



**November 1, 2023**

**HOW TO ATTEND**

- **In-person:** Council Chambers, Lakewood City Hall, 6000 Main St SW.
- **Virtually:** Online or by phone. Online: <https://us06web.zoom.us/j/86428836136>. Or dial (253) 215- 8782 and enter participant ID: 864 2883 6136.
- **Livestream:** YouTube.com/CityofLakewoodWA

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

**PUBLIC COMMENT**

Public comments or testimony on public hearings is 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](mailto:kdevereaux@cityoflakewood.us). Comments received by noon the day of the meeting will be provided to the commission electronically.

**IN-PERSON/VIRTUAL COMMENTS**

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. Each person has 3 minutes. Attendees are allowed to speak during public comment or public hearings only.

**WELCOME/CALL TO ORDER**

**ROLL CALL**

**APPROVAL OF MEETING MINUTES**

**AGENDA UPDATES**

**PUBLIC COMMENT**

**PUBLIC HEARING**

- None

**UNFINISHED BUSINESS**

- None

**NEW BUSINESS**

- Planning Commission discussion regarding City Parking Policy and Regulation
- Update regarding public engagement for 2024 Periodic Review & Tillicum Woodbrook Subarea Plan Update

**NEXT STEPS**

**REPORTS FROM COUNCIL LIAISON, CITY STAFF, COMMISSION MEMBERS**

**Attachments**

- Staff Report: City Parking Policy and Regulation
- Staff Report: Public engagement for 2024 Periodic Review & Tillicum Woodbrook Subarea Plan Update



**PLANNING COMMISSION  
MEETING MINUTES  
October 4, 2023**

Hybrid In-Person/Virtual Meeting via ZOOM  
6000 Main Street SW, Lakewood, WA

**Call to Order**

Mr. Don Daniels, Chair, called the hybrid ZOOM meeting to order at 6:30 p.m.

**Roll Call**

Planning Commission Members Present: Don Daniels, Chair; Ryan Pearson, Vice-Chair; Phillip Combs, Paul Wagemann, Robert Estrada, and Brian Parsons

Planning Commission Members Excused: Linn Larsen

Commission Members Absent: None

Staff Present: Tiffany Speir, Long Range & Strategic Planning Manager and Karen Devereaux, Administrative Assistant

Council Liaison: Councilmember Paul Bocchi (Not present)

**Approval of Minutes**

**The minutes of the meeting held on September 20, 2023 was approved as written by voice vote. M/S/C Parsons/Pearson. The motion carried unanimously, 6-0.**

**Agenda Updates**      None.

**Public Comments**      None.

**Public Hearings**      None.

**Unfinished Business**

Action on Recommendation Regarding 2023 Annual Development Regulations

Ms. Tiffany Speir reviewed the 12 proposed amendments with the commissioners noting the amendment 12 regarding the prohibition of ADUs as short term rentals (STRs) had the most discussion among the group. The Commission held additional discussion regarding amendment 12, and each member present stated the reasons for their position. Ms. Speir would provide these positions to the City Council when transmitting the Commission's recommendation.

<b>Party</b>	<b>Position re ADUs as STRs</b>	<b>Reasons for Position</b>
City Staff	Prohibit	Lakewood is wanting to ensure that ADUs are used as new affordable housing units, the underlying motivation for the State Legislature's adoption of HB 1220, HB1110, and HB 1337 in recent years. Parking for STRs within historically SF areas that have narrow ROWs and no on-street parking is a concern.  As stated in adopted <a href="#">HB 1337</a> : (5) Nothing in this section or in section 4 of this act prohibits a city or county from: (a) Restricting the use of accessory dwelling units for short term rentals[.]
Daniels	Allow	Allow ADUs as STRs to provide for return on investment; otherwise they may not be built.
Pearson	Allow	Allow ADUS to be STRs; market will dictate owners to switch from STR to long term

		rental/sales. Consider incentives to encourage ADUs as STRs vs. prohibition
Combs	Allow (recused from vote)	If there are concerns re noise or other issues, address later via law enforcement.
Estrada	Prohibit	Purpose of state action was to create new permanent housing affordable to more people – not to create more STRs.
Larsen	Absent	-
Parsons	Allow	Need more housing built and short term ADU rentals an incentive to have them built.
Wagemann	Allow	Let market drive decision to build, rent ADUs.

**Mr. Phillip Combs made a motion to approve Resolution 2023-03 as written.**

Commissioners then requested to vote on the amendments separately.

**Mr. Phillip Combs made the motion to approve Amendments 1 through 11 as written. Mr. Robert Estrada seconded. A voice vote was taken and the motion carried, 6-0.**

Mr. Phillip Combs recused himself from voting on Amendment 12.

**Mr. Ryan Pearson made the motion to revise Amendment 12 by striking out section b and section m of the Resolution 2023-03 to allow Accessory Dwelling Units as short-term rentals. Mr. Brian Parsons seconded. A voice vote was taken and the motion carried with a support, oppose, and recusal record of 4-1-1.**

**New Business**

2024 Comprehensive Plan Periodic Review: Impact of 2023 E2SHB 1181 on Climate Change, Transportation, and Utility Element Updates

In 2023 State Legislature passed E2SHB 1181 that significantly affects Lakewood’s ongoing 2024 Comprehensive Plan Periodic Review and changes what is required for the updates of the following:

- Land Use Element
- Capital Facilities Element
- Utilities Element
- Transportation Element
- Parks & Recreation Element
- Climate Change & Resiliency Element

Ms. Speir explained that staff is reviewing how much of what is required by E2SHB 1181 is already included in the City’s Comprehensive Plan and what is not. The City began a review of the current Energy & Climate Change Chapter in 2022, has draft updates to the element that predate E2SHB 1181, and will verify what additional updates may be required.

The Planning Commission will start a formal review on May 1, 2024 then take action with a recommendation on June 26, 2024. On July 1, 2024 City Council will begin their formal review and take action on July 22, 2024.

**Report from Council Liaison** None.

**Reports from Commission Members and Staff**

Ms. Speir reviewed the upcoming meetings schedule with commissioners:

October 18: 2024 Comprehensive Plan Periodic Review (Regulatory Update Overview)

November 15: Open House regarding 2024 Comprehensive Plan Periodic Review 5:30 PM – 6:15 PM in Council Chambers prior to the Planning Commission meeting

**The Next Regular Meeting** would be held as a hybrid in-person/ZOOM meeting on Wednesday, November 1, 2023 at 6:30 p.m.

**Meeting Adjourned** at 7:32 p.m.

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Don Daniels, Chair  
Planning Commission      11/01/2023

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Karen Devereaux, Recording Secretary  
Planning Commission      11/01/2023



TO: Planning Commission  
FROM: Tiffany Speir, Long Range & Strategic Planning Manager  
DATE: November 1, 2023  
SUBJECT: Review of City Parking Policies and Regulations in Anticipation of implementing E2SHB 1110 and EHB 1337  
ATTACHMENTS: Compilation of Comprehensive Plan Parking Policies (**Attachment A**); Compilation of Parking Regulation Chapters from Municipal Code (**Attachment B**); PWE Road Standard Plans and Frontage Requirements (**Attachment C**); Summary of Lakewood’s 2044 Growth Targets (**Attachment D**)

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### **BACKGROUND**

The City of Lakewood has a number of policies regarding parking in the current Comprehensive Plan, adopted over time and varying in focus, that range from limiting parking per transportation demand management (TDM) strategies to directing that the City work to expand parking opportunities at Sound Transit facilities. These are included in **Attachment A**.

Parking is currently regulated under LMC Chapter 18A.80 (<https://lakewood.municipal.codes/LMC/18A.80.005>) as well as under the Downtown Subarea code (<https://lakewood.municipal.codes/LMC/18B.600>) and Station District Subarea code (<https://lakewood.municipal.codes/LMC/18C.600>.) These are included in **Attachment B**.

The State Legislature’s adoption of E2SHB 1110 (re “Middle Housing”) and EHB 1337 (re Accessory Dwelling Units (ADUs)) in 2023 will result in increased housing density in the City’s Residential 1 through 4 zones over time. The two bills also restrict whether and how local governments can require and/or regulate parking for middle housing and ADUs. Both of these bills require city compliance by June 30, 2025; however, Lakewood is incorporating these changes into the 2024 Comprehensive Plan Periodic Review rather than address it separately just 6 months later.

### **PURPOSE OF MEMORANDUM**

Lakewood currently does not allow on-street/off-site parking; it only allows off-street/on-site parking. This memo is provided as background for a discussion by the Planning Commission about the City’s current policies and regulations on parking, including deciding whether to provide a recommendation to the City Council about updating residential parking policies, infrastructure finance and planning, and/or regulations in reaction to E2SHB 1110’s and EHB 1337’s requirements.

### **DISCUSSION**

Lakewood’s current residential zones and their dwelling units per acre (DUA) – not per lot – and minimum lot sizes are as follows:

Zoning Classifications										
	<p><b>Single Family (R1 &amp; R2</b> provide for a continuation of large residential lots in specific areas where a pattern of large lots and extensive tree coverage exists. These zoning districts seek to preserve the identity of these residential areas, preserve significant tree stands and riparian environments along lake shores and within stream corridors, and reduce traffic volumes in the east-west arterial corridors. <b>R3 &amp; R4</b> are the City's primary residential zones, which provide for single-family dwellings in established residential neighborhoods. The Residential 4 (R4) designation provides for increased residential density through smaller lot sizes and allowance for residential development comprising two (2) units per lot.</p>				<p><b>Mixed Residential (MR1 &amp; MR2</b> provide for moderate residential density using a variety of urban housing types and designs.)</p>		<p><b>Multifamily (MF1</b> provides for a variety of medium-density housing types and designs. <b>MF2</b> provides for high-density housing types and designs, especially of a multi-story design. <b>MF3</b> integrates urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/ residential districts.)</p>			<p><b>Arterial Residential Commercial (ARC</b> provides for residential uses many of which exist, along busy City streets while permitting low-intensity and low-impact commercial uses.)</p>
	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>R4</b>	<b>MR1</b>	<b>MR2</b>	<b>MF1</b>	<b>MF2</b>	<b>MF3</b>	<b>ARC</b>
<b>Density</b>	1.45 DUA	2.2 DUA	4.8 DUA	6.4 DUA	8.7 DUA	14.6 DUA	22 DUA	35 DUA	54 DUA	15 DUA
<b>Minimum Lot size</b>	25,000 GSF	17,000 GSF	7,500 GSF	5,700 GSF	5,000 GSF /unit	3,000 GSF /unit for 2+ units	No min. lot size	No min. lot size	No min. lot size	5,000 GSF plus 2,750 GSF for each add'l unit, where applicable.

