



LAKWOOD CITY COUNCIL STUDY SESSION AGENDA

Monday, May 9, 2016

7:00 P.M.

City of Lakewood

City Council Chambers

6000 Main Street SW

Lakewood, WA 98499

Page No.

CALL TO ORDER

ITEMS FOR DISCUSSION:

- (2) 1. West Pierce Fire & Rescue update. – *Fire Chief Jim Sharp*
- (14) 2. Review of the Six Year Transportation Improvement Program. –
(Memorandum)
- (44) 3. Rental housing program update. – (Memorandum)

REPORTS BY THE CITY MANAGER

ITEMS TENTATIVELY SCHEDULED FOR THE MAY 16, 2016 REGULAR CITY COUNCIL MEETING:

- 1. Proclamation recognizing Dr. Lonnie Howard. – *Dr. Lonnie Howard, Clover Park Technical College*
- 2. Washington State Department of Transportation I-5/JBLM Corridor Improvement Project. – *Mr. John Wynands, Program Director*
- 3. Adopting the 2015-2016 biennial budget amendments. – (Ordinance – Regular Agenda)

COUNCIL COMMENTS

ADJOURNMENT

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

<http://www.cityoflakewood.us>

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

West Pierce Fire & Rescue

FIVE YEARS YOUNG



Where Have We Been?

March 2011

Merger of University Place and Lakewood Fire Departments

Just starting to see significant impact of Great Recession



Next Four Years

- Employee concessions, reduced duplication, grants, more with less
- No loss of core services (added marine services, contract with Steilacoom)
- No layoffs (30+ retirements)
- Call volume increased 16% (2048 calls)
- Hired first West Pierce Firefighters in 2014



March 2016

- Five-year anniversary
- Four years of dedicated funding (through 2019)
- Out of the recession
- New multi-year contracts in place
- Downsizing is now stabilized (3rd hiring in February)
- Call volume continues to rise





What's Next?

Year of Planning

- No real planning was done during the Great Recession
- Standards Of Cover (gap analysis of community risk vs department resources)
- Capital Facilities Plan (\$50-60 million in fixed and mobile assets)
- Medical Programs Strategic Plan
 - Staffing
 - Response models
 - Integrated Community Healthcare
- Strategic Plan



Strategic Initiatives

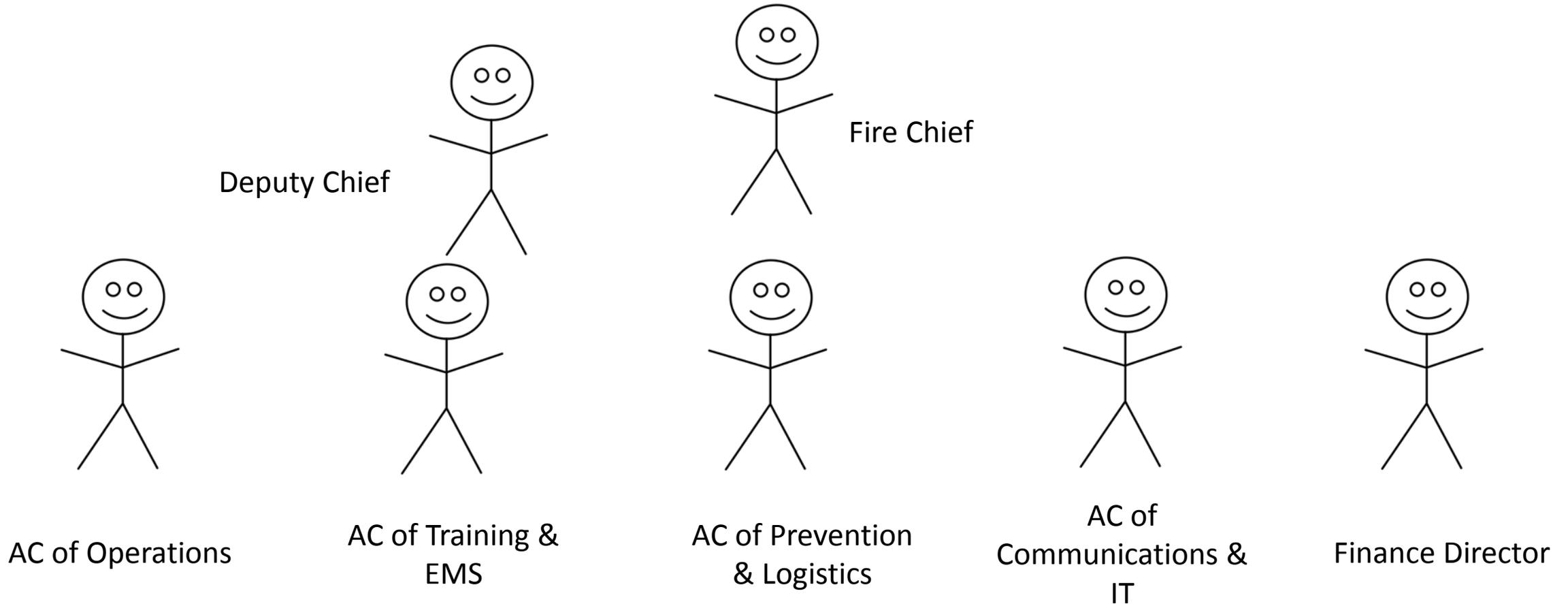
- Develop a diversity recruitment program
- Develop a environmental sustainability program
- WSRB Class 2 fire protection rating
- South Sound 911 transition
- Develop a Comprehensive Leadership, Mentorship and Succession Plan



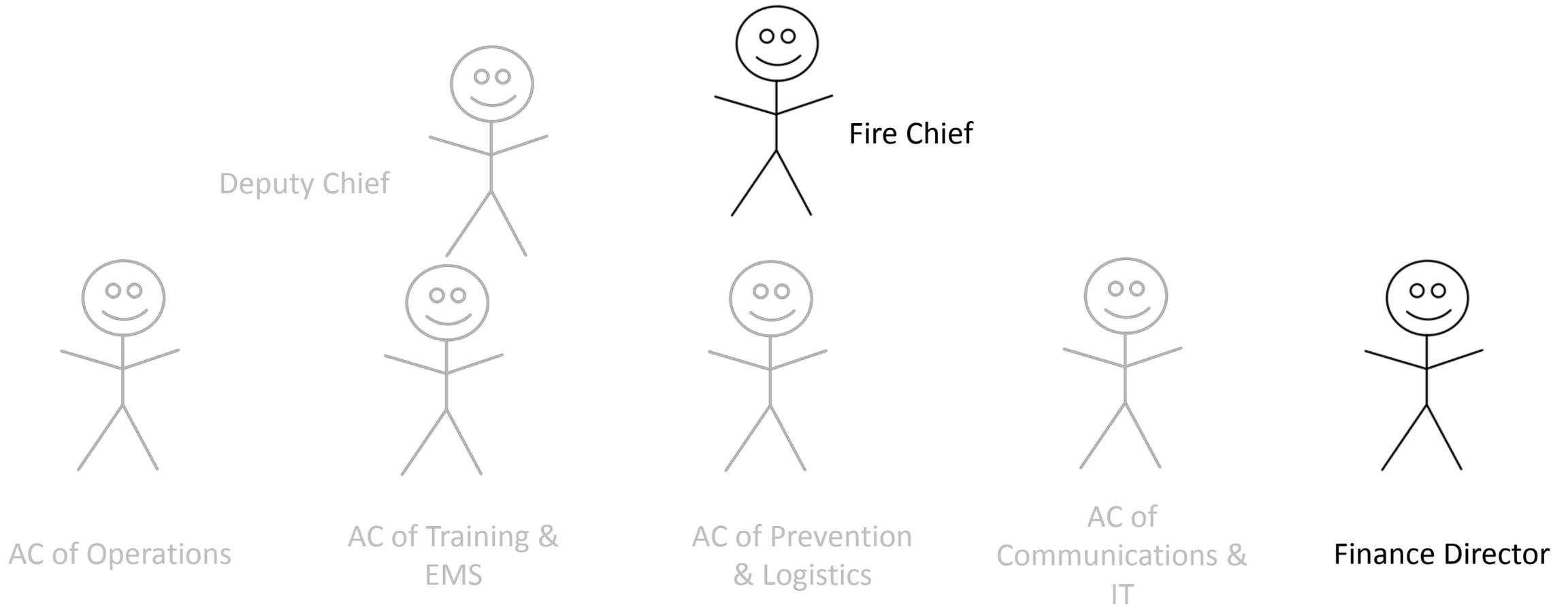
Succession Plan

In 36 months, West Pierce Fire & Rescue will have to replace the entire executive staff, with the exception of the Fire Chief and Finance Director.

WPFR Executive Staff Today



WPFR Executive Staff in 36 Months





Fire Chief Today!



To: Mayor and City Councilmembers
From: Don Wickstrom, Public Works Director
Through: John J. Caulfield, City Manager 
Date: May 3, 2016
Subject: 6-Year Transportation Improvement Program (2017-2022)

Over the past couple of months, the Public Works Department with assistance from the Planning Commission has developed the attached final draft of the *6-Year Transportation Improvement Program (TIP) (2017-2022)*.

The following is the proposed review and adoption schedule for the 6-Year TIP:

Date	Topic
May 4, 2016	Final draft of 6-Year TIP distributed to stakeholders and posted on City of Lakewood web site
May 9, 2016	Present final draft of 6-Year TIP at Study Session
June 6, 2016	Public Hearing on final draft of 6-Year TIP (Planning Commission)
June 15, 2016	Planning Commission review and address comments received from Council and stakeholders
June 20, 2016	Adoption of 6-Year TIP

The 2016-2021 TIP was amended on January 19, 2016, staff has incorporated two additional projects, and made note and date changes as appropriate. The two added projects are as follows: Veterans Dr. SW-Gravelly Lake Dr. to Alameda and 84th St. Pedestrian Crossing Signal.

Please also note that the 6-Year TIP can be modified any time up to and prior to its final adoption tentatively scheduled for June 20, 2016. Further note that we have provided two weeks between the Public Hearing and adoption date so comments received from the Public Hearing can be incorporated as well.

Attachments:
Final Draft 6-Year TIP (2017-2022)



CITY OF LAKEWOOD
SIX-YEAR COMPREHENSIVE
TRANSPORTATION IMPROVEMENT PROGRAM
2017-2022

PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program (Program) and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding from the State, it must appear in the agency's current Program. Because the state also disperses federal highway funds, this requirement applies to federally funded projects as well.

RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program for that region.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and preservation of our street system.

Several important points must be considered during the review of the proposed Program. The early years of the Program are fairly definite; that is, it can be assumed that those projects will be constructed as scheduled. Projects in the later years are more flexible and may be accelerated, delayed or canceled as funding and conditions change.

It is also important to note that the adoption of the Program does not irreversibly commit the City of Lakewood to construct the projects. A project may be canceled at any time during the course of study or design. The usual reasons for canceling a project are that it is environmentally unacceptable or contrary to the best interests of the community as a whole. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

CONSISTENCY WITH LAND USE MANAGEMENT PLAN

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and, in particular, transportation facilities and services. The City of Lakewood was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Lakewood has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to "Ensure that the transportation and circulation system is safe, efficient and serves all segments of the population and reduces reliance on single-occupant vehicles and increase use of other modes of transportation."

Specific goals include the following.

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.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City's Comprehensive Plan.

GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

FUNDING SOURCES

A. Motor Vehicle Fuel Tax Funds

The Motor Vehicle Fuel Tax Funds have been programmed to provide matching funds for federal aid and urban arterial projects and for projects to be implemented with Motor Vehicle Fuel Tax Funds only.

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. The dollars shown in this year's Program reflect the revenues from this source expected to be received by the City of Lakewood. It is anticipated that revenue received from gas tax for the Streets Capital Projects Fund will be: \$335,000 FY 2015.

B. Federal Aid Funding Programs

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST ACT). The Act authorizes \$305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. The ACT essentially continues on with a number of specific funding programs that were funded under the previous Federal Transportation program (MAP 21). These include the following:

1. STP Surface Transportation Program: This is a regionally competitive program.
2. CMAQ Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
3. HSIP Highway Safety Improvement Program: Statewide competition for federal funds targeted at safety improvements at high accident locations.
4. TAP Transportation Alternatives Program: This is a regionally competitive program and focuses on pedestrian and bicycle facilities (on and off road); safe-routes to schools, etc.; and other non-highway focused programs.

Much of the above said Federal grant funds are funneled thru the regional MPOs which for Lakewood that's Puget Sound Regional Council (PSRC). Presently PSRC has call out for projects where in \$206,000,000 in grant funding is presently (January 1st 2017) available throughout its 4 county region. Typically Lakewood projects are most competitive at County Wide level for which under this present call there is \$27,480,000.

C. Washington State Transportation Improvement Board (TIB)

The TIB has a number of statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The three TIB programs in which the City can compete are as follows:

1. UAP Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.
2. SP Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity.

D. Community Development Block Grants (CDBG)

This is a program to provide physical improvements within low-income census tracts or to promote economic development within the City. Through the years 2016-2021 it is anticipated that a minimum of \$300,000 (on average) per year will be made available for pavement preservation, street lighting, and pedestrian improvements in eligible neighborhoods.

E. City Funding Sources

1. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. The City's REET is designated entirely for transportation related capital improvements. Revenue from REET has averaged around \$900,000 in the past few years. The REET is estimated to be \$900,000 annually.
2. General Fund Transfer In. This funding source comes from several different sources that make up the General Fund revenue including: property tax, sales tax, and utility tax and fees. The Street Capital Projects Fund is budgeted to receive approximately \$500,000 annually (on average) over the next 5 years in support of the pavement preservation program.
3. Transportation Benefit District (TBD). In 2014, the TBD Board implemented a \$20 per vehicle tab fee to provide funds toward a specific list of pavement preservation projects to be implemented between 2015 through 2020. The anticipated revenue is approximately \$680,000 per year.

F. Washington State Department of Transportation

1. Pedestrian and Bicycle Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to the pedestrian and bicyclists. The recent call for projects has expanded the program's scope to emphasize

“complete streets” – accommodation of all roadway users from vehicles to bicyclists to pedestrians. The programs focus for “complete streets” is for “main street” urban arterials and corridors. Historically, the city has not received much funding from this program. However, given the change in the grant scope, there may be opportunities from this source in the future.

2. Safe Routes to Schools Program: This is a statewide competitive program specifically oriented toward pedestrian and bicycle safety near schools.
3. Surface Water Management Program:

The City’s Surface Water Management (SWM) Program pays for all drainage facilities constructed in conjunction with street improvements. The revenue from SWM is directly related to the amount of capital improvement projects constructed. SWM participation in roadway projects averages about \$300,000 annually.

Amendment 1 – Summary dated 1-19-16

- 1) Project 1.25 North Gate Access Improvements: Project schedule moved up in anticipation of grant funding.
- 2) Project 2.26 Safety Improvements in the Vicinity of Schools: Funding removed from 2016 and moved to specific “Safe Routes to Schools” grant-funded projects.
- 3) Project 2.69 Gravelly Lake Drive – Bridgeport to Steilacoom Road Diet: Project split into two phases to reflect TIB grant received.
- 4) Project 2.71 Steilacoom Blvd – Weller Road to Phillips Road: Project split into two phases to reflect “Safe Routes to Schools” grant received.
- 5) Project 2.76 Phillips Road – Steilacoom to Onyx: Project split into two phases to reflect “Safe Routes to Schools” grant received.
- 6) Project 2.77 Washington Blvd – Edgewood to Gravelly Lake Drive: Project schedule moved up in anticipation of grant funding.
- 7) Project 2.85 John Dower Road – Steilacoom Blvd to Custer Road: Project added to reflect “Safe Routes to Schools” grant received.
- 8) Project 5.6 Gravelly Lake Non-Motorized Trail: Project split into three phases to reflect WSDOT grant received.

Proposed changes for this update

- 1) Project 2.86 Veterans Dr. SW-Gravelly Lake Dr. to Alameda- This is a new project that was added to the list.
- 2) Project 3.21 84th St. Pedestrian Crossing Signal-This is a new project that was added to the list.
- 3) Project 9.10B Steilacoom Blvd.-Weller Rd- A note was added to the project description.

PROJECT NUMBERING SYSTEM

Project numbers within most sections of the Program are discontinuous in order to maintain consistency in project numbering from year to year.

Completed projects are removed from subsequent years' programs, thereby eliminating some project numbers.

Projects carried forward from previous year(s) retain the same project numbers from the previous year(s).

BUDGET DOLLARS

Costs shown are planning level estimates and are reflected in each year as FY2016 dollars with no accounting for inflation.

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		<i>NOTE: BOLD and ITALICIZED numbers denote grant is secured</i>							TOTAL FUNDS
SECTION 1			2017	2018	2019	2020	2021	2022	2017-2022
NEW CONSTRUCTION									
ARTERIAL STREET PROJECTS									
1.2 Gravelly Lake Drive @ I-5 Right Turn Lane Total Estimated Cost \$1,600	Widen GLD from Nyanza to I-5 SB on-ramp to provide dedicated right-turn lane. Traffic signal upgrades; bridge widening; r/w acquisition.	City				50	350		400
		Grant				200	1,000		1,200
		Other							
		Total	0	0	0	250	1350	0	1,600
1.4 Union Avenue - W. Thorne Ln. to Spruce St. Total Estimated Cost \$5,000	Widen to add turn lane, shared bike/travel lane, sidewalks, street lighting. Intersection improvements.	City					125	250	375
		Grant					375	2,250	2,625
		Other					75	150	225
		Total	0	0	0	0	575	2,650	3,225
	<i>Notes: Limits revised to reflect recent improvements at Berkeley/Union.</i>								
1.18 96th Street - 2-way left turn lane Total Estimated Cost \$500	Widen 96th St. from 500' east of So. Tac. Wy to I-5 underpass to provide 2-way left turn lane. Does not include sidewalks or HMA overlay.	City					100		100
		Grant							0
		Other					400		400
		Total	0	0	0	0	500	0	500
									Dev. Contr.
1.20 123rd ST SW - Realignment Total Estimated Cost \$400	Realign 123rd ST SW as it enters Bridgeport	City					300		300
		Grant							0
		Other					100		100
		Total	0	0	0	0	400	0	400
									Dev. Contr.
1.21 Murray Road and 150th Street Corridor Capacity <i>Notes: Assume multiple phases; multiple years</i>	Provide capacity for Woodbrook Industrial development: widening of Murray Road and 150th; bike/pedestrian facilities; structural pavement section improvements	City		100	100	100			300
		Grant							0
		Other		1,500	1,500	1,500			4,500
		Total	0	1,600	1,600	1,600	0	0	4,800
									SWM/Dev. Contr.
1.22 Gravelly to Thorne Connector Total Estimated Cost \$25,000	Two-way connector road between Tillicum and Gravelly Lake Drive. Signalization.	City	1	1	1	1	1	1	6
		Grant							0
		Other		1,000	12,000	12,000			25,000
		Total	1	1,001	12,001	12,001	1	1	25,006
									Other
1.23 Interstate 5 through Lakewood (WSDOT led project - coordination only)	Planning and design coordination only.	City	1	1	1	1	1	1	6
		Grant							0
		Other							0
		Total	1	1	1	1	1	1	6
									Dev. Contr.

