 - Simplified parking standards;
 - Allows the highest density allowances in the City;
 - Transportation capital improvements have been implemented to facilitate traffic flows in the CBD;
 - Identifies next steps and future funding for needed infrastructure capacity:
 - Frontage improvements are required that allow for multi-modal transportation;
 - Traffic mitigation fee is unique to the subarea;
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 - The recently awarded Raise Grant is to investigate and provide design improvements for Multi-modal transportation in the CBD

ATTACHMENT F

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City of
Lakewood

TO: Planning Commission
 FROM: Tiffany Speir, Planning Division Manager
 DATE: April 16, 2025
 SUBJECT: 2025 Comprehensive Plan Amendment Docket
 ATTACHMENTS: Draft Resolution 2025-02 (**Attachment A**)

DISCUSSION

The Planning Commission held a public hearing on the 13 proposed 2025 Comprehensive Plan, Zoning Map, and Development Regulations amendments (25CPAs) on April 2 and is scheduled to take action on Resolution 2025-02 recommending action to the City Council on April 16.

Only one comment was received during the April 16, 2025 public hearing. Samantha Winkle, a representative of LRI Waste Connections, spoke in favor of the requested rezoning of parcel 0319061001 in Amendment 2025-08.

The following table summarizes PPW’s recommendations on each amendment. Draft Resolution 2025-02 (see **Attachment A**) reflects these recommendations and does not include amendments 2025-02 or 2025-09.

Amendment Number	Amendment Summary	4/2/25 PPW Recommendation
2025-01	“Co-Living Housing” Amendments for consistency with ESHB 1998	Adopt draft regulations provided in draft Resolution
2025-02	Updates to Comprehensive Plan Capital Facilities Element, Parks Element, and Utilities Element for consistency with E2SHB 1181 (Climate Change & Resiliency)	No action (already in compliance with HB 1181)
2025-03	Updates to Lakewood development regulations regarding “middle housing” and zero lot line unit lot subdivisions for consistency with E2SHB 1110	Adopt draft regulations provided in draft Resolution
2025-04	Regulatory amendments for consistency with SB 5792 “Concerning the definition of multiunit residential buildings”	Adopt draft regulations provided in draft Resolution
2025-05	Regulatory amendments regarding residential parking for consistency with SSB 6015	Adopt draft regulations provided in draft Resolution
2025-06	Technical updates to the Municipal Code to reincorporate previous Civic Use regulations; update LMC 18A.10.180 (Definitions) to include “religious assembly”; amendments to LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and amendments to LMC 18A.40.080 (A) to allow day care centers in real	Adopt changes to allowed uses in zones and draft regulations provided in draft Resolution

	property owned or controlled by religious organizations in the MR1 and MR2 zones.	
2025-07	2025-2029 Commute Trip Reduction (CTR) Plan	Adopt CTR Plan as provided in draft Resolution
2025-08	Redesignate/rezone parcel 0319061001 to be redesignated/rezoned from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1).	Rezone parcel as requested
2025-09	Review, and if needed, amend, the Lakewood Regional Urban Growth Center (RUGC)’s implementation through the Downtown Subarea Plan (DSAP) for consistency with PSRC’s Regional Centers Framework Redesignation Requirements.	No action (City seeking boundary change for Regional Growth Center per DSAP boundary change in 2024)
2025-10	Redesignate / Rezone parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)	Rezone Parcel as requested
2025-11	Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)	Remove minimum size for AADUs and DADUs provided units comply with LMC Title 15 (see draft Resolution)
2025-12	Recognize RCW 35A.21.440 and RCW 36.70A.130 regarding allowing new housing in “existing buildings”, as defined herein, zoned commercial or mixed-use in the Lakewood Municipal Code.	Adopt draft regulations provided in draft Resolution
2025-13	Rezone parcel 7025000161 from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1.)	Rezone Parcel as requested

Amendment 2025-07

In addition to the Lakewood 2025-2029 Commute Trip Reduction Plan previously presented to the Planning Commission as part of the 2025 docket, Amendment 2025-07 in Resolution 2025-02 now also includes edits to LMC Chapter 12.13 (“Commute Trip Reduction”) required to update it for consistency with state law.

Amendment 2025-11

ADU Regulations

During its discussion of the 25CPAs, Planning Commission members requested information regarding the regulations governing where and how ADUs can be constructed.

Accessory Dwelling Unit (ADU) is defined as a dwelling unit located on the same lot as a single-family housing unit, or duplex, triplex, fourplex, townhome, or other permitted housing unit. These can be ‘attached’, which is located within or attached to the primary unit, or ‘detached’, which consists partly or entirely of a building that is separate from the primary unit and is on the same lot.”

ADU regulations are located in LMC Titles 12 (Public Works), 14 (Environmental Protection), 16 (the Shoreline Master Program), 17 (Subdivisions), 18A (Citywide Land Use & Development Code), 18B (Downtown Subarea Development Code), and 18C (Station District Subarea Development Code.) The ADU references in 18A are summarized below. **See also Amendment 2025-03 in Resolution 2025-02.**

- 18A.10.180 Definitions

“*Accessory dwelling unit (ADU)*” means a habitable dwelling unit added to, created within, or detached from and on the same lot with a single-family housing unit, duplex, triplex, townhome, or other housing unit that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

“*Accessory dwelling unit, attached*” means an accessory dwelling unit (ADU) located within or attached to a single-family housing unit, duplex, triplex, townhome, or other housing unit.

“*Accessory dwelling unit, detached*” means an accessory dwelling unit (ADU) that consists partly or entirely of a building that is separate and detached from a single-family housing unit, duplex, triplex, townhome, or other housing unit.

- 18A.20.080 Review and approval authorities

Application Type	Review and Approval Authority	Type I	Type II	Type III	Type IV	Type V
<u>Building (LMC Title 15)</u>						
<u>Accessory Building</u>	PPW	X				
<u>Accessory Dwelling Unit</u>	PPW	X				

- Ch. 18A.40 Land Uses and Interpretation Tables
(B)(27) Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the restrictions in LMC 18A.40.110(B)(1).

- Table 18A.40.110- Allowed Residential Uses by Residential Zoning District

Use	ZONING DISTRICT													
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD
Accessory Dwelling Unit (ADU) ^{B1}	P	P	P	P	P	P	P	P					P	

- 18A.40.110 (B)(1) Residential uses Operating and Development Conditions

1. [Accessory dwelling units \(ADUs\)](#) are [permitted](#) when added to, created within, or detached from a principal [dwelling unit](#) subject to the following restrictions:
 - a. Up to two (2) [ADUs](#) shall be allowed as [accessory uses](#) in conjunction with any [detached single-family structure](#), duplex, [triplex](#), townhome, or other housing unit. [ADUs](#) shall not be included in the [density](#) calculations. A [lot](#) shall contain no more than two (2) [ADUs](#).
 - b. [Lots](#) designated with critical areas or their buffers shall be allowed up to one (1) [ADU](#) as an [accessory use](#) in conjunction with any [detached single-family structure](#), duplex, [triplex](#), townhome, or other housing unit.
 - c. An [ADU](#) may be established by creating the unit within or in addition to the new or [existing](#) principal dwelling, or as a detached unit from the principal dwelling.
 - d. The [ADU](#), as well as the main [dwelling unit](#), must meet all applicable setbacks, [lot coverage](#), and [building height](#) requirements.
 - e. The size of an [ADU](#) contained within or attached to an [existing](#) single-family structure shall be limited by the [existing structure's](#) applicable [zoning](#) requirements. The gross floor area requirement for both attached and detached [ADUs](#) shall be at least one thousand (1,000) square feet and no more than one thousand two hundred (1,200) square feet, excluding the garage.
 - f. Wherever practicable, a principal dwelling shall have one (1) entrance on the front, with additional entrances [permitted](#) on the side and rear. On [corner lots](#), it is permissible to locate the entry door to the [accessory dwelling unit](#) on a [street](#) side of the [structure](#) other than the [street](#) side with the entry door for the principal [dwelling unit](#). The entrance to an [attached accessory dwelling unit](#) may be on the front of the house only if (i) it is located in such a manner as to be clearly secondary to the main entrance to the principal [dwelling unit](#); or (ii) it is [screened](#) from the [street](#).
 - g. The design of an attached [ADU](#), including the facade, roof pitch and siding, shall be complementary to the principal [dwelling unit](#).
 - h. A minimum of one (1) off-[street parking space](#) shall be required for the [ADU](#), in addition to the off-[street](#) parking required for the principal dwelling, pursuant to [LMC 18A.80.030\(F\)](#). Such parking shall consist of a driveway, carport, garage, or a combination thereof, located on the [lot](#) they are intended to serve.
 - i. For [lots](#) located within one-quarter (1/4) mile of a Pierce Transit bus route or one-half (1/2) mile of the Sound Transit Lakewood Station, commuter rail or bus rapid transit stop, or other transit stop providing fixed route service at intervals of at least fifteen (15) minutes for at least five (5) hours during weekday peak hours, off-[street](#) parking for an [ADU](#) shall not be required provided there is adequate [street](#) capacity as determined by the [Director](#). Adequate [street](#) capacity is present if the [ADU](#) is in an area

with [access](#) to [street](#) parking capacity, no physical space impediments, and no other reasons to indicate that on-[street](#) parking is infeasible for the [ADU](#).

j. Any legally constructed [accessory building existing](#) prior to the effective date of the ordinance codified in this section may be converted to an [accessory dwelling unit](#).

k. If a [structure](#) containing an [ADU](#) was created without a [building](#) permit that was finalized, the City shall require a [building](#) inspection to determine if the [structure](#) is sound, will not pose a hazard to [people](#) or property, and meets the requirements of this section and [building](#) code.

The [ADU](#) application fee will cover the [building](#) inspection of the [ADU](#).

l. Discrete [ownership](#) of an [ADU](#) may be created through the residential [binding site plan](#) and/or [condominium](#) declaration process pursuant to Chapter [17.30 LMC](#) and Chapter [64.34 RCW](#) as applicable.

m. Declarations and governing documents of associations and common interest communities or applicable to a property created after July 23, 2023, and located within Lakewood shall not impose any restriction or prohibition on the construction, development, or [use](#) on a [lot](#) of an [accessory dwelling unit](#) that the City would be prohibited from imposing under [RCW 36.70A.681](#) unless they are created specifically to protect public health and safety, and ground and surface waters from on-site wastewater.

n. Lakewood shall not be held civilly liable for issuing a permit for the construction of an [accessory dwelling unit](#) on the basis that the construction of the [accessory dwelling unit](#) would violate a restrictive covenant or deed restriction.

- 18A.40.130 Air corridor and clear zone

Land Use Categories	AC1	AC2	CZ	Density
Accessory dwelling unit	-	-	-	N/A

- 18A.60.030 Residential area and dimensions **SEE ALSO AMENDMENT 2025-03**

A. *Development Standards Table.*

	Zoning Classifications								
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3
Density (units per acre) (B)(1)	7.0/3.5/1.8	10.3/5.2/2.6	23.3/11.7/5.9	30.6/15.3/7.7	22	35	22	35	54
Lot size	25,000 GS F	17,000 GS F	7,500 GSF	5,700 GSF	No min lot size	No min lot size	No min lot size	No min lot size	No min lot size
Building coverage	35%	35%	45%	50%	55%	60%	60%	60%	60%
Impervious surface	45%	45%	60%	70%	70%	75%	70%	70%	70%

	Zoning Classifications								
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3
<u>Front yard/ street setback</u>	25 feet	25 feet	10 feet	10 feet	5 feet	5 feet	15 feet	15 feet	15 feet
Garage/ carport setback	30 feet	30 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet	20 feet
Principal arterial and state highway setback	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Rear yard setback	20 feet	20 feet	10 feet	10 feet	5 feet	5 feet	15 feet	15 feet	15 feet
Interior setback	8 feet	8 feet	5 feet	5 feet	Attached units: 0 feet; Detached units: 5 feet	Attached units: 0 feet; Detached units: 5 feet	8 feet	8 feet	8 feet
<u>Building height</u>	35 feet	35 feet	35 feet	35 feet	35 feet	50 feet	45 feet	65 feet	80 feet
Design	Design features shall be required as set forth in Chapter 18A.70 , Article I.								
Landscaping	Landscaping shall be provided as set forth in Chapter 18A.70 , Article II.								
Tree preservation	Significant tree identification and preservation and/or replacement shall be required as set forth in LMC 18A.70.300 through 18A.70.330 .								
Parking	Parking shall conform to the requirements of Chapter 18A.80 .								
<u>Signs</u>	Signage shall conform to the requirements of Chapter 18A.100 .								

B. Specific Development Conditions.

1. Residential (R) Maximum Density.

- a. Maximum density requirements for Residential (R) zoning districts are listed as three figures, which are interpreted as follows:
 - i. The first number refers to the maximum housing density (excluding accessory dwelling units permitted on lots) where additional affordable units are provided according to Chapter [18A.90 LMC](#) or is located within the Residential/Transit Overlay as defined in Chapter [18A.50 LMC](#), Article IV, and do not include critical areas or their buffers as defined under LMC Title 14.
 - ii. The second number refers to the maximum housing density (excluding accessory dwelling units permitted on lots that do not include critical areas or their buffers.
 - iii. The third number refers to the maximum housing density (excluding accessory dwelling units permitted on lots that include critical areas or their buffers.

b. For all Residential (R) zoning districts, a minimum of two (2) housing units per lot (excluding accessory dwelling units) are allowed on all lots that meet minimum lot size requirements and do not include critical areas or their buffers, or four (4) housing units per lot where additional affordable

units are provided according to Chapter [18A.90 LMC](#) or additional units are [permitted](#) in locations close to a [major transit stop](#) under Chapter [18A.50 LMC](#), Article IV.

c. Declarations and governing documents of associations and common interest communities or applicable to a property created after July 23, 2023, and located within Lakewood shall not impose any restriction or prohibition on the construction, development, or [use](#) on a [lot](#) of and accessory dwelling unit that the City would be prohibited from imposing under [RCW 36.70A.681](#) unless they are created specifically to protect public health and safety, and ground and surface waters from on-site wastewater.

d. Lakewood shall not be held civilly liable for issuing a permit for the construction of an [accessory dwelling unit](#) on the basis that the construction of the [accessory dwelling unit](#) would violate a restrictive covenant or deed restriction.

- 18A.80.030 Zoning district parking requirements **SEE ALSO AMENDMENT 2025-03**

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H) .	Max	Required bicycle parking spaces
Accessory dwelling unit (3)	Per dwelling unit	1	N/A	None
	Per dwelling unit within 1/2 mile of a major transit stop (3)	0/1	N/A	None

ADU Minimum Size

Also during its April 2 discussion, Planning Commission members mentioned setting a minimum ADU size of 400 sq. ft.

Draft Resolution 2025-11 currently removes a specific minimum size for attached and detached ADUs, instead requiring that “the minimum size for both attached and detached ADUs shall be sufficient to comply with LMC Title 15” (the International Building Code or International Residential Code, whichever applies to the ADU in question.) **If the Commission wishes to set a minimum size for ADUs, it will need to amend 2025-11 to include one.**

PPW-Recommended Planning Commission Motion:

To approve Resolution 2025-02 recommending the 2025 Comprehensive Plan, Zoning Map, and Development Regulation amendments to the City Council.

**ATTACHMENT A
PLANNING COMMISSION RESOLUTION 2025-02**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LAKEWOOD,
WASHINGTON, FORMALIZING ITS RECOMMENDATIONS REGARDING THE 2025
COMPREHENSIVE PLAN/ZONING MAP AMENDMENTS AND FORWARDING ITS
RECOMMENDATIONS TO THE LAKEWOOD CITY COUNCIL FOR CONSIDERATION
AND ACTION.**

WHEREAS, the City of Lakewood is a code city planning under the Growth Management Act, codified in RCW 36.70A; and

WHEREAS, the City Council adopted its Comprehensive Plan via Ordinance No. 237 on July 10, 2000; and

WHEREAS, the Lakewood City Council adopted Title 18A, Land Use and Development Code, of the Lakewood Municipal Code (LMC) via Ordinance No. 264 on August 20, 2001; and

WHEREAS, the Lakewood City Council adopted significant substantive and technical changes to the Comprehensive Plan via Ordinance 812 and to the land use development regulations via Ordinance 813 on September 16, 2024; and

WHEREAS, it is appropriate for the Lakewood City Council to periodically consider and adopt amendments needed to ensure that the Plan and implementing regulations provide appropriate policy and regulatory guidance for growth and development; and

WHEREAS, the Lakewood City Council established a docket of proposed 2025 Comprehensive Plan and Zoning Map amendments (25CPAs) through Resolution Nos. 2024-15 and 2025-03; and

WHEREAS, the 25CPA docket consisted of twelve (12) amendments (CPA/ZOA 2025-01 through 2025-12); and

WHEREAS, environmental review as required under the Washington State Environmental Policy Act (SEPA) resulted in the issuance of a determination of environmental non-significance that was published on March 17, 2025 under SEPA #202501039; and

WHEREAS, notice was provided to state agencies on March 17, 2025 per City of Lakewood--2025-S-8178--60-day Notice of Intent to Adopt Amendment, prior to the adoption of this Resolution, and state agencies have been afforded the opportunity to comment per RCW 36.70A.106(1); and

WHEREAS, notice has been provided to Joint Base Lewis-McChord (JBLM) prior to the adoption of this Resolution, and JBLM has been afforded the opportunity to comment per RCW 36.70A.530 (5); and

WHEREAS, the Lakewood Planning Commission held an open record public hearing on April 2, 2025; and

WHEREAS, the Lakewood Planning Commission has determined that the ten (10) 2025 Comprehensive Plan amendments listed below are consistent with, and further the goals and policies of, the Growth Management Act and the provisions of the City's Comprehensive Plan, and that the proposed text amendments meet the criteria for approval found in LMC 18A.30.050 and promote the community's overall health, safety, and welfare;

NOW, THEREFORE, THE LAKEWOOD PLANNING COMMISSION OF THE CITY OF LAKEWOOD, WASHINGTON, DOES RECOMMEND AS FOLLOWS:

Section 1. Amendments to the City's Comprehensive Plan, Zoning Map, and land use and development regulations as contained in Exhibit A hereto, summarized as follows:

2025-01 "Co-Living Housing" Amendments for consistency with ESHB 1998;

2025-03 Updates to Lakewood development regulations regarding "middle housing" for consistency with E2SHB 1110;

2025-04 Regulatory amendments for consistency with SB 5792 "Concerning the definition of multiunit residential buildings";

2025-05 Regulatory amendments regarding residential parking for consistency with SSB 6015;

2025-06 Technical updates to the Municipal Code to reincorporate previous Civic Use regulations; update LMC 18A.10.180 (Definitions) to include "religious assembly"; amendments to LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and amendments to LMC 18A.40.080 (A) to allow day care centers in real property owned or controlled by religious organizations in the MR1 and MR2 zones;

2025-07 2025-2029 Commute Trip Reduction (CTR) Plan;

2025-08 Redesignate / rezone parcel 0319061001 from Air Corridor (AC) / Air Corridor 1 (AC1) to "split zoning" of AC / AC1 and Industrial (I) / Industrial 1 (I1);

2025-10 Redesignate / rezone parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2);

2025-11 Eliminate the minimum square footage for attached and detached accessory dwelling units (ADUs) in LMC 18A.40.110 (B)(1)(e);

2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130¹ and adopt regulations allowing new housing in “existing buildings”, as defined herein, in all land use zones that allow multifamily (4+ units in one building) housing.

2025-13 Rezone parcel 7025000161 from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1.)

Section 2: The Lakewood Planning Commission hereby directs staff to transmit its recommendations as contained herein to the Lakewood City Council in a timely manner.

PASSED AND ADOPTED at a regular meeting of the City of Lakewood Planning Commission this 16th day of April, 2025, by the following vote:

AYES: BOARDMEMBERS:

NOES: BOARDMEMBERS:

ABSENT: BOARDMEMBERS:

ATTEST:

CHAIR, PLANNING COMMISSION

KAREN DEVEREAUX, SECRETARY

¹ 2023-2024 ESHB 1042

EXHIBIT A

2025-01 “Co-Living Housing” Amendments for consistency with RCW 36.70A.535

18A.10.180 Definitions

“Co-living” means a residential development with sleeping units that are independently rented or owned and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including, but not limited to, congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, and residential suites.

“Kitchen” means a room or part of a room which is used, intended, or designed to be used for preparing food. The kitchen includes facilities, or utility hookups for facilities, sufficient to prepare, cook, and store food, and wash dishes, including, at a minimum, countertops, a kitchen-style sink, and space and utilities sufficient for a gas or 220/240v electric stove and oven, and a refrigerator.

“Kitchenette” means a room or part of a room which is used, intended, or designed to be used for basic food preparation, with a sink and 120v electrical outlets.

“Major transit stop” means:

- (a) a stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;
- (b) commuter rail stops;
- (c) stops on rail or fixed guideway systems, including transitways;
- (d) stops on bus rapid transit routes or routes that run on high occupancy vehicle lanes; or
- (e) stops for a bus or other transit mode providing actual fixed route service at intervals of at least 15 minutes for at least five hours during the peak hours of operation on weekdays.

“Shared kitchen” means a kitchen that is used, intended, or designed to be used by residents of multiple dwelling or sleeping units for preparing food simultaneously.

“Sleeping unit” means an independently rented or owned and lockable and provide living and sleeping space.

18A.40.027 Summary land use table.

This table provides a summary of the land use tables included in this chapter, excluding space. In cases where there are differences between this table and other tables in this chapter, the other tables will apply. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

A. *Summary Table.* See LMC [18A.10.120\(D\)](#) for the purpose and applicability of

zoning districts.

	Zoning Classifications																								
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR1	OSR2	
<i>Sections unchanged by proposed amendment 2025-01 not included</i>																									
Residential Land Uses																									
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accessory dwelling unit (ADU) (27)	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boarding house (28)	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cottage housing (29)	P	P	P	P	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-	-	-	-
Foster care facility	P	P	P	P	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
Co-housing (dormitories, fraternities and sororities) (30)	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-
Co-Living Housing ()	P	P	P	P	P	P	P	P	P	P	P	 	 	 	 	 	 	 	 	 	 	 	 	 	
Detached single-family (31)	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Three-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	-	-	
Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-	-	-	
Five- and six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Multifamily, seven or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-	-	-	
Family day care (32)	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	
Home agriculture	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	
Home occupation (33)	P	P	P	P	P	-	-	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	-	-	
Mobile home parks (34)	-	-	C	C	C	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	-	-	
Residential accessory building (35)	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-	-	-	
Small craft distillery (32, 36)	-	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Specialized senior housing (37)	-	-	-	-	C	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Accessory residential uses (38)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	

P: Permitted Use C: Conditional Use "-" Not allowed

18A.40.110 Residential uses.

A. Residential Land Use Table. See LMC [18A.40.110\(B\)](#) for development and operating conditions. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts. See [LMC 18A.10.180](#) for Definitions.

Residential Land Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	-	-	-	-	P	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Boarding house (B)(2)	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Co-living housing (B)(14)	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Cottage housing (B)(3)	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Foster care facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Co-housing (dormitories, fraternities and sororities) (B)(4)	-	-	-	-	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-
Detached single-family, including manufactured homes (B)(5), C	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-
Three-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-
Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Five- and six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Multifamily, seven or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-
Family daycare (B)(6)	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Home agriculture	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Home occupation (B)(7)	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile home parks (B)(8), C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-
Residential accessory building (B)(9)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small craft distillery (B)(6), (B)(12)	-	P	P	P	P	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-

Residential Land Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Specialized senior housing (B)(10)	-	-	-	-	C	C	C	C	C	-	-	P	C	C	-	-	-	-	-	-	-
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-

P: Permitted Use C: Conditional Use “-”: Not allowed

B. Operating and Development Conditions.

14. Co-Living Housing Units

A. Sleeping units shall be subject to the following standards:

1. All sleeping units shall be no more than 300 square feet.
2. Sleeping units may include kitchenettes, but may not include kitchens.
3. Sleeping units must include a private bathroom.

B. Sleeping units shall be treated as one-half of a multifamily dwelling unit for the purpose of calculating fees for sewer connections.

C. Shared kitchens shall be subject to the following standards:

1. At least one shared kitchen shall be provided for every fifteen sleeping units.
2. At least one shared kitchen shall be provided on each floor that also contains sleeping units.

D. For the purposes of calculating housing unit density, sleeping units count as one quarter of a dwelling unit.

E. Where open space standards are applied based on the number of dwelling units, one half of the open space requirement will be required for sleeping units that is required of dwelling units.

F. All sleeping units must have access by interior or covered exterior walkway to a shared kitchen.

G. Off-street parking for co-living housing shall be subject to the following:

1. No off-street parking shall be required within one-half mile walking distance of a major transit stop.
2. A maximum of one off-street parking space per four sleeping units shall be required.
3. Notwithstanding subsections (G)1 and (G)2, cities may be exempted from required limitations on parking requirements by submitting an empirical study to the Department of Commerce. The study must be prepared by a credentialed transportation or land use planning expert and clearly demonstrate that the application of the parking limitations of will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location.

2025-03 Updates to Lakewood development regulations regarding “middle housing” for consistency with E2SHB 1110.

**Chapter 17.22
SHORT SUBDIVISIONS**

Sections:

17.22.010	Applicability.
17.22.020	Filing procedure and fee.
17.22.025	Determination of complete application.
17.22.030	Owner's free consent.
17.22.035	Posting requirements.
17.22.040	Survey.
17.22.050	Departmental review.
17.22.060	Review criteria.
17.22.070	Preliminary approval.
17.22.080	Notice.
17.22.090	Appeal procedure.
17.22.095	Final short plat approval.
17.22.100	Amendments.

17.22.010 Applicability.

Every short plat and short subdivision shall comply with the provisions of this chapter.

- A. *Exemptions.* The provisions of this chapter are not applicable to the following:
1. Deed releases, for the purpose of obtaining building financing; provided, that a short plat is required if said parcel is separately sold or if all land specified by the contract is not acquired.
 2. Divisions which were surveyed in accordance with the Survey Recording Act and are recorded with the Auditor prior to August 13, 1974.
 3. Up to four model homes may be constructed on a single tract of land without short platting provided the City has approved a preliminary subdivision which includes the specific lots upon which the model homes are to be located. The subdivision shall be completed and the final map recorded prior to the sale of any of the model home units.
 4. Divisions made by court order; provided, that this exemption shall not apply to land divided pursuant to dissolution or any partition proceedings.
 5. Any division of land for use solely for the installation of electric power, telephone, water supply, sewer service or other utility facilities of a similar or related nature; provided, however, that any remaining lot or lots are consistent with applicable zoning and land use plans.
 6. Any division or divisions of land for the sole purpose of enabling the City or other public agency to acquire land, either by outright purchase or exchange, for port purposes, boat moorage or launching sites, or for park, viewpoint, recreational, educational or other public purposes; provided, however, that any remaining lot or lots are consistent with applicable zoning and land use plans.
- B. The entire original tract (except adjacent platted or short platted land) shall be included within one short plat application.

C. *Further Divisions.* Land within a short subdivision shall not be further divided in any manner for a period of five years from the date said approved short plat is recorded with the Auditor without the filing of a final plat on the land which is proposed to be further divided, except that;

- when the short plat contains fewer than nine parcels, the owner who filed the short plat may file an alteration within the five-year period to create a total of up to nine lots within the original short plat boundary; and
- a residential zero lot line short subdivision may be made where the number of lots created is equal to the unit density required in LMC 18A.60.030.

~~These~~ requirements shall be stated on the face of the short plat. [Ord. 591 § 48, 2015; Ord. 500 § 4, 2009; Ord. 60 § 1, 1996.]

17.22.020 Filing procedure and fee.

An application for a short subdivision shall include a completed application form, ~~six full-size paper prints and six 11-inch by 17-inch reduced copies of the proposed short plat~~ showing all required information along with a nonrefundable application fee as set forth in separate resolution.

For purposes of RCW [58.17.033](#), a complete application for short plat approval must contain the information and documents required by this section.

A short plat shall meet the following standards:

- A. Drawn ~~in ink~~ to a scale not smaller than one inch equals 100 feet or other approved scale on a sheet size of 18 inches by 24 inches.
- B. The plat shall show the boundary and dimensions of the "original tract" including its Assessor's parcel number, section, township and range, and all adjoining public or private streets and identifying names as such.
- C. A vicinity map drawn to a scale of four inches equals one mile or other approved scale of sufficient detail to orient the location of the original tract.
- D. Name and address of the owner of record of the "original tract," scale of the drawing, and north directional arrow.
- E. All lots shall be identified by numerical designation. The dimensions of each lot shall be shown.
- F. Width and location of access to all short platted lots.
- G. The location and use of all existing buildings on the original tract.
- H. Space ~~or a second 18-inch by 24-inch plat map sheet~~ shall be reserved for comments and appropriate City signatures.

I. Where a survey is required, the form of the plat shall be as required by the Survey Recording Act.

17.22.025 Determination of complete application.

Within 28 days of receiving an application for preliminary plat approval containing all information required by LMC [17.22.020](#), the Department of Planning and Public Works (PPW) shall issue a determination of completeness or incompleteness as required by RCW [36.70B.070](#). The Department of Planning and Public Works (PPW) is responsible for complying with all other requirements of RCW [36.70B.070](#). [Ord. 814 § 2, 2024; Ord. 591 § 50, 2015; Ord. 60 § 1, 1996.]

17.22.030 Owner's free consent.

The contract purchasers shall sign a statement prescribed by the Department of Planning and Public Works (PPW) signifying that the plat is made with their free consent and in accordance with the desires of the owners. [Ord. 814 § 2, 2024; Ord. 60 § 1, 1996.]

17.22.035 Posting requirements.

After acceptance of a short plat application, notice of application shall be posted in accordance with the provisions of LMC [18A.20.330](#). [Ord. 726 § 2 (Exh. A), 2019; Ord. 591 § 51, 2015; Ord. 60 § 1, 1996.]

17.22.040 Survey.

Recordable surveys shall be required for all short plats and short subdivisions. All surveys shall be accomplished as required by Chapter [332-130](#) WAC and the Survey Recording Act (Chapter [58.09](#) RCW), except an additional recording will not be required for the "Survey Recording Act."

All lot staking shall be completed by the certifying professional land surveyor prior to the recording of the short plat.

All short plat corners, including interior lot corners, shall be staked with steel rebar or metal pipe with a cap which permanently bears the land surveyor's registration number. When the plat corner(s) or lot corner(s) falls in a body of water, over the edge of a steep slope or other inaccessible area, an offset corner will be permitted. When the boundary line of a short plat follows a meandering line, corners shall be set as directed by the City. A presubmittal meeting with City staff to discuss corner locations is recommended.

When the legal description of the short plat utilizes a partial or complete section subdivisional breakdown to establish the short plat boundaries, section subdivision survey information in accordance with the requirements of WAC [332-130-030](#) shall be shown on the short plat map.

All reference monuments used in the establishment of the short plat corners shall be identified, described, and noted as set or found on the short plat map. When appropriate, the short plat survey shall reference the recorded or previous survey that was the basis for the short plat survey.

When the short plat is adjacent to a constructed City street and the short plat corner(s) or its offset represents a one-sixteenth corner, quarter corner, section corner, or donation land claim corner that is not of record or is lost or obliterated, a City standard monument(s) shall be placed in the City street. In cases where a monument of record is found, the existing corner does not have to be replaced. Whenever a short plat is adjacent to an existing City street or right-of-way, the centerline of that street shall be located on the short plat drawing. If the existing constructed City street or maintained street section falls outside of the documented right-of-way, the surveyor shall identify the existing edge of pavement and limits of the maintained street section on the short plat drawing and show its relationship to said centerline. [Ord. 591 § 52, 2015; Ord. 60 § 1, 1996.]

17.22.050 Departmental review.

A. The Engineering Manager's Office shall review a short plat for adequacy of access, storm water drainage facilities, public sewer system, survey accuracy, and feasibility for building sites.

B. The Department of Planning and Public Works (PPW) shall review the proposed short plat for conformance with the Land Use and Development Code (LMC Title [18A](#)), including whether a residential zero lot line short subdivision would result in the number of lots created being equal to the unit density required in LMC [18A.60.030](#), other applicable land use laws, the comprehensive plan, and the subdivision code (LMC Title 17.)

C. The Tacoma-Pierce County Health Department shall review the proposed short plat for adequacy of potable water supply, and provisions for sanitary sewage disposal. The Lakewood Water District, or other water provider, shall provide information regarding the public water system. This will typically be in the form of a letter of water availability from the District.

D. The Fire Chief shall review the proposed short plat for adequacy of the fire protection water system and access for firefighting equipment.

E. The Pierce County Assessor's Office shall review the proposed short plat with regard to map and document format, tax status, and legal description.

F. The Pierce County Sewer Utility shall review the project with regard to sanitary sewer availability, appropriate easements, and details of any sanitary sewer infrastructure and connections.

The City may require that any review fees payable to outside agencies be made directly with that agency prior to submittal of the short plat application. [Ord. 814 § 2, 2024; Ord. 591 § 53, 2015; Ord. 60 § 1, 1996.]

17.22.060 Review criteria.

A. Access.

1. *General.* The proposed short plat shall be reviewed for adequate ingress and egress to all proposed lots. Extension of streets or access rights from property line to property line of the short subdivision land may be required so that the street may be extended in the future. If there is other reasonable access available, the Engineering Manager may limit the location of direct access to City arterials or other City streets. When an adjoining landowner will be obligated to construct or maintain a future street, a note to this effect shall be stated on the face of the short plat.

2. *Street Reserved Areas.* Where a City arterial may, or is being planned for a short subdivision land area, the Engineering Manager may require that a 60-foot-wide right-of-way area be reserved as a street reserved area for a future street, if all legal requirements for such a dedication are met.

3. *Private Streets.* Private streets are not normally permitted, but may be allowed when the Planning and Public Works (PPW) Director and City Engineer determine that the most logical development of the land requires that the lots be served by private streets or easements. Private street plats shall be reviewed per Chapter [17.26](#) LMC.

B. *Drainage.* The proposed short plat shall be reviewed for adequate drainage facilities. Requirements for any necessary facilities may be required to be written on the face of the short plat map.

C. *Sewers or Septic Tanks.* The proposed short plat shall be reviewed for potential sewer or septic tank adequacy. If known local conditions exist which may affect future building sites, these conditions may be required to be stated on the face of the short plat.

D. *Feasibility for Building Sites.* Areas which are known or suspected to be poor building sites because of geological hazard, flooding, poor drainage or swamp conditions, mud slides or avalanche, may be noted on the face of the short plat.

E. *Water Supply and Fire Protection.* The proposed plat shall be reviewed for potential adequacy of water supply and fire protection. Subsections [A](#) through [E](#) of this section may be considered as criteria for which a short plat may be denied. Existing City standards shall be used during the review process. [Ord. 813 § 2, 2024; Ord. 591 § 54, 2015; Ord. 60 § 1, 1996.]

F. *Density.* If the application is for a residential zero lot line short subdivision, that the number of lots created is equal to the unit density required in LMC 18A.60.030.

17.22.070 Preliminary approval.

A. *Procedure.* An application for a short plat shall be reviewed as a Process II permit type, which does not require a public hearing but does provide for public notice and comment. (See LMC [18A.20.080](#).) The initial decision on a short plat application is made by the Planning and Public Works (PPW) Director. The Director's decision may be appealed to the City's Hearing Examiner.

1. Upon receipt of a complete application for a short plat, the Department of Planning and Public Works (PPW) shall forward copies of the application and short plat map to the Public Works Department, the Fire Marshal, the Pierce County Assessor's Office, the Pierce County Public Works Sewer Utility, the Lakewood Water District, any affected public utility agencies, and the Tacoma-County Health Department. The initial review by the departments/agencies of the proposed short plat shall be completed within 15 days, unless, upon the request of the Department of Planning and Public Works (PPW), the applicant consents to an extension of such time period. The proposed preliminary short plat shall be considered under the subdivision regulations and zoning or other land use control ordinances in effect at the time a fully completed application for preliminary short plat approval has been submitted to the City.

2. Each department or official shall either recommend approval, disapproval, or revision of the short plat within the 15-day initial review period. The Planning and Public Works (PPW) Director shall have the final authority to approve, approve with conditions or deny a short plat application.

3. If returned for revision, the applicant or representative shall submit six prints to the Department of Planning and Public Works (PPW) reflecting the required revisions within 60 days after any review comments are provided by the reviewing agencies. Should the applicant require an extension of time to satisfy the requirements that were requested during the initial 15-day review, additional time may be granted upon written request.

4. Due to the complexity of the proposal, the applicant may desire to request the following to extend the life of the application.

a. Request in writing from the applicant that the application for the proposed short plat be placed on hold for due cause. "Due cause" would constitute a situation that was beyond the applicant's controls; i.e., required environmental checklist, Health Department requirement for viewing high water table on the site prior to review for waste disposal, or water availability report required by the state.

The request shall be accompanied by an estimated time-line for completion of the required additional material, studies, or review. The hold will be placed upon the application for a specified period of time.

b. Request in writing by the applicant that a time extension would be necessary to provide the reviewing departments the necessary material, documents, and studies, as requested in the initial City review. The Department of Planning and Public Works (PPW) may provide a second additional extension, not to exceed 180 days. A fee may be charged for the extended time, per the fee schedule.

c. Any applicable time limitations for processing an application, including time limits set forth in Chapter [36.70B](#) or [58.17](#) RCW, LMC Title [18A](#), or this title, shall be tolled while the applicant responds to requests for revision or additional information within the time frames set forth in this section.

5. The applicant is required to submit the revisions as requested, at the expiration of the allowable time line, along with six prints to the Department of Planning and Public Works (PPW). The reviewing departments shall have a 14-day review period to consider the revised plans. At the conclusion of the review period, the reviewing department directors or authorized representatives shall notify the applicant whether the application is complete or what additional information is necessary (RCW [36.70B.070\(4\)\(b\)](#)).

6. If the project applicant does not respond to requests for project amendments or additional information within the time frames specified herein, the Department of Planning and Public Works (PPW) may deny the application without prejudice.

B. *Required Written Findings for Short Subdivisions.* The Planning and Public Works (PPW) Director or designee shall inquire into the public use and interest proposed to be served by the establishment of the short subdivision and dedication. A proposed short subdivision and dedication shall not be approved unless the Director or designee makes written findings that:

1. Appropriate provisions are made for the public health, safety, and general welfare, for open spaces, drainage ways, streets, alleys, other public ways, transit stops, potable water supplies, time limits, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and
2. The public use and interest will be served by the platting of such subdivision and dedication. If the Director or designee finds that the proposed short subdivision makes such appropriate provisions and that the public use and interest will be served, then the Director or designee shall approve the proposed short subdivision and dedication.

C. *Notice of Return to Applicant for Cause.* If a short plat is not in proper order or cannot be approved in its present form, a letter postmarked prior to the expiration of said 30-day period shall be sent to the applicant (by the disapproving department) to notify him of why approval cannot be given in its present form.

D. *Effect of Approval.* The Planning and Public Works (PPW) Director's initial approval shall set forth the findings required by subsection [B](#) of this section, and may include specific conditions of approval. All required improvements must be installed and a copy of the final short plat map that responds to any conditions of approval must be submitted within three years of the date of the initial approval for final review and recording. An additional one-year extension of time may be granted by the Planning and Public Works (PPW) Director upon a showing of good cause beyond the control of the applicant that has delayed the ability of the applicant to complete the subdivision. The approval of a short plat shall not be a guarantee that future permits will be granted for any structures or development within said area and a notation to this effect shall be stated on the face of the short plat. Provided further that land in short subdivisions may not be further divided in any manner

within a period of five years without the filing of a preliminary and final plat, except that when the short plat contains fewer than nine parcels, the owner may file a short plat alteration or new short plat application within the five-year period to create up to a total of nine lots within the original short plat boundaries. Any such alteration application shall be reviewed de novo on its own merits. [Ord. 814 § 2, 2024; Ord. 813 § 2, 2024; Ord. 726 § 2 (Exh. A), 2019; Ord. 591 § 55, 2015; Ord. 60 § 1, 1996.]

17.22.080 Notice.

Prior to the sale, lease or contract to sell of any lot, parcel or tract within a short subdivision, a copy of the approved short plat shall be given to the prospective purchaser or lessee by the owner, owner's agent, or any person, firm or corporation who closes or escrows the transaction. [Ord. 60 § 1, 1996.]

17.22.090 Appeal procedure.

Any aggrieved party with the City's decision on a short plat, may appeal such decision to the Hearing Examiner in accordance with Chapter [1.36](#) LMC. Decisions not appealed are deemed final and conclusive. [Ord. 585 § 27, 2014; Ord. 60 § 1, 1996.]

17.22.095 Final short plat approval.

Upon completion of any and all conditions of the preliminary short plat approval, the developer shall present to the Department of Planning and Public Works (PPW) one copy of the approved short plat map for final approval and recordation. The final short plat map shall contain a certificate giving a full and correct description of the lands divided as they appear on the plat drawing, including a statement that the subdivision of property has been made with the free consent and in accordance with the desires of the owner(s) or contractor purchasers. If the subdivision of property includes a dedication, the certification shall also contain the dedication of all streets and other areas to the public, and any other required dedications as required by LMC [17.16.020](#). Said certificate shall be signed and acknowledged before a notary public by all parties having any interest in the lands subdivided.

The Department of Planning and Public Works (PPW) shall arrange for all responsible agencies to sign the plat map; provided, that the applicant may secure required approval signatures on the final plat map prior to submittal to the Department of Planning and Public Works (PPW).

Pursuant to RCW [58.17.140\(2\)](#), a final short plat map shall be approved, disapproved, or returned to the applicant within 30 days from the date of filing thereof, unless the applicant consents to an extension of such time period.

Development of lots created in a final short plat shall be regulated by the land use controls in effect at the time that the complete preliminary short plat application was filed, for a period of two years from the date of the final short plat recordation. After two years, the lots created by the short plat shall be regulated by the land use controls then in effect. [Ord. 814 § 2, 2024; Ord. 726 § 2 (Exh. A), 2019; Ord. 591 § 56, 2015.]

17.22.100 Amendments.

Amendments to short plats may be approved by the Department of Planning and Public Works (PPW) by approving an amendment note which states to the effect that this amended short plat supersedes "Short Plat No. ____." The note must specify the changes and before the Department of Planning and Public Works (PPW) can approve the amended short plat, all City requirements and conditions stated on the original short plat, must be stated on the amended short plat.

If any City department's or other agency's previous approval may be affected by the amendment (as determined by the Department of Planning and Public Works (PPW)), said department or agency will be notified of the change and be given the opportunity to comment before the Department of Planning and Public Works (PPW) approves the amendment. In addition, any amendment involving public dedication must be processed as provided in RCW [58.17.212](#) or [58.17.215](#). A fee as set forth in separate resolution shall be paid the Department of Planning and Public Works (PPW) for the processing of an amended short plat.

The Assessor-Treasurer's Office must again signify that the current real estate taxes are paid before the amended short plat is recorded. Upon recording, the amended short plat is deemed approved by City. [Ord. 814 § 2, 2024; Ord. 60 § 1, 1996.]

Chapter 17.24
UNIT LOT SUBDIVISIONS

Sections:

17.24.010	Purpose.
17.24.020	Applicability.
17.24.030	General requirements.
17.24.040	Application procedure.
17.24.050	Approval criteria.
17.24.060	Recording.

17.24.010 Purpose.

The purpose of this chapter is to provide an alternate process for the subdivision of land into unit lots for the creation of townhouse, cottage housing, attached housing, and similar developments. This process allows for fee-simple ownership while applying development standards primarily to a parent site, rather than to the individual lots resulting from a subdivision. [Ord. 813 § 2 (Att. C), 2024.]

17.24.020 Applicability.

- A. The provisions of this chapter apply exclusively to the subdivision of land for townhouses, cottage housing, attached housing, and similar residential developments. These regulations ensure that development on individual unit lots need not conform to minimum lot area or dimensional standards, provided the overall development of the parent lot meets applicable standards.
- B. A unit lot subdivision is permitted in all zones that permit residential land uses.
- C. A unit lot subdivision creates a relationship between the parent lot and two or more unit lots created.
- D. A unit lot subdivision may be used for any development with two or more dwelling units on parent sites of two acres or less that meet the standards of this chapter.
- E. Subdivisions with a commercial or other nonresidential use seeking similar flexibility must be approved through a binding site plan under Chapter 17.30 LMC.
- F. A unit lot subdivision may be combined with a subdivision or short subdivision so long as the portion of the development utilizing this section meets the requirements of this chapter.
- G. Existing developments which meet or can be brought into conformance with the requirements of this chapter may submit an application for a unit lot subdivision. [Ord. 813 § 2 (Att. C), 2024.]

17.24.030 General requirements.

- A. Parent and unit lots are subject to all applicable requirements of LMC Titles 12 (Public Works), 14 (Environmental Protection), 15 (Buildings and Construction), 16 (Shoreline Protection), 17 (Subdivisions), 18A (Land Use and Development Code), 18B (Downtown Development Code), and 18C (Station District Development Code), except as modified by this section.

- B. Development on individual unit lots does not need to conform to minimum lot area, density, frontage, or dimensional requirements; provided, that development on the parent lot conforms to these requirements.
- C. All buildings shall meet all applicable provisions of the building and fire codes.
- D. Required parking for a dwelling unit may be provided on a different unit lot than the dwelling unit if the right to use the parking is formalized by an easement recorded with the county.
- E. Adequate provisions for ingress, egress, emergency services, and utilities must be ensured through recorded easements, Access easements, joint use agreements, and maintenance agreements must be executed for use and maintenance of common areas and recorded with the county.
- F. Portions of the parent site not subdivided for unit lots shall be identified as tracts and owned in common by the owners of the unit lots.
- G. Common areas and facilities, which may include parking and open spaces, shall be maintained by a homeowners' association or the owners of the unit lots. [Ord. 813 § 2 (Att. C), 2024.]

17.24.035 Unit lot setbacks.

Lands where unit lots are created through the subdivision provisions of LMC Title 17 may apply the following special setbacks to offspring lots within a parent site; provided, however, that setbacks from the exterior lot lines of the parent site shall be consistent with LMC 18A.60.030(A).

- A. Side and rear yard setbacks from offspring lot lines that are not a parent site lot line may be based upon the building separation requirements of the applicable building and fire codes; provided, that zero, common, or shared lot lines may be allowed as set forth within subsection C of this section;
- B. Front yard setbacks from internal private access streets and/or access drives shall be at least five (5) feet or shall be set back from the internal private access street and/or access drive tract or easement line sufficient to provide a straight line length of at least 25 feet from the access point of the garage, carport or parking area to the opposite edge of the private access street and/or access drive tract or easement. No portion of a garage or any garage door which may be in motion may cross any lot line;
- C. Zero, common, or shared lot lines may be permitted subject to the standards of the applicable building and fire codes;
- D. Existing developments comprising detached condominiums or common wall townhouses may utilize the setback provisions of this section if converting to fee simple lots as provided by the subdivision process of LMC Title 17; and
- E. Figure 17.24.035-1 provides a visual example of the parent site and unit lot line setback requirements as set forth within subsections A, B, and C of this section and Figure 17.24.035-2 provides a visual example of zero, common, or shared offspring lot line requirements as set forth within subsection C of this section.

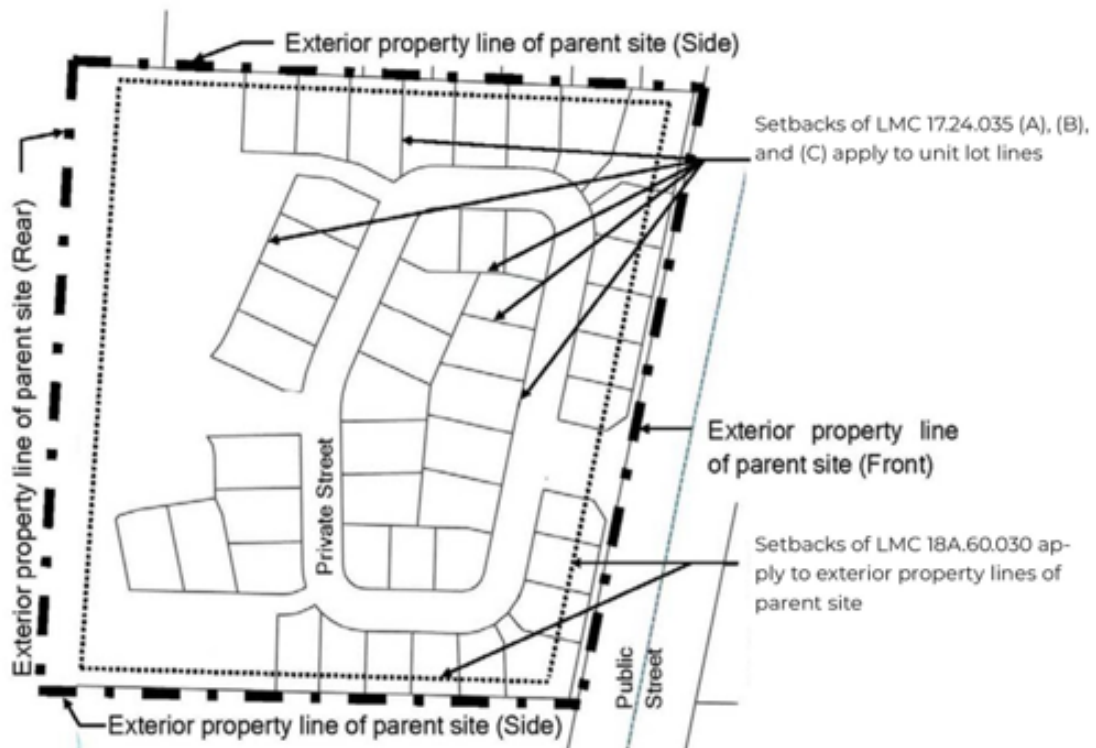


Figure 17.24.035 -1 Parent site and unit lot setback illustration

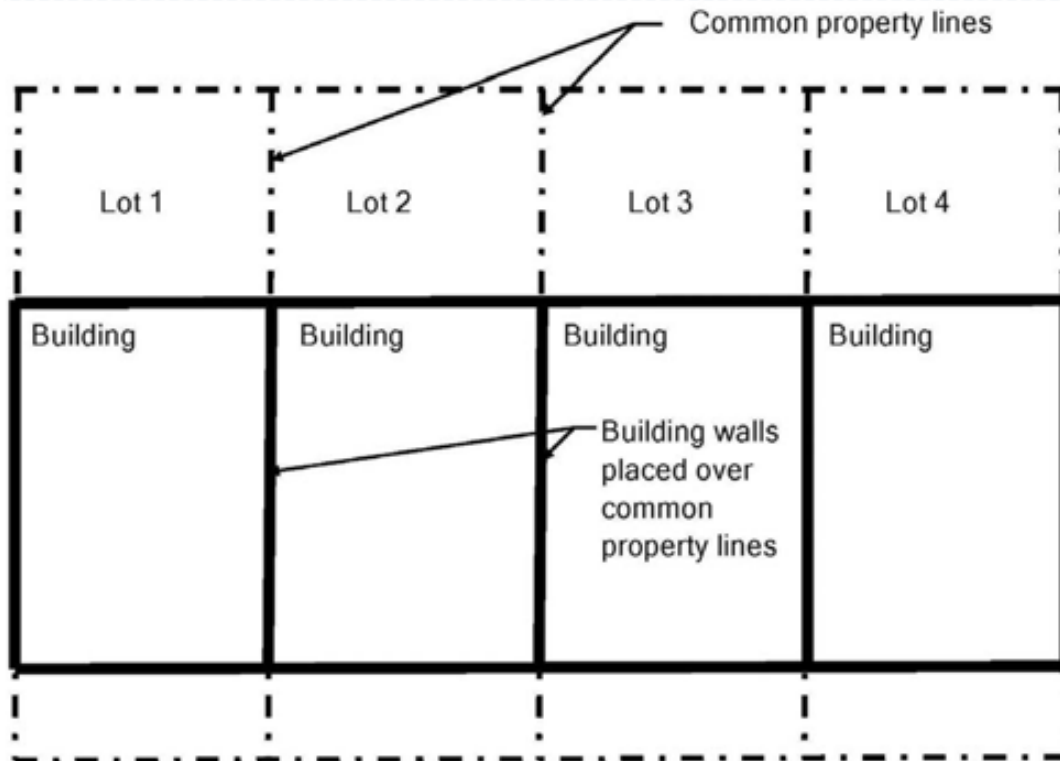


Figure 17.24.035-2 Zero, common, or shared unit lot lines for townhouses or zero lot lines.

17.24.040 Application procedure.

- A. Unit lot subdivisions shall be otherwise processed as subdivisions under this title.
- B. Unit lot subdivisions creating nine or fewer lots shall be processed as short subdivisions under Chapter 17.22 LMC.
- C. Applications for a unit lot subdivision must fulfill the applicable requirements for a subdivision or short subdivision, and also identify:
 - 1. Areas and facilities owned in common by the owners of the unit lots, including garages, parking, vehicle access, and open space;
 - 2. Access easements, joint use and maintenance agreements, and covenants, conditions, and restrictions identifying the rights and responsibilities of property owners and/or the homeowners' association for use and maintenance of common areas; and
 - 3. Conformance of the parent lot with all applicable development requirements... [Ord. 813 § 2 (Att. C), 2024.]

17.24.050 Approval criteria.

Unit lot subdivisions are subject to approvals based on the requirements for a subdivision or short subdivision, in addition to the following additional criteria:

- A. The requirements provided in this chapter are satisfied;
- B. All common areas should be located/recorded in tracts and owned by undivided interests;
- C. The parent lot is designed to function as one site with respect to, but not limited to, lot access, interior circulation, open space, landscaping, drainage facilities, facility maintenance and parking;
- D. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, and parks and recreation; and
- E. The conditions of use, maintenance and restrictions on redevelopment of shared open space, parking, access and other improvements are identified and enforced by the covenants, easements or other similar mechanisms.. [Ord. 813 § 2 (Att. C), 2024.]

17.24.060 Recording.

The plat recorded with the county auditor's office for a unit lot subdivision is required to include the following in addition to the requirements for a plat in LMC 17.10.025 or short plat in LMC 17.22.020:

- A. A title that includes "Unit Lot Subdivision."
- B. Access easements, joint use and maintenance agreements, and covenants, conditions, and restrictions identifying the rights and responsibilities of property owners and/or the homeowners' association for use and maintenance of common areas, including garages, parking, vehicle access, and open space.

- C. Notes to acknowledge the following:
1. Approval of the subdivision was based on the review of the development as a whole on the parent lot;
 2. Subsequent platting actions or additions or modifications to structures may not create or increase any nonconformity of the parent site as a whole, and shall conform to the approved site plan;
 3. If a structure or portion of a structure has been damaged or destroyed, any repair, reconstruction or replacement of the structure(s) shall conform to the approved site development plan;
 4. Additional development of the individual lots may be limited as a result of the application of development standards to the parent site;
 5. Individual unit lots are not separate buildable sites and additional development may be limited;
 6. Subsequent platting actions or modifications may not create or increase nonconformity of the parent site. [Ord. 813 § 2 (Att. C), 2024.]

17.24.070 Conflicts.

Any irreconcilable conflicts regarding unit lot subdivisions between the provisions of this chapter and other sections of the Lakewood Municipal Code shall be resolved in favor of the text of this chapter.

LMC 18A.10.180 Definitions

Term	LMC Definition	Amended Definition
Cottage housing	---	<u>"Cottage housing" means residential units on a lot with a common open space that either: (a) is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space. Examples may include, but are not limited to, bungalow courts, garden court homes, courtyard cottages, and ecovillages.</u>
Courtyard Apartments	---	<u>"Courtyard apartments" means attached dwelling units arranged on two or three sides of a yard or court. Courtyard apartments may include, but are not limited to, garden apartments, and patio apartments.</u>
Duplex	--	<u>"Duplex" means a residential building with two attached dwelling units. See "Two (2) family residential structure, attached or detached dwelling units."</u>
"Five (5) family residential structure, attached or detached dwelling units"	--	<u>"Five (5) family residential structure, attached or detached dwelling units" means five (5) dwelling units located on one (1) property. The term means the same thing as "fiveplex."</u>
Fiveplex	--	<u>"Fiveplex" means a residential building with five attached dwelling units. See "Five (5) family residential structure, attached or detached dwelling units."</u>
"Four (4) family residential structure,		<u>"Four (4) family residential structure, attached or detached dwelling units" means four (4) dwelling</u>

Term	LMC Definition	Amended Definition
<u>attached or detached dwelling units</u>		<u>units located on one (1) property. The term means the same thing as “fourplex.”</u>
<u>Fourplex</u>	--	<u>“Fourplex” means a residential building with four attached dwelling units. See “Four (4) family residential structure, attached or detached dwelling units.”</u>
Multiple-unit housing; multifamily housing; multifamily	“Multiple-unit housing,” “multifamily housing,” and “multifamily” may be used interchangeably and mean a building or a group of buildings having four (4) or more dwelling units for permanent residential occupancy, not designed or used as transient accommodations and not including hotels and motels. Multifamily units may result from new construction or rehabilitated or conversion of vacant, underutilized, or substandard buildings to multifamily housing.	“Multiple-unit housing,” “multifamily housing,” and “multifamily” may be used interchangeably and mean a building or a group of buildings having seven (7) four (4) or more dwelling units for permanent residential occupancy, not designed or used as transient accommodations and not including hotels and motels. Multifamily units may result from new construction or rehabilitated or conversion of vacant, underutilized, or substandard buildings to multifamily housing.
<u>Parent lot</u>		<u>“Parent lot” means a lot which is subdivided into unit lots through the unit lot subdivision process.</u>
<u>Single-family zones</u>	--	<u>“Single-family zones” means those zones where single-family detached residences are the predominant land use.</u>
<u>“Six (6) family residential structure, attached or detached dwelling units”</u>		<u>“Six (6) family residential structure, attached or detached dwelling units” means four (6) dwelling units located on one (1) property. The term means the same thing as “sixplex.”</u>
<u>Sixplex</u>	--	<u>“Sixplex” means a residential building with six attached dwelling units. See “Six (6) family residential structure, attached or detached dwelling units.”</u>
Stacked Duplex	“Stacked duplex” means a small- to medium-sized structure that consists of two (2) stacked dwelling units, one (1) on top of the other, both of which face and are entered from the street.	
<u>Stacked Flats</u>		<u>“Stacked flat” means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.</u>
<u>Townhouse</u>		<u>“Townhouses” means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides. Examples may include, but are not limited, to rowhouses, triplexes, fourplexes, fiveplexes, and sixplexes.</u>
<u>Triplex</u>	--	<u>“Triplex” means a residential building with three attached dwelling units. See “Three (3) family</u>

Term	LMC Definition	Amended Definition
		<u>residential structure, attached or detached dwelling units.</u>
Unit density	--	<u>"Unit density" means the number of dwelling units allowed on a lot, regardless of lot size.</u>
Unit lot		<u>"Unit lot" means a subdivided unit lot within a development, created from a parent lot and approved through the unit lot subdivision process.</u>
Unit lot subdivision		<u>"Unit lot subdivision" means a subdivision or short subdivision utilizing this chapter and approved through the unit lot subdivision process</u>

Table 18A.40.110- Allowed Residential Uses by Residential Zoning District

Use	ZONING DISTRICT													
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD
Accessory Caretaker's Unit											P	P	P	P
Accessory Dwelling Unit (ADU) ^{B1}	P	P	P	P	P	P	P	P					P	
Babysitting Care	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Boarding House	C	C	C	C	C									
Cottage Housing ^{B2}	P	P	P	P										
Courtyard Apartments	P	P	P	P										
Foster Care Facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Co-housing (dormitories, fraternities, and sororities)					P	P	P	P	P		P	P		
Detached Single-Family ^{B3}	P	P	P	P	P	P				P				
Two-Family Residential, attached or detached dwelling units. Duplex.	P	P	P	P	P	P	P			P	P	P		
Three-Family Residential, attached or detached dwelling units. Triplex.	P	P	P	P	P	P	P			P	P	P		
Four-family residential, attached or detached dwelling units. Fourplex.	P	P	P	P	P	P	P	P	P	P	P	P		
Five- and six-family residential, attached or detached dwelling units. Fiveplex and Sixplex.	P	P	P	P	P	P	P	P	P	P	P	P		
Stacked Flats	P	P	P	P							P	P		
Multifamily, seven or more residential units							P	P	P	P	P	P	P	P
Townhouse	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Mixed Use											P	P	P	P
Family Daycare	P	P	P	P	P	P	P	P	P	P	P	P		
Home Agriculture	P	P	P	P	P	P	P	P	P	P				
Home Occupation	P	P	P	P	P									
Mobile Home Parks			C	C	C									
Residential Accessory Building	P	P	P	P	P	P	P	P	P	P	P	P	P	P

Use	ZONING DISTRICT													
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P												
Small craft distillery		P	P	P	P							P	P	P
Specialized senior housing					C	C	C	C	C			P	C	C
Accessory residential use	P	P	P	P	P	P	P	P	P	P	P	P	P	P

LMC 18A.60.030 Residential Area and Dimensions

A. Development Standards Table. For unit lots and unit lot subdivisions, see also LMC Chapter 17.24.

Density and Dimensional Standards	Zoning Classifications									
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	
Density (units per acre)	7.0/3.5/1.8 1.45 DUA	10.3/5.2/2.6 2.2 DUA	23.3/11.7/5.9 4.8 DUA	30.6/15.3/7.7 6.4 DUA	22	35	22	35	54	
Minimum Unit Density (units per lot) (B)(1)	2	2	2	2						
Lot Size	25,000 GSF	17,000 GSF	7,500 GSF	5,700 GSF	No min. lot size	No min. lot size	No min. lot size	No min. lot size	No min. lot size	
Building Coverage (B) (2)	45 35%	45 35%	45%	50%	55%	60%	60%	60%	60%	
Impervious Surface	45%	45%	60%	70%	70%	75%	70%	70%	70%	
Front yard / street setback	15 25 ft	15 25 ft	10 ft	10 ft	5 ft	5 ft	10 15 ft	10 15 ft	10 15 ft	
Garage / carport setback	20 30 ft	20 30 ft	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	
Principal arterial and state highway setback	25 ft	25 ft	25 ft	25 ft	25 ft	25 ft	25 ft	25 ft	25 ft	
Rear yard setback without an alley	1-3 units: 15 20 ft More than 3 units: 10 ft	1-3 units: 15 20 ft More than 3 units: 10 ft	10 ft	10 ft	5 ft	5 ft	10 15 ft	10 15 ft	10 15 ft	
Rear yard setback with an alley (B) (3)	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	
Interior setback	Attached: 0 ft; Detached: 5 ft 8 ft	Attached: 0 ft; Detached: 5 ft 8 ft	Attached: 0 ft; Detached: 5 ft 8 ft	Attached: 0 ft; Detached: 5 ft 8 ft	Attached: 0 ft; Detached: 5 ft	Attached: 0 ft; Detached: 5 ft	8 ft	8 ft	8 ft	
Building height	35 ft	35 ft	35 ft	35 ft	35 ft	50 ft	45 ft	65 ft	80 ft	
Design	Design features shall be required as set forth in Chapter 18A.70 , Article I.									
Landscaping	Landscaping shall be provided as set forth in Chapter 18A.70 , Article II.									
Parking	Parking shall conform to the requirements of Chapter 18A.80 .									

GSF = gross square foot

LMC 18.60.030.B

B. Specific Development Considerations.

~~a. Residential (R) Maximum Density~~

~~i. The maximum density requirements for Residential (R) zoning districts are listed as three figures, which are interpreted as follows:~~

~~1. The first number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots where additional affordable units are provided according to Chapter 18A.90 LMC or is located within the Residential/Transit Overlay as defined in Chapter 18A.50 LMC, Article IV, and do not include critical areas or their buffers as defined under LMC Title 14.~~

~~2. The second number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that do not include critical areas or their buffers.~~

~~3. The third number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots that include critical areas or their buffers.~~

a. For all Residential (R) zoning districts, a minimum of two (2) housing units per lot (excluding accessory dwelling units) are allowed on all lots that meet minimum lot size requirements and do not include critical areas or their buffers, or four (4) housing units per lot where additional affordable units are provided according to Chapter 18A.90 LMC or additional units are permitted in locations close to a major transit stop under Chapter 18A.50 LMC, Article IV.

i. To qualify for additional units, an applicant shall commit to renting or selling the required number of units as affordable housing and meeting the standards below.

i. Dwelling units that qualify as affordable housing shall have costs, including utilities other than telephone, that do not exceed 30 percent of the monthly income of a household whose income does not exceed the following percentages of median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development:

a. Rental housing: 60 percent.

b. Owner-occupied housing: 80 percent.

ii. The units shall be maintained as affordable for a term of at least 50 years in accordance with RCW 36.70A.635(2)(a), and the property shall satisfy that commitment and all required affordability and income eligibility condition.

iii. The applicant shall record a covenant or deed restriction that ensures the continuing rental or ownership of units subject to these affordability requirements consistent with the conditions in chapter 84.14 RCW for a period of no less than 50 years.

iv. The covenant or deed restriction shall address criteria and policies to maintain public benefit if the property is converted to a use other than that which continues to provide for permanently affordable housing.

v. The units dedicated as affordable housing shall:

1. Be provided in a range of sizes comparable to other units in the development.

2. The number of bedrooms in affordable units shall be in the same proportion as the number of bedrooms in units within the entire development.

- 3. Generally, be distributed throughout the development and have substantially the same functionality as the other units in the development.
 - vi. Minimum and maximum numbers of dwelling units per structure for middle housing are invalid, except as provided by the definitions of middle housing typologies.
 - vii. An applicant may also apply the Multifamily Tax Exemption (MFTE) program to its affordable dwelling units, provided the units qualify in accordance with Chapter 3.64.
- b. The maximum lot coverage is as follows:
 - i. For lots with a unit density of six: 55 percent
 - ii. For lots with a unit density of four or five: 50 percent
 - iii. For lots with a unit density of three or less: 45 percent
 - iv. Unless the city has a different pre-existing approach to measuring lot coverage, lot coverage is measured as follows: the total area of a lot covered by buildings or structures divided by the total amount of site area minus any required or planned dedication of public rights-of-way and/or designation of private rights-of-way. Lot coverage does not include building overhangs such as roof eaves, bay windows, or balconies and it does not include paved surfaces.
 - c. The minimum setback for a rear alley is zero feet. It is three feet for a garage door where it is accessed from the alley.
 - d. No hard surface areas shall be allowed within the dripline of a significant tree to the maximum extent possible, subject to the tree preservation regulations of Chapter 18A.70, Article III.
 - e. The process used for reviewing compliance with middle housing design standards shall be administrative review as described under LMC Chapter 18A.20.

18A.30.240 General Provisions

* * *

B. Individual cottage units shall contain at least eight hundred (800) and no more than ~~one thousand five hundred (1,500)~~ one thousand six hundred (1,600) square feet of gross floor area. A covenant restricting any increases in unit size after initial construction shall be recorded against the property. Vaulted space shall not be converted into habitable space.

C. A community building of up to ~~two thousand five hundred (2,500)~~ two thousand four hundred (2,400) square feet in size, excluding attached garages, may be provided for the residents of the cottage housing development. Roof pitch, architectural themes, materials and colors shall be consistent with those of the dwelling units within the cottage housing development.

~~D. Accessory dwelling units shall not be permitted in cottage housing developments. [Ord. 726 § 2 (Exh. B), 2019.]~~

18A.30.250 Development Standards

D. Setbacks and Building Separation

1. Dwelling units shall have at least a ten (10) ~~twenty (20)~~ foot front setback, five (5) ~~eight (8)~~ foot side yard setback and a ten (10) foot rear setback without an alley; Zero (0) foot rear setback with an alley; Three (3) foot rear setback for a garage door accessed from the alley.
2. Dwelling units shall be separated from one another by a minimum of five (5) ~~ten (10)~~ feet, not including projections.
3. Dwelling units shall maintain a five (5) ~~ten (10)~~ foot separation between buildings.
4. For unit lot subdivisions, see also LMC 17.24.035.

18A.30.260 Open Space

A. A minimum of three hundred (300) ~~five hundred (500)~~ square feet of common open space shall be provided per dwelling unit.

18A.30.270 Building Design Standards

A. Building Height

The maximum building height for dwelling units shall be thirty-five (35) ~~twenty-five (25)~~ feet.

18A.30.280 Parking

A ~~minimum~~ maximum of one (1) parking spaces per cottage shall be provided for the entire development. An additional fifteen (15) percent of total required spaces shall be designated for guests. If the lot is within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, no parking is required if adequate provision of on-street parking facilities is available as determined by the Director.

Off Street Parking

A. These standards apply to all housing meeting the definition of middle housing in Section 3, except as noted in subsection (C) of this section.

Table 18A.80.030(F) LMC Parking Standards Table

Use	Unit Measure	Minimum (FDM-program only) ¹	Max	Required Bicycle Parking Spaces
Accessory Dwelling Unit ²	Per dwelling unit	1	N/A	None
	Per dwelling unit within ½ mile of a major transit stop (3)	0/1	N/A	None
Affordable housing units within ¼ ½ mile of a major transit stop (any type) ³	Per dwelling unit within ¼ ½ mile of <u>frequent a major-transit stop (any type) service</u> ³	Studio – 0.75 0 1 Bedroom – 1.0 2+ bedroom – 1.5 0	N/A	<u>1 per 7.5 auto stalls, 3 minimum per building</u>
Single-Family	Per dwelling unit	2	N/A	None
	Per dwelling unit	2	N/A	None
Duplexes ⁴	Per dwelling unit within ½ mile of <u>frequent a major transit stop service</u> ⁴	0	N/A	0.5 per unit
Multifamily structures with four to six units ⁴	Per dwelling unit	Studio -1 1 bedroom – 1.25	N/A	2

Use	Unit Measure	Minimum (FDM-program only) ¹	Max	Required Bicycle Parking Spaces
		2+ bedroom – 1.5		
	Per dwelling unit within ½ mile of a major transit stop	0	N/A	0.5 per unit
Multifamily Structures with seven or more units ⁵	Per Dwelling Unit	Studio – 1 1 Bedroom – 1.25 2+ bedroom – 1.5	N/A	1 per 10 auto stalls; 2 minimum per building
	Per dwelling unit within ½ mile of a major transit stop	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building

¹ See LMC 18A.80.060(H)

Section LMC 18A.80.030.G

* * *

9. Residential parking standards for residential development do not apply to:
- a. Portions of the city for which the Department of Commerce has certified a parking study in accordance with RCW 36.70A.635(7)(a), in which case off-street parking requirement shall be as provided in the certification from the Department of Commerce.

Section LMC 18A.30.280A

A ~~maximum~~ minimum of one (1) parking spaces per cottage shall be provided for the entire development. An additional fifteen (15) percent of total required spaces shall be designated for guests. If the lot is within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, no parking is required if adequate provision of on-street parking facilities is available as determined by the Director.

2025-04 Regulatory amendments for consistency with RCW 64.55.010 “Concerning the definition of multiunit residential buildings.”

LMA 18A.10.180 Definitions

~~“Multiple-unit housing,”~~ ~~“Multifamily housing,”~~ and “multifamily” may be used interchangeably and mean a building or a group of buildings having four (4) or more dwelling units for permanent residential occupancy, not designed or used as transient accommodations and not including hotels and motels. Multifamily units may result from new construction or rehabilitated or conversion of vacant, underutilized, or substandard buildings to multifamily housing.

“Multiunit residential building” means:

- (a) A building containing more than two attached dwelling units, including a building containing nonresidential units if the building also contains more than two attached dwelling units, but excluding the following classes of buildings:
 - (i) Hotels and motels;
 - (ii) Dormitories;
 - (iii) Care facilities;
 - (iv) Floating homes;
 - (v) A building that contains attached dwelling units that are each located on a

single platted lot, except as provided in (b) of this subsection;
(vi) A building in which all of the dwelling units are held under one ownership and is subject to a recorded irrevocable sale prohibition covenant; ((and))
(vii) A building with 12 or fewer units that is no more than two stories; and
(viii) A building with 12 or fewer units that is no more than three stories so long as one story is utilized for parking, either above or below ground, or retail space.

(b) When applying for the building permit described in RCW 64.55.020, the applicant submits to the PPW department a statement that the developer elects to treat the improvement for which a permit is sought as a multiunit residential building for all purposes under RCW Chapter 64.55, then "multiunit residential building" also means the following buildings for which such election has been made:

- (i) A building containing only two attached dwelling units;
- (ii) A building that does not contain attached dwelling units; and
- (iii) Any building that contains attached dwelling units, each of which is located on a single platted lot.

2025-05 Regulatory amendments regarding residential parking for consistency with SSB 6015 amending the GMA

LMC Chapter 18A.80 (unaffected sections of the chapter are not included below):

* * *

18A.80.030 Zoning district parking requirements.

A. The requirements for any use not listed herein shall be those of the listed use most similar to the unlisted use. When similarity is not apparent, the Director shall determine the minimum and maximum for the unlisted use. The Director may require that the applicant conduct a parking study to evaluate the parking needs associated with a proposed use.

B. For conditional uses, as identified and described in Chapter [18A.20](#) LMC, Article II, the parking requirement shall be as provided in that chapter or as determined by the Hearing Examiner.

C. *Residential Zoning Districts.* Additional parking requirements for residential districts are located in subsections [E](#) and [G](#) of this section.

D. *Commercial, Office and Industrial Uses.* In commercial, industrial, and mixed use districts, off-street parking requirements shall be as shown in subsection [E](#) of this section; provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the City, are filed with the Director.