Under **E2SHB 1110** (the “middle housing” bill), Lakewood must authorize a minimum number of units on all lots zoned predominately for residential use and greater than 1,000 square feet. **For Lakewood, this will affect just the R1, R2, R3, and R4 zones, since the City’s remaining residential zones already allow more than the minimum number of units per lot established in the bill.**

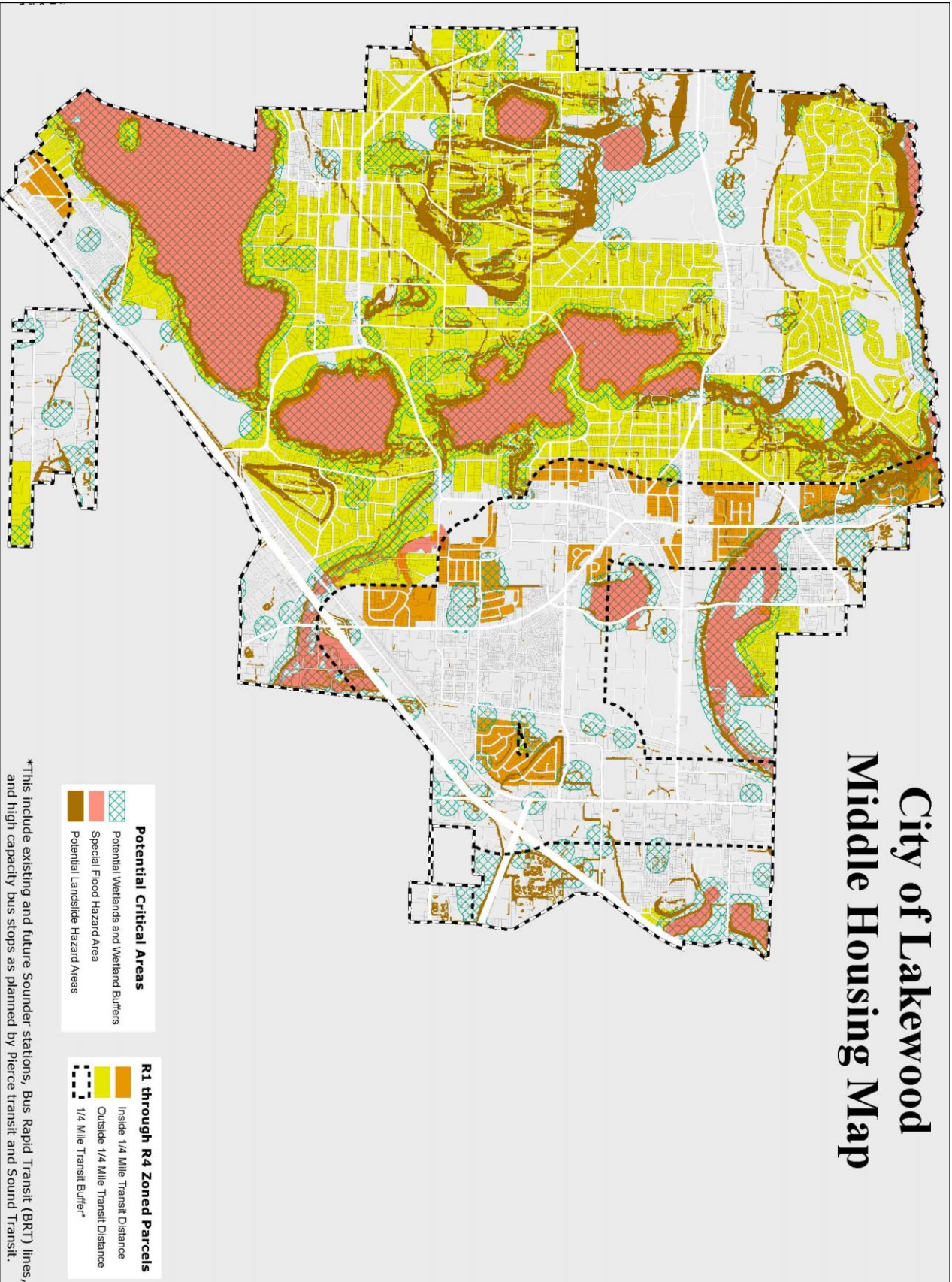
In summary, E2SHB 1110 and EHB 1337 require Lakewood to allow middle housing and accessory dwelling units (ADUs) in its planning policies, land use zoning, and development regulations as shown below in the listed zones:

Housing Units	How many per lot?
Middle Housing Basic Rule	<b>2 units/lot</b> in <u>SF areas</u> <b>(R1-R4 zones)</b>
Middle Housing ¼ Mile from Major Transit Stop	<b>4 units/lot</b> in <u>SF areas</u>
Middle Housing if 1+ unit affordable	<b>4 units/lot</b> wherever base rule applies in <u>SF areas</u>
Middle Housing in non-sewered areas	<b>2 units/lot</b> in <u>SF areas</u> until either the landowner or local government provides sewer service or demonstrates a sewer system will serve the development at the time of construction.
Accessory Dwelling Units (ADUs)	<p><b>At least 2 ADUs</b> on all lots that meet the minimum lot size in <u>each zone that allows for single-family homes</u>. <b>(R1-R4, MR1, MR2, and ARC zones)</b></p> <p>City may limit to 2 ADUs, in addition to the principal unit, on a residential lot of 2,000 square feet or less.</p> <p>The ADUs may be:</p> <ol style="list-style-type: none"> <li>2 attached accessory dwelling units (ADUs) such as unit in a basement, attic, or garage.</li> <li>1 attached ADU and 1 detached ADU, <u>or</u> 2 detached ADUs that may be comprised of either 1 or 2 detached structures.</li> <li>A conversion of an existing structure, such as a detached garage.</li> </ol>
ADUs located in non-sewered areas or not connected to public sewer	May be prohibited
ADUs in areas of 1 duu or less that are wetlands, fish and wildlife habitats, flood plains, or geologically hazardous areas	May be prohibited

“Middle housing” is defined as buildings that “contain two or more attached, stacked, or clustered homes, including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.”

Included below is a map depicting the R-1 through R-4 zones in yellow or orange, where middle housing options will be required at either 2 units per lot (yellow) or 4 units per lot (orange.)

# City of Lakewood Middle Housing Map



\*This includes existing and future Sounder stations, Bus Rapid Transit (BRT) lines, and high capacity bus stops as planned by Pierce transit and Sound Transit.



## **Middle Housing Parking Restrictions under E2SHB 1110<sup>1</sup>**

Lakewood may not:

- require off-street/on-site parking as a condition of permitting development of middle housing within ½ mile walking distance of a major transit stop;
- require more than 1 off-street/on-site parking space per unit for middle housing on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits; and
- require more than 2 off-street/on-site parking spaces per unit for middle housing on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

E2SHB 1110 created a SEPA categorical exemption for development regulations that remove parking requirements for infill development.

Lakewood is not required to update its Capital Facilities Plan element to accommodate the increased housing until the 2034 Comprehensive Plan Periodic Review, unless Commerce grants a timeline extension under the alternative housing density option included in E2SHB 1110. However, this provision of time may in fact be of little value for a city needing to ensure parking does not become a major issue in its residential areas, and it makes no sense to fund and improve or build roads before 2034 without adequate space for on-street/off-site parking in areas where the city knows it will eventually be needed.

Under **EHB 1337**, ADUs can be attached to, or detached from, a “principle unit” (i.e., the single-family housing unit, duplex, triplex, townhome, or other housing unit located on the same lot as an accessory dwelling unit.) **Lakewood must allow at least 2 ADUs on all lots that meet the minimum lot size in each zone that allows for single-family homes.**<sup>2</sup> Lakewood may limit the number of ADUs to 2, in addition to the principal unit, on residential lots of 2,000 square feet or less.

## **ADU Parking Restrictions under EHB 1337**

Lakewood may not:

- require public street improvements as a condition of permitting ADUs;
- require any off-street/on-site parking as a condition of permitting development of ADUs within ½ mile walking distance of a major transit stop;
- require more than 1 off-street/on-site parking space per unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits; and
- require more than 2 off-street/on-site parking spaces per unit on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

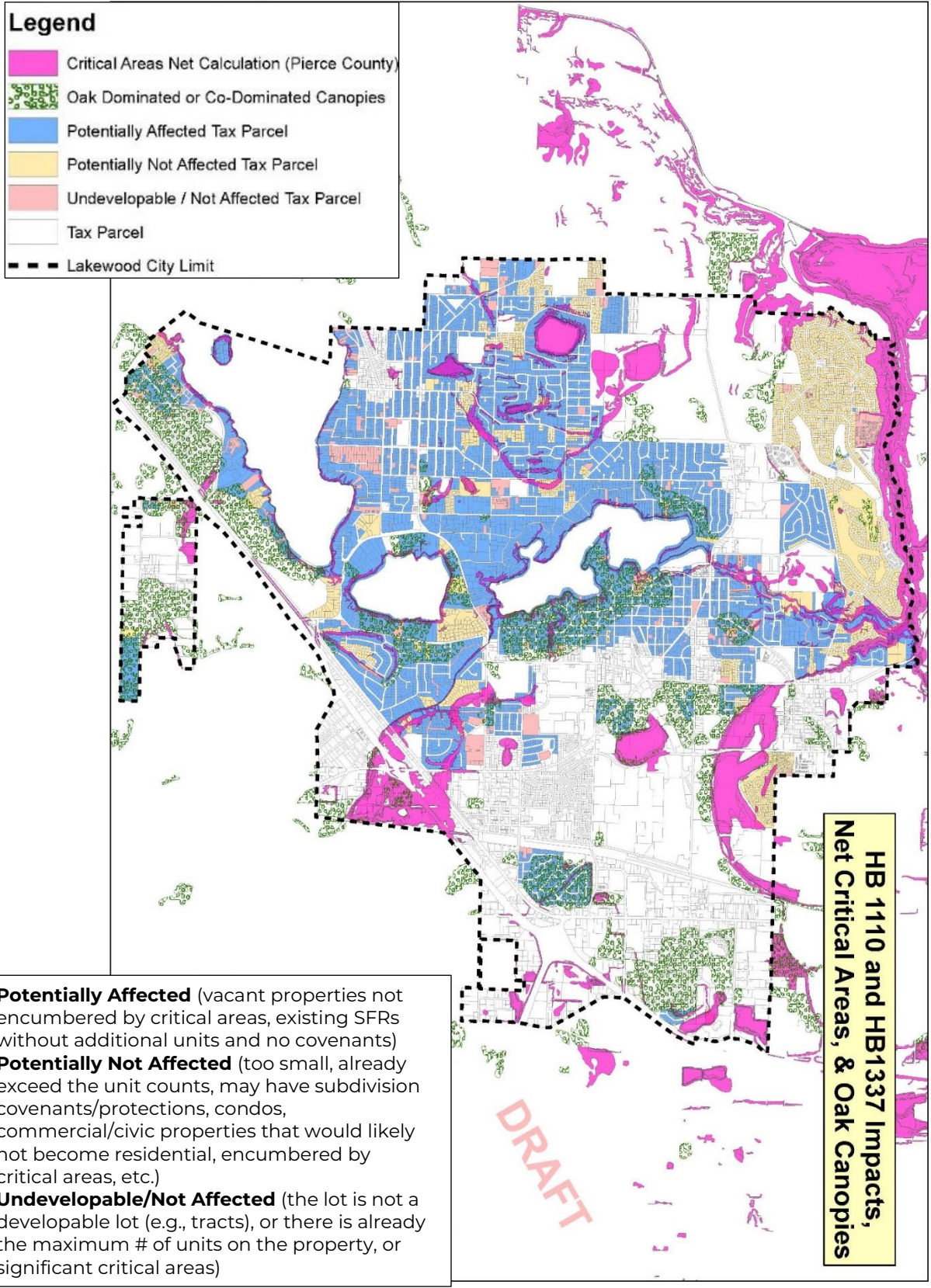
<sup>1</sup> The limits on off-street parking requirements do not apply if, based on an empirical study, Lakewood clearly demonstrates - and Commerce certifies - that:

- the application of the parking limitations for middle housing 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 for the same number of detached houses.
- Commerce must develop guidance to assist cities on items to include in the empirical study.

<sup>2</sup> ADUs will be allowed in the Arterial Residential Commercial (ARC) zone as well as the R1-R4 zones. There is very limited ARC-zoned acreage (23.5 acres total citywide) along Steilacoom Blvd. and Bridgeport Way near Custer Rd SW.