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		NOTE: BOLD and ITALICIZED numbers denote grant is secured							TOTAL FUNDS
SECTION 2 ROADWAY IMPROVEMENTS			2017	2018	2019	2020	2021	2022	2017-2022
2.26 Safety Improvements in the Vicinity of Schools	May include sidewalks, crossing improvements, signage, etc. in vicinity of schools.	City	100	150	30	100	250		630
		Grant	250	1,100	120	250	1,100		2,820
		Other		150			150		300
		Total	350	1,400	150	350	1,500	0	3,750
2.29 Steilacoom Blvd. Custer to 88th Street Total Estimated Cost \$1,975	Curbs, gutters, sidewalks, street lighting, on both sides. Signal modifications. Signal replacement Custer/Ardmore. Overlay.	City	0						0
		Grant	1,400						1,400
		Other	250						250
		Total	1,650	0	0	0	0	0	1,650
2.41 Steilacoom Blvd - Bridgeport Way to Fairlawn Total Estimated Cost \$1,400 <i>Note: Preliminary design completed via previous TIB grant</i>	Curbs, gutters, sidewalks, on both sides. Overlay.	City			10	20	100		130
		Grant			20	150	1,000		1,170
		Other					100		100
		Total	0	0	30	170	1,200	0	1,400
2.50 Gravelly Lake Drive - 100th to Bridgeport Way <i>Note: grant for design, environ., & r/w FY2011-2014</i>	Curb, gutters, sidewalks, street lighting, drainage. Signal modifications. Signal replacement Mt. Tacoma.	City	36						36
		Grant	1358						1,358
		Other	250						250
		Total	1,644	0	0	0	0	0	1,644
2.54 Minor Pedestrian Safety Improvements	Non-hardscape improvements. Shoulder widening on high-volume roads where less than 2' walkway exists.	City	50	50	50	50	50	50	300
		Grant							0
		Other							0
		Total	50	50	50	50	50	50	300
2.55 High Accident Location Safety Improvements <i>2016-2017 Funds reallocated to 2.81 Roadway Safety Improvements to 40th Ave. SW and 96th St. SW and 3.20 Military Rd. and 112th St. Safety Improvement.</i>	May include sight distance corrective measures, signal modifications, etc. at one of top 25 accident locations.	City	44	20	49	50	50	50	263
		Grant							0
		Other							0
		Total	44	20	49	50	50	50	263
2.60 South Tacoma Way - SR512 to 96th Street Total Estimated Cost \$3,460 <i>Note: Design starting FY2011</i>	Curb, gutter, sidewalks, street lighting, drainage, overlay.	City	10						10
		Grant	50						50
		Other	10						10
		Total	70	0	0	0	0	0	70

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		NOTE: BOLD and ITALICIZED numbers denote grant is secured							TOTAL FUNDS
SECTION 2 ROADWAY IMPROVEMENTS			2017	2018	2019	2020	2021	2022	2017-2022
2.61 ADA Standards - Sidewalk Upgrades	On-going program to gradually upgrade existing facilities to current ADA standards	City	50	50	50	50	50	50	300
		Grant							0
		Other							0
		Total	50	50	50	50	50	50	300
2.65 Steilacoom Blvd - 87th to 83rd <i>Design through project 2.74</i>	Curb, gutter, sidewalks, street lighting, drainage, overlay.	City		80	200				280
		Grant		200	1,400				1,600
		Other			200				200
		Total	0	280	1,800	0	0	0	2,080
2.66 Steilacoom Blvd - 83rd to Weller Road <i>Design through project 2.74</i>	Curb, gutter, sidewalks, street lighting, drainage, overlay.	City			70	200			270
		Grant			180	2,000			2,180
		Other				200			200
		Total	0	0	250	2,400	0	0	2,650
2.67 Bridgeport Way - I-5 to JBLM Gate Total Estimated Cost \$3,650	Curb, gutters, sidewalks, street lighting, drainage, overlay.	City	5						5
		Grant	10						10
		Other	5						5
		Total	20	0	0	0	0	0	20
2.68 Hipkins Rd. 104th to Steilacoom Blvd. Total Estimated Cost \$3,050	Curb, gutters, sidewalks, street lighting, drainage, overlay.	City							0
		Grant							0
		Other				350	2,700		3,050
		Total	0	0	0	350	2,700	0	3,050
2.69A Gravelly Lake Drive - 59th to Steilacoom Sidewalks	Curb, gutter, sidewalks on both sides of road.	City	80						80
		Grant	320						320
		Other							0
<i>Note: Project 2.69 split into two phases. TIB grant received for 2.69A.</i>		Total	400	0	0	0	0	0	400
2.69B Gravelly Lake Drive - Bridgeport to Steilacoom Road Diet <i>Amendment 1: Project 2.69 split into two phases.</i>	Reduce 4 travel lanes to 3. Curb, gutters, sidewalks, bike lanes, street lighting, drainage, overlay.	City	50	200					200
		Grant	100	1,100					1,100
		Other							0
		Total	150	1,300	0	0	0	0	1,300

FED
SWM&Dev

TIB

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN		NOTE: BOLD and ITALICIZED numbers denote grant is secured						TOTAL FUNDS		
SECTION 2 ROADWAY IMPROVEMENTS			2017	2018	2019	2020	2021	2022	2017-2022	
2.70 Lakewood Station - Non-Motorized Access Improvements	Curb, gutters, sidewalks, and street lighting improvements per Lakewood NMTP and Sound Transit Access Improvement Study.	City				100	100	100	300	
		Grant			100	400	400	400	1,300	
		Other			100	500	500	500	1,600	
		Total	0	0	200	1,000	1,000	1,000	3,200	
2.71A Steilacoom Blvd - Weller Road to Phillips Road - Ph. 1 <i>Design and right-of-way through project 2.74</i> Notes: Project 2.71 split into two phases. Safe Routes to Schools Grant received for 2.71A.	Curb, gutter, sidewalks, bikeway/buffer, street lighting, drainage on north side.	City		100					100	
		Grant		450					450	
		Other								0
		Total	0	550	0	0	0	0	550	
2.71B Steilacoom Blvd - Weller Road to Phillips Road - Ph. 2 <i>Design through project 2.74</i> Notes: Project 2.71 split into two phases. Safe Routes to Schools Grant received for 2.71A.	Curb, gutter, sidewalks, bikeway, street lighting, drainage, overlay.	City		100					100	
		Grant		1350					1,350	
		Other		100					100	
		Total	0	1,550	0	0	0	0	1,550	
2.72 100th Street & Lakewood Drive <i>Bridgeport Way to 400 feet north of 100th Street</i>	Curb, gutter, sidewalks, sharrows, replace 100th/Lakewood signal, street lighting, drainage, overlay.	City	130	200					330	
		Grant	550	800					1,350	
		Other							0	
		Total	680	1,000	0	0	0	0	1,680	
2.73 112th / 111th - Bridgeport to Kendrick	Curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay.	City	20	5	110				135	
		Grant	100	50	1,440				1,590	
		Other	50	45	250				345	
		Total	170	100	1,800	0	0	0	2,070	
2.74 Steilacoom Blvd Corridor Design - Farwest to Phillips <i>Joint project with Town of Steilacoom - DESIGN ONLY</i>	Curb, gutter, sidewalks, sharrows, turn lanes, street lighting, drainage, overlay.	City	50	43	43	14			150	
		Grant	216	150	150	35			551	
		Other	25	20	20	6			71	
		Total	291	213	213	55	0	0	772	
2.75 South Tacoma Way - 88th to North City Limits	Curb, gutter, sidewalks, bike lanes, street lighting, signal at 84th, drainage, overlay.	City	50	50	300				400	
		Grant	150	150	2,341				2,641	
		Other			300				300	
		Total	200	200	2,941	0	0	0	3,341	

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN								NOTE: BOLD and ITALICIZED numbers denote grant is secured		TOTAL FUNDS
SECTION 2 ROADWAY IMPROVEMENTS			2017	2018	2019	2020	2021	2022	2017-2022	
2.76A Phillips Road - Steilacoom to Hudtloff Middle School <i>Notes: Project 2.76 split into two phases. Safe Routes to Schools Grant received for 2.76A.</i>	Curb, gutter, sidewalks, bike lanes, street lighting, flashing beacons, drainage, on east side of road.	City	170						170	
		Grant	480						480	
		Other							0	
		Total	650	0	0	0	0	0	650	
2.76B Phillips Road - Steilacoom to Onyx <i>Notes: Project 2.76 split into two phases. Safe Routes to Schools Grant received for 2.76A.</i>	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.	City							0	
		Grant							0	
		Other			250	1850			2,100	
		Total	0	0	250	1,850	0	0	2,100	
2.77 Washington Blvd - Edgewood Ave to Gravelly Lake Drive <i>Notes: moves up project schedule in anticipation of grant.</i>	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.	City							0	
		Grant	5,000						5,000	
		Other	700						700	
		Total	5,700	0	0	0	0	0	5,700	
2.78 Oakbrook Sidewalks & Street Lighting Onyx Dr W (97th to 87th); Onyx Dr E (Garnet to Phillips) (Total Cost \$3,400)	Curb, gutter, sidewalks, sharrows, turn lanes, street lighting, drainage, overlay.	City							0	
		Grant							0	
		Other			400	3000			3,400	
		Total	0	0	400	3,000	0	0	3,400	
2.79 Lake City Business District Sidewalks (American Lake Park to Veterans Dr / Alameda) (Total Cost \$2,100)	Curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay.	City							0	
		Grant							0	
		Other		300	1,800				2,100	
		Total	0	300	1,800	0	0	0	2,100	
2.80 Interlaaken Drive SW / Mt. Tacoma Drive Non-Motorized Improvements - Short Lane to Whitman Avenue SW (Total Cost Mt. Tacoma Drive \$2,950) (Total Cost Interlaaken \$4,000) formerly project 5.7. Construction 2022+	Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Interlaaken / Mt. Tacoma Dr.	City							0	
		Grant							0	
		Other					750	700	1,450	
		Total	0	0	0	0	750	700	1,450	
2.81 Roadway Safety Improvements at 40th Ave. SW and 96th St. SW	Curb, gutter, sidewalk, sharrows, guard rail, street lighting, pavement reconstruction	City	15	1					16	
		Grant	140	653					793	
		Other							0	
		Total	155	654	0	0	0	0	809	

Grant

Grant

FED

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		NOTE: BOLD and ITALICIZED numbers denote grant is secured						TOTAL FUNDS	
SECTION 2 ROADWAY IMPROVEMENTS			2017	2018	2019	2020	2021	2022	2017-2022
2.82 59th Ave SW Sidewalk - 100th to Bridgeport Wy SW	Sidewalk east side of roadway.	City		25					25
		Grant		100					100
		Other							0
		Total	0	125	0	0	0	0	125
2.83 Gravelly Lake Dr. - Pacific Hwy to Nyanza (south)	Curb, gutter, sidewalk, bike way, street lighting, pavement rehab	City			50	75	250		375
		Grant			100	175	800		1,075
		Other							0
		Total	0	0	150	250	1,050	0	1,450
2.84 Lakewood Drive - Steilacoom Blvd to 74th Street <i>*note: pavement rehab City match also listed in project 9.15</i>	Add turn lanes, curb, gutter, sidewalk, bike way, street lighting, pavement rehab	City	50	100	950				1,100
		Grant	200	300	3,180				3,680
		Other	50	50	500				600
		Total	300	450	4,630	0	0	0	5,380
2.85 John Dower Road - Steilacoom to Custer	Curb, gutter, sidewalk, bike way, street lighting, flashing crossing beacons, drainage, pavement.	City	150						150
		Grant	500						500
		Other							0
		Total	650	0	0	0	0	0	650
<i>Notes: Project added. Safe Routes to Schools Grant received.</i>									
2.86 Veterans Drive SW-Gravelly Lake Dr. to Alameda (Total	curb, gutter, sidewalks, sharrows street lighting, drainage, overlay	City						860	860
		Grant						3,440	3,440
		Other							0
		Total	0	0	0	0	0	4,300	4,300
TOTALS		City	1,060	1,174	1,912	659	850	1,110	6,715
		Grant	10,824	6,403	9,031	3,010	3,300	3,840	36,308
		Other	1,340	665	3,820	5,906	4,200	1,200	15,681
		Total	13,224	8,242	14,763	9,575	8,350	6,150	58,704