E. *Rounding of Fractions.* When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-half (0.5) shall be disregarded and any fraction of one-half (0.5) or over shall be

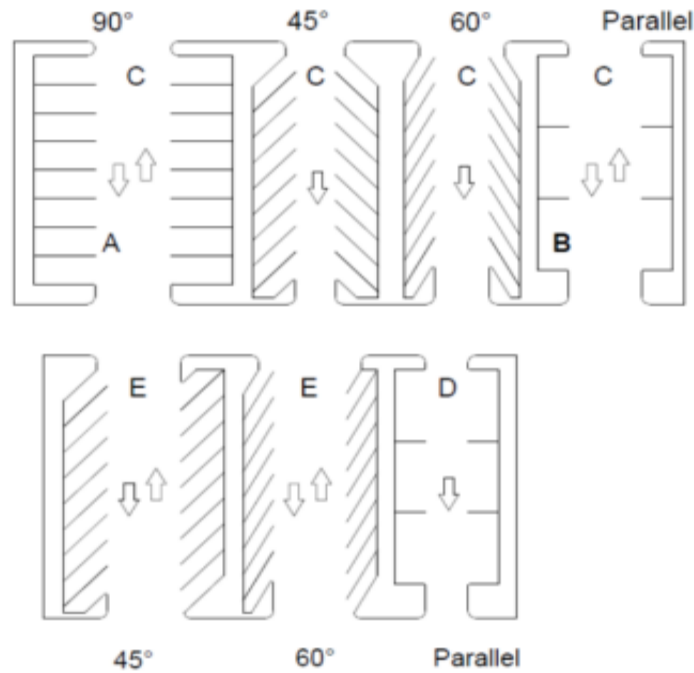
counted as one (1) space.

F. *Parking Standards.* Note that the parenthetical numbers in the matrix identify specific requirements or other information **which are set forth** following the matrix in subsection [C](#) of this section.

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H).	Max	Required bicycle parking spaces
BUSINESS PARK				
General business park	Per 1,000 square feet	2	4	See offices
COMMERCIAL				
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4
Bowling alleys	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
Commercial recreation	Per 1,000 square feet	3	5	1 per 20 auto stalls. Minimum of 4
Day care, preschools, nursery schools (1)	Per staff member	0.5	1	1 per 25 auto stalls. Minimum of 1
Hotels, motels (2)	Per room or suite	1	2	See retail
	Per 1,000 square feet of seating area of banquet and meeting rooms	6	N/A	See places of assembly without fixed seats
Medical and dental clinic and offices	Per 1,000 square feet of GFA	2	4	See offices
Mini storage	Per 100 units	1; or a minimum of 3 spaces plus 2 for permanent on-site managers	N/A	None
Mortuaries, funeral homes	Per 4 seats	1	2	None
Neighborhood commercial shopping area	Per 1,000 square feet	1	2	See retail
Office building	Per 1,000 square feet of GFA			1 per 15 auto stalls. Minimum of 2
	· With on-site customer service	2	4	
	· Without on-site customer service	1.5	3	
Regional shopping centers, food and drug	Per 1,000 square feet of GFA	3	6	See retail

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H).	Max	Required bicycle parking spaces
stores				
Restaurants	Per 100 square feet of dining area	1	4	See retail
Retail	Per 1,000 gross square feet	3	6	1 per 20 auto stalls. Minimum of 2
Retail in mixed-use development	Per 1,000 gross square feet	2	4	See retail
Service stations (mini marts are retail uses)	Per employee plus per service bay	0.5	1	None
INDUSTRIAL				
General industrial	Greatest number of employees on a single shift plus one space for each vehicle owned, leased or operated by the company	0.5	1	See offices
Warehouse	Per 2,000 square feet of GFA plus per 400 square feet of GFA used for office or display area	1	N/A	None
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per 5 auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA	10	11	1 per 25 auto stalls. Minimum of 2
Places of assembly with fixed seats	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
Stadiums, auditoriums, gymnasiums, theaters	Per 4 seats of the permitted assembly occupants. (School and/or public facility parking spaces may be used provided the	1	1.5	1 per 25 auto stalls. Minimum of 4

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H).	Max	Required bicycle parking spaces
	facilities are on the same or contiguous parcels within 300 feet of the theater or auditorium.)			
RESIDENTIAL (See also Subsection G)				
Accessory dwelling unit (3)	Per dwelling unit	1	N/A	None
	Per dwelling unit within 1/2 mile of a major transit stop (3)	0/1	N/A	None
Affordable housing units within 1/4 mile of transit (any type) (4)	Per dwelling unit within 1/4 mile of frequent transit service (4)	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building
Single-family	Per dwelling unit	2	N/A	None
Duplexes (5)	Per dwelling unit within 1/2 mile of frequent transit service (5)	0	N/A	0.5 per unit
Multifamily structures with four to six units (5)	Per dwelling unit	Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	2
	Per dwelling unit within 1/2 mile of a major transit stop	0	N/A	0.5 per unit
Multifamily structures with seven or more units (6)	Per dwelling unit	Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	1 per 10 auto stalls. 2 minimum per building
	Per dwelling unit within 1/2 mile of a major transit stop	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building
Mobile home subdivision	Per dwelling unit	2	N/A	None
Mobile home parks (7)	Per dwelling unit	1.5	N/A	None
Rooming houses, lodging houses, bachelor or efficiency units (6)	Per occupant	1	3	See multifamily
	Per room within 1/2 mile of a major transit stop	0.75	3	See multifamily
Senior citizen apartments and housing for people with disabilities	Per 3 dwelling units	1	2	See multifamily
	Per dwelling unit within 1/4 mile of frequent transit service	0	N/A	0.25 per unit



Off-Street Parking Dimension Table

	45-Degree	60-Degree	90-Degree	Parallel
Parking Stall Width (A)	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')
Parking Stall Depth (B)	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')
Width of Driveway Aisle (C)	13'	18'	24'	12'
Width of One-Way Access Driveway (D)	14'	14'	14'	14'
Width of Parking Lot Access Driveway (E)	24'	24'	24'	24'

G. *Additional Provisions.*

1. For day care, preschools, and nursery schools, one drop-off loading area must be provided per seven (7) students.
2. Restaurants in hotels and motels are managed as a separate use under parking requirements.
3. Accessory dwelling units within one-half (0.5) mile of a major transit stop, defined as a stop for commuter rail, bus rapid transit, or actual fixed route service at intervals of at least fifteen (15) minutes for at least five (5) hours during the peak hours of operation on weekdays, are not required to provide on-site parking spaces if adequate provision of on-street parking facilities is available as determined by the Director.
4. The requirements for reduced parking for affordable housing include the

following:

- a. Housing units must be affordable at fifty (50) percent of area median income or lower.
 - b. The housing unit is located within one-quarter (1/4) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day.
 - c. A covenant must be registered on title consistent with the requirements in Chapter [18A.90](#) LMC that will maintain units as affordable for a minimum of fifty (50) years.
5. For middle housing types, housing units that are within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, are not required to provide on-site parking if adequate provision of on-street parking facilities is available as determined by the Director.
6. For multifamily housing types:
- a. Housing units within one-half (1/2) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day are required to provide three-quarters (3/4) parking spaces per unit or one (1) space per bedroom, to a maximum of two (2) spaces per unit.
 - b. At least ten (10) percent of the total parking spaces must be set aside for unreserved guest parking.
7. In mobile home parks, parking spaces in excess of one (1) per mobile home may be grouped in shared parking areas.
8. For housing units that are specifically for seniors or people with disabilities and are within one-half (1/2) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day, no on-site parking is required.
9. Garages and carports may not be required as a way to meet minimum parking requirements for residential development;
10. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;
11. Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;
12. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;

13. Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;

14. Off-street parking is not a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and

15. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

16. Existing parking spaces that do not conform to the requirements of this section are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.)

17. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

18B.600.610 Parking.

A. *Off-Street Parking Requirements.* The following off-street parking requirements supersede the requirements in Chapter [18A.80](#) LMC. Uses not listed below must comply with the requirements in Chapter [18A.80](#) LMC.

18B-600-1. Off-Street Parking Requirements.

Land Use	Parking Requirement	Required Bicycle Parking Spaces
Residential	1 per dwelling unit	1 per 10 auto stalls; 2 minimum per building
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	1 per 15 auto stalls; minimum of 2
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	1 per 15 auto stalls; minimum of 2
Street level retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	1 per 8,000 GSF of total retail; minimum of 2

B. *Parking Reductions or Increases.* The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one or more of the following:

1. *Reduction Due to Shared Parking at Mixed-Use Sites and Buildings.* A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.

2. Reduction Due to Public Parking Availability. The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to 50 percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.

3. Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand. Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, based on collecting local parking data for similar land uses on a typical day for a minimum of eight hours.

C. Parking Location and Design. Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.

D. Shared Parking. Shared parking is encouraged to support a walkable and pedestrian-oriented CBD where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter [18A.80](#) LMC.

E. Public Parking. Public parking is permitted as a principal or accessory use in the Downtown District subject to the frontage and design standards.

F. Dimensional Standards. Parking stall and circulation design shall meet the standards of Chapter [18A.80](#) LMC.

G. Garages and carports may not be required as a way to meet minimum parking requirements for residential development;

H. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;

I. Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;

J. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;

K. Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;

L. Off-street parking is not a condition of permitting a residential project if

compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and

M. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

N. Existing parking spaces that do not conform to the requirements of this section are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.)

O. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

18C.600.610 Parking.

A. *Off-Street Parking Requirements.* The following off-street parking requirements supersede the requirements in Chapter [18A.80](#) LMC. Uses not listed below must comply with the requirements in Chapter [18A.80](#) LMC.

Table 18C.600-1. Off-Street Parking Requirements

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
Residential	Single-family: 2 per dwelling unit Accessory dwelling: 1 per dwelling unit; or zero when located within 1/2 mile of the Sounder Station or a bus rapid transit stop. (RCW 36.70A.698) Senior citizen apartments: 1 per 3 dwelling units* Multifamily housing: * Studio – 1 per unit 1+ bedroom – 1.25 per unit (At least 10% of the total parking spaces must be set aside for unreserved guest parking)* <i>*See process in subsection B of this section to prepare parking study to reduce further near station.</i>	Meet rates and standards of: Chapter 18A.80 LMC
Retail Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Street-Level Retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	Meet rates and standards of: Chapter 18A.80 LMC

B. *Parking Reductions or Increases.* The amount of required parking may be reduced or eliminated, or increased above the maximum, based on a site-specific parking study that demonstrates one (1) or more of the following:

1. Reduction Due to Shared Parking at Mixed-Use Sites and Buildings. A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. Reduction Due to Public Parking Availability. The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to fifty (50) percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.
3. Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand. Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight (8) hours.
4. Reduction for Housing in Proximity to Sounder Station or Bus Rapid Transit (RCW 36.70A.620). When located within one-quarter (0.25) mile of the Sounder Station, a bus rapid transit stop, or a fixed route transit stop receiving transit service at least four (4) times per hour for twelve (12) or more hours per day, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (0.75) space per unit, as justified through a parking study prepared to the satisfaction of the Planning and Public Works (PPW) Director or their designee. At the discretion of the Director, this may require evidence that there is sufficient on-street capacity to accommodate parking requirements.

This exemption can apply to the following residential uses:

- a. Housing units that are affordable to very low-income or extremely low-income individuals, which may be exempted from parking requirements if serviced by a fixed route transit stop receiving transit service at least twice per hour for twelve (12) or more hours per day;
- b. Housing units that are specifically for seniors or people with disabilities, which may be provided with an exemption for all parking requirements;
- c. Market rate multifamily housing.

5. Credit for Tree Preservation. For every significant tree and/or heritage tree preserved within the property, the required number of parking spaces may be reduced by one-half (0.5) spaces, provided the total reduction does not exceed five (5) percent of the total required parking spaces, when combined with all parking incentive credits.

In determining whether to grant a parking reduction, the Planning and Public Works (PPW) Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking

infeasible for the unit.

In determining whether to grant a parking reduction, the Planning and Public Works (PPW) Director may also consider if the project is proposed in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the unit.

C. **Parking Location and Design.** Parking shall be located behind the building or in a structure except in locations where the parking frontage type is permitted.

D. **Shared Parking.** Shared parking is encouraged to support a walkable and pedestrian-oriented Station District where people can park once and visit multiple destinations. Off-site shared parking may be authorized per the standards in Chapter [18A.80](#) LMC.

E. **Public Parking.** Public parking is permitted as a principal or accessory use in the Station District subject to the frontage and design standards.

F. **Dimensional Standards.** Parking stall and circulation design shall meet the standards of Chapter [18A.80](#) LMC.

G. Garages and carports may not be required as a way to meet minimum parking requirements for residential development;

H. Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;

I. Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress;

J. Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces;

K. Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;

L. Off-street parking is not a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and

M. Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

N. Existing parking spaces that do not conform to the requirements of this section are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.)

O. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.

2025-06 Update the Lakewood Municipal Code (LMC) to reincorporate Civic Use and Civic Accessory Use regulations; update LMC 18A.10.180 (Definitions); update LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and update LMC 18A.40.080 (A) to allow day care centers on real property owned or controlled by religious organizations in the Mixed Residential 2 (MR2) zone.

LMC Title 18A.10.120 (D)(2)

2. Mixed Residential Zoning Districts.

a. Purpose. The Mixed Residential 1 (MR1) and Mixed Residential 2 (MR2) zoning districts promote residential renewal to small-lot detached single-family residential dwellings, attached single-family dwellings, and two-family residential development. Small scale multifamily residential is permitted in the MR2 zone. These districts provide for moderate residential density using a variety of urban housing types and designs. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. Development standards for the Mixed Residential zoning districts are intended to encourage increased residential densities. The MR 1 and MR2 zones may include supporting infrastructure, amenities, and services that allow for higher-density development.

b. Applicability – Mixed Residential Zoning Districts. The MR1 and MR2 zoning districts are applicable to land designated Mixed Residential in the comprehensive plan.

***Updates to LMC 18A.10.180
(Uncited code sections remain unchanged)***

“Community and Cultural Services” include establishments primarily engaged in the provision of services that are strongly associated with community, social, or public importance. Examples include libraries, museums, art galleries, senior centers, community centers, performing arts theaters, and community clubs and organizations.

Level 1: Establishments which do not exceed 14,999 gross square feet.

Level 2: Establishments which are between 15,000 gross square feet and 40,000 gross square feet.

“Daycare facilities” means any type of group day care programs, for children, including nursery schools for children under minimum age for education in public

schools, parent cooperative nursery schools, playgroups for preschool children, covering afterschool care for school children, and programs which provide organized learning and education experiences, provided such establishments are licensed by the state and conducted in accordance with state requirements. For the purpose of this title the following shall also apply to day care center, nursery schools or preschools:

1. “Babysitting care” means a dwelling which provides occasional custodial care to children, for periods of less than twenty-four (24) hours, who do not reside within the residence of the person providing the care. Babysitting care is not necessarily provided in exchange for compensation.

2. Level 1: “Family day care” means a state-licensed day care provider as defined in RCW 74.15.020, who regularly provides day care for not more than twelve (12) children in the provider’s home in the family living quarters.

3. Level 2 includes:

“Day care center” means a place, other than the home of the provider, which provides regular custodial care for twelve (12) or more children, for periods of less than twenty-four (24) hours.

“Preschool/nursery school” means a place, other than the home of the provider, which provides regular custodial care and/or organized learning and educational experiences for children.

“Educational Services, Civic” include services provided by public, private, or parochial institutions. Examples include grade schools, community colleges, public and private colleges or universities.

Level 1: Primary and secondary educational facilities such as kindergarten, elementary, middle schools, and junior high schools.

Level 2: High schools and higher educational facilities such as community colleges, colleges or universities.

“Government Facilities” include the executive, legislative, judicial, administrative and regulatory activities of local, state, federal, and international governments or special districts that may perform public services and work directly with citizens. Examples include courthouses, emergency response facilities, maintenance facilities, human and social service offices, health offices, and government offices.

Level 1: Uses that do not exceed 9,999 gross square feet.

Level 2: Uses of greater than 10,000 gross square feet.

“Military Installations” means governmentally owned or controlled property and facilities which support a range of uses to facilitate military operations in a “compound” setting, as distinguished from stand-alone facilities such as recruiting stations or armories. The autonomy associated with governmental ownership or control of the property, in combination with the unique character of the military operations and support structures, are not typical of civilian uses.

“Outdoor Recreation” means recreational areas and recreation facilities which primarily are owned or operated by private, public, or non-profit entities for the use and enjoyment of the general public. Examples include neighborhood parks, community parks, regional parks, waterfront parks, open space, arboretums, small or special landscaped areas, community and “pea patch” gardens, fairgrounds, zoos, and swimming pools. In some cases, such areas and facilities may be incidental to private development, such as open space set-asides necessary for environmental mitigation and children’s play areas (“tot lots”).

“Places of assembly” means a facility providing for the assembly of persons for interaction as a primary use, including community centers, and religious institutions, also referred to as place(s) of assembly for worship. Place(s) of assembly do not include art centers, conservatories, convention centers, libraries, museums, residential dwellings, recreational and entertainment facilities, theaters, shelters, or social service distribution facilities, which fall under separate definitions in this code.

“Transportation facilities” means the provision of public or semi-public transportation services. Examples include parking garages, park-and-ride lots, commercial parking lots, bus shelters, bus stations, bus transfer centers, passenger rail stations, ferry docks, and other types of public and quasi-public transportation facilities.

Level 1: Transportation uses serving neighborhoods, such as bus shelters.

Level 2: Transportation uses serving communities and regions, such as passenger rail and bus stations; parking facilities, including park-and-rides; and weigh stations.

Level 3: Taxi, shuttle, and bus “barns” and yards, and motor pool facilities. May include usable and/or scrap tire piles of up to a total of two hundred (200) tires as an accessory use.

Level 4: Airports, heliports, landing fields or waterways.

[New Section LMC 18A.40.035]

18A.40.035 Civic uses.

A. The Civic use category includes facilities or services that serve a demonstrated public function and are generally considered to be of community importance, such as educational, cultural, medical, protective, and governmental facilities and uses.

B. Civic Use Land Use Table. See LMC 18A.10.180 for definitions of Civic Uses. 18A.40.035 (C) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

Uses	Zoning Classification																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Community and Cultural Services Level 1			P	P	P	P					P		P	P	P	P	P				

Uses	Zoning Classification																					
	Civic	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Community and Cultural Services Level 2							C				C		C	C	C		C	C				C
Daycare Facilities Babysitting Care	P	P	P	P	P	P	P	P	P	P	P			P	P							
Daycare Facilities Level 1 Family Day Care	P	P	P	P	P	P	P	P	P	P				P	P							
Daycare Facilities Level 2 Day Care Center, Preschool/Nursery School	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P			P				P
Education Services Level 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Education Services Level 2	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Government Facilities Level 1					P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Government Facilities Level 2						C	C		C	C		C		C	C	C	C			C	C	
Outdoor Recreation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Places of Assembly					P	P						P	P	P	P	P	P					
Transportation Facilities Level 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Transportation Facilities Level 2										P	P		P	P	P			P				
Transportation Facilities Level 3											P										P	P
Transportation Facilities Level 4																						

P: Permitted Use C: Conditional Use “-”: Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection C of this section.

Applications for all uses must comply with all of subsection C of this section’s relevant general requirements.

C. Development and Operating Conditions.

1. Civic accessory uses are subject to all applicable construction permits and include:

- a. Professional Offices Level 1

- b. Daycare Facilities Level 2
- c. Eating and Drinking Establishment Level 1/2
- d. Storage buildings and outdoor storage, subject to the provisions of LMC 18A.50.170, Outdoor Storage and Commercial Yard Surfacing Standards, for maintenance equipment and goods utilized in the primary use.
- e. Antennae and satellite dishes for private telecommunication services, subject to specific standards, including siting criteria, set forth in LMC 18A.70.600, Wireless Telecommunications Facilities.
- f. Facilities used in on-site grounds maintenance.
- g. On-site soil reclamation treatment in accordance with state regulations.
- h. Retaining walls, freestanding walls, and fences.
- i. Accessory caretaker's dwelling, subject to the provisions of LMC 18A.70.350.
- j. Private docks and mooring facilities as regulated by applicable shoreline management regulations.
- k. Community and Cultural Services Level 1/2, in conjunction with an Outdoor Recreation use type.
- l. Amusement and Recreation Level 1, in conjunction with an Outdoor Recreation use type.
- m. Lodging Level 2, in conjunction with an Outdoor Recreation use type.

18A.40.040 Commercial and industrial uses.

A. *Commercial and Industrial Land Use Table.* See LMC [18A.40.040\(B\)](#) for development and operating conditions. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

Commercial and Industrial	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (B)(1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Community center	-	-	-	-	-	P	-	-	P	-	-	P	P	P	P	-	P	-	-	-	-	C
Places of assembly	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	P

P: Permitted Use C: Conditional Use “-”: Not allowed
 * Numbers in parentheses reference use-specific development and operating conditions under subsection [B](#) of this section.
 Applications for all uses must comply with all of subsection [B](#) of this section’s relevant general requirements.

B. *Development and Operating Conditions.*
 * * *

18A.40.080 Health and social services.

A. *Health and Social Services Land Use Table.* See LMC [18A.10.120\(D\)](#) for the purpose and applicability of zoning districts.

Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Health and Social Services See note (B)(1)*																					
Day care center in existing and new schools (B)(2)	-	-	-	-	-	-	-	-	P	C	P	P	P	P	P	P	C	-	-	-	P
Day care center in existing or new <u>religious assembly structures</u> churches (B)(2)	P	P	P	P	<u>P</u>	<u>P</u>	-	-	P	C	P	P	P	P	P	P	C	-	-	-	-
Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site (B)(2) , (B)(3)	-	-	-	-	P	P	P	P	P	C	P	C	P	P	P	P	C	-	-	-	-
Day care center providing care for children and/or adult relatives of employees of a separate business establishment located on the same site (B)(2) , (B)(3)	-	-	-	-	-	-	-	-	-	C	P	P	C	C	P	P	C	P	-	-	C
Day care center, independent (B)(2)	-	-	-	-	-	-	-	-	P	-	P	P	P	P	P	P	C	-	-	-	C
Human service agency offices	-	-	-	-	-	-	-	-	-	C	P	P	P	P	-	P	P	P	-	-	-
Medical service, urgent care clinic	-	-	-	-	-	-	-	-	-	-	-	P	C	P	-	P	P	-	-	-	-
Medical service, doctor office	-	-	-	-	-	-	-	-	-	C	P	P	-	P	-	P	P	-	-	-	-
Medical service, hospital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	C
Medical service, integrated medical health center	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	-	C	-	-	-	C
Medical service, lab	-	-	-	-	-	-	-	-	-	-	-	P	-	P	-	C	C	P	-	-	C
Pharmacy	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	P	P	-	-	-	-

Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Health and Social Services See note (B)(1)*																					
Preschool/nursery school	P	P	P	P	-	-	P	P	P	C	P	P	P	P	P	P	C	C	-	-	C

P: Permitted Use C: Conditional Use "-": Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection (B) of this section.

B. Development and Operating Conditions.

1. Family day care and other health and social services which are residential in nature are regulated under LMC 18A.40.110, Residential uses. Adult family homes are regulated under LMC 18A.40.120, Special needs housing.
2. Includes adult and child day care, subject to all state licensing requirements.
3. Day care centers providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site, and day care centers providing care for children and/or adult relatives of employees of a separate business establishment located on the same site, shall be given the following allowances to encourage development of such uses:
 - a. Such day care centers shall not be required to provide parking for the day care use in addition to parking required for the primary business or the dwelling units; and
 - b. Such day care centers may provide care for children and/or adults other than those related to employees of the on-site business or the owners or renters of the on-site dwelling units.

2025-07 Adoption of 2025-2029 Commute Trip Reduction (CTR) Plan consistent with state law.

**Chapter 12.13
COMMUTE TRIP REDUCTION***

Sections:

- 12.13.010 Definitions.
- 12.13.020 Commute trip reduction goals.
- 12.13.030 Designation of CTR zone and base year values.
- 12.13.040 City employee CTR plan.
- 12.13.050 Implementation responsibility.
- 12.13.060 Responsible City department.
- 12.13.070 Applicability.
- 12.13.080 Notification of applicability.
- 12.13.090 New affected employers.
- 12.13.100 Change in status as an affected employer.
- 12.13.110 Requirements for employers.
- 12.13.120 Record-keeping.
- 12.13.130 Schedule and process for CTR reports, program review and

implementation.

12.13.140 Exemptions and goal modifications.

12.13.150 Credit for transportation demand management (TDM) efforts.

12.13.160 Appeals of final decisions.

12.13.170 Enforcement.

12.13.010 Definitions.

The following definitions shall apply to this chapter:

“Affected employee” means a full-time employee who is scheduled to begin his or her regular work day at a single work site between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays per week for at least 12 continuous months. Seasonal agricultural employees, including seasonal employees of processors of agricultural products, are excluded from the count of affected employees. For the purposes of this chapter, principals and associates in a corporation, partners (general or limited) in a partnership and participants in a joint venture are to be considered employees.

“Affected employer” means an employer that employs 100 or more full-time employees at a single work site who are scheduled to begin their regular work day between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least 12 continuous months. Construction work sites, when the expected duration of the construction is less than two years, are excluded from this definition. (See also definition of “employer.”)

“Alternative mode” means any means of commute transportation other than that in which the single-occupant motor vehicle is the dominant mode, including teleworking and compressed work weeks if they result in reduced commute trips.

“Alternative work schedules” means programs such as compressed work weeks that eliminate work trips for affected employees.

~~“Base year” means the period on which goals for vehicle miles traveled (VMT) per-employee and the proportion of single-occupant vehicle (SOV) trips shall be based.~~

“Base year” means the twelve-month period commencing when a major employer is determined to be participating by the local jurisdiction, on which commute trip reduction goals shall be based.

“Carpool” means a motor vehicle occupied by two to six people 16-plus years of age traveling together for their commute trip that results in a reduction of a minimum of one motor vehicle commute trip.

“Certification” means a determination by a regional transportation planning organization that a locally designated growth and transportation efficiency center program meets the minimum criteria developed in a collaborative regional process and the rules established by the department of transportation.

“City” means the City of Lakewood, including any persons, agencies, or entities

providing services for and on behalf of the City in connection herewith.

"Commuter trip" means trips made from a worker's home to a worksite during the peak period of 6:00 a.m. to 9:00 a.m. on weekdays.

"Commuter trip vehicle miles traveled per employee" means the sum of the individual vehicle commuter trip lengths in miles over a set period divided by the number of full-time employees during that period.

~~"Commuter trips" means trips made from a worker's home to a work site with a regularly scheduled arrival time of 6:00 a.m. to 9:00 a.m. (inclusive) on weekdays.~~

"Commuter matching service" means a system that assists in matching commuters for the purpose of commuting together.

"Compressed work week" means an alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one work day every two weeks by working longer hours during the remaining days, resulting in fewer commuter trips by the employee. This definition is primarily intended to include weekly and bi-weekly arrangements, the most typical being four 10-hour days or 80 hours in nine days, but may also include other arrangements.

"CTR (commuter trip reduction) plan" means the City of Lakewood's plan and ordinance to regulate and administer the CTR programs of affected employers within its jurisdiction.

"CTR (commuter trip reduction) program" means an employer's strategies to reduce affected employees' SOV use and VMT per employee.

"CTR (Commuter Trip Reduction) Task Force Guidelines" means the model standards for local jurisdictions to use in the creation and administration of CTR plans and programs. The standards are guidelines to create consistency among local jurisdictions.

"CTR (commuter trip reduction) zone" means an area, such as a census tract or combination of census tracts within Pierce County and/or the City of Lakewood, characterized by similar employment density, population density, level of transit service, parking availability, access to high-occupancy vehicle facilities, and other factors that are determined to affect the level of SOV commuting.

"Custom bus/buspool" means a commuter bus service arranged specifically to transport employees to work.

"Dominant mode" means the mode of travel used for the greatest distance of a commuter trip.

"Employee" means anyone who receives financial or other remuneration in exchange for work provided to an employer, including owners or partners of the

employer.

“Employer” means a sole proprietorship, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district or other individual or entity, whether public, nonprofit, or private, that employs workers.

“Exemption” means a waiver from any or all CTR program requirements granted to an employer by the City based on unique conditions that apply to the employer or employment site.

“Flex-time” means an employer policy or a mutual agreement between employee and employer allowing individual employees some flexibility in choosing the time, but not the number, of their working hours in order to facilitate the use of alternative modes.

“Full-time employee” means a person other than an independent contractor, scheduled to be employed on a continuous basis for 52 weeks per year for an average of at least 35 hours per week.

“Good faith effort” means that an employer is meeting the minimum requirements identified in RCW [70A.15.4050](#) ~~[70.94.531](#)~~ and this chapter and is working collaboratively with the City to continue its existing CTR program or is developing and implementing program modifications likely to result in improvements to its CTR program over an agreed-upon length of time.

“Implementation” means active pursuit by an employer of the CTR goals of RCW [70.94.521](#) through [70.94.551](#) and this chapter as evidenced by appointment of a transportation coordinator, distribution of information to employees regarding alternatives to SOV commuting, and commencement of other measures according to their CTR program and schedule.

"A major employer" means a private or public employer, including state agencies, that employs one hundred or more full-time employees at a single worksite who begin their regular workday between 6:00 a.m. and 9:00 a.m. on weekdays for at least twelve continuous months during the year.

"Major worksite" means a building or group of buildings that are on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-way, and at which there are one hundred or more full-time employees, who begin their regular workday between 6:00 a.m. and 9:00 a.m. on weekdays, for at least twelve continuous months.

“Mode” means the means of transportation used by employees, such as SOVs, rideshare vehicle (carpool, vanpool), transit, ferry, bicycle, walking, compressed work schedules, and teleworking.

“Notice” means written communication delivered via the United States Postal Service with receipt deemed accepted three days following the day on which the

notice was deposited with the Postal Service, unless the third day falls on a weekend or legal holiday, in which case the notice is deemed accepted the day after the weekend or legal holiday.

“Peak period” means the hours from 6:00 a.m. to 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

“Peak period trip” means any employee trip that delivers the employee to begin his or her regular workday between 6:00 a.m. and 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

“Person hours of delay” means the daily person hours of delay per mile in the peak period of 6:00 a.m. to 9:00 a.m., as calculated using the best available methodology by the department of transportation.

“Proportion of SOV (single-occupant vehicle) commute trips or SOV rate” means the number of commute trips over a set period made by affected employees in SOVs divided by the number of potential trips taken by affected employees working during that period.

“Proportion of single-occupant vehicle commute trips” means the number of commute trips made by single-occupant automobiles divided by the number of full-time employees.

“Single-occupant vehicle (SOV)” means a motor vehicle occupied by one employee for commute purposes, including a motorcycle.

“Single-occupant vehicle (SOV) trips” means trips made by affected employees in SOVs.

“Single work site” means a building or group of buildings on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-way occupied by one or more affected employers.

“State” means the Commute Trip Reduction Program of the Washington State Department of Transportation, its successor(s) and/or assign(s).

“Teleworking” means the use of telephones, computers, or other similar technology to permit an employee to work from home, eliminating a commute trip, or to work from a work place closer to home, reducing the distance traveled in a commute trip by at least half.

“Transit” means a multiple-occupant vehicle operated on a for-hire, shared-ride basis, including bus, ferry, rail, shared-ride taxi, shuttle bus, or vanpool. A transit trip counts as zero vehicle trips.

“Transportation demand management (TDM)” means a broad range of strategies that are primarily intended to reduce and reshape demand on the transportation

system.

“Transportation management organization (TMO)” means a group of employers or an association representing a group of employers in a defined geographic area. A TMO may represent employers within specific city limits or may have a sphere of influence that extends beyond city limits.

“Vanpool” means a vehicle occupied by from seven to 15 people 16-plus years of age traveling together for their commute trip that results in the reduction of a minimum of one motor vehicle trip. A vanpool trip counts as zero vehicle trips.

“Vehicle miles traveled (VMT) per employee” means the sum of the individual vehicle commute trip lengths in miles made by affected employees over a set period divided by the number of affected employees during that period.

“Week” means a seven-day calendar period, starting on Monday and continuing through Sunday.

“Weekday” means any day of the week except Saturday or Sunday.

“Writing, Written, or In Writing.” Original signed and dated documents facsimile (fax) transmissions are a temporary notice of action that must be followed by the original signed and dated document via mail or delivery.

12.13.020 Commute trip reduction goals.

The intent of the Lakewood CTR program goals and targets, per RCW 70A.15.4020 is to help achieve the City’s broader transportation and land use goals, and that the jurisdiction in turn develops services, regulations, policies and programs that support the trip reduction investments of major employers.

The CTR goals for employers affected by this chapter are to achieve, from the date on which they become subject to this chapter, the following reductions in vehicle miles traveled (VMT) per employee or in the proportion of single-occupant vehicle (SOV) commute trips from the 2025 base year value of Lakewood’s CTR ~~zone~~ or the work site’s measured base year value:

- A. Fifteen percent within two years ~~by January 1, 1995~~;
- B. Twenty percent within four years ~~by January 1, 1997~~;
- C. Twenty-five percent within six years ~~by January 1, 1999~~; and
- D. Thirty-five percent within 12 years ~~by January 1, 2005~~.

~~New employers that become subject to this chapter after 1997 shall have two years from the date on which they become subject to this chapter to achieve the 15-percent reduction goals, four years to achieve the 20-percent reduction goals, six years to achieve the 25-percent reduction goals, and 12 years to achieve the 35-percent reduction goals.~~

12.13.030 — Designation of CTR zone and base year values.

~~Employers in Lakewood shall be placed into a given CTR zone that shares generally~~

~~common values for employees' VMT and proportion of SOV trips.~~

12.13.040 City employee CTR plan.

The City of Lakewood's CTR plan for City employees, developed in accordance with the provisions of RCW ~~70A.15.4000 through 70A.15.4110~~ ~~70.94.521 through 70.94.551~~ and the provisions of this chapter, shall be on file in the Office of the City Clerk; provided, that the plan may be amended from time to time.

12.13.050 Implementation responsibility.

The City of Lakewood has a variety of responsibilities pursuant to the requirements of RCW ~~70A.15.4000 through 70A.15.4110~~ ~~70.94.521 through 70.94.551~~ and this chapter, including but not limited to the following:

- A. Adoption and implementation of CTR programs and plans for all major employers, consistent with RCW ~~70A.15.4020~~ ~~70.94.527~~, and in cooperation with other major employers and other public agencies.
- B. Provide for civil penalties for affected employers that fail to implement or modify a CTR program as required by this chapter.
- C. Coordinate with neighboring jurisdictions to ensure consistency in the development and interpretation of the CTR plan.
- D. Implement a CTR program for City of Lakewood employees.
- E. Provide technical assistance to affected employers within the City of Lakewood to help them meet the requirements of this chapter.
- F. Review the CTR programs of affected employers within the City of Lakewood.
- G. Review and revise the City of Lakewood CTR program as necessary.
- H. Provide information on the adopted CTR plan, as well as annual reports and other information as required, to the State Commute Trip Reduction Board ~~Task Force~~ (RCW ~~70A.15.4060~~ ~~70.94.537~~) via the state.

12.13.060 Responsible City department.

The City of Lakewood ~~Department of Planning & Public Works Engineering Department~~ shall be responsible for implementing this chapter, the CTR plan, and the City's CTR program for its own employees. The City Engineer or designee shall have the authority to issue such rules and administrative procedures as are necessary to implement this chapter.

12.13.070 Applicability.

The provisions of this chapter shall apply to any affected employer at any single work site within the corporate limits of the City of Lakewood.

12.13.080 Notification of applicability.

- A. In addition to the City's established public notification for adoption of an

ordinance, a notice of availability of a summary of this chapter, a notice of the requirements and criteria for affected employers to comply with this chapter, and subsequent revisions shall be published at least once in the City's official newspaper not more than 30 days after the passage or revision of this chapter.

B. Affected employers located in the City are to receive formal written notification that they are subject to this chapter. Such notification shall be at least 180 days prior to the due date for submittal of their CTR program.

C. Affected employers that, for whatever reason, do not receive notice within 30 days of passage of the ordinance providing for this chapter and are either notified or identify themselves to the City within 180 days of the passage of the ordinance providing for this chapter will be granted an extension to assure up to 180 days from the passage of the ordinance providing for this chapter within which to develop and submit a CTR program.

D. Affected employers that have not been identified or do not identify themselves within 180 days of the passage of the ordinance providing for this chapter and do not submit a CTR program within 180 days from the passage of the ordinance providing for this chapter are in violation of this chapter.

12.13.090 New affected employers.

A. Employers that meet the definition of the "affected employer" in this chapter must identify themselves to the City within 180 days of either moving into the boundaries of the City or growing in employment at a work site to 100 or more affected employees. Such employers shall be given 180 days to develop and submit a CTR program. Employers that do not identify themselves within 180 days are in violation of this chapter.

B. Employers must conduct a baseline survey within one year of becoming an affected employer. Employers must survey all of their affected employees. Employers are required to achieve a 70 percent response rate. An employer's survey of employees shall utilize the state form or Pierce County approved equivalent data as set forth in the CTR Task Force Guidelines.

C. New affected employers shall have two years to meet the first CTR goal of a 15 percent reduction in proportion of SOV trips or VMT per person; four years to meet the second goal of a 20 percent reduction; six years to meet the third goal of a 25 percent reduction; and 12 years to meet the fourth goal of a 35 percent reduction, from the time they begin their programs.

12.13.100 Change in status as an affected employer.

Any of the following changes in an employer's status will change the employer's CTR program requirements:

A. If an employer initially designated as affected employer no longer employs 100 or more affected employees and expects not to employ 100 or more affected employees for the next 12 months, that employer is no longer an affected

employer. It is the responsibility of the employer to notify the City that it is no longer an affected employer.

B. If the same employer returns to the level of 100 or more affected employees within the same 12 months, that employer will be considered an affected employer for the entire 12 months and will be subject to the same program requirements as other affected employers.

C. If the same employer returns to the level of 100 or more affected employees 12 or more months after its change in status to an “unaffected” employer, that employer shall be treated as a newly affected employer and will be subject to the same program requirements as other newly affected employers.

12.13.110 Requirements for employers.

An affected employer is required to make a good faith effort, as defined in RCW 70A.15.4050 ~~70.94.534(2)~~ and this chapter, to develop and implement a CTR program that will encourage its employees to reduce VMT per employee and SOV commute trips. The employer shall submit a description of its program to the City and provide an annual progress report to the City on employee commuting and progress toward meeting the SOV goals. ~~The CTR program must include the mandatory elements described below.~~

~~A. CTR Program Description Requirements. The CTR program description presents the strategies to be undertaken by an employer to achieve the CTR goals for each goal year. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their location, site characteristics, business type, and employees’ commuting needs. Employers are further encouraged to cooperate with each other and to form or use transportation management organizations in developing and implementing their CTR programs.~~

~~At a minimum, the employer’s description must include the following:~~

- ~~1. General description of the employment site location, transportation characteristics, and surrounding services, including unique conditions experienced by the employer or its employees;~~
- ~~2. Number of employees affected by the CTR program;~~
- ~~3. Documentation of compliance with the mandatory CTR program elements (as described in subsection [B](#) of this section);~~
- ~~4. Description of the additional elements included in the CTR program (as described in subsection [B](#) of this section); and~~
- ~~5. Schedule of implementation, assignment of responsibilities, and commitment to provide appropriate resources.~~

A. Not more than 90 days after the adoption of the City’s CTR plan, each major employer in Lakewood shall perform a baseline measurement consistent with

the rules established by the department of transportation under RCW **70A.15.4060**. Not more than 90 days after receiving the results of the baseline measurement, each major employer shall develop a CTR program and shall submit a description of that program to the City for review. The program shall be implemented not more than 90 days after approval by the City.

B. A CTR program of a major employer shall consist of, at a minimum:

1. designation of a transportation coordinator and the display of the name, location, and telephone number of the coordinator in a prominent manner at each affected worksite;

(b) regular distribution of information to employees regarding alternatives to SOV commuting;

(c) a regular review of employee commuting and reporting of progress toward meeting the SOV reduction goals to the City consistent with the method established in the CTR plan and the rules established by the department of transportation under RCW **70A.15.4060**; and (d) implementation of a set of measures designed to achieve the applicable CTR goals adopted by Lakewood. Such measures may include but are not limited to:

(i) Provision of preferential parking or reduced parking charges, or both, for high occupancy vehicles and motorcycles;

(ii) Instituting or increasing parking charges for SOVs;

(iii) Provision of commuter ride matching services to facilitate employee ride sharing for commute trips;

(iv) Provision of subsidies for transit fares;

(v) Provision of vans for vanpools;

(vi) Provision of subsidies for carpooling or vanpooling;

(vii) Permitting the use of the employer's vehicles for carpooling or vanpooling;

(viii) Permitting flexible work schedules to facilitate employees' use of transit, carpools, or vanpools;

(ix) Cooperation with transportation providers to provide additional regular or express service to the worksite;

(x) Construction of special loading and unloading facilities for transit, carpool, and vanpool users;

(xi) Provision of bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work;

(xii) Provision of a program of parking incentives such as a rebate for employees who do not use the parking facility;

(xiii) Establishment of a program to permit employees to work part or full

time at home or at an alternative worksite closer to their homes;

(xiv) Establishment of a program of alternative work schedules such as compressed workweek schedules which reduce commuting; and

(xv) Implementation of other measures designed to facilitate the use of high occupancy vehicles such as on-site day care facilities and emergency taxi services.

(C) Employers or owners of worksites may form or utilize existing transportation management associations or other transportation-related associations authorized by RCW [35.87A.010](#) to assist members in developing and implementing commute trip reduction programs.

(D) Employers shall make a good faith effort towards achievement of the goals identified in RCW [70A.15.4020\(4\)\(d\)](#).

~~B. *Mandatory Program Elements.* Each employer's CTR program shall include the following mandatory elements:~~

~~1. *Transportation Coordinator.* The employer shall designate a transportation coordinator to administer the CTR program. The coordinator's and/or designee's name, location, and telephone number must be displayed prominently at each affected work site. The coordinator shall oversee all elements of the employer's CTR program and act as liaison between the employer and the City of Lakewood. The objective is to have an effective transportation coordinator presence at each work site; an affected employer with multiple sites may have one transportation coordinator for all sites.~~

~~2. *Information Distribution.* Information about alternatives to SOV commuting shall be provided to employees at least once a year. Each employer's program description and annual report must report the information to be distributed and the method of distribution.~~

~~3. *Annual Progress Report.* The CTR program must include an annual review of employee commuting and progress and good faith efforts toward meeting the SOV reduction goals. Affected employers shall file an annual progress report with the City in accordance with the format established by this chapter and consistent with the CTR Task Force Guidelines. The report shall describe each of the CTR measures that were in effect for the previous year, the results of any commuter surveys undertaken during the year, and the number of employees participating in CTR programs. Within the report, the employer should evaluate the effectiveness of the CTR program and, if necessary, propose modifications to achieve the CTR goals. Survey information or approved alternative information must be provided in the reports submitted in the second, fourth, sixth, eighth, tenth, and twelfth years after implementation begins. The employer should contact the City for the format of the report.~~

~~4. Additional Program Elements. In addition to the specific program elements noted above, the employer's CTR program shall include additional elements as needed to meet CTR goals. Elements may include, but are not limited to, one or more of the following:~~

- ~~a. Provision of preferential parking or reduced parking charges, or both, for high occupancy vehicles;~~
- ~~b. Instituting or increasing parking charges for SOVs;~~
- ~~c. Provision of commuter ride matching services to facilitate employee-ridesharing for commute trips;~~
- ~~d. Provision of subsidies for transit fares;~~
- ~~e. Provision of vans for vanpools;~~
- ~~f. Provision of subsidies for carpools or vanpools;~~
- ~~g. Permitting the use of the employer's vehicles for carpooling or vanpooling;~~
- ~~h. Permitting flexible schedules to facilitate employees' use of transit, carpools or vanpools;~~
- ~~i. Cooperation with transportation providers to provide additional regular or express service to the work site;~~
- ~~j. Construction of special loading and unloading facilities for transit, carpool, and vanpool users;~~
- ~~k. Provision of bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work;~~
- ~~l. Provision of a program of parking incentives such as rebates for employees who do not use the parking facilities;~~
- ~~m. Establishment of a program to permit employees to work part or full-time at home or at an alternative work site closer to their homes;~~
- ~~n. Establishment of a program of alternative work schedules, such as a compressed work week which reduces commuting; and~~
- ~~o. Implementation of other measures designed to facilitate the use of high occupancy vehicles, such as on-site day care facilities and emergency taxi service.~~

12.13.120 Record-keeping.

Affected employers shall include a list of the records they will keep as part of the CTR program they submit to the City for approval. Employers will maintain all records listed in their CTR program for a minimum of 24 months. The City and the employer shall agree on the record-keeping requirements as part of the accepted CTR program.

12.13.130 Schedule and process for CTR reports, program review and implementation.

- A. *CTR Program.* Not more than 180 days after the adoption of the ordinance

providing for this chapter, or within six months after an employer qualifies under the provisions of this chapter, the employer shall develop a CTR program and shall submit to the City a description of that program for review.

B. *Document Review.* The City shall provide the employer with written notification if a CTR program is deemed unacceptable. The notification must give cause for any rejection. If the employer receives no written notification of extension of the review period of its CTR program or comment on the CTR program or annual report within 90 days of submission, the employer's program or annual report is deemed accepted. The City may extend the review period up to 90 days. The implementation date for the employer's CTR program will be extended an equivalent number of days.

C. *CTR Annual Progress Reports.* Upon review of an employer's initial CTR program, the City shall establish the employer's annual reporting date, which shall not be less than 12 months from the day the program is submitted. Each year on the employer's reporting date, the employer shall submit to the City its annual CTR report.

D. *Surveying.* Employers are required to survey their affected employees to measure progress toward CTR performance targets. Remaining survey years are ~~1999 and 2005~~ 2026, 2028, and 2030. New affected employers shall survey on an alternative schedule consistent with LMC [12.13.020](#). An employer's survey of employees shall use the state form or Pierce County approved equivalent data as set forth in the CTR Task Force Guidelines.

E. *Modification of CTR Program Elements.* Any affected employer may submit a request to the City for modification of CTR program elements, other than the mandatory elements specified in this chapter, including record-keeping requirements. Such request may be granted if one of the following conditions exists:

1. The employer can demonstrate it would be unable to comply with the CTR program elements for reasons beyond the control of the employer; or
2. The employer can demonstrate that compliance with the program elements would constitute an undue hardship. This may include evidence from employee surveys administered at the work site; first, in the base year, showing that the employer's own base year values of VMT per employee and SOV rates were higher than the CTR zone average; and/or secondly, in the goal measurement year(s), showing that the employer has achieved reductions from its own base values that are comparable to the reduction goals established for the employer's CTR zone.

F. *Extensions.* An employer may request additional time to submit a CTR program or CTR annual progress report, or to implement or modify a program. Such requests shall be via written notice at least 30 days before the due date for which the extension is being requested. Extensions not to exceed 90 days shall be considered for reasonable causes. The City shall grant or deny the employer's extension request by written notice within 10 working days of its receipt of the

extension request. If there is no response issued to the employer, an extension is automatically granted for 30 days. Extensions shall not exempt an employer from any responsibility in meeting program goals. Extensions granted due to delays or difficulties with any program element(s) shall not be cause for discontinuing or failing to implement other program elements. An employer's annual reporting date shall not be adjusted permanently as a result of these extensions. An employer's annual reporting date may be extended at the direction of the City Engineer or designee.

G. *Implementation of Employer's CTR Program.* Unless extensions are granted, the employer shall implement its approved CTR program not more than 180 days after the program was first submitted to the City. Implementation of the approved program modifications shall begin within 30 days of the final decision or 180 days from submission of the CTR program or CTR annual report, whichever is greater.

12.13.140 Exemptions and goal modifications.

A. *Work Site Exemptions.* An affected employer may request that the City grant an exemption from all CTR program requirements or penalties for a particular work site. The employer must demonstrate that it would experience undue hardship in complying with the requirements of this chapter as a result of the characteristics of its business, its workforce, or its location(s). An exemption may be granted if and only if the affected employer demonstrates that it faces extraordinary circumstances, such as bankruptcy, and is unable to implement measures that could reduce the proportion of SOV trips or VMT per employee. Exemptions may be granted by the City at any time based on written notice provided by the affected employer. The notice shall clearly explain the conditions for which the affected employer is seeking an exemption from the requirements of the CTR program. The City shall review annually all employers receiving exemptions and shall determine whether the exemption will continue to be in effect during the following program year.

B. *Employee Exemptions.* Specific employees or groups of employees who are required to drive alone to work as a condition of employment may be exempted from a work site's CTR program. Exemptions may also be granted for employees who work variable shifts throughout the year and who do not rotate as a group to identical shifts. The City will use the criteria identified in the CTR Task Force Guidelines to assess the validity of employee exemption requests. The City shall review annually all employee exemption requests and shall determine whether the exemption will be in effect during the following program year.

C. *Modification of CTR Program Goals.*

1. An affected employer may request that the City modify its program goals. Such requests shall be filed in writing at least 60 days prior to the date the work site is required to submit its program description or annual report. The goal modification request must clearly explain why the work site is unable to achieve the applicable goal. The work site must also demonstrate that it has implemented all of the elements contained in its approved CTR program.

2. The City will review and grant or deny requests for goal modifications in accordance with procedures and criteria identified in the CTR Task Force Guidelines.

3. An employer may not request a modification of the applicable goals until one year after City approval of its initial program description or annual report.

12.13.150 Credit for transportation demand management (TDM) efforts.

A. *Leadership Certificate.* As public recognition for their efforts, employers with VMT per employee and proportion of SOV trips lower than the zone average will receive a Commute Trip Reduction Certificate of Leadership from the City.

B. *Credit for Programs Implemented Prior to the Base Year.* Employers with successful TDM programs implemented prior to the base year may be eligible to apply for program exemption credit, which exempts them from most program requirements.

1. Affected employers wishing to receive credit for the results of existing TDM efforts may do so by applying to the City within 90 days of the adoption of the ordinance providing for this chapter. Applications shall include data from a survey of employees or equivalent to establish the applicant's VMT per employee and proportion of SOV trips. The survey or equivalent data shall conform to all applicable standards established in the CTR Task Force Guidelines.

2. The employer shall be considered to have met the first measurement goals if their VMT per employee and proportion of SOV trips are equivalent to a 12 percent or greater reduction from the final base year CTR zone values. This three-percentage-point credit applies only to the first measurement goals.

C. *Program Exemption Credit.* Affected employers may apply for program exemption credit for the results of past or current TDM efforts by applying to the City within 90 days of adoption of the applicable CTR ordinance, or as part of any annual report. Application shall include results from a survey of employees or equivalent information that establishes the applicant's VMT per employee and proportion of SOV trips. The survey or equivalent information shall conform to all applicable standards established in the CTR Task Force Guidelines.

Employers that apply for credit whose VMT per employee and proportion of SOV trips are equal to or less than goals for one or more future goal years and who commit in writing to continue their current level of effort shall be exempt from the requirements of the ordinance providing for this chapter, except for the requirements to report performance in the measurement years (LMC [12.13.090\(B\)](#)). If any of these reports indicate the employer does not satisfy the next applicable goal(s), the employer shall immediately become subject to all requirements of this chapter.

12.13.160 Appeals of final decisions.

Employers may file a written appeal of the City's final decisions regarding the following actions:

- A. Rejection of an employer's proposed program.
- B. Denial of an employer's request for a waiver or modification of any of the requirements under this chapter or a modification of the employer's program.
- C. Denial of credits requested under LMC [12.13.150](#).
- D. Mandated program element changes.

Such appeals must be filed with the City within 20 days after the employer receives notice of a final decision. Timely appeals shall be heard by the City's Hearing Examiner. Determinations on appeals shall be based on whether the decision being appealed is consistent with the state law.

12.13.170 Enforcement.

A. *Compliance.* For purposes of this section, compliance shall mean fully implementing, in good faith, all provisions in an approved CTR program. It is provided, however, that affected employers shall be considered as being in compliance with the terms of this chapter if, on the effective date of the ordinance adopting this chapter, such employers are in compliance with the provisions of the Pierce County CTR ordinance (Pierce County Ordinance No. 93-30S and any subsequent amendments). In order to remain in compliance herewith following the effective date of the ordinance adopting this chapter, such affected employers shall continue on the time table originally established by Pierce County Ordinance No. 93-30S, or any subsequent amendments to said timetable, to meet the CTR goals. New employers shall be required to meet the CTR goals in accordance with the schedule set forth in LMC [12.13.020](#).

B. *Program Modification Criteria.* The following criteria for achieving goals for VMT per employee and proportion of SOV trips shall be applied in determining requirements for employer CTR program modifications:

1. If an employer is making good faith effort, as defined in RCW [70A.15.4050](#) ~~[70.94.534\(2\)](#)~~ and this chapter, and is meeting either or both goals, the employer is satisfying the objectives of the CTR plan and will not be required to modify its CTR program.
2. If an employer is making a good faith effort, as defined in RCW [70A.15.4050](#) ~~[70.94.534\(2\)](#)~~ and this chapter, but is not meeting or is not likely to meet the applicable SOV or VMT goal, the City shall work collaboratively with the employer to make modifications to its CTR program. After agreeing on modifications, the employer shall submit a revised CTR program description to the City for approval within 30 days of reaching an agreement. If an employer is not making a good faith effort, as defined in RCW [70A.15.4050](#) ~~[70.94.534\(2\)](#)~~ and this chapter, and is failing to meet either the applicable SOV or VMT reduction goal, the City shall work collaboratively with the employer to

identify modifications to the CTR program and shall direct the employer to revise its program within 30 days to incorporate the modifications. In response to the recommended modifications, the employer shall submit a revised CTR program description, including the requested modifications or equivalent measures, within 30 days of receiving written notice to revise its program. The City shall review the revisions and notify the employer of acceptance or rejection of the revised program. If a revised program is not accepted, the City will send written notice to that effect to the employer within 30 days and, if necessary, require the employer to attend a conference with the program review staff for the purpose of reaching a consensus on the required program. A final decision on the required program will be issued in writing by the City within 10 working days of the conference.

C. *Violations.* The following constitute violations if the deadlines established in this chapter are not met:

1. Failure to develop and/or submit on time a complete CTR program, including the following:
 - a. Employers notified or that have identified themselves to the City within 180 days of the ordinance providing for this chapter being adopted and that do not submit a CTR program within 180 days from the notification or self-identification; and
 - b. Employers not identified or self-identified within 180 days of the ordinance being adopted and that do not submit or implement a CTR program within 180 days from the adoption of the ordinance providing for this chapter.
2. Failure to implement an approved CTR program, unless the program elements that are carried out can be shown through quantifiable evidence to meet or exceed VMT and SOV goals as specified in this chapter.
3. Failure of an employer to meet the requirements of RCW [70A.15.4050](#) [70.94.534\(2\)](#) and this chapter for good faith effort.
4. Failure to revise a CTR program as defined in RCW [70A.15.4050](#) [70.94.534\(4\)](#) and this chapter.

D. *Penalties.*

1. The City shall notify employers in writing if they are in violation of this chapter. The written notification shall state the effective date upon which penalties will begin to accrue. In the event that an affected employer appeals the imposition of penalties, the penalties will not accrue during the appeals process. Should the outcome of the appeals process favor the employer, all or a portion of monetary penalties will be dismissed.
2. No affected employer with an approved CTR program which is making a good faith effort may be held liable for failure to reach the applicable SOV or VMT goal.

3. Each day of failure to implement the program shall constitute a separate violation and is classified as a Class I civil infraction pursuant to the City Code. The penalty for this violation shall be \$250.00 per day.

4. An affected employer shall not be liable for civil penalties if failure to implement an element of a CTR program was the result of an inability to reach agreement with a certified collective bargaining agent under applicable laws where the issue was raised by the employer and pursued in good faith. Unionized employers shall be presumed to act in good faith compliance if they do the following:

- a. Propose to a recognized union any provision of the employer's CTR program that is subject to bargaining as defined by the National Labor Relations Act; and
- b. Advise the union of the existence of the statute and mandates of the CTR program approved by the City of Lakewood and advise the union that the proposal being made is necessary for compliance with state law (RCW ~~70A.15.4040~~ [70.94.531](#)).

E. *Appeals of Penalties.* Affected employers may appeal penalties pursuant to the provisions of the City Code and RCW [7.80.100](#).

See the following pages for the 2025-2029 CTR Plan, which has been found consistent by PSRC and approved by the WSDOT Transportation Demand Management Technical Committee.

City of Lakewood Commute Trip Reduction (CTR) Four-Year Plan Update: 2025 - 2029

September 12, 2024 DRAFT



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Appendix A

Title of Appendix Here

Abbreviations

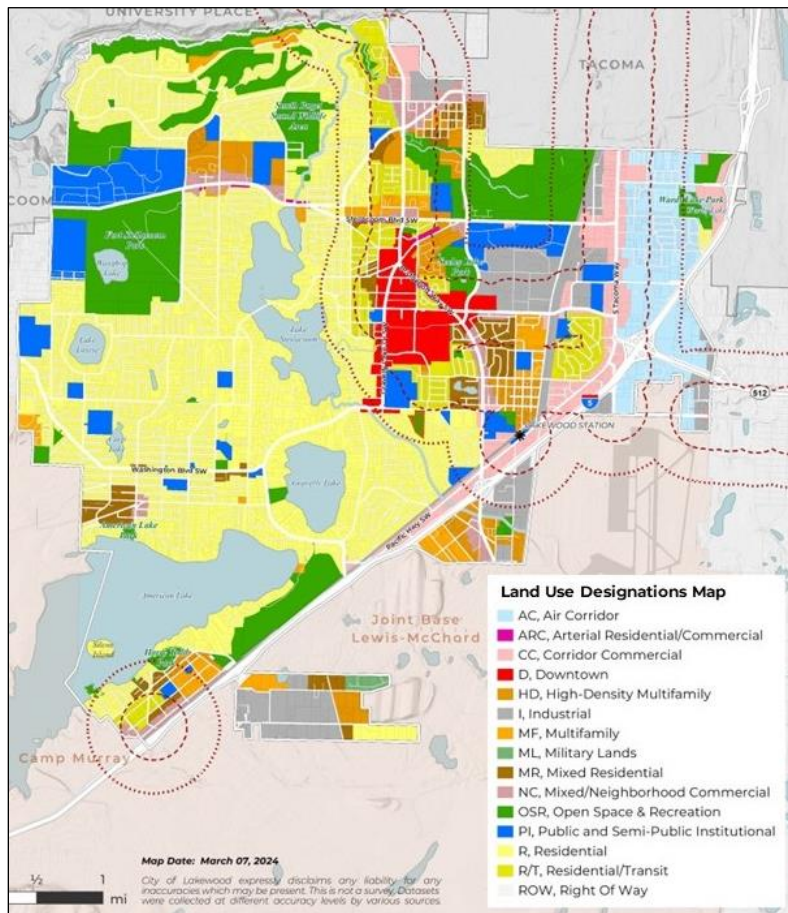
ACS	American Community Survey
Census	U.S. Census Bureau
City	City of Lakewood
Comprehensive Plan	City of Lakewood Comprehensive Plan
County	Pierce County
CTR	commute trip reduction
DSHS	Washington State Department of Social and Health Services
ETC	Employee Transportation Coordinator
JBLM	Joint Base Lewis-McChord
MIC	Frederickson Regional Manufacturing/Industrial Center
ORCA	One Regional Card for All
PSRC	Puget Sound Regional Council
RTPO	regional transportation planning organizations
SOV	single-occupancy vehicle
SR	State Route
State	State of Washington
WTP	Washington State Transportation Plan

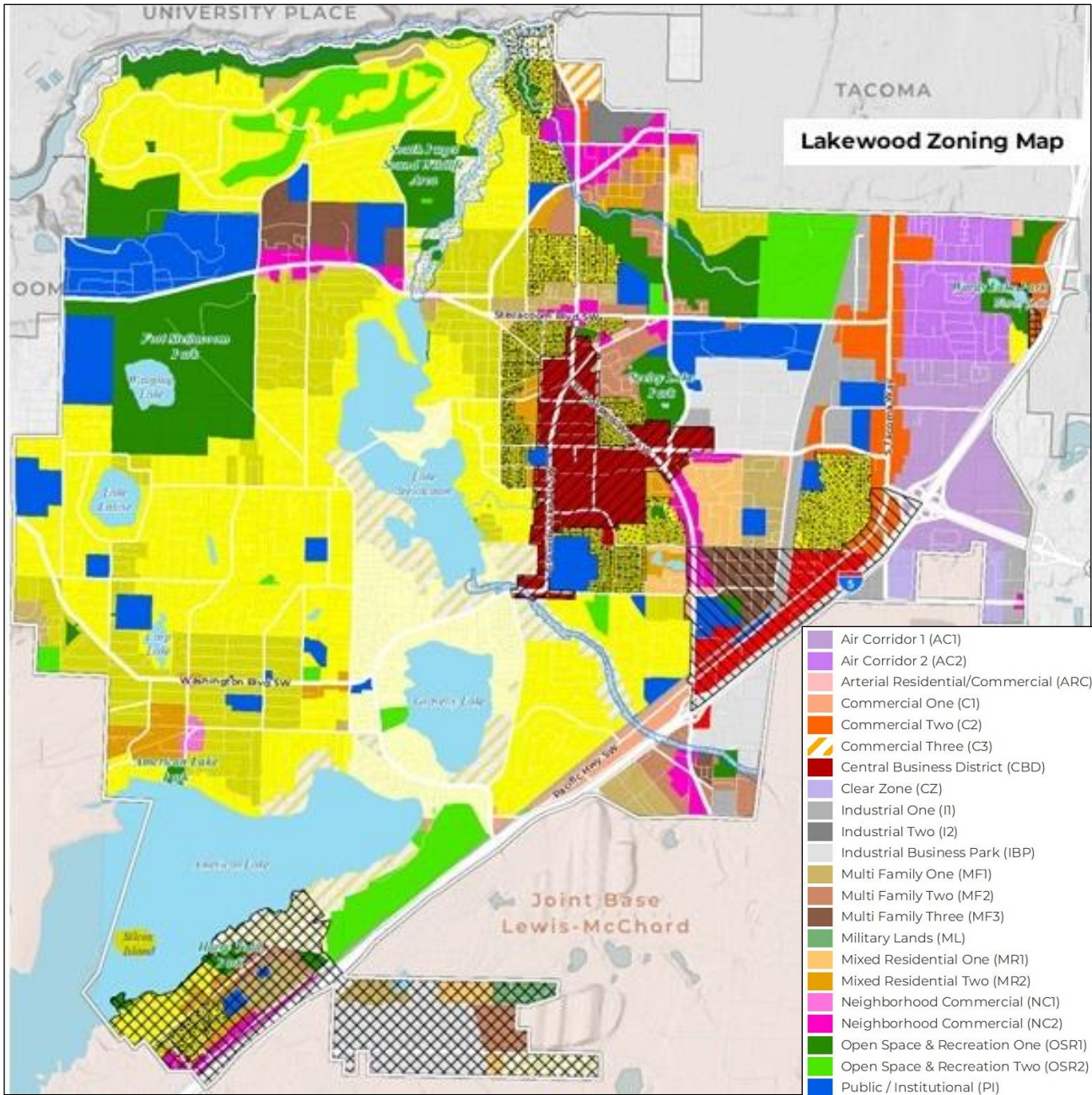
1. Local Land Use and Transportation Context and Objectives

a. Setting In Lakewood as It Is Today or Will Be in the Near Future

Incorporated in 1996, the City of Lakewood is now the second largest city in Pierce County, Washington with an estimated 2021 population of 67,397. Lakewood incorporated as an extensively developed, mature community; the majority of privately held properties within the City boundaries are developed and improved. The overall infrastructure network, including transportation, utilities, and open space is largely in place with several notable exceptions. Most future population and employment growth will occur as the result of urban infill and redevelopment of existing properties.

The City updated its Land Use Designations Map and Land use Zoning Map in 2024 (see below) to reflect the changes in housing density required by state law, including adding increased density options in single family areas and reducing SOV parking requirements within ¼ mile of “major transit stops.”

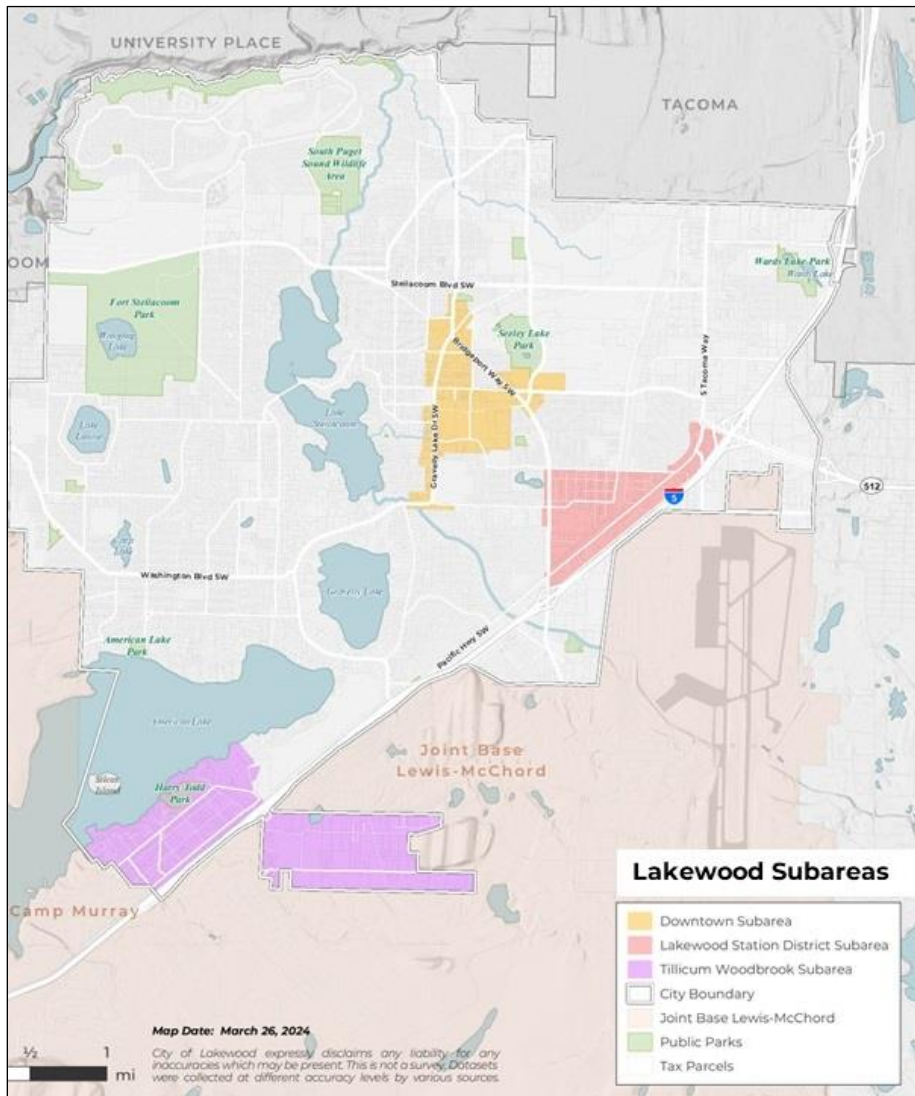




Lakewood Zoning Map

- Air Corridor 1 (AC1)
- Air Corridor 2 (AC2)
- Arterial Residential/Commercial (ARC)
- Commercial One (C1)
- Commercial Two (C2)
- Commercial Three (C3)
- Central Business District (CBD)
- Clear Zone (CZ)
- Industrial One (I1)
- Industrial Two (I2)
- Industrial Business Park (IBP)
- Multi Family One (MF1)
- Multi Family Two (MF2)
- Multi Family Three (MF3)
- Military Lands (ML)
- Mixed Residential One (MR1)
- Mixed Residential Two (MR2)
- Neighborhood Commercial (NC1)
- Neighborhood Commercial (NC2)
- Open Space & Recreation One (OSR1)
- Open Space & Recreation Two (OSR2)
- Public / Institutional (PI)
- Residential One (R1)
- Residential Two (R2)
- Residential Three (R3)
- Residential Four (R4)
- Transit Oriented Commercial (TOC)
- Water/OSR1
- Downtown Subarea
- Draft Residential/Transit Overlay
- Lakewood Station District Subarea

Lakewood’s Comprehensive Plan includes three subareas: the Downtown Subarea, the Lakewood Station District Subarea, and the Tillicum Woodbrook Subarea (shown below). Lakewood expects to see and is planning for concentrated housing and employment growth in these subareas.

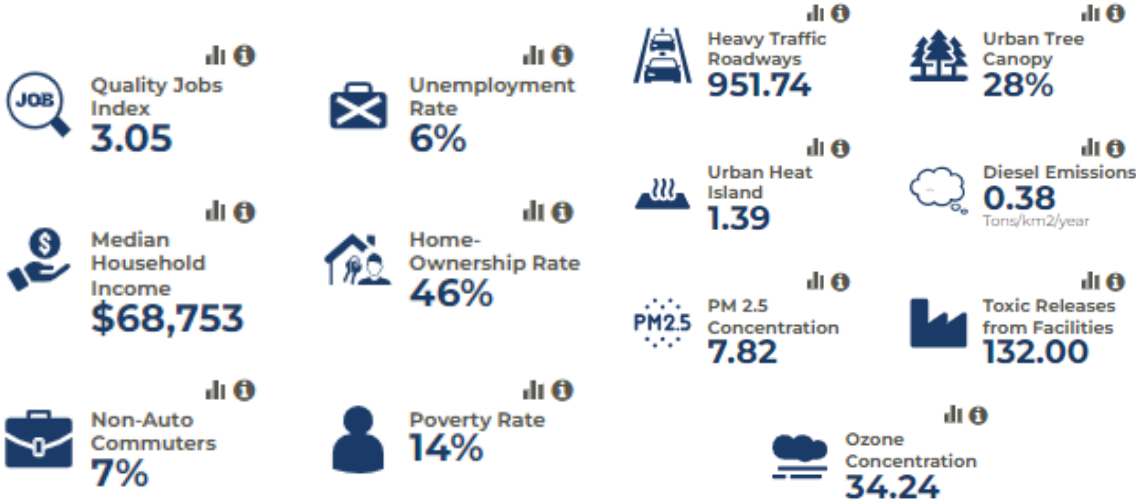


Population characteristics

- **Expected population targets are significantly higher than historical population trends.** Under the recently approved Countywide Planning Policies for Pierce County, it is expected that Lakewood’s population will grow by an additional 22,992 people to 86,792 total residents. This represents a growth rate of about 1.4% per year, which is a significant increase over recent historical trends.
- **The local population has a disproportionate number of younger adults.** In comparison to other communities, Lakewood has a greater proportion of residents that are 20–29 years old. There is also a higher proportion of residents 60 years of age and older. This is possibly tied to the proximity to Joint Base Lewis-McChord (JBLM), both with younger service members living off-base and older veterans living closer to available veterans’ facilities.

- The Lakewood community is becoming more diverse.** Over the past decade, Lakewood has become notably more racially diverse. There has been a decline in both the proportional and total number of white residents (from 54% in 2010 to 48% in 2020), while other populations of people of color have increased over time. Lakewood is home to a higher percentage of Black, Indigenous and people of color compared to Pierce County.
- Veterans form a key part of the population of the city.** While the oldest veterans are represented at rates comparable to the county overall, Lakewood has a greater proportion of veterans in its population between the ages of 18 and 74. This is due in part to the presence of JBLM, including the availability of services to veterans in the community.

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

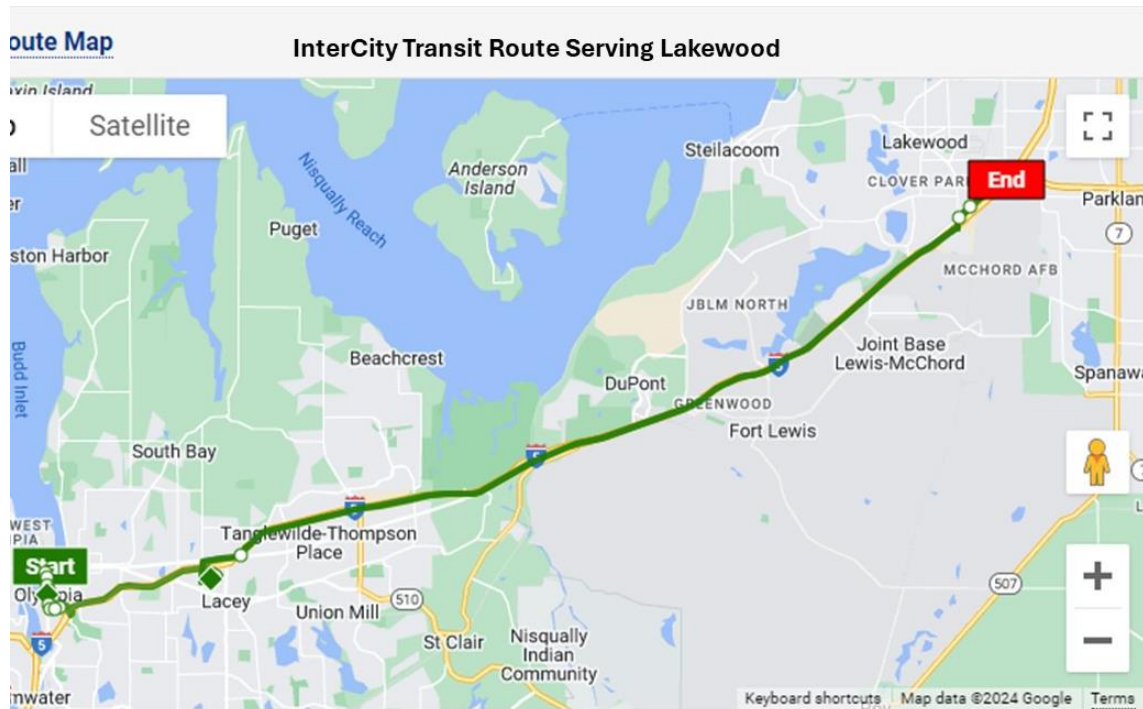


Source: 2024 Lakewood, WA Equity Index Map

Features of Land Use and Transportation Facilities and Services that Affect Commuters

Three transit providers operate within the City of Lakewood: Pierce Transit, Intercity Transit, and Sound Transit. Pierce Transit provides bus service throughout Lakewood and all three transit agencies provide service to areas outside of Lakewood.