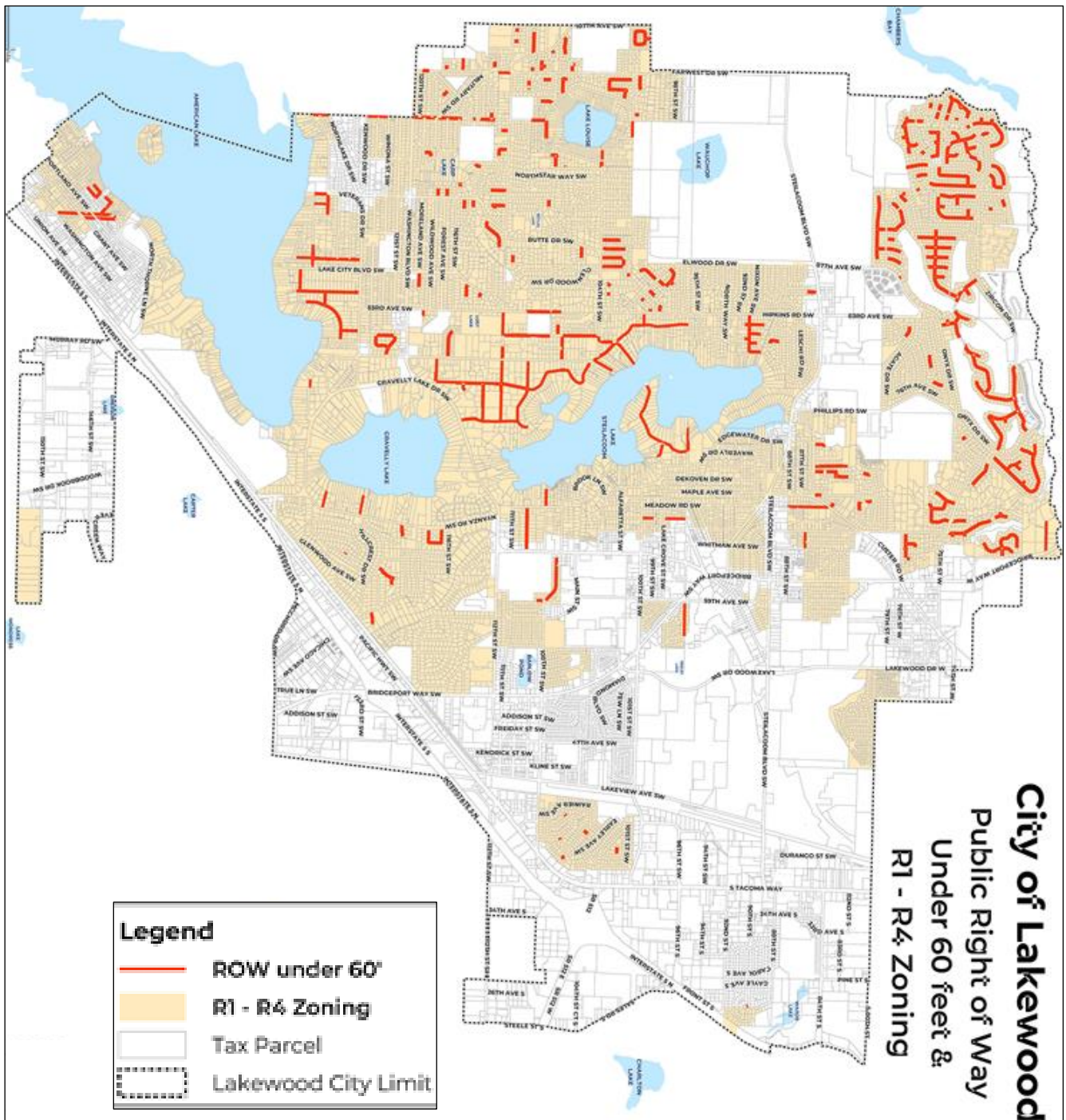
The following map depicts the areas that the City has initially identified that will be affected by middle housing and ADUs requirements.

**Locations where 2-4 middle housing units/lot & 2+ ADUs/lot apply in R1-R4 zones (Draft)**

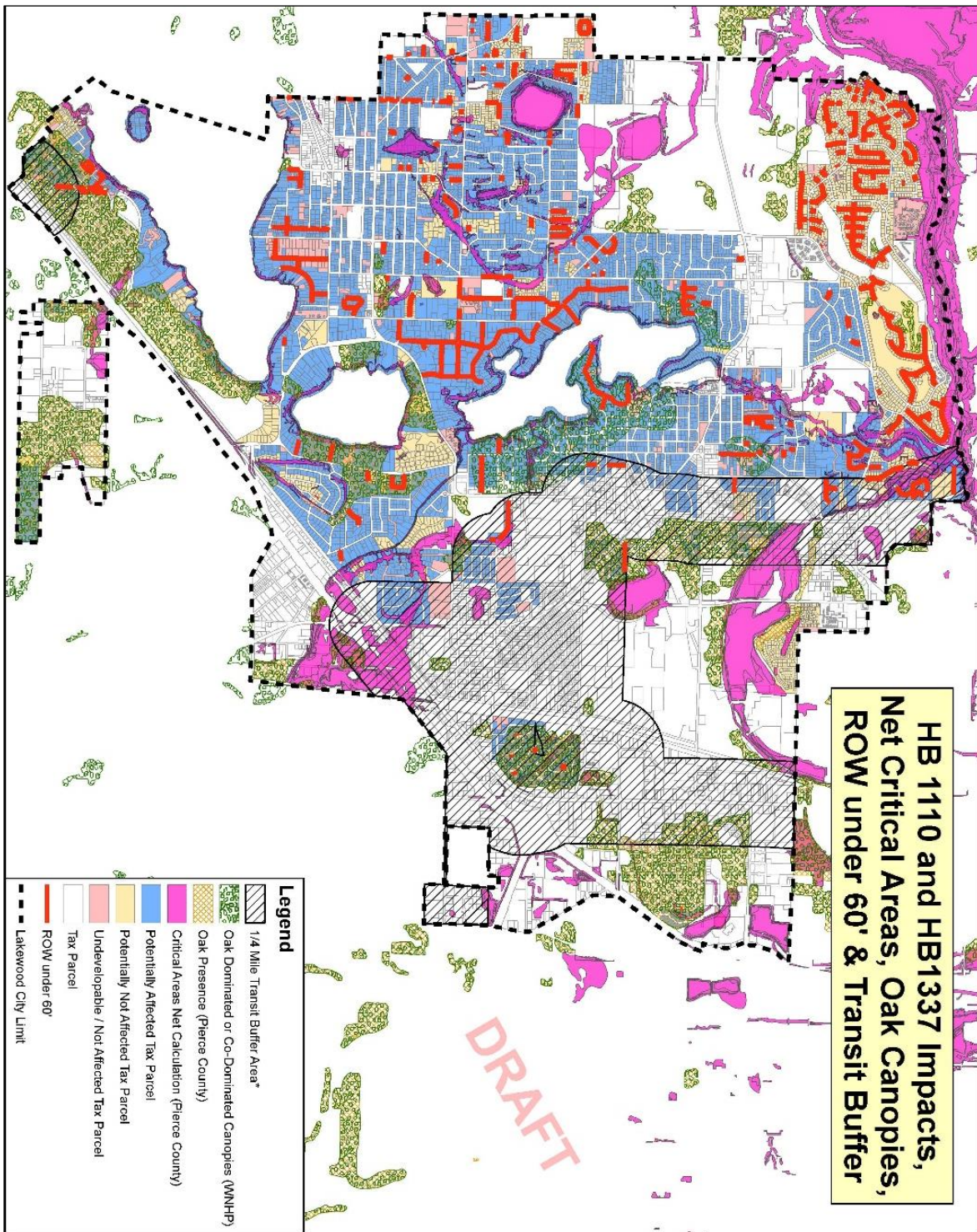


The following map depicts streets that have less than 60 foot Right-of-Way in the R1-R4 zones.

### Lakewood Rights-of-Way Less than 60 Feet Wide in Current R1-R4 Zones



When comparing where the City is now required to allow middle housing and ADUs and ROWs smaller than 60 feet in width, under current state law, parking pressures will most likely be seen over time in areas west of Lake Steilacoom and Gravelly Lake, south of Fort Steilacoom Park, and in areas north of Custer Road SW<sup>3</sup>.



<sup>3</sup> It is anticipated that the State Legislature will consider invalidating plat restrictions on the number of units per acre in 2024 or beyond. If this occurs, areas such as Oakbrook that are currently exempt could become subject to middle housing and ADU infill and the resulting parking pressures.

## **Lakewood's Current Standard Road Design Plans and Approach to Parking**

Lakewood's current standard plans for Local Streets (residential) require a minimum of 50 feet with underground utilities and 60 feet with surface utilities. This includes sidewalks on both sides and a clear zone buffer; it does not include on-street/off-site parking. The plans and frontage requirements for residential streets are included in **Attachment C**.

### **PLANNING COMMISSION DISCUSSION TOPICS:**

- **Should Lakewood allow on-street parking?**
  - If not, how should the City plan to address increased parking pressures in areas of residential infill over time?
  
  - If so, where?
    - Residential areas?
    - Mixed Use areas?
    - Commercial areas?
    - Elsewhere?
  
  - If so, should on-street parking be publicly or privately owned and maintained?
  
  - If so, how should on-street parking construction be funded?
    - Public funds?
    - Private funds?
    - Some combination?
  
  - If so, how should on-street parking maintenance be funded?
    - Public funds
    - Private funds
    - Some combination?
  
  - If so, how should on-street parking code enforcement be funded?
    - Public funds
    - Private funds
    - Some combination?

## **ATTACHMENT A**

### **Comprehensive Plan Parking Policies**

**LU-2.25:** Support accessory dwelling units (ADUs) as strategies for providing a variety of housing types and as a strategy for providing affordable housing, with the following criteria:

- Allow both attached and detached accessory dwelling units and detached carriage units, at a maximum of one per single-family house, exempt from the maximum density requirement of the applicable zone;

- Require an additional parking space for each accessory dwelling unit, with the ability to waive this requirement for extenuating circumstances; and

- Allow a variety of entry locations and treatments while ensuring compatibility with existing neighborhoods.

**LU-20.3:** Maintain an appropriate supply of parking in the Downtown as development intensifies.

**LU-20.4:** Encourage shared parking agreements within the Towne Center.

**UD-7.3:** Encourage the development of appropriately scaled commercial development that creates consistent street walls and limits parking on the primary street frontage.

**PS-10.9:** Establish limited parking zones around schools where parking capacity problems exist.

**EC 2.4:** Expand Regional Passenger Rail Work with Amtrak and Sound Transit to expand commuter rail service and existing parking facilities.

**EC 4.3 Encourage Green Buildings and Landscaping (H):** Enforce the 2018 International Building Code, Section 429, Electric Vehicle and Charging Infrastructure. This section includes charging infrastructure for accessible parking spaces.

#### **4.2.1 Residential Lands**

Mixed Residential and Multi-Family: Encourage infill development along key pedestrian streets and in proximity to public transit routes or centers. Use design to create a pedestrian scale along key pedestrian streets. Locate parking behind residential buildings with access off alleys, where possible, and limit driveways and curb cuts along key pedestrian streets.

High-Density Multi-Family: Below grade parking or garages behind buildings, with access from alleys where possible, should be encouraged. Driveways and curb cuts along key pedestrian streets should be limited.

#### **4.2.2 Commercial Lands**

Neighborhood Business District: On-street parking should be provided to assist in slowing traffic through the business district and providing a sense of pedestrian safety.

### **Table 4.1: Urban Design Street Classifications**

Civic Boulevards: May include planted medians, decorative pavements, on-street parking, and special signal mounting.

#### **4.5.2 Lakewood Station District**

Parking for a large number of vehicles, as well as improved transit and pedestrian access, will assist in the transformation and redevelopment potential for the commercial corridor along Pacific Highway Southwest.

### **6.3 Transportation Demand and Systems Management**

These programs include measures such as parking management (making parking more difficult or expensive to obtain) ridesharing, telecommuting, and alternative work schedules.

### **6.4 Parking**

Parking in Lakewood primarily exists in surface parking lots to support commercial, office, light industrial, and multi-family residential areas. There is an abundant supply of parking in most of these areas. While adequate parking is critical to any type of development, an oversupply of parking wastes resources and encourages a continuation of auto-oriented travel. Therefore, the parking goals and policies balance these two conflicting outcomes.

**GOAL T-15:** Provide adequate parking that serves Lakewood's needs but does not encourage a continuation of auto-oriented development and travel patterns.

Policies:

T-15.1: Develop and implement reasonable and flexible parking standards for various types of land uses that balance the need for providing sufficient parking with the desirability of reducing commute traffic.

T-15.2: Consider parking standards that support TDM efforts.

T-15.3: Allow adjacent or nearby uses that have different peak parking demands such as employment and housing to facilitate shared parking spaces.

T-15.4: Recognize the capacity of transit service in establishing parking standards.

T-15.5: Develop and enforce parking lot design standards, identifying requirements for landscaping, walkways, runoff treatment, parking area ratios, lighting, and other elements as needed.

**GOAL T-16:** Foster the evolution of a Downtown that is compact and walkable and not defined by large expanses of parking lots.

Policies:

T-16.1: Implement the Downtown Subarea Plan through the Downtown Subarea Code and Planned Action. Conduct periodic reviews of Downtown development to verify the Plan's success.

T-16.2: Consider maximum parking requirements for higher density areas to encourage alternative transportation modes.

T-16.3: Confine the location of parking areas to the rear of properties to increase pedestrian safety and minimize visual impact.

T-16.4: Identify places where on-street parking can be added adjacent to street-facing retail to encourage shopping and buffer sidewalks with landscaping to create a pleasant walking environment.

T-16.5: Encourage the use of structured or underground parking to use land more efficiently.