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 3 TRAFFIC SIGNALS			2017	2018	2019	2020	2021	2022	2017-2022
3.1 Steilacoom / Durango Traffic Signal	Intersection meets warrants for traffic signal. Signal needed with new development in area. Special concern with adjacent train crossing becoming active.	City							0
		Grant							0
		Other	5	345					350
		Total	5	345	0	0	0	0	350
3.7 Washington Blvd. and Interlaaken Drive Signal and intersection improvement Total Estimated Cost \$375	Install new signal at intersection.	City			75	300			375
		Grant							0
		Other							0
		Total	0	0	75	300	0	0	375
3.8 Traffic Signal Timing Upgrades on-going technical support incl. turning movement counts	Upgrade traffic signal timing and coordination.	City	10	10	10	10	10	10	60
		Grant							0
		Other							0
		Total	10	10	10	10	10	10	60
3.11 City-Wide Traffic Signal Management System Total Estimated Cost \$2,000	City-hall based Traffic Management Center. Fiber optic interconnect. PTZ major corridors. Active traffic management including web based info.	City	50	50	50	50			200
		Grant		300	300				600
		Other							0
		Total	50	350	350	50	0	0	800
3.12 Traffic Signal Replacement Program	Replace aging traffic signals. Priorities based on maintenance history. (one signal every 3rd year)	City	300		300		300		600
		Grant							
		Other							
		Total	300	0	300	0	300	0	600
3.13 Gravelly Lake Drive / Avondale Traffic Signal	Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents.	City					100		100
		Grant							0
		Other					150		150
		Total	0	0	0	0	250	0	250

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 3			2017	2018	2019	2020	2021	2022	2017-2022
TRAFFIC SIGNALS									
3.14 So. Tacoma Way / 92nd Street	New warranted signal	City							0
		Grant		100	550				0
		Other							0
		Total	0	100	550	0	0	0	0
3.16 Steilacoom Blvd / Western State Hospital Signal Replacement	Replace existing signal	City							0
		Grant	210						210 Fed
		Other							0
		Total	210	0	0	0	0	0	210
3.17 Steilacoom Blvd / Lakeview Ave Signal Replacement	Replace existing signal	City							0
		Grant	275						275 Fed
		Other							0
		Total	275	0	0	0	0	0	275
3.19 Traffic Signal Asset Management System	Purchase software; develop asset management system	City	40	40	20	5	5	5	115
		Grant							0 Fed
		Other							0
		Total	40	40	20	5	5	5	115
3.20 Military Rd. and 112th St. Safety Improvement	Replace existing traffic signal to current standards. Update phasing to yellow-flashing arrow operation. ADA ramp upgrades. Repave intersection	City	15						15
		Grant	128	640					768 Fed
		Other							0
		Total	143	640	0	0	0	0	783
3.21 84th St. Pedestrian Crossing Signal at Pine St. S.	Install pedestrian signal, connection to Pine stree intersects Tacoma's Water Ditch Trail.	City						110	110
		Grant							0
		Other							0
		Total	0	0	0	0	0	110	110
TOTALS			415	100	455	365	415	125	1,575
		Grant	338	1,040	850	0	0	0	1,578
		Other	0	0	0	0	0	0	0
		Total	753	1,140	1,305	365	415	125	3,153

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 4 TRANSPORTATION PLANNING			2017	2018	2019	2020	2021	2022	2017-2022
4.1 Pavement Management System	Semi-Annual evaluation of pavement condition	City	5	30	5	30	5	30	105
		Grant							0
		Other							0
		Total	5	30	5	30	5	30	105
4.2 Transportation Model	On-going updates of travel demand model.	City	5	5	5	5	5	5	30
		Grant							0
		Other							0
		Total	5	5	5	5	5	5	30
4.8 Lakewood City Center Sub-Area Plan	Review access and circulation for vehicles, transit, and non-motorized transportation.	City	10	10					20
		Grant							0
		Other							0
		Total	10	10	0	0	0	0	20
4.9 Non-Motorized Transportation Plan Update	Update NMTP to include relevant policy updates and capital improvement projects. (original plan adopted June 2009)	City	10	10					20
		Grant							0
		Other							0
		Total	10	10	0	0	0	0	20
4.10 ADA Transition Plan Update	Update ADA transition plan to address ADA deficiencies of existing curb ramps; signal access / operations; etc.	City	15						15
		Grant							0
		Other							0
		Total	15	0	0	0	0	0	15
TOTALS		City	45	55	10	35	10	35	190
		Grant	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Total	45	55	10	35	10	35	190

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 5 BIKEWAYS			2017	2018	2019	2020	2021	2022	2017-2022
5.1 Miscellaneous Bikeway Markings / Signage	City		20	20	20	20	20	20	120
	Grant								0
	Other								0
	Total		20	20	20	20	20	20	120
5.4 Miscellaneous Bike Lane Construction	City			50		50		50	150
	Grant								0
	Other								0
	Total		0	50	0	50	0	50	150
5.5 North Thorne Lane to Gravelly Lake Drive Non-Motorized Trail	City	Provide non-motorized path between Tillicum and Gravelly Lake Drive "Gravelly to Thorne Connector" construction.		20	30	350			400
	Grant			100	170	1,650			1,920
	Other				180	2,500			2,680
	Total		0	120	380	4,500	0	0	5,000
5.6A Gravelly Lake Non-Motorized Trail - Phase 1 (Washington Blvd to Nyanza (N)). <i>Amendment 1: Project split into three phases. Grant received for 5.6A.</i>	City	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.	25	25	450				500
	Grant		125	125	2,390				2,640
	Other								0
	Total		150	150	2,840	0	0	0	3,140
5.6B Gravelly Lake Non-Motorized Trail - Phase 2 (Nyanza Blvd) <i>Notes: Project split into three phases. Grant received for 5.6A.</i>	City	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.							0
	Grant								0
	Other				300	900	2,000		3,200
	Total		0	0	300	900	2,000	0	3,200
5.6C Gravelly Lake Non-Motorized Trail - Phase 3 (GLD - Nyanza (S) to Wash.) Construction 2022+. TOTAL Cost \$3.2 Mill. <i>Notes: Project split into three phases. Grant received for 5.6A.</i>	City	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.							0
	Grant								0
	Other						300	900	1,200
	Total		0	0	0	0	300	900	1,200

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 5 BIKEWAYS			2017	2018	2019	2020	2021	2022	2017-2022
5.7 Motor Avenue - Whitman to Gravelly Lake Dr.	Provide non-motorized path including lighting and landscaping.	City	20	80					100
		Grant	180	650					830
		Other							0
		Total	200	730	0	0	0	0	930
		City	65	195	500	420	20	70	1,270
		Grant	305	875	2,560	1,650	0	0	5,390
		Other	0	0	480	3,400	2,300	900	7,080
		Total	370	1,070	3,540	5,470	2,320	970	13,740

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 6 STREET LIGHTING			2017	2018	2019	2020	2021	2022	2017-2022
6.2 New Street Lighting	Install street lighting in requested areas based on ranking criteria.	City	150	150	150	150	150	150	900
		Grant							0
		Other							0
		Total	150						
6.6 LED Street Lighting Upgrades	Update existing PSE lighting.	City		250	250				500
		Grant							0
		Other							0
		Total	0	250	250	0	0	0	0
TOTALS		City	150	400	400	150	150	150	1,400
		Grant	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Total	150	400	400	150	150	150	150

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 7 BRIDGES			2017	2018	2019	2020	2021	2022	2017-2022
7.1 Bridge Inspection	On-going biennial bridge inspection.	City	9	0	9	0	9	0	27
		Grant							0
		Other							0
		Total	9	0	9	0	9	0	27
TOTALS		City	9	0	9	0	9	0	27
		Grant	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Total	9	0	9	0	9	0	27

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 8 BEAUTIFICATION PROJECTS			2017	2018	2019	2020	2021	2022	2017-2022
8.10 Gateway Improvements		City	50	50	50	50	50	50	300
		Grant							0
		Other	20	20	20	20	20	20	120
		Total	70	70	70	70	70	70	420
									0
									0
									0
									0
TOTALS		City	50	50	50	50	50	50	300
		Grant	0	0	0	0	0	0	0
		Other	20	20	20	20	20	20	120
		Total	70	70	70	70	70	70	420

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		<i>NOTE: BOLD and ITALICIZED numbers denote grant is secured</i>							TOTAL FUNDS
SECTION 9 ROADWAY RESTORATION PROJECTS			2017	2018	2019	2020	2021	2022	2017-2022
9.7 Resurfacing Program - Various Locations	Projects in various locations may include pavement preservation contribution to planned utility projects to facilitate full roadway overlays.	City	1,300	1,410	1,700	2,400	3,500	3,500	13,810
		Grant							0
		Other							0
		Total	1,300	1,410	1,700	2,400	3,500	3,500	13,810
9.10A Steilacoom Boulevard - 87th to Weller Road		City			20	350			370
		Grant				750			750
		Other							0
		Total	0	0	20	1,100	0	0	1,120
9.10B Steilacoom Boulevard - Weller Road to Custer Road Note: Overlay from 88th St to Custer included in project 2.29		City	20	350					350
		Grant		750					750
		Other							0
		Total	20	1,100	0	0	0	0	1,100
9.14 Lakewood Drive - 100th to Steilacoom Blvd		City	900						900
		Grant							0
		Other							0
		Total	900		0	0	0	0	900
9.15 Lakewood Drive - Flett Creek to N. City Limits		City		1,100					1,100
		Grant							0
		Other							0
		Total	0		0	0	0	0	1,100
9.16 59th Ave - Main Street to 100th Street		City			450				450
		Grant							0
		Other							0
		Total	0		450	0	0	0	450
9.17 108th - Bridgeport Way to Pacific Hwy		City			600				600
		Grant							0
		Other							0
		Total	0		600	0	0	0	600