Pierce Transit provides transit service within the City of Lakewood and throughout Pierce County (see map below.). There are currently ten local routes serving the City of Lakewood, offering connections to McChord AFB, Parkland Transit Center, Tillicum, Steilacoom, Tacoma Mall, and downtown Tacoma. Nine of these routes connect at the Lakewood Transit Center, adjacent to the north side of Lakewood Towne Center.



Source: Intercity Transit, 2024

Several transit service facilities are located in Lakewood, including:

- The Lakewood Transit Center located in the Town Center area;
- The SR 512 Park & Ride near the SR 512 / I-5 interchange; and
- Lakewood Station on Pacific Highway SW near the Bridgeport Way SW interchange with I-5.

Under the Sound Transit 3 package, 28 new or extended bus rapid transit lines are planned across all four Puget Sound Regional Council (PSRC) counties through 2040. Passenger-only ferry routes are also expanding, with four routes currently operating as of 2019 and new routes being studied for the future. Further investment in commuter rail service is also occurring.

Intercity Transit in Thurston County operates a limited stop service from Olympia to the SR 512 Park-and-Ride in Lakewood, where riders can connect to Pierce Transit local bus and Sound Transit ST Express bus.

The Pierce Transit Lakewood Transit Center (TC) has the highest ridership of all the stops in the Pierce Transit system. Eight Pierce Transit routes serve this location. In fall 2019 (pre-pandemic), 1,211 people used this station each weekday.

The Pierce Transit Stream Bus rapid Transit (BRT) System Expansion Study (completed in 2023) analyzed four high performing bus route corridors throughout the Pierce Transit service area for potential future Stream BRT or HCT service. See map on next page.

Route 206 connects Lakewood TC and Joint Base Lewis-McChord (JBLM) Madigan Hospital, via Springbrook, Woodbrook and Tillicum neighborhoods. The route serves multiple lower-income neighborhoods. It is the only route in this area and operates every 30 minutes on weekdays and

Saturdays, and hourly on Sundays. Stream BRT service to Tillicum was considered in early planning stages but was discarded due to the high cost compared to low projected ridership. But this area is growing and demonstrates a need for better bus service. In the future, Route 206 may also provide a connection to Stream BRT at Lakewood TC. Improvements to Route 206 may include increasing frequency to every 20 or 15 minutes on weekdays and to every 30 minutes on Sundays. Timed transfers at Lakewood TC can make service more convenient, as many Route 206 riders transfer.



Pierce Transit BRT Route Options. *Source:* Pierce Transit 2023 Stream BRT System Expansion Study Final Report

With work now underway on Pierce Transit’s next Long Range Plan, Destination 2045, the agency is similarly seeking targeted feedback from the 13 local jurisdictions, Pierce County, and other stakeholders, to ensure that any proposed long range high capacity transit projects or new bus routes are in alignment with local or regional transportation plans.

The Sound Transit 3 (ST3) plan adds 62 miles of light rail and implements BRT and other express services throughout the region. Voters approved the plan in November 2016, which includes Lakewood and South Tacoma Sounder station access improvements. The Pierce Transit Stream BRT candidate corridors connect to many of these transit centers, strengthening the regional transit network. See map below.



South Sound Projects funded via Sound Transit 3 Package. *Source:* Sound Transit

The Lakewood Sounder station provides access to the Sound Transit S Line to Seattle. Service is very commuter-oriented, with seven outbound trips in the morning and seven inbound trips in the afternoon. There is one inbound trip from Seattle to Lakewood in the morning. In addition to rail service, Sound Transit Express routes 592 and 594 also serve Lakewood Sounder station. The public and stakeholders emphasized the importance of the 594 in particular. This route runs every 20-30 minutes from 8:30 a.m. to 10 p.m. with service to Seattle.

Sound Transit and Lakewood are partnering in 2024 to complete “access improvement projects that support increased use of transit assets at the Sounder Station:



2024 Sound Transit Access Improvement Projects at Lakewood Station. *Source:* Pierce Transit 2023 Stream BRT System Expansion Study Final Report

In 2024, Pierce Transit’s routes 2 (Corridor A), 3 (Corridor B) and 4 (Corridor D) do not serve Lakewood Sounder. Community input into Pierce Transit’s 2023 Stream BRT System Expansion Study Final Report showed people strongly favor Pierce Transit buses serving the Lakewood

Sounder Station. Many of the routes that terminate at Lakewood Transit Center, including routes 2, 3 and 4, could be extended along Bridgeport Way to include Lakewood Sounder Station. The Lakewood Sounder station and SR 512 Park-and-Ride are one mile apart and served by different transit options. Understanding the markets served at each may reveal opportunities for optimizing local and regional connections.

The access improvements being built at, and the land use planning around, the Sounder Station concentrating jobs and housing nearby per the Lakewood Station District Subarea Plan make a strong case for Stream BRT to serve this location in the future.

As of 2022, WSDOT work continues to build the HOV lanes from Thorne Lane in Lakewood south to Mounts Road in DuPont. When these HOV facilities are complete, the section from South 38th Street to Thorne Lane remains the final gap needed to implement continuous HOV lanes on I-5 through Pierce County. While not yet funded, this section remains a priority for WSDOT.

When completed, the I-5 Gravelly-Thorne Connector will provide access to Lakewood neighborhoods of Tillicum and Woodbrook for pedestrians and bicyclists from Gravelly Lake Drive south to Thorne Lane.

WSDOT is in the third phase of a series of projects that widen Interstate 5 from Mounts Road near DuPont to Gravelly Lake Drive in Lakewood. Southbound I-5 currently narrows down from four lanes to three, just past 41st Division Drive. This project extends the existing southbound I-5 HOV lane to Steilacoom-DuPont Road. The northbound HOV lane will extend from Mounts Road to the existing HOV lane at 41st Division Drive.

At the Steilacoom-DuPont Road interchange (exit 119), a new overpass will be constructed. The new overpass creates enough space to extend the I-5 HOV lanes further south into DuPont and provides increased vertical clearance over the interstate to meet current standards.

Construction along this stretch of I-5 began in early August 2023 and will continue through 2026. The completed project will improve mobility along I-5 in the vicinity of Joint Base Lewis-McChord. Current traffic flow in the area is constrained by the proximity of the I-5 ramp intersections, Joint Base Lewis-McChord's DuPont Gate, the railroad, and the intersection of Wilmington Drive and Barksdale Avenue. Building a new Steilacoom-DuPont Road interchange will provide increased distance between the intersections while maintaining access to neighboring communities and JBLM. Once the new interchange is constructed, the existing bridge at exit 119 will be removed.

b. Land Use Features that Affect Commuters

There are 14 lakes in Lakewood that limit the City's ability to construct east-west transportation corridors and to provide transit into the City's west side, which is primarily residential.

Transportation Facilities and Services that Affect Commuters

Lakewood's southern area is bisected by I-5 and is immediately adjacent to Hwy 512. Bridgeport Way, Gravelly Lake Drive, Pacific Highway, and South Tacoma Way are major Lakewood streets that provide in-city commuting opportunities into Tacoma and University Place.

When the I-5 HOV lanes from Thorne Lane in Lakewood south to Mounts Road in DuPont are complete, the section from South 38th Street to Thorne Lane remains the final gap needed to implement continuous HOV lanes on I-5 through Pierce County. While not yet funded, this section remains a priority for WSDOT.

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Voters approved measures authorizing \$54 billion to build out the region's light rail network, which will extend from Seattle to Everett, Tacoma, Redmond, and Issaquah. When complete, the region's light rail system will be among the largest in the nation. In addition, 28 new or extended bus rapid transit lines are planned across all four Puget Sound Regional Council (PSRC) counties through 2040. Passenger-only ferry routes are also expanding, with four routes currently operating as of 2019 and new routes being studied for the future. Further investment in commuter rail service is also occurring.

Intercity Transit in Thurston County operates a limited stop service from Olympia to the SR 512 Park-and-Ride in Lakewood, where riders can connect to Pierce Transit local bus and Sound Transit ST Express bus.

The Pierce Transit Stream Bus rapid Transit (BRT) System Expansion Study (completed in 2023), which analyzed four high performing bus route corridors throughout the Pierce Transit service area for potential future Stream BRT or HCT service, included targeted outreach to leaders in jurisdictions to gauge their readiness to partner on large scale capital projects. See map below.



Pierce Transit BRT Route Options. *Source:* Pierce Transit 2023 Stream BRT System Expansion Study Final Report

- Top priority: Corridor B (Lakewood to Tacoma Mall to downtown Tacoma) had the highest corridor prioritization score and is the top priority for implementation.
- Next highest priority: Corridor A (Lakewood to Tacoma via Bridgeport Way and S. 19th Street). Routing length and termini would be determined in partnership with Sound Transit and local agencies at a later date through additional planning.

With work underway in 2024 on Pierce Transit’s next Long Range Plan, Destination 2045, the agency is similarly seeking targeted feedback from the 13 local jurisdictions, Pierce County, and other stakeholders, to ensure that any proposed long range high capacity transit projects or new bus routes are in alignment with local or regional transportation plans.

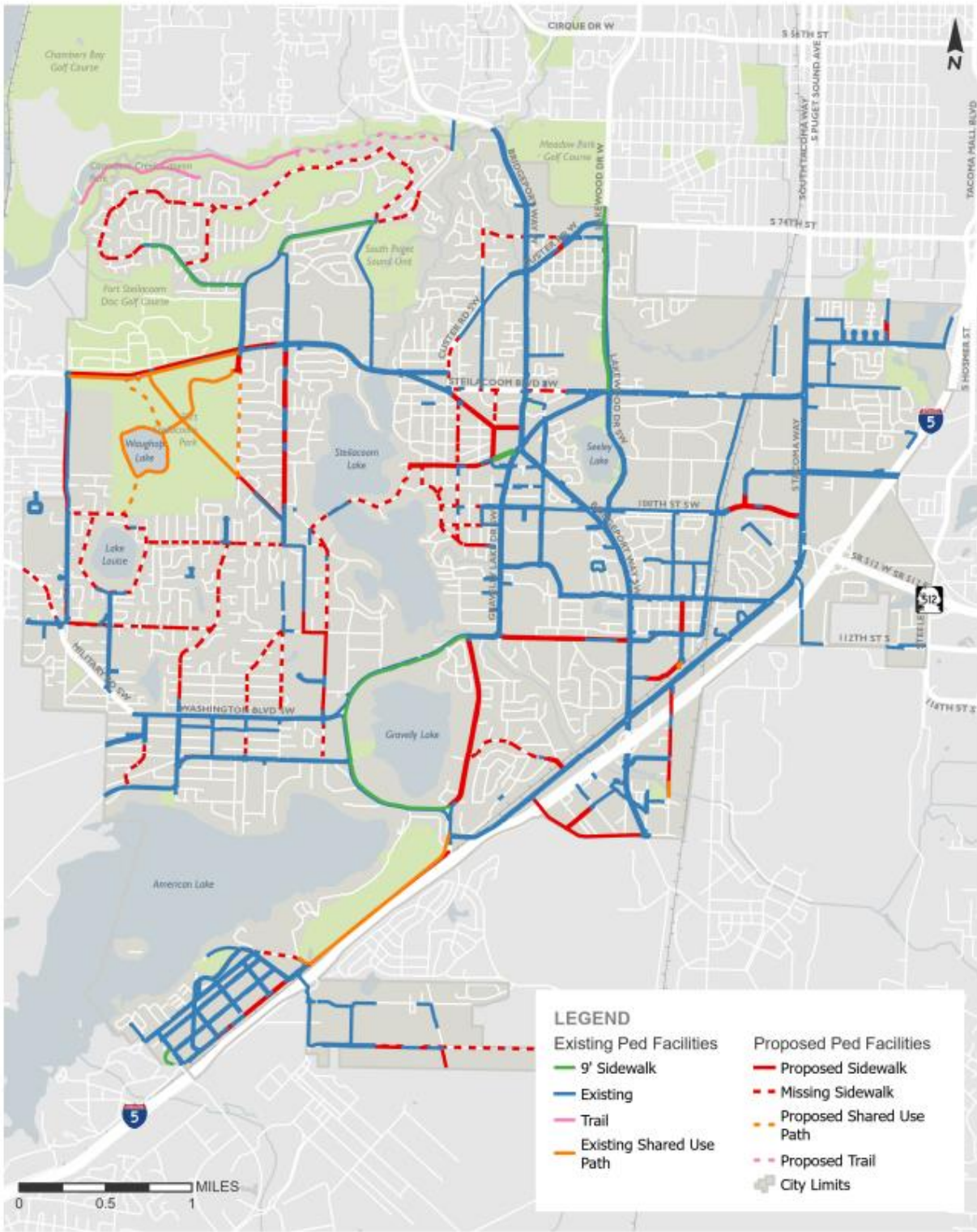
The Sound Transit 3 (ST3) plan adds 62 miles of light rail and implements BRT and other express services throughout the region. Voters approved the plan in November 2016, which includes Lakewood and South Tacoma Sounder station access improvements. The Pierce Transit Stream BRT candidate corridors connect to many of these transit centers, strengthening the regional transit network. See map below.

Figure 8: ST3 Projects in the South Sound



Source: Sound Transit

Lakewood's Pedestrian System Plan (2023)



Source: Lakewood Nonmotorized Transportation Plan, 2023

c. Whether and How Commuting Patterns Have Changed in the Past Few Years

The COVID-19 pandemic drastically disrupted public transportation ridership and slashed transit boardings across almost all communities in 2020. Transit agencies such as Pierce Transit, Sound Transit, and Intercity Transit saw historic lows in ridership both during and after the pandemic. Since the pandemic, ridership for essential workers and students has started to increase, though it remains 40 to 65 percent below pre-2020 levels according to interviews with transit agencies. While Pierce County certainly experienced declines, areas and stations surrounding major worksites for essential workers tended not to decline as much and have rebounded more quickly than areas in east/north King County and Snohomish County.

While the rise of remote work opportunities has decreased the need for transit for some workers, other workers have expressed an interest in returning to in-person work. Transit agencies are now seeing ridership spread throughout more of the workday and on weekends, rather than being concentrated in traditional commuting hours and peaks.

Implications for CTR

There are a number of implications for CTR from these changes, specifically:

The increase in availability and practicality of remote work indicates a long-term reduction in commute trips to worksites, which meets a critical goal of CTR.

The increasing demand for public transit, especially near key work sites, provides an opportunity for CTR incentives to meet a community need.

The shift in peak commute times suggests a decrease in congestion and traffic volume between 6:00 a.m. and 9:00 a.m.; however, it also means that congestion is more widespread throughout the day.

d. The Most Important Land Use and Transportation Objectives from Plans that Commute Trip Reduction Most Directly Affects

CTR directly affects land use and transportation objectives adopted by the City's Comprehensive Plan. Strategies and policies implemented as part of this CTR Plan help support the Comprehensive Plan objectives by encouraging residents and workers to use the alternative transportation modes that new development is designed to incorporate. The most prominent examples include the following:

Lakewood Land Use Policies

LU-4.5: Encourage more intensive development in areas served by transit.

LU-5.8: Promote the development of neighborhood business districts as transit hubs.

LU-5.9: Accommodate automobile use while ensuring that vehicles do not overpower the character and function of neighborhood business districts.

Lakewood Transportation Policies

TR-1 Provide a balanced, multimodal transportation system for the safe and efficient movement of people and goods.

TR-1.1: Plan, develop, and maintain transportation infrastructure to meet the needs of all users, including drivers, transit riders, bicyclists, and pedestrians of varying ages and abilities.

TR-1.2: Minimize the negative impacts of transportation improvements on low-income, disadvantaged, and special needs groups, as well as youth and older adults.

TR-1.3: Increase availability and accessibility of alternative transportation modes like walking, biking, carpooling, and public transit, focusing on those without personal vehicles or with mobility needs.

TR-3 Enhance transportation connectivity while minimizing impacts to residential and mixed-use areas.

TR-3.4: Provide for pedestrian and bicycle pathways in areas where terrain, right-of-way limitations, or other constraints prevent street connections.

TR-4.3: Maintain multimodal LOS and concurrency standards for transit, pedestrian, and bicycle facilities.

TR-4.6: Incorporate multimodal mitigation strategies in development reviews to address LOS impacts.

TR-6 Manage traffic to minimize its effects on neighborhoods, residents, visitors, and businesses.

TR-6.1: Decrease dependence on automobiles in neighborhoods and Downtown while accommodating their use.

TR-7 Protect the city's investment in current and future through sustainable maintenance and preservation.

TR-7.2: Construct and maintain sidewalks to provide continuous and safe connections.

TR-8 Reduce traffic to meet state, regional, and city environmental and sustainability goals.

TR-8.1: Decrease reliance on single-occupant vehicles for regular travel.

TR-8.2: Reduce the work-related SOV trip mode share for the Lakewood Regional Growth Center (Downtown) to 65% by 2044.

TR-8.3: Require Transportation Demand Management improvements serving pedestrians, bicyclists, and transit riders as impact mitigation for new development.

TR-8.4: Implement comprehensive commute trip reduction strategies in collaboration with local businesses, transit agencies, and other entities to decrease traffic.

TR-8.5: Promote local commute trip reduction and TDM programs through targeted public awareness and education, especially for specific groups like teenagers and college students.

TR-8.6: Provide High-Occupancy Vehicle (HOV) focused improvements on arterials to link high-density employment areas with transit hubs, BRT, and commuter rail stations.

TR-8.7: Expand park-and-ride facilities for commuter rail and other transit in partnership with Pierce Transit, Sound Transit, and other potential parking providers.

TR-8.8: Minimize the impacts of transportation infrastructure on the environment and climate

TR-8.9: Enhance the energy efficiency and performance of the transportation system.

TR-9 Enhance safe, convenient, and inviting routes for active transportation such as walking and cycling to promote accessibility and healthy living.

TR-9.1: Implement projects from the city's Non-Motorized Transportation Plan to link high-density areas with key destinations such as workplaces, schools, parks, and shopping centers.

TR-9.2: Improve bicycle and pedestrian connections for greater connectivity.

TR-9.3: Provide safe midblock crossings for pedestrians where possible.

TR-9.4: Require non-motorized transportation improvements such as bicycle parking/lockers and streetscape upgrades as part of new development.

TR-9.5: Coordinate with transit providers to encourage multimodal "first mile/last mile" connections with supporting improvements like bike racks and lockers.

TR-9.6: Collaborate with neighboring jurisdictions to maintain consistent bike and pedestrian corridor planning and standards.

TR-9.7: Prioritize traffic safety improvements at locations with high accident rates.

TR-11 Promote a walkable, pedestrian-friendly downtown

TR-11.1: Implement transportation-related components of the Downtown Subarea Plan.

TR-11.2: Consider maximum parking requirements in high-density areas well-served by high-capacity transit (HCT) to encourage alternative transportation modes.

TR-11.3: Create a pleasant and safe walking and biking environment by regulating the placement of on- and off-site parking and managing streetscape design.

TR-11.4: Encourage structure or underground parking to reduce surface parking footprints.

TR-11.5: Encourage joint and shared parking solutions, particularly for mixed-use developments in Downtown.

TR-11.6: Integrate regional transportation standards into the planning of centers and areas around HCT stations.

e. Critical Aspects of Land Use and Transportation that Should Be Sustained and Key Changes that Should Be Considered to Improve Commute Trip Reduction's Contribution to the Land Use and Transportation Objectives Referenced

Critical Aspects of Land Use and Transportation that Should Be Sustained

Pierce Transit, Intercity Transit, and Sound Transit currently operate bus and commuter rail services for commuters in Lakewood. Maintaining and expanding these systems is crucial for the success of a CTR program. The Pierce County Comprehensive Plan identifies Centers of Municipal Importance (COMIs) as priority areas for focusing growth.

Lakewood has identified the following areas as COMIs:

- Tillicum
- Fort Steilacoom/Oakbrook
- Custer Road
- Lakewood Industrial Park/Clover Park Technical College
- South Tacoma Way
- Springbrook
- Woodbrook
- Lake City West

Key Changes that Should Be Considered

Continuing to invest in active transportation infrastructure and additional public transportation options in these areas will help to increase livability, maintain sustainability, and support transportation goals for Lakewood commuters and residents. The City should also continue efforts towards rideshare programs for major employers, as this can increase the amount of higher-occupancy vehicle trips made by commuters.

2. How the CTR Program Will Help Achieve Lakewood's Land Use and Transportation Objectives

a. How and to What Extent the CTR Program Will Help Lakewood Achieve the Land Use and Transportation Objectives Referenced in Question 1

The relevant goals listed from the 2024 Lakewood Comprehensive Plan are aligned with the goals and programmatic elements of the Pierce County CTR. The City's focus on encouraging and increasing access for alternative modes of transit and, establishing employment center-specific targets, are in some cases directly met through the CTR program. In turn, emphasizing transportation investments to decrease drive-alone rates will offer more opportunities for employees to take advantage of the CTR program benefits and incentives that their employers provide. CTR incentives and benefits include bicycle infrastructure such as showers and parking, carpool parking and rideshare systems, and teleworking policies.

As Lakewood is still improving bicycle and pedestrian infrastructure across the city, most CTR opportunities will come from carpool parking, rideshare systems, and teleworking policies.

3. How the CTR Program Will Help Achieve Lakewood’s Environmental Objectives

CTR Programs are an essential tool for meeting greenhouse gas (GHG) reduction and sustainability goals. Vehicle trips are a significant contributor of greenhouse gas emissions that impact air quality and natural resources such as wetlands and aquatic habitat. According to the Pierce County community-wide *Geographic Greenhouse Gas Emissions Report*, 23 percent of countywide emissions were from on-road vehicles in 2019. Passenger vehicles accounted for 83 percent of on-road vehicle emissions or 19 percent of total emissions. Lakewood has recognized the need to prioritize greenhouse gas reductions and climate action through legislative objectives. The City’s environmental and climate objectives are outlined in the 2024 Lakewood Comprehensive Plan.

a. How the CTR Program Will Support Lakewood’s Greenhouse Gas Emission Reduction Efforts

The County is aiming to reduce countywide and municipal greenhouse gas emissions by 45 percent by 2030 from a 2015 baseline. The actions outlined in the Sustainability 2030 Plan are designed to address this goal through targets relating to transportation, energy and built environment, waste reduction, nature-based climate solutions, outreach and education, and growing community capacity. Transportation-related goals are some of the most impactful, as 31 percent of countywide GHG emissions come from on-road vehicles, aviation, and other marine and off-road transportation equipment. Lakewood aligns with these aims by setting goals and policies that encourage reducing GHG emissions.

The CTR program supports greenhouse gas reduction goals by promoting other modes of transportation through employer education and engagement, as well as incentives. As more people shift to alternative modes of transportation, the reduction in SOV trips can help reduce GHG emissions. The CTR program also supports many of the transportation goals outlined in the Greenhouse Gas Reduction Plan outright, as well as the CTR goals.

b. How the CTR Program Will Support Lakewood’s Environmental Objectives in addition to Greenhouse Gas Emission Reductions

The CTR program supports both the environmental objectives and GHG emissions reduction goals by prioritizing alternative modes of transportation, coordinating between agencies and employers, and recognizing the impact that drive-alone rates have on air quality.

Lakewood Energy & Climate Change Policies

EC-2.1: Expand Affordable Public Transit: Lakewood will coordinate with transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors.

EC 2.2: Develop Safe and Convenient Walking and Bicycling Routes: Prioritize and incentivize walking and bicycling as safe and convenient modes of transportation.

EC 2.3: Expand Regional Passenger Rail: Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.

EC-2.4: Reduce Private Automobile Use: Work toward creation of an urban landscape that will reduce reliance on private automobiles through land use planning and by providing amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling. Commute Trip Reduction programs cannot happen without partnership with local business organizations and local transit advocates.

EC-2.5: Improve Multimodal Transportation Options: Promote improved public transit and partner with private developers to undertake citywide improvements that make active modes of travel, such as walking and bicycling, more comfortable and preferable options.

EC-4.1: Promote Mixed-Use and Infill Development Promote mixed-use, high-density, infill development on vacant and underutilized parcels along commercial corridors, in the Downtown area, and in the Lakewood Station District.

EC-4.2: Develop Compact Walkable Neighborhoods and Livable Streets Promote safe and walkable neighborhoods and inter-connected streets through the design of complete streetscapes, public gathering places and all types of physical development that encourages less vehicle use.

4. How the CTR Program Will Help Achieve Regional and State Objectives

State and regional objectives are clearly laid out in the 2022 [Regional Transportation Plan](#) and the [2018 Washington State Transportation Plan \(WTP\)](#).

The 2022 Regional Transportation Plan, prepared by the Puget Sound Regional Council (PSRC), emphasizes climate, equity, access to transit, safety, and mobility. Direct objectives include the following:

- Increased transit-oriented development
- Increased nonmotorized transportation
- Decreased travel times when taking transit
- Increased service times and services
- Access to health and wellness destinations
- Affordable transportation options
- Microtransit/micromobility
- Increased connectivity for pedestrians

The 2018 WTP similarly emphasizes economic vitality, preservation, safety, mobility, environment and health, and stewardship. Direct objectives include:

- Continue the ongoing practice of integrating safety into infrastructure design and system operations for all modes of travel and work to ensure the safety of those who operate and maintain the transportation system
- Support efforts to increase reliable multimodal travel for people and goods in communities across the state, recognizing that the diverse nature of places, needs, and opportunities statewide require equally diverse strategies applicable to those communities
- Encourage the design and development of communities that make walking and biking more viable for more people and increase opportunities for active travel for all ages

- Align investments with desired performance outcomes to get the greatest mobility and safety benefit from existing infrastructure and services at the least cost to the traveling public, which may require revisiting existing funding programs to better align with the kinds of projects that offer cost-effective solutions

By promoting alternatives to SOV trips, the CTR program directly addresses goals such as increased transit-oriented development, enhanced access to health and wellness destinations, and decreased travel times when taking transit. Moreover, initiatives within the CTR framework, such as incentivizing microtransit/micromobility and improving pedestrian connectivity, align with objectives related to affordable transportation options and increased connectivity for pedestrians.

a. The Local, Regional, and State Benefits that Would Be Gained If Lakewood Achieves the CTR Targets

By addressing key objectives outlined in regional and state transportation plans, the potential advantages of successful CTR implementation are significant. From reducing greenhouse gas emissions in highway-adjacent communities to promoting nonmotorized transportation and improving transit service quality, CTR induced benefits contribute to broader goals of sustainability, accessibility, and mobility. Furthermore, aligning with the overarching aim of increasing multimodal travel across communities, the CTR program can be a strategic tool to meet diverse transportation needs while fostering a more resilient and connected transportation network.

Local, Regional, and State Benefits

- Decrease in greenhouse gas emissions, especially for highway-adjacent communities: the County, region, and State have goals to decrease greenhouse gas emissions. Every reduction in SOV trips contributes to a decrease in emissions.
- Increase in nonmotorized transportation: the Regional Transportation Plan and 2024 Comprehensive Plan both emphasize increases in nonmotorized transportation via walking, biking, or rolling. CTR incentives and infrastructure can help to improve this.
- Increased service: both the County and region have objectives that are centered around increasing service. Implementation of the CTR Plan can help to further this goal by providing additional demand for transit services, increasing coordination between employers and transit agencies, and adding outreach and education.
- The WTP emphasizes efforts to increase multimodal travel; implementing CTR is an inherent effort to increase multimodal travel across communities. The implementation of the program would provide a benefit in meeting this objective.

b. Adjacent CTR-Affected Cities and Counties.

Adjacent CTR-affected cities University Place.

Adjacent CTR-affected counties include King, Kitsap, and Thurston.

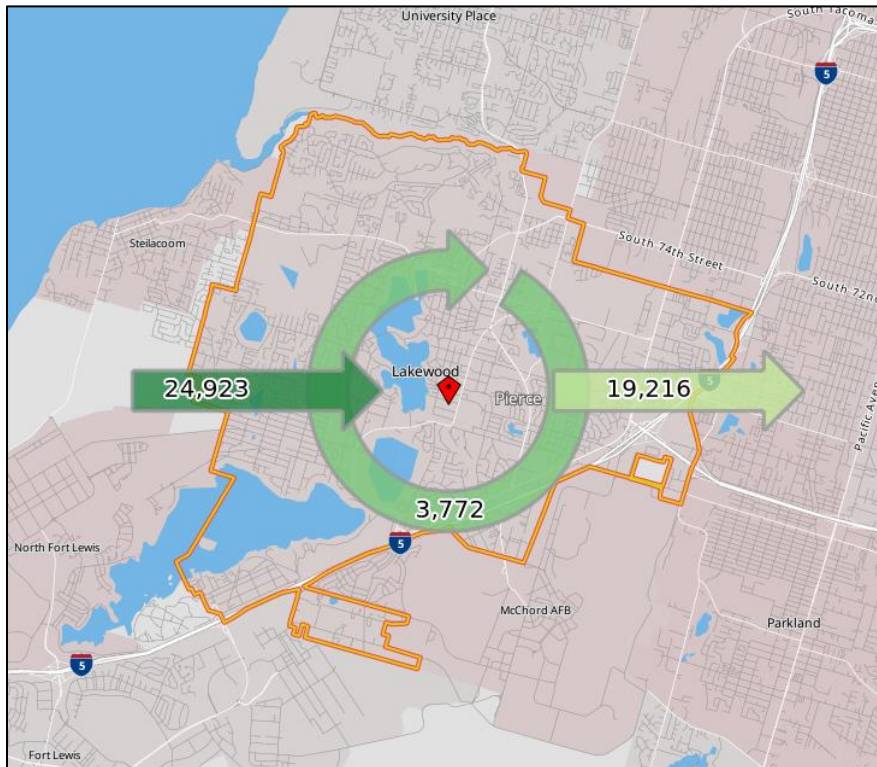
c. The Top Few Cross-Border and Regional Transportation Issues that Affect Lakewood.

Congestion

Congestion is the primary transportation issue in Lakewood. I-5 runs through a corner of the City. SR-512 intersects with I-5 and terminates at South Tacoma Way in Southeastern Lakewood. The City also borders Joint Base Lewis-McChord (JBLM) and provides housing and services to service members.

As JBLM is the largest employer in Lakewood's immediate vicinity, there is significant congestion on roads and highway exits near to JBLM. This congestion not only disrupts the daily lives of residents and workers, it also adversely affects air and water quality due to emissions containing GHGs and particulate matter, oil leaks, and other pollutants that enter the stormwater system. These negative impacts from congestion and pollution are experienced primarily in disproportionately impacted areas of the city: Tillicum, Woodbrook, and Springbrook. Moreover, escalating congestion levels carry the risk of overflow onto local roads, compounding the challenges faced by residents and exacerbating traffic-related issues.

Approximately 15% of workers live and work in Lakewood. Approximately 50,000 people regularly commute either into or out of Lakewood.



Source: U.S. Census Bureau OnTheMap

Transit Connectivity and Access

Public transit accessibility remains a challenge across various neighborhoods in Lakewood. The major regional transportation connections in the City are the Lakewood Transit Center in the Downtown Subarea; the I-5/SR-512 Park & Ride in the Lakewood Station District Subarea; and the Sounder Commuter Rail Station in the Lakewood Station District Subarea. Despite ongoing initiatives to enhance funding, improve access, and expand route networks, certain parts of the City remain without sidewalks or bicycle infrastructure. During outreach efforts, participants identified multiple barriers to taking transit, including a lack of reliability and safety as well as the limited reach and schedules of transit routes.

Bicycling Infrastructure

A strong theme heard by staff at CTR-related outreach events is a desire for more and safer bicycling infrastructure such as designated bicycling lanes and bicycling paths separated from the street.

d. The Strategies Lakewood, Adjacent Cities and Counties, and the Region Have Agreed to Use to Address the Top Issues Described in Section 4c

Lakewood Transportation Improvement Plan goals:

- 1) To provide a safe, comfortable, and reliable transportation system.
- 2) To reduce consumption of energy through an efficient and convenient transportation system.
- 3) To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
- 4) To keep travel times for people and goods as low as possible.
- 5) To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
- 6) To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.
- 7) To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

Congestion

Lakewood works in conjunction with WSDOT and Pierce County to improve its road infrastructure. I-5 runs through Lakewood and brings high volumes of traffic to the areas of the City with highway entrances and exits. Lakewood receives funds from the Motor Vehicle Fuel Tax as well as from federal aid funding programs including the Surface Transportation Program (STP) and the Highway Safety Improvement Program (HSIP). State funding comes from competitive programs run by the Washington State Transportation Improvement Board (TIB). Lakewood competes for Urban Arterial Program (UAP) funds as well as Complete Streets funds.

Lakewood's most recent major road network improvements include the I-5 Thorne Lane overpass improvements and roundabouts across the city.

Transit Connectivity and Access

While Lakewood does not directly provide transportation services, the City is always looking for opportunities to support transportation options. Lakewood supports regional planning efforts through Pierce Transit and Intercity Transit bus connections and Sound Transit Sounder commuter rail connections.

Pierce County helps residents and commuters access transit by providing information on transit route planning, supporting a ride buddy program and ride classes, making available free ORCA cards loaded with transit fares, providing safety gear, educating on ways to combine bicycling and transit, asking employers to provide their employees with transit subsidy programs, promoting a rideshare month campaign with prizes, and coordinating with transit agencies to promote their services and products.

The County plans to develop a multi-family housing sustainable transportation toolkit. This toolkit will show developers and property managers of multi-family developments how to incorporate transit fare programs into their resident package along with providing bike racks and spaces for teleworkers. Through this CTR Plan, Comprehensive Plan, and other planning efforts with the departments of Parks and Recreation and Human Services, the County will coordinate with the transit agencies on land use development, community needs and transit service.

Active Transportation Infrastructure

Lakewood updated its Non-Motorized Transportation Plan (NMTP) in 2023. The 2023 NMTP includes a public survey to inform planners how people currently use non-motorized transportation options in the city as well as improvements users would like to see in Lakewood's non-motorized transportation network.

The City has installed more than 22 miles of sidewalk since the last NMTP update in 2009. This represents a 41% increase in the city's sidewalk infrastructure. While many major routes across the City now have sidewalks, there is still a significant amount of ground to cover to make Lakewood safely walkable for all residents.

Sidewalk improvements are targeted towards neighborhoods, schools, parks, and commercial areas of the city. Safely walkable paths allow residents and workers to choose alternate transportation methods to avoid SOV trips within the city.

The Tillicum and Woodbrook neighborhoods in southern Lakewood are effectively an enclave of the city, separated by water and I-5. Currently, the only way to travel between those neighborhoods and the main body of the City is via I-5. A proposed active transportation path connecting Thorne Lane with Gravelly Lake Drive will provide residents of those neighborhoods an alternate connection with the City that does not require motorized transportation to safely navigate.

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

Weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

b. Additional Performance Targets

No additional performance targets are designated for this CTR Plan.

6. Base Values for Each Performance Target

a. The Baseline Number

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026-,2028 and 2030 survey results.

7. Method Used to Determine the Base Value for Each Target

a. The Source for Each Base Value Listed

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026,2028 and 2030 survey results.

8. How Lakewood Will Measure Progress Toward Each Target

a. The Method Used to Measure Progress for Each Target

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

9. CTR-Affected Worksites in Lakewood

a. List of CTR-Affected Worksites

- Franciscan Health System
- Dungarvin Washington Supported Living
- McLane Company
- Korean Women’s Association
- Aero Precision
- Walmart
- Greater Lakes Mental Healthcare
- Hope Human Services
- Harborstone Credit Union
- Amazon Services
- PRMX LLC
- First Transit
- Maersk Warehousing & Distribution Services
- Target Corporation
- Harold Lemay Enterprises
- Safeway
- Netcompliance Environmental Services
- Tacoma Country and Golf Club
- Lowes Home Centers

- Tacoma Casino LLC
- Ambitions of Washington
- Air Systems Northwest
- Hart Road LLC
- Print NW
- Infrasource Services
- Rock Solid Restaurants
- Maverick Lakewood
- Pete’s Flying Aces
- American Lake Healthcare
- Oregon Pacific Building Products
- Infinity Management
- C.C.’s Classy Chassis

10. Performance Targets for Each CTR-Affected Worksite

a. Performance Targets Established during the 2023–2025 Survey Cycle

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

11. List the Base Value for Each Site

a. Base Values Established during the 2023–2025 Survey Cycle

A base value will be established during the 2023-2025 survey cycle.

Services and Strategies

12. Services and Strategies Lakewood Will Use to Achieve CTR Targets

Lakewood will offer employer and commuter services through the Ride Together Pierce program, a one-stop-shop for sustainable transportation information and services.¹ Ride Together Pierce provides services that help businesses in Pierce County implement commute options programs and make sustainable transportation options easy for riders to access.

Free Services for Employers:

- Employee commute options program development and analysis assistance.
- Employee Transportation Coordinator (ETC) training.
- Employer network and learning opportunities.
- Survey tools, marketing materials, and assistance with the state-required biennial survey of employee commuting habits.
- Marketing materials such as posters, brochures, and sample email messages.
- As needed, transcribed or trans-created materials in languages other than English.
- Campaign toolkit with directions, promotion tips, marketing materials, and sample emails. The campaigns will promote the use of sustainable modes such as Bike Month in May.

¹ <https://www.ridetogetherpierce.com/>

- Access to employee trip-tracking data to monitor program efforts and issue program benefits such as subsidies.
- Online library of employer support services such as best-practice tip sheets.
- Online telework toolkit for businesses and managers.
- Co-host worksite transportation fairs with ETCs.
- Carpool and vanpool ride-share matching and formation assistance.
- Carpool and vanpool parking signs and vehicle rearview mirror hang tags.
- ORCA (One Regional Card for All) cards loaded with transit fare to provide to employees to try transit.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to \$100 per trip and up to three trips per year.
- Quarterly ETC recognition on the Ride Together Pierce website.
- Best Commuter Business leadership program to honor top-performing employer commute options programs.

Free Services for Residents:

- Carpool and vanpool ride-share matching and formation assistance.
- Bicycle Buddy matching assistance.
- Mode-based campaigns with incentives to encourage the use of sustainable modes. Participants will receive first-time user tips for getting started, motivational communication, and notices of opportunities to connect with other sustainable commuters through Ride Together Pierce social media channel.
- Resources to help plan sustainable commute trips to save on personal commuting costs and reduce climate footprint.
- Travel mode information that explains each mode and first-time user guides.
- Online telework toolkit for teleworkers.
- Trip-tracking calendar that will allow users to log their trips to earn participation badges, view pollution and personal cost savings, join team challenges, enter campaign prize drawings, and earn employer program benefits.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to \$100 per trip and three trips per year.
- Opportunities to receive commuter assistance or safety items such as helmets, gear with reflective material, and umbrellas.

- Opportunities to participate in transit and bicycle riding classes, bicycle rides, or transit field trips.
- ORCA cards loaded with transit fare to provide to employees to try transit.

13. How Lakewood’s Services and Strategies Will Support CTR-Affected Employers

Ride Together Services and Strategies

Ride Together Pierce assists employers with developing effective strategies and programs that support CTR and help their employees choose sustainable transportation practices.

- **These services will support CTR-affected employers in the following ways:**
 - Help businesses meet their sustainable goals and climate action visions and missions.
 - Survey results can be used to identify the commute plans that best suit employees’ needs and to help employers develop their own CTR plans.
 - Funding rideshare events and campaigns will provide a community of awareness that will support the CTR actions of individual employers.
 - The services and strategies will be provided free of cost to the employer, not requiring them to budget for these services.
 - Customized support and tools can be piloted by the employer, allowing for program modifications and final implementation of successful programs with no financial risk by the employer.
 - Fulfilling request for free translated materials will help them provide information to non-English or limited English speakers at no additional cost to the employer.
 - Employers can take advantage of other employee events such as a benefit fair to present commute options information.
 - Implementing a commute options program and providing an Employee Transportation Coordinators to serve as liaisons between businesses and the Pierce County, facilitates ongoing support for transportation plans and improves future CTR strategies and services.
 - Providing employees with commute option benefits such as transit subsidies and HOV parking, may reduce the costs associated with providing parking spaces or increase client parking.
 - Employer commute options programs, which help to reduce the rate of solo driving; support the economy and environment; and effectively reduce traffic congestion, air pollution, and fuel consumption, which help business operations for all companies.

14. Barriers Lakewood Must Address to Achieve CTR Targets

a. How Lakewood Will Address the Barriers

Transit Safety Concerns

Public comments received during CTR Plan public engagement identified concerns regarding the safety of riding public transit and fear that crime and drug use may occur aboard public transit.

Pierce County Response: The County will offer tips for riding safely, statistics on the relative safety of taking public transit compared to driving, and protocol for reporting unsafe drivers or misconduct of passengers on our website, RideTogetherPierce.com. Additionally, goal T-16.9 of the 2024 Comprehensive Plan encourages the placement of transit shelters that are well lit and clearly visible.

Bicycling Infrastructure Safety Concerns

Several community-based organizations and attendees at CTR Plan tabling events commented that they would prefer to bicycle in designated bike lanes and multi-use paths that are separated from the roadway. Without safety-focused bicycle infrastructure, many are deterred from selecting bike trips as a commute alternative.

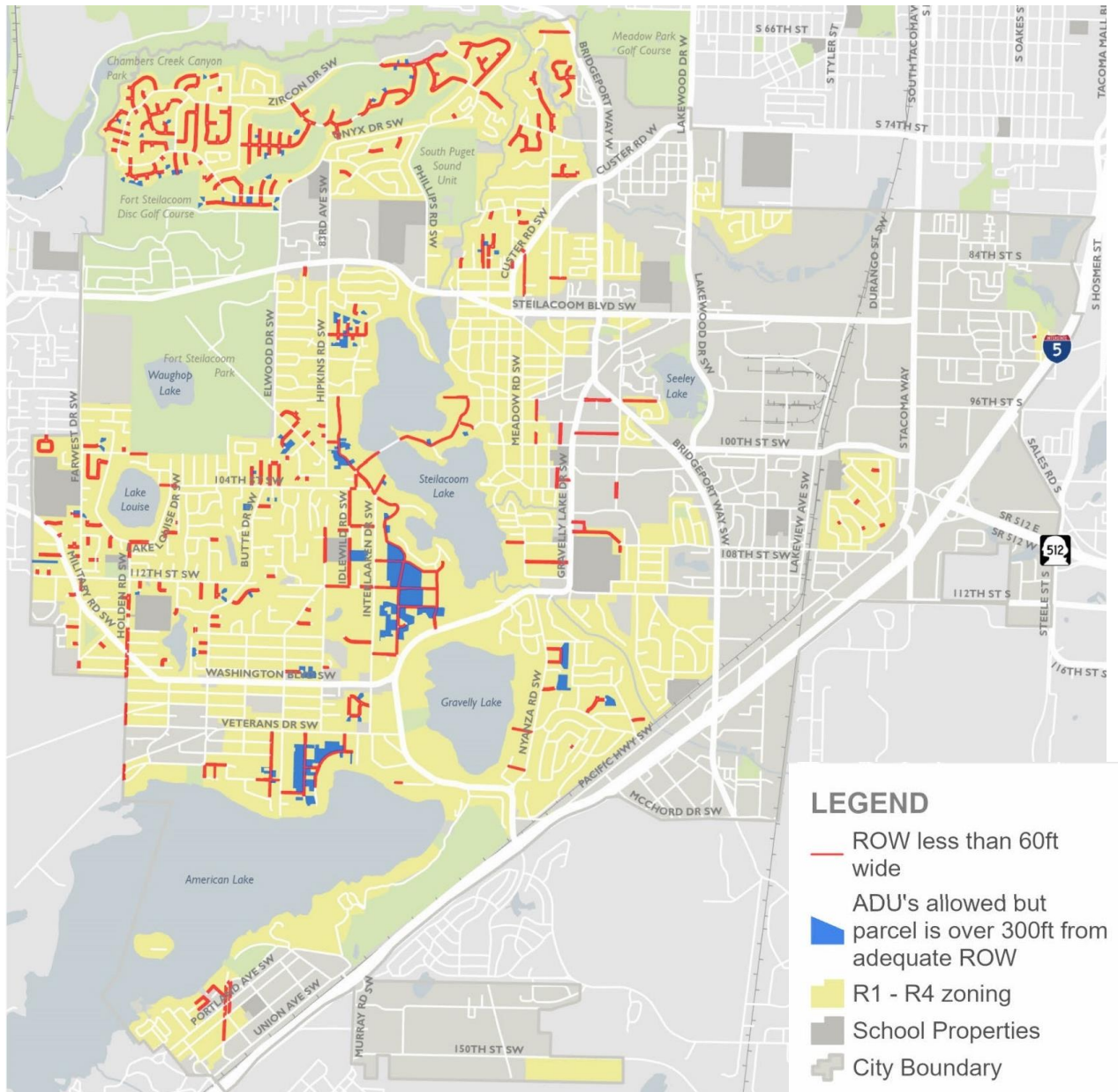
County Response: Pierce County offers its First Time Riders Guide to help new bicycle commuters plan their bike route and safely and confidently navigate their commute. Pierce County also offers a bike buddy program that allows new riders to test out their route with an experienced companion. These guides and program can be found on, RideTogetherPierce.com

Transit Service Area

The Tillicum and Woodbrook neighborhoods are effectively enclaves of Lakewood. The only current path from Tillicum and Woodbrook to the main body of the City of Lakewood is via I-5. While there is bus service to both Tillicum and Woodbrook, there is no dedicated transit center or train service. Commuter rail service is planned via a Sounder Station being constructed by 2046.

Right-of-Way Widths

Many residential roads in Lakewood are too narrow to add parking or pedestrian/bicycle infrastructure. Over time, the City will explore what funding and design options there are to mitigate this issue.



Source: City of Lakewood, 2024.

15. The Transportation Demand Management Technologies Lakewood Plans to Use to Deliver CTR Services and Strategies

Through Ride Together Pierce, Lakewood will offer the following transportation demand management technologies to deliver CTR services and strategies:

- A website that offers CTR information for residents, commuters, and employers. There will be first-time guides for sustainable transportation modes, and links to services such as ride-share matching and transit route planning.

- The website will host an employer portal for turnkey materials to promote commute options services to their employees, campaign mode materials, and training videos for ETCs.
- The website will house a comprehensive Telework Tool for businesses, managers, and teleworkers. The toolkit will provide the resources needed to establish a policy, training for how to manage in a telework setting, and answer frequently asked questions about teleworking.
- The website will have a Contact Us form that will be monitored by the Ride Together Pierce team.
- Host a trip-tracking calendar that will allow people to record their trips, watch their environmental and cost savings, earn achievement badges, join team challenges, and view team results live as trips are logged.
 - The trip calendar will track campaign statistics and will include a prize entry form.
- Management of the Emergency Ride Home program to allow sustainable commute users to request an e-voucher for a Lyft or Uber ride home from their worksite. Users who pay the taxi, Lyft, or Uber provider directly, can submit a reimbursement claim for the trip expense.
- Provide trip planning through the Ride Together Pierce ride management tool. The user can input their origin and destination and the tool will provide trip suggestions for carpooling, vanpooling, transit, bicycling and walking.
 - Promote transit trip planning tools that will suggest routes, times, and fares for the Pierce, King, Kitsap, and Snohomish regions.
- Provide matching services for ride-sharing through the Ride Together Pierce ride management tool for joining or forming carpools and vanpools. Users can enter their home origin and work destination, hours, and days worked to request potential matches.
- Communicate programs and services through the Ride Together Pierce community newsletter email distribution list.
- Promote programs and services by posting on Ride Together Pierce social media accounts.

16. Lakewood’s Local CTR Ordinance

<https://cityoflakewood.us/wp-content/uploads/2022/12/Ordinance-696.pdf>

17. Lakewood’s Financial Plan

a. The Estimated Average Annual Costs

Through a contract with Ride Together Pierce, Pierce County administers CTR programs and services for the CTR-affected cities listed in Table 1 below, as well as for Unincorporated Pierce County. As such, CTR funding for these jurisdictions is considered as a whole, except for each jurisdiction’s Employee Commute Options Program. Explanatory notes for each activity follow.

Table 1: 2025–2029 CTR Financial Plan for Lakewood

Activity	Estimated Average Annual Cost
Employer Engagement	\$410,000
Performance Reporting	\$12,000
Administration and Agency Coordination	\$26,000
Commute Trip Reduction Plan Development	\$21,000
Pierce County Employee Commute Options Program*	\$92,000
Lakewood Employee Commute Options Program*	\$5,000
Estimated Annual Total	\$472,000

Note: Estimated average annual cost is based on 2024 grant funding levels.

*Indicates a jurisdiction-specific cost. All others are collective under Ride Together Pierce.

- **Employer Engagement** includes training ETCs, conducting networks, providing technical assistance, and reviewing employer CTR plans.
- **Performance Reporting** includes worksite surveys and program reports.
- **Administration** includes identifying worksites, financial and program management, involvement in comprehensive regional transportation and transit planning, transportation demand management technical assistance to capital projects, and collaboration with community-based organizations.
- **Commute Trip Reduction Plan Development** includes consultant fees and staff charges.
- **Lakewood Employee Commute Options Program** includes transit and vanpool subsidies and staff charges.

The Likely Funding Sources, Public and Private, to Implement the Plan

Table 1:Likely Revenue Sources for Funding CTR Plan

Source of Revenue	Estimated Average Annual Revenue
Pierce County	\$57,000
Lakewood*	\$5,000
Washington State Department of Transportation CTR Formula Funds	\$75,000
Congestion Mitigation and Air Quality Federal Competitive Grant Funds	\$337,000
Total	\$472,000

*Indicates a jurisdiction-specific funding source. All others are collective under Ride Together Pierce.

18. Lakewood’s Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

Lakewood contracts with Pierce County for CTR program administration. It is expected that the contracting will continue during the 2025 - 2029 plan years. Within the County, the Planning and Public Works department will be responsible for plan implementation.

b. Who Will Monitor Progress on the Plan

The Pierce County Planning and Public Works department, with staff from the CTR-affected cities, will monitor the progress of the CTR Plan.

19. Lakewood’s Implementation Schedule

Table 2 - Anticipated CTR Projects and Actions

1st Biennium July 2025–June 2027	2nd Biennium July 2027–June 2029
<ul style="list-style-type: none"> • Provide commute and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, ride-share matching assistance, transportation fair and event support, transit trip planning, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional and state CTR planning and collaborate CTR efforts with local agencies. 	<ul style="list-style-type: none"> • Provide commute and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional, and state CTR planning and collaborate CTR efforts with local agencies. • Undertake development activities for 2029–2033 four-year CTR plan.

20. The CTR Plan for Lakewood Employees

a. Services, Programs, Information, and Other Actions Lakewood Put in Place to Help Employees Reduce Their Drive Alone Commute Trips

The City of Lakewood is setting the example for local businesses by implementing its own Commute Trip Reduction (CTR) program for City employees.

The elements of the Commute Trip Reduction Program include:

- Guaranteed Ride Home in Case of Emergency, etc.
- Covered and Secure Bike Rack in secured garage
- Employee Lockers and showers
- Compressed work schedules
- Flex schedules
- Telework
- Vanpooling
- Regional ride match system
- Participation in Regional CTR events
- Personalized help for employees from City’s CTR representative

Subsidies offered:

- Subsidies for carpoolers, bicyclists, walkers and bus riders:
 - \$1.50/day for first 4 days per month
 - \$2.00/day for every day thereafter in the same month
- 50% subsidy for bus passes/ ORCA cards

21. How the CTR Plan for Lakewood Employees Contributes to the Success of the Overall Plan

a. How the Plan for Lakewood Employees Reinforces the Success of the Jurisdiction Plan

The actions included in the Lakewood’s commute options employee program indicate the city’s commitment to the goals of the CTR Plan. The Lakewood’s employee program is similar to the worksite programs of other CTR-affected employers. Thus, they create a mutually reinforcing community focused on CTR efforts. Employers know that the city is involved and committed to CTR along with them. The regular forums for ETCs foster relationships through sharing experiences and best practices and provide a place for mutual problem-solving and support. This strengthens the program at all affected sites in Pierce County.

Alignment with Plans

22. Transit Agencies That Provide Service in Lakewood

Transit Agencies:

- Pierce Transit
- Sound Transit
- Intercity Transit

23. Transit Plans Reviewed While Developing this Plan

Pierce Transit

- [2024-2029 Transit Development Plan](#)
- [2023 Bus System Recovery Plan](#)
- [Destination 2040 Long Range Plan Update \(2020\)](#)
- [BRT Expansion Study](#)

Sound Transit

- [Transit Development Plan 2023-2028 and 2022 Annual Report](#)
- [2025 Service Plan](#)
- [Regional Transit Long-Range Plan \(2014\)](#)
- [System Expansion Implementation Plan \(2018\)](#)
- [ST3 Regional Transit System Plan \(2017\)](#)

Intercity Transit

- [2022 Annual Report and 2023-2028 Transit Development Plan](#)
- [Intercity Transit Proposition 1](#)
- [Short- and Long-Range Plan](#)

24. How This CTR Plan Supports the Transit Plan(s)

CTR plans play a crucial role in supporting transit initiatives by encouraging employees to choose public transit options for their daily commutes. By providing incentives, subsidies, and informational campaigns, CTR programs promote transit usage among commuters. Specifically:

- **ORCA Product Assistance:** Increases use of transit service through the ORCA Business Passport program that offers pretax and subsidized transit passes.
- **Engagement in the Planning Process:** Efforts to gather public feedback through weekly updates, manager’s bulletins, and social media engagement.
- **Instituting Parking Maximums:** Reducing the supply of parking by instituting parking maximums for new development will help encourage people in those developments to look to non-drive-alone modes of travel, foremost transit.

25. Comprehensive Plan Updates Needed and When They Will Be Made

Safety

Several representatives of community-based organizations (see the interview list in #26a below) interviewed during the CTR planning process highlighted safety as a primary concern for riding the bus, commuter train, and light rail. Interviewees revealed that fear of criminal activity, coupled with inadequate infrastructure such as inaccessible sidewalks and poorly lit, unsheltered bus

stops, significantly discourages transit ridership. Safety apprehensions extended beyond transit to active mobility methods such as walking, biking, and rolling. Many organizations emphasized the urgent need for protective measures such as designated bike lanes, interconnected trail systems, roadway designs conducive to reduced speeds, and enhanced sidewalk infrastructure to address these safety challenges.

The 2024 Lakewood Comprehensive Plan update includes recognition of the Non-Motorized Transportation Plan's (NMTP's) finding that the City should continue implementing its Neighborhood Traffic Management Program to address local traffic and safety concerns and integrate considerations from the NMTP into this ongoing effort. Second, ongoing efforts is required to ensure that multimodal levels of service (MMLOS) be improved for non-motorized systems by striving towards greater connectivity, safety, and effective use through the complete network identified in the NMTP.

Comprehensive Plan Goals TR-4.7, TR-6.2, TR-9.7, and TR-10.5 recognize the importance of safety improvements needed to construct a successful multimodal transportation network.

Community-based organizations emphasized that workers are forced to travel long distances because it is too expensive to live near their workplaces. Organizations interviewed stressed the importance of providing affordable housing near employment centers and along transit corridors.

As part of the 2024 Comprehensive Plan update, the City's designated Downtown and Station District Subareas are identified as priority areas for focusing growth. These subareas will see increased housing and job, and prioritized infrastructure development and their locations will correlate with areas of planned transit investment. These updates support and encourage transit-oriented development.

Engagement

26. Stakeholder Engagement

Pierce County offered a series of engagement activities featuring CTR topics leading up to and continuing throughout development of this CTR Plan. Broadly, CTR engagement activities included:

- Tabling at community events, 2022–2023
- Meetings with employers, city staff, transit agencies, and the Pierce County Senior Counsel for Tribal Relations, 2023–2024
- Online open house and surveys, spring 2024
- Community-based organization interviews, spring 2024
- Public comments on the draft CTR Plan, summer 2024

a. Who did we talk to?

1. Community Members/Pierce County Residents

- Tabling Events

- Communities in Bethel/Spanaway, Fife, Key Peninsula, Lakewood, Orting, Parkland, Prairie Ridge, Puyallup, South Hill, Sumner, Tacoma, University Place, and unincorporated Pierce County.
- Online Community Member Survey
 - Pierce County residents and workers.
- Commute Trip Reduction Online Open House, Phases 1 and 2
 - Respondents living and working in Auburn, Bonney Lake, Buckley, Carbonado, DuPont, Eatonville, Edgewood, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Milton, Orting, Roy, Ruston, South Prairie, Steilacoom, Sumner, and Wilkeson.
- Commute Trip Reduction Plan Public Comment Period and Questionnaire
 - Respondents living and working in Auburn, Bonney Lake, DuPont, Eatonville, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Orting, Steilacoom, and Sumner (179 responses)

2. Employers, City Staff, Tribal Relations, and Transit Agencies

- **Employee Transportation Coordinator Network Event**
 - AGEISS; Apex Companies; Clover Park Technical College; Washington State Department of Social and Health Services (DSHS) Child Study and Treatment Center; Greater Lakes Mental Healthcare; InfoBlox; Kaiser Permanente Washington; Pacific Lutheran University; Pierce Transit; Sekisui Aerospace; Sound Transit; Tacoma-Pierce Health Department; University of Washington, Tacoma; and Virginia Mason Franciscan Hospital.
- **Partner Visioning Meeting**
 - Climate Pierce County; Clover Park Technical College; DSHS Child Study and Treatment Center; Downtown On the Go; ForeverGreen Trails; JBLM Madigan Army Medical Center; Kaiser Permanente Washington; Pierce Transit; Second Cycle; Toray Composite Materials America; and University of Washington, Tacoma.
- **Pierce County Senior Counsel for Tribal Relations Interview**
 - Informational emails with requests to meet were sent to the Puyallup, Muckleshoot, Nisqually, and Squaxin Tribes.
- **Employer Interviews**
 - DSHS Child Study and Treatment Center, Toray Composite Materials America, MultiCare Health System, and Virginia Mason Franciscan Hospital.
- **Transit Agency Outreach/Interviews**
 - Pierce Transit, Intercity Transit, and Sound Transit.
- **Employer Workshop**

- The Boeing Company, City of DuPont, City of Fife, City of Gig Harbor, City of Lakewood, City of Sumner, City of Tacoma, City of University Place, Clover Park Technical College, Department of Social and Health Services, Kaiser Permanente, MultiCare Health System, Pacific Lutheran University, Pierce County, Pierce Transit, Red Dot Corp. Tacoma-Pierce County Health Department, Umpqua Bank, Washington Military Department.

3. Community-Based Organizations

- Interviews with ForeverGreen Trails, YMCA of Pierce and Kitsap Counties, and Tacoma-Pierce County Health Department.

4. Pierce County Transportation Advisory Commission

- CTR Plan presentation and comment collection

b. When did we talk to them?

1. Community Members/Pierce County Residents

- **Tabling Events:** Tree Giveaway 3/21/2022 and 3/25/2023; South Sound Sustainability Expo 4/16/2022; Spring Garden Fest 5/21/2022; Parkland National Night Out 8/2/2022; Trails Conference 9/29/2022; Summer Brain Health Event 10/8/2022; Thriftapalooza 11/5/2022 and 3/25/2023; South Hill Library 12/12/2022; Safe Streets 4/25/2023, 5/1/2023, 5/17/2023, 6/9/2023, 6/17/2023, 7/25/2023, and 7/28/2023; Orting Library Climate Change Display 5/2/2023; Pipeline Trail Party 5/20/2023; Kids Kraze 6/10/2023; Lakewood Summer Fest 7/15/2023.
- **Online Community Member Survey:** February - April 2024.
- **Commute Trip Reduction Online Open House:** April - May 2024.
- **Employer Workshop:** July 18, 2024.
- **Draft CTR Plan Public Comment Period and Questionnaire:** August 5-25, 2024.

2. Employers, City Staff, Transit Agencies

- **ETC Network Event:** 10/17/2023.
- **Partner Visioning Meeting:** 1/19/2024.
- **Pierce County Senior Counsel for Tribal Relations Interview:** 3/8/2024.
 - Information emails sent to Puyallup, Muckleshoot, Nisqually, and Squaxin Island tribes, 3/15/24 and 5/3/24
- **Employer Interviews:** MultiCare Health System and Virginia Mason Franciscan Hospital 5/6/2024; DSHS Child Study and Treatment Center 5/7/2024; Toray Composite Materials America 5/15/2024.
- **Transit Agency Outreach and Interviews:** April 2024.

3. Community-Based Organizations

- **Interviews:** ForeverGreen Trails 3/19/2024; Tacoma-Pierce Health Department 4/1/2024; YMCA of Pierce and Kitsap Counties 4/18/2024.

Pierce County Transportation Advisory Commission

- **CTR Plan Presentation:** 5/23/2024.

Pierce County Residents and Workers (Online Open House and Surveys)

- **Online Open House and Survey:** Spring 2024.

c. What did they have to say?

4. Tabling Events

Pierce County-area residents and workers provided feedback on the county transportation system and CTR at outreach tables hosted by Pierce County staff. The following is a summary of comments received at tabling events held in Lakewood:

- Provide shuttles to Clover Park Technical College.
- Improve ADA transit options for Clover Park Technical College and throughout Pierce County.
- Improve transit service to outlying areas of Pierce County.
- Separate sidewalks from the road for walking and biking in Ruston.
- Install moving sidewalks.

5. Community Member Survey

Pierce County, in collaboration with the Ride Together Pierce program, conducted an online survey to collect information about commuter habits and gather feedback on potential sustainable and affordable commuting options. This survey was distributed to Ride Together Pierce newsletter subscribers, promoted on Ride Together Pierce’s social media sites, and available on the Ride Together Pierce website. The survey received 74 responses from residents across Pierce County. Key themes include the following:

Public Transportation: Many respondents indicated that more direct and frequent transit service, transit stops located closer to home, and amenities such as bus shelters would encourage them to ride transit.

Bicycle Infrastructure and Education: Respondents indicated that providing improved bike infrastructure, such as dedicated bike lanes, and improving roadway safety would encourage commuting by bike. A few respondents expressed interest in programs focused on bike safety education and safe route planning.

Incentives: Several respondents identified financial incentives such as cash, gifts, or point-based reward programs as a motivation to try alternatives to drive-alone trips.

Vanpools/Carpools: Although respondents expressed a willingness to try carpooling and vanpooling, they identified difficulty forming vanpool/carpool groups and a need for flexible vanpool/carpool timing as deterrents.

Telecommuting: Several respondents noted they would choose to work from home if their office policy allowed.

Land Use: Some respondents noted a desire to live closer to their workplace if there were affordable housing available and that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips.

Safety: Safety was identified as a major deterrent for choosing sustainable commute options. In addition to feeling unsafe while biking, some respondents mentioned concerns about the safety of public transportation. Additionally, one respondent noted that they avoid carpooling due to their distrust of the driving abilities of other people.

6. Commute Trip Reduction Online Open House

Following the online community member survey, Pierce County hosted an online open house that described what could be included in each section of the 2025–2029 CTR Plan and asked respondents to provide comments and additional input on commuting preferences and barriers. There were 238 respondents to the survey embedded in the online open house. Key themes of the feedback provided are summarized below:

Changes in Commuting Patterns: Most respondents shared that, despite an increase in working from home, they have observed significant increases in congestion and travel time during their commutes, and several shared that there are more cars driving on side streets and through neighborhoods. Multiple respondents shared that they have observed that driving behavior has become more dangerous and they do not feel safe on the road when driving, biking, or walking. Many respondents noted that several bus routes have been eliminated or reduced and remaining routes are more challenging to access.

Public Transportation: Several respondents expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple respondents emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, respondents appreciated on-demand runner systems, transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops.

Active Mobility: Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes, noting they would like to see dedicated, protected bicycle lanes and more sidewalks.

Safety: In addition to safety improvements for pedestrians and bicyclists, respondents expressed safety concerns for transit riders, noting the presence of crime and drug use on buses. Others emphasized the need for an overall shift toward prioritizing people over cars, advocating for policies and infrastructure to support pedestrians, cyclists, and public transportation riders.

Performance Metrics: Asked to share their thoughts on selecting CTR performance metrics, respondents expressed a preference for jurisdictions to consider their local transportation needs and set realistic, impactful goals. This could include considering environmental factors and integrating low-carbon targets.

Draft CTR Plan Public Comment Period and Questionnaire

Pierce County made the draft *Pierce County Commute Trip Reduction Plan, Four-Year Plan: 2025–2029* available for public comment between August 5-25, 2024. At the same time, the County released a questionnaire on its [Ride Together Pierce website](#) to help gather comments on the draft plan. The questionnaire asked respondents to provide their place of residency and where they work as well as feedback on the four plan sections: Benefits of CTR, Performance Targets, Services and Strategies, Alignment with Plans, and Engagement. A final question asked for any additional comments the respondent might want to provide.

Benefits of CTR: The most common suggestions related to requests for additional services, infrastructure, and practices, followed by comments expressing approval of or support for the section or plan. In this section, commenters also suggested cooperative regional land use and transportation planning, requiring traffic impact statements for developers, and facilitating rideshare and cycling adoption with in-person events.

Performance Targets: Many comments expressed approval of or support for the section or plan. Some commenters provided suggestions, such as adding performance targets that focus on peak commute hours, and some shared criticisms, with some saying that the targets are unrealistic for residents who have multiple reasons to drive for their commute, and others that the plan itself was too long and confusing.

Services and Strategies: The most common comment themes include concerns about and suggestions for improving safety (especially cycling safety in Tacoma) followed by comments expressing approval and understanding of the section. Suggestions on perceived gaps and suggested additions to service covered a large cross-section of topics, including encouraging more flexible systems such as work and daycare hours for workers and fostering more interagency coordination for commuters who cross county lines.

Alignment with Plans: Many of the comments expressed approval of and support for the section. Suggestions for additions included requests to add more transit service and accelerate the schedule for providing Sounder service, and not only providing incentives but making the incentives more accessible to commuters.

Engagement: While many of the comments expressed approval for this section, perceived gaps included communities that respondents felt had not experienced enough outreach or the feeling that the plan summary did not reflect certain comments or topics.

General Comments: For most sections of the CTR plan, an average of more than 10 percent of respondents provided positive comments or expressed approval of the section or plan. The comments about plan contents may point to the need to adopt more plain-language standards for all transportation planning materials. The most frequently expressed needs were for more incentives, more accessible benefits, more transit routes

(particularly in DuPont) and greater frequency, more coordination among agencies, improved safety, particularly for cyclists.

7. ETC Network Event

Keep doing:

- Providing promotional materials, templates, and campaigns.
- Training and ongoing coordination and support for ETCs.

Start doing:

- Employer and employee spotlight.
- Providing vanpool vans and assisting with ride-share matching and formation.
- Adding earlier or later transit routes and improving Emergency Ride Home² for those working early or late shifts.
- Subsidies for items such as bike racks, helmets, walking shoes, and ORCA cards.

Stop doing:

- Opt-in option for receiving printed posters.

8. Partner Visioning Meeting

What should the CTR program keep doing?

- Provide ETCs with toolkits, materials, and training to promote CTR programs.
- Support CTR survey planning and recognize ETCs for their efforts.
- Maintain the Ride Together Pierce webpage and resources, as well as programs and campaigns such as Bike Swap, Emergency Ride Home, handing out ORCA cards, and other incentives.

What is one bold new idea the CTR program should consider doing?

- Promote a free transit month for all commuters and analyze ridership data.
- Provide grants for high-quality, secure bike parking.
- Promote safety, particularly with regard to public transportation (i.e., accessible, well-lit bus stops).

9. ETC Interviews

MultiCare Health System

- Subsidized ORCA cards are a popular benefit.
- Spanish is the most common language spoken other than English, followed by Tagalog.
- Employees want easier transit and ride-sharing options.
- Information about the environmental benefits of CTR would encourage more people to participate.
- On-site promotions would reach more employees than email.

Virginia Mason Franciscan Hospital

² Ride Together Pierce. <https://www.ridetgetherpierce.com/ERH>

- Carpooling and teleworking are the most popular non-drive-alone modes.
- Spanish is the most common language spoken other than English, followed by Vietnamese and Russian.
- Employees want easier transit and ride-sharing options.
- Safety tips for riding transit, carpooling, or riding bicycles would encourage people to participate.
- Parking is always limited; often employees have to park in the patient lot and end up running late.

DSHS Child Study and Treatment Center

- The bicycle map is the most popular pamphlet. Adding secure on-site bike parking would make this mode more accessible.
- Working early or late shifts can be a barrier to participating in ride-sharing or taking the bus.
- Employees commute from all over, so finding ride-sharing partners can be challenging.

Toray Composite Materials America

- Getting information out to employees can be challenging. Not all have access to a computer, so using QR codes in printed materials (such as posters and break room signs) could better help reach people.
- Emphasizing sustainability could be a good way to garner additional leadership support.

Pierce County Senior Counsel for Tribal Relations

- Transportation issues around elder and veteran needs.
- Would like transit agencies to do a better job reaching out to tribes. Does not support rail going through tribal land.
- Support for opening relationships to have conversations around transportation needs.
- Would like agencies and government to support tribe treaty rights.

Employer Workshop

The Employer Workshop brought together major employers to discuss and enhance the development of Pierce County's CTR plan and the CTR plans of CTR-affected cities in Pierce County. This engagement centered around understanding current challenges, sharing best practices, and identifying strategies to encourage sustainable commuting methods among employees. Key themes of the feedback collected during this workshop are captured below.

Infrastructure and Accessibility

- **Time and Convenience Issues:** Public transit is perceived as taking significantly longer than driving. This perception, combined with the availability of free parking, makes transit use less attractive.
- **Non-traditional start times and safety concerns:** Employees who start their shifts very early in the morning or end late at night face more barriers to using transit, rideshare, or active transportation modes.
- **Lack of Active Transportation Infrastructure:** Current infrastructure inadequately supports bicycling and walking, with safety concerns being a major barrier.

Remote Work Impact

- **Reduced Need for Commuting:** The rise in remote work has decreased the number of employees commuting regularly, affecting traditional CTR efforts.

Incentives and Employee Engagement

- **Low Incentives for Transit Use:** The availability of free parking diminishes motivation for employees to choose alternative commuting methods.
- **Challenges with Employee Buy-In:** Engaging employees and shifting their commuting habits remains a challenge, with employers seeking better incentives to increase participation.
- **Awareness of Incentives:** There is a lack of employee knowledge about available programs such as Emergency Ride Home and other CTR benefits.

Cultural and Organizational Shifts

Need for Internal Support: Effective CTR plans require strong internal support and policies that encourage sustainable commuting methods, highlighting the importance of organizational commitment to these initiatives.

10. Transit Agency Outreach/Interviews

Pierce Transit shared that its next upcoming System Restoration goal is to restore 15-minute frequencies on Routes 2 and 3. The agency noted that peaks in ridership have expanded throughout the day and on weekends, and that more students are riding transit with the Youth Ride Free program.

Intercity Transit shared that the agency primarily serves riders commuting between counties, as well as the large military population commuting to JBLM. Upcoming changes may include more effectively connecting military residents with the base, as well as increasing the span and frequency of existing express routes to provide better connections with Pierce Transit and Sound Transit routes. Staff noted that the rise of remote work, particularly among government workers based in Olympia, has drastically impacted ridership.

Sound Transit shared that working with employers is a key strategy to develop successful CTR strategies. For instance, negotiating reasonable transit pricing with the ORCA Passport Program can be very impactful, as it can incentivize people to shift to transit without a massive added cost. Building these connections relies on enhanced marketing and partnering with jurisdictions and organizations, such as Downtown On the Go, to better reach employers. Staff also provided the following details on ridership:

- With the rise in remote work, commuting peaks are lower on Monday and Friday and higher Tuesday through Thursday. Peaks overall are broader throughout the day and on the weekend, particularly for large events.
- Ridership was least impacted during the pandemic on the 574 (Lakewood, Tacoma, Airport) route, indicating a high proportion of essential workers along that route.

11. Community-Based Organization Interviews

ForeverGreen Trails

- Remote work is a key CTR strategy that increased significantly during the COVID-19 pandemic. It preserves transportation capacity for those who need to commute while eliminating environmental impacts from trips not taken.
- Densification reduces transportation barriers and impacts. Managing land use to avoid low-density, single-use development is necessary for people to be able to get around without a car.
- Improving transit corridors requires collaboration between local and state jurisdictions and transit authorities—infrastructure and service improvements rely on multiple agencies working together.
- It's important to reduce collision risk and make sustainable modes safer. Making them enjoyable is also key.