T-16.6: Focus investments in downtown central business areas by promoting joint-and mixed use development and integrating shared-use parking practices.

T-16.7: Incorporate regional transportation guidelines into planning for centers and high-capacity transportation station areas.

**GOAL T-17:** Expand park-and-ride capacity to serve rail as well as other transit uses and accommodate growth.

Policies:

T-17.1: Work with transit providers to establish additional park-and-ride facilities to serve Sound Transit operations and to facilitate ridesharing and express bus connections.

T-17.2: Encourage commercial development on major transit routes to dedicate unused parking area to park-and-ride facilities where feasible.

## **6.7 Reassessment Strategy**

· Aggressively pursue the following TDM strategies, including parking management actions in dense commercial centers:

- o Install parking meters on streets within and adjacent to commercial centers;
- o Develop public parking facilities and use cost pricing to discourage SOV commuting;
- o Institute a municipal parking tax;
- o Set maximum parking space development standards and reduce over time to further constrain parking supply;
- o Support charging for employee parking and providing monetary incentives for car and vanpooling;
- o Partner with Pierce Transit to identify public and/or private funding for expanded transit service during peak and off-peak times along LOS-deficient corridors.

· Aggressively pursue federal and state grants for specific transportation improvements on LOS deficient roadway segments.



- Make development density bonuses available to developers who provide additional transit, bicycle, and pedestrian-friendly amenities beyond the minimum requirements.
- Reassess commercial and residential development targets by planning area and make adjustments to channel development away from LOS-deficient locations.
- If the actions above are not sufficient, consider changes in the LOS standards and/or limit the rate of growth, revise the City's current land use element to reduce density or intensity of development, and/or phase or restrict development to allow more time for the necessary transportation improvements to be completed.

## Chapter 18A.80 PARKING

Sections:

- 18A.80.005 Definitions.**
- 18A.80.010 Purpose.**
- 18A.80.020 General requirements.**
- 18A.80.025 Maintenance.**
- 18A.80.030 Zoning district parking requirements.**
- 18A.80.040 Development standards.**
- 18A.80.050 Loading and unloading.**
- 18A.80.060 Parking incentives.**

### **18A.80.005 Definitions.**

See LMC [18A.10.180](#) for definitions relevant to this chapter. [Ord. 726 § 2 (Exh. B), 2019.]

### **18A.80.010 Purpose.**

It is the purpose of this chapter to:

- A. Assure that space is provided for the parking, loading and unloading of motor vehicles on the site of premises or uses which attract said motor vehicles;
- B. Provide minimum and maximum standards of space and parking arrangements, and for the movement of motor vehicles into and out of such spaces;
- C. Promote implementation of the City of Lakewood Transportation Plan policies to support commute trip reduction programs and more use of transportation choices;
- D. Provide alternatives and incentives to reduce parking needs by utilizing transportation demand management (TDM) strategies;
- E. Reduced parking has benefits, particularly considering opportunities for alternative use of valuable land resources. Less space utilized for parking means additional area for retail space, additional building pads, or more pervious surface and landscaping. Increased retail space can help promote a healthy retail tax base. More pervious surface and landscaping can reduce drainage impacts, and promote more attractive cityscape;
- F. Calm traffic for pedestrian comfort and security on public streets and parking lots by:

1. Controlling access to sites; and
  2. Allowing parking on the streets in zones with a pedestrian emphasis for separation between the sidewalk and moving automobiles;
- G. Enhance safety for pedestrians and motor vehicle operators; and
- H. Encourage the creation of an aesthetically pleasing and functionally adequate system of off-street parking and loading facilities. [Ord. 726 § 2 (Exh. B), 2019.]

### **18A.80.020 General requirements.**

- A. *Required Plans.* Building permits shall not be approved unless there is a building plan and plot plan identifying parking and loading facilities in accordance with this chapter. No permit or City license shall be issued unless there is proof that required parking and loading facilities have been or are currently provided in accordance with the provisions of this chapter.
- B. Off-street parking spaces and driveways shall not be used at any time for purposes other than their intended use, i.e., the temporary storage of motor vehicles used by persons visiting or having business to conduct on the premises for which the parking is provided. Provided, however, the Director may approve other uses deemed to be reasonable and that will not adversely impact parking requirements for the primary use of the property such as street merchant pads, pedestrian refuge islands, and pocket parks for pedestrian seating and use.
- C. Parking space required and intended for use by occupants or users of specific premises shall not be leased or rented to others, nor shall such space be made unavailable through other means to the users for whom the parking spaces are intended. This requirement, however, does not preclude shared parking arrangements approved by the City or other activities approved by the Site Plan Review Committee.
- D. Except where specifically permitted in certain zoning districts, off-street parking spaces shall not be used for loading or unloading of commercial vehicles larger than those vehicles for which the parking spaces are intended.
- E. Off-street parking and loading spaces shall be provided in accordance with the provisions of this chapter when any of the following actions occur. These provisions apply to all uses and structures in all land use districts unless otherwise specified.
1. When a main or accessory building is erected.
  2. When a main or accessory building is relocated or expanded.
  3. When a use is changed to one requiring more or less parking or loading spaces. This also includes all occupied accessory structures.
  4. When the number of stalls in an existing parking lot is decreased or increased by twenty-five (25) percent or six (6) stalls, whichever is less. Only those stalls and areas proposed to be added or removed shall be

subject to the provisions of this chapter. (Note: proposed expansions of existing parking lots not subject to the minimum parking requirements of this chapter).

F. Proposed large projects that are defined as major employers or worksites (RCW [70A.15.4010](#)) shall provide an assessment of the cost of parking space separate from the cost of the area used for building purposes. This information will assist the applicant, the City of Lakewood and Pierce Transit to evaluate opportunities for parking reduction and TDM strategies.

G. *Location.* Off-street parking facilities shall be located on the same property as the use they are required to serve except as provided below. Where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facilities to the nearest point of the building that such facility is required to serve.

1. For a nursing home, assisted living facility, convalescent home, or group home, the parking facilities shall be located within one hundred (100) feet of the building they are required to serve.
2. For multifamily dwellings where the lot cannot accommodate all the required parking on site for its needs, up to forty (40) percent of the required parking may be located on a lot adjacent to the development.
3. For all nonresidential uses where the lot cannot accommodate all the required parking on-site for its needs, parking facilities shall be located not farther than seven hundred fifty (750) feet from the facility. Parking shall not be permitted on properties zoned single-family residential (R1, R2, R3, R4) or open space (OSR1 and OSR2) unless the parking is being provided for a use that is permitted in said district.
4. For subsections [\(G\)\(1\)](#), [\(G\)\(2\)](#), and [\(G\)\(3\)](#) of this section, off-site parking lots must be legally encumbered pursuant to LMC [18A.80.060](#).

H. *Unlawful Removal.* It is unlawful to discontinue prior approved parking facilities without establishing alternate facilities that meet the requirements of this chapter. Parking and loading facilities which are adequate to meet the requirements contained in this chapter shall be provided and maintained as long as the use they serve is in existence. These facilities shall not be reduced in total unless a shared parking agreement is canceled, a change in occupancy or use of a premises has occurred which results in a reduction of required parking.

I. *Mechanical Parking Lifts.* In commercial zones and multifamily developments, by approving a mechanical lift permit, mechanical parking lifts may be used to satisfy all or a portion of vehicle parking requirements. Additional surface parking up to twenty-five (25) percent of the required minimum amount of spaces may be required for lift systems unable to accommodate a range of vehicles including trucks, vans, SUVs, or large sedans. Applications submittals shall include any information deemed necessary by the Director to determine parking can adequately and feasibly be provided and that the following performance standards can be met and the following findings for approval can be made:

1. The use of mechanical lift parking results in superior design and implementation of City goals and policies for infill development.

2. In existing developments and established neighborhoods, mechanical lift parking will be adequately screened and compatible with the character of surrounding development; and, in new developments, mechanical lift parking be compatible and appropriately considered with overall building and site design.
3. Mechanical lift parking systems shall comply with all development standards including but not limited to height and setback requirements, and parking and driveway standards with the exception of minimum parking stall sizes which are established by lift specifications.
4. There exists adequate agreement running with the land that mechanical parking systems will be safely operated and maintained in continual operation with the exception of limited periods of maintenance.
5. There are no circumstances of the site or development, or particular model or type of mechanical lift system which could result in significant impacts to those living or working on the site or in the vicinity. [Ord. 758 § 2 (Exh. A), 2021; Ord. 726 § 2 (Exh. B), 2019.]

### **18A.80.025 Maintenance.**

- A. It shall be the responsibility of the property owner to ensure that all off-street parking spaces and areas required by this chapter are maintained for the duration of the improvement or use requiring the parking area.
- B. All parking facilities, including curbs, directional markings, handicapped symbols, landscaping, pavement, signs, striping, and wheel stops, shall be permanently maintained by the property owner/tenant in good repair, free of litter and debris, potholes, obstructions, and stored material.
- C. Drive aisles, approach lanes, and maneuvering areas shall be marked and maintained with directional arrows and striping to expedite traffic movement. Any area not intended for parking shall be signed as such, or, in areas where curb exists, the curb may be painted red in lieu of signs. [Ord. 758 § 2 (Exh. A), 2021.]

### **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 District.* Off-street parking requirements for residential districts are located in subsection [\(F\)](#) 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 (F) 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 (1/2) shall be disregarded and any fraction of one-half (1/2) or over shall be counted as one (1) space.

F. *Parking Standards.*

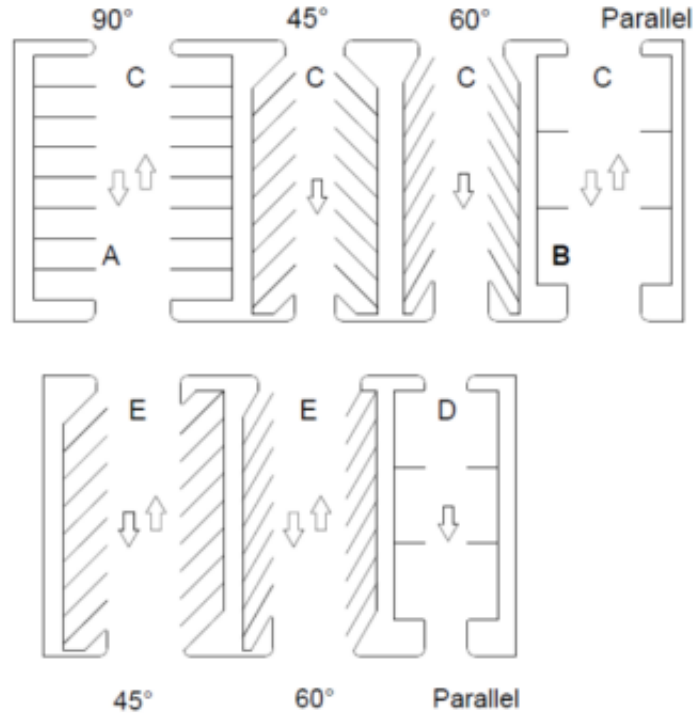
<b>PARKING STANDARDS TABLE</b>				
<b>Use</b>	<b>Unit measure</b>	<b>Optional Minimum (TDM program only; see 18A.80.060(H)).</b>	<b>Max</b>	<b>Required bicycle parking spaces</b>
<b>BUSINESS PARK</b>				
General business park	Per 1,000 square feet	2	4	See offices
<b>COMMERCIAL</b>				
Banks	Per 1,000 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	Per staff member plus one drop-off loading area per 7 students	0.5	1	1 per 25 auto stalls. Minimum of 1
Hotels, motels	Per room or suite. Hotel/motel banquet and meeting rooms shall provide 6 spaces for each 1,000 square feet of seating area. Restaurants are figured separately.	1	2	See retail

<b>PARKING STANDARDS TABLE</b>				
<b>Use</b>	<b>Unit measure</b>	<b>Optional Minimum (TDM program only; see <a href="#">18A.80.060(H)</a>).</b>	<b>Max</b>	<b>Required bicycle parking spaces</b>
Medical and dental clinic and offices	Per 1,000 square feet of GFA	2	4	See offices
Mini storage	Per 100 units or a minimum of 3 spaces plus 2 for permanent on-site managers	1		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 stores	Per 1,000 square feet of GFA	3	6	See retail
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
<b>INDUSTRIAL</b>				
General industrial	Greatest number of employees on a single shift plus one space for	0.5	1	See offices