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		<i>NOTE: BOLD and ITALICIZED numbers denote grant is secured</i>						TOTAL FUNDS	
SECTION 9 ROADWAY RESTORATION PROJECTS			2017	2018	2019	2020	2021	2022	2017-2022
9.18 Custer - Steilacoom to John Dower	City					450			450
	Grant								0
	Other								0
	Total		0		0	450	0	0	450
9.19 88th - Steilacoom to Custer	City			250					250
	Grant								0
	Other								0
	Total		0	250	0	0	0	0	250
9.20 Pacific Hwy - 108th to SR512	City				90				90
	Grant				450				450
	Other								0
	Total		0		540	0	0	0	540
9.21 100th - Lakeview to South Tacoma Way	City				180				180
	Grant				300				300
	Other								0
	Total		0		480	0	0	0	480
9.22 100th - 59th to Lakeview	City						1,100		1,100
	Grant								0
	Other								0
	Total		0		0	0	1,100	0	1,100
TOTALS	City		2,220	3,110	3,040	3,200	4,600	3,500	19,650
	Grant		0	750	750	750	0	0	2,250
	Other		0	0	0	0	0	0	0
	Total		2,220	3,860	3,790	3,950	4,600	3,500	21,900

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 10 NEIGHBORHOOD TRAFFIC MANAGEMENT			2017	2018	2019	2020	2021	2022	2017-2022
10.1 Neighborhood Traffic Management Various Locations	May include speed humps, traffic circles, signage, etc.	City	25	25	25	25	25	25	150
		Grant							
		Other							
		Total	25						
TOTALS		City	25	25	25	25	25	25	150
		Grant	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Total	25	25	25	25	25	25	150

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 11 OTHER			2017	2018	2019	2020	2021	2022	2017-2022
11.1 On-call technical assistance	Various professional services including surveying, structural, geotechnical, environmental to support various projects.	City	50	50	50	50	50	50	300
		Grant							0
		Other							0
		Total		50	50	50	50	50	50
11.2 Public Works Operations & Maintenance Facility	Back up generator and fueling station.	City			200				200
		Grant							0
		Other							0
		Total		0	0	200	0	0	0
TOTALS		City		50	250	50	50	50	450
		Grant							0
		Other							0
		Total	0	50	250	50	50	50	450

ARTERIAL STREETS

	2017	2018	2019	2020	2021	2022	2017-2022
City	152	402	102	202	927	352	2,137
Grant	500	1,300	0	300	1,475	2,650	6,225
Other	50	2,500	13,500	13,500	575	250	30,375
Total	702	4,202	13,602	14,002	2,977	3,252	38,737

ROADWAY IMPROVEMENTS

	2017	2018	2019	2020	2021	2022	2017-2022
City	1,060	1,174	1,912	659	850	1,110	6,715
Grant	10,824	6,403	9,031	3,010	3,300	3,840	36,308
Other	1,340	665	3,820	5,906	4,200	1,200	15,681
Total	13,224	8,242	14,763	9,575	8,350	6,150	58,704

TRAFFIC SIGNALS

	2017	2018	2019	2020	2021	2022	2017-2022
City	415	100	455	365	415	125	1,575
Grant	338	1,040	850	0	0	0	1,578
Other	0	0	0	0	0	0	0
Total	753	1,140	1,305	365	415	125	3,153

TRANSPORTATION PLANNING

	2017	2018	2019	2020	2021	2022	2017-2022
City	45	55	10	35	10	35	190
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	45	55	10	35	10	35	190

STREETLIGHTS

	2017	2018	2019	2020	2021	2022	2017-2022
City	150	400	400	150	150	150	1,400
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	150	400	400	150	150	150	1,400

BRIDGES

	2017	2018	2019	2020	2021	2022	2017-2022
City	9	0	9	0	9	0	27
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	9	0	9	0	9	0	27

BEAUTIFICATION / GATEWAY IMPROVEMENTS

	2017	2018	2019	2020	2021	2022	2017-2022
City	50	50	50	50	50	50	300
Grant	0	0	0	0	0	0	0
Other	120	20	20	20	20	20	120
Total	70	70	70	70	70	70	420

RESTORATION

	2017	2018	2019	2020	2021	2022	2017-2022
City	2,220	3,110	3,040	3,200	4,600	3,500	19,650
Grant	0	750	750	750	0	0	2,250
Other	0	0	0	0	0	0	0
Total	2,220	3,860	3,790	3,950	4,600	3,500	21,900

BIKEWAYS

	2017	2018	2019	2020	2021	2022	2017-2022
City	65	195	500	420	20	70	1,270
Grant	305	875	2,560	1,650	0	0	5,390
Other	0	0	480	3,400	2,300	900	7,080
Total	370	1,070	3,540	5,470	2,320	970	13,740

OTHER

	2017	2018	2019	2020	2021	2022	2017-2022
City	0	50	250	50	50	50	450
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	0	50	250	50	50	50	450

NEIGHBORHOOD TRAFFIC MANAGEMENT

	2017	2018	2019	2020	2021	2022	2017-2022
City	25	25	25	25	25	25	150
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	25	25	25	25	25	25	150

GRAND TOTAL (2016-2021)

	2017	2018	2019	2020	2021	2022	2017-2022
City	4,191	5,561	6,753	5,156	7,106	5,467	33,864
Grant	11,967	10,368	13,191	5,710	4,775	6,490	51,751
Other	1,510	3,185	17,820	22,826	7,095	2,370	53,256
Total	17,568	19,114	37,764	33,692	18,976	14,327	138,871

Notes:

LID = Property owner participation through a Local Improvement District (LID).
Dev. Contr. = Funds provided through private (developer) contribution
TIB = Transportation Improvement Board grant funding
TEA-21 = Transportation Efficiency Act grant funds.
State = other state grant funding programs
CDBG = Community Development Block Grant funds.
FED = Federal Grant dollars (TEA-21, SAFETEA, Enhancement, etc.)
SWM = Surface Water Management funds
S.T. = Sound Transit
TBD = Transportation Benefit District
MAP-21 = Moving Ahead for Progress in the 21st Century (Federal Transportation Act)



To: Mayor and City Councilmembers

From: Dave Bugher, ACM Community and Economic Development and Heidi Ann Wachter, City Attorney

Through: John J. Caulfield, City Manager 

Date: May 9, 2016

Subject: Rental Housing Program Update

This memorandum is to update the status of research and outreach regarding rental housing inspection as a potential program for the City of Lakewood. The most recent Council update was on March 28, 2016. To begin, the challenge with a rental housing inspection program is developing a system which creates as little disruption to quality landlords and managers as possible. This document concludes with a series of recommendations that takes such a systems approach into account.

STATUS

1. Tools currently in use by the City of Lakewood

There are five effective programs currently in use to address rental housing problems within the City:

- The dangerous building abatement program;
- Declaring a building unsafe under the city's construction codes;
- The use of CSRT resources;
- Conditional business licensing; and
- Complaints received by tenants.

Dangerous building abatement is a program focuses mostly on single family and duplex residential uses, and mobile homes. The abatement program is very popular with Lakewood's neighborhoods and citizens. This tool can only be deployed when the deterioration of the structure reaches a point where tearing the building down is the best option.

Declaring a building unsafe. In some instances, the structural conditions of an existing residence are so bad that the Building Official declares the building unsafe for occupancy. The building is posted and, immediately, tenants must leave. Some landlords provide relocation assistance. Other times, they do not, in which case the City relocates the tenants and the City takes legal action against the landlord to recoup relocation costs plus penalties. The community and economic department maintains a \$30,000 budget relocation line item.

CSRT acts as a cross-departmental clearinghouse to review longstanding neighborhood issues that focus on housing, property maintenance conditions, illegal business activity, and more recently homelessness. This group works in consultation with other city departments and outside agencies. CSRT also mobilizes Department of Corrections work crews that perform regular garbage and litter sweeps through some of Lakewood's multifamily neighborhoods. CSRT also monitors vacant and abandoned residential structures. The work of CSRT is limited to legal access to the property. In order to enter a rental unit, CSRT must either have owner permission or a warrant.

Conditional business licensing. Community and Economic Development Department, in consultation with CSRT, will occasionally use conditional business licensing as a means to improve living conditions within existing, medium to large apartment complexes. This technique is only used when the City experiences serious calls for police services, in addition to an exterior inspection of the premises which shows significant physical deterioration. Conditional licensing is a form of subsidized property management. It is labor intensive and requires constant monitoring. This process is only used as a last resort. As with other currently available tools, the City is limited to conditions which can be documented without entering the rental unit.

Complaints filed by tenants. A tenant-based complaint allows an inspector to enter into the premises and check on structural integrity or other types of complaints. While this tool may allow the City into the rental unit before significant deterioration, complaints are inconsistent and not all complaints filed by tenants are legitimate. Sometimes the complaint is difficult to discern because the complaint is more about a tenant/landlord side issue. It is not unusual for complainants to be in arrears for rent.

2. Council review of potential benefit of rental housing inspection program.

The first briefing to the Council took place on February 21, 2015 at the Council retreat. Since that time, the Council has been briefed at regular meetings and study sessions as follows: July 27, 2015, August 24, 2015, December 14, 2015, February 8, 2016 and March 28, 2016.

The following public meetings were held to solicit feedback: October 28, 2015 attendees included code compliance, home and commercial building inspectors, utilities, fire & rescue; October 29, 2015 attendees included neighborhood associations, service clubs, rental customers, tenant associations, and ethnic minority community representatives; and November 5, 2015, attendees included businesses (i.e. property managers, landlords), housing associations, realtors, and the chamber of commerce. The City has visited the Pacific Neighborhood Association on March 17, 2016 and presented analysis and data. That presentation is scheduled to be made to the Lake City Neighborhood Association on May 12, 2016 as well as the Tillicum/Woodbrook Neighborhood Association on June 2, 2016.

Should the Council wish to proceed, the study session to present proposed legislation and a program is June 13, 2016 followed by a public hearing on June 20, 2016. It should be noted that no public hearing is required. We would hold the public hearing in order to ensure every opportunity for community input. At the next regular meeting, which would be on July 5, 2016 the Council would consider proposed legislation authorizing a Rental Housing Inspection Program for the City of Lakewood. If adopted, the ordinance would be effective 30 days later.

It should be noted that passage of the Ordinance only authorizes a program. Implementation will require a proposal including necessary budget allocation. If included in the next biennial budget, the funding for any program authorized would begin in 2017.

OUTREACH

In addition to the presentation to the Pacific Neighborhood Association at their regular meeting on March 17, 2016 presentations are also scheduled for Lake City Neighborhood Association on May 12, 2016 as well as the Tillicum/Woodbrook Neighborhood Association on June 2, 2016.