Tacoma-Pierce Health Department

- Exposure to low air quality is higher in communities divided by highways and other heavily traveled roads.
- Speeding on multilane roadways is a major safety issue and can be difficult to manage on a local level.
- Pierce County is under-resourced for public transit. Expanding service, investing in more complete streets and first/last mile programs, and constructing and improving sidewalks—particularly near libraries, schools, and other similar facilities—is important to make transit a more accessible choice.
 - This is especially important for people using mobility devices who may rely on public transit. Most municipalities have a budget for sidewalk improvement requests from people using mobility devices, but often the budgets aren't fully used.
- Weather, distance, and geographic features such as hills can be barriers to choosing active mobility options.
- There are not enough protected or connected bicycle lanes. Glass and debris on major roadways can further deter people from choosing to ride their bicycles.
- Accessing childcare is a widespread barrier to choosing non-drive-alone modes.
- There is a lot of free parking in Pierce County.

YMCA of Pierce and Kitsap Counties

- Accessing childcare is a big issue, particularly in unincorporated Pierce County. Transportation can be a barrier to access to basic services for families.
- Families who need to make multiple stops during their commute are less likely to choose non-drive-alone options.
- Areas on the Kitsap Peninsula and in Bethel and unincorporated Pierce County are not served by transit.

- Ride Together Pierce’s programming and incentives can help communities to embrace healthier practices such as active mobility and reducing emissions from driving alone. This can help with developing blue zones.

12. Pierce County Transportation Advisory Commission CTR Plan Presentation

What would make commuting easier? What should the CTR program consider doing?

- Create transportation hubs in low-income or historically disadvantaged communities with free options such as bike-sharing and scooters, and focus on connecting people to public transportation.
- Work to connect nearby (CTR-affected and non-CTR-affected) employers using carpool/vanpool.
- Improve bike infrastructure; focus on routes with lower traffic speeds.
- Increase public transit, provide more direct routes, and offer door-to-door van service to bridge gaps.
- Pay for vanpool and provide vehicles for employee use in case of emergency.
- Improve minimum requirements for CTR-affected employers (e.g., subsidized ORCA cards, staggered work schedules, and telework).
- Analyze traffic data near major employers and synchronize intersections to reduce congestion.
- Add schools to the CTR program.

d. How did what they said influence the plan?

- Pierce County collected comments at several community events during 2022 and 2023. At these events, people said that Pierce County should offer [transit] vouchers for low-income, disabled, homeless, and vulnerable community members; provide carpooling incentives; encourage residents to walk, bike and carpool to destinations; and provide outreach classes and information in Spanish.

To help support these interests, Ride Together Pierce will:

- Make ORCA cards loaded with transit fares available at community events and for CTR-affected employers to hand out to employees.
- Encourage the use of sustainable modes of transportation by providing information on their website including first-time rider guides; marketing sustainable alternative transportation campaigns with incentives; offering training opportunities such as bicycle classes, bicycle skills courses, and transit field trips; promoting a bicycle buddy matching program; and work with employers to provide translated materials.
- Respondents to the Spring 2024 Community Survey shared interest in programs focused on bike safety education and safe route planning, financial incentives, gifts or reward programs, help forming carpool groups, options to work from home.

To help support these interests, Pierce County will:

- look for funding opportunities for additional incentives to those offered with mode campaigns and providing free ORCA cards loaded with transit fare.
- promote partner incentive programs such as occasional vanpool formation incentives offered by transit agencies.
- promote its online telework toolkit to businesses and school career centers.
- The preferred sustainable transportation modes as reported in the Spring 2024 Open House Survey were to ride the city or regional bus, ride a bicycle, walk or use a mobility device that rolls or a scooter or skateboard, and work from home.

To help support these modes, Pierce County will provide:

- Transit ridership: transit fare and ORCA cards, transit training, classes, or field trips.
- Bicycling: bicycle classes, skills course training, bike rides, bicycle buddy ride-share matching, support or safety gear such as reflective gear or tire repair kits, transit fare to combine bicycling and transit for longer trips.
- Walk or use a mobility device that rolls or a scooter or skateboard: provide opportunities to receive support or safety gear such as reflective gear and umbrellas or transit fare to combine walking and transit for longer trips.
- Work from home: online telework toolkit for businesses, managers, and teleworkers.
- The top barriers to sustainable transportation modes as reported in the Spring 2024 Open House Survey were the lack of transit availability, that transit takes too long, and concerns about safety while riding transit. The secondary barriers reported included that riding a bicycle feels unsafe and that people feel their commute is too long for riding a bicycle.

To help address these barriers, Pierce County will:

- Share with transit agencies the valuable comments received from the CTR Plan outreach and engagement process and collaborate with transit agencies
- Provide transit riding classes and field trips to help grow rider confidence.
- Address rider safety concerns by providing transit agency safety information to commuters.
- Goal T-12.2 of the 2024 Comprehensive Plan endorses the concept of complete streets, which promotes roadways that are safe and convenient for all users and new Goal T-12.7 prioritizes developing a safe, connected network of active transportation facilities that allows for access to centers and community destinations.³
- Goal T-16.8 of the 2024 Comprehensive Plan encourages placement of transit shelters that are well lit and clearly visible.⁴

³ Transportation Draft Element, 2024 Comprehensive Plan p. 8.

<https://www.piercecountywa.gov/DocumentCenter/View/133292/Transportation-Draft-Element-and-Technical-Appendix>

⁴ *Ibid* p. 11

27. Vulnerable Populations Considered

Staff collaborated with community-based organizations that serve vulnerable populations to host several safe streets tabling events throughout Pierce County. Staff identified vulnerable populations by using the [Washington Environmental Health Disparities](#) map and [Pierce County's Equity Index](#) and through interviews with community-based organizations.

The highest environmental health disparity⁵ scores and lowest equity index scores⁶ are most prevalent along the I-5 corridor, which bisects Lakewood's southern border.

The feedback provided by community-based organizations that serve vulnerable populations was considered in development of this CTR Plan. The demographics of some area populations served by community-based organizations are as follows:

Native Hawaiian and other Pacific Islander residents make up two percent of Pierce County's population.⁷

Hispanic and Latino ethnicities represent twelve percent of Pierce County's population.⁸

Cost-burdened households spend more than 30 percent of their income on rent and utilities. In Pierce County, 22 percent of property owners are cost-burdened, and 49 percent of renters are cost-burdened.⁹

The Bethel Community is a rural community in Pierce County located in the 98387 zip code and centered around the Bethel School District, which serves 20,000 students. Approximately 47 percent of the students qualify for free and reduced lunch. According to the Tacoma-Pierce County Health Department, the Bethel Community has a high number of youth and families with adverse childhood experiences and substance use disorders.¹⁰

28. Engagement Focused on Vulnerable Populations

a. Who did we talk to?

- Pacific Islander Health Board of Washington.
- Puget Sound Educational School District Latinx Family Advocacy Group.
- DeMark Apartments and the Pierce County Housing Authority.
- Bethel Community Services.

b. When did we talk to them?

- Pacific Islander Health Board of WA (Safe Streets tabling event in Fife on 5/17/23).
- Puget Sound Educational School District Latinx Family Advocacy Group (Safe Streets tabling event in Prairie Ridge on 7/25/23).

⁵ Washington Environmental Health Disparities Map. <https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>

⁶ Pierce County Equity Index. <https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex>

⁷ Pierce County Equity Index. <https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex>

⁸ *Ibid*

⁹ *Ibid*

¹⁰ Bethel Community services p. 2. <https://bethelservices.org/wp-content/uploads/2019/04/Pierce-Co-Bethel-2019.pdf>

- DeMark Apartments and the Pierce County Housing Authority (Safe Streets tabling event in unincorporated Pierce County on 7/25/23).
- Bethel Community Services (Safe Streets tabling event in Bethel/Spanaway on 6/9/23).

c. What did they have to say?

- **Pacific Islander Health Board of WA**
 - Create public transportation routes that focus on working-class and poor communities.
 - Improve safety on transit systems.
 - More bus routes and trains in low-income areas are needed, as well as higher wages for drivers.
 - For poor ones/disabled ones, provide cheap prices, a voucher for gas, etc., as well as for disabled, vulnerable/homeless, etc.
 - Carpooling incentives such as free gas or reduced taxes for those in a given area riding together.
 - Provide better carpooling and public transportation to meet the needs of low-income communities.
- **Puget Sound Educational School District Latinx Family Advocacy Group**
 - Create a public transportation route for the city of Bonney Lake so then we can reduce our car use.
 - We need public transportation in the Bonney Lake community.
 - We need more bikes or to walk to places that are nearby.
- **DeMark Apartments w/Pierce County Housing Authority**
 - Climate change is going to change no matter what. Where it would make a difference is in construction. Transporting workers and waste from construction.
 - Create an electric bike program for low-income riders.
 - Redesign main streets with more bike lanes and sidewalks.
 - Reconfigure community streets with more roundabouts to slow traffic and keep kids safer.
 - We need more public transportation for older people.
- **Bethel Community Services**
 - Provide electric and free buses to reduce traffic.
 - Make areas more walkable.
 - If public transportation were better—such as an electric bus that could go on certain roads not available to the public—it would incentivize people to use it instead of cars.
 - Provide affordable eco-friendly cars and buses.

d. How did what they said influence the plan?

Several employers and attendees to tabling events suggested providing outreach classes and information in Spanish. Ride Together Pierce provides a downloadable First Time Rider Guide in Spanish, Russian, Vietnamese, Tagalog, Korean, Chinese, and Khmer.

Event attendees suggested vouchers for low-income, disabled, homeless, and vulnerable community members. Ride Together Pierce will make ORCA cards loaded with transit fares

available at community events and cards will be available for CTR-affected employers to hand out to employees.

29. List employers' suggestions to make CTR more effective

The employees that participated in the Employee Transportation Coordinator Network Event and employer interviews made the following suggestions:

- Keep providing promotional materials, templates, and campaigns.
- Continue offering training opportunities for ETCs.
- Share information on how other employers are supporting CTR.
- Increase the vanpool fleet and provide more assistance for ride-share matching and vanpool formation.
- Add earlier and later transit services.
- Expand the Emergency Ride Home service to better help those working early or late shifts.
- Provide more subsidies for bike racks, helmets, walking shoes, and ORCA cards.
- Provide more information about the environmental benefits of CTR to encourage more people to participate.
- Provide more safety tips for riding transit, carpooling, and riding bicycles.
- Add secure on-site bike parking to the bicycle map.
- Include QR codes on printed materials, especially posters for employee break rooms.
- Reach out to tribes to learn elder and veteran transportation needs and to collaborate on siting new transit and rail routes.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

Land Use: A common theme heard during public engagement is that many workers have a desire to live closer to their workplace and would do so if there were affordable housing available. Many indicated that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips. This identified need can be addressed as part of the 2024 Comprehensive Plan update by prioritizing and focusing housing growth, infrastructure development, and transit investment on the County's designated centers of local importance as well as any other areas with CTR-affected employers.

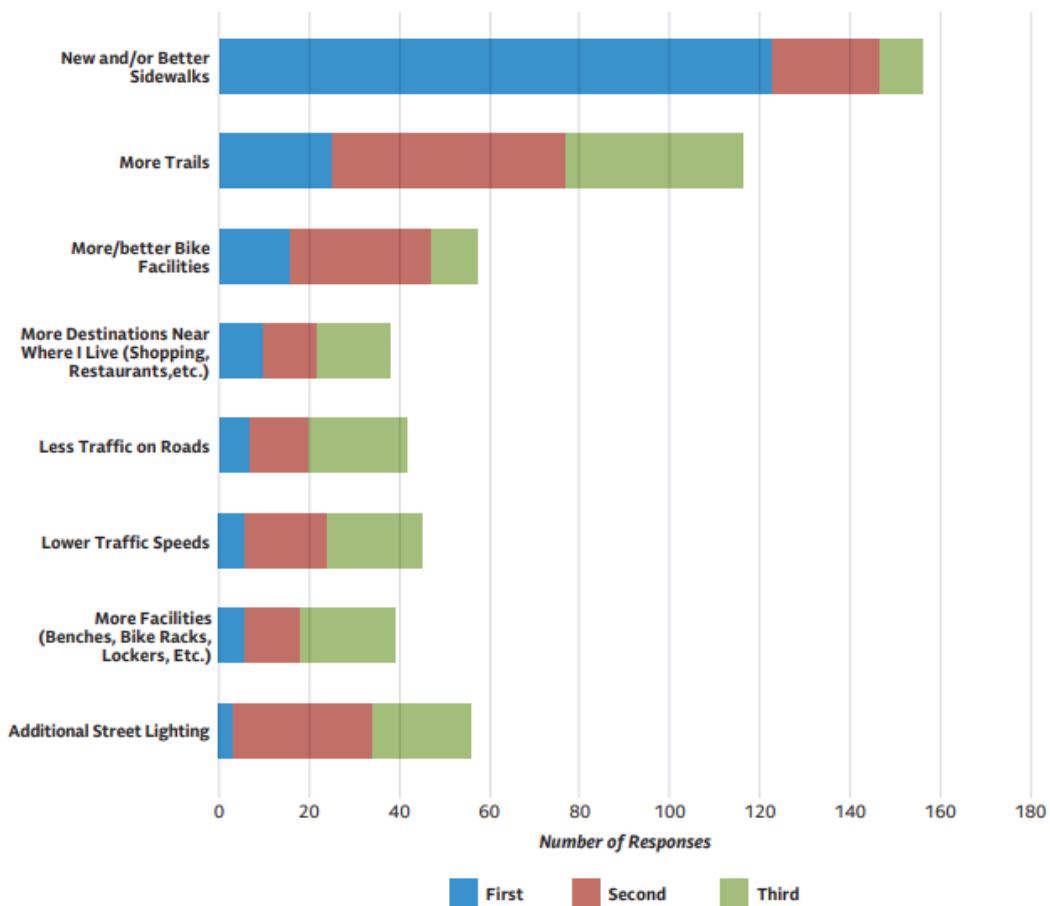
Safety: Safety was identified as a major deterrent by several public engagement participants for riding bikes and walking to work. Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes and suggested dedicated, protected bicycle lanes and more sidewalks. The 2024 Lakewood Comprehensive Plan update should recognize these concerns and prioritize safety improvement projects. The 2024 Comprehensive Plan update includes Goals TR-1 through TR-4, TR-9, and TR-11 that recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to use Vision Zero plans and strategies to prioritize safety projects.

Public Transit: Several public engagement participants expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple participants emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a

focus on regional travel. Additionally, participants appreciated transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops and expressed feeling unsafe on transit because of the conduct of other riders. Several community-based organizations suggested providing free or low-cost ORCA cards for vulnerable populations. Plans to expand transit service, offer free or low-cost ORCA cards, and investment in transit amenities and rider safety should be prioritized in the comprehensive plan update.

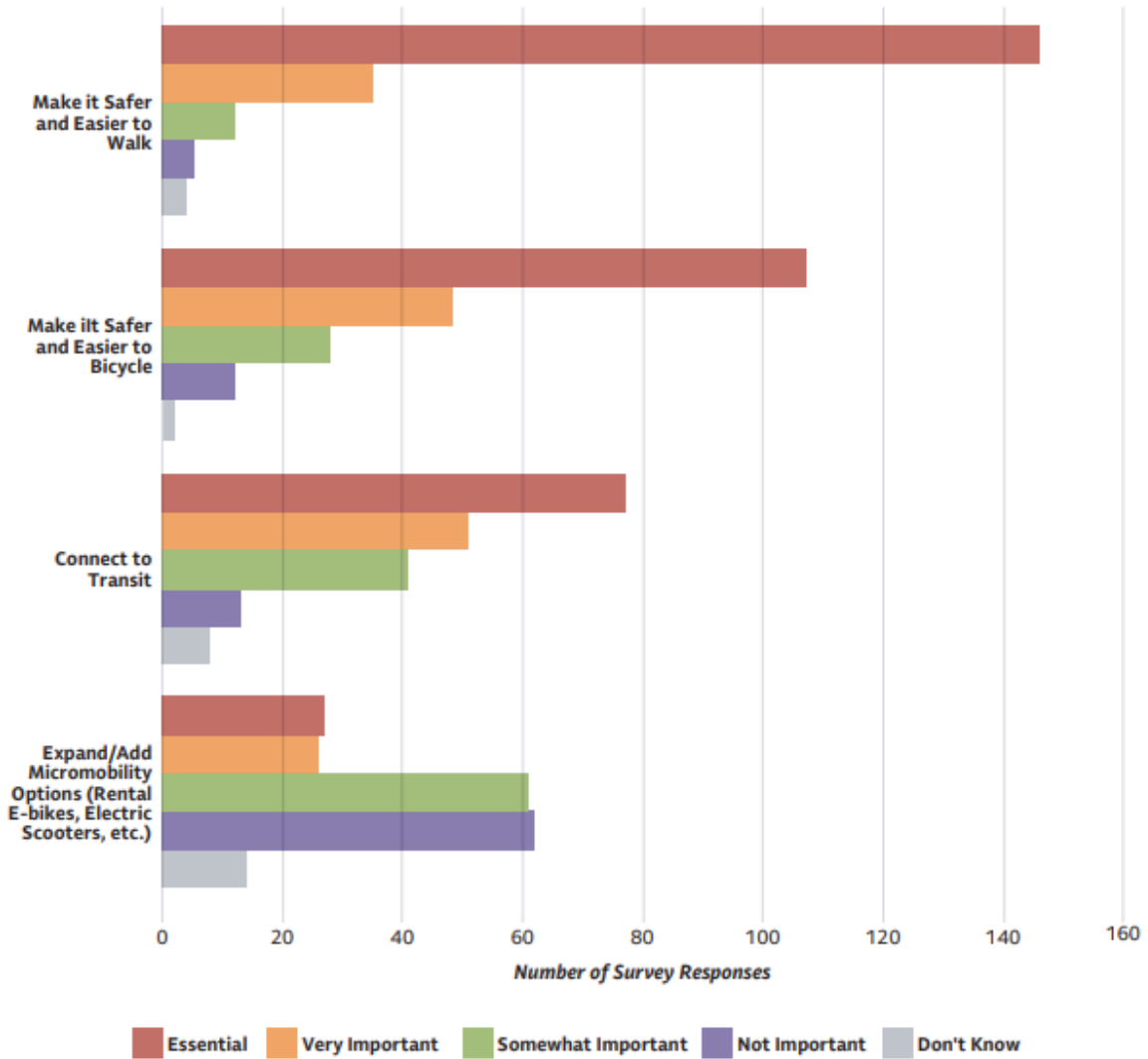
These results of public engagement with vulnerable populations and this CTR Plan have been shared with the transit agencies listed in this plan and with the Comprehensive Plan update team.

Top 3 Priority Improvements



Source: 2023 Lakewood Non-Motorized Transportation Plan

Importance of Non-Motorized Goals



Source: 2023 Lakewood Non-Motorized Transportation Plan

Lakewood provided the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review on [date].

PSRC Comments: See the following pages.



PSRC staff have reviewed the draft plan and noted our findings by section:

Benefits of Commute Trip Reduction

In responding to Question 4, the plan explicitly ties intended CTR outcomes to the Regional Transportation Plan (2022–2050), particularly goals related to non-motorized transportation. The narrative could be strengthened by mentioning how the Lakewood CTR plan relates to or supports the TDM priorities in the Regional Transportation Plan ([Pages 93–98](#)).

Performance Targets

The plan adopts a local target drive-alone rate of 60 percent or less, consistent with the statewide target, to measure CTR effectiveness. Like many other jurisdictions, this plan indicates Pierce County will use 2023–2025 CTR survey data to set the baseline and 2025–2027 survey data to evaluate progress for Lakewood worksites. PSRC may reach out in the future for further details to help develop a regional baseline and target for the regional plan.

Services and Strategies

PSRC reviewed the services and strategies described in this section and did not identify anything inconsistent with regional transportation goals.

Alignment with Plans

The draft plan accurately identifies all transit agencies providing service within and to Lakewood and indicates the appropriate transit development plans and long-range transit plans were reviewed in the development of this CTR plan. The response to Question 24 addresses the connections between the broad goals in these transit plans and the intended outcomes of the CTR plan. This section could be strengthened by tying CTR programming to the specific local transit investments detailed in these plans (which were referenced in response to Question 1, earlier in the Lakewood CTR plan).

Engagement

The RTP identifies a regional need to better address equity in TDM, and understanding the transportation needs of underserved and historically marginalized populations is critical to achieving that goal. Lakewood's draft CTR plan detailed extensive outreach conducted by Pierce County to inform local CTR plans,



2025–2029 Draft Commute Trip Reduction Plan Consistency Review
Prepared for: Lakewood

including tabling, employer and stakeholder interviews, online open houses and surveys, and a public comment period on this CTR plan. The primary outreach strategy to understand the needs of vulnerable populations was engaging with community-based organizations that serve and represent Native Hawaiian and other Pacific Islanders, Hispanic and Latino people, and cost-burdened households.

If possible, it might be useful to highlight what the city and county heard specifically from Lakewood residents during this outreach. PSRC appreciates this thorough engagement and encourages Lakewood and Pierce County to continue engaging with vulnerable populations in future planning processes.

Appendices

City of Lakewood - 6000 Main St SW

CTR ID: C70034

Survey Summary

Survey Created: 5/8/24 2:25 PM

Last Submission: 6/3/24 9:34 AM

Total Responses: 51

Total Employees: 109

Response Rate: 46.79%

Average Vehicle Miles of Travel (VMT) per employee: 10.48

Drive Alone Rate (DAR): 79.02%

Total Annual Greenhouse Gas Emissions (Metric Ton CO2e): 196.96

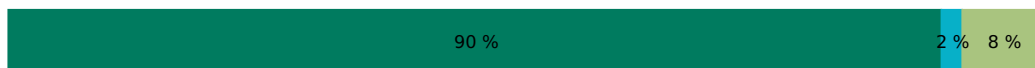
Annual Greenhouse Gas Emissions Avoided by Electric Vehicles(EVs) used to commute to site (Metric Ton CO2e): 0.12

Your employees selected the following transportation modes



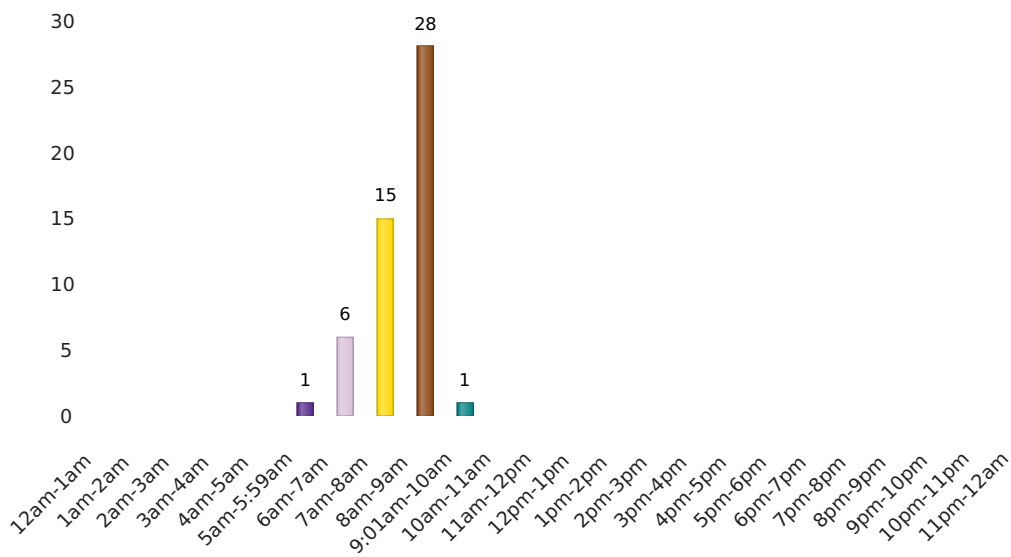
- Work from Home
- Bus
- Train / Light Rail / Streetcar
- Ferry
- Carpool (2 or more people aged 16+)
- Vanpool
- Walk
- Bike
- Scooter
- Lyft / Uber / Taxi
- Employer Shuttle
- Motorcycle
- Drive Alone
- Other

Your employees selected the following schedules

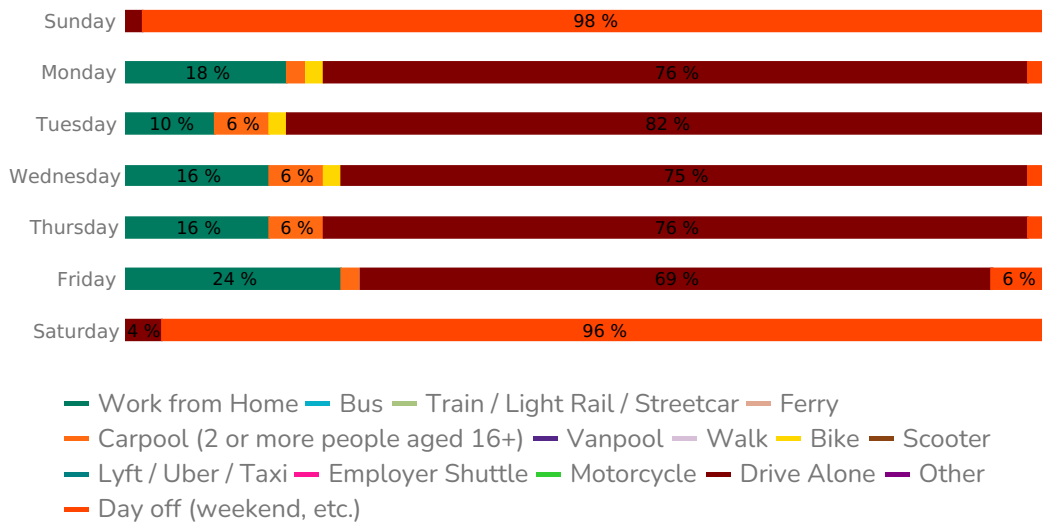


- 5 days/8 hours (5/8s)
- 4 days/10 hours (4/10s)
- 9 days in two weeks (9/80)
- 3 days/12 hours
- Part time (less than 35 hours per week)

See when your employees start their workday

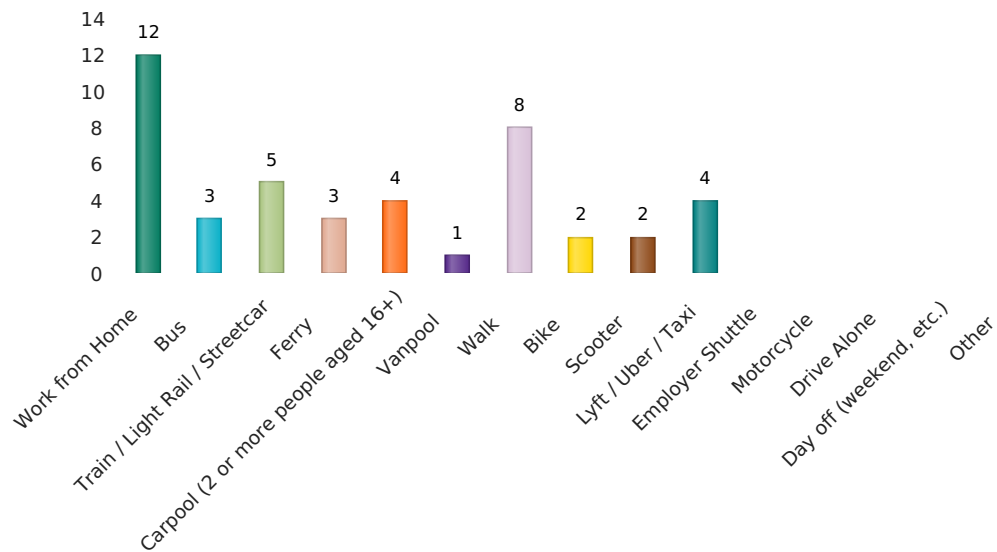


See how your employees get to work each day



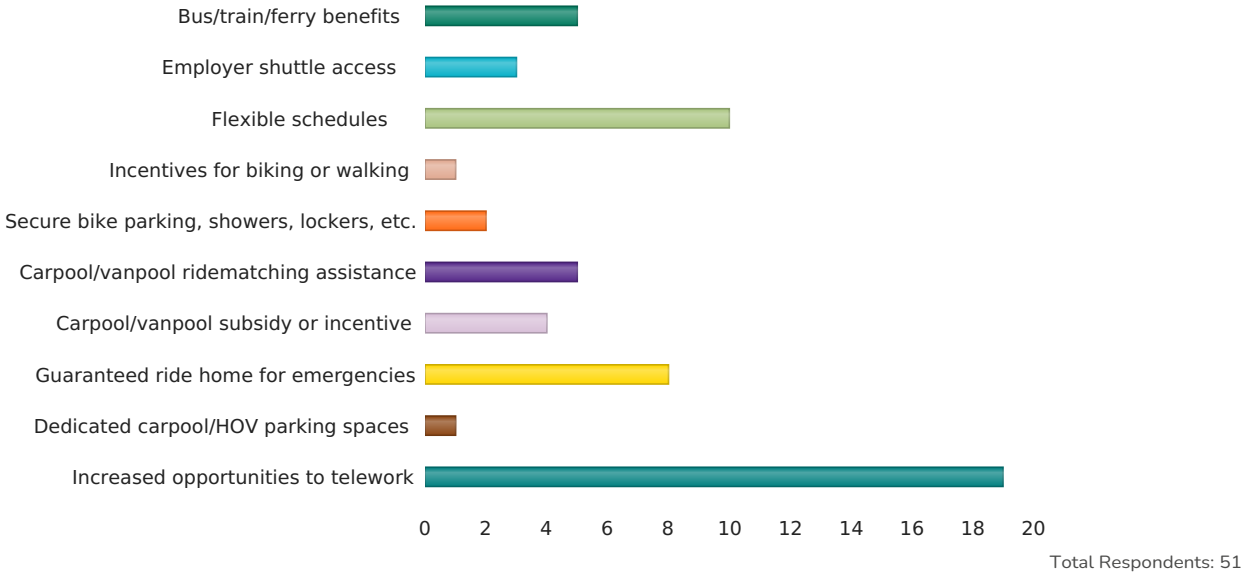
MODE	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Work from Home	0	9	5	8	8	12	0
Bus	0	0	0	0	0	0	0
Train / Light Rail / Streetcar	0	0	0	0	0	0	0
Ferry	0	0	0	0	0	0	0
Carpool (2 or more people aged 16+)	0	1	3	3	3	1	0
Vanpool	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0
Bike	0	1	1	1	0	0	0
Scooter	0	0	0	0	0	0	0
Lyft / Uber / Taxi	0	0	0	0	0	0	0
Employer Shuttle	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0
Drive Alone	1	39	42	38	39	35	2
Other	0	0	0	0	0	0	0
Day off (weekend, etc.)	50	1	0	1	1	3	49

Other transportation modes your employees have used



Total Respondents: 51

Factors that might help employees consider not driving alone to work



<https://tdmboard.com/resources/>

TDM Technical Committee approved 2025-2029 CTR 4-year Plans

- [City of Airway Heights \(PDF 482KB\)](#)
- [City of Auburn \(PDF 5.2MB\)](#)
- [City of Arlington \(PDF 1.5MB\)](#)
- [City of Bellevue \(PDF 1MB\)](#)
- [City of Bellingham \(PDF 316KB\)](#)
- [City of Bothell \(PDF 5.7MB\)](#)
- [City of Burien \(PDF 83KB\)](#)
- [City of Camas \(PDF 433KB\)](#)
- [City of Cheney \(PDF 331KB\)](#)
- [City of Edmonds \(PDF 400KB\)](#)
- [City of Everett \(PDF 471KB\)](#)
- [City of Federal Way \(PDF 418KB\)](#)
- [City of Fife \(PDF 1MB\)](#)
- [City of Kent \(PDF 271KB\)](#)
- [City of Kirkland \(PDF 248KB\)](#)
- [City of Lacey \(PDF 275KB\)](#)
- [City of Lakewood \(PDF 1.8MB\)](#)

From: Barulich, Wren <wren.barulich@wsdot.wa.gov>

Sent: Friday, November 15, 2024 4:02 PM

To: Tiffany Speir <tspeir@cityoflakewood.us>; WSDOT Transportation Demand Management <TDM@WSDOT.WA.GOV>

Subject: RE: [EXTERNAL] For WSDOT review: Draft 2025-2029 City of Lakewood Commute Trip Reduction Plan

Dear Tiffany,

WSDOT has reviewed the City of Lakewood's CTR Plan and found to meet compliance requirements.

What happens next?

The City of Lakewood's CTR Plan will be recommended for approval to the TDM Technical Committee on Thursday, December 5th. The plan will be posted for the committee's review here: [Resources – Transportation Demand Management](#). You are not required to be in attendance for the

approval process on December 5th and I will follow-up after the plan has been approved to close out this process.

Have an excellent weekend! And as always I am here for any questions.

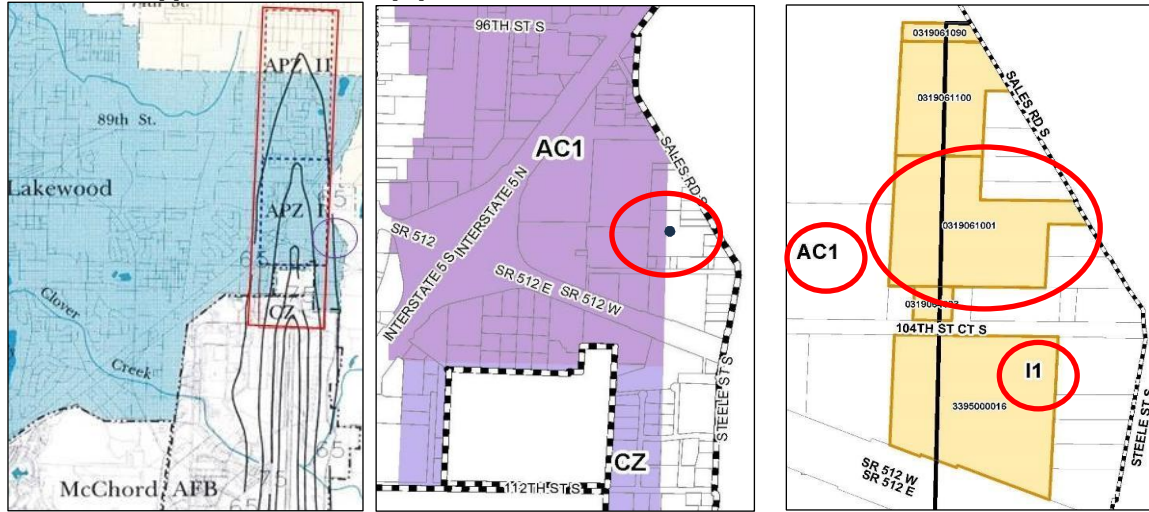
Thank you,

Wren

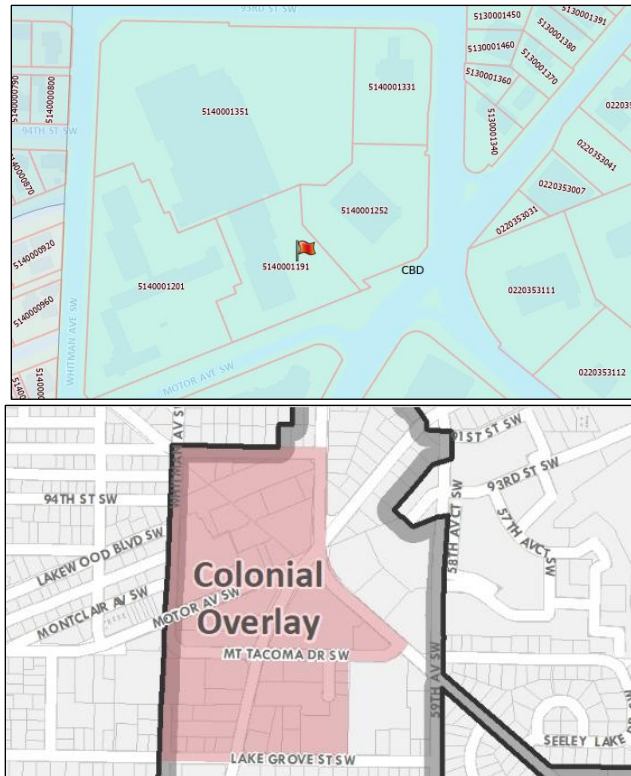
Wren Barulich
Planner / Public Transportation Division
wren.barulich@wsdot.wa.gov



2025-08 Private request for parcel 0319061001 to be redesignated/rezoned from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1).



2025-10 Redesignate / rezone parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)



2025-11 Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)

18A.40.110 Residential Uses

* * *

B. *Operating and Development Conditions.*

1. Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the following restrictions:
 - a. Up to two (2) ADUs shall be allowed as accessory uses in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit. ADUs shall not be included in the density calculations. A lot shall contain no more than two (2) ADUs.
 - b. Lots designated with critical areas or their buffers shall be allowed up to one (1) ADU as an accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit.
 - c. An ADU may be established by creating the unit within or in addition to the new or existing principal dwelling, or as a detached unit from the principal dwelling.
 - d. The ADU, as well as the main dwelling unit, must meet all applicable setbacks, lot coverage, and building height requirements.
 - e. The maximum size of an attached ADU contained within or attached to an existing single-family structure shall be limited by the existing structure's applicable zoning requirements. The maximum size of all other attached and all detached ADUs shall be no more than one thousand two hundred (1,200) square feet, excluding the garage.
 - f. The minimum size for both attached and detached ADUs shall be sufficient to comply with LMC Title 15.

2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130² and adopt regulations allowing new housing in “existing buildings”, as defined herein, in all land use zones that allow multifamily (4+ units in one building) housing.

18A.10.180 Definitions

* * *

“Existing building” means a building that received a certificate of occupancy at least three years prior to the permit application to add housing units.

* * *

18A.40.110 Residential uses.

A. *Residential Land Use Table.* See LMC [18A.40.110\(B\)](#) for development and operating conditions. See LMC [18A.10.120\(D\)](#) for the purpose and applicability of

² 2023-2024 ESHB 1042

zoning districts.

Residential Land Uses	Zoning Classifications																				
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	-	-	-	-	P	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Boarding house (B)(2)	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cottage housing (B)(3)	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Foster care facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Co-housing (dormitories, fraternities and sororities) (B)(4)	-	-	-	-	P	P	P	P	P	-	P	P	-	-	-	-	-	-	-	-	-
Detached single-family, including manufactured homes (B)(5) , C	P	P	P	P	P	P	-	-	-	P	-	-	-	-	-	-	-	-	-	-	-
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-
Three-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	-	-	P	P	P	-	-	-	-	-	-	-	-	-
<u>Multifamily</u> : Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
<u>Multifamily</u> : Five- and six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Multifamily, seven or more residential units	-	-	-	-	-	-	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Mixed use	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-
Family daycare (B)(6)	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
Home agriculture	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Home occupation (B)(7)	P	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile home parks (B)(8) , C	C	C	C	C	C	C	C	C	C	-	-	-	-	-	-	-	-	-	-	-	-
Residential accessory building (B)(9)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small craft distillery (B)(6) , (B)(12)	-	P	P	P	P	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-
Specialized senior housing (B)(10)	-	-	-	-	C	C	C	C	C	-	-	P	C	C	-	-	-	-	-	-	-

Residential Land Uses	Zoning Classifications																					
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	
Use of existing buildings for residential purposes (B)(14)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-

P: Permitted Use C: Conditional Use “-”: Not allowed

* Numbers in parentheses reference use-specific development and operating conditions under subsection B of this section.

Applications for all uses must comply with all of subsection B of this section’s relevant general requirements.

* * *

(B) *Operating and Development Conditions.*

(14) Use of existing buildings for residential purposes:

(a) The addition of housing units at a density up to 50% more than what is allowed in the underlying zone may be permitted if constructed entirely within an existing building envelope, provided that generally applicable health and safety standards, including but not limited to building code standards and fire and life safety standards, can be met within the building;

(b) Sufficient existing parking must be retained to satisfy the number required for existing residential units and non-residential uses that remain after the new residential units are added;

(c) If an existing building is a designated landmark or is within a historic district established through a local preservation ordinance, applicable exterior design or architectural requirements beyond those necessary for health and safety of the use of the interior of the building or to preserve character-defining streetscapes will be enforced on the residential use in the building;

(e) The addition of housing units in an existing building with ground floor commercial or retail that is along a major pedestrian corridor as defined by the City is prohibited;

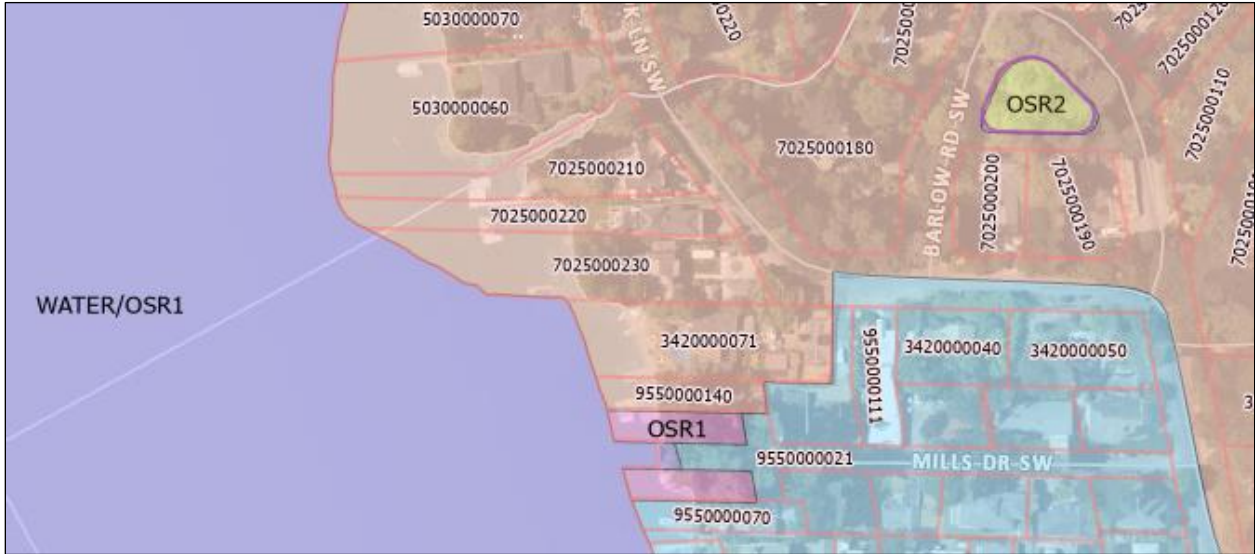
(f) Unchanged portions of an existing building used for residential purposes do not need to meet the current energy code; however, if any portion of an existing building is converted to new dwelling units, each of those new units must meet the requirements of the current energy code;

(g) Unless the code city official with decision-making authority makes written findings that a nonconformity regarding parking, height, setbacks, elevator size for gurney transport, or modulation is causing a significant detriment to the surrounding area, the City shall not deny a building permit application for the addition of housing units within the existing building;

(h) A transportation concurrency study under RCW 36.70A.070 or an environmental study under chapter 43.21C RCW (SEPA) based on the addition of residential units within an existing building shall not be required; and

(i) Where an existing building cannot satisfy life safety standards, no housing units constructed entirely within the building's envelope will be allowed.

2025-13 Rezone parcel 7025000161 from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1)





TO: Mayor and City Council

FROM: Jeff Gumm, Housing Division Manager

THROUGH: John J. Caulfield, City Manager
Jeff Rimack, PPW Director

DATE: March 17, 2025

SUBJECT: PROPOSED 5-YR CONSOLIDATED PLAN (JULY 1, 2025 – JUNE 30, 2029); FY 2025 ANNUAL ACTION PLAN (AAP); AND ANALYSIS OF IMPEDIMENTS TO FAIR HOUSING CHOICE

ATTACHMENTS: Draft 5-YR 2025-2029 Consolidated Plan; FY 2025 Annual Action Plan; and Public Comments Received to Date

Background: This memorandum serves multiple purposes:

- 1) Provides as a brief review of the 5-YR Consolidated Planning process, including the Annual Action Plan and Analysis of Impediments (AI);
- 2) Reviews CDBG & HOME programs and how these programs are administered between Lakewood and Tacoma as part of the Tacoma-Lakewood Consortium;
- 3) Reviews expenditures by funding category since the City began receiving funding in 2000;
- 4) Reviews goals and outcomes associated with the Proposed 5-YR 2025-2029 Consolidated Plan;
- 5) Introduces Council to the proposed use of CDBG and HOME funds as part of the FY 2025 Annual Action Plan, public participation, and timeline for submittal of the Plan; and
- 6) Discusses potential uses of CDBG and HOME funds for the remainder of the 5-YR 2025-2029 Consolidated Plan.

Joint Consolidated Plan: Every five years, HUD requires state and local governments to produce a 5-YR Consolidated Plan, an Annual Action Plan, and Analysis of Impediments to Fair Housing Choice to receive federal funding from the Community Development Block Grant (CDBG) and HOME Investment Partnerships Program (HOME).

As a member of the Tacoma-Lakewood HOME Consortium, the FY 2025-29 Consolidated Plan is required to be submitted to HUD as a joint plan between Lakewood and the City of Tacoma. As a joint plan, the document evaluates

shared housing and community development needs and resources across both communities and looks to develop strategies that meet the needs of low- and moderate-income households on a regional Lakewood-Tacoma basis. The Plan is typically developed with broad strokes, allowing flexibility of action to both Tacoma and Lakewood over the five-year period which the plan covers.

Lakewood and Tacoma have contracted with JQUAD Planning Group to assist with the completion of the 5-YR 2025-2029 Consolidated Plan. JQUAD is a Texas-based limited liability company with extensive background in urban planning, the funding and development of affordable housing opportunities, and in the creation of affordable housing and community development strategic plans.

What exactly is the Consolidated Plan and what does it do? The consolidated planning process 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 dollars to meet those needs. The purpose of the Plan is to create a consistent long-term (5-year) vision to carry out activities consistent with HUD's national objectives, which are to: 1) Provide decent housing, 2) Provide a suitable living environment, and 3) Expand economic opportunities. The Plan establishes the framework from which a jurisdiction then focuses its annual expenditure on a specific set of needs and goals identified in the broader 5-YR Plan.

Components of the 5-YR Consolidated Plan include:

- Consultation and Citizen Participation;
- Housing and Homeless Needs Assessment;
- Housing Market Analysis;
- Assessment of Economic and Employment Conditions;
- Assessment of Available Resources;
- Five Year Strategic Plan; and
- Annual Action Plan.

Annual Action Plan: Activities identified as a part of the 5-YR Consolidated Plan are carried out on an annual basis through Annual Action Plans (July 1 – June 30). Annual Action Plans provide specific activities and funding actions to be carried out to meet goals and objectives identified in the 5-YR Plan. Both Lakewood and Tacoma create Annual Action Plans designed to address specific needs as identified in the Consolidated Plan for each community.

For FY 2025, staff is recommending the Annual Action Plan for FY 2025 (July 1, 2025 – June 30, 2026) continue to focus on the preservation of existing affordable housing through the preservation of owner-occupied housing (Major Home Repair program), the development of new affordable rental housing opportunities (ongoing development of LASA's 26-units of affordable rental housing), and support of housing stability and the prevention of homelessness (Emergency Assistance for Displaced Residents and CDBG

Emergency Payments Program). These recommendations in funding continue to build upon successful and effective programs and seek to bridge a funding transition in the second and third year of the Consolidated Plan when the City will begin to transition funding in support of various infrastructure projects serving low-income neighborhoods.

What is an analysis of impediments to fair housing choice? An Analysis of Impediments to Fair Housing Choice (AI) identifies specific impediments or obstacles faced by a jurisdiction's population, especially those faced by low- and moderate-income households. Once identified, the AI then identifies specific goals to ameliorate those impediments, thus ensuring fair housing choice for all of its citizenry.

Examples of Impediments to Fair Housing Choice include:

- Discrimination based upon race, religion, sex, age, etc.;
- Lack of accessible housing stock for persons with disabilities;
- Discriminatory lending policies or practices;
- Lack of infrastructure or access to transportation;
- Zoning or planning policies unfairly restricting the development of affordable housing; and/or
- Access to fair housing information for persons who do not speak English or with limited English-speaking abilities.

As a requirement of funding, each jurisdiction is required to conduct an assessment of impediments to fair housing choice and submit it to HUD along with its 5-YR Consolidated Plan. For 2025, Lakewood and Tacoma will be conducting an update of our existing AI's to reflect current market conditions. This information is not available as part of the report.

CDBG & HOME programs: The 5-YR Consolidated Plan provides broad direction for funding both the CDBG and HOME programs. The City's CDBG programs are administered by City staff as a direct entitlement community; the HOME program is jointly administered with Tacoma serving as the "lead entity." As part of the consortium agreement with Tacoma, the Tacoma Community Redevelopment Authority (TCRA), in consultation with Lakewood, is authorized to review Lakewood's (HOME) housing loans and proposals for housing development projects and make funding decisions based on projects which meet the lending criteria of the TCRA; however, TCRA generally defers to Lakewood on which housing projects it wishes to fund. The TCRA funds Lakewood projects out of Lakewood's portion of the grant.

CDBG funds must be used to meet specific HUD national objectives and may be used to fund activities benefiting low- and moderate-income individuals.

Eligible funding categories include:

- Housing;
- Public Services;
- Physical/Infrastructure Improvements; and
- Economic Development.

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 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.

HOME funds must be used to create safe, decent, affordable housing opportunities for low- and moderate-income individuals. Eligible activities include:

- Single family housing construction or rehabilitation;
- Multifamily construction and rehabilitation;
- Homebuyer activities (down payment assistance); and
- Tenant-based rental assistance.

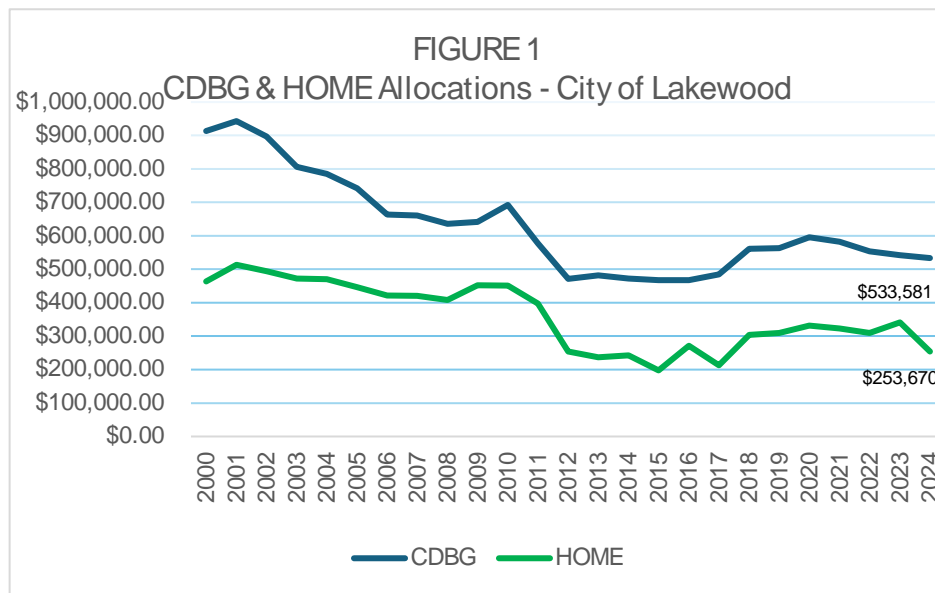
HOME funds carry various programmatic regulations which can be found at 24 CFR Part 92. Funds received must be committed to an eligible activity within two years and must be expended within four years. Lakewood qualifies for HOME funding through the consortium process as a member of the Tacoma-Lakewood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

Lakewood's historical CDBG expenditures. Table 1 outlines Lakewood CDBG expenditures from 2000 to date.

TABLE 1							
CDBG Expenditure by Funding Priority (including Program Income*)							
Year	Physical/ Infrastructure	Housing	Public Service	Economic Develop ment	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

TABLE 1 CDBG Expenditure by Funding Priority (including Program Income*)							
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	\$725,297.27	\$0.00	\$0.00	\$106,919.53	\$0.00	N/A
2021	\$306,759.20	\$391,037.05	\$3,000.00	\$0.00	\$136,745.24	\$0.00	\$136,706.00
2022	\$0.00	\$436,203.91	\$94,250.00	\$0.00	\$118,210.50	\$0.00	N/A
2023	\$0.00	\$161,180.23	\$75,213.01	\$0.00	\$100,849.02	\$0.00	N/A
2024	\$0.00	\$44,223.80	\$23,296.69	\$0.00	\$66,471.71	\$0.00	N/A
2025 proposed	\$0.00	\$446,093.45	\$45,000.00	\$0.00	\$105,000.00	\$0.00	N/A
TOTAL TO DATE	\$4,886,263.75	\$7,336,612.23	\$1,118,737.53	\$45,177.69	\$2,881,998.19	\$147,348.67	\$944,043.00
*Program Income Included in Total	0.00	\$996,539.09	\$5,621.45	\$10,179.52	\$272,622.24	\$0.00	\$0.00

CDBG & HOME Allocations 2000 to 2024: 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 Figure 1 below for historical funding trends:



What are the five-year goals and objectives identified in the 5-YR 2025-2029 Consolidated Plan? The 5-YR Plan identified five goals to address over the next five years, each a high priority:

- Advance economic development and equity;
- Prevent/reduce homelessness and housing instability;
- Support diverse rental and homeowner opportunities;

- Support public infrastructure improvements; and
- Stabilize existing residents and neighborhoods.

The goals established in the Plan were set broadly to accommodate a wide variety of activities over the coming 5-year period. Additionally, the goals must account for the differing funding goals and activities the City of Tacoma and the City of Lakewood intend to fund moving forward as part of the HOME Consortium.

Table 2 provides a brief description of the goals and outcomes proposed under the 5-YR 2025-2029 Consolidated Plan.

TABLE 2 GOALS AND OUTCOMES ESTABLISHED FOR 5-YR 2020-24 PLAN			
GOALS	Measure	# Proposed	Activities
Advance economic development and equity	Businesses Assisted/Jobs Created	0	Tacoma Goal
Prevent/reduce homelessness & housing instability	Homeowner Housing Units Rehabilitated	20	Major Home Repair; SHB-1406 Repair
	Public Service Activities- Persons	60	CDBG Emergency Assistance Payments
	Homelessness Prevention- Persons	90	Emergency Assistance for Displaced Residents
	Tenant-Based Rental Assistance- Persons	150	HOME Tenant -Based Rental Assistance- Security/Rental Deposit Program
Support diverse rental & homeowner opportunities	Homeowner Housing Units Added- Households	8	Homeownership Center NW- 9006 Washington Blvd. SW; Habitat for Humanity- future project(s)
	Rental Units Constructed- Households	5	LASA Gravelly Lk. Commons- HOME & HOME-ARP units only
Support public infrastructure improvements	Public Infrastructure- Persons	20,910	2026- Foster Rd. Improvements; 2027-28- Seminole Rd. Improvements; 2029- Pine St. S. Improvements
Stabilize existing residents and neighborhoods	Buildings Demolished	15	NSPI Abatement Activities

Projected funding allocations for FY 2025 CDBG and HOME programs:

Staff is projecting funding allocations for the CDBG and HOME programs as the budget for HUD as not yet been announced. Typically, this process takes about 30-60 days after budget approval for HUD to run its programmatic formulas and to notify jurisdictions of program funding allocations. The City is estimating CDBG and HOME funding based on historical trends of decreasing funding (with the state of the current budget, staff would not be

surprised if we were to see more significant cuts). Estimated funding allocations are as follows:

- 1) CDBG: **\$525,000** (1.6% decrease from FY 2024 allocation of \$533,581)
- 2) HOME: **\$250,000** (1.4% decrease from FY 2024 allocation of \$253,670)

Funding priority recommendation for CDBG for FY 2025 Annual Action Plan (first year of 5-YR Plan): Staff is recommending a stay of course for the initial year of the new 5-YR 2025-2029 Plan as Public Works is unable to pivot from its existing construction schedule to accommodate any potential CDBG projects, and Parks is in the process of developing plans to improve multiple parks, including the development of the downtown park and Edgewater Park. Staff has discussed CDBG funding with Public Works and Parks to identify potential partnerships with CDBG and have concluded the first project, Foster Rd. SW improvements (Edgewater Park roadway improvements) could potentially be funded in 2026-2027, the second year of the Plan. Additionally, CDBG funding has been contemplated for roadway improvements on Pine St. S. (off 84th St. S) in the fourth year of the Plan, and Seminole Rd. SW (Tyee Park Elementary access) in the final year of the plan.

By phasing the funding approach between housing and infrastructure improvements over the five-year period, staff believe CDBG funding will have a better chance of remaining timely, all while remaining flexible enough to pivot funding should an infrastructure project run long or require additional funding.

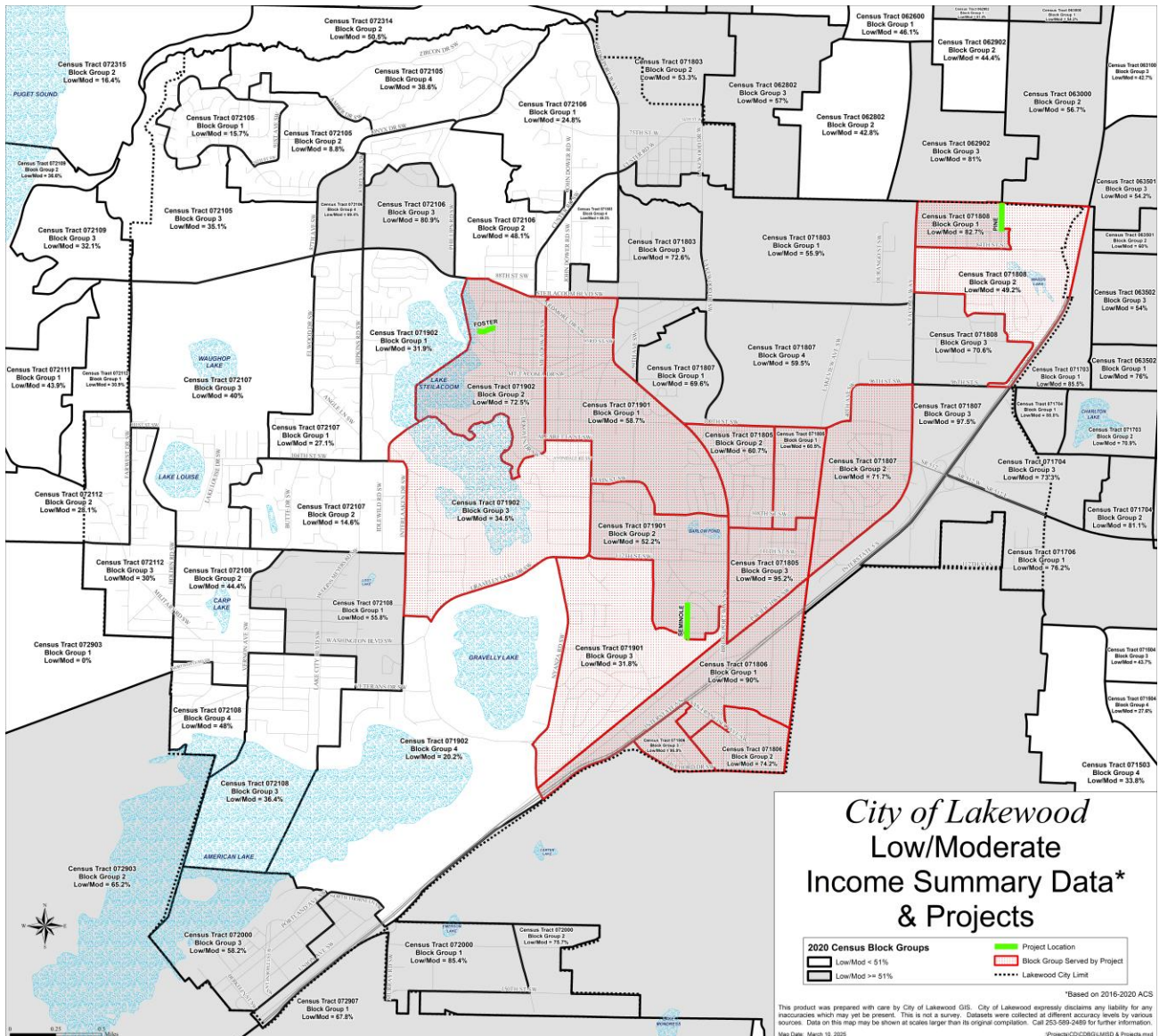
Proposed CDBG funding allocations consistent with the new 5-YR 2025-2029 Consolidated Plan are listed in Table 3 below.

TABLE 3 CDBG FUNDING RECOMMENDATIONS – FY 2025					
	CDBG	Program Income	Reprogram	TOTAL	Consistent With 5-YR Goal
Housing – Major Home Repair	\$325,000	\$100,000	\$71,093.45	\$496,093.45	Prevent/reduce homelessness & housing instability. Homeowner units rehabilitated- 4-8 households.
Housing – Emergency Assistance for Displaced Residents.	\$35,000	\$0	\$0	\$35,000	Prevent/reduce homelessness & housing instability. Homeless prevention- 15-20 individuals.
Services – CDBG Emergency Payments Program	\$45,000	\$0	\$0	\$45,000	Prevent/reduce homelessness & housing instability. Public Service activities and Homeless prevention- 40

					individuals.
CDBG Admin of HOME Housing Services	\$15,000	\$0	\$0	\$15,000	Support diverse rental & homeowner opportunities. Homeowner/renter housing added- 5 new HOME units.
Administration	\$105,000	\$0	\$0	\$105,000	Administration
NSPI Abatement Program	\$0	\$292,000	\$0	\$292,000	Stabilize existing residents and neighborhoods. Buildings demolished- 5-10 buildings.
Total Funding	\$525,000	\$392,000*	\$71,093.45**	\$988,093.45	
<p><i>*Program Income: The City anticipates approx. \$100,000 in program income in repayments from the Major Home Repair Revolving Loan Fund and NSPI Abatement Fund (\$292,000). Program income will be used in accordance with HUD's requirements for RLF funds and shall be used to fund similar activities.</i></p> <p><i>**Reprogramming unexpended FY 2021 Fair Housing Counseling, Activity #233 (\$47,000); and FY 2023 Administration, Activity #244 (\$24,093.45).</i></p>					

Where are the proposed infrastructure projects located? Figure 2 below identifies the location and estimated service area for each of the proposed roadway improvement projects.

FIGURE 2



Funding priority recommendation for HOME for FY 2025 Annual Action Plan (first year of 5-YR Plan):

For FY 2025, staff is recommending the Council approve \$104,995 in HOME program income to be used to implement a tenant-based rental assistance program offering one-time, rental deposit assistance to low-income households who are unable to move into stable housing due to the large initial rental deposits due. Staff fields multiple calls regarding this barrier for households on a weekly basis. Additionally, staff have heard from various housing providers and citizens during our public hearings that this remains an unfunded barrier to many. If funded, the City would develop the program guidelines and then partner with a providing agency who would complete client intakes, submit clients to the City for approval, and make payments to housing providers. We estimate approximately 40-60 persons (20 – 30 households) could be assisted with obtaining stable housing. With construction budgets and property valuations continuing to rise, staff anticipate the City could only partially

assist with the construction of one new single-family home or rental with the same \$104,995.

In FY 2020-2022, the City conducted a similar emergency tenant-based rental assistance program with \$655,892.63 in CDBG-CV3¹ funding and assisted a total of 178 households and 417 people.

Proposed HOME funding allocations consistent with the new 5-YR 2025-2029 Consolidated Plan are listed in Table 4 below.

TABLE 4 HOME FUNDING RECOMMENDATIONS – FY 2025				
	HOME	Program Income	TOTAL	Consistent With 5-YR Goal
Affordable Housing Fund	\$225,000	\$100,000	\$325,000	Support diverse rental & homeowner opportunities.
Tenant-based Rental Assistance	\$0	\$104,995	\$104,995	Prevent/reduce homelessness & housing instability. TBRA Rental Deposits 40-60 persons.
Administration (Tacoma 10%)	\$25,000	\$0	\$25,000	Administration
Total Funding	\$250,000	\$204,995*	\$429,995	
<i>*Program Income: Program income received from prior year repayments as part of the HOME Affordable Housing Fund. Program income will be used in accordance with HUD's requirements for RLF funds and shall be used to fund similar activities.</i>				

5-YR 2025-2029 Consolidated Plan timeline. Table 5 provides milestones and upcoming actions relating to the 5-YR 2025-2029 Consolidated Plan.

TABLE 5 CDBG/HOME TIMELINE – 5-YR 2025-2029 CONSOLIDATED PLAN	
Date	Action
October 2024 – January 2025	Online survey for 5-YR Consolidated Plan. Conduct Needs Assessment of housing and community development needs. Conduct Market Analysis including housing and economic trends, barriers to affordable housing and population demographics.
October 16, 2024	Presentation to CSAB on 5-YR planning process.
November 13, 2024	Initial public hearing on 5-YR Consolidated Plan process before Human Services Community Collaboration monthly meeting.
November 20, 2024	Presentation to Neighborhood Connections Leadership Group on 5-YR Planning process.

¹ CDBG-CV3 was part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Congress funded a total of \$5 billion for the CDBG program to be allocated to the States. Lakewood received \$807,337 in CDBG-CV3 funding through Washington State.

TABLE 5 CDBG/HOME TIMELINE – 5-YR 2025-2029 CONSOLIDATED PLAN	
Date	Action
December 2, 2024	Presentation to Youth Council on 5-YR Planning process.
December 3, 2024	Second public hearing on 5-YR Consolidated Plan before housing and services providers, governmental and quasi-governmental organizations, schools, fire, water, Health Department, and County utilities.
December 4, 2024	Presentation to Planning Commission on 5-YR planning process.
January 21, 2025	Council Study session on 5-YR planning process and 2025 AAP. City Council strategy session with consultant- JQUAD Planning Group.
March 17, 2025	Council review of draft 5-YR Consolidated Plan, 2025 AAP and AI.
March 19, 2025	CSAB review of draft 5-YR Consolidated Plan, 2025 AAP and AI.
April 1 – April 30, 2025	Citizen 30-day review and comment period.
April 21, 2025	Lakewood City Council public hearing on the Draft 5-YR Consolidated Plan and 2025 AAP.
April 22, 2025	Tacoma City Council public hearing on the Draft 5-YR Consolidated Plan and 2025 AAP.
May 5, 2025	Lakewood City Council adopts 5-YR Consolidated Plan & 2025 Annual Action Plan.
May 6, 2025	Tacoma City Council adopts 5-YR Consolidated Plan & 2025 Annual Action Plan.
May 15, 2025	Lakewood/Tacoma submit 5-YR 2025-29 Consolidated Plan, 2025 Annual Action Plan, and AI to HUD.
July 1, 2025	Begin new program year.

Next Steps:

- 1) Council may wish to alter CDBG or HOME funding recommendations or goals provided in Tables 3 and 4;
- 2) Conduct a 30-day public comment period (April 1 – April 30, 2025) and public hearing before Council on April 21st regarding the proposed 5-YR 2025-2029 Consolidated Plan and FY 2025 Annual Action Plan;
- 3) Evaluate public input received during the 30-day comment period and April 21st public hearing; update recommendations to Council, if necessary; and
- 4) Submit 5-YR 2025-2029 Consolidated Plan and FY 2025 Annual Action Plan to HUD on May 15, 2024.

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EXECUTIVE SUMMARY

ES-05 EXECUTIVE SUMMARY – 24 CFR 91.200(C), 91.220(B)

1. Introduction

A Consolidated Plan is a strategic document prepared by participating jurisdictions receiving HUD entitlement funding. Entitlement communities, including Lakewood, Washington, in accordance with the U.S. Department of Housing and Urban Development (HUD) regulations, must complete this process and submit plan every 5 years. As an entitlement community, Lakewood must prepare and submit both the Consolidated Plan and Annual Action Plan to HUD. This entitlement status and requisite plan enables Lakewood to receive formula grant assistance from HUD for various programs, including the Community Development Block Grant (CDBG), the HOME Investment Partnership Program (HOME), and other funding.

5-Year Consolidated Plan

The Consolidated Plan, submitted to HUD every five years, is created as a result of a collaborative process involving local government, community, residents, industry, economic development, and nonprofit organizations. It incorporates assessing current housing and community development conditions, public participation and input, analyzing available resources, and identifying priority needs, area needs, and funding priorities. The plan ensures that the proposed strategies align with Lakewood residents' specific needs and aspirations.

1-Year Annual Action Plan

The Annual Action Plan, which complements the Consolidated Plan, is developed and submitted to HUD annually and provides a detailed breakdown of how allocated funds will be utilized in the upcoming 5 years. It outlines specific activities, projects, and programs that will be undertaken to address the identified needs and achieve the established goals. The Action Plan allows for flexibility, allowing adjustments and modifications in annual allocations received from HUD on an annual basis in response to changing circumstances and emerging priorities.

The success of the Consolidated Plan relies on collaboration among various stakeholders, including local and regional government agencies, community organizations, business and industry, nonprofits, and residents. By fostering partnerships and engaging in joint efforts, the plan aims to leverage collective resources and expertise to maximize the impact in the community.

2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

Housing Needs and Objectives

Stakeholders emphasized the critical need for affordable housing units, particularly for families, seniors, and veterans. Key objectives include:

- Expanding the stock of affordable housing through partnerships with local organizations.
- Preserving existing housing through rehabilitation programs and extending affordability restrictions for subsidized units at risk of expiring.
- Providing emergency rental and utility assistance to prevent displacement.
- Developing accessible housing for seniors and disabled individuals to promote aging in place.
- Leveraging and expanding resources to support housing initiatives.

Infrastructure and Public Facilities

Stakeholders highlighted the need for transportation upgrades, sustainable stormwater systems, and expanded public spaces. Objectives include:

- Enhancing multimodal transportation networks, including ADA-compliant sidewalks, improved roadways, and streetlighting improvements.
- Modernizing public facilities such as libraries, parks, and community centers to ensure accessibility and sustainability.
- Resilient infrastructure addressing climate challenges, neighborhood revitalization, flood mitigation, and energy-efficient designs.

Public Services

- Increasing access to mental and behavioral health care, programs for youth and disadvantaged populations, and housing and homelessness services.
- Enhancing food security through partnerships with local organizations.

- Providing tailored support for vulnerable groups, including at-risk youth and individuals with disabilities.

Addressing Disproportionate Needs

Housing problems among racial and ethnic groups, particularly for Black, Hispanic, and Pacific Islander households. Objectives include:

- Implementing culturally competent housing outreach programs.
- Expanding access to affordable housing in Opportunity Zones to mitigate gentrification risks.
- Support fair housing policies that assist everyone in finding an affordable and suitable place to live.

3. Evaluation of past performance

Over the last five years of the Consolidated Plan, Lakewood rehabilitated and preserved numerous housing units, provided critical rental and mortgage assistance, and supported infrastructure improvements that benefitted thousands of residents. Key achievements included creating or retaining jobs through targeted economic programs, assisting vulnerable households with homelessness prevention services, and advancing major affordable housing projects, such as partnerships with Habitat for Humanity and LASA. Notably, the City effectively adapted to the challenges posed by the COVID-19 pandemic, redirecting resources to emergency rental assistance and business grants.

2019

- **Affordable Housing:**
 - Assisted 36 low/moderate-income households with housing benefits (300% completion of the annual goal).
 - Rehabilitated 38 homeowner housing units (146% of the goal).
 - Added one new housing unit and demolished three unsafe structures.
- **Community Development:**
 - Supported infrastructure improvements benefiting over 30,000 residents.
 - Created 16 jobs through economic opportunity programs.
- **Homelessness Prevention:**
 - Provided assistance to eight individuals, achieving 40% of the goal.

- Initiated emergency relocation programs aiding three displaced households.

2020

COVID-19 Response:

- Provided rental and mortgage assistance to 113 households (226% of the annual goal).
- Supported 38 jobs through emergency business grants.
- **Affordable Housing:**
 - Rehabilitated eight housing units, achieving 80% of the program year goal.
- **Homelessness Prevention:**
 - Assisted five individuals and redirected priorities to address pandemic-related impacts.
- **Economic Development:**
 - Supported 15 small businesses, creating or retaining jobs for low-income residents.

2021

- **Affordable Housing:**
 - Maintained focus on housing rehabilitation, completing eight projects.
 - Supported 121 households with emergency rental assistance.
- **Homelessness Services:**
 - Provided relocation assistance to nine households and initiated large-scale planning for transitional housing developments.
- **Community Infrastructure:**
 - Improved sidewalks, benefiting 5,345 residents

2022

- **Affordable Housing:**
 - Rehabilitated 19 housing units and supported 415 households with tenant-based rental assistance.
 - Completed rehabilitation of 64 rental units, sustaining 100% of planned housing stock.

- **Homelessness and Support Services:**
 - Assisted 87 individuals with emergency payments.
 - Provided homelessness prevention services to 517 individuals, achieving over 1,000% of the annual target.
- **Public Facilities:**
 - Undertook rehabilitation and enhancement projects to improve living conditions in affordable rental housing.

2023

- **Affordable Housing:**
 - Added one homeowner housing unit and rehabilitated six housing units.
 - Continued progress on major projects, including Habitat for Humanity and LASA's 26-unit development.
- **Homelessness and Services:**
 - Supported 560 individuals with homelessness prevention efforts (1,120% of annual goal).
 - Assisted 45 individuals with public service activities benefiting vulnerable populations.
- **Community Investments:**
 - Allocated significant resources to public infrastructure improvements and emergency payment programs.