<b>PARKING STANDARDS TABLE</b>				
<b>Use</b>	<b>Unit measure</b>	<b>Optional Minimum (TDM program only; see <a href="#">18A.80.060(H)</a>).</b>	<b>Max</b>	<b>Required bicycle parking spaces</b>
	each vehicle owned, leased or operated by the company			
Warehouse	Per 2,000 square feet of GFA plus	1	N/A	None
	Per 400 square feet of GFA used for office or display area	1	N/A	
<b>INSTITUTIONAL</b>				
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
<b>PLACES OF ASSEMBLY</b>				
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 facilities are on the	1	1.5	1 per 25 auto stalls. Minimum of 4



<b>PARKING STANDARDS TABLE</b>				
<b>Use</b>	<b>Unit measure</b>	<b>Optional Minimum (TDM program only; see <a href="#">18A.80.060(H)</a>).</b>	<b>Max</b>	<b>Required bicycle parking spaces</b>
	same or contiguous parcels within 300 feet of the theater or auditorium.)			
<b>RESIDENTIAL</b>				
Accessory dwelling unit	Per dwelling unit	1	N/A	None
Single-family	Per dwelling unit	2	N/A	None
Duplexes	Per dwelling unit	2	N/A	None
Multifamily structures	Per dwelling unit	Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5  (At least 10% of the total parking spaces must be set aside for unreserved guest parking)	N/A	1 per 10 auto stalls. 2 minimum per building
Mobile home subdivision	Per dwelling unit	2	N/A	None
Mobile home parks	Per dwelling unit. (In mobile home parks, the parking spaces in excess of 1 per mobile home may be grouped in shared parking areas.)	1.5	N/A	None
Rooming houses, lodging houses, bachelor or efficiency units	Per occupant	1	3	None
Senior citizen apartments	Per 3 dwelling units	1	2	See multifamily



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

[Ord. 772 § 2 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

**18A.80.040 Development standards.**

A. Parking area design shall include:

1. *Ingress and Egress.* The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the City Engineer.
2. *Backing Out Prohibited.* In all commercial and industrial developments and in all residential buildings containing five (5) or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.
3. *Parking in Alleys.* No person shall park a vehicle within an alley in such a manner or under such conditions as to leave available less than eight (8) feet of the width of the roadway for the free movement of vehicular traffic, and no person shall stop, stand, or park a vehicle within an alley in such a position as to block the driveway entrance to any abutting property.
4. *Parking Spaces – Access and Dimensions.* Adequate provision shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles.
5. *Surfacing.* All parking areas shall be surfaced with permeable paving surfaces in conformance with the current City of Lakewood Storm Water Design Manual, asphalt, concrete or similar pavement so as to provide a surface that is durable and dust free and shall be so graded and drained as to properly dispose of all surface water.
6. Storm water management is required and shall comply with the current City of Lakewood Storm Water Design Manual and shall be subject to the City's review and approval.
7. Parking shall be designed and constructed for a minimum of thirty (30) percent and a maximum of fifty (50) percent of the required number of spaces for compact size cars. An applicant must clearly identify all spaces designed and constructed for compact car use. The Director may approve the design and designation of more than fifty (50) percent of the spaces for use by compact cars if the applicant demonstrates that no adverse impact will result.
8. Parking area for land uses located outside the City shall be prohibited.
9. *Community Design Requirements.* Parking areas shall meet the applicable community design requirements of Chapter [18A.70](#) LMC, Article I.
10. *Landscaping Requirements.* Parking areas shall meet the applicable landscaping requirements of Chapter [18A.70](#) LMC, Article II.
11. *Marking.* The property owner shall identify required parking stalls, directional arrows and crosswalks within parking areas using paint or other methods approved by the approving authority. Crosswalk marking shall be provided consistent with the requirements of the Public Works Engineering Department. Paint is not permitted as a sole means of marking crosswalks. Display areas which are not required parking areas, such as a car dealership or rental display area, are not required to be marked as individual stalls.
12. An owner/developer may install parking spaces in phases if a phased schedule has been approved. This schedule must specifically indicate when the parking will be provided. The Director may permit the use of

temporary parking areas with appropriate screening as part of a phasing schedule. In addition, the Director may require a performance assurance device to insure conformance with the requirements.

13. When adequate vehicular access to an approved lot or development is available from a side street, no such access shall be permitted from the front street. Where lots have double frontage, if vehicular access from a side street or a street of lower functional classification is not available, such access shall be from the street anticipated to carry the least amount of traffic or the street that would have the least conflict with pedestrian traffic.

14. *Parking Area and Circulation Design.*

a. The City Public Works Engineering Department shall have the authority to fix the location, width and manner of approach of vehicular ingress or egress from a building or parking area to a public street and to alter existing ingress and egress as may be required to control street traffic in the interest of public safety and general welfare.

b. Internal circulation of the lot shall be so designed as to minimize conflicts with pedestrians with priority given to pedestrians considering convenience, comfort, safety and security. In-and-out driving time, idling time and time spent looking for a parking space should be a consideration, but should not influence design parameters that reduce pedestrian functionality.

15. *Parking Places for the Physically Disabled.* All parking lots regulated by this chapter shall be modified as necessary to provide parking places for the physically disabled as specified in the building code, including installation of curb ramps, signage and other required improvements.

16. Parking ratios for mixed use development projects shall be determined by calculating the percentage of GFA by use multiplied by the appropriate parking ratio for each use plus a five (5) percent parking reduction for two (2) uses, ten (10) percent parking reduction for three (3) uses and fifteen (15) percent parking reduction for four (4) or more uses.

17. All major employers or major worksites, as defined by RCW [70A.15.4010](#), shall designate at least five (5) percent of auto spaces as carpool spaces. These spaces must be located as close to the main employee entrance as possible and shall be called out on the site plan.

B. *Bicycle Parking.* Bicycle parking shall be provided as follows:

1. *Quantity.* All sites required to provide nonmotorized facilities shall provide bicycle parking spaces equal to five (5) percent of required automobile parking spaces for the first three hundred (300) required auto stalls and one (1) percent of auto stalls in excess of three hundred (300). Only customer and employee parking spaces shall be used to determine this requirement. In no case shall the amount be less than two (2) bicycle spaces.

2. *Location.* Bicycle parking shall be placed in a publicly visible location within fifty (50) feet of a primary building entrance. Bicycle parking shall not block pedestrian use of a walkway. Shopping centers or other

multi-building developments may group bicycle parking in a unified location, provided the location is consistent with the other location requirements.

3. *Exceptions.*

- a. Sites requiring eight (8) or fewer auto stalls are exempt from bicycle parking.
- b. The Director may reduce the quantity of bicycle parking spaces when it is demonstrated that bicycle activity will be limited at that location, but in no case can the amount be reduced to less than two (2) bicycle spaces.
- c. The Director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
  - i. Park/playfield;
  - ii. Marina;
  - iii. Library/museum/arboretum;
  - iv. Elementary/secondary school or colleges/universities;
  - v. Sports club; or
  - vi. Retail business (when located along a developed bicycle trail or designated bicycle route). [Ord. 758 § 2 (Exh. A), 2021; Ord. 738 § 2 (Exh. A), 2020; Ord. 726 § 2 (Exh. B), 2019.]

### **18A.80.050 Loading and unloading.**

A. *Required Loading and Unloading Areas.* Any building that is erected, enlarged or for which a change of use is proposed shall provide a minimum of one (1) off-street or off-alley loading area.

1. The minimum area required for commercial and industrial loading spaces is as follows:
  - a. Two hundred fifty (250) square feet for buildings of five thousand (5,000) to twenty thousand (20,000) GSF.
  - b. Five hundred (500) square feet for buildings of twenty thousand (20,000) to fifty thousand (50,000) GSF.
  - c. Seven hundred fifty (750) square feet for buildings in excess of 50,000 GSF.
  - d. Additional loading space shall be required of buildings based on the size, proposed use, potential uses, and location as deemed necessary by the Director.

2. Each loading space shall measure not less than ten (10) feet by twenty-five (25) feet and shall have an unobstructed height of fourteen (14) feet.
  3. Each loading space shall be made permanently available for such purpose, and shall be surfaced, improved, maintained, and screened in accordance with this section and Chapter [18A.70](#) LMC, Article II, Landscaping.
  4. Loading spaces shall be located adjacent to the building to be served and in such a manner that these spaces shall not encroach upon or interfere with areas reserved for off-street parking nor project into any public right-of-way or pedestrian area. Loading space or maneuvering areas shall be in addition to area required for off-street parking spaces.
  5. Loading berths shall be located no closer than fifty (50) feet from any residential district, unless wholly enclosed within a building, or unless screened from such residential area by a wall or uniformly painted fence not less than six (6) feet in height and by Type V, solid barrier landscaping.
  6. Space for loading berths may occupy all or any part of any required setback except for landscaping setback requirements as long as the loading berth is uncovered. A covered loading area shall comply with the minimum building setback requirements for the district.
  7. If the site where such loading space is to be located abuts upon an alley, such loading space shall be accessed off the alley, unless alley dimensions and vehicle maneuvering turn radius prohibits such access.
- B. *Maneuvering Areas for Buildings with Loading Doors.* Buildings that utilize dock-high loading doors shall provide a minimum of one hundred (100) feet of clear maneuvering area in front of each door. Buildings that utilize ground level service or loading doors shall provide a minimum of forty-five (45) feet of clear maneuvering area in front of each door. [Ord. 726 § 2 (Exh. B), 2019.]

### **18A.80.060 Parking incentives.**

- A. When residential uses are combined with commercial uses in the same building, parking requirements may be reduced by twenty (20) percent, except when located within the CBD or TOC zoning districts for which parking requirements are reduced by thirty-five (35) percent.
- B. A structured parking space shall count as one and one-half (1.5) parking spaces towards the required number of parking spaces.
- C. When affordable housing is constructed pursuant to Chapter [18A.90](#) LMC, Housing Incentives Program, the parking space requirements shall be calculated employing any available modifications based upon LMC [18A.90.060](#).
- D. *Shared Use Parking.* Joint use of required parking spaces may be permitted where two (2) or more uses on the same site or separate sites in close proximity to one another are able to share the same parking spaces because their parking usage does not materially overlap (e.g., uses primarily of a daytime versus nighttime, or weekday

versus weekend nature). Shared parking shall be legally encumbered and shall meet all of the applicable standards of this section pursuant to subsection [\(E\)](#) of this section, Off-Site Parking.

E. *Off-Site Parking*. Joint use of required parking spaces may be authorized by the Director if the following documentation is submitted in writing to the Community and Economic Development Department:

1. The names and addresses of the owners and/or tenants that are sharing the parking.
2. The uses that are involved in the shared parking.
3. The location and number of parking spaces that are being shared.
4. An analysis showing that the peak parking times of the uses occur at different times and/or that the parking area will be large enough for the anticipated demands of both uses.
5. A legal instrument such as an easement or deed restriction that guarantees continuing access to the parking for both uses which shall be subject to review and approval by the Director.

F. *On-Street Parking Credit*. Where adjacent roads are designed for on-street parking and approved by the Public Works Director, parking credit may be given for on-street parking.

G. *Electric Vehicle Charging Parking Provisions*. For every electric vehicle charging station provided, the required number of parking spaces may be reduced by an equivalent number, provided the total reduction does not exceed five (5) percent of the total required parking spaces. For example, if forty (40) parking spaces are required and two (2) electric vehicle charging stations are provided, the total required parking may be reduced to thirty-eight (38) spaces, yielding thirty-six (36) "regular" parking spaces and two (2) electric vehicle charging parking spaces. Note that in this example the total reduction may not be in excess of two (2) spaces ( $40 \times 5\% = 2$ ), so if three (3) electric vehicle charging stations were provided instead, the total reduction in required parking would still be two (2) spaces, yielding thirty-five (35) "regular" parking spaces and three (3) electric vehicle charging parking spaces.

H. *Phased Reduction of Maximum Parking Standards*. One technique for transportation demand management (TDM) is to reduce maximum allowable parking spaces. This reduction in parking can be accomplished by slowly phasing down the maximum allowable number of parking spaces over a period of years. This procedure has advantages of reducing vehicle trips and conserving urban commercial land that can be used for other purposes. However, TDM has the potential to have a significant adverse impact on the jurisdiction's economic development if other reasonable forms of alternative transportation are not available. This technique should be periodically revisited to consider its viability but should not be implemented until its feasibility for Lakewood is established.