NEW INFORMATION

1. Number and age of rental units

General Information on Rental Housing: ACM/CED Dave Bugher assembled the following information on rental housing by neighborhood police district. Please review Table 1 below. The spread of rental units is uneven amongst the districts. Districts 3 and 5 have less than 1,000 units each; District 6 has close to 4,000 units.

TABLE 1 Number & Age of Rental Housing Units by Police District		
Location	Number of rental units (minus single family and duplex rentals)	Average age of rental units (minus single family and duplex rentals)
District 1	1,256	34 years
District 2	2,084	32 years
District 3	857	35 years
District 4	2,150	32 years
District 5	981	37 years
District 6	3,872	29 years

Assuming Lakewood has 13,700 rental units (11,200 apartments & 2,500 single family and duplex rentals) and the minimum inspection period is three years that would mean that there would be 4,567 units in each inspection cycle. Further assuming that only 20% of these units are to be inspected, that takes us to 913 inspections per year, or about 76 inspections per month. At a four year inspection cycle, the number of units is 3,425 units. Again, assuming that only 20% of these are to be inspected, that takes us to 685 inspections per year, or about 57 inspections per month.

2. Correlation with other service needs

a. Crime/calls for service

If an old building has historical or architectural value, its age plays a role in preserving the city's character. However, if a building is simply old and in disrepair, it may be rendered obsolete by features that limit its functionality and marketability. Such features include: Lack of off-street parking; too many one-bedroom or studio units; fewer bathrooms; no garage; a small or nonconforming lot; the existing structures are too expensive to rehabilitate or remediate; or the property is situated adjacent to dissimilar uses. Low income neighborhoods combined with an older housing stock correlate with in higher calls for service. Similarly, older housing stock is likely to be associated with aging public infrastructure that is costly to maintain.

b. Mold

Mold is found in moist, humid environments, and is not that uncommon in the Pacific Northwest. Local climate conditions combined with an older housing stock having single pane windows and poor insulation, and landlords practicing deferred maintenance (lack of adequate or poorly maintained mechanical ventilation) are leading contributors to mold. However, renters can contribute to the problem as well by turning off heat in bedrooms to reduce energy bills.

When there are outstanding plumbing or mechanical/HVAC problems, and the landlord does not make repairs, the City's building division can only take action, if the tenant requests an inspection. However, the division does not respond to mold complaints; they address the source of the water problem causing the mold.

Landlords are responsible for maintaining rental units, including fixing building problems such as water leaks and ventilation or heating defects which may lead to moisture problems. Landlords must notify their tenants about the health hazards associated with exposure to indoor mold and ways to control mold growth in their dwelling units. Low income neighborhoods combined with an older housing stock correlate with higher calls for service.

3. Program features allowable under current state law

State law allows for rental housing inspections. The current law has seven basic components and is summarized as follows.

1. The "Certificate of Inspection." A "Certificate of inspection" means an unsworn statement, declaration, verification, or certificate made by a qualified inspector that the structure meets minimum health and safety requirements. A landlord cannot endanger or impair a tenant, the specific areas of concern are:
 - Structural members that are of insufficient size or strength to carry imposed loads with safety;
 - Exposure of the occupants to the weather;
 - Plumbing and sanitation defects that directly expose the occupants to the risk of illness or injury;
 - Not providing facilities adequate to supply heat and water and hot water as reasonably required by the tenant;
 - Providing heating or ventilation systems that are not functional or are hazardous;
 - Defective, hazardous, or missing electrical wiring or electrical service;
 - Defective or hazardous exits that increase the risk of injury to occupants; and
 - Conditions that increase the risk of fire.
2. A "Qualified Inspector." A "Qualified inspector" means a United States department of housing and urban development certified inspector; a Washington state licensed home inspector; an American society of home inspectors certified inspector; a private inspector certified by the national association of housing and redevelopment officials, the American association of code enforcement, or other comparable professional association as approved by the local municipality; a municipal code enforcement officer; a Washington licensed structural engineer; or a Washington licensed architect.
3. The frequency of inspections. By law, inspections are allowed no more than once every three years. Cities, however, can have less frequent inspections.

4. Exemptions. There are only two exemptions listed:

- A rental property that has received a certificate of occupancy within the last 4 years and has had no code violations reported on the property during that period is exempt from inspection; and
- A rental property inspected by a government agency (housing authority or housing subject to Section 8) or other qualified inspector within the previous 24 months may provide proof of that inspection which the local municipality may accept in lieu of a certificate of inspection.

Again, cities have adopted numerous types of exemptions; however, sometimes it results in unintended consequences. It also raises questions of equity, why some units are required to have inspections and others are not.

5. Rental property subject to inspection. The owner can choose to have all of the units inspected; or choose to inspect a sampling of the units; however, the owner must send written notice of the inspection to all units at the property. The notice must advise tenants that some of the units at the property will be inspected and that the tenants whose units need repairs or maintenance should send written notification to the landlord as provided in RCW 59.18.070. The notice must also advise tenants that if the landlord fails to adequately respond to the request for repairs or maintenance, the tenants may contact local municipality officials. A copy of the notice must be provided to the inspector upon request on the day of inspection.

If a rental property has less than 20 dwelling units, no more than four dwelling units at the rental property may be selected by the local municipality to provide a certificate of inspection as long as the initial inspection reveals that no conditions exist that endanger or impair the health or safety of a tenant.

If a rental property has 20 or more units, no more than 20% of the units, rounded up to the next whole number, on the rental property, and up to a maximum of 50 units at any one property, may be selected by the local municipality to provide a certificate of inspection as long as the initial inspection reveals that no conditions exist that endanger or impair the health or safety of a tenant.

If a rental property is asked to provide a certificate of inspection for a sample of units on the property and a selected unit fails the initial inspection, the local municipality may require up to 100 percent of the units on the rental property to provide a certificate of inspection.

If a rental property has had conditions that endanger or impair the health or safety of a tenant reported since the last required inspection, the local municipality may require 100% of the units on the rental property to provide a certificate of inspection.

If a rental property owner chooses to hire a qualified inspector other than a municipal housing code enforcement officer, and a selected unit of the rental property fails the initial inspection, both the results of the initial inspection and any certificate of inspection must be provided to the local municipality.

6. Unit access. The landlord is required to provide written notification of his or her intent to enter an individual unit for the purposes of providing a local municipality with a certificate of inspection.

7. Noncompliance. A city may assess a penalty for noncompliance. Further, a city may also notify the landlord that until a certificate of inspection is provided, it is unlawful to rent or to allow a tenant

to continue to occupy the dwelling unit. And, lastly, it is illegal to submit falsified inspection reports.

BUDGET INFORMATION

Included as an appendix are the rental housing budgets for Bellingham and Pasco. They are not easily compared one with another. However, it provides some additional information on costs and revenues.

OPTIONS

Below are a series of tables. Table 2 details the benefit versus cost of various program options. In the first column are the “Potential Action” options, followed by the apparent benefits of that option in column two. The benefits are ranked on a scale from “1” to “6.” “1” has a low priority, and “6” has a high priority. The first “Potential Action” is ranked “3”, which is a subjective ranking based on experience with the City and research on this issue to date.

Column four addresses “Costs”, again on a scale of “1” through “6” and again low priority through high. As with “Benefits” the value assigned is subjective.

The priority ranking is reached by dividing the “Benefit” ranking by the “Cost” ranking (for the first “Potential Action” 3/6, or .5). The higher the ratio number (more “Benefit” unit per “Cost” unit) establishes the Priority Rating.

The numbers were reached subjectively, which means that the result is also ultimately subjective. There are also elements which may be of value but are not included or weighed in the analysis.

<p align="center">TABLE 2 Benefits vs. Cost Analysis Rental Housing Program – Program Alternatives</p>						
Potential Action	Benefits	Rank 1=low 6= high	Costs	Rank 1=low 6= high	Ratio	Priority
1. Do nothing; keep things status quo.	<ul style="list-style-type: none"> ▪ Implementing change is always difficult; best to leave things as. ▪ No cost to rental property owners. ▪ No need to create new systems or databases. 	3	<ul style="list-style-type: none"> ▪ Continue to have problems with low quality rentals in the City. ▪ Given the age of some structures, existing conditions could worsen. ▪ Over time, increased code enforcement costs. ▪ Renters may be subject to social injustice or victims of unsafe living situations. 	6	.5	4

TABLE 2
Benefits vs. Cost Analysis
Rental Housing Program – Program Alternatives

Potential Action	Benefits	Rank 1=low 6= high	Costs	Rank 1=low 6= high	Ratio	Priority
2. Rental housing inspection program based on current RCW.	<ul style="list-style-type: none"> ▪ Program standards are already in place and approved by the state of Washington. ▪ Preserves safe and healthy housing. ▪ Protects the most vulnerable tenants. ▪ Preserves neighborhood property values (and the taxing agencies' tax base). ▪ Ensures all rental properties meet the same minimum standards through periodic inspections. ▪ By identifying problem conditions early, periodic rental inspection programs may help limit the cost of deferred maintenance, which could reduce significant rent increases at a later date. 	6	<ul style="list-style-type: none"> ▪ Requires the City to increase its cost of operations and establish new systems to support and maintain a rental housing program. ▪ The regulatory system is burdensome for property owners. ▪ New fees for rental property owners. ▪ With new fees, rents may increase. ▪ Potential discovery of uninhabitable and illegal units, and tenant-side code violations. 	1	6	1
3. Develop a rental housing inspection program based on the current RCW, but increase the number of exemptions as a means to reduce the number of rental	<ul style="list-style-type: none"> ▪ Reduces the total number of properties that require inspections. ▪ May reduce rental owners' fees. ▪ Preserves safe and healthy housing. ▪ Preserves neighborhood property values (and the taxing agencies' tax base). ▪ Ensures all rental properties meet the 	5	<ul style="list-style-type: none"> ▪ Depending on the number of exemptions allowed, some units may never get inspected. ▪ Creates potential equity issues; why was one property required to have an inspection and another one was not when they are both rentals. ▪ With more 	3	1.6	3