2024

- While still underway, the City is on track to meet its goals identified in the 5-YR 2020-2024 Consolidated Plan.

4. Summary of citizen participation process and consultation process

Multiple meetings were held, including sessions with Lakewood agencies like the Tacoma-Pierce County Health Department, Pierce County Housing Authority, Tacoma Pierce County Affordable Housing Consortium, and the Fair Housing Center of Washington: department staff, youth councils, and service providers. Feedback was collected through an online survey and open forums, targeting specific groups such as low-income households, seniors, and at-risk populations. Focused discussions were held with underrepresented groups, including youth, veterans, and the elderly, to

capture unique perspectives on housing barriers and service gaps.

5. Summary of public comments

As part of the development of the 5-YR 2025-2029 Consolidated Plan, the City conducted two initial public hearings and four other hearings before various public and community advisory boards. Additionally, the City conducted an online survey to further gather community input and received three written comments regarding the Plan. Comments received to date ranked the need for more affordable housing, including additional single- and multi-family options, as the highest need, followed by infrastructure improvements and a more walkable community. Public safety, property maintenance, homeless services, and shelter access followed closely behind. A summary of comments received are detailed in PR-15, later in this report.

30-day Comment period (April 1 – April 30, 2025) and April 21, 2025 Public Hearing comments are to completed after the 30-day comment period and hearing.

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

All comments were considered and/or incorporated into the Consolidated Plan.

7. Summary

Section 108- The City of Lakewood has two outstanding Section 108 loans totaling \$636,000 in principal balance due. The first loan, Curbside Motors, was originally made in 2014 in the amount of \$700,000 to assist a for-profit business acquire property and construct a pre-owned automotive dealership and services in Lakewood. The second loan, LASA Client Service Center, was completed in 2015 for \$310,000 and provided funding to develop 15-units of affordable housing and a client services center housing a local non-profit.

In 2025, the City anticipates it will receive a combined \$78,811.25 in Section 108 income and will submit \$55,000 in principal and \$20,768.75 in interest repayments to HUD.

For the remainder of the 5-YR Consolidated Plan (fiscal years 2026 – 2029), the

City anticipates it will receive a combined \$303,920 in Section 108 income and will submit \$245,000 in principal and \$51,535 in interest repayments to HUD.

PROJECT	SECTION 108 BALANCE	ANTICIPATED INCOME - 2025	PRINCIPAL REPAYMENT - 2025
Curbside Motors	\$409,000	\$51,269	\$36,000
LASA Client Service Center	\$227,000	\$27,542.25	\$19,000

THE PROCESS

PR-05 LEAD & RESPONSIBLE AGENCIES - 91.200(B)

Describe the agency/entity responsible for preparing the Consolidated Plan and those responsible for the administration of each grant program and funding source

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

Agency Role	Name	Department/Agency
CDBG Administrator	LAKEWOOD	Planning & Public Works

Table 1 – Responsible Agencies

Narrative

The City of Tacoma acts as the lead agency for HOME Investment Partnership Act (HOME) funding received through the Tacoma-Lakewood HOME Consortium, with Lakewood acting as a consortium member. The City of Lakewood acts as the lead agency for Community Development Block Grant (CDBG) funding, which is received directly from the U.S. Department of Housing and Urban Development.

Consolidated Plan Public Contact Information

Jeff Gumm, Housing Division Manager
 Planning & Public Works
 6000 Main Street, SW Lakewood, WA 98499
 P (253) 983-7773 | jgumm@cityoflakewood.us

PR-10 CONSULTATION - 91.100, 91.110, 91.200(B), 91.300(B), 91.215(L) AND 91.315(I)

Introduction

The City of Lakewood conducts multiple public hearings during the development process before the Consolidated Plan and the Action Plan is published, including at least one public hearing during the 30-day comment period to obtain citizens' views and to respond to comments and questions. The City also sends letters to various State and local groups, departments, and organizations as part of the consultation process. The 2025 – 2029 Consolidated Plan included consultation with the City of Tacoma, Pierce County, Pierce County Continuum of Care, Pierce County Housing Authority, Tacoma Housing Authority, Living Access Support Alliance (LASA), Tacoma/Pierce County Habitat for Humanity, Rebuilding Together South Sound, South Sound Housing Affordability Partners, Tacoma/Pierce County Affordable Housing Consortium, Fair Housing Center of Washington, Tacoma-Pierce County Health Department, 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(I)).

As part of the planning process, the City of Lakewood established a community advisory board to provide public oversight, comment on the process, and review funding recommendations for both the CDBG and HOME programs. As part of the development of the 5-YR Consolidated Plan (2025-2029), the City solicited input through interviews, meetings, and public hearings to determine community needs, 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 choices for low-income households in both communities. Additionally, local housing and services providers such as LASA, Greater Lakes Mental Health, Tacoma-Pierce County Habitat for Humanity, 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 understand better what level of assistance military personnel and veterans are experiencing in terms of housing needs, health and human services, and mental health care assistance.

Lakewood sought internal comments from city departments on housing and community development needs and services for 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, Pierce County Housing Authority, Tacoma Housing Authority, Tacoma-Pierce County Habitat for Humanity, the Homeownership Center of Tacoma, LASA, South Sound Housing Affordability Partners, Tacoma/Pierce County Affordable Housing Consortium, Lakewood Community Services Advisory Board, Tacoma/Lakewood/Pierce County Continuum of Care, Tacoma-Pierce County Health Department, local school districts, police and fire departments, and the State of Washington, to understand better 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.

The plan describes additional efforts to enhance and coordinate efforts between housing, health, and service providers.

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 a 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 to keep those in housing crisis from entering the system by supporting their identification of a solution and prioritizing 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, a countywide commitment is made 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 endures 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 and evaluate outcomes, and develop funding, policies, and procedures for the administration of HMIS.

The Cities of Tacoma and Lakewood work closely with the Collaborative Applicant of the Continuum of Care (Pierce County) in planning the 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. Both entities review performance. Pierce County, as the HMIS lead, works closely with the City of Tacoma to maximize the 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. Describe Agencies, groups, organizations, and others who participated in the process and describe the jurisdiction’s consultations with housing, social service agencies, and other entities.

Table 2 – Agencies, groups, and organizations that 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. Lakewood and Tacoma will continue to coordinate their efforts to ensure the goals and outcomes identified in the 5-YR Consolidated Plan (2025-2029) are satisfied.

2	Agency/Group/Organization	Pierce County Community Connections
	Agency/Group/Organization Type	Other government - County
	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

	<p>Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?</p>	<p>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. Pierce County is actively engaged in a funding partnership with Lakewood to fund the development of 26 new units of affordable rental housing in the Lakewood downtown core.</p>
3	<p>Agency/Group/Organization</p>	<p>Pierce County Continuum of Care</p>
	<p>Agency/Group/Organization Type</p>	<p>Regional organization Regional Continuum of Care</p>
	<p>What section of the Plan was addressed by Consultation?</p>	<p>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</p>

	<p>Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?</p>	<p>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.</p>
4	<p>Agency/Group/Organization</p>	<p>Pierce County Housing Authority</p>
	<p>Agency/Group/Organization Type</p>	<p>PHA</p>
	<p>What section of the Plan was addressed by Consultation?</p>	<p>Housing Need Assessment Public Housing Needs Homelessness Strategy Market Analysis Anti-poverty Strategy</p>

	<p>Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?</p>	<p>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, PCHA 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 to fund the rehabilitation of two low-income public housing complexes within the City of Lakewood - Village Square and Oakleaf Apartments, serving 64 total households. Additionally, PCHA will provide housing vouchers to LASA for two low-income households at LASA's new 26-unit rental development in Lakewood.</p>
5	<p>Agency/Group/Organization</p>	<p>Tacoma Pierce County Habitat for Humanity</p>
	<p>Agency/Group/Organization Type</p>	<p>Housing</p>

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.
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	<p>Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?</p>	<p>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 at-risk 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. In 2024-25, Habitat will bring eight newly constructed homes in the Tillicum neighborhood online for low-income homeownership opportunities.</p>
6	<p>Agency/Group/Organization</p>	<p>LASA</p>

<p>Agency/Group/Organization Type</p>	<p>Housing Services - Housing Services-homeless</p>
<p>What section of the Plan was addressed by Consultation?</p>	<p>Housing Need Assessment Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Homelessness Strategy</p>

	<p>Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?</p>	<p>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. Partnerships include the recent expansion of the client services facility to include showers, laundry and bathroom facilities at LASA downtown headquarters. In 2025, LASA will begin construction of 26 new affordable rental units located in the downtown core.</p>
7	<p>Agency/Group/Organization</p>	<p>South Sound Housing Affordability Partners</p>
	<p>Agency/Group/Organization Type</p>	<p>Housing Regional Organization</p>

	What section of the Plan was addressed by Consultation?	Housing Need Assessment 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?	South Sound Housing Affordability Partners (SSHA3P) 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.
8	Agency/Group/Organization	Tacoma-Pierce County Affordable Housing Consortium
	Agency/Group/Organization Type	Housing Regional Organization
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Non-Homeless Special Needs Market Analysis Anti-poverty Strategy

	<p>Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?</p>	<p>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 is typically ongoing with 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.</p>
9	<p>Agency/Group/Organization</p>	<p>Fair Housing Center of Washington</p>
	<p>Agency/Group/Organization Type</p>	<p>Regional Organization</p>
	<p>What section of the Plan was addressed by Consultation?</p>	<p>Housing Need Assessment Non-Homeless Special Needs Market Analysis Anti-poverty Strategy</p>

<p>Briefly describe how the Agency/Group/Organization was consulted. What are the anticipated outcomes of the consultation or areas for improved coordination?</p>	<p>The Fair Housing Center of Washington is a nonprofit agency dedicated to providing fair housing education, outreach, and enforcement services to western and central Washington. Explored various parts of Lakewood's 2024 Comprehensive Plan that overlap and intersect with the Consolidated Plan to identify strategic partnership opportunities. Consultation included pathways to ensure housing opportunities exist for all Lakewood households, especially for those at-risk, disabled and senior households.</p>
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Identify any Agency Types not consulted and provide a rationale for not consulting.

No agencies were intentionally excluded from consultation. Every effort was made to ensure advance publication of meetings and opportunities to contribute.

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	Addresses homelessness on countywide basis.
City of Lakewood Comprehensive Plan	City of Lakewood	Plan updated September 2024 and approved by Puget Sound Regional Council in February 2025. The plan encourages infill housing, cottage-style development, changes in zoning to permit higher densities, and incentivizes the construction of affordable housing through housing tax credits and other practices. The plan projects future housing targets and identifies capacity for future land development for low-income housing, including shelters, and permanent supportive housing, among others.
Human Services Needs Analysis Report (2020)	City of Lakewood	Plan identifies gaps and needs in services for Lakewood citizens.
Legacy Plan	City of Lakewood, Parks Department	Identifies long-term park and recreation needs for Lakewood citizens.

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
6-Year Comprehensive Transportation Imp. Program	City of Lakewood, Public Works (2024-29 TIP Report)	The plan identifies local infrastructure projects throughout the City. Projects occurring in low-income census tracts are evaluated for compatibility with federal program guidelines and funding opportunities.
Affordable Housing Action Strategy	City of Tacoma	Addresses the housing affordability crisis through anti-displacement, reducing barriers to housing access, the creation of affordable housing, and maintenance of existing affordable housing.
Five-Year Plan to End Homelessness (2024)	Pierce County Continuum of Care	The Plan identifies pathways to end homelessness throughout the County.

Table 3 – Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(I)).

The City of Tacoma and the City of Lakewood work closely with the Tacoma Housing Authority and the Pierce County Housing Authority. They participate in the Tacoma/Lakewood/Pierce County Continuum of Care. They 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 the use of resources in the region, set goals, and measure progress in meeting those goals.

Narrative

The City of Lakewood conducted outreach and engagement activities to agencies, groups, and organizations in line with the City of Lakewood Community Development Block Grant and HOME Investment Partnership requirements and City of Lakewood Participation Plan.

Planned outreach activities were conducted as follows:

- Lakewood Planning Commission: The Commission (created by City ordinance), with members appointed by the City Council, reviewed the Con Plan and considered feedback and recommendations.
- Lakewood Community Service Advisory Board: The Board reviews the Consolidated and Annual Action Plans and provides input on housing and community development needs. CSAB recommendations are forwarded on to Council for action. To the extent possible, the Board includes low- and moderate-income persons, representatives of community groups, and members of the community. This group was consulted to provide feedback and recommendations and to review the draft Consolidated Plan prior to sending it to City Council for approval.
- Lakewood Neighborhood Connections Leadership Group: The Group brings together dynamic leadership from various neighborhood associations to foster community engagement to assist improve the quality of life for Lakewood's citizens. The group provided feedback on the development of goals and outcomes to be addressed in the Plan.
- Lakewood Youth Council: The Youth Council provided a unique perspective to the planning process in the way of feedback and opportunities impacting Lakewood's youth population.
- Tacoma/Lakewood/Pierce County Continuum of Care (CoC): The local planning body for homeless services. Members from this group were engaged in the planning process. Members of this group also provided useful data to inform the Consolidated Plan.
- Lakewood City Council: City of Lakewood staff presented the draft Consolidated Plan at the March 17, 2025 City Council study session. A public hearing was held before Council at the April 21st Council meeting. Additionally, the City Council adopted the final Consolidated Plan at its meeting on May 5, 2025.

Survey Conducted: A survey was made available online, posted on the City's website and social media platforms, and was distributed at all of its engagement activities. The survey was designed to gather public input to help prioritize needs addressed in the Consolidated Plan. A total of 58 individuals responded to the survey and reported the top five needs in Lakewood are: 1) More affordable housing; 2) Better roads/sidewalks/streetlighting; 3) More walkable community (tied with); 3) More public safety; and finally, 5) Homeless services/shelter.

PR-15 CITIZEN PARTICIPATION - 91.105, 91.115, 91.200(C) AND 91.300(C)

Summary of citizen participation process/efforts made to broaden citizen participation. Summarize the citizen participation process and how it impacted goal setting.

In addition to engaging and coordinating with agencies, commissions, and councils, the City of Lakewood also engaged organizations and the broader public in various ways.

The City of Lakewood conducted the following engagement activities:

Service Provider Roundtable: City of Lakewood staff engaged service and housing providers in roundtable discussions in November and December 2024. The objectives of these engagements are described below:

- Explain the Consolidated Plan process and opportunities for housing and service providers to engage in it.
- Share and vet high-level findings from the Consolidated Plan and Analysis of Impediments.
- Gather input to help prioritize the needs to be addressed in the Consolidated Plan by facilitating discussion on housing, community development, and service needs and by distributing and collecting an anonymous survey.

Numerous housing and service provider organizations were represented in these roundtable discussions, including:

- Catholic Community Services

- The Rescue Mission
- Tacoma-Pierce County Health Department
- Communities in Schools
- Emergency Food Network (EFN)
- Lakewood's Promise
- Tacoma-Pierce County Habitat for Humanity
- Living Access Support Alliance (LASA)
- YWCA
- Rebuilding Together
- Oasis Youth Center
- Ethical Leadership Group
- Project Access
- Rebuilding HOPE
- Answers Counseling
- Lakewood's CHOICE
- Springbrook Connections
- West Pierce Fire & Rescue
- Fair Housing Center of Washington
- Pierce County Housing Authority
- Northwest Cooperative Development Center
- Pierce County Aging & Long-Term Care
- Lakewood Water District

Public hearings were held in both cities and advertised in the Tacoma News Tribune and on city websites and social medial platforms. Hearings were held as follows:

- The City held two public hearings early in the planning process - November 13, 2024 and December 3, 2024. Both meetings focused on the general development of the Plan, including input on potential goals and funding opportunities for CDBG and HOME funding.
- A third public hearing was held before Council on April 21, 2025. This meeting sought broader public input on the proposed draft 5-YR 2025-2029 Consolidated Plan and 2025 Annual Action Plan, including goals, objectives, and funding opportunities identified in the plans.
- A 30-day public comment period on the Plan was held from April 1 – April 30, 2025.

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	Public Meeting	Non-targeted/broad community	October 16, 2024 public meeting on housing and community development needs for CDBG and HOME funding and 5-YR 2025-2029 Consolidated Plan process.	No comments received.	N/A	

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)
2	Newspaper Ad	Non-targeted/broad community	Notification of public hearing at Community Collaboration monthly meeting. Seeking input on community development and public service needs for CDBG and HOME funding- November 13, 2024.	Comments detailing the public hearing are summarized in #3 below.	N/A	

3	Public Hearing	Non-targeted community	November 13, 2024 public hearing on housing and community development needs for CDBG and HOME funding and 5-YR 2025-2029 Consolidated Plan process.	Need of affordable rental housing, programs to assist with upfront costs when seeking affordable housing, deposit program, rental assistance, central hub to find assistance programs, resources guide, housing for youth, seniors and veterans, more transitional housing, safe and healthy standards for existing housing, and low barrier housing options.	All comments accepted	
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4	Public Meeting	Targeted outreach to neighborhood stakeholders	November 20, 2024 public meeting on housing and community development needs for CDBG and HOME funding and 5-YR 2025-2029 Consolidated Plan process.	Housing rehabilitation program for homeowner occupied homes, sidewalk improvements , assistance with illegal trash dumping, educational programs, affordable housing, financial literacy programs for youth, program to assist with rental deposits as a barrier to affordability, central hub for program assistance, resources for landlord affected by	All comments accepted	
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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)
				nonpayment of rents by tenants, and roadway improvements		
5	Public Meeting	Targeted outreach to Youth Council to seek youth perspective on housing and community development.	December 2, 2024 public meeting on housing and community development needs for CDBG and HOME funding and 5-YR 2025-2029 Consolidated Plan process.	Program ensuring rental housing is safe and properly maintained, rent restrictions, sidewalks and streetlighting, homeless resources, places for youth to gather, clean up illegal dumping, more affordable housing options.	All comments accepted	

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	Newspaper Ad	Non-targeted/broad community, including housing providers, services providers, housing authority, Health Department and other quasi-governmental agencies.	Notification of December 3, 2024 public hearing on housing and community development needs for CDBG and HOME funding and 5-YR 2025-2029 Consolidated Plan process.	Comments detailing the public hearing are summarized in #7 below.	N/A	

7	Public Hearing	Non-targeted/broad community, including housing providers, services providers, housing authority, Health Department and other quasi-governmental agencies.	December 3, 2024 public hearing on housing and community development needs for CDBG and HOME funding and 5-YR 2025-2029 Consolidated Plan process.	Affordable homeownership options, maintenance of existing owner occupied housing, housing for seniors, preservation of all types of housing, rehabilitation program for rental housing, programs to develop affordable housing, infrastructure assistance programs, shared housing options, universal design housing, renter's insurance	All comments accepted	
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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)
				<p>program, protection of existing manufactured housing, and zoning changes allowing manufactured homes to be considered real property.</p>		

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)
8	Public Meeting	Targeted outreach to Planning Commission on housing and community development needs.	December 4, 2024 public meeting on housing and community development needs for CDBG and HOME funding and 5-YR 2025-2029 Consolidated Plan process.	Support for neighborhood parks, funding for the Tillicum Community Center for maintenance, childcare assistance programs, affordable housing development, and economic development programs supporting low-income persons.	All comments accepted	

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)
9	Internet Outreach	Non-targeted/broad community	Notification of April 21, 2025 public hearing, April 1 – April 30, 2025 public comment period on 5- YR 2025-29 Comprehensive Plan and 2025 Annual Action Plan.	Comments detailing general notification and the public hearing will be summarized in items #11 and #12 below.	NA	
10	Newspaper Ad	Non-targeted/broad community	Notification of April 21, 2025 public hearing, April 1 – April 30, 2025 public comment period on 5- YR 2025-29 Comprehensive Plan and 2025 Annual Action Plan.	Comments detailing general notification and the public hearing will be summarized in items #11 and #12 below.	NA	

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)
11	Public Hearing	Non-targeted/broad community	Public hearing held before Lakewood City Council on April 21, 2025.	Insert comments	All comments accepted	
12	30-Day Public Comment Period	Non-targeted/broad community	April 1 - April 30, 2025 30-day public comment period.	Insert comments	All comments accepted	

13	Internet Outreach	Non-targeted/broad community	Internet survey conducted December-March.	<p>Comments received ranked the following housing and community development needs: 1) Affordable housing, including additional single- and multi-family options; 2) Infrastructure improvements ; tie 3) Public safety and 3) More walkable community; 5) Homeless services; 6) Homeless services/Shelter access; and tie 7)Community center/Gathering space and 7)Property</p>	All comments accepted	
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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)
				Maintenance/ Code enforcement.		

Table 4 – Citizen Participation Outreach

NEEDS ASSESSMENT

NA-05 OVERVIEW

Needs Assessment Overview

Guided by its Comprehensive Plan and informed by extensive community engagement and data analysis, the City has identified pressing priorities across housing, public services, and infrastructure. Rapid population growth, economic shifts, and the presence of Joint Base Lewis-McChord (JBLM) contribute to unique dynamics, highlighting the importance of strategic planning and collaboration with regional partners.

Housing affordability and accessibility remain critical concerns, with many residents, particularly low-income households, seniors, and veterans, struggling to secure stable and affordable living conditions. Public services, including emergency rental assistance, mental health care, and youth support programs, are vital for addressing social and economic disparities. Simultaneously, the City's infrastructure must adapt to growing demands, requiring upgrades to transportation systems, stormwater management, and public spaces.

This needs assessment provides a detailed examination of Lakewood's challenges and opportunities, outlining the data-driven priorities that shape its path forward. From housing shortages to the expansion of critical public facilities, the following sections explore the City's efforts to create a more inclusive, sustainable, and connected community.

NA-10 HOUSING NEEDS ASSESSMENT - 24 CFR 91.405, 24 CFR 91.205 (A, B, C)

Summary of Housing Needs.

Demographics	Base Year: 2017	Most Recent Year: 2023	% Change
Population	59,102	63,034	7%
Households	24,129	26,165	8%
Median Income	\$47,636	\$70,524	48%

Table 5 - Housing Needs Assessment Demographics

Data 2013-2017 ACS (Base Year), 2019-2023 ACS (Most Recent Year)
Source:

Number of Households Table

	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80- 100% HAMFI	>100% HAMFI
Total Households	3,725	3,640	5,820	3,485	8,655
Small Family Households	1,910	2,615	4,660	2,955	8,630
Large Family Households	90	660	900	290	1,135
Household contains at least one person 62-74 years of age	750	985	970	720	2,395
Household contains at least one-person age 75 or older	455	490	685	280	820
Households with one or more children 6 years old or younger	485	720	920	700	485

Table 6 - Total Households Table

Data 2019-2023 CHAS
Source:

Housing Needs Summary Tables

1. Housing Problems (Households with one of the listed needs)

	Renter					Owner				
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total	0- 30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total
NUMBER OF HOUSEHOLDS										
Standard Housing - Lacking complete plumbing or kitchen facilities	70	-	-	-	70	0	0	0	0	0
Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing)	160	450	90	80	1,110	0	20	0	0	0
Overcrowded - With 1.01-1.5 people per room (and none of the above problems)	170	725	60	-	1,075	60	50	220	30	230

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
Housing cost burden greater than 50% of income (and none of the above problems)	2,120	615	295	-	3,030	445	225	85	10	25
Housing cost burden greater than 30% of income (and none of the above problems)	285	955	1,725	250	3,255	175	310	390	495	1,790
Zero/negative Income (and none of the above problems)	310	0	0	0	310	275	0	0	0	275

Table 7 – Housing Problems Table

Data 2019-2023 CHAS

Source:

2. Housing Problems 2 (Households with one or more Severe Housing Problems: Lacks kitchen or complete plumbing, severe overcrowding, severe cost burden)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Having 1 or more of four housing problems	2,625	2,160	2,115	290	7,435	650	585	585	520	2,905
Having none of four housing problems	125	450	1,850	1,725	5,535	110	445	1,265	950	110
Household has negative income, but none of the other housing problems	225	0	0	0	225	15	0	0	0	15

Table 8 – Housing Problems 2

Data 2019-2023 CHAS

Source:

3. Cost Burden > 30%

	Renter				Owner			
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	825	750	965	2,540	145	195	120	460
Large Related	15	40	110	165	30	-	35	65
Elderly	640	450	135	1,225	220	345	234	799
Other	1,130	605	810	2,545	115	20	80	215
Total need by income	2,610	1,845	2,020	6,475	510	560	469	1539

Table 9 – Cost Burden > 30%

Data 2019-2023 CHAS

Source:

4. Cost Burden > 50%

	Renter				Owner			
	0- 30% AMI	>30- 50% AMI	>50- 80% AMI	Total	0- 30% AMI	>30- 50% AMI	>50- 80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	675	210	235	1,120	85	120	-	205
Large Related	15	20	0	35	30	0	-	30
Elderly	625	205	35	865	275	115	74	464
Other	1,005	210	25	1,240	55	0	10	65
Total need by income	2,320	645	295	3,260	445	235	84	764

Table 10 – Cost Burden > 50%

Data 2019-2023 CHAS

Source:

5. Crowding (More than one person per room)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Single family households	165	545	75	25	810	30	35	45	15	125
Multiple, unrelated family households	0	25	0	0	25	0	0	65	0	65
Other, non-family households	0	20	0	15	35	0	0	0	0	0
Total need by income	165	590	75	40	870	30	35	110	15	190

Table 11 – Crowding Information - 1/2
Data 2019-2023 CHAS

Source:

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Households with Children Present	435	710	650	1,795	50	40	270	360

Table 12 – Crowding Information – 2/2

Describe the number and type of single-person households in need of housing assistance.

While the City has increased its stock of smaller housing units growing from 5,114 studio and one-bedroom units in 2017 to 6,092 in 2022, this still falls far short of addressing the needs of Lakewood's 17,454 one- and two-person households, which make up 66.2% of all households. This gap highlights a critical mismatch between the supply of appropriately sized units and the demographic demand, particularly as the senior population continues to grow. Rising housing costs compound this issue. Between 2017 and 2022, median rents in Lakewood surged by 42.3%, significantly outpacing the growth in incomes. For comparison, median family income increased by only 36.7% over the past decade, contributing to widespread affordability challenges. As a result, more than half of all renters (51.4%) in Lakewood are cost-burdened, spending over 30% of their income on housing. Among senior renters, the situation is even more severe, with 55.7% experiencing cost burdens, illustrating the economic vulnerability of older adults in the rental market.

Affordable housing options remain scarce, with federally subsidized housing accounting for just 3% of the city's rental stock (445 units). Alarming, 120 of these units are set to lose affordability restrictions by 2025, potentially displacing low-income households and further tightening the rental market. This scarcity is particularly concerning given the rising poverty rate among seniors, which increased from 8.8% in 2017 to 9.4% in 2022. These older adults often face additional financial strain in maintaining their properties or affording rising rental costs, further exacerbating their housing instability.

Many seniors on fixed incomes struggle to secure stable housing due to the financial burden of security deposits and first-month rent requirements, often pushing them into housing instability or even homelessness. Data from Pierce County's Homeless Crisis Response System indicates a growing crisis, with nearly 10,000 individuals seeking services in 2023, the highest number on record, and seniors disproportionately affected. Without assistance, many face eviction, homelessness, or premature institutionalization, increasing public healthcare costs and diminishing their quality of life. Lakewood's senior population, particularly the 31% of householders aged 65 and older who earn less than \$40,550 annually, is classified as Very Low Income (50% AMI).

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault, and stalking.

The 2024 Point-in-Time (PIT) data provides critical insights into the housing needs of vulnerable populations in Lakewood, WA. Among people experiencing homelessness, 6% (163 individuals) are adult survivors of domestic violence, with 113 sheltered and 50 unsheltered, emphasizing the importance of safe, trauma-informed housing solutions. Disabilities are prevalent across the homeless population, with 26% (698 individuals) experiencing substance abuse issues, 25% (658 individuals) living with chronic health conditions, and 22% (598 individuals) having physical disabilities. Mental health challenges affect 20% (522 individuals), while developmental disabilities impact 8% (223 individuals). Notably, substance abuse and chronic health conditions have a high unsheltered representation, with 340 and 171 individuals, respectively, lacking shelter. Additionally, chronically homeless persons make up 25% of the total population.

What are the most common housing problems?

The consultations and meetings with community stakeholders identified pressing housing challenges in Lakewood. There is a significant need for more affordable rental and homeownership options, especially for families, seniors, veterans, and individuals with disabilities. Many households face barriers such as high rent costs, poor credit, and a lack of affordable deposits, making it difficult to secure stable housing. The shortage of transitional and permanent supportive housing further exacerbates issues for low-income residents.

Community members emphasized the lack of affordable housing near schools and essential services and the need for low-barrier housing to accommodate those facing significant challenges like credit issues or high-income requirements. Gentrification, coupled with the increasing demand for housing from Joint Base Lewis-McChord (JBLM) military families, has intensified affordability concerns in Lakewood. Specific needs include better access to resources, such as a centralized location for housing information and support, and enhanced communication about programs like the City's proactive Rental Housing Safety Program.

Stakeholders suggested innovative solutions, including allowing accessory dwelling units (ADUs) in manufactured home parks, establishing neighborhood revitalization strategies, and expanding programs like Lakewood's Multi-Family Tax Exemption Program to incentivize mixed-income developments. Maintenance and rehabilitation programs for existing owner-occupied and rental housing were also highlighted as critical priorities, alongside infrastructure improvements in affordable housing areas, including sewer updates.

The CHAS in the above tables show Renters earning 0-30% AMI face the most severe issues, including high rates of cost burden (2,120 households spending more than 50% of income on housing), overcrowding, and substandard living conditions. Overcrowding, defined as more than 1.01 people per room, affects 1,075 renter households, with severe overcrowding impacting an additional 1,110 households, primarily in the 30-50% AMI group. Owner households also face cost burdens, with 445 low-income owners spending over half their income on housing. While 7,435 renter and 2,905 owner households report one or more severe housing problems, a significant number of households with zero or negative income highlight the need for supportive services. These issues emphasize the urgent need for affordable housing solutions, rental assistance, and programs to address substandard housing and overcrowding, particularly for households earning less than 50% of AMI.

Are any populations/household types more affected than others by these problems?

Low-income households, particularly renters earning 0-30% of AMI, face the most severe challenges, including significant cost burdens, overcrowding, and substandard living conditions. Families are especially vulnerable, with a critical shortage of affordable 2-3-bedroom units near schools, forcing many into overcrowded or unsuitable housing. Seniors and disabled individuals also face rising housing costs and a lack of accessible housing options, putting them at risk of displacement. Veterans are similarly affected by high rents and a lack of housing subsidies tailored to their needs. Youth, especially at-risk individuals, lack transitional and supportive housing, leaving them with few safe and stable options. Immigrant and refugee households face barriers such as language access, high application fees, and limited knowledge of available resources, further compounding their struggles.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance.

ACS data typically provides 5-year estimates that can become outdated; Esri Business Analyst enhances and adjusts this data using advanced modeling and analysis techniques to reflect more recent trends. Esri's housing data reveals a severe shortage of affordable units for extremely low-income families. For example, in census tracts with the highest concentrations of low-income families, fewer than 10% of available rental units are affordable to households earning below 30% AMI.

The spatial mismatch between affordable housing and essential services, such as schools and healthcare, exacerbates the instability for families with children.

Rental Assistance and Financial Support: Esri's income data identifies over 1,400 households earning below \$15,000 annually, many of whom are at immediate risk of eviction without rental assistance. For example, nearly 1,200 households in the City require emergency rental or utility assistance to avoid becoming unsheltered.

Access to Childcare and Employment Opportunities: Families face barriers to maintaining stable employment due to limited access to affordable childcare. Esri's data shows that neighborhoods with the highest rates of child poverty also lack licensed childcare facilities, with some tracts serving fewer than 5% of children under 5 years old.

Transportation Gaps: Esri's transportation data highlights that 15% of low-income households lack access to a vehicle, limiting their ability to reach employment and essential services.

Support Services: Data shows the need for customized support to access housing resources for differing demographic groups. With Esri's demographic data indicating that in certain areas, as many as 20% of residents are non-English speakers.

Suppose a jurisdiction provides estimates of the at-risk population(s). In that case, it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

Of the At-Risk Population, according to Esri Business Analyst, Of the 25,970 households, 8,710 include members with disabilities, 11% (3,015 families) live below the poverty level, and 2,013 lack access to a vehicle. Additionally, 11,118 residents are aged 65 or older, underscoring the need for support for aging and mobility challenges. Linguistic diversity adds complexity, with Spanish being the most common non-English language among older adults, 215 individuals speak only Spanish, potentially limiting access to vital services. Esri's methodology leverages the American Community Survey variables. It defines "at-risk population" as those who face heightened challenges in accessing resources or navigating daily life due to factors such as poverty, age, disability, lack of transportation, or limited English proficiency.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness.

Insufficient availability of affordable housing options forces individuals and families to spend a significant portion of their income on housing costs, leaving little financial cushion for other necessities and increasing the risk of eviction and homelessness. When households are burdened by high housing costs, meaning they spend a large percentage of their income on housing expenses, it leaves little room for financial stability. Any unexpected expenses or income disruptions can quickly lead to housing instability and potential homelessness. A lack of affordable housing is widely considered to be the greatest predictor of homelessness.

Living in housing with structural deficiencies, safety hazards, or poor maintenance can contribute to housing instability. Unaddressed maintenance issues or unsafe living conditions may result in evictions or the inability to maintain stable housing.

Discussion

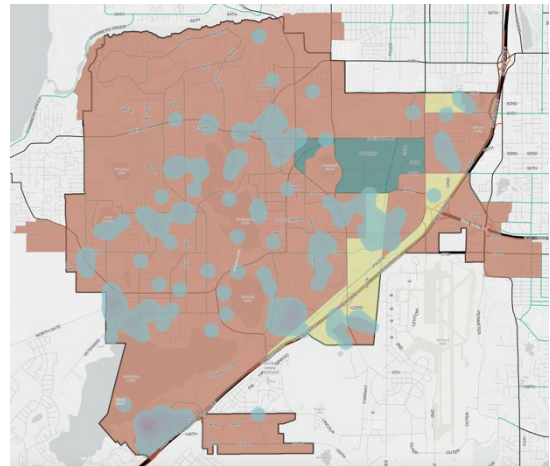
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NA-15 DISPROPORTIONATELY GREATER NEED: HOUSING PROBLEMS - 91.405, 91.205 (B)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

This map uses local parcel information with 2023 population estimates to highlight housing quality disparities in Lakewood. Approximately 140 residential parcels (green circles on the map) are considered either poor, very poor, or uninhabitable, of which 30 are located in Hispanic (yellow shaded census tracts) and Black (blue shaded census tracts) predominately populated census tracts. The areas with the highest concentration of poorly



conditioned parcels are mainly located along key corridors like Pacific Highway and near I-5, particularly around Tillicum and Springbrook. These neighborhoods, shown with overlapping clusters of poor conditions, also align with higher densities of Hispanic (yellow) and Black (green) populations.

Evaluating housing issues can provide valuable insights into the prevalence and distribution of problems faced by different racial and ethnic groups. By examining data on housing issues across various income categories, the city can gain a comprehensive understanding of the overall housing needs within Lakewood.

According to HUD guidelines, “disproportionately greater need” exists when the percentage of individuals in a category of need who belong to a particular racial or ethnic group is at least ten percentage points higher than the percentage of individuals in the category as a whole. HUD also defines “housing problems” as whether or not a household lacks one of the following: complete kitchen facilities, complete plumbing, overcrowding (more than one

person per room), or housing costs (rent or mortgage) that exceed 30% of the household's income.

0%-30% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	3255	475	0
White	1505	270	0
Black / African American	735	30	0
Asian	300	100	0
American Indian, Alaska Native	60	0	0
Pacific Islander	95	0	0
Hispanic	2950	450	0

Table 13 - Disproportionally Greater Need 0 - 30% AMI

Data 2019-2023 CHAS

Source:

**The four housing problems are:*

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

30%-50% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	2745	895	0

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
White	1390	470	0
Black / African American	280	60	0
Asian	260	60	0
American Indian, Alaska Native	20	0	0
Pacific Islander	150	0	0
Hispanic	2575	810	0

Table 14 - Disproportionally Greater Need 30 - 50% AMI

Data 2019-2023 CHAS

Source:

**The four housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%*

50%-80% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	2700	3115	0
White	1220	1660	0
Black / African American	475	479	0
Asian	175	185	0
American Indian, Alaska Native	0	14	0
Pacific Islander	25	80	0

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Hispanic	2355	2873	0

Table 15 - Disproportionally Greater Need 50 - 80% AMI

Data 2019-2023 CHAS

Source:

**The four housing problems are:*

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

80%-100% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	810	2675	0
White	530	1360	0
Black / African American	45	330	0
Asian	75	140	0
American Indian, Alaska Native	0	20	0
Pacific Islander	0	0	0
Hispanic	780	2455	0

Table 16 - Disproportionally Greater Need 80 - 100% AMI

Data 2019-2023 CHAS

Source:

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Discussion

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NA-20 DISPROPORTIONATELY GREATER NEED: SEVERE HOUSING PROBLEMS - 91.405, 91.205 (B)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

This section examines four severe housing problems: 1) lack of complete kitchen facilities, 2) lack of complete plumbing facilities, 3) overcrowding (more than 1.5 persons per room), and 4) a cost burden, where housing costs exceed 50% of household income. The analysis compares households with one or more of these severe housing problems to those with none. A disproportionately greater need is highlighted when a racial or ethnic group within a specific income level experiences these issues at a rate at least 10% higher than the overall average for that group. The tables provide data on the prevalence of these challenges across racial and ethnic groups, laying the groundwork for further analysis.

0%-30% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	2790	935	0

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
White	1235	545	0
Black / African American	710	55	0
Asian	300	100	0
American Indian, Alaska Native	60	0	0
Pacific Islander	80	15	0
Hispanic	185	120	0

Table 17 – Severe Housing Problems 0 - 30% AMI

Data 2019-2023 CHAS

Source:

**The four severe housing problems are:*

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

30%-50% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1480	2160	0
White	640	1220	0
Black / African American	175	165	0
Asian	105	215	0
American Indian, Alaska Native	4	15	0

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Pacific Islander	105	45	0
Hispanic	405	285	0

Table 18 – Severe Housing Problems 30 - 50% AMI

Data 2019-2023 CHAS

Source:

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

50%-80% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	590	5230	0
White	290	2590	0
Black / African American	65	895	0
Asian	0	360	0
American Indian, Alaska Native	0	14	0
Pacific Islander	0	105	0
Hispanic	395	825	0

Table 19 – Severe Housing Problems 50 - 80% AMI

Data 2019-2023 CHAS

Source:

**The four severe housing problems are:*

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

80%-100% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	65	3420	0
White	25	1855	0
Black / African American	10	360	0
Asian	30	190	0
American Indian, Alaska Native	0	20	0
Pacific Islander	0	0	0
Hispanic	65	735	0

Table 20 – Severe Housing Problems 80 - 100% AMI

Data 2019-2023 CHAS

Source:

**The four severe housing problems are:*

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Discussion

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NA-25 DISPROPORTIONATELY GREATER NEED: HOUSING COST BURDENS - 91.405, 91.205 (B)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

This section examines housing cost burden, including households spending more than 30% of their income on housing (classified as cost-burdened) and those spending over 50% (classified as severely cost-burdened). It analyzes how cost burden affects different income levels and racial or ethnic groups. A disproportionately greater need is identified when a racial or ethnic group experiences cost burden at least 10% above the overall average. The tables present data to illustrate these disparities and their impact on households.

Housing Cost Burden

Housing Cost Burden	<=30%	30-50%	>50%	No / negative income (not computed)
Jurisdiction as a whole	14,465	4,780	3,710	245
White	8,615	2,810	1,955	125
Black / African American	1,925	650	900	10
Asian	1,000	470	355	80
American Indian, Alaska Native	155	15	65	-
Pacific Islander	390	115	120	-
Hispanic	2,380	720	315	30

Table 21 – Greater Need: Housing Cost Burdens AMI

Data 2019-2023 CHAS

Source:

Discussion

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NA-30 DISPROPORTIONATELY GREATER NEED: DISCUSSION - 91.205 (B)(2)

Are there any Income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

Housing Problems. At the 0%-30% AMI level, both American Indian/Alaska Native and Pacific Islander households show significantly greater need, with 100% of households in these groups experiencing at least one housing problem, exceeding the jurisdictional rate by 12.7 percentage points. Similarly, at the 30%-50% AMI level, these two groups again demonstrate disproportionate need, with 100% of households facing housing challenges, surpassing the jurisdictional rate by 24.6 percentage points. At the 80%-100% AMI level, Asian households exhibit disproportionate greater need, with 34.9% experiencing housing problems, 11.7 percentage points higher than the jurisdictional average.

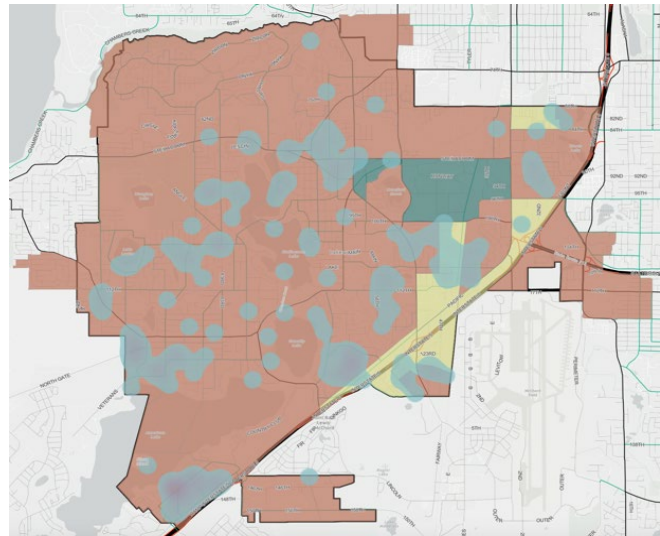
Severe Housing Problems. At the 0%-30% AMI level, Black/African American households (+17.9%) and American Indian/Alaska Native households (+25.1%) face disproportionate severe housing needs. In the 30%-50% AMI category, Black/African American (+10.8%), Pacific Islander (+29.3%), and Hispanic (+18%) households experience disproportionately greater severe housing challenges. At the 50%-80% AMI level, Hispanic households exhibit a disproportionate need (+22.3%). Lastly, in the 80%-100% AMI category, Asian households face disproportionately severe housing problems (+11.7%).

If they have needs not identified above, what are those needs?

The data focuses on housing problems, particularly severe ones, and housing cost burden, primarily highlighting challenges related to affordability and quality of housing. While the data touches upon housing problems, it does not delve into the stability of housing situations. Factors such as evictions, frequent moves, or precarious living arrangements can impact households' overall stability and well-being.

Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

The map highlights areas in Lakewood, WA, with a predominantly Black population (green-shaded block groups) near Seeley Lake Park and the Lakewood Town Center and a predominantly Hispanic population (yellow-shaded block groups) concentrated around Interstate 5 and St. Clare Hospital, many within HUD Qualified Opportunity Zones (yellow outlines). These zones target economically distressed areas,



encompassing mixed residential, commercial, and industrial uses. Housing in Black-dominated areas is likely affordable but at risk of gentrification, while Hispanic-dominated areas feature multifamily housing influenced by proximity to industrial zones and healthcare facilities. While Opportunity Zones present investment potential, challenges like displacement, systemic barriers to economic mobility, and the need for affordable housing persist.

NA-35 PUBLIC HOUSING - 91.405, 91.205 (B)

Introduction

Two primary housing authorities, the Tacoma Housing Authority (THA) and the Pierce County Housing Authority (PCHA), support public housing in Lakewood, Washington. PCHA is the primary authority in Lakewood; however, THA does provide support to some Lakewood households through various rental assistance programs and partnership with PCHA. Both organizations play critical roles in providing affordable housing options and administering housing vouchers to meet the needs of low-income families and individuals in the community.

Pierce County Housing Authority (PCHA):

The Pierce County Housing Authority serves Lakewood, offering affordable housing solutions through programs like Section 8 vouchers and property

management. PCHA focuses on providing stable housing for low- and moderate-income households and supports efforts to reduce homelessness in the region. The agency operates and manages multiple properties and offers direct assistance to help families secure safe and affordable housing in Lakewood.

Tacoma Housing Authority (THA):

The Tacoma Housing Authority operates primarily in Tacoma, but does provide assistance within the City of Lakewood as part of its regional affordable housing initiative. THA provides a range of housing programs, including the Low-Income Public Housing (LIPH) program and the Housing Choice Voucher (Section 8) program, to assist families, seniors, and individuals with disabilities. THA's commitment to housing includes direct property management and partnerships with local landlords to expand the availability of affordable rental units in the City of Tacoma and surrounding areas.

Lakewood takes a collaborative and proactive approach to addressing housing needs. The City works closely with PCHA and THA to align efforts and maximize resources. This partnership extends to regional initiatives like the South Sound Housing Affordability Partners (SSHA³P), an intergovernmental agreement designed to create and preserve affordable housing across Pierce County. Lakewood's participation in SSHA³P demonstrates its commitment to a collective strategy for addressing housing affordability and stability.

PCHA administers 591 vouchers in Lakewood, representing 23.47% of its total vouchers, and owns 215 housing units, which account for approximately 32% of its total portfolio. Among heads of households, the largest racial group is White (55.17%), followed by Black/African American (30.25%). A similar trend is observed among all participants, including family members and children, with Whites comprising 41.09% and Black/African Americans 33.42%. Residents span a wide age range, with a notable concentration of heads of households aged 60-69 (27.35%), while among all participants, the most represented age group is 60-69 years (21.53%). Disability is also a significant factor, with 51.51% of heads of households and 30.71% of all participants meeting HUD disability criteria.

Totals in Use

Program Type									
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units/vouchers available	0	0	215	591	0	0	0	0	0

Table 22 - Public Housing by Program Type *includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home

Race of Residents

Program Type									
Race	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
White	0	0	0	1,505	0	0	0	0	0
Black/African American	0	0	0	761	0	0	0	0	0
Asian	0	0	0	89	0	0	0	0	0
American Indian, Alaska Native	0	0	0	39	0	0	0	0	0
Pacific Islander	0	0	0	68	0	0	0	0	0
Other	0	0	0	47	0	0	0	0	0

***includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition**

Table 23 – Race of Public Housing Residents by Program Type

Data PIC (PIH Information Center)

Source:

Ethnicity of Residents

Program Type									
Ethnicity	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Hispanic	0	0	0	0	0	0	0	0	0
Not Hispanic	0	0	0	0	0	0	0	0	0
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 24 – Ethnicity of Public Housing Residents by Program Type

Data PIC (PIH Information Center)

Source:

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units:

The needs of public housing tenants and applicants on the waiting list for accessible units in Lakewood highlight the demand for housing accommodations that address physical and cognitive disabilities. With over 51% of heads of households identified as disabled and approximately 31% of all participants meeting HUD disability criteria, there is a significant need for accessible units. This includes housing with features like ramps, widened doorways, grab bars, and lower counters to ensure independent and safe living environments for tenants. Additionally, support services such as transportation assistance and in-home care are critical to meeting the comprehensive needs of disabled residents.

What are the number and type of families on the waiting lists for public housing and Section 8 tenant-based rental assistance? Based on the information above and any other information available to the jurisdiction, what are the most immediate needs of residents of public housing and Housing Choice voucher holders?

PCHA and THA manage extensive waiting lists for public housing and Section 8 tenant-based rental assistance. Families on these lists are diverse, including low-income households, seniors, disabled individuals, and families with children. The most immediate needs of these residents include:

Affordable Housing Units: A high demand for units reflects a lack of availability, particularly for larger families or those requiring specific accessibility features.

Support Services: Many families need assistance navigating housing processes, overcoming credit or rental history barriers, and securing stable housing in areas with access to transportation and services.

Stability: Housing Choice Voucher holders often face challenges in finding landlords who accept vouchers or in relocating to neighborhoods offering better opportunities and amenities

How do these needs compare to the housing needs of the population at large.

Compared to the general population of Lakewood, public housing residents and voucher holders disproportionately include individuals from very low-income brackets, seniors, and persons with disabilities. The general population may also face housing affordability challenges, but the public housing community exhibits a higher concentration of severe needs. For example, the broader population may have a mix of moderate and high-income residents with greater access to homeownership. In contrast, public housing tenants often rely entirely on subsidized housing and supportive services. Addressing the distinct needs of this group requires targeted resources and policies that differ from strategies employed for the general population. This includes fostering landlord participation in voucher programs, ensuring fair housing practices, and increasing the stock of affordable and accessible housing.

Discussion

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NA-40 HOMELESS NEEDS ASSESSMENT - 91.405, 91.205 (C)

Introduction:

The homeless coalition serving Lakewood operates as part of a broader collaborative effort to address homelessness across Pierce County. Guided by the Pierce County Comprehensive Plan to End Homelessness, this coalition brings together regional policies, resources, and intelligence to create a unified response to homelessness. Efforts include the annual Point-in-Time Count, which relies on volunteers to gather critical data about the local homeless population and the factors contributing to homelessness. Partnerships with organizations like the Living Access Support Alliance (LASA) enable the coalition to provide supportive and rapid rehousing services. At the same time, the acquisition and conversion of various hotel facilities in both Lakewood and Tacoma illustrates innovative solutions for emergency and permanent supportive housing. Funding from the American Rescue Plan Act (ARPA) and the City's contracts with shelters like the Tacoma Rescue Mission and Catholic Community Services further bolster these initiatives. By integrating

community-driven programs, leveraging regional resources, and fostering collaboration, the coalition takes significant steps toward preventing homelessness and supporting those in need.

If data is not available for the categories "number of persons becoming and exiting homelessness each year" and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth):

Chronically Homeless Persons: This group constitutes a significant portion of the homeless population, with 674 individuals (25% of the total). Among them, 452 (17%) are sheltered, while 222 (8%) remain unsheltered. The data indicates that while many chronically homeless individuals access shelter services, a substantial number still experience unsheltered homelessness, highlighting the persistent need for long-term supportive housing and outreach programs.

Adult Domestic Violence Survivors: This subgroup accounts for 163 individuals, representing 6% of the total population. Of these, 113 individuals (4%) are sheltered, and 50 (2%) are unsheltered. The data emphasizes the critical role of shelters in providing immediate safety for survivors, though the unsheltered percentage signals gaps in resources or barriers to accessing services for some survivors.

Veterans: Veterans make up 202 individuals (8% of the total homeless population). Among them, 164 (6%) are sheltered, while 38 (2%) are unsheltered. These figures demonstrate that existing veteran-focused initiatives, such as HUD-VASH, successfully provide shelter for a majority of this group. Still, additional efforts are needed to address the unsheltered veterans who remain vulnerable.

Unaccompanied Youth and Young Adults: This group includes 181 individuals, accounting for 7% of the total population. Of these, 109 (5%) are sheltered, and 32 (2%) are unsheltered. The data underscores this population's particular vulnerability, which requires targeted interventions like youth-specific housing and support services to reduce risks and provide stability.

Nature and Extent of Homelessness: (Optional)

Race	#	% of Total Persons Counted	Sheltered		Unsheltered	
			#	%	#	%
Total Homeless Persons Counted	2,661	100%	1,445	54%	806	30%
American Indian/Alaskan Native	108	4%	39	1%	57	2%
Asian	51	2%	21	1%	23	1%
Black/African Americans	556	21%	380	14%	119	4%
Middle Eastern or North African	4	0%	1	0%	1	0%
Multi- Racial	196	7%	155	6%	38	1%
Native Hawaiian/Other Pacific Islander	78	3%	58	2%	19	1%
Unknown	229	9%	51	2%	38	1%
White	1227	46%	607	23%	453	17%
Hispanic/Latino	212	8%	133	5%	58	2%

Estimate the number and type of families in need of housing assistance, including families with children and families of veterans.

Targeted Populations	#	% of Total Persons Counted	Sheltered		Unsheltered	
			#	%	#	%
Chronically* Homeless Persons	674	25%	452	17%	222	8%
Adult Domestic Violence Survivor	163	6%	113	4%	50	2%
Veterans	202	8%	164	6%	38	1%
Unaccompanied Youth & Young Adults	181	7%	109	4%	32	1%

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

Out of a total of 2,661 homeless individuals, 54% are sheltered, while 30% remain unsheltered. White individuals make up the largest proportion of the homeless population, with 1,227 individuals (46%), including 607 sheltered and 453 unsheltered. Black/African Americans account for 21% of the population (556 individuals), with 380 sheltered and 119 unsheltered, indicating systemic inequities that disproportionately affect this group. Hispanic/Latino individuals represent 8% of the population (212 individuals), with most accessing shelters but a notable portion remaining unsheltered.

Other groups face unique challenges as well. American Indian/Alaskan Native individuals account for 4% of the homeless population (108 individuals), with a significant portion unsheltered (57). Similarly, Native Hawaiian/Other Pacific Islanders (3%, or 78 individuals) have higher access to shelters, but barriers persist for a smaller unsheltered group. Multi-racial individuals represent 7% (196 individuals), with a majority sheltered, though 38 remain unsheltered. Asian individuals, while a smaller group at 2% (51 individuals) face similar proportions of shelter access and unsheltered living.

A notable segment of the population (9%, or 229 individuals) is categorized under "unknown" race, indicating gaps in data collection that hinder targeted interventions. Small groups like Middle Eastern/North African individuals (4 individuals) also highlight the need for tailored outreach and support.

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

In 2020, the total number of homeless individuals was 1,897, with 983 (52%) sheltered and 567 (30%) unsheltered. By 2021, the total homeless population dropped significantly to 1,005, with all recorded individuals categorized as sheltered. This suggests a data collection or reporting issue for the unsheltered population that year. In 2022, the total homeless population increased to 1,851, with 1,184 individuals (64%) sheltered and 343 (19%) unsheltered. This indicates a growing unsheltered population as the overall numbers rebounded. The trend continued in 2023, with the total homeless population rising to 2,148. Of these, 1,385 (65%) were sheltered, while the unsheltered count increased to 477

(22%). By 2024, the total homeless population surged to 2,661, with 1,445 (54%) sheltered and 806 (30%) unsheltered, marking the highest number of unsheltered individuals across the years.

Discussion:

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NA-45 NON-HOMELESS SPECIAL NEEDS ASSESSMENT - 91.405, 91.205 (B, D)

Introduction

Describe the characteristics of special needs populations in your community:

Active Military. The South Sound Military and Communities Partnership details Lakewood's military population, which reflects its pivotal role as a community for active-duty personnel and their families, particularly those connected to Joint Base Lewis-McChord (JBLM). Lakewood is home to 2,728 active-duty sponsors, 1,575 spouses, and 2,274 children, highlighting the strong family-oriented composition of the military population in the area.

In addition to active-duty members, the city hosts 817 Guard and Reserve sponsors, along with 422 spouses and 499 children. This demonstrates the diverse military presence in Lakewood, encompassing not only active-duty personnel but also those serving in Reserve capacities. Retirees also constitute a significant segment, with 2,433 retiree sponsors residing in Lakewood, alongside 1,670 spouses and 681 children. These demographic underscores the city's importance as a retirement destination for military personnel, with strong ties to JBLM and the amenities it provides.

Beyond direct military affiliations, Lakewood supports additional military-dependent groups, such as other dependents and civilian employees associated with JBLM. For instance, 360 appropriated fund civilians and 470 non-appropriated fund civilians reside in Lakewood, reflecting the city's economic interdependence with JBLM operations.

Veterans. According to the 2023 American Community Survey (ACS) 5-Year data, Lakewood is home to 6,341 civilian veterans aged 18 and older, making up 13.3% of the city's population. Among these, 5,961 (78.6%) are male veterans, while 1,402 (21.4%) are female veterans. This gender distribution highlights the predominantly male composition of the veteran population but also reflects the increasing presence of female veterans. These figures underline Lakewood's position as a critical hub for veterans, offering proximity to Joint Base Lewis-McChord and a community that values and supports their contributions.

Elderly, Frail Elderly, and Persons with Disabilities. In Lakewood, the prevalence of disabilities varies significantly across age groups and disability types, reflecting the diverse needs of the population. Among young children under the age of 5, only 2.1% are reported to have a disability, while the percentage increases to 4.6% for school-age children (5 to 17 years). Young adults (18 to 34 years) show a disability rate of 9.3%, which slightly decreases to 7.6% among middle-aged adults (35 to 64 years). However, the rate rises sharply for older adults, with 25.3% of individuals aged 65 to 74 having a disability and 45.5% among those 75 years and older. Regarding disability types, ambulatory difficulties are the most prevalent, affecting 9.6% of the population, followed closely by independent living challenges at 10.4%. Cognitive disabilities impact 8.5%, while hearing and vision difficulties affect 4.2% and 3.5%, respectively. Additionally, 3.6% of individuals experience self-care challenges.

What are the housing and supportive service needs of these populations, and how are these needs determined?

Active Military. The primary housing need for active military members is affordable housing near Joint Base Lewis-McChord (JBLM). With JBLM projected to grow by 2,800 service members by 2025, there is a 750-unit housing shortfall near the base. Many service members and their families live off-base in Lakewood, which is increasing demand for rental units and driving up housing costs. Supportive services like affordable childcare and transportation infrastructure are essential to support these families. The SSMCP has also highlighted the importance of community resilience projects to improve housing availability and mitigate external risks like natural disasters.

Veterans. Lakewood's 7,363 civilian veterans represent a significant demographic, accounting for 15.21% of the city's population. Housing stability remains a critical need, particularly for veterans on fixed incomes who struggle with rising rents. Veterans Affairs Supportive Housing (VASH) vouchers and community programs are pivotal in addressing these needs.

Elderly & Disabled Populations. Seniors on fixed incomes are increasingly at risk of losing housing due to rising costs. There is a shortage of affordable, age-friendly housing with universal design features, making it difficult for elderly residents to age in place. Additional supportive services, such as home repair assistance and transportation options, are needed to stabilize this vulnerable population. Housing for individuals with disabilities is scarce, with limited accessible units available in the market. Many homes, such as ramps and accessible bathrooms, are not equipped to meet the physical needs of disabled residents. The Fair Housing Center of Washington has advocated for programs that facilitate post-purchase modifications to improve accessibility. Transitional and supportive housing options tailored to the disabled population are also needed to ensure long-term stability.

The needs of these populations were identified through multiple channels, including public hearings, stakeholder interviews, and data from housing and health agencies. Community feedback has consistently highlighted the importance of affordable housing, rent stabilization, and expanded supportive services. Initiatives like the Pierce County Housing Authority's five-year plan and SSMCP's resilience reviews further refine these priorities by incorporating long-term regional planning and economic analysis.

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area:

Using data from Washington State and Pierce County, the population of individuals living with HIV/AIDS in Lakewood can be estimated by adjusting for its population size and demographic characteristics. Washington has approximately 15,000 people living with HIV, with about 11% residing in Pierce County. Lakewood, accounting for a substantial portion of Pierce County's population, is estimated to have between 250 and 300 individuals living with HIV/AIDS.

This population is primarily made up of individuals assigned male at birth, with men who have sex with men (MSM) being the most impacted group, reflecting state and national trends. Key needs for this population include access to stable housing, comprehensive healthcare, and social support services. Challenges like stigma, healthcare access disparities, and poverty further complicate their stability. Families of individuals with HIV/AIDS also require supportive services such as counseling and financial assistance to cope with associated healthcare costs and social challenges.

If the PJ will establish a preference for a HOME TBRA activity for persons with a specific category of disabilities (e.g., persons with HIV/AIDS or chronic mental illness), describe their unmet need for housing and services needed to narrow the gap in benefits and services received by such persons. (See 24 CFR 92.209(c)(2) (ii))

N/A

Discussion:

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NA-50 NON-HOUSING COMMUNITY DEVELOPMENT NEEDS - 91.415, 91.215 (F)

Describe the jurisdiction’s need for Public Facilities:

According to Lakewood’s 2024 Comprehensive Plan, the City must address growing demands for utilities, transportation infrastructure, emergency services, and community resources. Public facilities are critical for meeting Lakewood’s projected growth targets, which include accommodating an additional 9,378 housing units and 9,863 jobs by 2044.

Key facility needs include upgrading stormwater and sewer systems to meet increased residential and commercial demands. Improvements to transportation infrastructure, such as arterial roads and multimodal connections, including sidewalk and streetlighting investments, are also essential to support growth and reduce congestion, especially given the city’s proximity to Joint Base Lewis-McChord and major highways like I-5 and SR-512.

Emergency services, including police and fire protection, require enhancements to maintain adequate response times amid population growth. Public spaces like parks, community centers, and libraries also need expansion and modernization to meet the recreational and cultural needs of a diverse and growing population. The City's emphasis on sustainability calls for energy-efficient infrastructure and resilient designs to address climate change and environmental challenges.

How were these needs determined?

The needs for public facilities in Lakewood were determined through growth projections, infrastructure assessments, community engagement, and alignment with regional policies. Growth targets from the Puget Sound Regional Council and Pierce County highlighted the need for additional housing, transportation, and utilities to support population and employment growth. Community input through surveys and public hearings identified local priorities. At the same time, compliance with the Growth Management Act ensured infrastructure met future demands of environmental sustainability and distribution of resources, particularly in underserved areas, further shaping facility planning.

Describe the jurisdiction's need for Public Improvements:

Lakewood's need for public improvements, as detailed in the Six-Year Comprehensive Transportation Improvement Program (2024-2029), focuses on upgrading transportation, infrastructure, and public facilities to support growth and improve quality of life. These needs are identified through compliance with the Growth Management Act, alignment with regional goals, and community feedback.

Key priorities include widening 150th Street for industrial development, creating multimodal pathways on Gravelly Lake Drive, upgrading stormwater systems, enhancing ADA-compliant sidewalks, and installing sidewalks and streetlighting where none presently exist. Public safety improvements, like new traffic signals at critical intersections, and neighborhood projects address traffic volumes and enhance livability.

How were these needs determined?

The City of Lakewood identified its public facilities and public improvement needs through comprehensive studies, and plans developed resulting from those studies, the City of Lakewood 6-Year Capital Improvement Plan.

Describe the jurisdiction's need for Public Services:

Housing Assistance and Homeless Prevention: There is a significant need for emergency rental assistance and housing stabilization services. Programs like those operated by LASA and STEP address critical gaps by providing emergency shelters, hygiene centers, and homelessness prevention resources.

Access to Health and Behavioral Health Services: Mental health and behavioral health services remain a priority, with organizations like the Asia Pacific Cultural Center, Greater Lakes Mental Health, and Community Health Care focusing on providing affordable access to care.

Food Security: Organizations like the Emergency Food Network and St. Leo's Food Connection provide access to food for underserved populations. Many low-income households, seniors, and individuals with disabilities face barriers to accessing nutritious food due to transportation limitations, financial hardship, and mobility issues.

Youth Support and Programming: Programs targeting emotional and social well-being, such as those offered by Communities in Schools and the Boys & Girls Club, are critical for supporting Lakewood's youth. The Oasis Youth Center, providing wraparound services for at-risk youth, is another resource.

Support for Vulnerable Populations: Services for individuals living with HIV/AIDS and their families, provided by organizations like the Pierce County AIDS Foundation (PCAF), are essential. PCAF focuses on maintaining health insurance, transportation access, and prevention efforts for high-risk groups.

How were these needs determined?

These needs are identified through public engagement, reviews of grant applications, and discussions with service providers, ensuring resources align with community priorities.

HOUSING MARKET ANALYSIS

MA-05 OVERVIEW

Housing Market Analysis Overview:

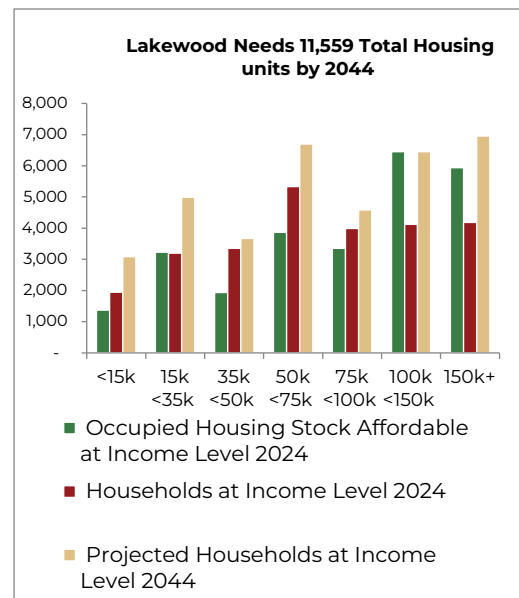
The Balanced Housing Model

The Balanced Housing Model calculates housing needs based on projected household growth at each income level, using past trends and anticipated changes in social, economic, and demographic factors. This includes considerations like housing stock age, immigration, and population changes. Its projections can be summarized as follows:

1. Using census data, population projections, and key indicators, establish the forecasted number of housing units needed by 2044.
2. Subtract the City's existing number of housing units from the county's 2044 projected housing units.

Lakewood's 2024 Comprehensive Plan projects steady growth, with the population increasing by 37% from 63,034 in 2023 to 86,792 by 2044. Households are expected to grow from 26,125 to 36,443, with an average of 2.34 persons per household. The City will need 12,174 total housing units by 2044. By 2044, Lakewood's population will shift with 31.7% under age 25, 27.7% aged 25–44, 22.4% aged 45–64, and 18.1% aged 65 and older. This demographic evolution underlines the importance of strategic planning to address evolving housing needs across all income levels.

Renter Housing Demand By 2044, Lakewood will need an additional 10,289 rental housing units to meet demand and replace obsolete stock. The greatest need is for households earning less than \$35,000 annually, which accounts for over 5,800 units (2,074 for incomes under \$15k and 3,785 for \$15k–\$35k).



Owner Housing Demand Based on the Balanced Housing Model projections, Lakewood will need 2,619 additional owner-housing units to meet demand and replace obsolete housing. The greatest need is in the \$35k—\$50k income bracket, which requires 1,885 units. This highlights a gap in moderately affordable ownership opportunities. Other income brackets show limited demand or even surpluses in certain ranges, such as the \$15k—\$35k range.

MA-10 HOUSING MARKET ANALYSIS: NUMBER OF HOUSING UNITS - 91.410, 91.210(A)&(B)(2)

Introduction

The majority of Lakewood homes are 1-unit detached structures, comprising 44% (12,320 units) of the total. Smaller segments include 1-unit attached structures at 6% (1,565 units) and multifamily units ranging from 2-4 units at 13% (3,573 units) to larger developments of 5-19 units at 23% (6,425 units) and 20 or more units at 10% (2,910 units). Mobile homes and other nontraditional units such as boats, RVs, and vans account for the remaining 4% (1,217 units).

All residential properties by number of units

Property Type	Number	%
1-unit detached structure	12,320	44%
1-unit, attached structure	1,565	6%
2-4 units	3,573	13%
5-19 units	6,425	23%
20 or more units	2,910	10%
Mobile Home, boat, RV, van, etc	1,217	4%
Total	28,010	100%

Table 25 – Residential Properties by Unit Number

Data Source: 2019-2023 ACS

Unit Size by Tenure

	Owners		Renters	
	Number	%	Number	%
No bedroom	57	0.5%	1,062	7%
1 bedroom	176	2%	4,750	33%

	Owners		Renters	
	Number	%	Number	%
2 bedrooms	1,970	17%	5,990	42%
3 or more bedrooms	9,503	81%	2,617	18%
Total	11,706	100%	14,419	100%

Table 26 – Unit Size by Tenure

Data 2019-2023 ACS

Source:

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

Lakewood has a total of 471 federally assisted housing units across seven subsidized properties, representing approximately 3.3% of the city’s 14,419 rental units. These properties primarily serve low-income households, with specific targeting for families, seniors, and persons with disabilities. The units include a mix of studio, one-bedroom, two-bedroom, and three-plus-bedroom options, ensuring accessibility for a variety of household types. Most of the properties are funded through programs such as Low-Income Housing Tax Credits (LIHTC), Project-Based Vouchers (PBV), and HOME, with affordability levels typically set for households earning below 60% of the Area Median Income (AMI).

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as the expiration of Section 8 contracts.

Of the 471 federally assisted units, a small portion could transition to market-rate housing within the next 10–15 years if affordability agreements are not renewed. Key properties include those funded through Section 8, such as Wisteria Walk Apartments and Lakewood Meadows Apartments, whose contracts expire in 2038 and 2032, and HOME-assisted units, which may lose affordability after 2036. Project-based voucher units, which rely on annual funding, also present risks if funding priorities shift.

Does the availability of housing units meet the needs of the population?

Lakewood's housing stock does not adequately meet the needs of low-income households, particularly those earning less than \$50,000 annually. For households earning less than \$15,000, there are 1,459 households but only 594 affordable units, leaving a gap of 865 units. The shortage is even more severe for households earning between \$15,000 and \$35,000, where 2,371 households are competing for just 332 affordable units, resulting in a gap of 2,039 units. Households earning between \$35,000 and \$50,000 also face a deficit, with 2,563 households and only 1,449 affordable units, leaving a gap of 1,114 units. In total, there is a shortfall of 4,018 affordable housing units for households earning below \$50,000 annually.

Describe the need for specific types of housing:

Feedback from public hearings and community engagement reports highlights gaps in affordable family housing, with a particular demand for larger units (2-3 bedrooms) to accommodate households with children. Seniors and persons with disabilities face a lack of accessible and affordable options, as many units are not equipped to meet physical accessibility standards, and rising rental costs are pushing these populations out of stable housing. Veterans and active-duty military personnel, particularly those associated with Joint Base Lewis-McChord (JBLM), face unique challenges due to income variability, short-term housing needs, and insufficient availability of units tailored to military families. Reports also emphasize the need for extremely low-income (ELI) housing, particularly for households earning less than \$35,000 annually, as well as transitional and supportive housing for homeless individuals, youth, and veterans. Additionally, the need for housing that integrates supportive services for those experiencing homelessness, domestic violence survivors, and individuals with mental health challenges has been repeatedly raised.

Discussion

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MA-15 HOUSING MARKET ANALYSIS: COST OF HOUSING - 91.410, 91.210(A)

Introduction

To afford homeownership in Lakewood, a family would need to earn significantly more than the median household income due to rising housing costs. With the median home value at \$420,500 in 2023, monthly housing costs, including mortgage payments, taxes, and insurance, would typically range from \$2,000 to \$2,500. This requires an annual income of approximately \$85,000 to \$100,000 to avoid spending more than 30% of income on housing, the standard measure of affordability. However, with the City’s median household income estimated well below this threshold, many families face barriers to homeownership. The cost of housing in Lakewood has risen significantly in recent years, reflecting substantial affordability challenges for residents. Between 2017 and 2023, the median home value increased by 81%, from \$232,600 to \$420,500, while the median contract rent rose by 61%, from \$809 to \$1,304. Current rental data shows that 40% of renters pay between \$1,000 and \$1,499 monthly, while nearly half (47%) spend \$1,500 or more, indicating limited affordability for low-income households. Housing affordability data reveals critical gaps, particularly for renters earning 30% of the Area Median Family Income (HAMFI), with only 435 units affordable at this income level. Although more units are available for households earning 50% and 80% of HAMFI, they are still insufficient to meet the demand, with 13,230 rental units needed. Homeownership affordability is even tighter, with only 745 units affordable for those earning 50% of HAMFI and 2,235 for 80% of HAMFI.

Cost of Housing

	Base Year: 2017	Most Recent Year: 2023	% Change
Median Home Value	\$232,600	\$420,500	81%
Median Contract Rent	\$809	\$1,304	61%

Table 27 – Cost of Housing

Data 2013-2017 ACS (Base Year), 2019-2023 ACS (Most Recent Year)

Source:

Rent Paid	Number	%
Less than \$500	113	1%
\$500-999	1,721	12%
\$1,000-1,499	5,501	40%
\$1,500-1,999	4,081	29%
\$2,000 or more	2,462	18%
Total	13,878	100%

Table 28 - Rent Paid

Data 2019-2023 ACS

Source:

Housing Affordability

Number of Units affordable to Households earning	Renter	Owner
30% HAMFI	435	No Data
50% HAMFI	3,190	745
80% HAMFI	9,605	2,235
100% HAMFI	No Data	3,800
Total	13,230	6,780

Table 29 – Housing Affordability

Data 2019-2023 CHAS

Source:

Monthly Rent

Monthly Rent (\$)	Efficiency (no bedroom)	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	\$1,430	\$1,603	\$1,987	\$2,800	\$3,236
High HOME Rent	\$1,298	\$1,391	\$1,672	\$1,923	\$2,125
Low HOME Rent	\$1,013	\$1,086	\$1,303	\$1,505	\$1,680

Data HUD FMR and HOME Rents

Source:

Is there sufficient housing for households at all income levels?

There are 1,459 households earning less than \$15,000 annually, yet only 594 occupied housing units are affordable to them, resulting in a shortfall of 865 units. Similarly, households earning between \$15,000 and \$35,000 total 2,371, but there are only 332 affordable occupied units, leaving a gap of 2,039 units. Households with incomes between \$35,000 and \$50,000 number 2,563, with 1,449 affordable occupied units available, indicating a deficit of 1,114 units. The shortage is most severe for those earning below \$35,000, where the combined deficit exceeds 2,900 units.

How is the affordability of housing likely to change, considering changes to home values and/or rents?

Between 2017 and 2023, the median home value increased by 81%, from \$232,600 to \$420,500, and median contract rent rose by 61%, from \$809 to \$1,304. As of 2024, the average rent in Lakewood is approximately \$1,202 per month, which is 23% lower than the national average rent of \$1,560. It is anticipated this upward trend in average rent and house valuation will continue, causing further affordability for Lakewood households, especially those at or below 80% AMI.