1. *Minimum Optional Guidelines and Maximum Standards*. To promote parking reduction, the optional minimum guideline listed in LMC [18A.80.030\(F\)](#) serves as a suggested parking number but is not mandatory for automobiles except for single-family residential development. Applicants will be encouraged to provide less automobile parking than the minimum listed whenever possible based upon TDM, available on-street parking, and the potential for shared parking within walking distance and other factors. The minimum

number listed for bicycle parking shall be provided as indicated in the table for both commercial and residential development.

2. The number of parking spaces needed to serve a project must be demonstrated to the Director based upon a parking plan considering TDM techniques and other relevant factors. Upon justification to the satisfaction of the Director, whatever number of parking spaces agreed upon shall be the number required, and this shall be an enforceable condition of the approval.
3. The maximum parking standards may be increased if the Director finds compelling reasons to do so. Such determination shall be at the sole discretion of the Director based upon such factors as unique site or use requirements, historical data of a particular use or other relevant factors indicating additional parking is necessary to properly serve a use or uses at a site.
4. For large projects where a traffic study is required and the proposal has one hundred (100) or more employees, a comprehensive TDM strategy may be proposed to achieve a reduction in minimum parking listed in LMC [18A.80.030\(F\)](#). The reduction in parking permitted shall be commensurate with the permanence, effectiveness and demonstrated reduction in off-street parking demand effectuated by such alternative programs.

Alternative programs that may be considered by the Director under this provision include, but are not limited to, the following:

- a. Private vanpool operation;
- b. Transit/vanpool fare subsidy;
- c. Imposition of a charge for parking;
- d. Provision of subscription bus services;
- e. Flexible work hour schedule;
- f. Capital improvements for transit services;
- g. Preferential parking for carpools/vanpools;
- h. Participation in the ride-matching program;
- i. Reduction of parking fees for carpools and vanpools;
- j. Establishment of a transportation coordinator position to implement carpool, vanpool and transit programs;
- k. Bicycle parking facilities including associated shower and changing facilities;
- l. Compressed work week;
- m. Telecommuting;



- n. Other techniques and strategies approved by the Site Plan Review Committee.
5. Parking reduction under this subsection must provide information regarding the administration of the program to the Director. The information must include:
- a. Address each individual TDM strategy as part of the transportation impact analysis;
  - b. Provide the City with an estimate of peak hour employees as part of their development application and traffic impact analysis;
  - c. Provide estimated parking occupancy rates for the development as part of the transportation impact analysis showing average weekday use;
  - d. Demonstrate how TDM strategies will be used to minimize the need for parking.
- I. *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. [Ord. 775 § 1 (Exh. A), 2022; Ord. 726 § 2 (Exh. B), 2019.]

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**The Lakewood Municipal Code is current through Ordinance 791, passed September 5, 2023.**

Disclaimer: The city clerk's office has the official version of the Lakewood Municipal Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

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## Chapter 18B.600 PARKING

Sections:

**18B.600.610 Parking.**

**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
Residential	1 per dwelling unit
Retail, Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum
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

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. [Ord. 726 § 2(Exh. A), 2019; Ord. 695 § 2 (Exh. B), 2018.]

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## Chapter 18C.600 PARKING

Sections:

**18C.600.610 Parking.**

### 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; provided, that no additional parking is required when located within one-quarter mile of the Sounder Station. (RCW <a href="#">36.70A.698</a> ) Senior citizen apartments: 1 per 3 dwelling units* Multifamily housing: Studio – 1 1+ bedroom – 1.25 (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 <a href="#">18A.80</a> LMC
Retail. Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter <a href="#">18A.80</a> 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 <a href="#">18A.80</a> 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 (RCW 36.70A.620).* When located within one-quarter (0.25) mile of the Sounder Station, 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 Community Development Director or their designee:
  - a. Housing units that are affordable to very low-income or extremely low-income individuals;
  - b. Housing units that are specifically for seniors or people with disabilities;
  - 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 Community Development 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 Community Development 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. [Ord. 775 § 1 (Exh. A), 2022; Ord. 772 § 2 (Exh. A), 2022; Ord. 751 § 2 (Exh. B), 2021.]

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**The Lakewood Municipal Code is current through Ordinance 791, passed September 5, 2023.**

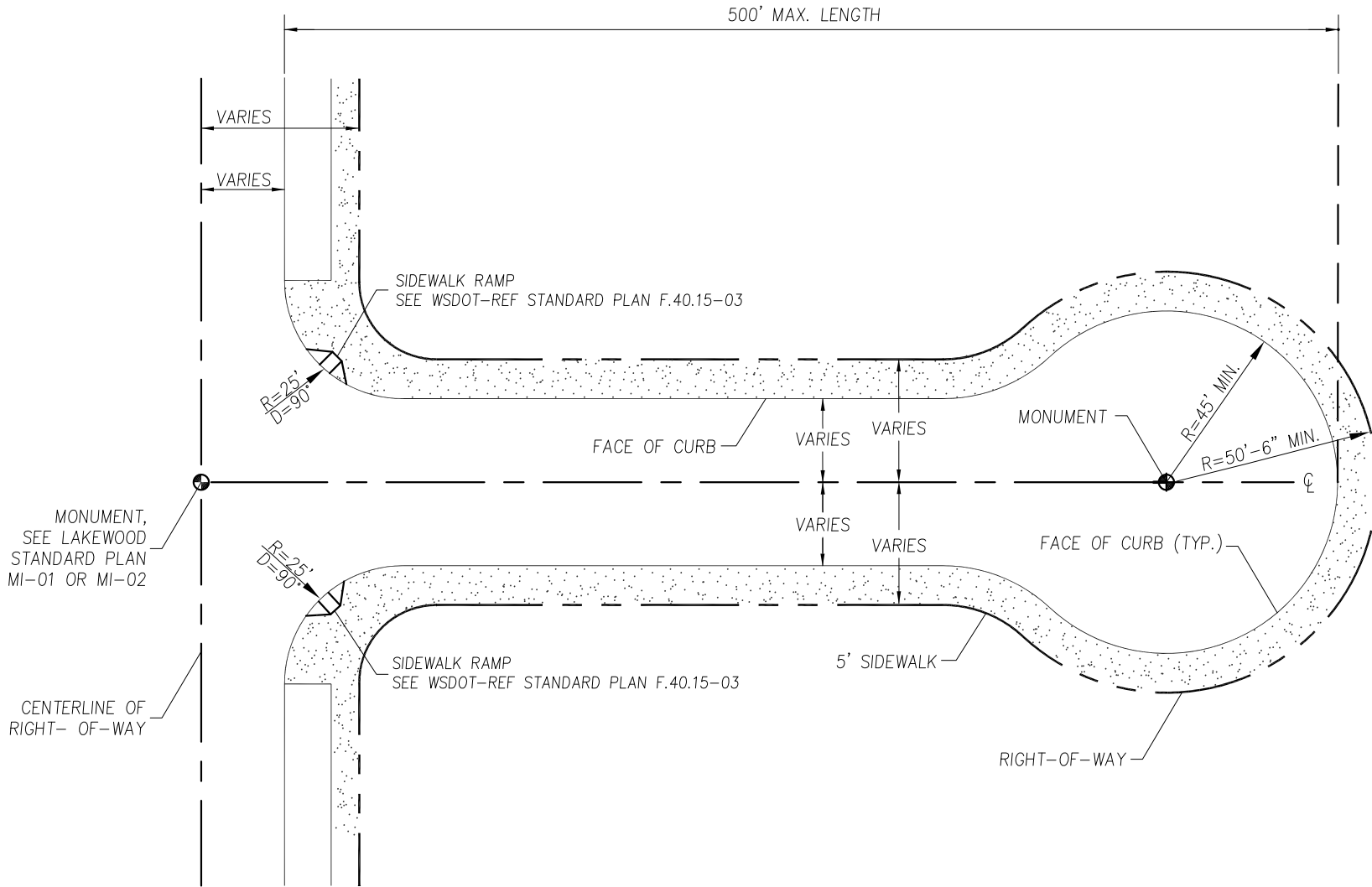
Disclaimer: The city clerk's office has the official version of the Lakewood Municipal Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

[City Website: www.cityoflakewood.us](http://www.cityoflakewood.us)

[City Telephone: \(253\) 589-2489](tel:(253)589-2489)

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ATTACHMENT C



APPROVED FOR PUBLICATION

*Paul A. Bucich*  
 Paul A. Bucich, P.E.  
 PUBLIC WORKS DIRECTOR/CITY ENGINEER  
 DATE 01/10/20



Public Works Department

DATE	REVISION DESCRIPTION	BY	APPROVED
11/05/19	ORIGINAL DRAWING	AD/CD	PAB

**Residential Cul-De-Sac**

**RW-01**

**GENERAL NOTES:**

1. THE 12" GUTTER IS INCLUDED IN THE CURB LANE.
2. ADD 12' TO STANDARD CROSS SECTION AND RIGHT-OF-WAY WHEN DUAL LEFT TURN LANES ARE REQUIRED.
3. ADD 4' TO EACH SIDE OF THE PAVEMENT SECTION AND RIGHT-OF-WAY WHEN BIKE LANES ARE REQUIRED OR 5' BIKE LANE WHEN NEXT TO 11' OUTSIDE LANE.
4. PAVEMENT SECTIONS SHOWN ARE MINIMUM ALLOWED AND SHALL BE SUPPORTED BY ENGINEERED PAVEMENT DESIGN.
5. SEE PROJECT LANDSCAPE PLANS FOR FOR PLANTERS STRIP DEDTAILS.
6. 10' SIDEWALK WIDTH AT TRANSIT STOP LOCATIONS.

**RIGHT-OF-WAY CALCULATION**

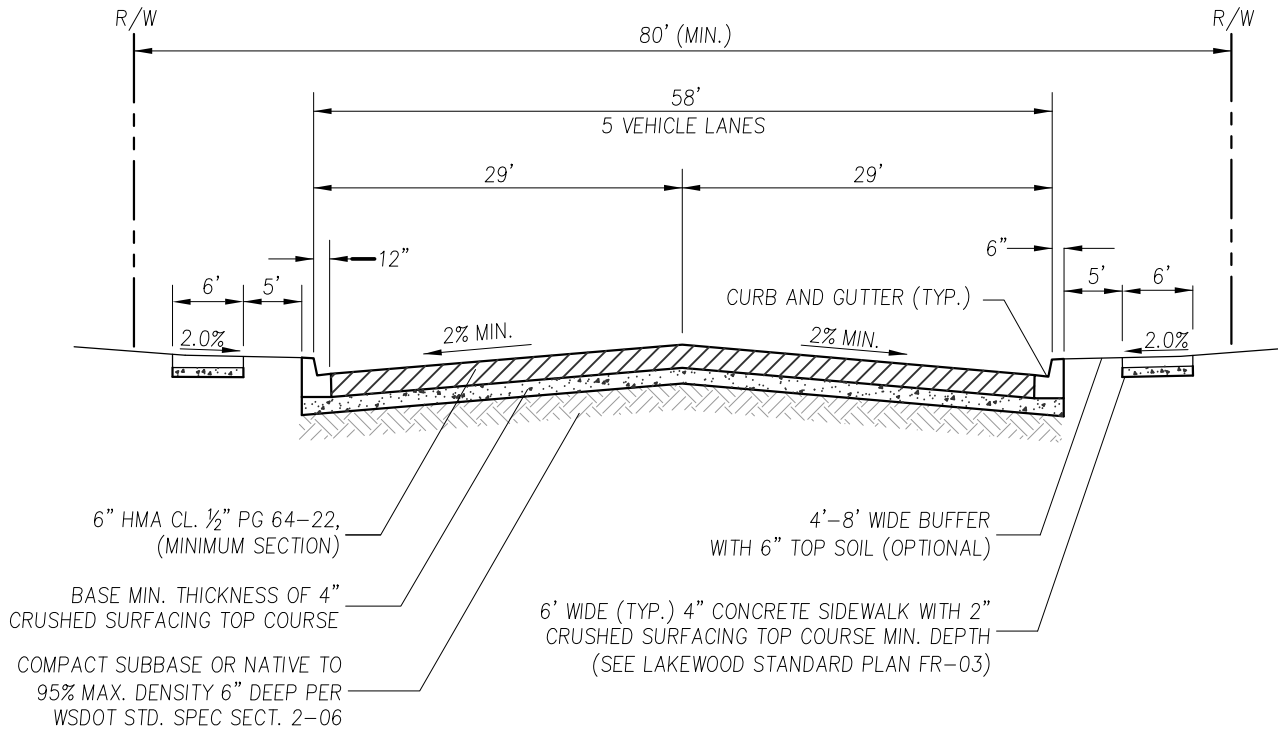
**TYPICAL SECTION**

2 INSIDE TRAVEL LANES AT 11' = 22'  
 2 CURB TRAVEL LANES AT 12' = 24'  
 1 TURN LANE AT 12'  
 (SEE NOTE 1)

CURB-TO-CURB WIDTH = 58'