TABLE 2
Benefits vs. Cost Analysis
Rental Housing Program – Program Alternatives

Potential Action	Benefits	Rank 1=low 6= high	Costs	Rank 1=low 6= high	Ratio	Priority
units inspected.	<p>same minimum standards through periodic inspections.</p> <ul style="list-style-type: none"> ▪ By identifying problem conditions early, periodic rental inspection programs may help limit the cost of deferred maintenance, which could reduce significant rent increases at a later date. 		<p>exemptions, come more rules, which increases administrative costs.</p> <ul style="list-style-type: none"> ▪ Requires the City to increase its cost of operations and establish new systems to support and maintain a rental housing program. ▪ This new regulatory system is burdensome for property owners. ▪ New fees for rental property owners. ▪ With new fees, rents may increase. ▪ Potential discovery of uninhabitable and illegal units, and tenant-side code violations. 			
4. Develop a rental housing inspection program based on the current RCW, but reduce the frequency of rental units inspected. The way to do this is to establish a multi-year cycle (3, 4, or 5 years) combined with a geographica	<ul style="list-style-type: none"> ▪ Reduces the total number of properties that require inspections annually. ▪ Random selection is easier to use than rental inspections based on geographical districting. ▪ Preserves neighborhood property values (and the taxing agencies' tax base). ▪ Ensures all rental properties meet the same minimum standards through periodic 	4	<ul style="list-style-type: none"> ▪ Reduces the total number of properties that require inspections annually. ▪ Random selection is easier to use than rental inspections based on geographical districting. ▪ Requires the City to increase its cost of operations and establish new systems to support and maintain a rental housing program. ▪ This new regulatory system 	2	2	2

TABLE 2
Benefits vs. Cost Analysis
Rental Housing Program – Program Alternatives

Potential Action	Benefits	Rank 1=low 6= high	Costs	Rank 1=low 6= high	Ratio	Priority
1 districting process based on a spatial analysis, or by means of random selection.	<ul style="list-style-type: none"> inspections. ▪ By identifying problem conditions early, periodic rental inspection programs may help limit the cost of deferred maintenance, which could reduce significant rent increases at a later date. 		<ul style="list-style-type: none"> is burdensome for property owners. ▪ New fees for rental property owners. ▪ With new fees, rents may increase. ▪ Potential discovery of uninhabitable and illegal units, and tenant-side code violations. 			
5. In lieu of rental housing inspections, initiate a robust tenant/ landlord outreach program.	<ul style="list-style-type: none"> ▪ No cost to rental property owners (unless the City offsets costs through a licensing mechanism). ▪ May preserve some housing. 	2	<ul style="list-style-type: none"> ▪ Tenants will get into issues beyond the physical conditions of an apartment unit. Anticipate other topics such as: tenant-side violations; landlord disputes; security deposit limits; late fees; withholding rent; retaliation; abandoned property; and termination & eviction. ▪ Enhanced tenant/landlord outreach could cause unintended consequences for rental property owners. ▪ City could use CDBG funds although this would reduce current funding for public infrastructure. City could hire third party to administer the program. Anticipated cost would be \$50,000. 	4	.5	4

TABLE 2
Benefits vs. Cost Analysis
Rental Housing Program – Program Alternatives

Potential Action	Benefits	Rank 1=low 6= high	Costs	Rank 1=low 6= high	Ratio	Priority
			<ul style="list-style-type: none"> ▪ Program would not be as inclusive as a rental inspection program. 			
6. In lieu of rental housing inspections, use conditional business licensing.	<ul style="list-style-type: none"> ▪ Using serious calls for police services, combined with exterior inspections only, City focuses on the “worst case” properties. 	1	<ul style="list-style-type: none"> ▪ Conditional business licensing is a time-consuming & expensive process. ▪ Anticipate appeals and increased Hearing Examiner expenses. ▪ Given current staffing, for large apartment complexes (> 45 units), it is unlikely that staff could pursue action on no more than two properties per year. ▪ Property owners have to pay fee for business license. In past cases, some property owners were required to pay for off-duty police officers. 	5	.2	5

Table 3, below, uses the same type of analysis to examine financial alternatives.

TABLE 3
Benefit Vs. Cost Analysis
Rental Housing Program – Financial Analysis

POTENTIAL ACTION	BENEFITS	RANK 1=LOW 3= HIGH	COSTS	RANK 1=LOW 3= HIGH	RATIO	PRIORITY
1. 100% general fund subsidy	<ul style="list-style-type: none"> ▪ No cost for property owners. 	3	<ul style="list-style-type: none"> ▪ High cost to general fund, \$130,000 	2	1.5	2

TABLE 3
Benefit Vs. Cost Analysis
Rental Housing Program – Financial Analysis

POTENTIAL ACTION	BENEFITS	RANK 1=LOW 3= HIGH	COSTS	RANK 1=LOW 3= HIGH	RATIO	PRIORITY
			(high-end estimate).			
2. Partial General Fund Subsidy for 1st two years	<ul style="list-style-type: none"> ▪ Moderate cost for property owners. 	1	<ul style="list-style-type: none"> ▪ High cost to general fund, \$65,000. ▪ Rates increase for property owners over time. 	3	0.33	3
3. 100% fee based system	<ul style="list-style-type: none"> ▪ No cost to general fund. ▪ Aligns with programs from other cities. 	2	<ul style="list-style-type: none"> ▪ Fees for property owners, \$130,000. 	1	2	1

SUMMARY

The City would benefit from an additional tool for addressing substandard rental housing in the City of Lakewood. Current tools are effective for their respective purposes: the City moves swiftly when on notice of issues. However, existing tools are not designed for the proactive approach that might preempt the need for action when the situation further deteriorates.

CONSIDERATIONS

- 1) If the city doesn't do anything with its rental housing stock, based on the age of existing rental apartments, some properties will deteriorate. There could be potentially significant General Fund costs to the city within 10 years.
- 2) Rental properties should be selected based on random chance.

Once the registration database is complete, City would assign an integer in sequential order to each rental property. Using a random number service available via the internet the City can easily generate a list of units to inspect in any given year. When using such a service, it is important to select a sequence generator, where each number can only occur once. Also, this process requires the separation of multi-family rentals from single-family rentals. About 18 percent of single-family rentals will need to be a part of any given inspection cycle. The number, 18 percent, is derived by dividing the total number of rentals, 13,700, by the number of estimated number of single-family rentals (2,500).

City staff can also create random selection process using Excel, but again, this is dependent on having a registration database.

- 3) A rental housing inspection program that has exemptions to reduce the number of rentals inspected other than those contained in state law, increases administrative costs, and begs the question of equity, why some properties were left in the program and others left out.
- 4) Initiate a five-year inspection cycle. This cycle would result in 548 inspections annually, minus exemptions.
- 5) Mobile homes should not be a part of any rental housing inspection program. Rather, mobile homes should be part of a separate program with concentrated enforcement designed to remove property maintenance violations, increase coordination with state and county agencies, improve management, and fix private infrastructure. This could be funded by resourcing CSRT differently or hiring a third code officer. If the city were to hire another code officer, one way of paying for the position would be to charge a business license fee of \$100 per mobile home unit located within a mobile home park. Based on the recent Karwan Village example, there is enough work to for one FTE to manage all 1,100 mobile home units located in the City.

Appendix:

Bellingham rental housing budget
Pasco rental housing budget
Map – Rental Housing and 4th Quarter Crime Stats
Map -Mold Calls in Lakewood and Poverty Rate

Bellingham Rental Registration and Inspection Budget Worksheet

Phase I (Start-up) 16 January 15

Registration ONLY

	Up-front Costs		Operating Costs	
Personnel				
OAll (loaded cost) includes registration enforcement			\$	78,000.00
Allocated Department Cost	\$	15,000.00	\$	5,000.00
Sub-total	\$	15,000.00	\$	83,000.00
Materials, Outreach and Public Education				
Prep of forms / informational / implementation materials	\$	7,500.00	\$	1,500.00
Sub-total	\$	7,500.00	\$	1,500.00
Technology				
Software License HDL			\$	800.00
Software development and integration		\$18,000	\$	1,500.00
Sub-total	\$	18,000.00	\$	2,300.00
Printing, Mailing and other costs				
Mailing	\$	3,250.00	\$	6,500.00
Certified Mail	\$	500.00	\$	10,590.00
Sub-total	\$	3,750.00	\$	17,090.00
Total	\$	44,250.00	\$	103,890.00
Contingency reserve at 10%	\$	4,425.00	\$	10,389.00
Total	\$	48,675.00	\$	114,279.00

Bellingham Rental Registration and Safety Inspection Fee 1-29-16

Inspection ONLY

	Initial Cost	Annual Cost	Private Inspection Base Charge
Personnel			
Planner I (loaded cost) - includes registration/inspection enforcement support		\$ 75,029.00	\$ 75,029.00
1.0 Inspector (loaded cost)		\$ 91,000.00	
Enforcement		\$ 1,500.00	\$ 1,500.00
Allocated Department Cost	\$ 20,000.00	\$ 7,500.00	\$ 7,500.00
Sub-total	\$ 20,000.00	\$ 175,029.00	\$ 84,029.00
Private Inspector Training			
Training class	\$ 3,000.00	\$ 1,000.00	\$ 1,000.00
Sub-total	\$ 3,000.00	\$ 1,000.00	\$ 1,000.00
Low Income Tenant Support			
Emergency Relocation Expense		\$ 5,000.00	
Displaced Tenant Legal Assistance		\$ 10,000.00	
Sub-total		\$ 15,000.00	
Technology and Vehicles			
	Unit Cost	Initial Cost	Annual Cost
License Module (maintenance included for first 3 years)		\$ 42,610.00	\$ 3,500.00
Software development and integration	Included with License Module	\$ -	\$ -
Office Equipment			\$ 5,000.00
Computers	\$ 1,900.00	\$ 3,800.00	\$ 720.00
iPad (inspector)	\$ 1,370.00	\$ 1,370.00	\$ 650.00
Software			\$ 400.00
Telephone	\$ 200.00	\$ 400.00	\$ 642.00
Smart Phone	\$ 99.99	\$ 99.99	\$ 657.60
Vehicle (purchase and 10 year replacement)		\$ 38,000.00	\$ 4,000.00
Operation and Maintenance			\$ 1,250.00
Fuel			\$ 750.00
Sub-total		\$ 86,279.99	\$ 17,569.60
Contingency reserve (non-personnel) @ 10%		\$ 8,928.00	\$ 3,356.96
Total		\$ 118,207.99	\$ 211,955.56
Cost per inspection (annualized cost; inspected units pay + ALL pay 1/3 initial cost per year)	\$ 101.16		
Every unit pays for its share of initial cost- even if private inspected			
			\$ 25,562.53 Private Inspection Recovery
			\$ 31.69 base costs per units inspected
			\$ 14.12 1/3 of Initial cost per unit
Total			\$ 45.81 558 inspections
Number of inspections = 8,370			
Inspections per day = 10-12 (use 11)			
Inspections per year/inspector (75% of available time) = 2,145			
Assumption is that all units are inspected every 3 years (2,790/year)			
Assumption is that +/-20% of inspections are done privately (558 units); Scheduling and notice is done in-house			
Assumption is that City will inspect 2232 units			
Enforcement @ 1% of total/year = 214			
Enforcement with fines @ .25% of total/year = 5			
Assumption is that 90% will pass first time (or with one reinspection)			
Number of Units Subject to Registration = 14,868			
New Units per year estimated @ 175			
Assumption is that there will be separate fees (License and Registration)			
Assumption is that costs will be reassessed annually to reflect actual expenses incurred			
Assumption is that program costs for inspection will be allocated to all applicants on an annual basis;			
Base Cost allocated for private inspection due to additional administrative cost to accommodate		\$ 251,358.22	\$ 251,358.22 Test Balance

City of Pasco Rental Inspection Program Information

- Program is self-funded with rental licensing fees.
- Annual revenues of approx. \$63,000 per year; he said small program
- Have 1,700 active licenses and approximately 5,500 units.
- They charge \$75 license fee and nothing extra per unit. Charge additional \$35 for extra units if they are located on a separate parcel.
- Have 1 FTE inspector (code enforcement rotation)
- Operate on a 2-year cycle with half of licensed properties inspected every year.
- Use zones for inspections so they can cut travel time and focus on areas.