How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

Low HOME rents are below the AMR for smaller units, making them accessible to low-income households. Still, rents for larger units (e.g., 3- and 4-bedroom homes) often exceed the AMR, creating challenges for families needing more space. Fair Market Rents are significantly higher than AMR and HOME rents, especially for larger units: 3-bedroom units at \$2,800 (92% above AMR) and 4-bedroom units at \$3,236 (122% above AMR).

Lakewood's 2024 Comprehensive Plan emphasizes key barriers to affordability, including restrictive zoning regulations that limit higher-density development and the lack of incentives for affordable housing production in high-opportunity neighborhoods.

Discussion

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MA-20 HOUSING MARKET ANALYSIS: CONDITION OF HOUSING - 91.410, 91.210(A)

Introduction

Regarding housing conditions in Lakewood, CHAS data shows that 24% of owner-occupied units and 48% of renter-occupied units have at least one selected condition, such as issues with plumbing, heating, or structural integrity. A smaller percentage, 0.5% of owner-occupied and 5% of renter-occupied units exhibit two such conditions. Notably, no units were reported with three or four conditions. Conversely, 75% of owner-occupied and 47% of renter-occupied units have no reported issues, suggesting a significant portion of the housing stock is in good condition.

Approximately 69% of owner-occupied and 54% of renter-occupied units were built before 1980, two years after lead-based paint was banned for residential use in 1978. These numbers present a substantial risk of lead-based paint exposure to Lakewood households occupying these units.

The City's proximity to Joint Base Lewis-McChord (JBLM) exposes residential areas to noise pollution and vibrations from military activities, potentially accelerating structural wear and reducing the desirability of affected neighborhoods. Additionally, Lakewood's location within the Puget Sound region subjects it to high humidity and frequent rainfall, which can lead to moisture-related issues such as mold growth, wood rot, and weakened foundations if proper maintenance is neglected. Furthermore, certain neighborhoods in Lakewood, such as Tillicum/Woodbrook and Springbrook, are identified as HUD "Qualified Census Tracts" and have high scores for Washington Environmental Health Disparities, indicating a combination of environmental exposures and socioeconomic factors that may exacerbate housing deterioration.

Describe the jurisdiction's definition of "substandard condition" and "substandard condition but suitable for rehabilitation:

For purposes of this Consolidated Plan, units which are considered in “substandard condition” are units which do not meet HUD Uniform Physical Condition Standards (UPCS) and/or current applicable code standards. Units in “substandard condition but suitable for rehabilitation” are those that may not meet one or more of UPC Standards but can be reasonably repaired to extend the life of the building, contribute to the safety of the occupant, and improve conditions or livability of the structure. Substandard and not suitable for rehabilitation are units that are in poor condition and not structurally and/or financially feasible to rehabilitate.

Condition of Units

Condition of Units	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
With one selected Condition	2,828	24%	6,920	48%
With two selected Conditions	60	0.5%	729	5%
With three selected Conditions	0	0%	0	0%
With four selected Conditions	0	0%	0	0%
No selected Conditions	8,818	75%	6,770	47%
Total	11,706	100%	14,419	100%

Table 30 - Condition of Units

Data 2019-2023 ACS

Source:

Year Unit Built

Year Unit Built	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
2000 or later	1,095	9%	2,712	19%
1980-1999	2,514	21%	3,922	27%
1950-1979	7,202	62%	6,690	46%
Before 1950	895	8%	1,095	8%
Total	11,706	100%	14,419	100%

Table 31 – Year Unit Built

Data 2019-2023 CHAS
Source:

Risk of Lead-Based Paint Hazard

Risk of Lead-Based Paint Hazard	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Total Number of Units Built Before 1980	8,097	69%	7,785	54%
Housing Units build before 1980 with children present	1,080	10%	1,275	9%

Table 32 – Risk of Lead-Based Paint

Data 2019-2023 ACS (Total Units) 2019-2023 CHAS (Units with Children
Source: present)

Describe the need for owner and rental rehabilitation based on the condition of the jurisdiction's housing.

Among owner-occupied units, 24% have at least one selected condition, such as structural issues, outdated plumbing, or inadequate heating, while 0.5% have two chosen conditions. For renter-occupied units, the need is even more acute, with 48% having at least one condition and 5% having two conditions. Additionally, the age of the housing stock compounds the need for rehabilitation, as 69% of owner-occupied and 54% of renter-occupied units were built before 1980, increasing the likelihood of lead-based paint hazards. Rental properties, in particular, may lack ongoing maintenance due to absentee landlords or limited resources, posing health and safety risks for tenants.

Permitting delays in Lakewood have been identified as a significant barrier to housing construction, contributing to increased costs and extended project timelines. In response, Lakewood has implemented measures to streamline its permitting process. The City is transitioning to a new permitting software looking to offer a streamlined experience for applicants. This new platform provides an online dashboard for document submission, fee payments, inspection scheduling, and permit status reviews, and allows better

interconnectivity between internal departments in order to enhance efficiency and transparency.

Additionally, new State legislation effective January 2025 introduced specific timelines for permit reviews, including 28 days to determine application completeness. With the new software upgrades and better interconnectivity, the City anticipates a much-improved permitting experience moving forward.

Estimate the number of housing units within the jurisdiction that are occupied by low- or moderate-income families and contain lead-based paint hazards. 91.205(e), 91.405

It is estimated that approximately 6,353 housing units in Lakewood occupied by low- or moderate-income families contain potential lead-based paint hazards. This estimate is based on the city's data showing that 69% of owner-occupied and 54% of renter-occupied units were built before 1980. Applying income distribution data, where approximately 40% of households are low- or moderate-income, results in an estimate of 3,239 owner-occupied units and 3,114 renter-occupied units at risk.

Discussion

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MA-25 PUBLIC AND ASSISTED HOUSING - 91.410, 91.210(B)

Introduction

Totals Number of Units

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project-based	Tenant-based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units/vouchers available				3,101	232	2,699	319	-	200
# of accessible units									
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 33 – Total Number of Units by Program Type

Data PIC (PIH Information Center)

Source:

Describe the supply of public housing developments:

There are no Public Housing Developments in Lakewood.

Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan:

The Pierce County Housing Authority (PCHA) manages a limited portfolio of public housing units and Section 8 Housing Choice Vouchers. The housing supply includes scattered site units and larger developments, with ongoing efforts to expand through acquisitions and leveraging tax credits. For example, PCHA plans to develop additional affordable units using proceeds from the disposition of existing properties and through new construction projects. However, the available housing does not sufficiently meet the demand from low- and moderate-income families, as demonstrated by long waitlists and the need for more VASH and Emergency Housing Vouchers. PCHA operates 124 scattered site units, which have presented operational challenges due to high maintenance costs and inefficiencies. Many of these units are in need of significant repairs or updates. Recent approvals for Section 18 Disposition are allowing PCHA to sell some properties and replace them with more sustainable housing options. The occupancy rate of public housing units remains high, reflecting the significant demand for affordable housing. However, outdated infrastructure and deferred maintenance issues persist, particularly in older units.

Public Housing Condition

Public Housing Development	Average Inspection Score

Table 34 - Public Housing Condition

Describe the restoration and revitalization needs of public housing units in the jurisdiction:

Many public housing units require upgrades to meet current safety and accessibility standards. PCHA has outlined plans to revitalize its portfolio by pursuing tax credits for rehabilitation projects and implementing the Faircloth-to-RAD conversion program to ensure long-term affordability. Infrastructure improvements, such as updated plumbing and electrical systems, are also priorities.

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing:

PCHA has adopted a multi-layered strategy to enhance the living environment for low- and moderate-income families. This includes expanding housing choice through increased voucher availability, targeted outreach to landlords, and prioritizing housing for veterans, persons with disabilities, and other vulnerable populations. The agency also focuses on community engagement, offering programs like “Ready to Rent” to address common leasing barriers. Partnerships with local organizations and additional funding sources are being leveraged to increase housing options and provide supportive services.

Discussion:

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MA-30 HOMELESS FACILITIES AND SERVICES - 91.410, 91.210(C)

Introduction

Households with adults and children have 502 emergency, 67 transitional, and 1,035 supportive housing beds targeted to homeless persons. Adult-only households have 1,106 emergency and 1,497 supportive beds. Unaccompanied youth have fewer. Youth under 18, along with other vulnerable groups, often remain in temporary housing for prolonged periods without successfully transitioning to permanent housing. Data from Pierce County’s Homeless Crisis Response System shows that only about one in three individuals receiving services exit to permanent housing, a rate that has declined over time as the number of individuals in need has doubled between 2015 and 2023.

Facilities Targeted to Homeless Persons

	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supportive Housing Beds	
	Year-Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with Adult(s) and Child(ren)	502	-	67	1,035	-
Households with Only Adults	1,106	-	101	1,497	-
Chronically Homeless Households	n/a	-		611	-
Veterans	40	-	71	675	-
Unaccompanied Youth	24	-	0	15	-

Table 35 - Facilities Targeted to Homeless Persons

Describe mainstream services, such as health, mental health, and employment services, to the extent those services are used to complement services targeted to homeless persons.

The City collaborates with organizations like the Continuum of Care, Tacoma-Pierce County Health Department and the Pierce County Housing Authority to address the medical, mental health, and economic challenges that exacerbate homelessness.

- **Health Services:** Programs like Madigan Army Medical Center, which provides Level II trauma care, extend services beyond military beneficiaries to assist vulnerable populations, including those experiencing homelessness. Collaborative efforts also support vaccination drives and preventive care for unhoused individuals.
- **Mental Health Services:** Organizations such as Greater Lakes Mental Health offer therapy, substance abuse treatment, and crisis intervention, which align with housing-first initiatives to stabilize individuals
- **Employment Support:** Partnerships with agencies like the Tacoma Goodwill aim to improve job readiness among homeless individuals through skills training and employment matching services

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

LIHI's operation of Maureen Howard Place in Lakewood serves as an enhanced shelter, providing 77 suites for homeless persons who are actively camping along state right-of-ways. The facility was opened in 2024 with funding provided through the state Department of Commerce Right-of-Way program. Additionally, LIHI operates Aspen Court, a one-time emergency shelter offering housing assistance to chronically homeless persons. Currently Aspen Court is in the process of being converted into permanent supportive housing for low-income households. Families with children benefit from programs offered by Catholic Community Services and LASA, which provide safe housing, rental assistance, childcare resources, and access to emergency services for

those experiencing homelessness. Veterans' housing and healthcare needs are met through resources like Veterans Affairs Supportive Housing (VASH) vouchers, while unaccompanied youth, including at-risk individuals, are supported by organizations like the Oasis Youth Center.

MA-35 SPECIAL NEEDS FACILITIES AND SERVICES - 91.410, 91.210(D)

Introduction

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents, and any other categories the jurisdiction may specify and describe their supportive housing needs.

Special populations in Lakewood, such as the elderly and frail elderly, require age-appropriate, accessible housing options integrated with health care and mobility services. Persons with disabilities, including mental, physical, and developmental disabilities, often need supportive housing with accommodations such as ADA-compliant units, access to medical services, and case management. Individuals with alcohol or drug addictions benefit from transitional and supportive housing that includes recovery and counseling services. Similarly, persons with HIV/AIDS and their families need stable housing coupled with health care, case management, and nutritional support. Public housing residents, many of whom are low-income, require access to programs that promote self-sufficiency, such as job training and financial literacy. Lakewood's proactive approach ensures these populations receive tailored services to address their unique challenges.

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing.

To support individuals returning from mental and physical health institutions, Lakewood collaborates with partners such as Greater Lakes Mental Health the Pierce County Health Department, and the Continuum of Care coalition. These programs ensure a smooth transition into community settings by providing wraparound services, including case management, access to housing vouchers, and integration into supportive housing. The City also works with

reentry organizations to assist those recovering from substance use disorders or physical injuries, ensuring they have access to both housing and necessary rehabilitative services.

Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e).

In the upcoming year, Lakewood will focus on expanding housing options and enhancing service delivery for non-homeless special populations. Planned activities include programs in support of the maintenance of existing affordable housing stock by way of housing rehabilitation programs designed to maintain both owner-occupied and renter-occupied housing units. Ensuring existing rental housing units are adequately maintained and continue to provide safe, decent affordable housing to Lakewood residents through the City's rental inspection program. Emergency assistance programs supporting vulnerable populations, including the elderly, those with disabilities, and low-income households, will continue to assist persons displaced from their homes through no fault of their own resulting from displacement actions such as fire, natural disasters, and redevelopment activities. Rental housing deposit assistance programs designed to provide housing stability to those households otherwise unable to secure rental housing. Partnerships with LASA, Habitat and Rebuilding Together seek to increase the availability of affordable housing for seniors through the development of age-friendly units and retrofitting existing housing to improve accessibility. Many seniors on fixed incomes struggle to secure stable housing due to the financial burden of security deposits and first-month rent requirements, often pushing them into housing instability or even homelessness. Data from Pierce County's Homeless Crisis Response System indicates a growing crisis, with nearly 10,000 individuals seeking services in 2023, the highest number on record, and seniors disproportionately affected. Without assistance, many face eviction, homelessness, or premature institutionalization, increasing public healthcare costs and diminishing their quality of life. Lakewood's senior population, particularly the 31% of householders aged 65 and older who earn less than \$40,550 annually, is classified as Very Low Income (50% AMI). The City will look to expand partnerships with organizations like LASA and the Pierce County AIDS

Foundation to ensure individuals with HIV/AIDS and their families receive comprehensive care. Programs targeting individuals with disabilities will emphasize independent living, vocational training, and access to medical services. Additionally, the City will continue its efforts to stabilize and revitalize existing neighborhoods through the removal and remediation of blighted properties.

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. (91.220(2)).

The activities below align with the City's overarching goals of stabilizing existing residents, increasing access to affordable housing, and addressing the unique needs of special populations, particularly through services designed to enable independence and enhance the quality of life.

Major Home Repair Program: This program provides loans for significant home repairs, including accessibility improvements, to help low-income homeowners, particularly elderly and disabled residents, remain in their homes safely and affordably. The project includes accessibility upgrades, such as the installation of ramps and ADA-compliant fixtures.

Habitat for Humanity Aging-in-Place Program: This initiative, which focuses on small-scale repairs and accessibility improvements, assists elderly and disabled homeowners in maintaining safe, livable housing.

Rebuilding Together South Sound Repair Program: This program provides funding to make general repairs, accessibility improvements, or emergency repairs related to deferred maintenance for low-income households, with priority for families with children, senior, and disabled households.

Emergency Assistance Payments: Funding supports emergency payments for basic needs such as food, housing, and housing-related expenses. This program prioritizes elderly, disabled, and cost-burdened households disproportionately affected by rising living costs.

Affordable Housing Development: Living Access Support Alliance (LASA) will begin constructing 26 affordable rental units in Lakewood's downtown core, targeting low-income families and special needs populations.

Relocation Assistance: Emergency relocation services assist households displaced through no fault of their own due to fires, redevelopment, or building code closures, ensuring access to safe and stable housing.

Fair Housing and Culturally Competent Services: Funding is allocated for education and outreach to ensure housing access, with a focus on at-risk and low-income populations disproportionately impacted by housing inequities.

MA-40 BARRIERS TO AFFORDABLE HOUSING - 91.410, 91.210(E)

Describe any negative effects of public policies on affordable housing and residential investment.

Public policies can impose a variety of restrictions that limit the development of affordable housing and discourage residential investment, thus highlighting the broad challenges that come with balancing growth, urban design, and accessibility. Zoning laws, particularly in areas like the Colonial Overlay (C-O) and Town Center Incentive Overlay (TCI-O), prohibit standalone residential developments and certain housing types such as mobile home parks, boarding houses, and some group homes, thereby excluding options that cater to lower-income and special needs populations in favor of maintaining certain uniformity of development and design standards. These policies could potentially lead to a reduction in the availability of affordable housing development, thus worsening housing scarcity for vulnerable community groups. Further, density restrictions complicate the issue, as they inherently increase development complexity and costs, making affordable housing projects less financially viable. Strict design standards, like those in the Colonial District, could increase construction costs and limit affordable residential development.

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 ever-increasing property valuations and construction costs spiraling out of sight, the very programs designed to assist communities in the support and development of affordable housing are

hindering that development. Certain regulations like the restriction of investment in homes whose value exceeds that of 95% of median purchase price, outdated per-unit investment subsidy limits, onerous environmental regulations, construction and materials regulations, contracting provisions including prevailing wage, Buy America Build America and Section 3 hiring requirements, ever-changing property inspection and monitoring standards, and a restriction of CDBG investments in the constructing of new housing units unless conducted by a Community Based Development Organization. As economies and markets evolve, regulatory policies need to be evaluated and either updated or eliminated in order to keep pace with the changing economic times.

MA-45 NON-HOUSING COMMUNITY DEVELOPMENT ASSETS - 91.410, 91.210(F)

Introduction

Total employment in the City increased from 31,804 jobs in Q1 2022 to 32,670 jobs in Q1 2024, with significant contributions from health care and social assistance (11,758 jobs) and retail trade (3,309 jobs). However, sectors like transportation and warehousing experienced declines, dropping to 1,894 jobs from 2,060 in Q1 2022.

The unemployment rate in Lakewood is 5.7%, slightly higher than the Pierce County average of 5.0%. Median household income rose to \$65,531, although it remains below the Pierce County and state averages. The assessed property value reached \$11 billion, and annual property tax revenue increased steadily to \$7.76 million in 2023.

Lakewood's largest employers include Joint Base Lewis-McChord (55,000 employees), Western State Hospital, and St. Clare Franciscan. The report also notes an active business environment with 4,710 licensed businesses. Investments in public safety and education continue, with improvements in high school graduation rates and public infrastructure.

Economic Development Market Analysis
Business Activity

Business by Sector	Number of Workers	Number of Jobs	Share of Workers %	Share of Jobs %	Jobs less workers %
Agriculture, Mining, Oil & Gas Extraction	130	12	1	0	-1
Arts, Entertainment, Accommodations	2,468	3,403	15	18	3
Construction	991	1,283	6	7	1
Education and Health Care Services	3,586	4,423	22	24	2
Finance, Insurance, and Real Estate	1,082	1,062	7	6	-1
Information	355	154	2	1	-1
Manufacturing	1,345	935	8	5	-3
Other Services	819	1,265	5	7	2
Professional, Scientific, Management Services	1,074	729	7	4	-3
Public Administration	114	0	1	0	-1
Retail Trade	2,627	3,370	16	18	2
Transportation and Warehousing	910	781	6	4	-2
Wholesale Trade	960	1,024	6	6	0
Total	16,461	18,441	--	--	--

Table 36 - Business Activity

Data 2019-2023 ACS (Workers), 2015 Longitudinal Employer-Household
Source: Dynamics (Jobs)

Total - All Industries	31,859	11.0%	3,155
Agriculture, Forestry, Fishing and Hunting	48	- 12.6%	-7
Utilities	73	27.0%	16
Construction	1,636	36.7%	439
Manufacturing	1,042	18.7%	164
Wholesale Trade	997	-2.2%	-22
Retail Trade	3,023	-4.2%	-132
Transportation and Warehousing	2,510	18.9%	399
Information	215	-12.5%	-31
Finance and Insurance	611	-1.4%	-9
Real Estate and Rental and Leasing	750	25.3%	152
Professional, Scientific, and Technical Services	919	9.2%	78
Administrative and Support and Waste Management and Remediation Services	1,020	36.2%	271
Educational Services	2,882	7.9%	211
Health Care and Social Assistance	10,930	14.8%	1,407
Arts, Entertainment, and Recreation	712	21.4%	125
Accommodation and Food Services	2,743	12.1%	295
Other Services (except Public Administration)	1,280	-7.7%	-106
Public Administration	468	- 16.8%	-95

Labor Force

Total Population in the Civilian Labor Force	29,530
Civilian Employed Population 16 years and over	27,902
Unemployment Rate	3.2
Unemployment Rate for Ages 16-24	10%
Unemployment Rate for Ages 25-65	5%

Table 37 - Labor Force

Data 2019-2023 ACS

Source:

Occupations by Sector	Number of People
Management, business and financial	3,690
Farming, fisheries and forestry occupations	1,100
Service	2,960
Sales and office	5,755
Construction, extraction, maintenance and repair	2,430
Production, transportation and material moving	1,755

Table 38 – Occupations by Sector

Data 2019-2023 ACS

Source:

Travel Time

Travel Time	Number	Percentage
< 30 Minutes	16,740	62%
30-59 Minutes	7,484	28%
60 or More Minutes	2,790	10%
Total	27,014	100%

Table 39 - Travel Time

Data 2019-2023 ACS

Source:

Education:

Educational Attainment by Employment Status (Population 16 and Older)

Educational Attainment	In Labor Force		Not in Labor Force
	Civilian Employed	Unemployed	
Less than high school graduate	2,252	340	1,704
High school graduate (includes equivalency)	5,799	262	2,588
Some college or associate's degree	8,997	278	3,035
Bachelor's degree or higher	5,246	300	972

Table 40 - Educational Attainment by Employment Status

Data 2019-2023 ACS

Source:

Educational Attainment by Age

	Age				
	18-24 yrs	25-34 yrs	35-44 yrs	45-65 yrs	65+ yrs
Less than 9th grade	448	382	455	599	591
9th to 12th grade, no diploma	630	894	715	1,251	805
High school graduate, GED, or alternative	2,775	3,138	2,361	3,608	2,063
Some college, no degree	1,469	3,418	1,971	3,724	2,863
Associate's degree	592	1,406	927	1,770	1,114
Bachelor's degree	102	1,402	601	2,187	1,655
Graduate or professional degree	6	629	748	1,346	1,387

Table 41 - Educational Attainment by Age

Data 2019-2023 ACS

Source:

Educational Attainment – Median Earnings in the Past 12 Months

Educational Attainment	Median Earnings in the Past 12 Months
Less than high school graduate	\$39,392

Educational Attainment	Median Earnings in the Past 12 Months
High school graduate (includes equivalency)	\$39,433
Some college or associate's degree	\$49,866
Bachelor's degree	\$59,479
Graduate or professional degree	\$85,779

Table 42 – Median Earnings in the Past 12 Months

Data 2019-2023 ACS

Source:

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

The major employment sectors in Lakewood span public services, healthcare, retail, education, and specialized industries. The public sector is a cornerstone, led by Joint Base Lewis-McChord (JBLM) with 55,000 employees, including 5,580 at Madigan Army Medical Center, alongside Western State Hospital (2,700 employees), Clover Park School District (1,502), Pierce Transit (900), and Camp Murray (838). Healthcare and social assistance is a critical sector, employing 11,758 individuals, while retail trade supports 3,309 jobs, reflecting strong local demand. Education provides 2,558 jobs, encompassing both public schools and private institutions. Accommodation and food services employ 3,272 individuals, bolstering tourism and hospitality. The construction and manufacturing sectors account for 1,795 and 1,008 jobs, respectively, while transportation and warehousing employ 1,894 despite recent declines. Administrative, support, and waste management services provide 744 jobs, and professional, scientific, and technical services, a growing sector, employs 1,074 workers.

Describe the workforce and infrastructure needs of the business community:

A major challenge is hiring and retaining skilled workers, particularly in key sectors like healthcare, retail, and professional services. Businesses often struggle with insufficient access to talent, competitive wages, and high turnover rates. To address these issues, robust training programs are needed, focusing on technical skills and workplace competencies such as

communication and leadership. Institutions like Clover Park Technical College and Pierce College play a critical role in workforce development through degree programs and apprenticeship opportunities. Additionally, commuting patterns highlight significant infrastructure gaps, with 93% of workers commuting into or out of Lakewood, causing traffic congestion and emphasizing the need for better transportation options and transit-oriented development near hubs like Lakewood Station. Businesses also require upgraded facilities, including Class A office spaces and industrial sites, as well as reliable technology and utilities to meet operational demands. Small businesses, particularly micro-enterprise ventures, need enhanced support through financial assistance, streamlined permitting, and tailored resources to thrive. Meanwhile, homelessness and crime are persistent concerns, impacting business operations and employee safety, requiring collaborative public safety investments.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support, or infrastructure that these changes may create.

One of the largest initiatives is the \$750-\$800 million construction of a new 350-bed forensic hospital at Western State Hospital, which is expected to be completed by 2028. This project will create thousands of construction jobs and long-term opportunities in healthcare and supporting industries. Additionally, the Lakewood Station District is seeing substantial investment, including the development of 245 affordable housing units and mixed-use projects designed to leverage the city's transit connections, which will enhance accessibility and attract businesses.

The redevelopment of the downtown and other key areas, such as the Pacific Highway Corridor and Tillicum neighborhood, includes mixed-use developments, new commercial spaces, and upgraded infrastructure. For example, the Springbrook neighborhood is transforming, with planned infrastructure improvements and a new multifamily housing project that will add residential density and support business growth. In the private sector, investments in logistics, retail, and healthcare are increasing, as seen with new

facilities like the Momentum and Wellstone Apartments and expansions in the International District.

These developments create substantial needs for workforce development, business support, and infrastructure improvements. Workforce development will need to focus on equipping workers with the skills required for construction, healthcare, retail, and logistics. Expanded partnerships with local educational institutions, such as Clover Park Technical College and Pierce College, will be critical for providing training programs and apprenticeships tailored to these industries. Businesses will need support through financial incentives, permitting assistance, and advisory services to capitalize on the expanding economic opportunities.

In terms of infrastructure, the City must improve transportation systems, enhance walkability, and upgrade utilities to meet the demands of growing businesses and a larger workforce. Transit-oriented developments, such as those in the Lakewood Station District, will require multimodal transportation solutions to reduce congestion and improve connectivity. Additionally, addressing housing shortages and ensuring affordable housing availability will be critical to supporting a growing population and workforce.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Lakewood's workforce demonstrates a mix of educational attainment and skills that aligns with certain local employment opportunities but reveals gaps in skills matching emerging demands. The civilian labor force includes 27,902 employed individuals, with an overall unemployment rate of 3.2%. However, youth aged 16-24 face a higher unemployment rate of 10%, compared to 5% for those aged 25-65, indicating challenges in connecting younger individuals with job opportunities. Most jobs in the jurisdiction are concentrated in sectors such as sales and office roles (5,755 workers), management and financial occupations (3,690), and service positions (2,960), reflecting demand for mid- to high-level skills in these areas.

The City's workforce skews heavily toward individuals with some college education or associate degrees (8,997 employed), followed by high school graduates (5,799). Those with a bachelor's degree or higher constitute a smaller but critical segment (5,246), aligning with higher-paying sectors such as

management and professional services. However, nearly 2,592 individuals in the labor force lack a high school diploma, earning significantly lower median wages (\$39,392) compared to their peers with advanced degrees (\$85,779).

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges, and other organizations. Describe how these efforts will help the jurisdiction's Consolidated Plan.

Regional efforts, such as those led by Invista Performance Solutions, a collaboration of four Pierce County community and technical colleges, including Clover Park Technical College and Pierce College, offer customized training programs. These programs focus on technical skills, workplace competencies, and soft skills such as leadership and conflict resolution, ensuring that participants are well-prepared for roles in high-demand sectors like healthcare, logistics, and technical services. Additionally, bachelor's degree programs offered by local institutions in fields like cybersecurity, business management, and construction management contribute to a highly skilled workforce, addressing gaps in advanced education.

The City's outreach efforts with small enterprises increases connectivity of underserved populations with workforce development resources. These training initiatives directly support the Consolidated Plan by reducing unemployment, addressing skills mismatches, and fostering economic growth within the community.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

No

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

Lakewood does not participate in a Comprehensive Economic Development Strategy (CEDS); however, the City actively engages in other regional initiatives that significantly impact economic growth. The Lakewood Station District, with its focus on transit-oriented development, aligns with the Consolidated

Plan by creating mixed-use, affordable housing projects and improving accessibility to employment hubs. Redevelopment efforts in the Pacific Highway Corridor, downtown, and Tillicum neighborhoods focus on revitalizing commercial spaces, enhancing infrastructure, and attracting new businesses, all of which contribute to job creation and economic vitality. Regional collaborations, such as partnerships with the Pierce County Economic Development Board and workforce development organizations, help the city align local efforts with broader financial goals. Additionally, investments in public infrastructure, like the \$750-\$800 million Western State Hospital project, and new multifamily housing, are poised to stimulate job growth in construction and healthcare while addressing critical housing needs.

Discussion

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MA-50 NEEDS AND MARKET ANALYSIS DISCUSSION

Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

For this discussion, areas were considered to have a concentration of multiple housing problems if they fell within the top quintile of Census Tracts for the percent of households experiencing more than one of the following housing problems reported in CHAS data: cost burden, overcrowding (more than 1.5 persons per room), and incomplete plumbing or kitchen facilities. No areas in Lakewood exhibited a concentration of multiple housing problems.

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration").

The map previously mentioned in NA-30 highlights areas in Lakewood, WA, with a predominantly Black population (blue-shaded block groups) or census tract block group 718.074 near Seeley Lake County Park and the Lakewood Town Center and a predominantly Hispanic population (green-shaded block groups) in census tracts concentrated around Interstate 5 and St. Clare

Hospital, many within HUD Qualified Opportunity Zones (yellow outlines).
 Census tract:

Block Group	Highest Race/Ethnicity	Population
530530718.074	Black Population	237
530530718.051	Hispanic Population	352
530530718.053	Hispanic Population	498
530530718.061	Hispanic Population	682
530530718.063	Hispanic Population	389
530530718.073	Hispanic Population	418
530530718.081	Hispanic Population	957

What are the characteristics of the market in these areas/neighborhoods?

These areas tend to have fewer homes built before 1980 than the share of homes built in this period across Lakewood. These areas are mostly renter-occupied, and more than 10% of renters receive housing subsidies (project—or tenant-based). Even so, more than 50% of renters in these areas experience a cost burden, and more than 30% of owners also experience a cost burden.

Are there any community assets in these areas/neighborhoods?

All of the census tracts listed above are in close proximity to transit hubs, with the Lakewood Station providing commuter access to the Sounder trains and multiple Pierce Transit bus lines with connectivity to greater Pierce County and beyond. The Pierce County Housing Authority owns and operates various properties in these neighborhoods, providing safe, decent, affordable housing to low-income Lakewood families. Many of Lakewood's service providers and nonprofits operate in these communities, with Greater Lakes Mental Healthcare (main client services facility) and Living Access Support Alliance (client services center and permanent affordable housing development) operating in the 718.07 tract, and organizations like Center Force providing employment and life services to disabled individuals in census tract 718.06.

Are there other strategic opportunities in any of these areas?

Census Tracts 718.05 and 718.06, designated Opportunity Zones and Low Mod Areas, face significant socioeconomic challenges. The median household

income is \$46,121, which is \$22,236 lower than Lakewood’s \$68,357, with an unemployment rate of 8.6% compared to 5.4% in Lakewood. Poverty affects 19.9% of households, while renter-occupied housing dominates at 85.23%, significantly higher than Lakewood’s 51.99%, with owner-occupied housing lagging at 14.77%. These tracts, spanning 1.18 square miles and including Lakeview and Tye Park Elementary Schools and apartments such as Bridgeport Way, Lakewood Meadows, and Ridgewood, offer NRSA opportunities for workforce training, affordable housing, and infrastructure upgrades along I-5, leveraging Opportunity Zone incentives to reduce disparities in income, unemployment, and housing stability.

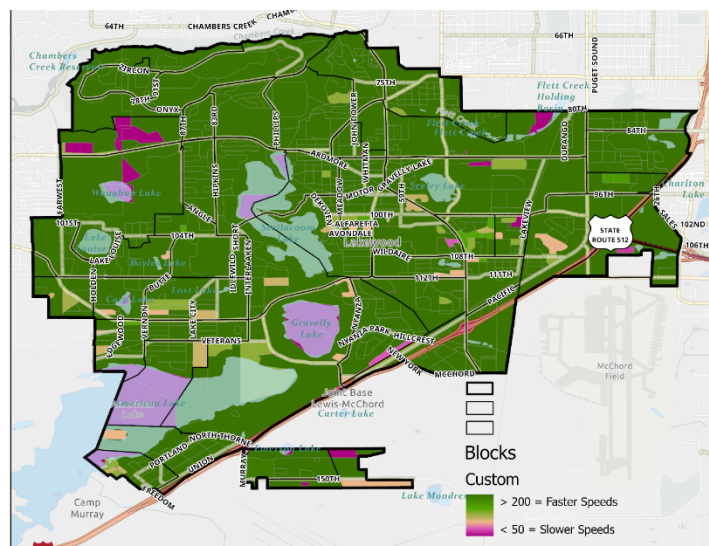
MA-60 BROADBAND NEEDS OF HOUSING OCCUPIED BY LOW- AND MODERATE-INCOME HOUSEHOLDS - 91.210(A)(4), 91.310(A)(2)

Describe the need for broadband wiring and connections for households, including low- and moderate-income families and neighborhoods.

The Broadband map showcases the broadband speeds across different census blocks in Lakewood. The color-coding reveals that:

Dark Green Areas (100 Mbps+):

Dark green areas, predominantly in more developed and urbanized neighborhoods, highlight where broadband speeds exceed 100 Mbps. Neighborhoods closer to the city center and along major roads such as Gravelly Lake Drive SW experience these high speeds, enabling residents to perform multiple simultaneous high-bandwidth activities like video conferencing, gaming, and 4K streaming without interruption. These speeds provide a critical advantage for educational and professional purposes.



Pink Areas (Sub-10 Mbps):

The pink areas, concentrated in pockets of American Lake Gardens and Tillicum (notably near Portland Ave SW and Ponders Corner), represent the most underserved zones. These areas, often semi-rural or economically disadvantaged, suffer from outdated infrastructure and their distance from primary service lines. Sub-10 Mbps speeds render them functionally excluded from essential digital services such as virtual healthcare, online education platforms, and even reliable video calls.

During public hearings and discussions, residents and stakeholders voiced significant concerns regarding educational barriers and digital access in their communities. They highlighted those students in areas like American Lake Gardens and Tillicum struggle to access online learning due to poor connectivity, creating unfair challenges, especially for families with multiple children relying on remote education. Furthermore, those in low-income neighborhoods face similar issues, as these areas often lack robust broadband access. There is a pressing need for targeted interventions to enhance the speed and affordability of Internet services, which are crucial for accessing job opportunities and essential online resources.

Additionally, feedback from public hearings reflected frustration over outdated infrastructure in underserved regions, prompting calls for investments in modern broadband technologies to bridge the digital divide. A recurring theme was the lack of awareness about existing broadband programs and services, even in areas with higher internet speeds. Attendees urged the City to take a proactive role in promoting digital literacy and connecting residents to affordable broadband options to ensure access for all.

Describe the need for increased competition by having more than one broadband Internet service provider serve the jurisdiction.

The limited competition among broadband providers in Lakewood has led to high costs, inconsistent service quality, and inadequate coverage, particularly in underserved areas like American Lake Gardens and parts of Tillicum. Residents and stakeholders have expressed frustration over the lack of affordable and reliable options, noting that monopolies or duopolies discourage infrastructure investment and innovation. Increased competition

would drive down costs, improve service quality, and foster innovation, ensuring access for all households, including low-income communities.

MA-65 HAZARD MITIGATION - 91.210(A)(5), 91.310(A)(3)

Describe the jurisdiction's increased natural hazard risks associated with climate change.

The City of Lakewood's 2024 Comprehensive Plan highlights the necessity of incorporating climate considerations into hazard mitigation strategies, acknowledging that climate change may intensify existing natural hazards and present new challenges. In 2023, Lakewood received a FEMA Hazard Mitigation Planning Grant to evaluate the effects of projected climate change on the city's natural hazards, focusing specifically on the unequal distribution of these impacts on socially vulnerable populations. Furthermore, the City has included an Energy & Climate Change Chapter in its Comprehensive Plan, detailing a multi-year work plan aimed at reducing greenhouse gas emissions and bolstering community resilience. This entails creating a five-year emissions reduction plan, updating the Nonmotorized Transportation Plan, and promoting infrastructure improvements to mitigate flood risks and address environmental concerns.

Describe the vulnerability to these risks of housing occupied by low- and moderate-income households based on an analysis of data, findings, and methods.

According to the CDC's Social Vulnerability Index, the areas with the highest vulnerability are concentrated along the Pacific Highway corridor and neighborhoods near Tillicum and Springbrook. Moderately vulnerable areas are distributed across central and southern Lakewood, particularly near the lakes in central Lakewood. The lowest vulnerability areas are located primarily in the western parts of the city, near Chambers Creek and suburban neighborhoods, where socioeconomic conditions and infrastructure are more favorable.

STRATEGIC PLAN

SP-05 OVERVIEW

Strategic Plan Overview

Over the next five years, the City will focus on stabilizing neighborhoods, reducing housing insecurity, and promoting access to safe and affordable housing. Lakewood's overarching goal is to build a resilient, inclusive community that supports vulnerable populations, preserves existing housing, and increases opportunity for all residents.

The City's Consolidated Plan outlines a strategic vision that centers on four priority goals: preventing and reducing homelessness and housing instability; supporting diverse rental and homeownership opportunities; improving public infrastructure; and stabilizing existing residents and neighborhoods.

Key investments include the investment of infrastructure in targeted neighborhoods where infrastructure is lacking or in aged-condition, and support for home repair programs to prevent displacement of low-income homeowners, emergency rental and relocation assistance for households in crisis, and housing rehabilitation loans. These interventions aim to preserve affordable housing stock, keep residents stably housed, and address the ongoing challenges of rising housing costs and aging infrastructure. The city is also investing in programs that promote fair housing education and outreach, particularly for marginalized groups such as seniors, veterans, persons with disabilities, and cost-burdened renters.

Additionally, the City will use administrative funds to ensure effective management of the Consolidated Plan and its activities, including coordination with partners and compliance with HUD regulations. Overall, Lakewood's CDBG priorities reflect a balanced approach: investing in people and places, maintaining affordability, and developing long-term community resilience through targeted, development strategies.

SP-10 GEOGRAPHIC PRIORITIES - 91.415, 91.215(A)(1)

Geographic Area

Table 43 - Geographic Priority Areas

General Allocation Priorities

There are currently no designated or HUD-approved geographic target areas in Lakewood. Lakewood recognizes the advantages gained in concentrating efforts to make a noticeable and sustainable difference in an area for the benefit of the neighborhood and the larger jurisdiction and so will continue to focus improvements on areas that qualify because of concentrations of lower-income households. Additional effort will be made to improve walkability in neighborhoods where access to safe roadway improvements and sidewalks are lacking, or where neighborhoods lack access to neighborhood parks, schools, and other facilities.

In Lakewood, the City has made a concerted effort to align its activities with needs and strategic locations, such as the areas with older or blighted properties or around community assets, such as schools and Lakeview Station. The City will continue to focus on underserved neighborhoods, such as Tillicum, Lake City, Springbrook, and Woodbrook neighborhoods which often lack infrastructure improvements or are where the existing facilities are outdated or inadequate. In the past, this focus has resulted in improved infrastructure (sewers, sidewalks, roads, and parks), new housing opportunities (in partnership with Tacoma-Pierce County Habitat for Humanity and Homeownership Center Northwest), blight removal, and delivery of a variety of services.

SP-25 PRIORITY NEEDS - 91.415, 91.215(A)(2)

Priority Needs

Table 44 – Priority Needs Summary

1	Priority Need Name	Housing instability, including homelessness
	Priority Level	High
	Population	Extremely Low Low Elderly Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Persons with HIV/AIDS Victims of Domestic Violence Unaccompanied Youth Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Other
	Geographic Areas Affected	
	Associated Goals	Prevent/reduce homelessness & housing instability Stabilize existing residents and neighborhoods

	Description	Using severe cost-burden as a proxy for housing stability, 17,319 renters and 5,888 owners in Tacoma and Lakewood are living in unstable housing situations. These households pay at least half of their income toward housing costs each month. Housing instability is most acute among extremely low-income households. Nearly seven out of ten Tacoma and Lakewood extremely low-income households experience at least one severe housing problem.
	Basis for Relative Priority	<p>Priorities were established after quantitative and qualitative data analysis, broad discussions with community members and stakeholders, and review and consideration of strategic plans of local and regional partner agencies and providers and public planning documents. These needs have been well-documented in complementary local and regional studies and planning efforts over the last several years: <i>Five-Year Plan to End Homelessness</i> (2019); <i>Lakewood Human Services Needs Analysis Report</i> (2014); <i>Tacoma Homelessness Strategy</i> (2022-2028); <i>Tacoma Affordable Housing Action Strategy</i> (2019); <i>Tacoma 2025</i>; and <i>One Tacoma Comprehensive Plan</i>, to name a few.</p> <p>Lack of affordable housing remains a barrier to stability for lower income households, including at-risk households, persons with special needs, and many senior households.</p>
2	Priority Need Name	Affordable rental and homeowner opportunities
	Priority Level	High

<p>Population</p>	<p>Extremely Low Low Moderate Elderly Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Persons with HIV/AIDS Victims of Domestic Violence Unaccompanied Youth Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Other</p>
<p>Geographic Areas Affected</p>	
<p>Associated Goals</p>	<p>Prevent/reduce homelessness & housing instability Support diverse rental & homeowner opportunities</p>
<p>Description</p>	<p>In Tacoma, there are the fewest housing options (across both the rental and ownership market) for the lowest income households. In Lakewood, this pattern holds true in the rental market, with only five percent of rental units affordable to households at 30% AMI or less.</p>

	Basis for Relative Priority	<p>Priorities were established after quantitative and qualitative data analysis, broad discussions with community members and stakeholders, and review and consideration of strategic plans of local and regional partner agencies and providers and public planning documents. These needs have been well-documented in complementary local and regional studies and planning efforts over the last several years: <i>Five-Year Plan to End Homelessness (2019)</i>; <i>Lakewood Human Services Needs Analysis Report (2014)</i>; <i>Tacoma Homelessness Strategy (2022-2028)</i>; <i>Tacoma Affordable Housing Action Strategy (2019)</i>; <i>Tacoma 2025</i>; and <i>One Tacoma</i>, to name a few.</p> <p>Affordable housing options remain limited in both Lakewood and Tacoma with many lower income households, including at-risk households, persons with special needs, and many senior households cost-burdened due to ever-increasing housing costs.</p>
3	Priority Need Name	Need for accessible, culturally competent services
	Priority Level	High

<p>Population</p>	<p>Extremely Low Low Elderly Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Persons with HIV/AIDS Victims of Domestic Violence Unaccompanied Youth Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Other</p>
<p>Geographic Areas Affected</p>	
<p>Associated Goals</p>	<p>Prevent/reduce homelessness & housing instability Stabilize existing residents and neighborhoods</p>
<p>Description</p>	<p>The need for services—ranging from case management, economic and workforce development—to complement housing activities was consistently cited through past studies and community engagement activities. Stakeholders shared that people with limited English proficiency often do not use existing programs or resources due to language barriers. Transportation serves as another barrier, underscoring the need to deliver services in accessible places.</p>

	Basis for Relative Priority	<p>Priorities were established after quantitative and qualitative data analysis, broad discussions with community members and stakeholders, and review and consideration of strategic plans of local and regional partner agencies and providers and public planning documents. These needs have been well-documented in complementary local and regional studies and planning efforts over the last several years: <i>Five-Year Plan to End Homelessness</i> (2019); <i>Lakewood Human Services Needs Analysis Report</i> (2014); <i>Tacoma Homelessness Strategy (2022-2028)</i>; <i>Tacoma Affordable Housing Action Strategy</i> (2019); <i>Tacoma 2025</i>; and <i>One Tacoma</i>, to name a few.</p> <p>Accessibility to culturally competent services remain a need for many low-income households, especially among persons of color, at-risk, and those very low-income households.</p>
4	Priority Need Name	Need for safe, accessible homes and facilities
	Priority Level	High

<p>Population</p>	<p>Extremely Low Low Moderate Elderly Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Persons with HIV/AIDS Victims of Domestic Violence Unaccompanied Youth Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Non-housing Community Development Other</p>
<p>Geographic Areas Affected</p>	
<p>Associated Goals</p>	<p>Prevent/reduce homelessness & housing instability Support diverse rental & homeowner opportunities Support public infrastructure improvements Stabilize existing residents and neighborhoods</p>
<p>Description</p>	<p>Tacoma has a large share of both owner- and renter-occupied units that were built before 1950 (40% of owner units and 34% of renter units). Units in Lakewood were most commonly built between 1950 and 1979, with 60% of the owner-occupied units and 64% of the renter-occupied units built in that time period. In Lakewood, at the neighborhood level there is an ongoing need for basic infrastructure, such as sewers; improvements to parks and recreational facilities, community facility renovations; and access to improved transportation options and support.</p>

<p>Basis for Relative Priority</p>	<p>Priorities were established after quantitative and qualitative data analysis, broad discussions with community members and stakeholders, and review and consideration of strategic plans of local and regional partner agencies and providers and public planning documents. These needs have been well-documented in complementary local and regional studies and planning efforts over the last several years: <i>Five-Year Plan to End Homelessness</i> (2019); <i>Lakewood Human Services Needs Analysis Report</i> (2014); <i>Tacoma Homelessness Strategy (2022-2028)</i>; <i>Tacoma Affordable Housing Action Strategy</i> (2019); <i>Tacoma 2025</i>; and <i>One Tacoma</i>, to name a few.</p> <p>With 60% of Lakewood's owner-occupied housing units and 64% of its renter-occupied units being built between 1950 and 1979, the vast majority of housing units in Lakewood are aged and in need of maintenance and repair to ensure they remain safe into the future. As the demand for safe, affordable housing grows, so does the need to maintain existing affordable housing stocks. Additionally, the need to connect these homes with accessible infrastructure and public improvements remains strong throughout Lakewood. Infrastructure needs include extensive construction of sidewalks, ADA accessibility, storm sewers, streetlighting, signalization, roadway improvements, sewer installation and connections, improvements to parks, and improved access to transportation.</p>
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Narrative (Optional)

Lakewood will use its federal entitlement funds to address the following four priority needs over the next five years, each a high priority:

1. Housing instability among residents, including homelessness
2. Affordable rental and homeowner opportunities
3. Need for accessible, culturally competent services

4. Need for safe, accessible homes and facilities

Priorities were established after quantitative and qualitative data analysis, broad discussions with community members and stakeholders, and review and consideration of strategic plans of local and regional partner agencies and providers and public planning documents. Stakeholder survey responses highlighted the need to develop more safe and affordable housing (both rental and homeowner), increasing homeless services and shelter housing, and developing more housing options, including rental assistance programs for extremely low-income households, seniors, individuals with disabilities, and other at-risk populations. Other notable priorities included parks and community gathering spaces, public safety, property maintenance and housing repair programs, increasing neighborhood walkability, and improvements to roads, sidewalks and streetlighting.

The cities of Tacoma and Lakewood are committed to serving the varied needs among low- and moderate-income residents and special populations. The needs outlined in Table below affect populations that are underserved by homes and services in Tacoma and Lakewood today:

- Extremely low-income households
- Very low-income households
- At-risk households
- Seniors
- People of color
- Persons living with disabilities
- Persons experiencing homelessness

These groups increasingly face competition for homes designed to serve their needs, as well as barriers to accessing existing affordable subsidized and unsubsidized homes in both cities. Severe housing problems like severe cost-burdens and overcrowding disproportionately affect householders that identify as Black and African American; Hispanic; and Asian-Pacific Islander.

SP-30 INFLUENCE OF MARKET CONDITIONS - 91.415, 91.215(B)

Influence of Market Conditions.

Affordable Housing Type	Market Characteristics that will influence the use of funds available for housing type
Tenant Based Rental Assistance (TBRA)	Tenant-based rental assistance would help households experiencing housing instability (including housing crises such as eviction or unanticipated rent increases) and underserved special needs populations. Higher rents and competition for a small number of affordable rental units, along with other barriers such as high initial rental deposits, may limit the ability of recipients of tenant-based rental assistance to successfully secure and maintain rental housing.
TBRA for Non-Homeless Special Needs	Tenant-based rental assistance would help underserved special needs populations. Higher rents and competition for a small number of affordable rental units, along with other barriers such as high initial rental deposits, may limit the ability of recipients of tenant-based rental assistance to successfully secure and maintain housing.
New Unit Production	Housing affordability is a major challenge, especially among extremely and very low-income households. Lakewood only has a small number of rental units affordable and available to these households relative to need. New unit production is shaped by the increasing cost of land, construction materials and labor, and limited federal, state, and local financial resources to close the gap between affordable rents and development costs.
Rehabilitation	The age and condition of homes suggests a need to improve the quality of existing properties in Lakewood. Lakewood has a large share of both owner- and renter-occupied units that were built between 1950 and 1979, with 60% of the owner-occupied units and 64% of the renter-occupied units built in that period. The age and potential for deferred maintenance and health hazards such as lead-based paint in these homes may require a larger investment of resources per unit to make home repairs and mitigate health and safety hazards.

Acquisition, including preservation	The need for strategic acquisition and stabilization of properties has grown in the last decade. Loss of subsidized units could put additional pressure on the city's already limited affordable housing supply. With 64% of Lakewood's rental housing stock being built between 1950 and 1979, many of these units are aged and require significant investment in major systems, further stressing a system already lacking adequate federal, state, and local financial resources to address the need.
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Table 45 – Influence of Market Conditions

SP-35 ANTICIPATED RESOURCES - 91.420(B), 91.215(A)(4), 91.220(C)(1,2)

Introduction

The table below shows the first year of estimated funds for 2025 based on estimated funding for the City of Lakewood and estimated amounts over the remainder of the funding cycle for 2025 - 2029. The amounts assumed to be available in the remaining four years of the plan are based on a combination of strategies needed to meet the goals for the 5-year period. Lakewood used a conservative approach in its estimations, assuming lower annual allocations (consistent with historic trends) and variation in program income.

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	525,000	100,000	71,093	696,093	2,100,000	
Other	public - federal	Economic Development Housing Public Improvements Other	292,000	0	0	292,000	0	NSPI funds were awarded to Lakewood in 2009 through the Washington State Department of Commerce to address issues of slums and blight through the

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: \$		
								<p>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 \$292,000 for NSP1 Abatement Fund RLF activities.</p>

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: \$		
Other	public - state	Housing	95,000	0	0	95,000	306,000	The City's SHB 1406 Home Repair Program is intended to utilize state tax revenues raised pursuant to RCW 82.14.540 in support of affordable housing. The goal of the program is to foster and maintain affordable housing by providing affordable housing opportunities, eliminating slum and blight, and conditions which are detrimental to

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: \$		
								the health and safety of the public welfare. Housing and services may be provided only to persons whose income is at or below 60% of area median income. Annual tax revenue totaling approximately \$95,000.

Table 46 - Anticipated Resources

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

Federal funds allocated to the City of Lakewood through HUD programs such as CDBG and HOME will be strategically leveraged to attract additional public and private investments aligned with community-identified priorities. Stakeholder input from public hearings, the Youth Council, and neighborhood meetings emphasized a need for more affordable housing, expanded services for youth and seniors, and improvements to community facilities and infrastructure.

Federal dollars will be paired with state and local funds—including Washington State Housing Trust Fund awards, Pierce County contributions, and private capital from nonprofit and for-profit developers—to expand housing access and support revitalization efforts. For example, projects aimed at creating transitional or supportive housing may be co-funded with Medicaid services or local mental health and substance use treatment resources. Matching requirements under the HOME program will be met through a combination of city capital improvement funds, donated land or services, and eligible third-party contributions.

In Lakewood, as in Tacoma, CDBG and HOME expenditures leverage funding from multiple sources on nearly all projects. In 2025, LASA's development of 26 units of affordable rental housing will leverage over \$10 million of the project's \$13 million dollar project budget. Lakewood continues to coordinate its public improvements closely with capital improvement planning to leverage planned infrastructure improvements, including state and federal funding for infrastructure.

By leveraging federal investments, Lakewood can catalyze cross-sector partnerships and stretch limited resources to address its most pressing housing and community development needs.

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

Use of publicly owned land or property is not anticipated in projects currently planned or underway although if those opportunities arise, such land and property will be included.

The City of Tacoma has a public land disposition policy that prioritizes affordable housing on publicly owned property. This policy may result in publicly owned property becoming available over this funding cycle.

Discussion

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SP-40 INSTITUTIONAL DELIVERY STRUCTURE - 91.415, 91.215(K)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
City of Tacoma	Government	Economic Development Homelessness Non-homeless special needs Ownership Planning Rental neighborhood improvements public facilities public services	Jurisdiction

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
City of Lakewood	Government	Economic Development Homelessness Non-homeless special needs Ownership Planning Rental neighborhood improvements public facilities public services	Jurisdiction
Tacoma Community Redevelopment Authority	Redevelopment authority	Economic Development Homelessness Non-homeless special needs Ownership Planning Rental neighborhood improvements public facilities public services	Jurisdiction

Table 47 - Institutional Delivery Structure

Assess of Strengths and Gaps in the Institutional Delivery System

In Lakewood, CDBG funds are administered by the Planning & Public Works Department, with public oversight by the Council-appointed CDBG Community Services Advisory Board (CSAB) and City Council. Tacoma and Lakewood receive Home Investment Partnership Program (HOME) funds jointly as a Consortium. The Tacoma Community Redevelopment Authority administers housing programs using both CDBG and HOME funds, with support from city staff.

Availability of services targeted to homeless persons and persons with HIV and mainstream services.

Homelessness Prevention Services	Available in the Community	Targeted too Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X	X	X
Legal Assistance	X	X	X
Mortgage Assistance	X		
Rental Assistance	X	X	X
Utilities Assistance	X	X	X
Street Outreach Services			
Law Enforcement	X	X	
Mobile Clinics	X	X	
Other Street Outreach Services	X	X	X
Supportive Services			
Alcohol & Drug Abuse	X	X	X
Child Care	X		
Education	X	X	X
Employment and Employment Training	X	X	
Healthcare	X	X	X
HIV/AIDS	X	X	X
Life Skills	X	X	X
Mental Health Counseling	X	X	X
Transportation	X	X	X
Other			
Access to Food	X	X	X

Table 48 - Homeless Prevention Services Summary

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth).

An array of agencies provide services in Pierce County covering virtually all areas of need, including most areas of need for persons who are homeless or at risk of homelessness. Detailed information on service availability is regularly updated (Tacoma-Pierce County Coalition to End Homelessness, Member Resource Directory). Pierce County is currently engaged in revamping its homeless delivery services to include a more collaborative effort between the County and cities of Lakewood and Tacoma. The County has engaged Uncommon Bridges to help develop a Uniform Regional Approach to Homelessness (URA). Improvements to the system will provide for a more efficient and effective way to serve persons experiencing homelessness across the county.

Currently, persons experiencing homelessness can access the countywide Coordinated Entry system through multiple points: 1) Call United Way at 2-1-1 for live support or set-up an appointment; 2) speak with a Mobile Outreach team member; or 3) Drop-in to facilities for a same-day conversation.

The City of Lakewood 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, HIV services, food banks, mental health and healthcare services. Monthly meetings allow partners to better coordinate services and to work together to eliminate duplication or gaps in service.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above.

There is considerable coordination between agencies. Agencies and organizations in Lakewood participate in the countywide Coordinated Entry system and use the Homeless Crisis Response System Prioritization policies to assess the needs of persons experiencing homelessness and prioritize them for a referral to a housing program in the Homeless Management Information

System (HMIS). This system creates a centralized way for persons experiencing homelessness to access the help they need and enables service providers to track clients following their intake assessment, closing a gap in the formerly used Centralized Intake System. It also provides a transparent, consistent way for service providers to prioritize access to housing programs.

Overwhelmingly the gaps can be attributed to lack of resources to meet the needs. Services are available, but there is not enough relative to the needs that exist for emergency needs, homeless services, mental health care, rapid re-housing, and permanent housing solutions.

In March 2025, Pierce County began developing a new five-year homeless housing plan to align with state goals and address current challenges. The City of Lakewood's Human Services Needs Analysis Report from 2014 has not been directly updated. However, the city released a Community Health Needs Assessment Report in September 2022, providing new insights into social determinants of health and community needs. Additionally, the City of Tacoma Homelessness Strategy (2022-2028) identifies gaps in services, strategies to meet the needs, and goals for overall system improvement.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs.

Lakewood's strategy to overcome institutional and service delivery gaps includes strengthening cross-sector collaboration, enhancing data-sharing among partners, and aligning funding to reduce duplication. The City will coordinate with Pierce County, local nonprofits, and housing providers to streamline referrals, improve outreach to underserved populations, and integrate services across housing, health, and human services. Capacity-building efforts will support smaller organizations, while continuous community engagement ensures programs remain responsive to evolving needs.

Additional efforts include the development of a new uniform regional approach to homelessness in Pierce County which will better coordinate resources and provide a more efficient and effective way to serve persons experiencing homelessness across the county. The delivery system must diversify the types of housing offered, the type of housing assistance

provided, and the providers themselves. This diversification will allow the system to better respond to specific needs and tailor support accordingly, taking into account one's unique barriers, such as mental health, substance abuse, housing history and need, and connectivity to the system's social support network. Programs designed to offer short-term solutions, such as tenant-based rental assistance, deposit assistance, utility assistance, access to health services, and access to food, can actually shorten or eliminate the need for more costly, long-term assistance, resulting in reduced need for further assistance and long-term housing stability.

SP-45 GOALS - 91.415, 91.215(A)(4)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Prevent/reduce homelessness & housing instability	2025	2029	Affordable Housing Homeless		<p>Housing instability, including homelessness</p> <p>Affordable rental and homeowner opportunities</p> <p>Need for accessible, culturally competent services</p> <p>Need fo safe, accessible homes and facilities</p>	CDBG, HOME	<p>Public service activities other than Low/Moderate Income Housing Benefit: 60 Persons Assisted</p> <p>Homeowner Housing Rehabilitated: 20 Household Housing Unit</p> <p>Tenant-based rental assistance / Rapid Rehousing: 150 Households Assisted</p> <p>Homelessness Prevention: 90 Persons Assisted</p>

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
2	Support diverse rental & homeowner opportunities	2025	2029	Affordable Housing		Affordable rental and homeowner opportunities Need for safe, accessible homes and facilities	CDBG, HOME	Rental units constructed: 5 Household Housing Unit Homeowner Housing Added: 8 Household Housing Unit
3	Support public infrastructure improvements	2025	2029	Non-Housing Community Development		Need for safe, accessible homes and facilities	CDBG	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 20,910 Persons Assisted

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
4	Stabilize existing residents and neighborhoods	2025	2029	Non-Housing Community Development		<p>Housing instability, including homelessness</p> <p>Need for accessible, culturally competent services</p> <p>Need for safe, accessible homes and facilities</p>	CDBG, NSP1	Buildings Demolished: 15 Buildings

Table 49 – Goals Summary

Goal Descriptions

1	Goal Name	Prevent/reduce homelessness and housing instability
	Goal Description	Prevent and reduce homelessness and housing instability by supporting a wide range of housing programs, services, and facilities intended to maintain existing housing affordability through the rehabilitation and weatherization of existing housing and through programs designed to prevent homelessness. Activities include a wide array of services from fair housing, education, client services, medical and financial assistance, emergency relocation assistance, and emergency assistance payments; the engagement of various providers and facilities designed to serve those experiencing homelessness; housing rehabilitation programs designed to assist with long-term affordability and sustainability of existing affordable housing; and the provision of tenant-based rental assistance.
2	Goal Name	Support diverse rental and homeowner opportunities
	Goal Description	Stabilize and increase diverse rental and homeownership opportunities through the construction or rehabilitation of rental and homeownership properties. Activities include the creation of new or maintenance of existing affordable housing stock for low-income homeowners or renters, support of down payment assistance programs for low-income homebuyers, and the provision of developer subsidies to be used to create or maintain a broad range of affordable housing.
3	Goal Name	Support public infrastructure improvements
	Goal Description	Support high-quality public infrastructure improvements that improve accessibility in conjunction with other housing and economic development investments and those activities that support infrastructure improvements whose target is to create safe and vibrant neighborhoods and attract businesses and jobs. Projects may support multimodal transportation, new or improved access to community facilities, new or improved accessible infrastructure improvements, and the development of infrastructure where facilities are substandard, aged, or are lacking completely.

4	Goal Name	Stabilize existing residents and neighborhoods
	Goal Description	Support and stabilize residents and neighborhoods experiencing homelessness, displacement pressure, blight, and other negative economic impacts. Activities include eliminating slums and blight through the demolition and redevelopment of blighted properties; economic redevelopment activities, including supporting business reinvestment and creating or retaining jobs for low-and moderate-income persons; and creating economic opportunities through job training activities.

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2).

The City of Lakewood anticipates the following to be achieved over the term of the 2025-2029 Consolidated Plan:

- HOME funds will be used in Lakewood to assist 13 low- and moderate-income households through the production of new homes for owners and renters.
- HOME funds will be used in Lakewood to assist 150 low-income households with rental deposit assistance through a one-time, tenant-based, rental assistance program.
- CDBG public infrastructure improvements will benefit 20,910 persons in Lakewood.
- CDBG will assist with the rehabilitation of 20 owner-occupied housing units.
- CDBG will assist 150 extremely low and low-income persons through homeless services including, emergency assistance for displaced residents, emergency assistance payment programs, and fair housing assistance and education programs.

SP-50 PUBLIC HOUSING ACCESSIBILITY AND INVOLVEMENT - 91.415, 91.215(C)

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement).

N/A

Activities to Increase Resident Involvements.

The Pierce County Housing Authority and the Tacoma Housing Authority have Family Self Sufficiency Programs (FSS) that provide case management and assistance to households to increase earning capacity, build skills and acquire capital to become homeowners.

Is the public housing agency designated as troubled under 24 CFR part 902? Plan to remove the ‘troubled’ designation.

Neither Pierce County Housing Authority, nor Tacoma Housing Authority, are designated as troubled.

SP-55 STRATEGIC PLAN BARRIERS TO AFFORDABLE HOUSING - 91.415, 91.215(H)

Barriers to Affordable Housing

Lakewood faces significant barriers to affordable housing, particularly for Extremely Low-Income (ELI) and Very Low-Income (VLI) households, with nearly 3,000 units needed for ELI households alone. Over half of renters are cost-burdened, spending more than 30% of their income on housing, especially those earning under \$50,000. Special populations, including seniors, individuals with disabilities, and veterans, face challenges due to inaccessible housing and long waitlists for assistance. Restrictive zoning and aging housing stock further limit affordable housing options and expose residents to health risks. Racial disparities persist, with Black, Hispanic, and Pacific Islander households facing more housing issues and mortgage denials. Other barriers, such as poor credit and lack of language access, hinder low-income households from securing stable housing. Rising prices, especially near the Lakewood Station District, increase the risk of displacement, while the demand for emergency and transitional housing far exceeds the supply. Coordinated strategies are essential to improve access and supply through policy reform, investments, and supportive services.

Regulatory challenges are also a barrier, including complex and cumbersome requirements for affordable housing development projects, which constrains timelines and drive development costs, further restricting supply. Diverse housing types are not available, including affordable units to support growing average household size relative to income level.

Strategy to Remove or Ameliorate the Barriers to Affordable Housing.

The City of Lakewood is addressing barriers to affordable housing through a comprehensive strategy focused on increasing supply, preserving existing

housing, and improving access. Efforts include supporting new construction of income-restricted units, particularly for low-income families, seniors, and veterans, and expanding home repair programs to prevent displacement. The City is revising zoning policies to allow diverse housing types, including ADUs and higher-density developments, especially in reinvestment areas like the Lakewood Station District. Lakewood also provides rental assistance, emergency relocation funds, and utility support to reduce financial barriers. In partnership with nonprofits and regional agencies, the City promotes fair housing education, landlord outreach, and equitable development. These initiatives, grounded in community input and the updated Comprehensive Plan, aim to reduce housing instability and expand opportunities for all residents.

SP-60 HOMELESSNESS STRATEGY - 91.415, 91.215(D)

Describe how the jurisdiction's strategic plan goals contribute to:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs.

Goal 1: Prevent and Reduce Homelessness and Housing Instability – Supports outreach by referencing engagement with providers and facilities serving individuals experiencing homelessness. This aligns with the County’s CoC’s emphasis on Coordinated Entry and outreach strategies targeting unsheltered populations.

Addressing the emergency and transitional housing needs of homeless persons.

Goal 1: Prevent and Reduce Homelessness and Housing Instability – Includes emergency assistance and relocation services, which can stabilize individuals in crisis. However, the County’s CoC Plan calls for expanding and improving short-term shelter options and reducing entry barriers to emergency housing.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that

individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

Goal 1: Prevent and Reduce Homelessness and Housing Instability – Directly supports this through tenant-based rental assistance and long-term housing rehabilitation. Goal 2: Support Diverse Rental and Homeowner Opportunities – Strengthens the pipeline of affordable rental and ownership options. These actions are consistent with the County’s CoC’s focus on increasing exits to permanent housing, reducing homelessness duration, and preventing returns to homelessness, especially for high-priority populations like families, veterans, and youth.

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs.

Goal 1: Prevent and Reduce Homelessness and Housing Instability – Focuses on homelessness prevention through services such as financial assistance, housing stabilization, fair housing education, and coordination with health and social service providers. These strategies echo the County’s CoC Plan’s emphasis on early intervention and upstream investments to prevent homelessness, especially for individuals leaving institutions or facing systemic barriers.

SP-65 LEAD-BASED PAINT HAZARDS - 91.415, 91.215(I)

Actions to address LBP hazards and increase access to housing without LBP 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 federally funded 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.

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 test 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.

The City conducts lead paint inspections on all pre-1978 properties where persons are relocated with the Emergency Assistance for Displaced Residents and/or Emergency Assistance Payments programs, and where homeownership assistance is provided for existing housing. Risk assessments are 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.

How are the actions listed above related to the extent of lead poisoning and 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 to ensure all lead hazards are properly mitigated.

How are the actions listed above integrated into housing policies and procedures?

Lead-safe practices are required in all rehabilitation programs where housing was constructed prior to 1978, and all rental housing units rehabilitated or inhabited as a result of the various city programs as described above.

SP-70 ANTI-POVERTY STRATEGY - 91.415, 91.215(J)

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families.

The City of Lakewood will continue to support programs and projects that assist low-income persons, including projects that offer solutions to help them out of poverty. 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 investment as a way to revitalize communities.

For instance, the goal to prevent/reduce homelessness and housing instability focuses on low-income households and those living in poverty through support of a wide range of programs, including owner-occupied housing rehabilitation, emergency relocation assistance and payment programs, and the provision of tenant-based rental assistance; all designed to quickly stabilize those households at risk of homelessness and to maintain existing housing to ensure it remains safe and affordable.

The goal to support diverse rental and homeowner opportunities includes projects that provide support for the development of new housing for lower income households. Project subsidies help decrease the share a household spends on their mortgage or monthly rent, which in turn, significantly increases their ability to pay for other necessities, such as transportation, healthcare, and food, or save for the future. Down payment assistance

programs, along with housing counseling, allow households to become homeowners and build wealth.

Investment in targeted, high-quality infrastructure and aligning services with community needs can help revitalize neighborhoods and make them more attractive to other investment and businesses providing jobs. By focusing investment in areas where infrastructure is lacking or is aged, the City is better able to target investment into communities with concentrations of underserved and minority populations.

The goal to stabilize existing residents and neighborhoods focuses on the elimination of slums and blight and the creation of economic opportunity for low-income households. Funds will focus on targeting the elimination of blighted properties and replacing them with new, vibrant homeownership opportunities. These new homeowner opportunities will ultimately create avenues out of poverty through the creation of familial wealth, as well as contributing to the value of neighboring properties.

How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan.

There has been a lot of work in the cities of Tacoma and Lakewood, Pierce County, and the region to coordinate anti-poverty strategies with affordable housing planning initiatives. These initiatives aim to lower the overall cost of housing for residents or increase their earnings (or both), and in turn increase their ability to pay for other critical necessities and build wealth and assets. The goals in this Strategic Plan, coupled with the City's actions to incentivize affordable housing development through updates in its Comprehensive Plan, including policies offering density bonuses to developers of affordable housing, by encouraging infill housing, cottage-style development, and changes in zoning to permit higher densities, are intended to increase affordable housing supply and stabilize existing residents.

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 is looking at regional growth and economic development, as well as equal access to opportunities.

SP-80 MONITORING - 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including business outreach and the comprehensive planning requirements.

Remote Monitoring. Desk monitoring will consist of close examination of periodic reports submitted by subrecipients or property owners for compliance with program regulations and subrecipient agreements as well as compliance with requirements to report on progress and outcome measures specific to each award. As a condition of loan approval, the Tacoma Community Redevelopment Authority (TCRA) may have imposed additional requirements in the form of targeted set-asides (e.g., homeless units). Document review will occur at least annually and more frequently if determined necessary. Wherever possible, problems are corrected through discussions or negotiation with the subrecipient. As individual situations dictate, additional desk monitoring, onsite monitoring, and/or technical assistance is provided. Timing and frequency of onsite monitoring depends on the complexity of the activity and the degree to which an activity or subrecipient is at risk of noncompliance with program requirements. More frequent visits may occur depending on identification of potential problems or risks. The purpose of monitoring, which can include reviewing records, property inspections, or other activities appropriate to the project, is to identify any potential areas of noncompliance and assist the subrecipient in making the necessary changes to allow for successful implementation and completion of the activity.

Onsite monitoring. TCRA will contract with an independent third-party inspection company to conduct onsite inspections of its HOME rental housing portfolio. The purpose of the inspections is to ensure that rental housing meets or exceeds HUD's property inspection standards. Inspections of each property will take place at least every three years. Lakewood staff will conduct onsite monitoring of CDBG subrecipients as necessary. A standardized monitoring tool is used by staff during onsite visits to evaluate program performance,

compliance with applicable federal requirements, personnel and administration practices, accounting practices, and recordkeeping.

EXPECTED RESOURCES

AP-15 EXPECTED RESOURCES - 91.420(B), 91.220(C) (1,2)

Introduction - The estimated resources for 2025 are based on prior year allocations trends for the City of Lakewood and the same annual funding allocation for the remainder of the funding cycle.

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	525,000.00	100,000.00	71,093.45	696,093.45	2,100,000.00	

Other	public - federal	Other							NSPI 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
			292,000.00	0.00	0.00	292,000.00	0.00		of

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: \$		
								constructing safe, decent, affordable housing for low-income individuals. Anticipated program income of \$292,000 for NSPI Abatement Fund RLF activities.

Other	public - state	Housing							The City's SHB 1406 Home Repair Program is intended to utilize state tax revenues raised pursuant to RCW 82.14.540 in support of affordable housing. The goal of the program is to foster and maintain affordable housing for the citizens of Lakewood by providing affordable housing opportunities, eliminating slum and blight, and conditions which are
			95,000.00	0.00	0.00	95,000.00	306,000.00		

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: \$		
								detrimental to the health and safety of the public welfare. Housing and services may be provided only to persons whose income is at or below 60% of area median income. Annual tax revenue totaling approximately \$95,000.

Table 50 - 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.

The City of Tacoma matches CDBG and HOME funds with grants, local funds, nonprofit organizations, Low-Income Housing Tax Credits, corporate grants, and donations (among other sources) to increase the benefit and success of projects using federal CDBG, HOME, and ESG dollars. In the past, Tacoma has committed federal CDBG and HOME funds to affordable projects early; the city's upfront support has been critical in anchoring projects and obtaining additional funding.

The Affordable Housing Fund, under the oversight of the Tacoma Community Redevelopment Authority, increases the ability of partners to provide affordable housing by providing a stable source of funding to leverage additional resources.

In Lakewood, as in Tacoma, CDBG expenditures leverage funding from multiple sources on nearly all projects, except for homeowner rehabilitation/repair program (Major Home Repair). In 2025, LASA's development of 26-units of affordable rental housing will leverage over \$10 million of the project's \$13 million dollar project budget. Lakewood continues to coordinate its public improvements closely with capital improvement planning to leverage planned infrastructure improvements, including state and federal funding for infrastructure.

HOME match requirements for the Consortium are met through multiple sources, including private grants and donations, commercial lending, local funding, and the State Housing Trust Fund. HOME funds match requirements and leverage is provided as part of the HOME Consortium and is reported in Tacoma's portion of the Plan. In Tacoma, ESG match requirements are met through various sources, depending on the project. Sources in past years have included Washington State, Pierce County, foundations and corporate grants, private donations and City of Tacoma General Fund dollars.

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

Use of publicly owned land or property is not anticipated in projects currently planned or underway although if those opportunities arise, such land and property will be included.

The City of Tacoma has a public land disposition policy that prioritizes affordable housing on publicly owned property. This policy may result in publicly owned property becoming available over this funding cycle.

Discussion

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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	Prevent/reduce homelessness & housing instability	2025	2029	Affordable Housing Homeless		Housing instability, including homelessness Affordable rental and homeowner opportunities	CDBG: \$576,093.45 SHB-1406: \$95,000.00	Public service activities other than Low/Moderate Income Housing Benefit: 40 Persons Assisted Homeowner Housing Rehabilitated: 8 Household Housing Unit Homelessness Prevention: 20 Persons Assisted
2	Support diverse rental & homeowner opportunities	2025	2029	Affordable Housing		Affordable rental and homeowner opportunities	CDBG: \$15,000.00	Rental units constructed: 5 Household Housing Unit

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
3	Stabilize existing residents and neighborhoods	2025	2029	Non-Housing Community Development		Need for safe, accessible homes and facilities	NSP1: \$292,000.00	Buildings Demolished: 5 Buildings

Table 51 – Goals Summary

Goal Descriptions

1	Goal Name	Prevent/reduce homelessness & housing instability
	Goal Description	Activities include homeowner rehabilitation; emergency relocation assistance to low-income individuals displaced due to no fault of their own; emergency assistance payments; and tenant-based rental assistance (HOME).
2	Goal Name	Support diverse rental & homeowner opportunities
	Goal Description	Activities include the expansion of affordable housing through the construction of new rental units.
3	Goal Name	Stabilize existing residents and neighborhoods
	Goal Description	Activities include the demolition and removal of blighted properties (NSP1).