2 CURBS AT 0.5' = 1'  
 2 PLANTER STRIPS AT 4.5' = 9'  
 2 SIDEWALKS AT 6' = 12'

STANDARD RIGHT-OF-WAY WIDTH = 80'



APPROVED FOR PUBLICATION

*Paul A. Bucich* 01/10/20  
 Paul A. Bucich, P.E.  
 PUBLIC WORKS DIRECTOR/CITY ENGINEER



Public Works Department

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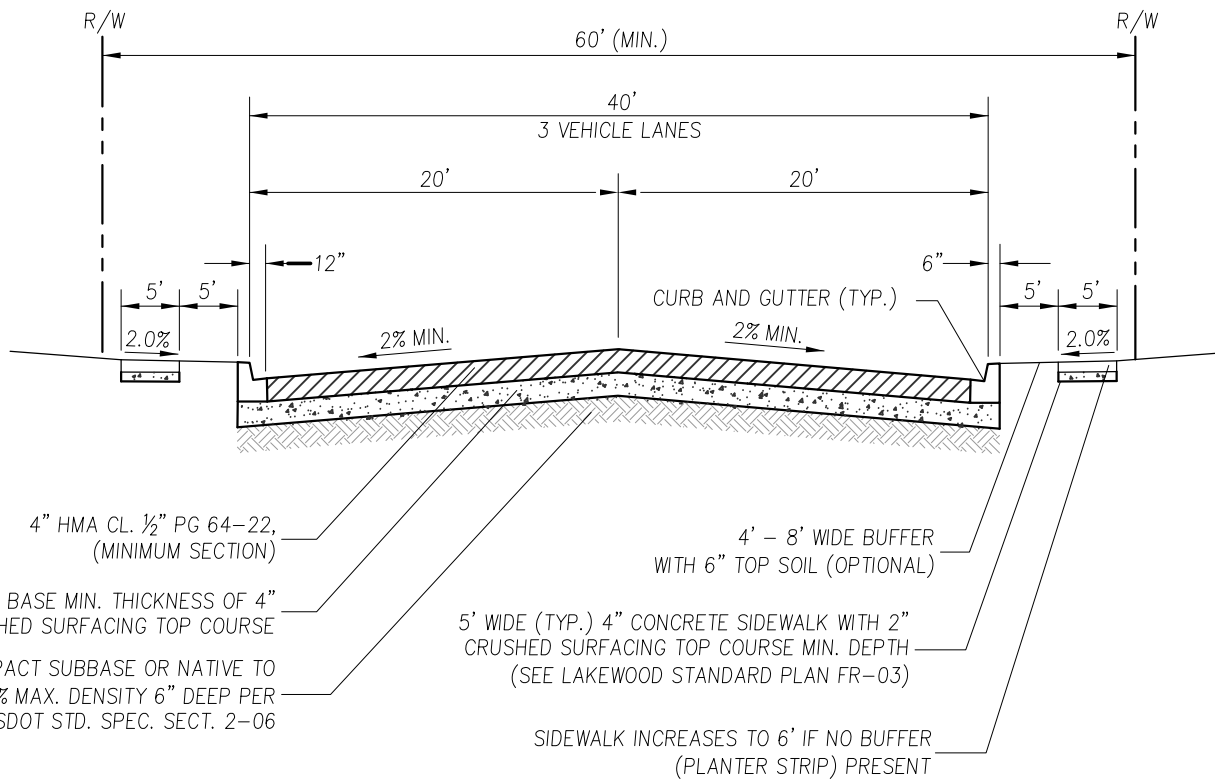
40 of 53  
 6000 Main Street SW 98499

NOT TO SCALE

**Principal/Minor  
 Arterial Street**

**RW-02**





**GENERAL NOTES:**

1. EXTRA WIDTH MAY BE REQUIRED FOR BICYCLE FACILITIES.
2. THIS TYPICAL STREET CROSS SECTION DOES NOT PROVIDE FOR ON STREET PARKING.
3. PAVEMENT SECTIONS SHOWN ARE MINIMUM ALLOWED AND SHALL BE SUPPORTED BY ENGINEERED PAVEMENT DESIGN.
4. SEE PROJECT LANDSCAPE PLANS FOR PLANTERS STIP DETAILS.
5. 10' SIDEWALK WIDTH AT TRANSIT STOP LOCATIONS.

**RIGHT-OF-WAY CALCULATION**

**TYPICAL SECTION**

2 CURB LANES AT 14' = 28'  
 1 TURN LANE AT 12'  
 (SEE NOTE 2)

CURB-TO-CURB WIDTH = 40'

2 CURBS AT 0.5' = 1'  
 2 PLANTER STRIPS AT 4.5' = 9'  
 2 SIDEWALKS AT 5' = 10'

STANDARD RIGHT-OF-WAY WIDTH = 60'

APPROVED FOR PUBLICATION

*Paul A. Bucich*  
 Paul A. Bucich, P.E.  
 PUBLIC WORKS DIRECTOR/CITY ENGINEER

01/10/20  
 DATE



Public Works Department

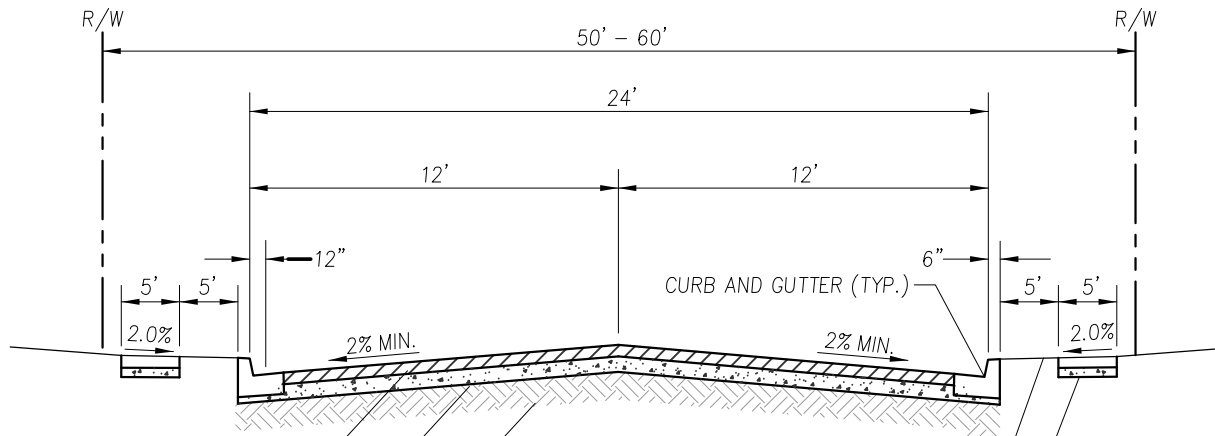
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41 of 53  
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**Collector  
 Arterial Street**

**RW-03**



3" HMA CL. 1/2" PG 64-22, (MINIMUM SECTION)

BASE MIN. THICKNESS OF 4" CRUSHED SURFACING TOP COURSE

COMPACT SUBBASE OR NATIVE TO 95% MAX. DENSITY 6" DEEP PER WSDOT STD. SPEC. SECT. 2-06

4' - 6' WIDE BUFFER WITH 6" TOPSOIL (OPTIONAL)

5' WIDE (TYP.) 4" CONCRETE SIDEWALK WITH 2" CRUSHED SURFACING TOP COURSE MIN. DEPTH (SEE LAKEWOOD STANDARD PLAN FR-03)

**GENERAL NOTES:**

1. THE TRAVEL LANES ACCOMMODATE BICYCLES AND MOTORIZED VEHICLES.
2. 10' SIDEWALK WIDTH AT TRANSIT STOP LOCATIONS.
3. RIGHT OF WAY WIDTH 50 FEET WITH UNDERGROUND UTILITY; 60 FEET WITH SURFACE UTILITIES.

**RIGHT-OF-WAY CALCULATION**

**TYPICAL SECTION**

2 TRAVEL LANES AT 12' = 24'

CURB-TO-CURB WIDTH = 24'

2 CURBS AT 0.5' = 1'

2 PLANTER STRIPS AT 5' = 10'

2 SIDEWALKS AT 5' = 10'

STANDARD RIGHT-OF-WAY WIDTH = 60'

APPROVED FOR PUBLICATION

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 PUBLIC WORKS DIRECTOR/CITY ENGINEER



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6000 Main Street SW 98499

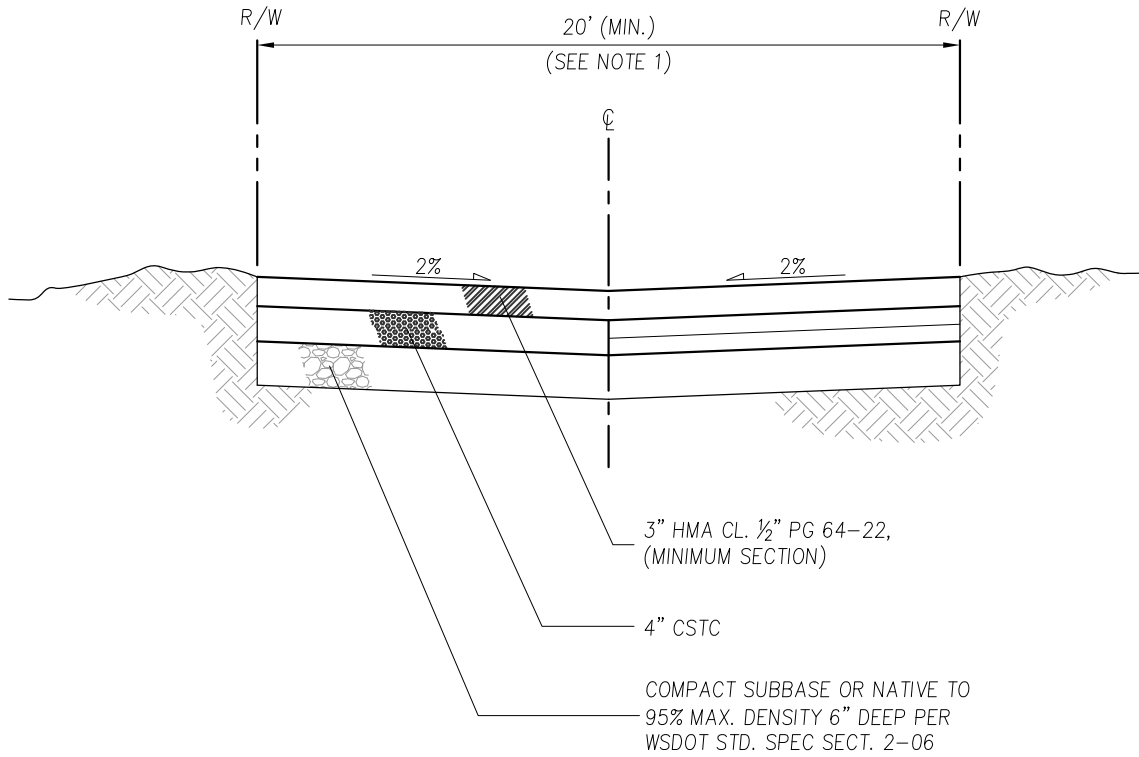
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**Local Access Street**

**RW-04**

**GENERAL NOTES:**

1. ALL NEW ALLEYS SHALL HAVE A MINIMUM WIDTH OF 20'. ALLEY RIGHT-OF-WAYS MAY VARY. SEE LAKEWOOD ENGINEERING STANDARDS MANUAL SECTION 4.10.
2. COMPACTION TESTS ON HMA SHALL BE A MIN. OF 92% OF MAXIMUM DENSITY VALUE.
3. COMPACTION TESTS ON SUBGRADE AND TOP OF ROCK WILL BE REQUIRED. THE NUMBER OF TESTS SHALL BE AT THE DISCRETION OF THE DIRECTOR. ALL TESTING SHALL BE THROUGH A LICENSED LABORATORY. THE MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DRY DENSITY OF BOTH SUBGRADE AND TOP OF ROCK.
4. ADJUST ALL UTILITIES TO FINISH GRADE.