The City Representative stressed the importance of sending out lots of notices to the rental owners and property managers. He also stated that it is important to have many informational meetings prior to implementing the program. He advised that the City avoid being too strict for the initial period of enforcement (whatever the cycle- 2 or 3 years); and recommended stepping up enforcement after the initial cycle, once the owners better understand what is expected of them.



City of Lakewood

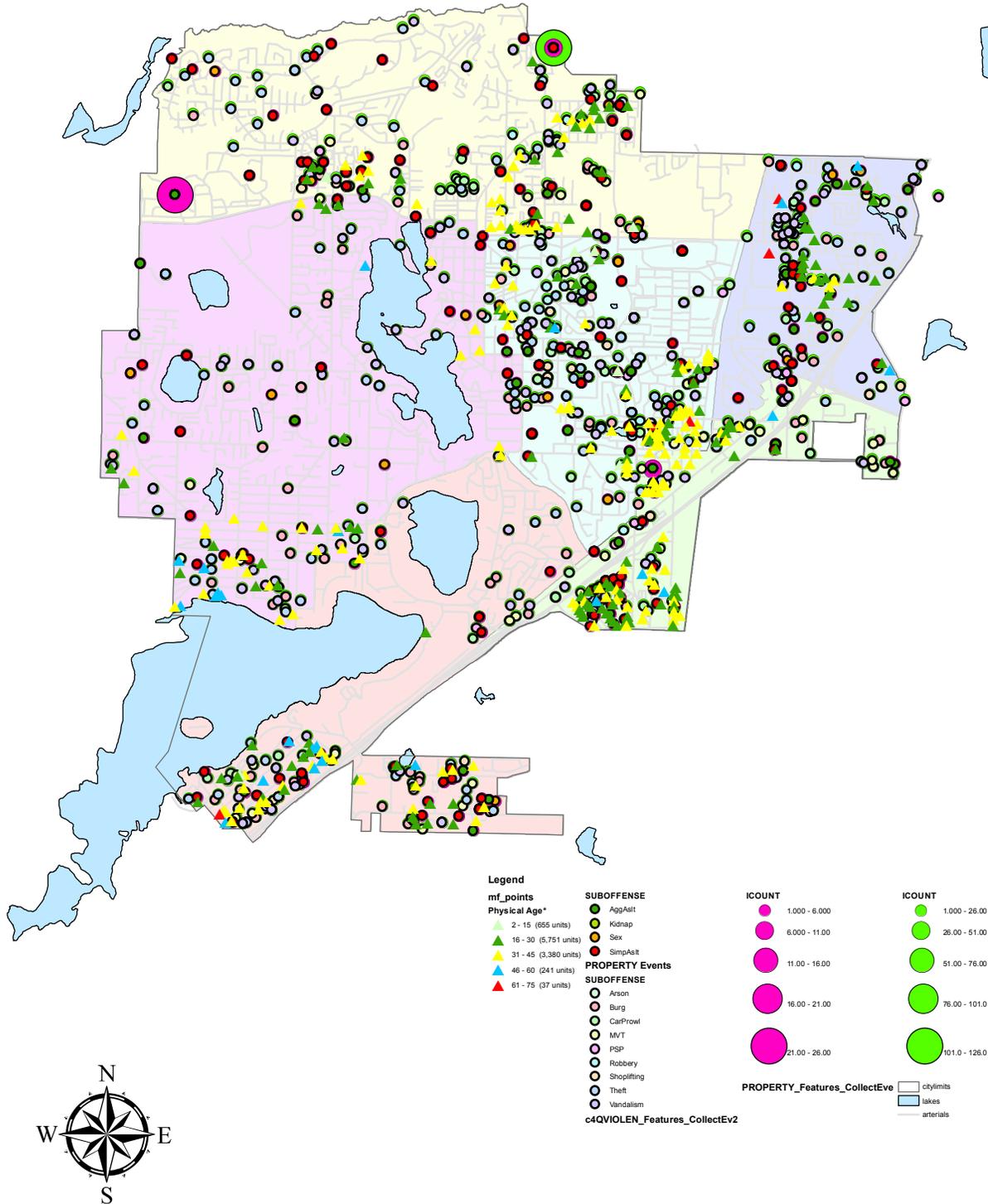


Rental Housing and 4th Quarter 2015 Crime Stats

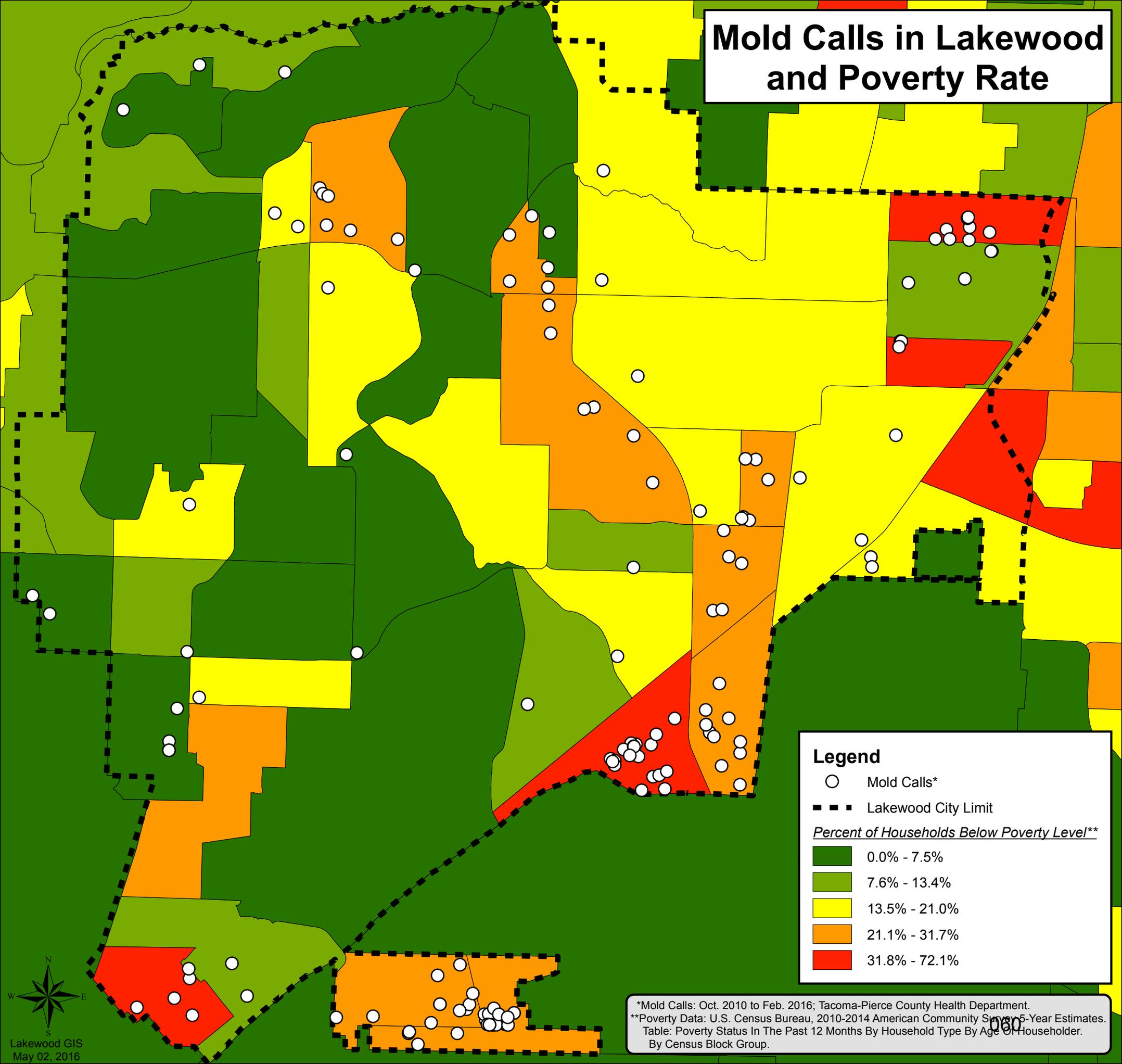
This product was prepared with care by the Lakewood Police Department Crime Analyst Unit. City of Lakewood expressly disclaims any liability for any inaccuracies which may yet be present. This is not a survey. Call 253-539-5224 for further information.

Jan 22, 2016
J:\CIU\Crim Analysis\Working Folder\GIS Work\Dougs\Maps\4Q2015\Citation11X17_cau.mxd

*Physical Age determined from Pierce County Assessor-Treasurer Data Mart, Improvement Built-Ac Table. Some improvements have been excluded from analysis. Entities with more than one improvement record show an Average of the Physical Ages.



Mold Calls in Lakewood and Poverty Rate



Legend

- Mold Calls*
- ■ ■ Lakewood City Limit

*Percent of Households Below Poverty Level***

- 0.0% - 7.5%
- 7.6% - 13.4%
- 13.5% - 21.0%
- 21.1% - 31.7%
- 31.8% - 72.1%

*Mold Calls: Oct. 2010 to Feb. 2016; Tacoma-Pierce County Health Department.
 **Poverty Data: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates.
 Table: Poverty Status In The Past 12 Months By Household Type By Age Of Householder.
 By Census Block Group.