AP-35 PROJECTS - 91.420, 91.220(D)

Introduction

The City of Lakewood will direct its federal funds in 2025 to accomplish the following goals and corresponding activities:

- **Prevent/reduce homelessness & housing instability** – Through funds for rehabilitation of existing single-family homes to maintain existing affordability; emergency assistance for displaced residents; emergency assistance payments to low-income households; and for tenant-based rental assistance directed at assisting tenants with the high cost of initial rental deposits necessary to secure housing.
- **Support diverse rental & homeowner opportunities** – Through funds for the creation of new rental and homeownership opportunities using the Affordable Housing Fund administered by TCRA.
- **Stabilize existing residents and neighborhoods** – Through funds for the demolition or clearance of dangerous buildings.

#	Project Name
1	Administration
2	CDBG Administration of Home Housing Services
3	Major Home Repair
4	CDBG Emergency Assistance Payments
5	Emergency Assistance for Displaced Residents
6	NSPI Abatement Program

Table 52 – Project Information

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

Allocation priorities are based on a combination of factors identified through a planning and public participation process; direction from elected officials; input from community members and boards; ability to serve priority needs among Lakewood residents; alignment with strategic locations, such as schools and transportation centers; prioritization of development in areas

with underserved or aging infrastructure and improvements; and ability to leverage additional local and state funding.

The primary obstacle to addressing underserved needs remains declining resources relative to growing needs in Lakewood and an ever-increasing regulatory environment. While the city has approved funding for more local resources, the city's low- and moderate-income population living in qualifying block groups has largely remained the same over time. Another barrier is the mismatch between local market conditions and maximum house values allowed by federal programs. In Lakewood, this mismatch has continued to mean that many seniors in need who have lived in their home for extended periods of time, have seen house values increase to a point where the City is no longer able to assist those households with federal funding because their home valuation has long exceeded HUD's maximum home valuation limitations.

Lakewood will continue to coordinate across its departments, local and regional partners, its regional HUD field office, and community members to address any obstacles that arise and maximize its limited federal dollars.

Funding over the coming five-year period will focus on all four goals established: 1) Prevent/reduce homelessness & housing instability; 2) Support diverse rental & homeowner opportunities; 3) Support public infrastructure improvements; and 4) Stabilize existing residents and neighborhoods.

AP-38 PROJECT SUMMARY

Project Summary Information

1	Project Name	Administration
	Target Area	
	Goals Supported	Prevent/reduce homelessness & housing instability Support diverse rental & homeowner opportunities Support public infrastructure improvements Stabilize existing residnets and neighborhoods
	Needs Addressed	Housing instability, including homelessness Affordable rental and homeownership opportunities Need for accessible, culturally competent services Need for safe, accessible homes and facilities
	Funding	CDBG: \$105,000.00
	Description	Administration to implement and manage the Consolidated Plan funds. Activities include providing fair housing and landlord tenant outreach and education.
	Target Date	6/30/2026
	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 2025 Annual Action Plan, including funding for fair housing activities in support of 30 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	

	Planned Activities	Administration funds are anticipated to be expended in support of general administration activities to administer the 2025 Annual Action Plan, including funding for fair housing activities in support of 30 low- and moderate-income individuals.
2	Project Name	CDBG Administration of Home Housing Services
	Target Area	
	Goals Supported	Support diverse rental & homeowner opportunities
	Needs Addressed	Affordable rental and homeowner opportunities
	Funding	CDBG: \$15,000.00
	Description	Program administration and housing services in support of HOME Program.
	Target Date	6/30/2026
	Estimate the number and type of families that will benefit from the proposed activities	A total of 5 low- and moderate-income households will be assisted with HOME-funded activities, through the construction of 5 new HOME rental housing units for low-income households.
	Location Description	
	Planned Activities	Program administration and housing services in support of HOME Program.
3	Project Name	Major Home Repair
	Target Area	
	Goals Supported	Prevent/reduce homelessness & housing instability
	Needs Addressed	Housing instability, including homelessness Affordable rental and homeowner opportunities Need for safe, accessible homes and facilities
	Funding	CDBG: \$496,093.45 SHB-1406: \$95,000.00

	Description	Program provides home repair and/or sewer connection loans to eligible low-income homeowners. Funding for program provided through FY 2025 entitlement funding (\$325,000), reprogrammed funding (\$71,093.45), and revolving loan funds (\$100,000). Additional funding of \$95,000 is available through SHB-1406 local funding.
	Target Date	6/30/2026
	Estimate the number and type of families that will benefit from the proposed activities	A total of 6-8 low- and moderate-income households will be assisted with owner-occupied, housing rehabilitation activities.
	Location Description	citywide
	Planned Activities	The project will provide major home repair 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 \$100,000 in anticipated program income, \$71,093.45 in reprogrammed prior year funding, and \$95,000 in SHB-1406 local funding.
4	Project Name	CDBG Emergency Assistance Payments
	Target Area	
	Goals Supported	Prevent/reduce homelessness & housing instability
	Needs Addressed	Housing instability, including homelessness Need for accessible, culturally competent services
	Funding	CDBG: \$45,000.00

	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 at-risk populations.
	Target Date	6/30/2026
	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 at-risk populations.
	Location Description	citywide
	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 at-risk populations continuing to be disproportionately impacted.
5	Project Name	Emergency Assistance for Displaced Residents
	Target Area	
	Goals Supported	Prevent/reduce homelessness & housing instability
	Needs Addressed	Housing instability, including homelessness Need for accessible, culturally competent services
	Funding	CDBG: \$35,000.00
	Description	Program provides emergency relocation assistance to eligible low income households that are displaced through no fault of their own during building and code enforcement closures, fires, redevelopment, and other incidences resulting in homelessness.
	Target Date	6/30/2026

	Estimate the number and type of families that will benefit from the proposed activities	A total of 20 individuals will be assisted with emergency relocation assistance for persons displaced due to no fault of their own.
	Location Description	citywide
	Planned Activities	Activities include emergency relocation assistance to low-income individuals displaced due to no fault of their own. Assistance to include rental assistance, deposits, and other related relocation expenses.
6	Project Name	NSPI Abatement Program
	Target Area	
	Goals Supported	Stabilize existing residents and neighborhoods
	Needs Addressed	Need for safe, accessible homes and facilities
	Funding	NSPI: \$292,000.00
	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	6/30/2026
	Estimate the number and type of families that will benefit from the proposed activities	The City of Lakewood anticipates it will address a total of 5 blighted properties through the abatement of dangerous and nuisance conditions in various low-income block groups. Funding will be provided through NSPI RLF funding and the City of Lakewood General Fund.
	Location Description	citywide
	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 NSPI abatement activities and the General Fund. Program funding includes a total of \$292,000 in anticipated program income to be used for similar RLF activities and potentially \$200,000 in General Fund.

AP-50 GEOGRAPHIC DISTRIBUTION - 91.420, 91.220(F)

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

The City will target CDBG and HOME funds expenditures in block groups with at least 51% low- and moderate-income populations, as many of Lakewood’s at-risk and ethnic populations continue to be concentrated in these areas. Many of these block groups tend to have large concentrations of aging 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 2025, CDBG funding prioritization will focus on the prevention and reduction of homeless & housing instability through the rehabilitation and preservation of owner-occupied housing units, emergency assistance payments to low- and moderate-income households, with a focus on cost-burdened households, elderly, disabled, and at-risk populations, and through emergency relocation assistance for households displaced through no fault of their own; the support of diverse rental & homeowner opportunities through the construction of new rental and homeowner housing; and the stabilization of existing residents and neighborhoods through the removal of blighted properties, and fair housing services. HOME funding in FY 2025 will focus on the prevention and reduction of homeless & housing instability through the provision of tenant-based rental assistance; and the support of diverse rental & homeowner opportunities through the construction of new rental and homeowner housing.

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 53 - Geographic Distribution

Rationale for the priorities for allocating investments geographically.

N/A

Discussion

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AP-85 OTHER ACTIONS - 91.420, 91.220(K)

Introduction

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Actions planned to address obstacles to meeting underserved needs.

In 2025, Lakewood will look to prioritize the maintenance of existing affordable housing and the need to develop new affordable housing. As part of this strategy, Lakewood will look to stabilize existing homeowners through various rehabilitation programs, and through the revitalization of neighborhoods by removing or remediating blighted properties. Actions in support of the development of new affordable housing include LASA's development of 26-units of affordable rental housing to be completed in 2025-26. Additionally, Lakewood will seek additional partners and projects to extend homeownership opportunities to low-income homebuyers in 2025 through the City's Affordable Housing Fund.

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 various negative economic conditions. Fair housing counseling services will focus on ameliorating housing inequities often borne by low-income households.

As noted in the 5-YR Plan, many households with fixed incomes struggle to secure stable housing due to barriers such as high rent costs, poor credit, and the financial burden of security deposits and first-month rent requirements. As part of Lakewood's goal to prevent and reduce homelessness and to increase housing stability, the City will offer a tenant-based rental assistance

program targeting low-income households struggling to pay rental and security deposits. The program will offer one-time, rental deposit assistance, with a focus on serving elderly, disabled, at-risk, and low-income households.

Other 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 programming, housing assistance and homelessness prevention, crisis stabilization, access to health and behavioral health, and access to food. For 2025, the City has allocated \$510,000 in general fund dollars in support of these programs.

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 2025, LASA will begin the construction of 26-units of affordable housing near the downtown core. This \$13 million dollar project brings together a coalition of funders including, direct allocations from the federal and State governments, State Housing Trust Fund, Pierce County, and the City of Lakewood. Partnerships to construct new single-family homes for low-income homebuyers will continue to be a funding priority for the City's HOME Affordable Housing Fund.

The City encourages affordable housing through the City's Multifamily Tax Exemption program, density bonuses, and has recently updated the City's Comprehensive Plan allowing for cottage housing, ADUs, and middle housing in predominately residential zones; with density bonuses to certain properties located near major transit stops or if affordable units are developed.

Support for existing affordable owner-occupied housing will continue through CDBG Major Home Repair program. 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 maintenance or development of affordable housing for households at or below 60% of area median income. The fund has a current balance in excess of \$400,000 with additional revenue of approximately \$95,000 to be received annually to support the City's home owner-occupied housing repair programs, or to assist with the the support and development of affordable housing.

Rental habitability and affordability remain a priority for the City. With more than 56 percent of Lakewood's housing stock being rental, and 43 percent of Lakewood's housing stock constructed prior to 1960, the importance of maintaining these units as viable affordable housing options remains a top

priority. In 2017, the City began its Rental Housing Safety Program (RHSP) requiring all residential rental properties (apartments, single-family homes, duplexes, etc.) within the city limits be registered on an annual basis and maintain specific life and safety standards for those properties. The goal of the RHSP is to eliminate all substandard rental housing in Lakewood and improve the quality of life for all Lakewood residents. As noted in the current 5-YR Plan, substandard housing disproportionately affects the poor, minorities, working class families, seniors, disabled, and persons who suffer from chronic illness; with many of these households identifying as suffering severe housing problems, including lack of kitchen or plumbing facilities, more than 1.5 persons per room, or cost burden. Since the program's inception, the City has inspected all rental properties and has seen substantial improvement in both the quality and condition of Lakewood's rental properties. Inspections of rental properties will be ongoing throughout the term of the Consolidated Plan.

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 much of Lakewood's housing stock being constructed prior to 1978, 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 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 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 cities of Lakewood and Tacoma will continue to support programs and projects that assist low-income persons, including projects and programs offering solutions to help lift them from poverty. The goals in the Strategic Plan have the capacity to reduce the number of households living in poverty. The Plan's goals emphasize and support stable affordable housing options and services as a means to address poverty, and targeted infrastructure investment as a way to revitalize communities.

The City's goal of preventing and reducing homelessness and housing instability includes funding for projects that will provide new affordable housing opportunities for lower income households and housing rehabilitation programs. Both programs seek to lower the share a household spends on monthly housing costs, therefore increasing the household's ability to pay for other necessities, such as transportation, healthcare, childcare, food, paying down debt, or simply saving for the future. Assistance programs providing relocation assistance, emergency payments, and tenant-based rental assistance to low-income households will focus on stabilizing those most at risk of becoming homeless- elderly, disabled, and very-low income households.

The goal of supporting diverse rental and homeowner opportunities will be accomplished through funding provided to LASA to construct 26-units of affordable rental housing, and through additional partnerships with housing developers like Tacoma-Pierce County Habitat for Humanity and Homeownership Center Northwest.

The goals of supporting public infrastructure improvements and stabilizing existing residents and neighborhoods both have the capacity to help lift households and neighborhoods out poverty. Targeted investment in infrastructure improvements in neighborhoods where such improvements are lacking or aged, coupled with services and programs addressing specific

community needs, can help revitalize neighborhoods and attract economic investment, ultimately leading to the creation of jobs and housing in communities that need them the most.

Other actions to reduce the number of poverty-level families are addressed through the City's human services programs and its 1% allocation from the City's general fund. Human services strategic funding priorities include, housing assistance and homelessness prevention, crisis stabilization, access to health and behavioral health, access to food, and emotional supports and youth programming. For 2025, the City has allocated \$510,000 in general fund dollars in support of these activities.

Actions planned to develop institutional structure.

Tacoma, Lakewood, and Pierce County have a long history of coordinating initiatives and planning strategies related to community development, anti-poverty, homelessness, and affordable housing development. Through this coordinated effort, these entities have sought a regional approach 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, to reduce or eliminate the time a family is homeless, and create pathways to wealth-building. 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 and work collaboratively 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 opportunity. The City of Lakewood is also a founding member of the South Sound Housing Affordability Partners (SSHAP), a voluntary collaboration among 15 local governments, whose goal is to provide a regional approach to preserve affordable, attainable, and accessible housing throughout Pierce County.

Pierce County is currently engaged in revamping its homeless delivery services to include a more collaborative effort between the County and cities of Lakewood and Tacoma. The County has engaged Uncommon Bridges to help develop a Uniform Regional Approach to Homelessness (URA). Improvements to the system will provide for a more efficient and effective way to serve

persons experiencing homelessness across the 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. Additionally, Tacoma, as lead entity in the Tacoma-Lakewood Consortium, 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 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 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 the development of plans and strategies. Coordination with public and assisted housing providers, along with governmental agencies for health, mental health, and other services focuses 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. Current coordination includes partnership with the City, Pierce County, WA State, and the federal government, bringing together approximately \$13 million dollars in support of LASA's construction of 26-units of affordable rental housing in Lakewood's

downtown core.

The City continues to maintain collaborative relationships with many nonprofit agencies, local housing authorities, mental and social service agencies, and local and State governmental agencies to provide a continuum of affordable housing, access to health care and other programs and services, educational support and training opportunities to aid in obtaining livable-wage jobs, and promote services that encourage self-sufficiency as a lasting solution to breaking the cycle of poverty.

Discussion

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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	100,000
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.	
3. The amount of surplus funds from urban renewal settlements	
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	
5. The amount of income from float-funded activities	100,000
Total Program Income:	

Other CDBG Requirements

1. The amount of urgent need activities	
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:

The City of Lakewood anticipates it will receive \$100,000 in CDBG program income and \$292,000 in NSP1 program income. Presently, the IDIS system allows a grantee to enter CDBG program income into the system; however, NSP program income is not accounted for in the same manner. The program income amount entered in line 1 of AP-90 is therefore understated by \$292,000.

CDBG 2025-2029 Five-Year Consolidated Plan
COMMUNITY SERVICES ADVISORY BOARD
October 16, 2024 – 5:30 pm

Attendees – City staff- Martha Larkin & Jeff Gumm. CSAB members- Kyle Franklin, Michael Lacadie, Nicole Denise Franklin, Laurie Maus, and Shelby Taylor.

No comments provided

CDBG 2025-2029 Five-Year Consolidated Plan
PUBLIC HEARING – Human Services Community Collaboration Meeting
November 13, 2024 – 9:00 a.m.

Attendees – Alice Fong- Ethical Leadership Group, Daniel Burdsell- TPC Health Department, Marianne Haynes- Project Access, Becca Pilcher- Rebuilding Hope, Susanne Pak- Answers Counseling, Marcos Sauri- Lakewood's CHOICE, Neirssa Roberts- YWCA, Erica Bartlett- TPC Health Department, Jesse Black- Springbrook Connections, Chris Davis- City of Lakewood, Aron Myracle - Oasis Youth Center, Lisa Watt Banks- Lakewood's CHOICE

Question – What do you see as the top three housing needs for HUD-qualified populations in Lakewood?

- Lakewood needs more affordable rental housing for families.
- Add housing but also find ways for people to connect and communicate their needs.
- Help people have ways of getting to know each other and build a sense of community.
- Invest in the people so they will gain education, skills, confidence, dignity.
- Funding to help people who are trying to apply for new housing. (Application Fees).
- A tiny home village like the one in Tacoma.
- Safe parking for unhoused people with cars or RVs.
- More ways to disseminate information to those who need it. Currently landlords are a resource.
- A central location for people to get information they need.
- Rental Assistance (first, last, deposit).
- More resources for those who earn just over the Medicaid limit.
- It is important to take into consideration that Lakewood is a hub for families and individuals being pushed out of Seattle & Tacoma due to gentrification and the growth of the military families & community making the areas surrounding JBLM their home.
- Need more local organizational involvement and resource sharing for children, youth, and families.

Question – What are some un-met or under recognized needs impacting specific HUD-qualified populations?

- Immigrant needs.
- Housing for youth (especially LGBTQ).
- Subsidies for housing seniors and veterans.
- Create/refurbish spaces for young people to play/be in.
- Opportunities for fostering.

- Engage more with citizens to be part of solutions.

Question – What types of housing or supportive services are most in demand, but least available?

- Need more low barrier housing. Along with being on a fixed income, you have folks who cannot get into housing because of their credit, owing previous landlord, high income requirements, etc.
- Need places that work with folks who have more barriers to get into safe and stable housing.
- Need transitional and permanent supportive housing.
- More affordable rentals for families. Affordable 2- or 3-bedroom rentals near schools and affordable housing complexes with ECEAP early learning center onsite or nearby.
- Safe and healthy housing standards for existing housing. (The Health Department appreciates Lakewood's Proactive Rental Housing Inspection Program).
- Transportation.
- Transportation helps people get better jobs.
- Opportunities to engage.
- Programs to assist homeowners to build and ADU to be used for low-income housing in the first 5 years.
- Supportive Services – food bank.
- Food storage lockers (Amazon style for pickup).
- An online resource guide tailored to a specific area (Lakewood).
- Resource Guide for Community Colleges.
- Organization of agencies to communicate, chat, and collaborate with their services.
- Resource Guide with QR code to access in multiple languages.
- More ECEAP/Early Learning.

CDBG 2025-2029 Five-Year Consolidated Plan
NEIGHBORHOOD CONNECTIONS LEADERSHIP GROUP
November 20, 2024 – 5:30 p.m.

Attendees – Christopher Davis, Program Coordinator
Neighborhood Connections Members - Lisa Boyd, Vicky Stanich, Sue Hawkins, Anne Gradner, Jeanne Ehlers, Melissa Fritts-Dougherty, Sherry Ankel, and Larry Woods

Question – What types of programs or services/activities do you feel are the greatest need for Lakewood citizens – affordable housing, services, infrastructure/community facilities, or economic development?

- Assistance for repairs and rehabilitation for deferred maintenance for owner-occupied housing.
- Find ways for people to connect and communicate their needs. A central location for people to get information they need on programs offered by City.
- Educational programs.
- Affordable apartment rents.
- Development of sidewalks in neighborhoods to promote safety.
- Program to help with illegal trash dumping; especially important in low-income neighborhoods.

Question – What are some un-met or under recognized needs impacting specific HUD-qualified populations?

- Long-time homeowners in Lakewood are worried about affordable housing coming to their neighborhoods. They don't understand what affordable housing is. Need to better educate the community on what "affordable housing" entails and actually means.
- High School kids don't have a clear understanding of the costs of housing/rent. Need financial literacy programs for youth.
- Affordable housing and the cost of rent were important issues.

Question – What types of housing or supportive services are most in demand, but least available in Lakewood?

- Move-in costs. First, last, deposit assistance to help people get started. Large barrier to low-income families looking to rent a house or apartment or to relocate and come up with the first, last and deposit for the move. Other renter assistance programs.
- Housing education programs.

- Need to find more ways of getting the word out about housing assistance programs the City and County offers.

Question – What alternative solutions or innovative supportive services or housing programs have you seen elsewhere that you believe would benefit Lakewood?

- A central location to share information at City Hall or elsewhere regarding available resources and programs.
- Have an open house for City services.
- Partner with the community and host a booth at fairs and other gatherings to distribute information.
- Collaborate with the local school district to increase awareness of students and their families. Advertise programs and services in the CPSD newspaper.
- Work with legislators to encourage rent stabilization.
- Provide resources for landlords to defend against negligent tenants and those who do not pay rent. Do not enact local legislation like Tacoma restricting a landlords' ability to manage properties, including the eviction process.
- Develop affordable apartments. Not enough military housing on base, so service members rent in Lakewood lessening the number of affordable units available to Lakewood citizens.
- Fix potholes.
- No more traffic circles.

CDBG 2025-2029 Five-Year Consolidated Plan
YOUTH COUNCIL MEETING
December 2, 2024

Attendees – Alexandra Corona Hernandez, Alicia Stanford, Ava Qualls, Bridget Holbrook, Britany Robles, Chase Washington, Elija Sta Ana, Gabriel Flores, Irie Hinkle, Iymen Bahron, Jada Martin, Kasia King, Leslie Rosales Martinez, Lincoln Estrada Perez, Luci Asadi McLaughlin, Lui Owejan, Nathalye Lopez, Nathan Lewis, Reinida Benavente, Ruffaro Ghuzha, Salvador Cortes, Sophia Lana Castro, Violet Johnson, and Zoe Clifford.

Affordable Housing Needs:

1. Rental caps: Minimize landlord's ability to increase rents by obscene amounts.
2. Help college graduates against being priced out of rental housing.
3. Be harsher on landlords neglecting health and safety issues.
4. High homeownership prices are an issue. Sellers requiring higher prices than appraised value.

Community Development:

1. Continue fixing our sidewalks and increase streetlighting.
2. Find more homeless resources to get them off the street.
3. More spaces for youth to hang out.
4. Fix potholes.
5. Trash and debris pick-up.
6. Implement heightened neighborhood safety methods.

No comments were made regarding economic development or public services.

CDBG 2025-2029 Five-Year Consolidated Plan
PUBLIC HEARING- Housing & Services Providers, Fair Housing Center of
Washington, TPCHD, PCHA, and other local quasi-governmental agencies.
December 3, 2024. 11:00 a.m.

Attendees – City Staff- Martha Larkin, Shannon Johnson and Jeff Gumm. JQUAD Planning Group staff- Robert Joiner & James Gilleylen. Attendees- Maureen Fife- Tacoma-Pierce County Habitat for Humanity, Hallie McCurdy- West Pierce Fire & Rescue, Adria Buchanan- Fair Housing Center of Washington, Jim Stretz- Pierce County Housing Authority, Victoria O’Banion- Northwest Cooperative Development Center, Erika Bartlett- Tacoma-Pierce County Health Department, Angela Del Grosso-Thompson- Pierce County Aging & Long Term Care, Adam Reichenberger- Tacoma-Pierce County Health Department, Marshall Meyer- Lakewood Water District, Shukri Sharabi.

Question- What do you see as the top three housing needs for low-and moderate-income populations in Lakewood? Other non-housing needs such as infrastructure, economic development or services?

- Affordable homeownership options. Maintenance of owner-occupied housing. Homeownership builds a sense of community.
- Stabilize seniors in their current housing. As costs continue to rise, seniors on fixed incomes are becoming more and more at risk of losing their housing.
- Maintaining existing rental housing. Rental Housing Safety Program is a good way for the City to ensure housing is safe.
- Preservation of ALL types of affordable housing – MF and SF rental, single-family owner occupied, and manufactured housing.
- Rehabilitation programs and funding for maintaining existing rental housing.
- Tenant-based rental assistance or other rental assistance program would be a positive. Jim Stretz (PCHA) cautioned that a full TBRA program providing monthly rental assistance is difficult to end once started.
- Need programs that fund maintenance and acquisition of affordable housing options.
- Infrastructure funding programs to assist with the costs of acquiring, developing or maintaining affordable housing. Many areas where affordable housing is located have outdated/aging infrastructure and some lack sewer. Federal funding may not be best option for funding infrastructure; City should pursue non-federal funding sources.

Question- What are some unmet or under-recognized housing needs impacting specific HUD-qualified “presumed” populations (i.e. youth, homelessness, veterans, domestic violence, disabled, elderly)?

- Rents are too high for seniors.
- Need more housing options at different income levels, not just 80% AMI and below. Need more options for households with incomes less than 30% AMI.

- Allow or provide for rentals by the room or other types of shared housing to lower rental costs for those with very low incomes or those who are just getting started out.
- Universal design and accessible housing is in very short supply. Need more housing options for disabled households. It is difficult to purchase a home and coordinate for accessible upgrades in time to complete the home purchase as others are also bidding on the same home and don't require such upgrades. Difficult for homebuyers to get bids and do work in a timely manner.
- Difficulty in financing expensive accessible upgrades to homes when purchasing; need funding assistance program to assist with this expense.

Question- What types of housing impediments are you aware of that are currently impacting low-income, minority, or other disadvantaged Lakewood populations? What steps does the City need to take to address them?

- No housing vouchers are currently available in Tacoma or Lakewood.
- Renter's insurance is something that is needed for all renters to ensure large expenses are not incurred in times of disaster, etc. Often renters who are forced to move temporarily or permanently are taxed by additional expenses that could have been covered by insurance (i.e. motel expenses, moving expenses, food, replacing household/personal goods, etc.).
- Older manufactured homes are not allowed in parks and many low-income households cannot afford new manufactured homes.
- Rents are too high for elderly and veteran households.
- Homeowner insurance rates continue to rise.

Question- What alternative solutions or innovative housing programs have you seen elsewhere that you believe would benefit Lakewood?

- Lakewood should consider designating Neighborhood Revitalization Strategy Areas (NRSA) as allowed by HUD to focus development and assistance and lessen some of the CDBG regulations.
- Manufactured housing zoning overlays that protect existing manufactured housing (Tacoma and Tumwater).
- Allow ADUs in manufactured home parks. The city should research to better understand the impact it would have before initiating such a program.
- Allow for changes to change title of manufactured homes in parks to consider such housing as real property rather than personal property. This change would allow for homeowners to gain access to conventional financing with longer terms and better interest rates, thus reducing housing costs to these low-income households. Real property status would allow better access to conventional financing for cooperatives and owners to finance repairs at a better rate and payment.
- Programs funding infrastructure upgrades and pre-development expenses such as earnest money, inspections, design, etc.

CDBG 2025-2029 Five-Year Consolidated Plan
PUBLIC HEARING- Housing & Services Providers, Fair Housing Center of
Washington, TPCHD, PCHA, and other local quasi-governmental agencies.
December 4, 2024. 6:30 p.m.

Attendees – City Staff- Tiffany Speir and Jeff Gumm. Planning Commission- Robert Estrada, Chair; Phillip Combs; Mark Herr; Phillip Lindholm; Ellen Talbo; Sharon Wallace.

Question- What do you see as the top needs for low-and moderate-income populations in Lakewood? (Can be specific housing, infrastructure, economic development, or service-related need.)

- Support of various parks in Lakewood, including American Lake Park, Harry Todd Park, and Seeley Lake Park.
- Funding to assist the Tillicum Community Center with various deferred maintenance issues related to the building.
- Operational funds to assist the Tillicum Community Center.
- Childcare deserts are still an issue. Use CDBG funding to assist with growing the number of daycares or the number of children that can be assisted by a specific daycare facility.
- CDBG to support economic development to provide low-income persons with a solid financial base.
- Lakewood's Multi Family Tax Exemption Program is good incentivization to develop affordable housing. Partnerships with CDBG/HOME funding with for-profit or non-profit organizations to develop more affordable housing and redevelop neighborhoods.
- Development of affordable housing should be in mixed income developments so as not to overconcentrate low-income housing in one area or development.



12/3/2024

RE: Lakewood Consolidated Plan

Dear Jeff Gumm,

Thank you for engaging the Fair Housing Center of Washington (FHCW) to discuss housing needs in Lakewood. To re-iterate some of the comments we shared in the public meeting, the following are points we would like the City of Lakewood to consider:

- **NRSA** – The Neighborhood Revitalization Strategic Area designation could be very useful for the city as it determines how best to use CDBG funds. An NRSA designation allows for greater flexibility in spending and in targeting various AMI levels. The FHCW would love to see the City of Lakewood adopt an NRSA to further leverage federal funds.
- **Accessibility** – Homeownership is an important wealth-building tool and can hedge against rising rental costs, however, for individuals who are disabled, there is not enough ready built housing that they can physically get into. Most cannot get through the front door. Because they are not able to confidently get in and around these houses as-is, they are very hesitant to purchase, even if they are financially capable. This is also an issue for those using FHA, which requires a number of bids before an offer can be made. The FHCW encourages the City of Lakewood to explore programs that assist disabled homeowners in getting accessible modifications completed post-close.
- **Housing in various types** – The City of Lakewood has done a lot of work in this area with increasing housing opportunities. Going forward, developments that allow folks to rent by the room or share common amenities and options that optimize shared space over individual living space (smaller bedrooms and larger kitchens or bathrooms for example) would allow seniors, transitioning homeless youth and others on lower or fixed incomes to be in adequate housing that meets their needs.
- **Manufactured Homes** – Currently, there are some manufactured home/ mobile home parks that do not accept older trailers. As a result, clients with older trailers are left with no hookups or are living in their car instead. The FHCW encourages the City of Lakewood to work with RV trailer owners to purchase newer used trailers.
- **Rental Assistance** – Renter insurance is currently not mandatory (a housing provider can require it in the lease) but there are many tenants who incur unnecessary costs, for example staying in a

hotel when repairs aren't made, or other things happen that may temporarily displace them. Renters insurance can help off-set these costs and "Renters' readiness" courses and resource materials should stress the importance of renter's insurance to put less financial strain on the city when these needs arise.

These are just a few options to consider as the City of Lakewood continues the Consolidated Plan process and meeting housing needs.

Thank you for your work and please keep us engaged.

Sincerely,



Adria Buchanan

Executive Director

Fair Housing Center of Washington

The Fair Housing Center of Washington is a nonprofit agency mandated by the Department of Housing and Urban Development (HUD) to assist in the enforcement of Title VIII, The Fair Housing Act, as amended in 1988. Our enforcement activities include education, outreach, advocacy, and filing complaints with HUD and other enforcement agencies.

TUE.
2024-
OCT-
29

TO → Jeff Green, Housing Director Mgr

FROM → The Hon. Mr. Robert Hill
former candidate for State Senate
Bldg # 2024-2025-001, "6 PCS"
910 TACOMA AVE S
TACOMA WA 98402-9999

U.S.F.A.

There are three mechanisms I think the Council
can adopt to increase housing, including "affordable" housing →

①

Eliminate maximum heights for three years.

(Impose a "moratorium")

If some developer wanted to build a "Big Khalifa" in
the middle of the Lakewood Mall, why shouldn't they?

Consider the incredible property tax revenue that would
provide a deflection off residential individuals.

Or how about a set of 20-story condominiums,
containing 400, 500, 600 people? It's time for
other end countries to build up not out for water.

②

Eliminate Parking Restrictions

The first one is "requiring" parking stalls or spaces
per new inhabitant → what are the City's current numbers?

There are ten more square feet, as acres, devoted to cars, instead of pedestrians & bicycles & buses, which reduces density. Our car-culture inhibits and blocks socialization and cheaper access to grocery stores and restaurants and community centers and libraries.

The second one is "prohibitive" parking, which is restriction - but less important to me. → How much of this do you have

- 3 - Reduce or Eliminate "Setback"

There is an anachronism from 100 years ago, when everybody was combustible wood, and the firefighters came up with a workable solution to preventing spread of fires. Today, there's significant improvement in material technology.

→ How much does the City still require setback?

Thank you for your attention to this matter.

How much would it cost to get a 3x4-foot colour poster of the maximum height, by parcel/zone?

Jeff Gumm

From: Jim Stretz <JStretz@pchawa.org>
Sent: Tuesday, December 3, 2024 12:54 PM
To: Jeff Gumm
Subject: Opportunity Zones and the 5 year Plan
Attachments: Screenshot (510).png; Screenshot (512).png

This email originated outside the City of Lakewood.

Use caution when following links or opening attachments as they could lead to malicious code or infected web sites. When in doubt, please contact the HelpDesk.

- helpdesk@cityoflakewood.us ext. 4357

Hi Jeff,

Thanks for including us. Your consultant highlighted a factor that could be very important in the next four years. Lakewood has two Opportunity Zones, and according to James, the new HUD Secretary was part of putting in place Opportunity Zones in Trump's first term. Perhaps these areas will be stressed in other subsidy programs during the next four years. We will be looking for opportunities in Lakewood's designated Zones 05 and 06—screenshots of the two OZs are attached. Our two older communities are just outside of them.

Thanks again,
Jim

Jim Stretz
Executive Director
Pierce County Housing Authority
253.620.5406 Direct
WE MOVED!
11515 Canyon Canyon Rd E
Puyallup, WA 98373
jstretz@pchawa.org



Zone for additional information.

Opportunity Zone Map



List of All Pierce County OZs

The table below lists all 12 Opportunity Zones in Pierce County. The first two rows show the state wide average and the average for all Washington Opportunity Zones.



Election Analysis At The Novogradac 2024 OZ Summit, With Mike Novogradac



How Trump Will Reshape Opportunity Zones, With Ashley Tison

Archives

Select Month

Categories

Select Category

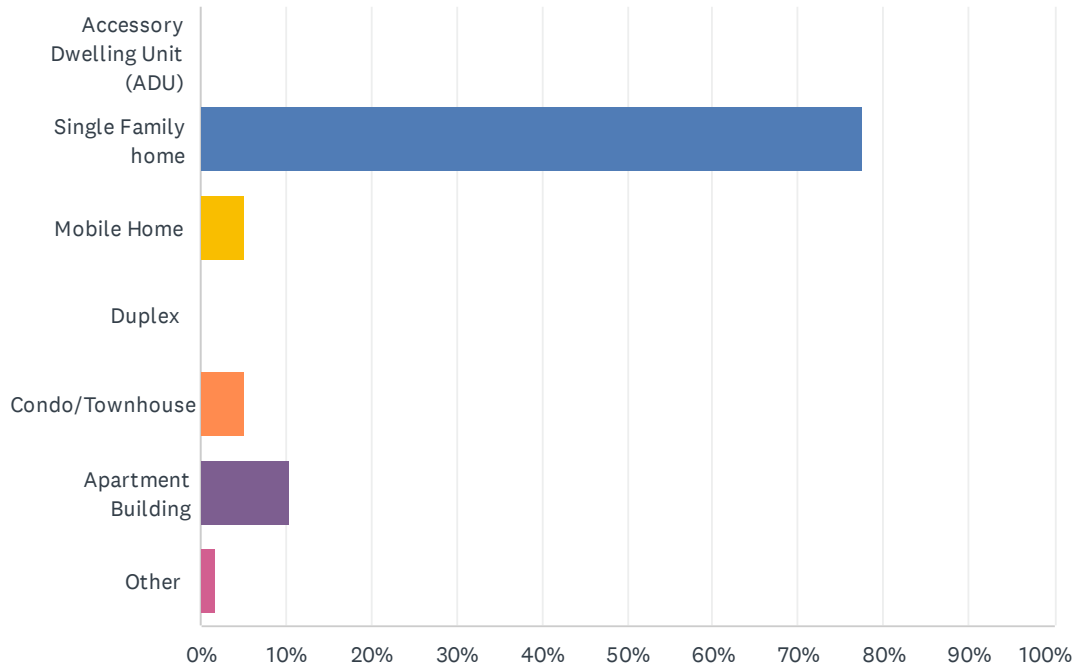
Featured Video



The Wyoming Reserve Site Tour

Q1 Which of the following best describes the type of housing you currently live in? (Choose only one)

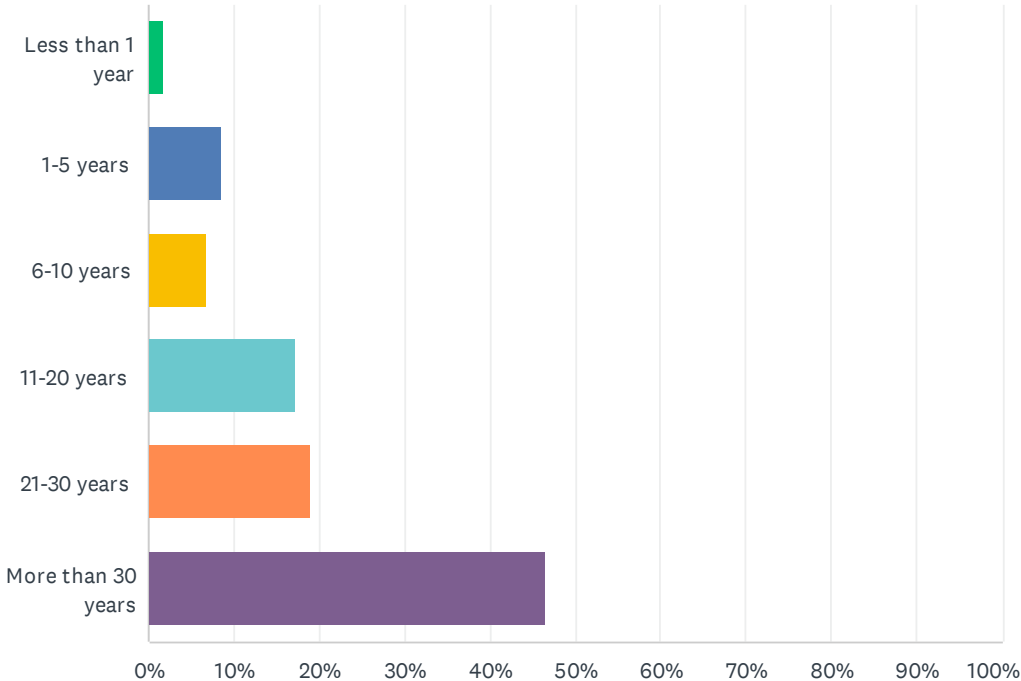
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Accessory Dwelling Unit (ADU)	0.00%	0
Single Family home	77.59%	45
Mobile Home	5.17%	3
Duplex	0.00%	0
Condo/Townhouse	5.17%	3
Apartment Building	10.34%	6
Other	1.72%	1
TOTAL		58

Q2 How long have you lived in Lakewood

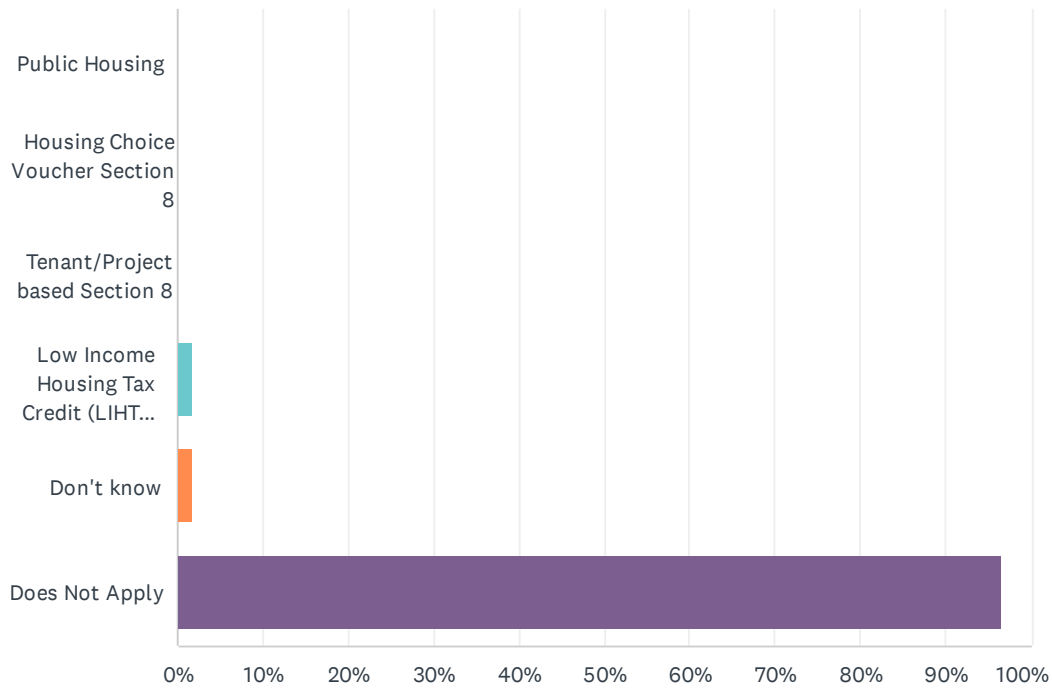
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than 1 year	1.72% 1
1-5 years	8.62% 5
6-10 years	6.90% 4
11-20 years	17.24% 10
21-30 years	18.97% 11
More than 30 years	46.55% 27
TOTAL	58

Q3 If you live in subsidized or assisted housing, please indicate what type?

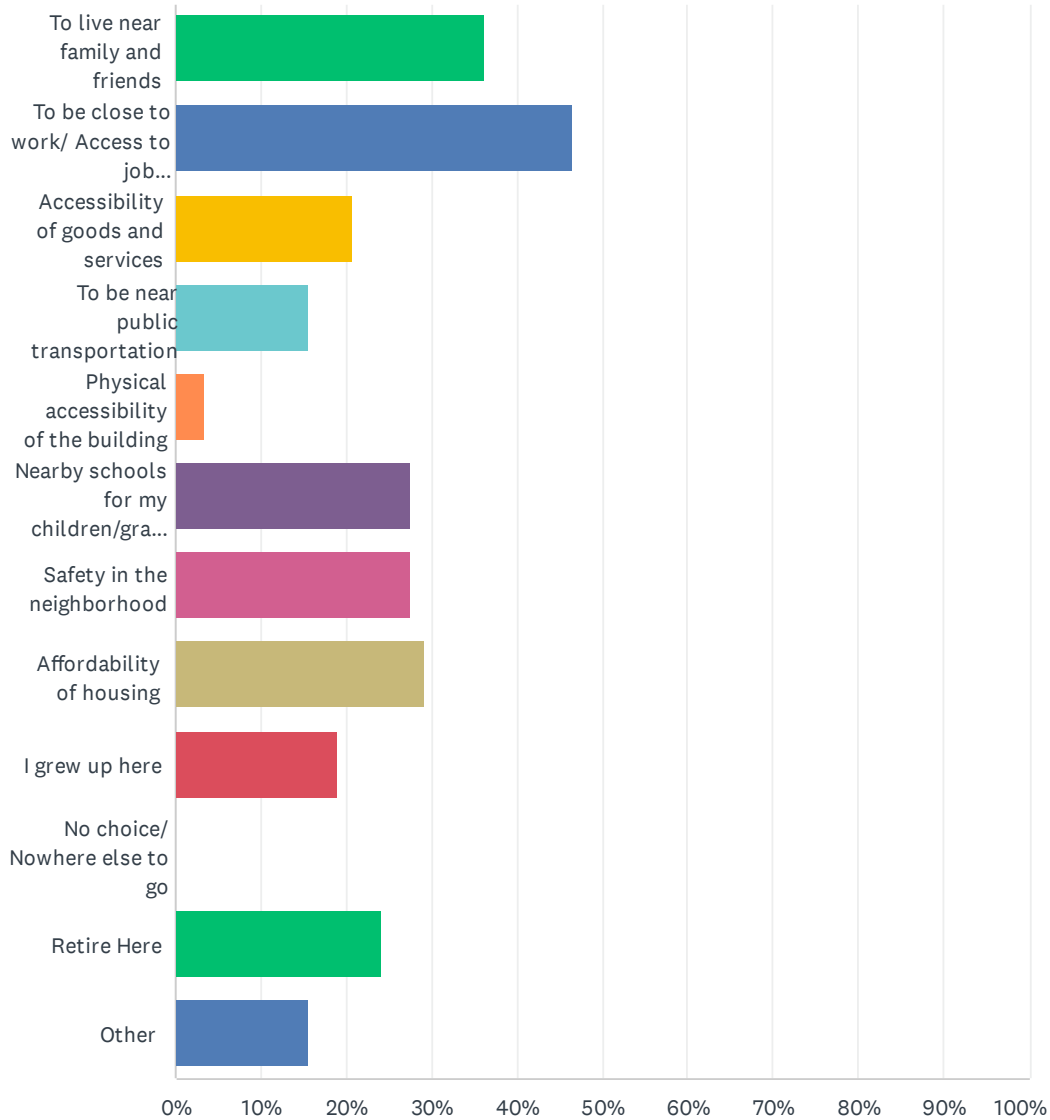
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Public Housing	0.00%	0
Housing Choice Voucher Section 8	0.00%	0
Tenant/Project based Section 8	0.00%	0
Low Income Housing Tax Credit (LIHTC) or other Federal Assisted Housing	1.72%	1
Don't know	1.72%	1
Does Not Apply	96.55%	56
TOTAL		58

Q4 Which of the following were the most important reasons you decided to live in Lakewood? (Check all that apply)

Answered: 58 Skipped: 0

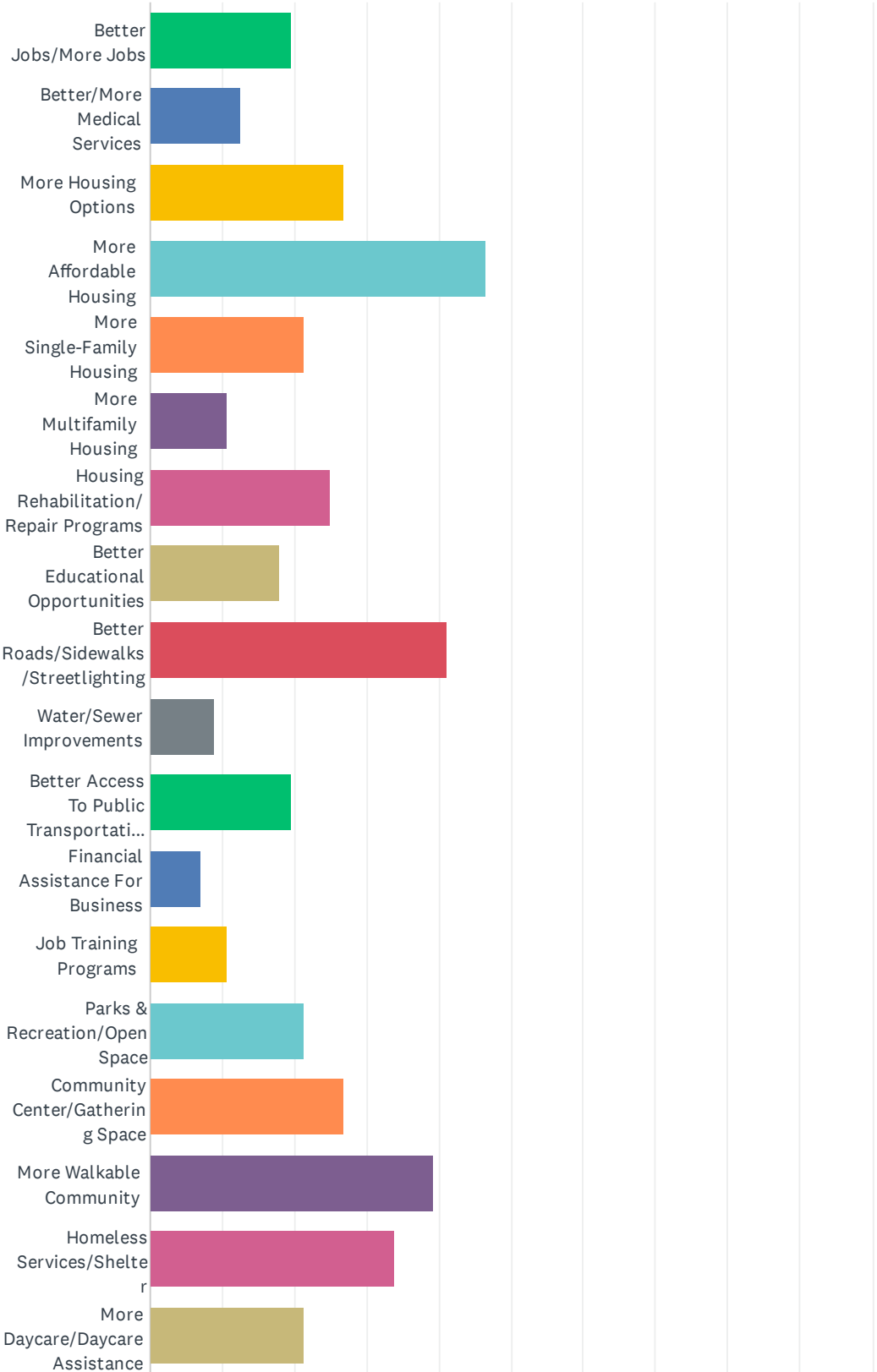


Lakewood, WA 2024 Analysis of Impediments Fair Housing and Consolidated Plan Survey

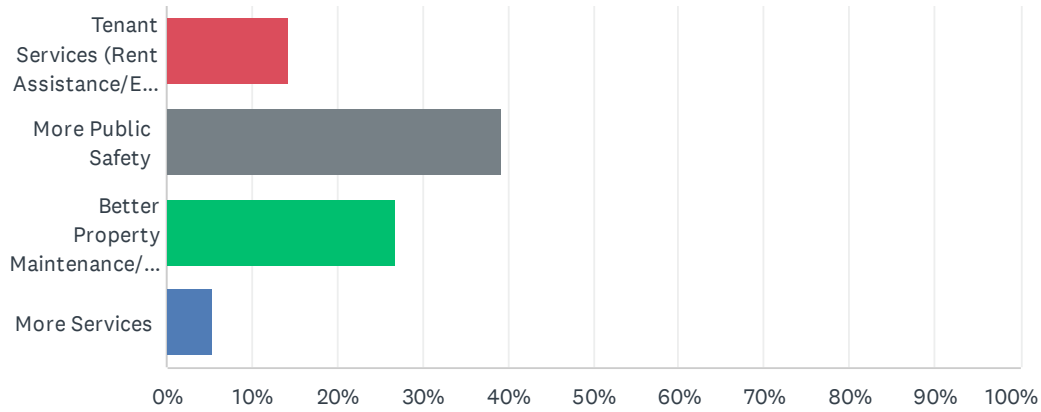
ANSWER CHOICES	RESPONSES	
To live near family and friends	36.21%	21
To be close to work/ Access to job opportunities	46.55%	27
Accessibility of goods and services	20.69%	12
To be near public transportation	15.52%	9
Physical accessibility of the building	3.45%	2
Nearby schools for my children/grandchildren	27.59%	16
Safety in the neighborhood	27.59%	16
Affordability of housing	29.31%	17
I grew up here	18.97%	11
No choice/ Nowhere else to go	0.00%	0
Retire Here	24.14%	14
Other	15.52%	9
Total Respondents: 58		

Q5 What improvements does your community need most (Please check up to 5)

Answered: 56 Skipped: 2



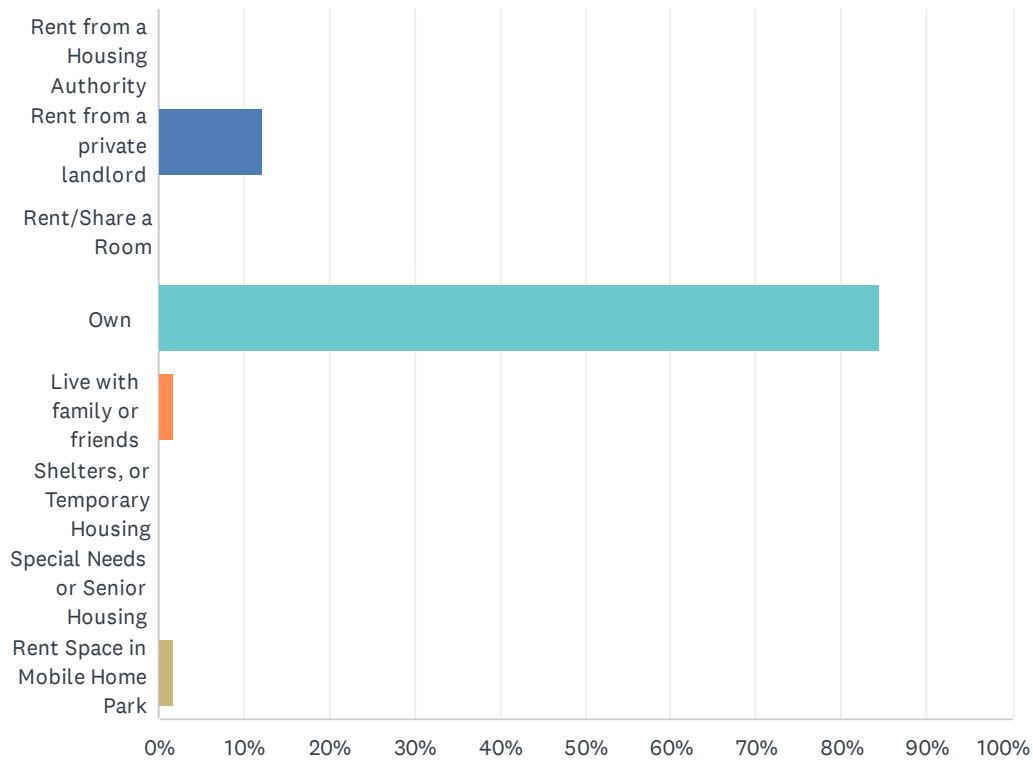
Lakewood, WA 2024 Analysis of Impediments Fair Housing and Consolidated Plan Survey



ANSWER CHOICES	RESPONSES	
Better Jobs/More Jobs	19.64%	11
Better/More Medical Services	12.50%	7
More Housing Options	26.79%	15
More Affordable Housing	46.43%	26
More Single-Family Housing	21.43%	12
More Multifamily Housing	10.71%	6
Housing Rehabilitation/Repair Programs	25.00%	14
Better Educational Opportunities	17.86%	10
Better Roads/Sidewalks/Streetlighting	41.07%	23
Water/Sewer Improvements	8.93%	5
Better Access To Public Transportation (Light Rail/Bus)	19.64%	11
Financial Assistance For Business	7.14%	4
Job Training Programs	10.71%	6
Parks & Recreation/Open Space	21.43%	12
Community Center/Gathering Space	26.79%	15
More Walkable Community	39.29%	22
Homeless Services/Shelter	33.93%	19
More Daycare/Daycare Assistance	21.43%	12
Tenant Services (Rent Assistance/Eviction Prevention)	14.29%	8
More Public Safety	39.29%	22
Better Property Maintenance/Code Enforcement	26.79%	15
More Services	5.36%	3
Total Respondents: 56		

Q6 Do you currently rent your home, own your home, or something else?

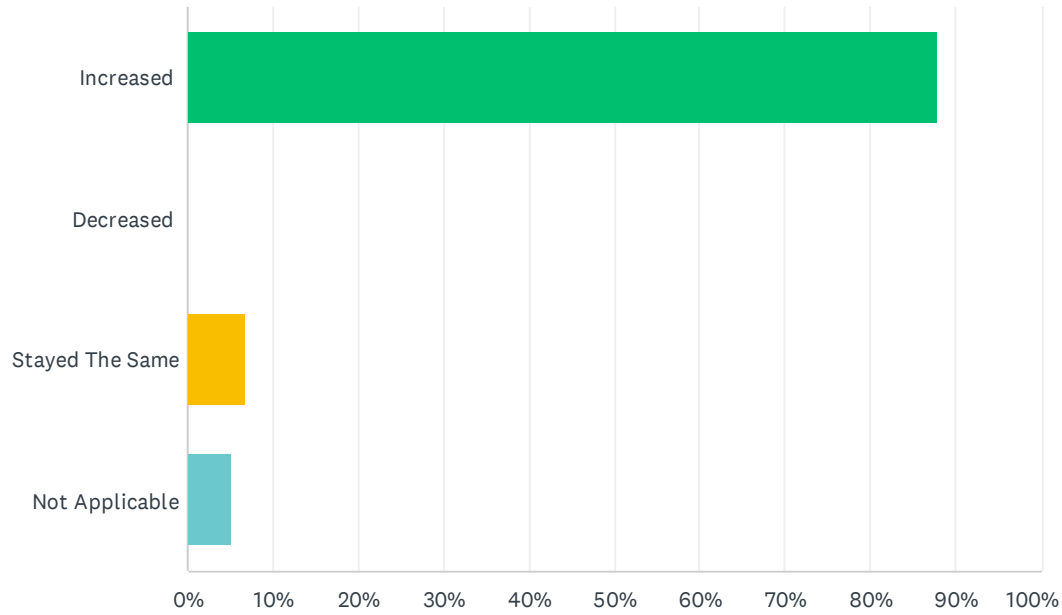
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Rent from a Housing Authority	0.00%	0
Rent from a private landlord	12.07%	7
Rent/Share a Room	0.00%	0
Own	84.48%	49
Live with family or friends	1.72%	1
Shelters, or Temporary Housing	0.00%	0
Special Needs or Senior Housing	0.00%	0
Rent Space in Mobile Home Park	1.72%	1
TOTAL		58

Q7 During the past three (3) years, how have the overall housing costs for your current home changed?

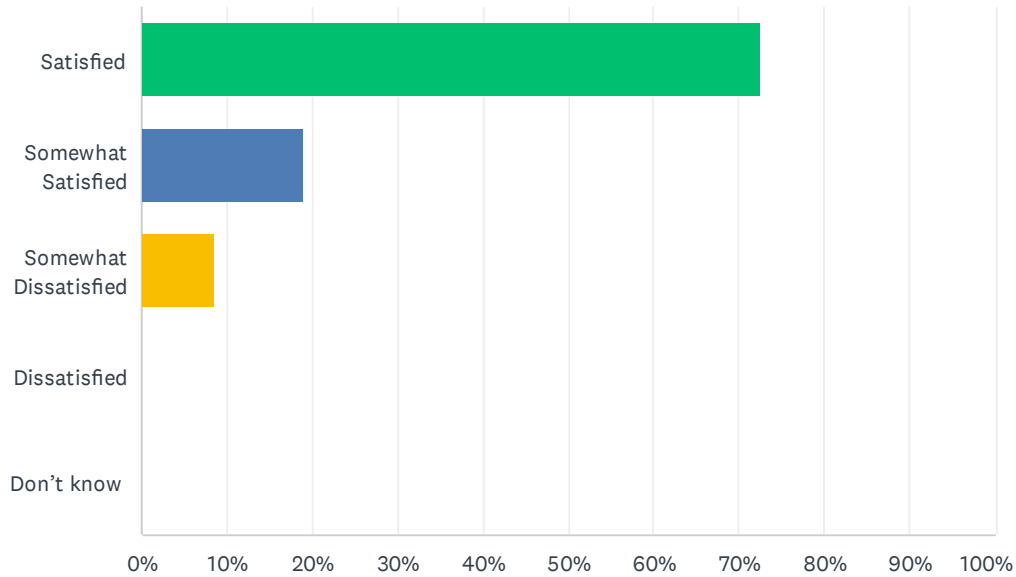
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Increased	87.93%	51
Decreased	0.00%	0
Stayed The Same	6.90%	4
Not Applicable	5.17%	3
TOTAL		58

Q8 How satisfied would you say you are with the quality of the housing you currently live in?

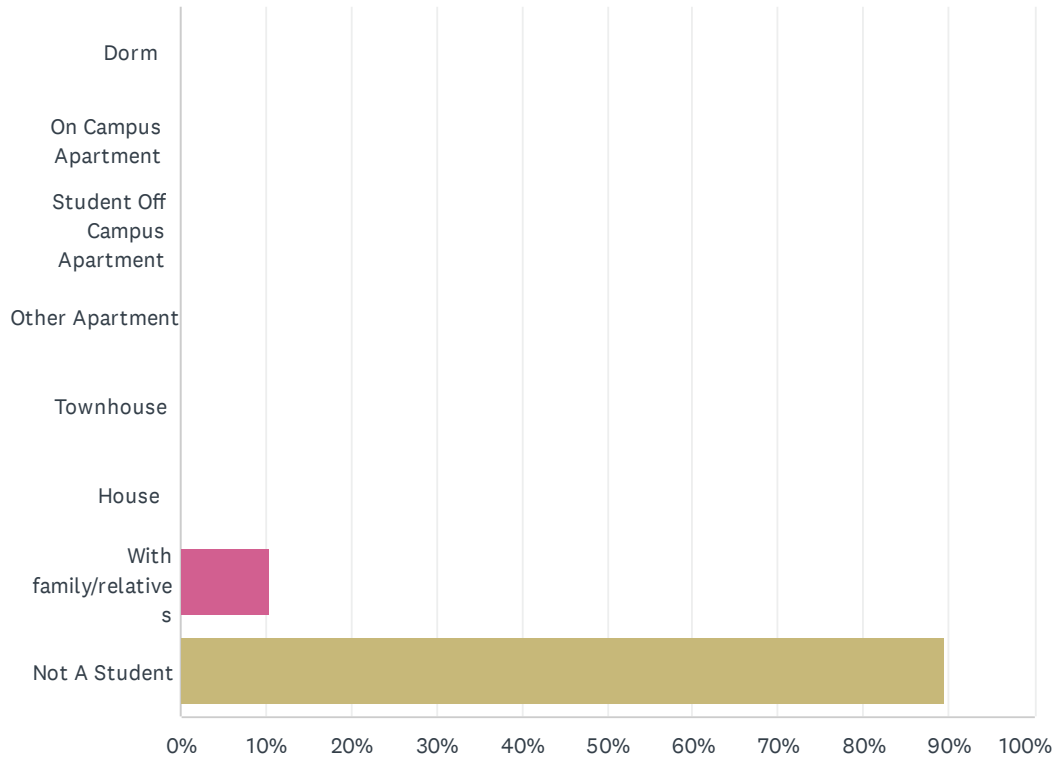
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Satisfied	72.41%	42
Somewhat Satisfied	18.97%	11
Somewhat Dissatisfied	8.62%	5
Dissatisfied	0.00%	0
Don't know	0.00%	0
TOTAL		58

Q9 Are you a Student? If so, which of the following best describes where you live?

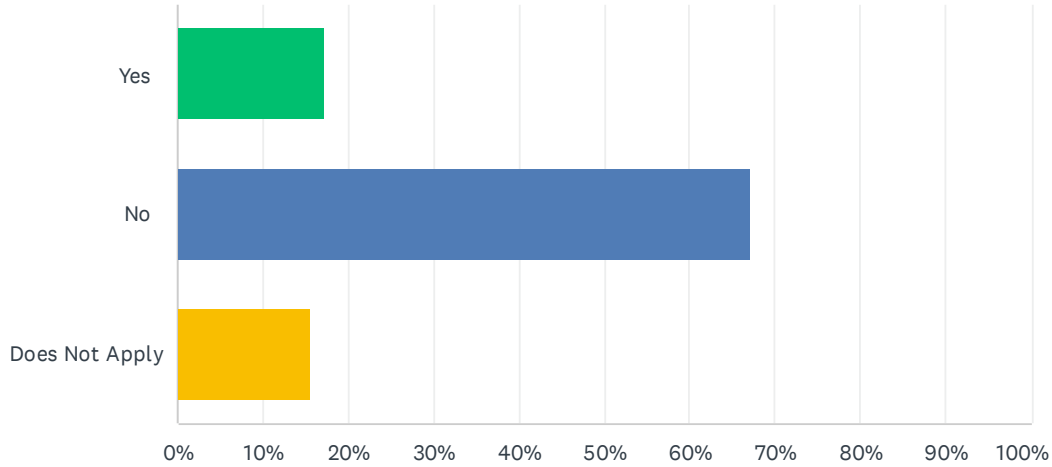
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Dorm	0.00%	0
On Campus Apartment	0.00%	0
Student Off Campus Apartment	0.00%	0
Other Apartment	0.00%	0
Townhouse	0.00%	0
House	0.00%	0
With family/relatives	10.34%	6
Not A Student	89.66%	52
TOTAL		58

Q10 During the past five years, have you applied for a loan to purchase a home, to refinance your mortgage, or to take equity out of your home?

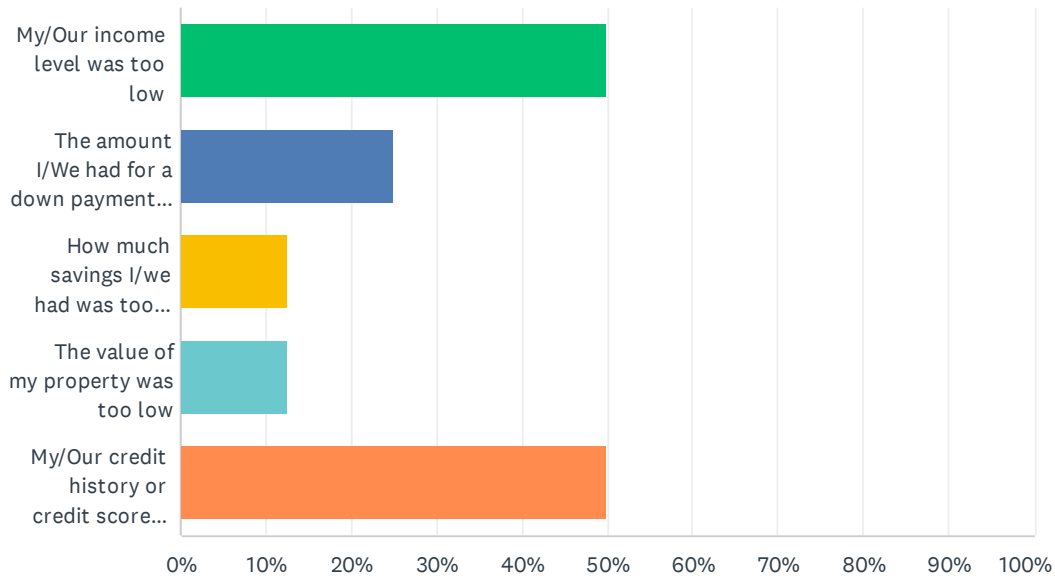
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	17.24%	10
No	67.24%	39
Does Not Apply	15.52%	9
TOTAL		58

Q11 If you have ever applied for a home loan and your application was NOT approved, which of the following reasons were you given? (Check all that apply)

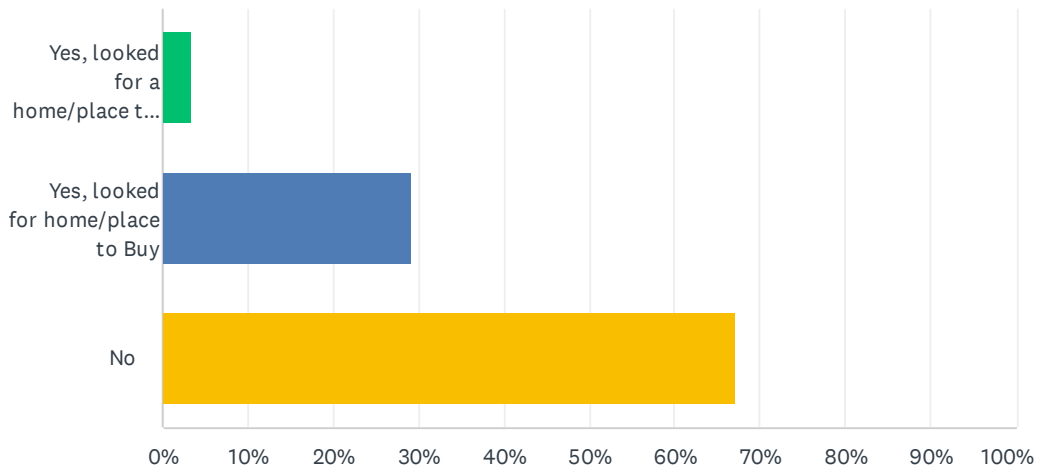
Answered: 8 Skipped: 50



ANSWER CHOICES	RESPONSES	
My/Our income level was too low	50.00%	4
The amount I/We had for a down payment was too low	25.00%	2
How much savings I/we had was too little	12.50%	1
The value of my property was too low	12.50%	1
My/Our credit history or credit score(s) was too low	50.00%	4
Total Respondents: 8		

Q12 During the past five years, have you looked for a new place to live?

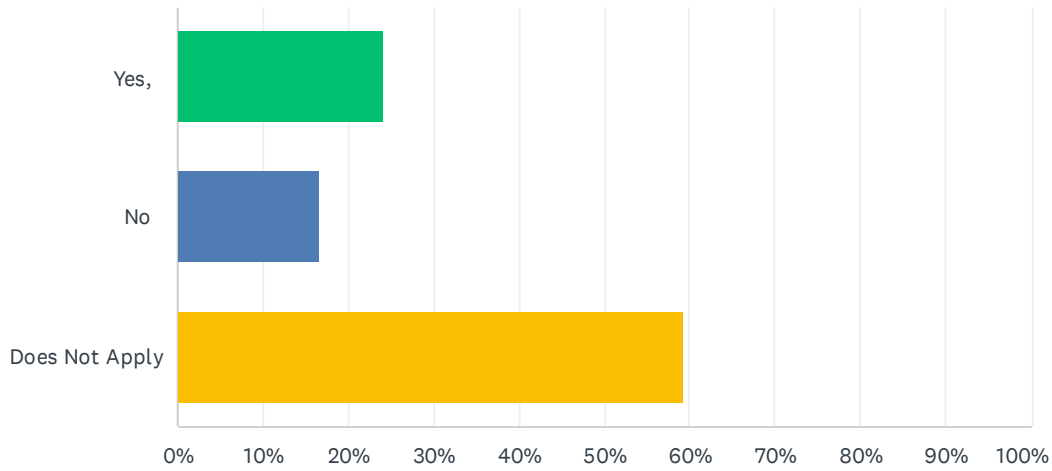
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, looked for a home/place to Rent	3.45%	2
Yes, looked for home/place to Buy	29.31%	17
No	67.24%	39
TOTAL		58

Q13 If you answered Yes to Question 13, did you have trouble finding safe, quality housing that you could afford in a neighborhood you would like to live in?

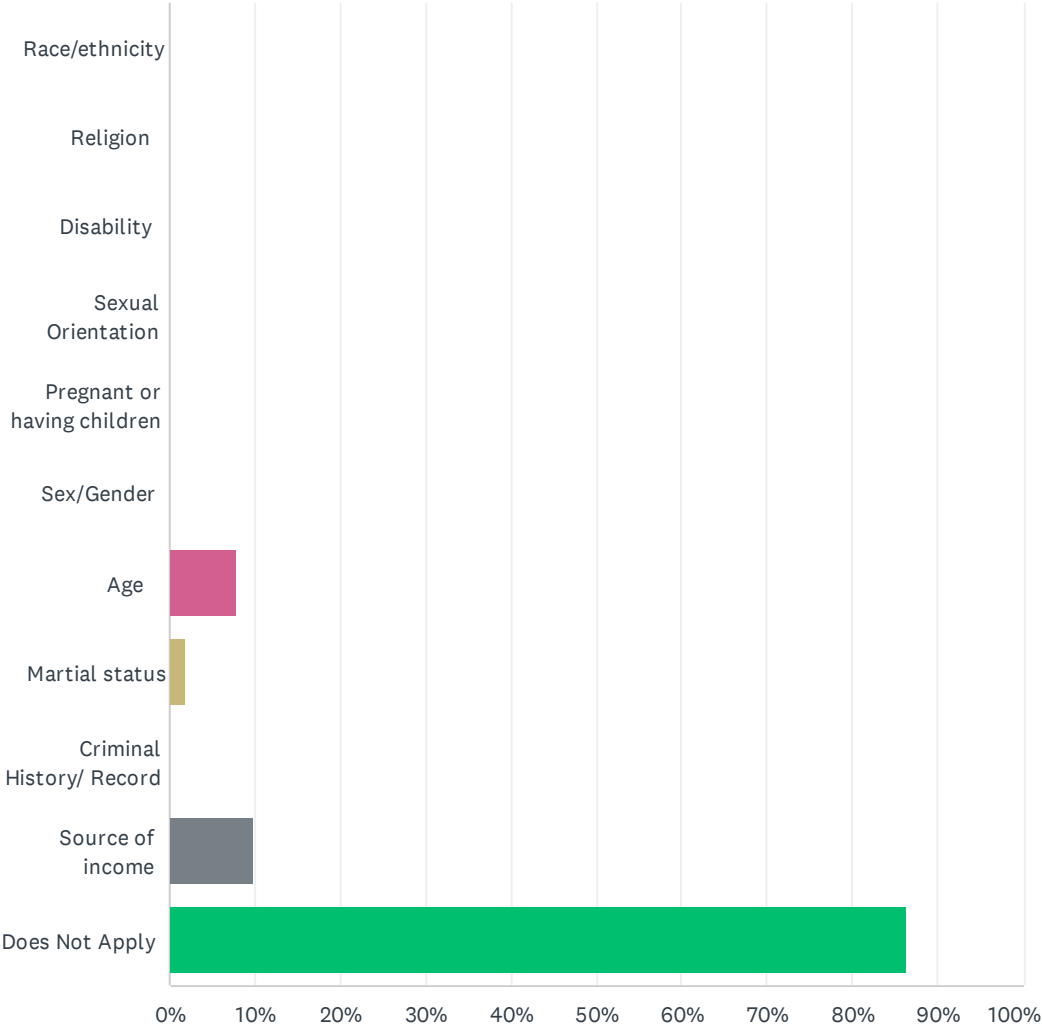
Answered: 54 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes,	24.07%	13
No	16.67%	9
Does Not Apply	59.26%	32
TOTAL		54

Q14 If you answered Yes to Question 14, do you think it was because of any of the following: (Check all that apply)

Answered: 51 Skipped: 7

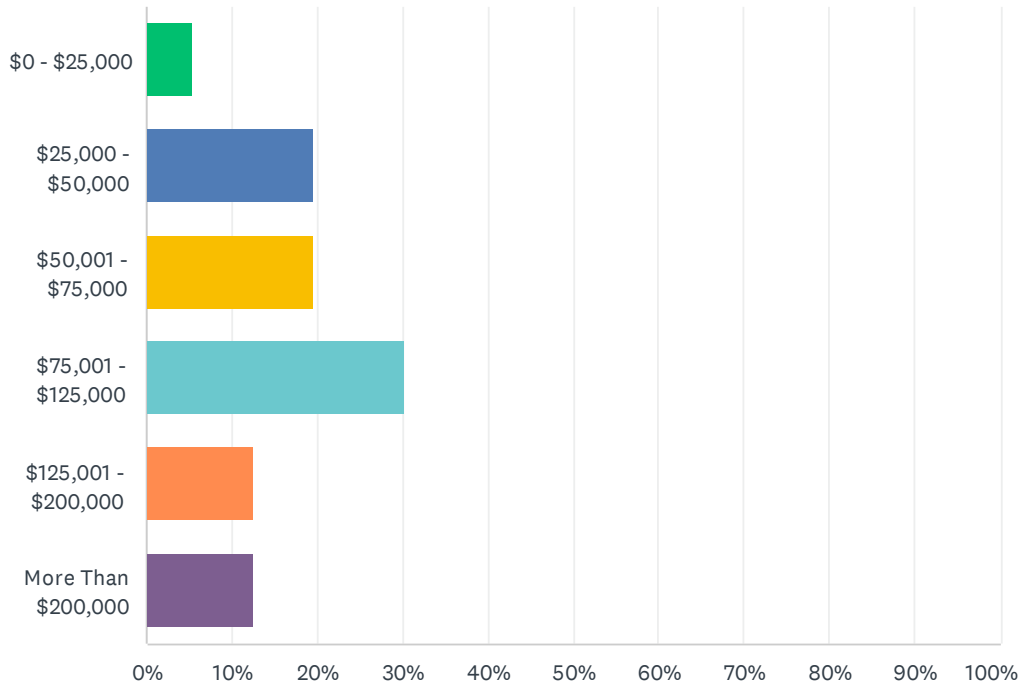


Lakewood, WA 2024 Analysis of Impediments Fair Housing and Consolidated Plan Survey

ANSWER CHOICES	RESPONSES	
Race/ethnicity	0.00%	0
Religion	0.00%	0
Disability	0.00%	0
Sexual Orientation	0.00%	0
Pregnant or having children	0.00%	0
Sex/Gender	0.00%	0
Age	7.84%	4
Martial status	1.96%	1
Criminal History/ Record	0.00%	0
Source of income	9.80%	5
Does Not Apply	86.27%	44
Total Respondents: 51		

Q15 What is your income range?

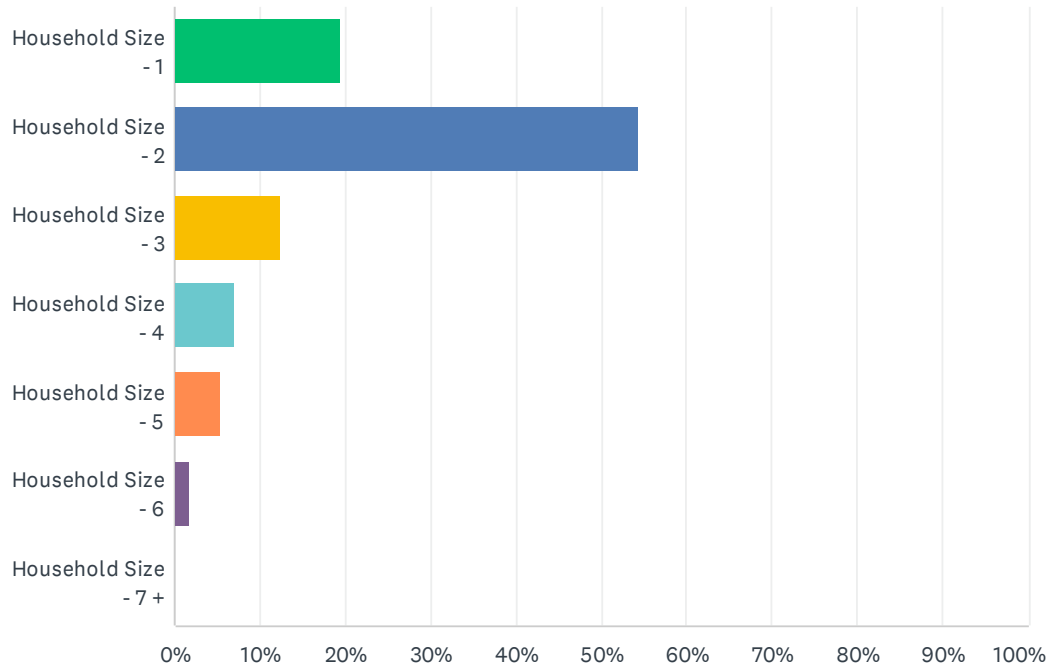
Answered: 56 Skipped: 2



ANSWER CHOICES	RESPONSES	
\$0 - \$25,000	5.36%	3
\$25,000 - \$50,000	19.64%	11
\$50,001 - \$75,000	19.64%	11
\$75,001 - \$125,000	30.36%	17
\$125,001 - \$200,000	12.50%	7
More Than \$200,000	12.50%	7
TOTAL		56

Q16 What is your Household Size?

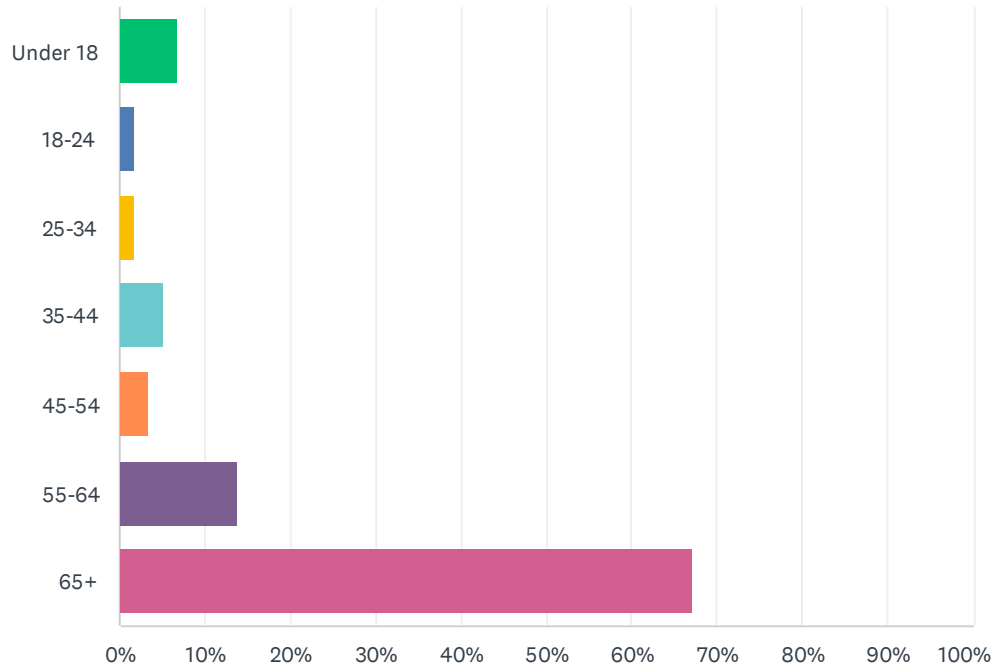
Answered: 57 Skipped: 1



ANSWER CHOICES	RESPONSES	
Household Size - 1	19.30%	11
Household Size - 2	54.39%	31
Household Size - 3	12.28%	7
Household Size - 4	7.02%	4
Household Size - 5	5.26%	3
Household Size - 6	1.75%	1
Household Size - 7 +	0.00%	0
TOTAL		57

Q17 What is your age?

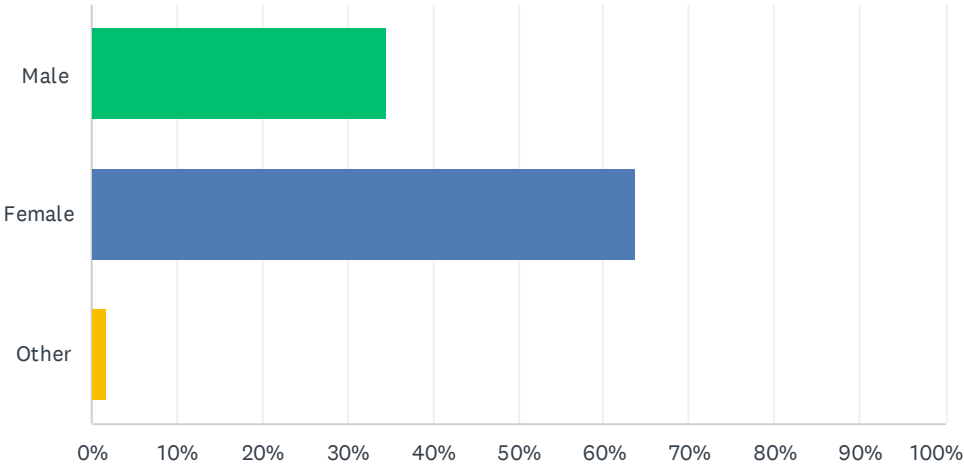
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	6.90%	4
18-24	1.72%	1
25-34	1.72%	1
35-44	5.17%	3
45-54	3.45%	2
55-64	13.79%	8
65+	67.24%	39
TOTAL		58

Q18 What is your gender?

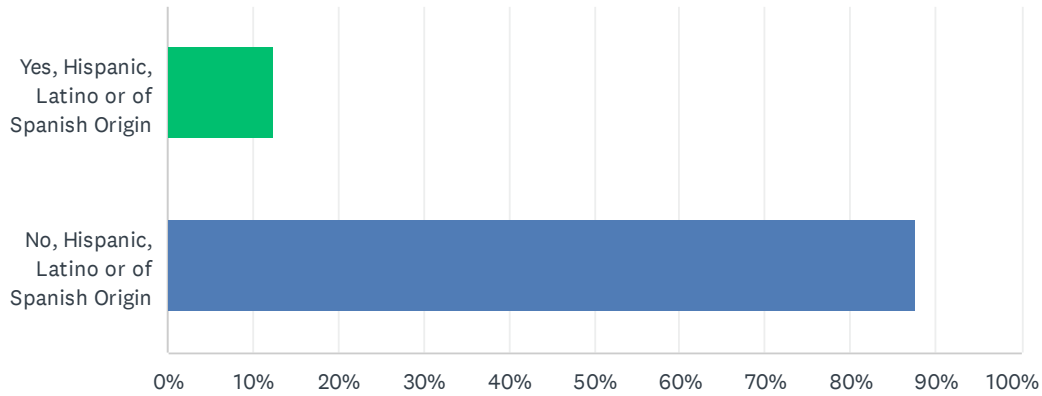
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES
Male	34.48% 20
Female	63.79% 37
Other	1.72% 1
TOTAL	58

Q19 Do you consider yourself Hispanic, Latino or of Spanish Origin?

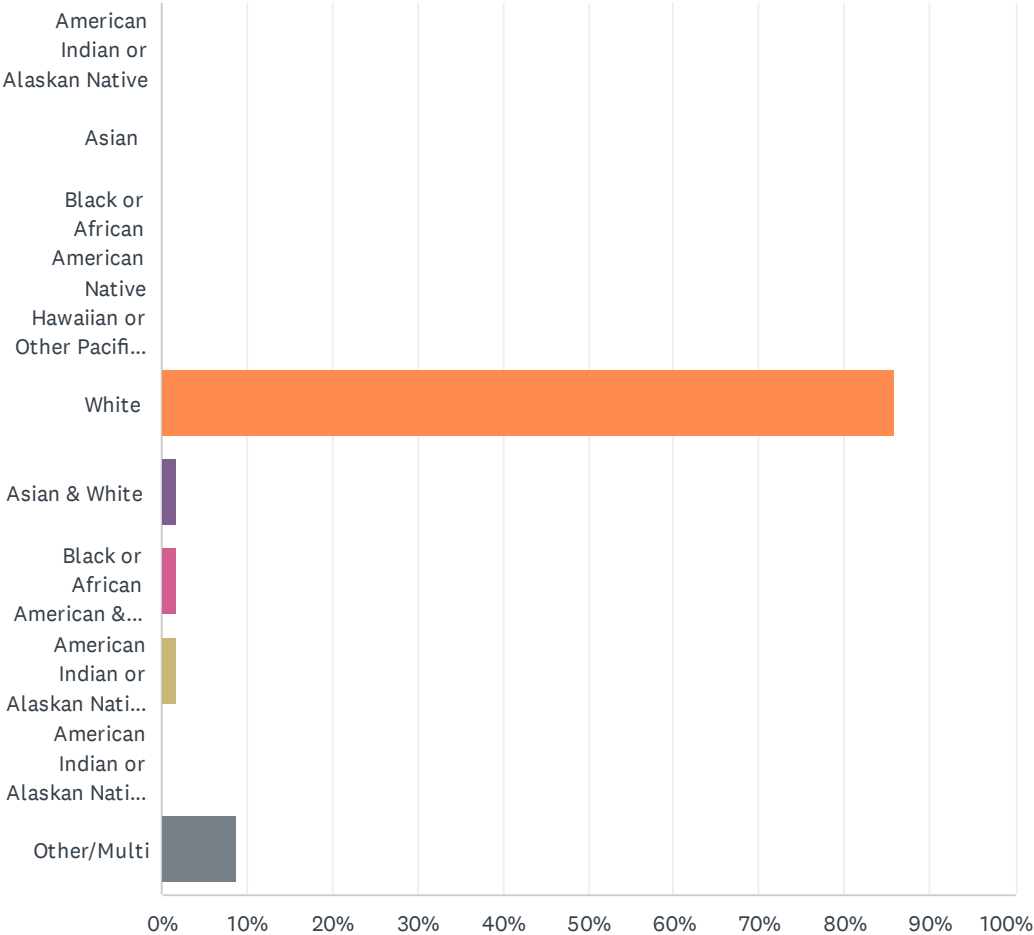
Answered: 57 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, Hispanic, Latino or of Spanish Origin	12.28%	7
No, Hispanic, Latino or of Spanish Origin	87.72%	50
TOTAL		57

Q20 What is your race?

Answered: 57 Skipped: 1

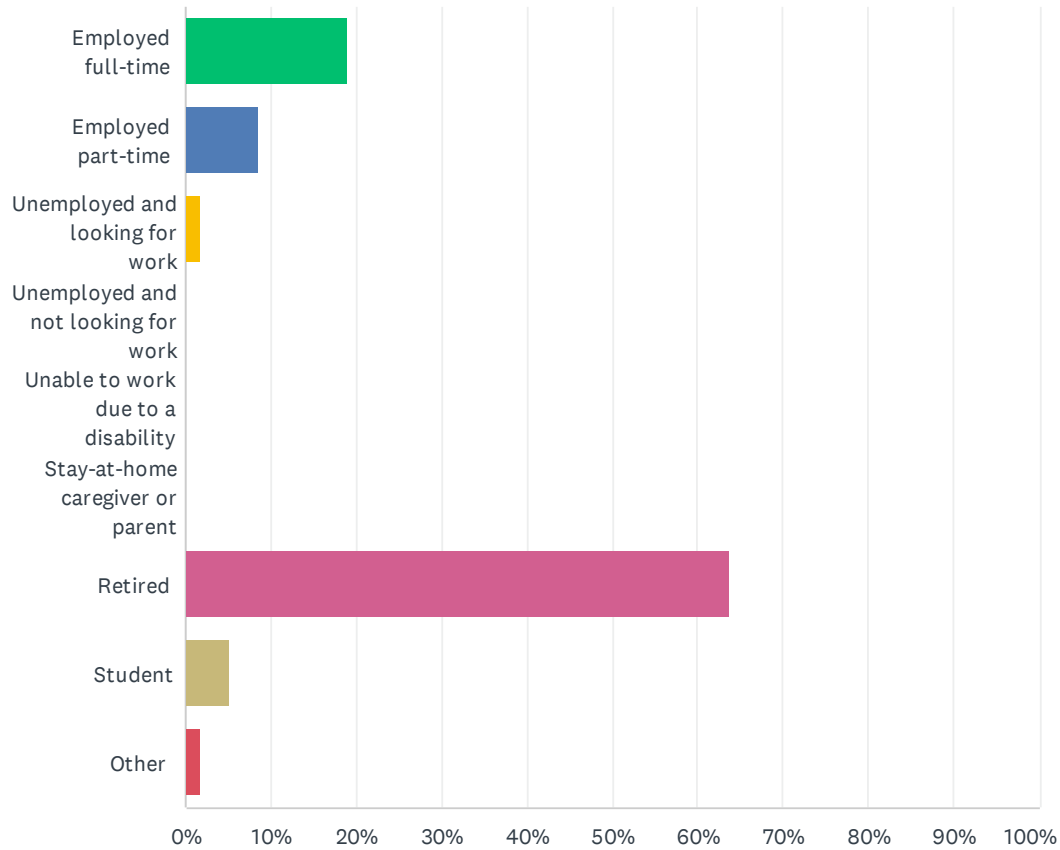


Lakewood, WA 2024 Analysis of Impediments Fair Housing and Consolidated Plan Survey

ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	0.00%	0
Asian	0.00%	0
Black or African American	0.00%	0
Native Hawaiian or Other Pacific Islander	0.00%	0
White	85.96%	49
Asian & White	1.75%	1
Black or African American & White	1.75%	1
American Indian or Alaskan Native & White	1.75%	1
American Indian or Alaskan Native & Black or African American	0.00%	0
Other/Multi	8.77%	5
TOTAL		57

Q21 Which of the following describes your current status?

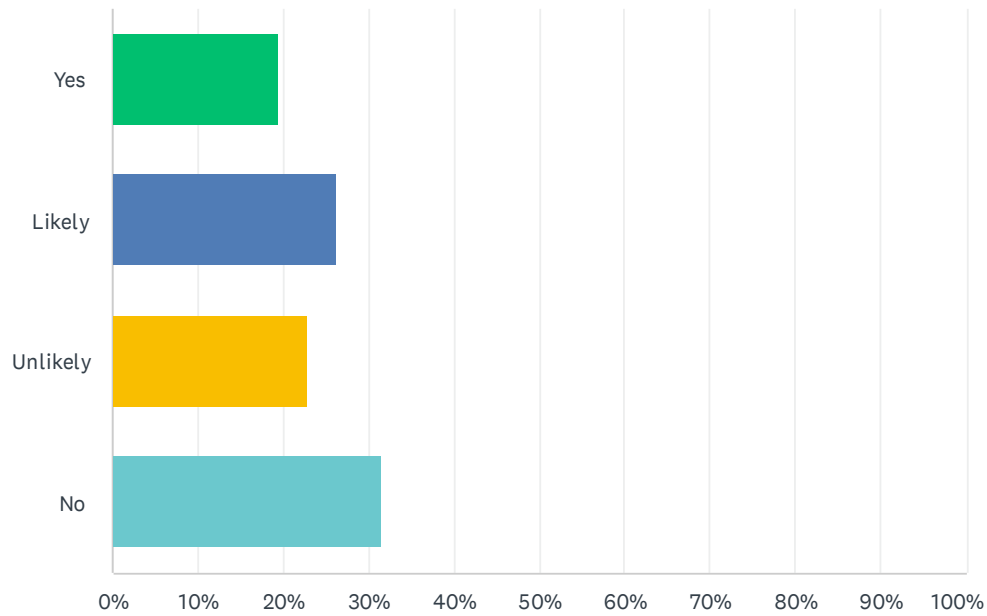
Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
Employed full-time	18.97%	11
Employed part-time	8.62%	5
Unemployed and looking for work	1.72%	1
Unemployed and not looking for work	0.00%	0
Unable to work due to a disability	0.00%	0
Stay-at-home caregiver or parent	0.00%	0
Retired	63.79%	37
Student	5.17%	3
Other	1.72%	1
TOTAL		58

Q22 Do you believe housing discrimination occurs in your local area?

Answered: 57 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	19.30%	11
Likely	26.32%	15
Unlikely	22.81%	13
No	31.58%	18
TOTAL		57



**Chambers-Clover Creek Watershed
Council Report**
City of Lakewood Shoreline Restoration
2024-2025

Dr. Derek Faust, Vice-Chair, CCWC
Environmental Sciences Faculty
Clover Park Technical College
April 16, 2025



About the Chambers- Clover Creek Watershed Council (CCWC)

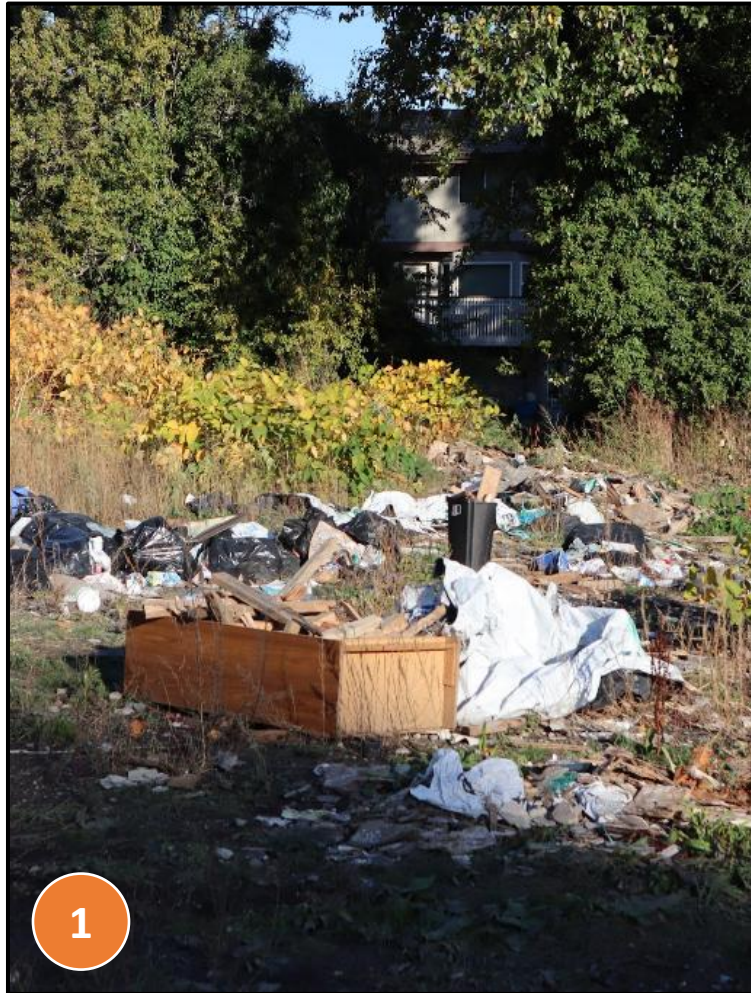
- **Mission:** To promote the protection and enhancement of the Chambers-Clover Creek Watershed
- Provides an opportunity for local agencies and citizen groups to coordinate their efforts to benefit the watershed
- Volunteer-based organization working with other organizations to:
 - Reduce environmental risks
 - Encourage enforcement of environmental policies
 - Promote environmental sustainability
 - Improve fish habitat, water quality
 - Foster a sense of stewardship among watershed residents

Chambers- Clover Creek Watershed Council & the City of Lakewood

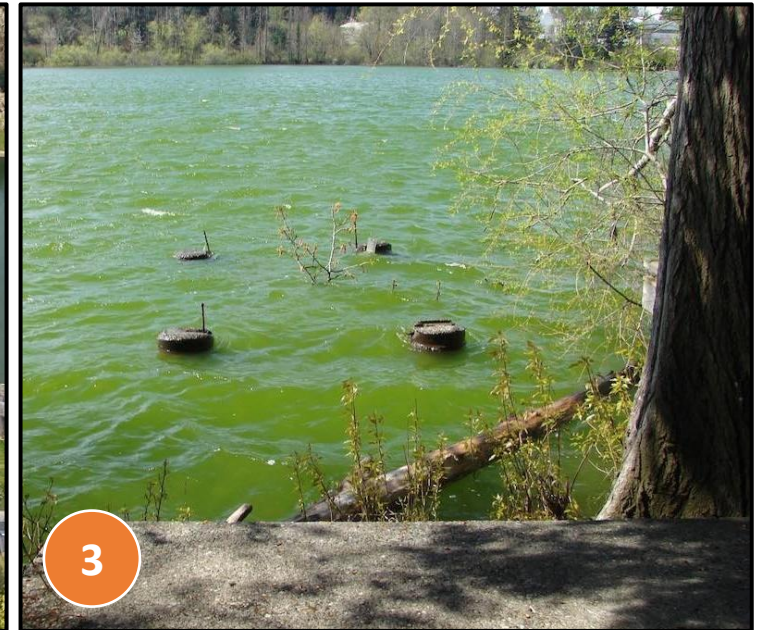
- City of Lakewood is a charter member of the Council
- City of Lakewood boundary is entirely within the watershed
- Lakewood has many waterbodies to manage
 - Lakes- Gravelly, Steilacoom, American, Waughop, Wards, Louise, Lost, Lorrai Pond, Seeley, Carp, Boyles
 - Creeks – Clover, Chambers, Flett, Leach, Ponce de Leon, Garrison Springs
- City of Lakewood contributes \$10,000 annually to our Small Grants program (Thank you!)

Review of Major CCW Issues – **Water Quality**

- Trash in/next to creeks
 - Springbrook Park (1)

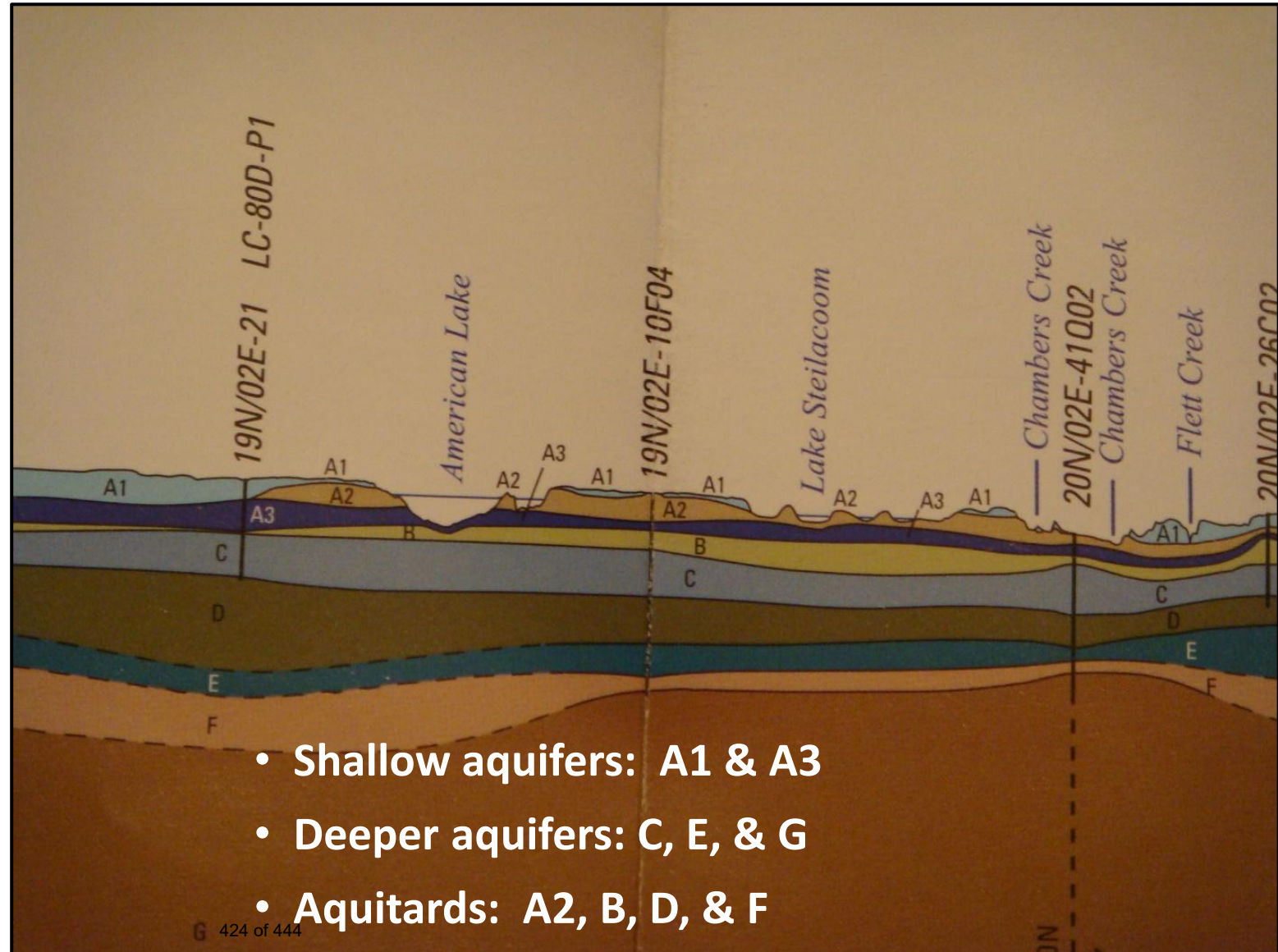


- Excess nutrients → Toxic algal blooms (current and/or historical)
 - Steilacoom Lake (2 in 2021 & annually 2006 to 2017)
 - American Lake ('07, '09, '11, '13, '14, '15)
 - Waughop Lake (3) – '06-'17
 - Lake Louise ('06, '10, '15)
 - Funding for this ended in 2018



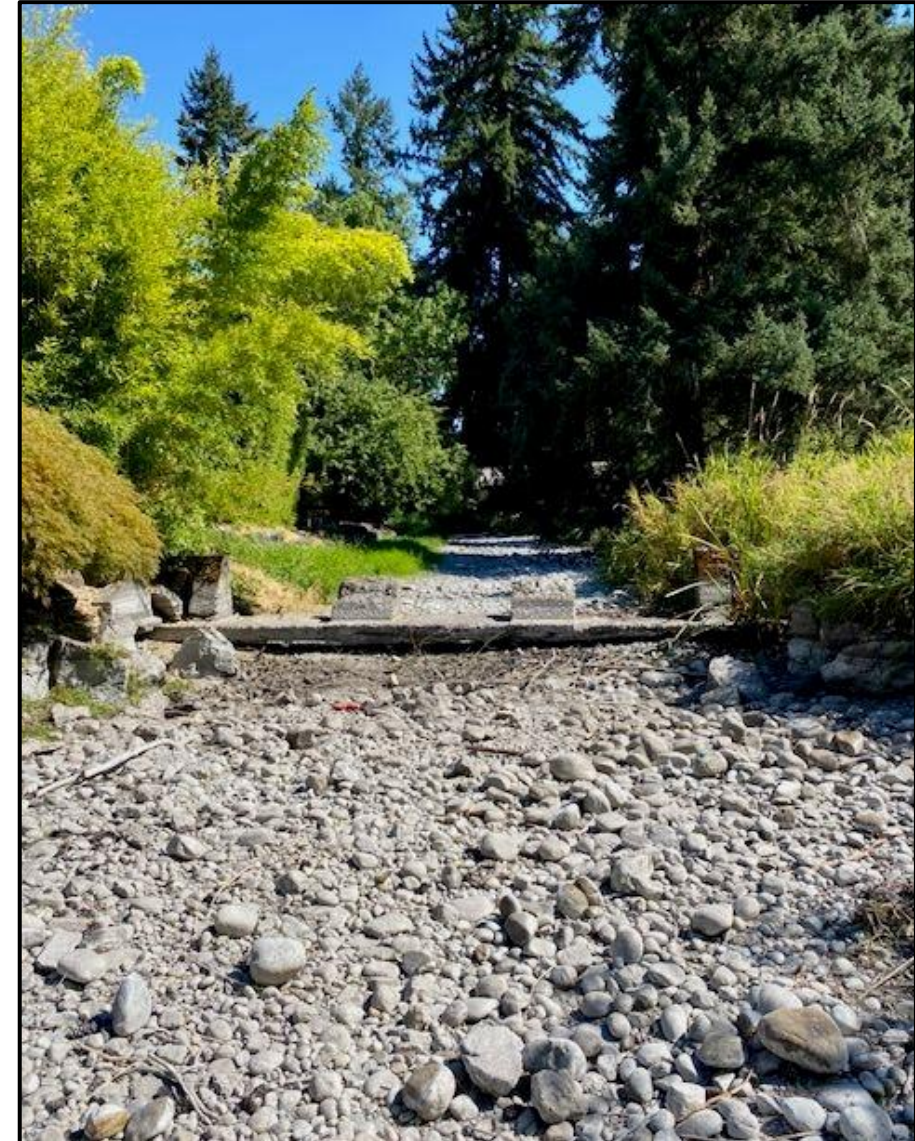
Review of Major CCW Issues – **Water Quality**

- PFOS
 - Impacts to 13 of 21 Lakewood Water District wells
 - LWD drilled deeper well with federal funds
- 6-PPD quinone & other stormwater pollutants



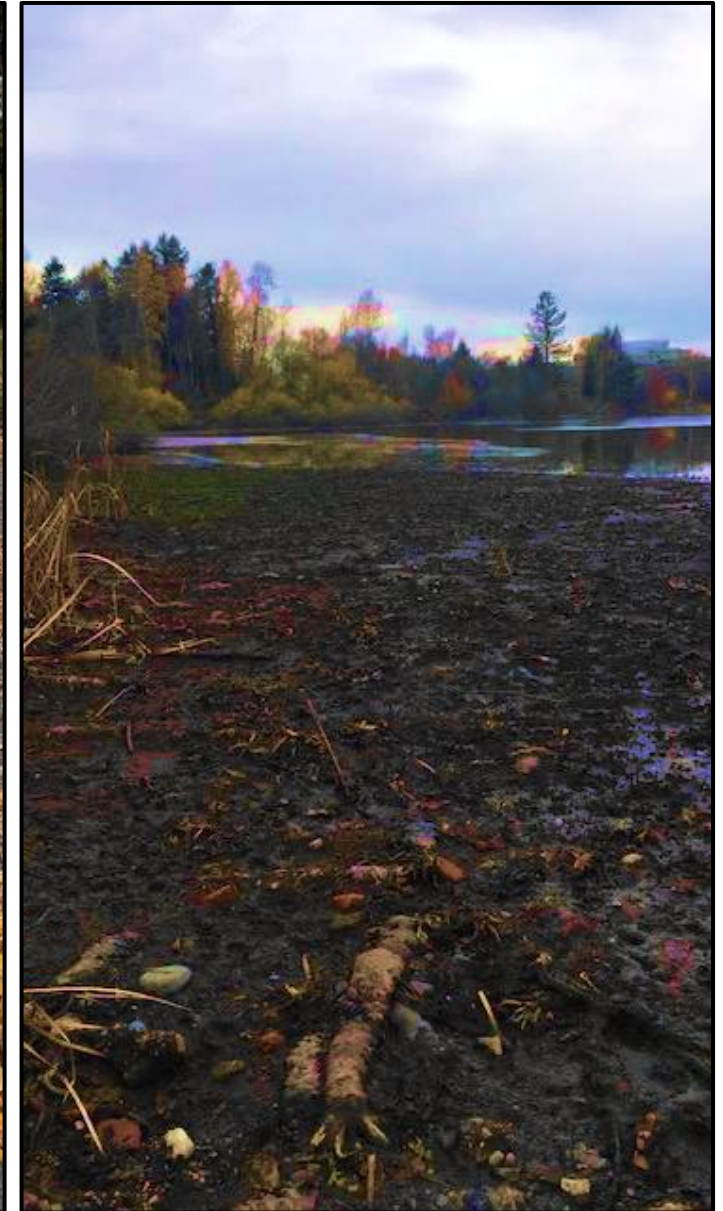
Review of Major CCW Issues – **Water Quantity**

- Dry and paved creek beds
 - Clover Creek



Review of Major CCW Issues – **Water Quantity**

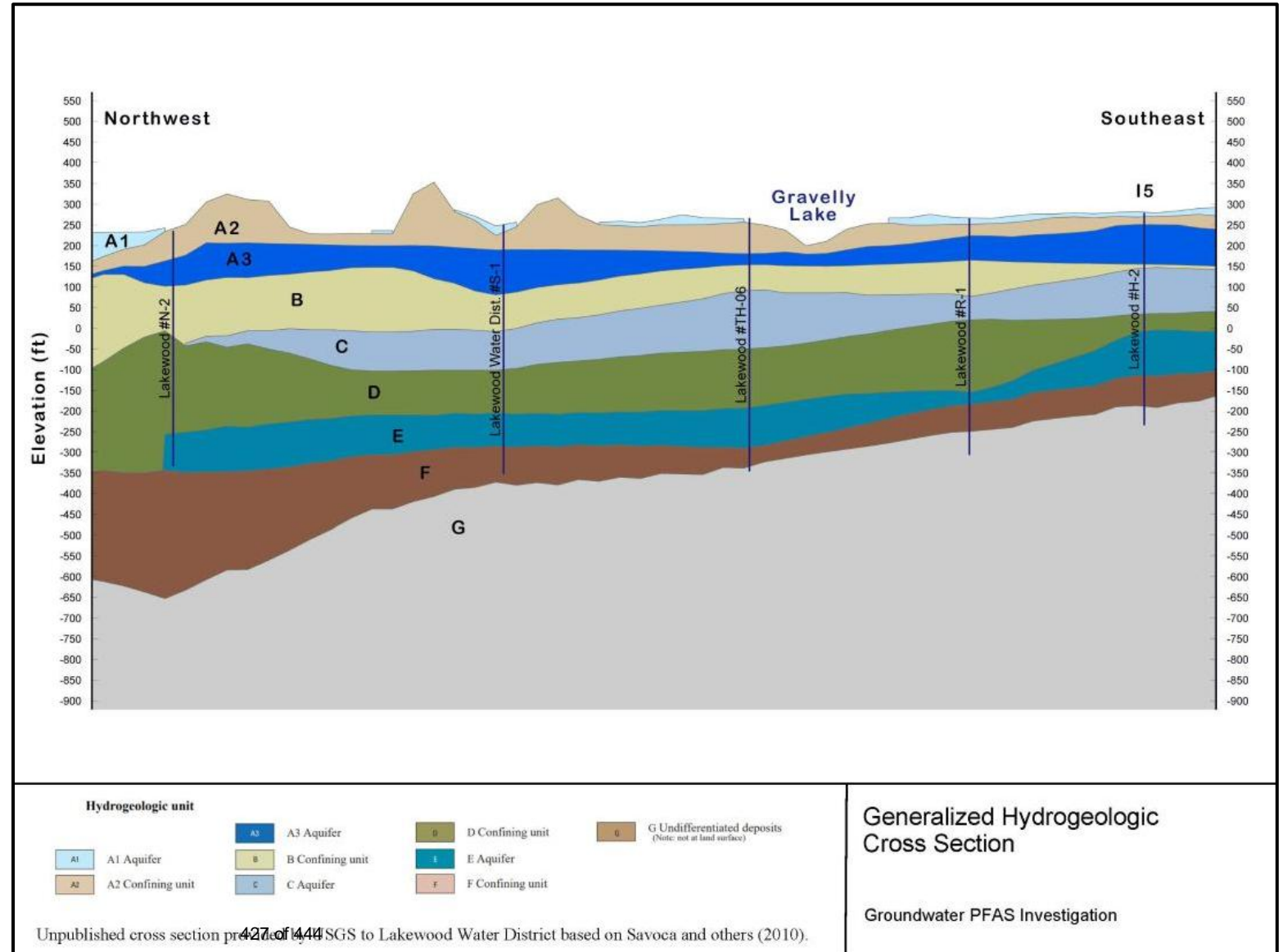
- Creeks and lakes connected to groundwater → water levels fluctuate with groundwater levels
 - Pictured: Steilacoom Lake
- Lakewood Water District (LWD) directly serves approximately 185,000 people and wholesale customers
 - 63,300 in Lakewood



Major CCW Issues – **Inability to Support Wildlife**

- Dry Creeks
- Low Lake Levels
- Pollution

→ **DEAD FISH & LESS wildlife**

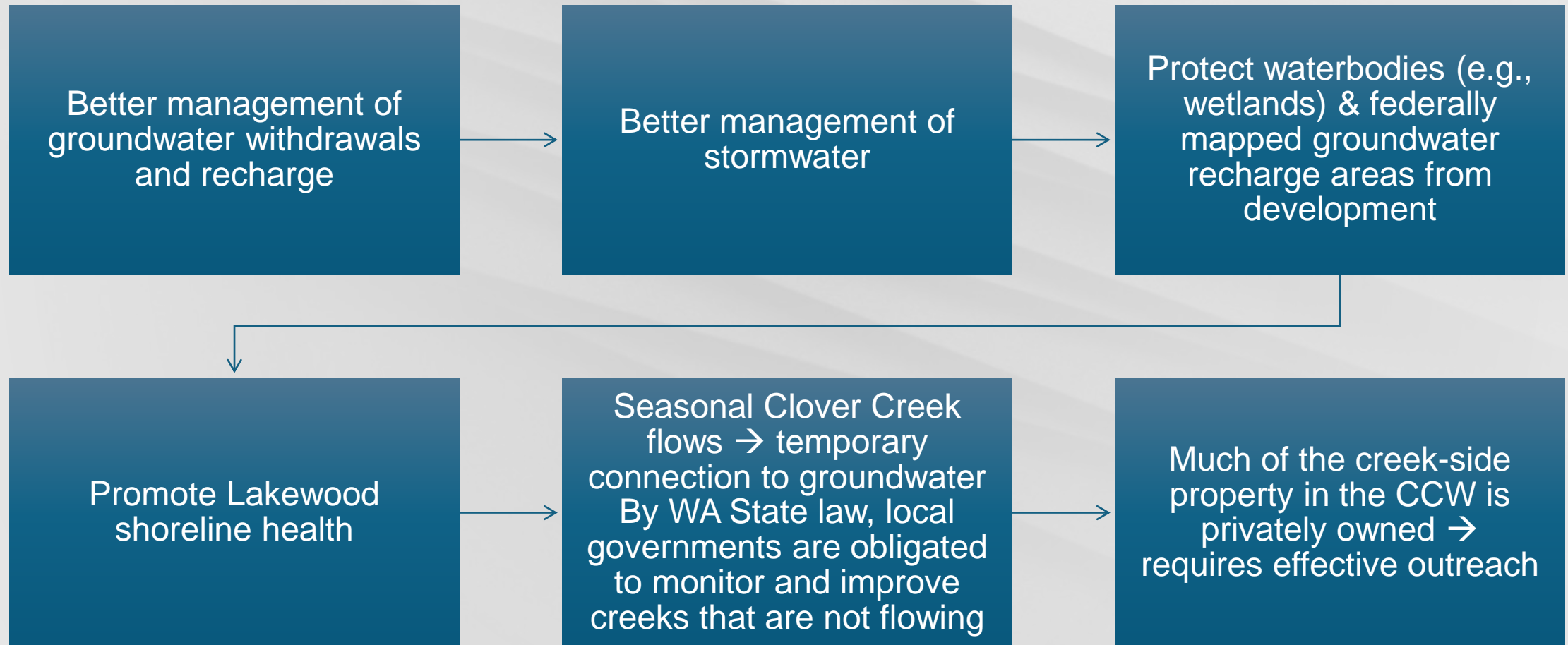


Waughop Lake – **Inability to Support Wildlife**



- Ecology has changed following alum treatment
 - Alkaline pH (8.5-9)
 - Less wildlife
 - Less aquatic vegetation
 - Different (non toxin-producing) algae species
 - *Synechocystis*

Critical Restoration Needs in CCWC



What is the CCWC doing?

Monitor the CCWC water flow and shoreline health in Clover Creek, Ponce de Leon Creek, Flett Creek, & Lake Steilacoom

- Photos
- Bird data
- Water quality data
- Water quantity (flow) data from USGS

Community - Support local organizations & programs

- Flett Wetland restoration
- Apostolic Faith Fellowship Church – Clover Creek
- Pearson Property restoration project
- Clover Park Rotary Wildlife Area restoration
- 72nd & D street mural & Greenspace (small grant support)
- Outreach Events
- Field Trips

Climate Change & Resilience

- Actively participate and support Shoreline Tree Planting Restoration Projects
- Pierce County Conservation District Habitat Stewardship Training



Support classroom programs & restoration through the CCWC Small Grants program

- Clover Park School District Salmon in the Classroom
 - Purchase equipment to expand the salmon-rearing program to one additional elementary school to raise salmonid eggs and provide buses for student transportation to release the fry into Chambers Creek
 - Also supported by WDFW's School Cooperative Program, providing the eggs and permit for release
 - Grant for this program awarded multiple times

Flett Wetland Restoration at Clover Park Technical College

Derek Faust

Faculty Instructor – Environmental Sciences & Technology
Clover Park Technical College

Successes & Work Completed



- \$18,900 grant (with \$20,000 of match) from WA DNR Community and Urban Forestry to support this work
- Restored ~10,000 ft² of habitat
 - 7,000 ft² wetland
 - 3,000 ft² Garry oak
- Planted large variety of native trees and seeded native mixes
- Educated ~20 students in restoration techniques
- Community stewardship events
 - Over 2 years
 - Over 600 hours of volunteer time

Successes & Work Completed








Welcome to Clover Park Technical College's
Native Plant Greenhouse

Native Plant Greenhouse
This greenhouse was constructed by students in CPTC's Construction Technology program. The greenhouse is used by students in the Environmental Sciences program to propagate and grow native plants. Water for the greenhouse plants is supplied from rainwater collected from the adjacent Zero Energy House and stored in the large tanks. Native plants will be used to restore habitat on CPTC's outdoor laboratory, the Natural Resources Laboratory and Research Park at Fleet Creek. This outdoor laboratory is across Stellacoom Blvd. from campus.

General Propagation Advice

- Only collect for propagation if you are 100% certain on species ID.
- Collect plant materials from areas similar to your planting site in elevation, slope, rainfall, frost dates, and annual temperature.
- Collect only as much as you will use & share extras.
- DO NOT take more than 5% of any plant or its seed.

Plant Propagation Techniques
Illustrations by Maria Wilson

-  **Cutting rhizomes** – underground stems of herbaceous plants
-  **Layering** – burying part of a living, attached branch to make it produce roots
-  **Dividing** – digging up and dividing plant into two or more pieces by splitting its crown and root ball
-  **Transplanting suckers** – young plants that sprout from horizontal roots of a parent plant
-  **Salvaging** – transplanting whole plants from natural settings when the plants are scheduled to be destroyed

Collect and plant seeds

Cutting – removing certain parts of a living plant and putting them in a growing medium so they form roots

Live stakes – long hardwood cuttings planted outdoors without rooting hormone

Root cutting – piece of root that, when cut and replanted, will produce an entirely new plant

This greenhouse is an equal opportunity project. Funds for this project were provided by the USDA Forest Service Urban and Community Forestry Program, administered through the State of Washington Department of Natural Resources Urban and Community Forestry Program.



- \$2,500 CCWC small grant
- Construction of 10ft. X 14 ft. greenhouse for propagating native plants on CPTC's campus
 - Built by Construction Technologies students
 - Water cistern rebuilt by Palmer's Scholars GSI Training program
 - Propagation of plants by Environmental Sciences students
- Also supported restoration and education efforts

Pearson Property Riparian Restoration Project

- Multi-year restoration of approximately 10 acres on Flett Creek off Bridgeport
- Steep ravine covered with ivy and other non-native invasive species
- Pearson family:
 - Carefully created a walkway
 - Removed invasive plants
 - Covered the cliffside with sword ferns and various native shrubs and riparian plants
- Following effective riparian practices promoted by the CCWC and Pierce Conservation District

Clover Creek Restoration at Apostolic Faith Fellowship Church – Joint CCWC & CCRA Effort

- Maintaining riparian tree and shrub plantings
- Clean up trash in and adjacent to creek
- Removal of English ivy, Himalayan blackberry, and poison hemlock



Clover Creek Restoration Alliance



- Clover Creek – Parkland Prairie (1)
- Clover Creek – Connor Property in Parkland (2)
- Sequelitchew Creek in DuPont (3)



1



2



3

Clover Creek Flow Update

Provided by Kris Kaufman and Al Schmauder

- All flow infiltrating before getting to Lake Steilacoom when the "A-1" aquifer is below the stream level
- Precipitation has been below normal the past few years
- Until the aquifer level gets high enough to make the stream a gaining (flowing) reach instead of a losing reach, the creek will go dry
- **Increasing demand for water from these aquifers affects flow**

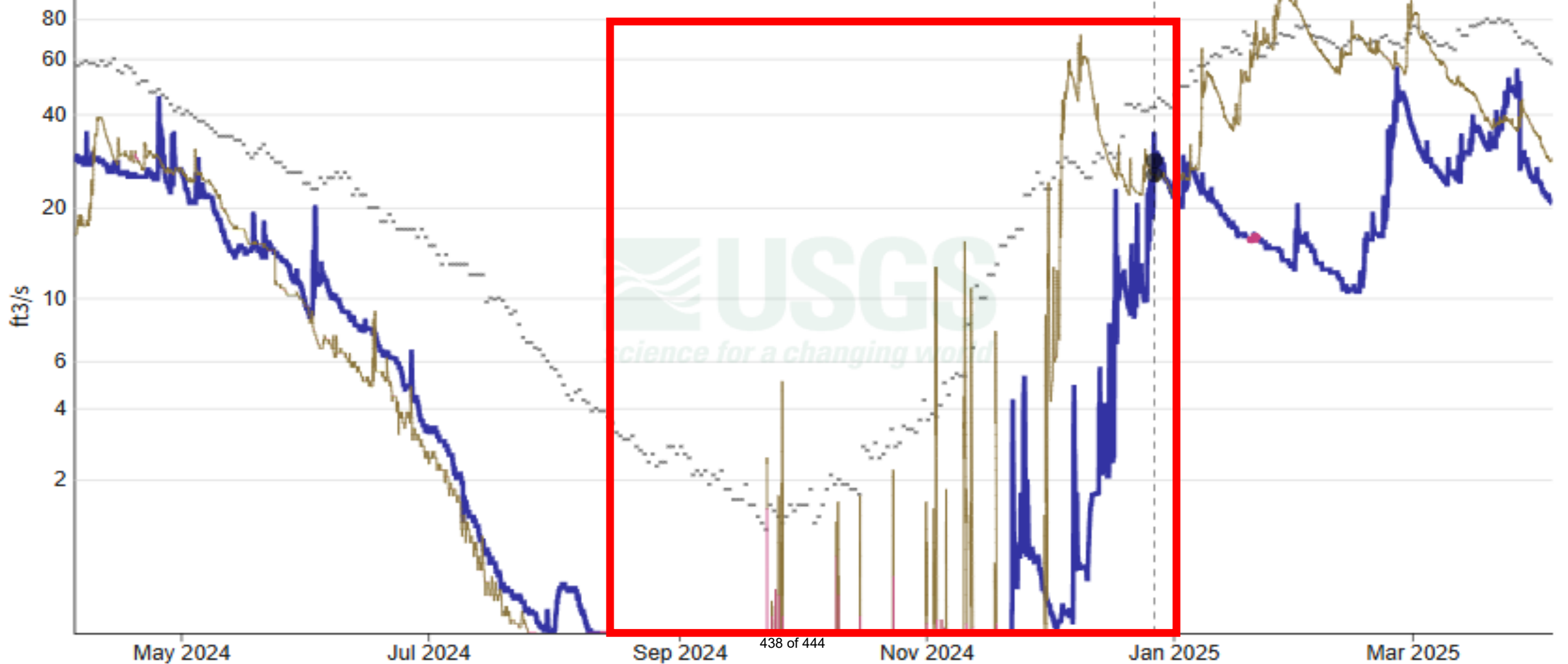


No stream flow in main channel of Clover Creek at 136th St on 11 Jan 2023.

April 4, 2024 - April 4, 2025
Discharge, cubic feet per second

28.4 ft³/s - Dec 27, 2024 08:00:00 AM PST

25.6 ft³/s - Dec 28, 2023 08:00:00 AM PST



Our Past Recommendations to City of Lakewood

2022-2023 Recommendation	Accomplished
Support the CCWC Small Grants program	YES – Thank You!
Consult with Lakewood Water District and Pierce County to use the USGS model on steps that could be taken to improve creek flow	Not yet – model released, but have not heard that Lakewood is pursuing doing this
Continue annual review & and update, if needed, the Lakewood Shoreline Restoration Plan	Annual Review – Yes (here we are) Update – Is update needed or rather follow current plan?
Support staff attendance at CCWC meetings and provide updates on City activities	Occasional attendance. Would be great to have consistent attendance and receive updates

Our Past Recommendations to City of Lakewood

2023-2024 Recommendation	Accomplished
Follow Shoreline Restoration Plan Component of the Shoreline Master Program	YES – Thank You!
Better manage stormwater & critical areas	Some Progress
Collaborate with Pierce Conservation District on shoreline restoration, management, and education	YES – Ft. Steilacoom Park & Waughop Lake Other examples???
Collaboration and communication between jurisdictions	YES – Chambers Trail Other examples???
Include CCWC in plans for the Edgewater Park renovation plans that should be in alignment with the Shoreline Management Plan	Some – Presented plan to CCWC, but no update; Did include Parks Advisory Board members
Promote water conservation and analysis of LWD pumping	NO

“Low-Hanging Fruit” Recommendations

2023-2024 Recommendation	Accomplished
Revise Critical Areas ordinance to increase buffers	Maybe – saw recent action on CA ordinance, but not sure if increased buffers
Share information about watershed with residents with CCWC collaborating	Partially – in newsletter. No collaboration with CCWC
Collaborate with Pierce Conservation District on shoreline restoration, management, and education	YES!
Prioritize infiltration and filtration of stormwater	YES – new apartments
Support & expand toxic algae monitoring by TPCHD	NO
Encourage invasive plant species removal	NO
Encourage planting of trees	YES – new apartments lots of trees planted More encouragement needed along shorelines
Direct resources to enforcement programs	Maybe in future → New electronic permit software
Apply for grant to develop comprehensive water quality and habitat plan for Ponce de Leon Creek	NO
Work with water purveyors to support water conservation	NO
Contribute to CCWC’s meetings and communication	NO

“New” Recommendations

2024-2025 Recommendations

Continue to make progress on past recommendations completely or partially accomplished

Brainstorm and collaborate on how to make progress on past uncompleted recommendations

Create a collaborative City & volunteer community member advisory board to develop future goals for Waughop Lake and plan(s) for achieving those goals

Similar collaborative task forces can be formed related to other waterbody and shoreline issues

Conclusions

- **Lakewood is growing** - We recognize that the WA state government often dictates the rate of growth.
 - Best management practices must be first and foremost in planning processes.
- **Community must grasp intricate connection between groundwater recharge, withdrawals, and repercussions on surface waters in our watershed**
- **Surface water pollution can lead to deterioration of groundwater quality, while groundwater pollution can adversely impact surface water.**
- **We are not anti-development!** We encourage smart development and the use of scientifically supported management practices.

Together, we can do better!

Questions???



CITY OF LAKEWOOD PLANNING COMMISSION
Rules of Procedure, ~~Regulations, and By-Laws~~

The Lakewood Planning Commission is established pursuant to City of Lakewood Ordinance No. 594, adopted September 15, 2014, and Lakewood Municipal Code (LMC) ~~Section~~Chapter 02.90. The Lakewood Planning Commission shall consist of not more than seven (7) members, appointed by majority vote of the City Council, but a smaller number, not less than four (4) shall constitute a lawful Commission.

Pursuant to LMC ~~02.90.050~~, we, the members of the City of Lakewood Planning Commission do hereby adopt, publish, and declare the rules, ~~regulations, and of~~ procedures set forth herein. These rules ~~and procedures~~ shall govern the conduct of meetings, maintenance of order, and order of business at regular meetings. In the event of a conflict between these rules and ~~the express provisions of the municipal code, the municipal code shall prevail. RCW Chapter 35A.63 (Planning Agency), LMC Chapter 2.90 LMC (Planning Commission), and/or LMC Chapter 2.68 (Work Plan), the RCW and LMC provisions shall prevail.~~

ARTICLE I - NAME

The name of this board is and shall be the CITY OF LAKEWOOD PLANNING COMMISSION, hereinafter referred to as the "Planning Commission" or "Commission".

ARTICLE II - OFFICERS AND DUTIES

SECTION 1 OFFICERS

The Officers of the Planning Commission shall consist of a Chair and Vice-Chair. Officers shall be elected each year for a one-year term at the first regular meeting of each calendar year.

SECTION 2 CHAIR

The Chair shall preside over the meetings of the Planning Commission and exercise all the powers usually incident to the office, retaining, however, to himself/herself as a member of the Planning Commission, the full right to have his/her own vote recorded in all deliberations of the Commission. He/she shall enforce the by-laws and execute the will of the Commission. He/she shall appoint all committees and/or task force members.

SECTION 3 VICE-CHAIR

The Vice-Chair, in the absence of the Chair from any meeting, shall perform all the duties incumbent upon the Chair. In the absence of the Chair and Vice-Chair, the members present shall elect, for that meeting only, a Chair Pro-Tern who shall have full powers of the Chair. (See Section 4)

SECTION 4 CHAIR PRO-TEM

In the absence of the Chair and the Vice-Chair, a Chair pro-tern shall be elected informally by the members present to conduct the meeting.

SECTION 5 ~~SECRETARY~~ Planning Commission Clerk

A ~~Secretary Clerk~~ shall be provided by the ~~Community Development and Economic~~ Department of Planning and Public Works (PPW) to prepare minutes and keep such records, attend to correspondence of the Commission, and perform such other duties as may be deemed necessary, including but not limited to:

- A. Take roll at regular, special and public meetings and hearings;
- B. Keep a record of all correspondence;
- C. Preserve all manuscripts and records;
- D. Keep a current roster of all members.
- E. Prepare and circulate the monthly agenda and staff reports regarding Planning Commission business;
- F. Record, transcribe and publish the minutes of all meetings of the Planning Commission; and
- G. Publish public notice of meetings.

SECTION 6 SPECIAL ELECTION OF OFFICERS

Should any officer resign, be removed, or otherwise vacate his office, his/her term shall be filled by result of an election at the next regular meeting or as soon as possible.

SECTION 7 TASK FORCES

- A. The Planning Commission may establish special task forces to investigate community issues within the scope of its authority. The Commission may initiate a task force on their own or at the direction of the City Council.
- B. Task forces will be composed of five (5) members. A maximum of three (3) members shall be from the Planning Commission.
- C. Task forces shall operate under the following Sections of the Planning Commission by-laws:

Article II Section 2	Chair
Article II Section 3	Vice-Chair
Article II Section 4	Chair Pro-Tem
Article II Section 5	Secretary Clerk
Article II Section 5	Attendance
Article II Section 6	Rules of Meeting
Article II Section 7	Voting/Parliamentary Procedures & Motions
Article II Section 11	Meeting Decorum
Article II Section 12	Debates

D. Task forces are charged with researching the basic topic, identifying issues, gathering information from experts, proponents, opponents, and the general public either in work sessions or public meetings.

E. Task forces will make a clear, concise written report that includes alternatives and recommendations to the Planning Commission.

SECTION 8 STANDING OR TEMPORARY COMMITTEES

The Chair shall have full power to create standing or temporary committees of one or more members, charged with such duties of examination, investigation, and inquiry relative to one or more subjects of interest to the Commission, and within the scope of its authority.

No standing or temporary committee shall have the power to commit the Commission to the endorsement of any plan or program prior to its submission to, and approved by the Planning Commission. Committee reports should be very brief, giving subject matter and date(s) during which the subject was discussed.

Standing and temporary committees shall use the same rules and regulations of the Commission in their deliberations.

ARTICLE III – MEETING SCHEDULE

SECTION 1 REGULAR MEETINGS

Regular meetings of the Planning Commission shall be held the first and third Wednesday of each month at 6:30 p.m. in Lakewood City Hall Council Chambers or at such other place as the Commission may determine. Any regular meeting may be canceled or rescheduled by the Chair, or in his absence, by the Vice-Chair. If in any given month there is no business which requires Commission action, the regular meeting will be canceled. Every effort will be made to conduct each meeting as efficiently as possible in order to adjourn the meeting no later than ~~7~~10 p.m.

SECTION 2 LEGAL HOLIDAYS

If a regular meeting falls on a legal holiday, that meeting shall be rescheduled or canceled by the Chair.

SECTION 3 SPECIAL MEETINGS

Special meetings of the Planning Commission may be called by any of the following: Chair, or in his absence, by the Vice-Chair; or by a majority vote of the Commission members. The scheduling and holding of all Planning Commission meetings is to be done in accordance with Washington State Law.

Every effort shall be made to set up work sessions or special meetings with City of Lakewood City Council and other Advisory Boards in order to create effective communication between these bodies.

SECTION 4 QUORUM

A majority of the current membership of the Planning Commission shall constitute a quorum for the transaction of business. Any action taken by a majority of those present, when those present constitute a quorum, at any regular or special meeting of the Planning Commission shall be deemed the official action of the Commission.

SECTION 5 ATTENDANCE

Attendance at regular and special meetings is expected of all Planning Commission members. Any member anticipating absence from a meeting should notify the Chair or the ~~Community Economic Development~~PPW Department in advance of any meeting.

If a member shall miss three consecutive meetings without there being reasonable cause, the Commission may recommend to the City Council the removal of the member.

SECTION 6 RULES OF MEETINGS

A. Participation. In keeping with Parliamentary Procedures, discussion by the members should be concise, to the point, and relevant to the business pending before the Commission.

B. Staff Participation. The Chair may call on a City employee, qualified to give expert testimony and/or a presentation on a matter, to address the Planning Commission.

C. Public Participation. The Rules of Procedure for Public Participation are identified in Section 11. Time limits for the maximum duration of Audience Comments and Public Hearings at any one meeting may be imposed, if necessary, at the discretion of the Chair.

D. Robert's Rules of Order, Newly Revised, shall govern the deliberations of the Commission; ~~except~~ when ~~in~~ there is a conflict with any of the rules contained herein, Robert's Rules of Order shall prevail.

SECTION 7 VOTING/PARLIAMENTARY PROCEDURES AND MOTIONS

VOTING:

A. Each member present has a duty and obligation to vote on all questions put before the Commission unless that member has a conflict of interest or an appearance of fairness concern in the case of quasi-judicial matters. If a member does not vote on a question before the Commission (without a conflict of interest or appearance of fairness exclusion), the vote of such member shall be counted as a vote with the prevailing side. It is provided, however, that a new member to the Commission who is attending his or her first or second meeting may, at the member's discretion, be excused from voting on issues if the member believes he or she does not have sufficient information or

background on the question to make an informed vote.

B. Any time a member of the Planning Commission believes he or she may have a conflict of interest or appearance of fairness concern which should or may disqualify that member from voting on a particular issue shall apprise the Chair of such potential conflict of interest or appearance of fairness concern, and the Chair shall determine whether or not the member is entitled to vote, provided that the decision of the Chair may be overruled by a majority of the remaining members of the Commission (excluding the member whose vote is subject of the decision).

C. In advance of any quasi-judicial matter coming before the Planning Commission, the Chair shall request of the members present whether any of them believe they have an appearance of fairness concern or a conflict of interest which would disqualify them from participating in the quasi-judicial matter. Additionally, the Chair shall inquire of people in attendance of the quasi-judicial hearing whether any member of the public in attendance believes that a member of the Commission has a conflict of interest or an appearance of fairness concern which would disqualify such member from voting on the quasi-judicial matter. If any concerns or questions are raised regarding the eligibility of a member to vote, the decision shall be made on the member's eligibility to vote as set forth in Paragraph B, above.

PARLIAMENTARY PROCEDURES AND MOTIONS:

A. If a motion does not receive a second, it dies. Matters that do not constitute a motion include nominations, withdrawal of motion by the person making the motion, request for a roll call vote, and point of order or privilege, therefore a second is not needed.

B. A motion that receives a tie vote is deemed to have failed.

C. When making motions, be clear and concise and not include arguments for the motion within the motion.

D. After a motion has been made and seconded, the Commission members may discuss their opinions on the issue prior to the vote.

E. A motion may be withdrawn by the maker of the motion with agreement of the second prior to the calling of the question without the consent of the Commission.

F. A motion to table is non-debatable and shall preclude all amendments or debates of the issue under consideration. A motion to table is to be used in instances where circumstances or situations arise which necessitate the interruption of the Planning Commission members' consideration of the matter then before them. A motion to table, if passed, shall cause the subject matter to be tabled until the interrupting circumstances or situations have been resolved, or until a time certain, if specified in the motion to table. To remove an item from the table in advance of the time certain requires a two-thirds' majority vote.

G. A motion to postpone to a certain time is debatable, is amendable and may be reconsidered at the same meeting. The question being postponed may be considered at a later time at the same meeting, or to a time certain at a future regular or special Planning Commission meeting.

H. A motion to postpone indefinitely is debatable, is not amendable, and may be reconsidered at the same meeting only if it received an affirmative vote.

I. A motion to call for the questions shall close debate on the main motion and is undebatable. This motion must receive a second and fails without a two-thirds' vote; debate is reopened if the motion fails.

J. A motion to amend is defined as amending a motion that is on the floor and has been seconded, by inserting or adding, striking out, striking out and inserting, or substituting.

K. Motions that cannot be amended include: Motion to adjourn, lay on the table, roll call vote, reconsideration and take from the table. A motion to amend an amendment is not in order.

L. Amendments are voted on first, then the main motion as amended (if the amendment received an affirmative vote).

M. Debate of the motion only occurs after the motion has been moved and seconded.

N. The Chair's ~~Secretary-Clerk~~ should repeat the motion prior to voting.

O. The ~~Secretary-Clerk~~ will take a roll call vote, if requested by the Chair, a Planning Commission member, or as required by law.

P. When a question has been decided, any Commission member who voted in the majority may move for reconsideration, but no motion for reconsideration of a vote shall be made until the next Regular Planning Commission meeting.

Q. A representative from the ~~Community and Economic Development~~PPW Department and/or the City Attorney shall act as the Commission's parliamentarian and shall decide all questions of interpretation of these rules which may arise at a Planning Commission meeting.

SECTION 8 AGENDA AND STAFF REPORTS

LMC 2.90 identifies the jurisdiction, powers and authority of the Planning Commission. In addition, the City Council may, from time to time, grant to the Planning Commission such other jurisdiction, powers, duties and authority as City Council deems appropriate and consistent with state and City law. The Planning Commission shall work in accordance with a work plan adopted by the City Council as detailed in Chapter 2.68 LMC.

An agenda for every regular meeting shall be prepared and distributed by the ~~Community and Economic Development~~PPW Department to each

Commission member not less than five (5) days prior to the date of the meeting at which such agenda is to be considered. The agenda shall be accompanied with a complete copy of the unapproved minutes of the previous meeting, staff reports, and such other material, illustrations, petitions, etc., as may pertain to the agenda.

SECTION 9 ORDER OF BUSINESS

A. The order of business for each regular meeting of the Planning Commission shall be as follows:

1. Call to order.
2. Roll Call.
3. Approval of minutes of the preceding meeting.
4. Agenda Update.
5. Public Comments.

Members of the audience may comment on items relating to any matter related to the Commission's business under the "Public Comments" period. Comments are limited to three (3) minutes per person. ~~Groups who have at least three members present at the meeting may designate a speaker who may have a total of ten (10) minutes to speak on behalf of the group.~~ The Chair shall determine the overall amount of time set for "Public Comments." Public comments sign-up forms will be available at each meeting for use of those citizens-residents wishing to address the Commission. The Secretary-Clerk shall serve as timekeeper.

In addressing the Commission, each person should stand, and after recognition, move to the podium, give his/her name, and unless further time is given by the presiding officer, shall limit his/her comments to three minutes. All remarks shall be made to the Commission as a body and not to any individual member.

No person shall be permitted to enter into any discussion from the floor without first being recognized by the presiding officer.

6. Public Hearings.

The public hearings section of the agenda allows for local citizens-residents to submit testimony on projects where public notice provisions are required pursuant to the Lakewood Municipal Code. Testimony shall be received in the same manner for each project duly noticed and as outlined above under the public comments section.

7. Business Items.

The business items section deals with matters before the Planning Commission that do not require a Public Hearing.

8. Reports.

- a. City Council Actions: Staff will report on actions taken by the City Council that followed Planning Commission actions and other matters of interest.
- b. Written Communications: Staff will review pertinent written communication on planning related topics.
- c. Future Agenda(s): Planning Commission members may request items to be placed on future agendas. Staff may report on items planned for future agendas.
- d. Area Wide Planning/Land Use Updates: Staff will report on actions taken by the Growth Management Coordinating Committee (GMCC), the Pierce County Regional Council (PCRC), the Pierce County Council, or the Puget Sound Regional Council (PSRC), on any planning or land use issues affecting Lakewood.
- e. Other: Staff will report on other topics relevant to the Planning Commission.

9. Reports of Standing or Temporary Committees.

10. Adjournment.

B. Recess - The foregoing agenda may be interrupted for a stated time as called by the Chair to recess for any reason.

SECTION 10 MEETINGS OPEN TO THE PUBLIC

Any regular or special meeting of the Planning Commission shall be appropriately noticed per Washington State Statute, and be open to the public.

SECTION 11 MEETING DECORUM

To provide a fair and efficient form for the conduct of business at Planning Commission meetings, the following rules of decorum shall be observed:

- A. No person including Planning Commission members shall address the Commission or a presenter without first obtaining recognition from the Chair.
- B. The order of business shall be as prescribed on the agenda. Changes to the agenda order shall be approved by the Chair or by majority vote of Commission members present.
- C. In instances where a written staff report has been prepared, the staff representative, upon recognition by the Chair, shall present the staff report.
- D. Following the presentation of the staff report, the Commission shall be afforded the opportunity to question the staff regarding the material in the report.
- E. After questioning of the staff is completed, the Chair may recognize

the applicant or proponent of that item to speak, if any. Following the proponent's remarks, any other person wishing to speak on the matter may be recognized by the Chair.

F. Once any person has spoken in regard to a specific matter before the Planning Commission, he or she shall not be recognized to speak again until all persons wishing to speak have been given the first opportunity to do so.

SECTION 12 DEBATES

A. Speaking to the Motion - No member of the Planning Commission, including the Chair, shall speak more than twice on the same motion except by consent of the majority of the Planning Commission members present at the time the motion is before the Commission.

B. Interruption - No member of the Commission, including the Chair, shall interrupt or argue with any other member while such member has the floor, other than the Chair's duty to preserve order during meetings.

C. Courtesy - All speakers, including all members of the Commission, in the discussion, comments, or debate of any matter or issue shall address their remarks to the Chair, be courteous in their language and deportment, and shall not engage in or discuss or comment on personalities, or indulge in derogatory remarks or insinuations in respect to any other member of the Planning Commission, or any member of the staff or the public, but shall at all times confine their remarks to those facts which are germane and relevant to the question or matter under discussion.

D. Transgression - If a member of the Planning Commission shall transgress these rules on debates, the Chair shall call such member to order, in which case such member shall be silent except to explain or continue in order. If the Chair shall transgress these rules on debate or fail to call such member to order, any other member of the Commission may, under a point of order, call the Chair or such other member to order, in which case the Chair or such member, as the case may be, shall be silent except to explain or continue in order.

E. Challenge to Ruling - Any member of the Planning Commission, including the Chair, shall have the right to challenge any action or ruling of the Chair, or member, as the case may be, in which case the decision of the majority of the Commission present, including the Chair, shall govern.

ARTICLE IV - REPORTS

SECTION 1 PLANNING COMMISSION REPORTS

Reports of official Planning Commission reviews or official recommendations based on public hearing shall be considered the majority report of the Commission. All Planning Commission reports shall include a finding of facts.

The reports will be prepared by the ~~Secretary-Clerk~~ of the Planning Commission and approved and forwarded to the City Council.

SECTION 2 ANNUAL REPORTS

In the first quarter of the calendar year, the Planning Commission shall prepare a written report to be forwarded to the Mayor and City Council containing, but not limited to:

- A. A comparison of the adopted annual work program, objectives, and activities with actual or anticipated accomplishments.
- B. The extent to which unforeseen problems and opportunities have occurred.
- C. Proposals for any new short- or long-range programs to implement the policies of the Comprehensive Plan.

ARTICLE V - AMENDMENTS

These rules and regulations may be amended by a majority vote at a regular or special meeting.

The foregoing rules and regulations were approved and adopted at a regular meeting of the Planning Commission held on the 19⁶~~th~~th day of ~~October~~~~April~~, 20~~25~~~~16~~¹⁶.

Lakewood Planning Commission



Chair

1-9-17
Date



Secretary

1.9.17
Date

Lakewood Planning Commission

Chair

Date

Clerk

Date