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 Paul A. Bucich, P.E. DATE  
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Public Works Department

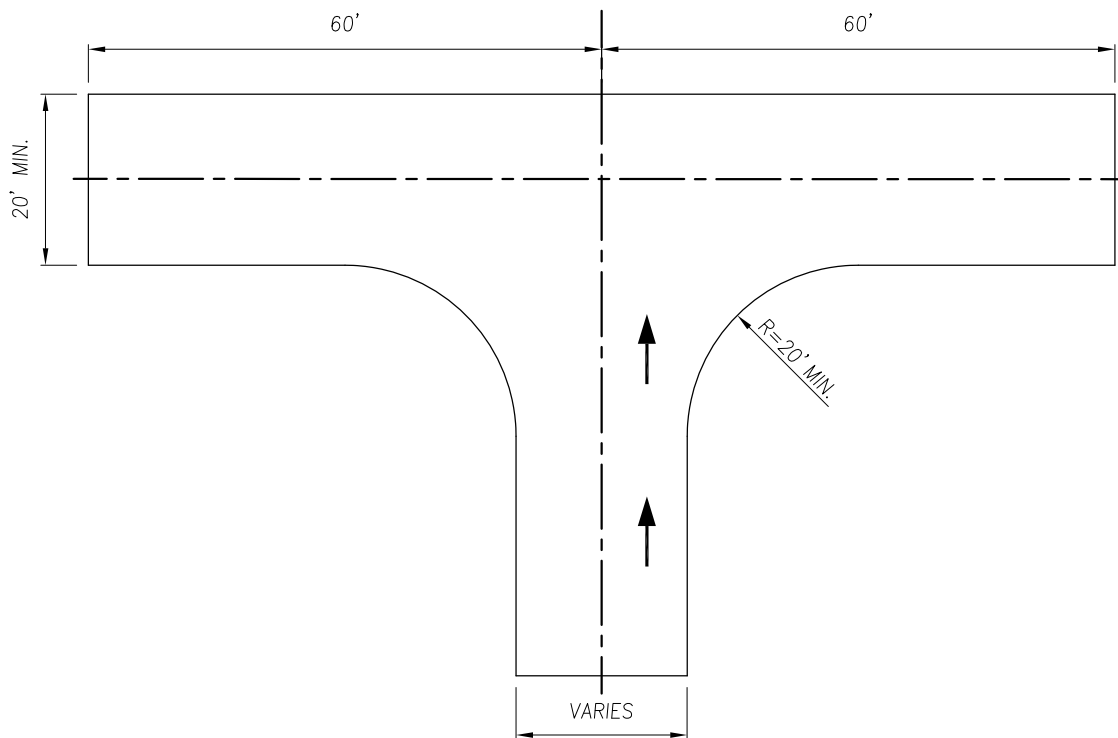
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**Alley**

**RW-05**



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01/10/20  
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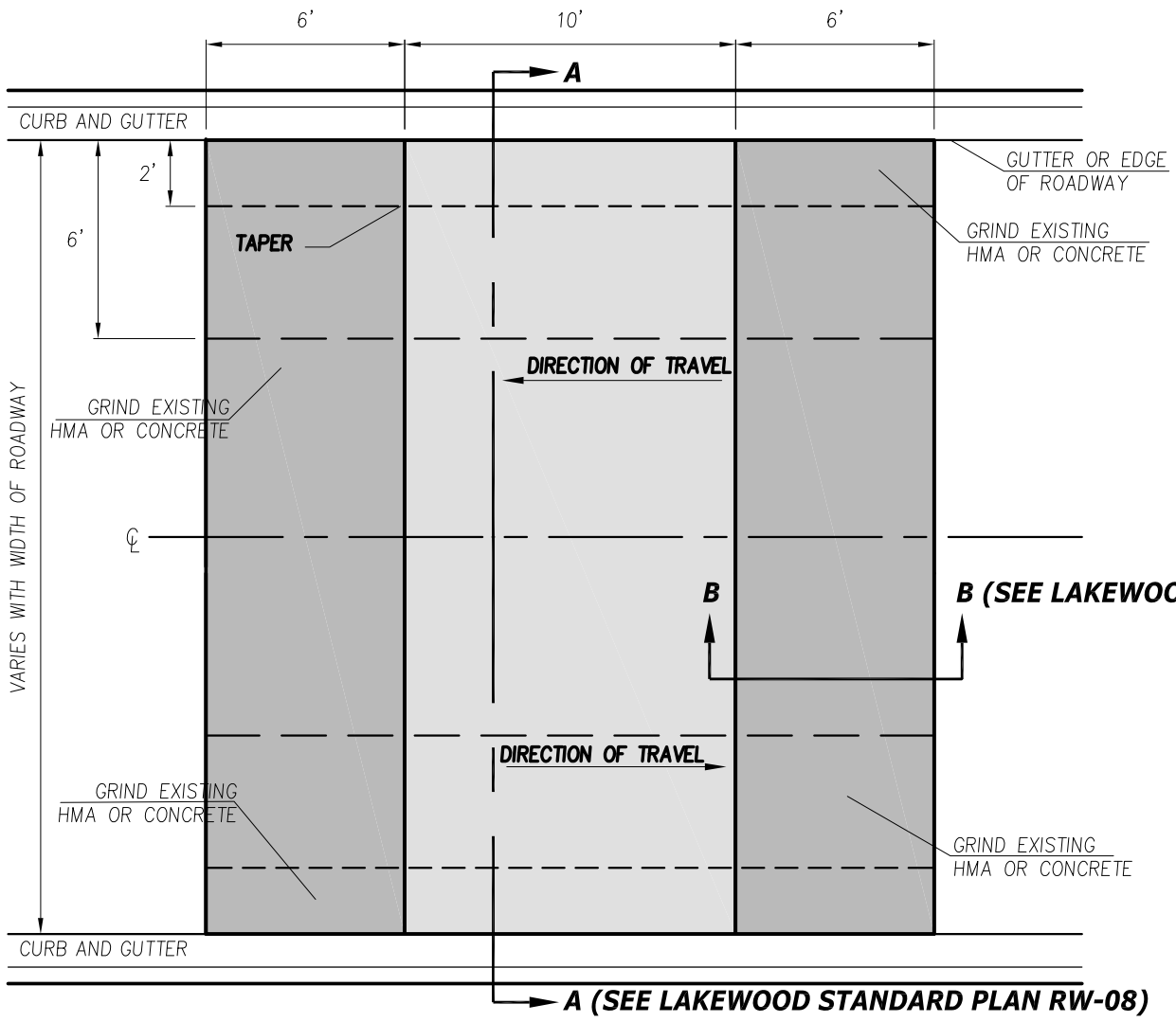
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44 of 53  
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**Dead-End  
 Hammerhead**

**RW-06**



**GENERAL NOTES:**

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION UNLESS OTHERWISE NOTED.
2. EXACT LOCATIONS OF SPEED TABLE TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.
3. TAPER SPEED TABLE TO TWO INCHES ABOVE EXISTING SHOULDER GRADE IF THERE IS NO CURB AND GUTTER.
4. SEE LAKEWOOD STANDARD PLAN RW-08 FOR TYPICAL SECTION "A-A" A NORMAL CROWN SECTION DETAIL. EXISTING ROADWAY PAVEMENT PROFILES AND CROWN MAY VARY FROM THE TYPICAL. IN ALL CASES A 3" DEPTH HMA TABLE SHALL BE CONSTRUCTED WITH 2" GRINDING AND HMA DEPTH AT THE MEET LINES.
5. SEE LAKEWOOD STANDARD PLAN RW-09 FOR PAVEMENT MARKINGS AND SIGNAGE.

**SPEED TABLE - PLAN**

**APPROVED FOR PUBLICATION**

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 Paul A. Bucich, P.E.  
 PUBLIC WORKS DIRECTOR/CITY ENGINEER

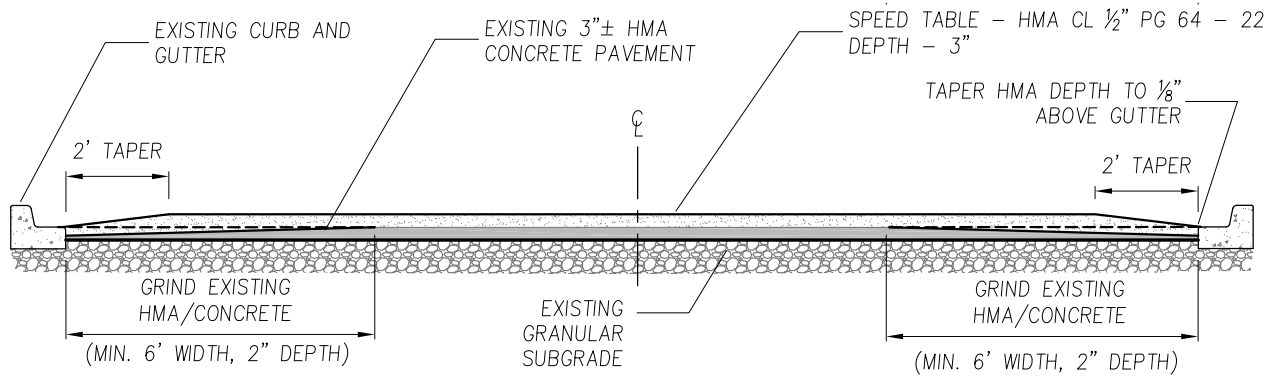


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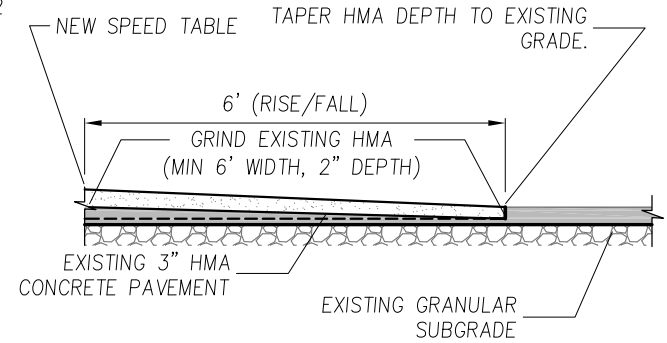
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**Speed Table Construction**

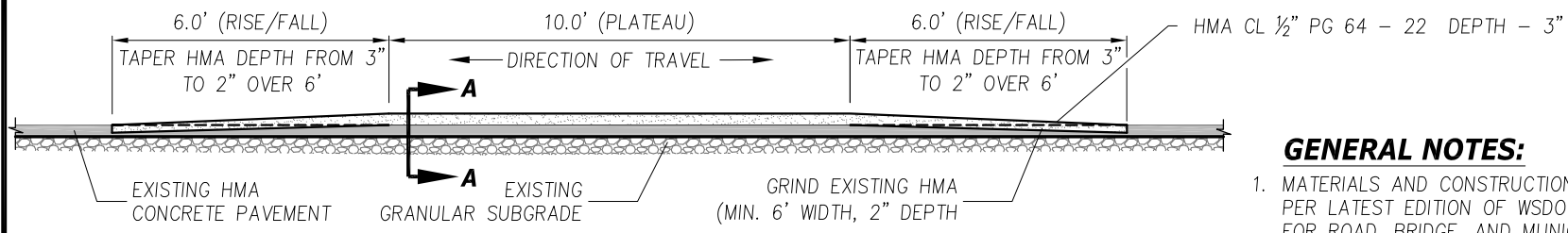
**RW-07**



**SPEED TABLE SECTION A-A**



**SPEED TABLE SECTION B-B**



**SPEED TABLE CENTER PROFILE**

**GENERAL NOTES:**

1. MATERIALS AND CONSTRUCTION REQUIREMENTS SHALL BE PER LATEST EDITION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION UNLESS OTHERWISE NOTED.
2. EXACT LOCATION OF SPEED TABLES TO BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.
3. IF CURB AND GUTTER DOES NOT EXIST, TAPER SPEED TABLE TO TWO INCHES ABOVE EXISTING SHOULDER GRADE.

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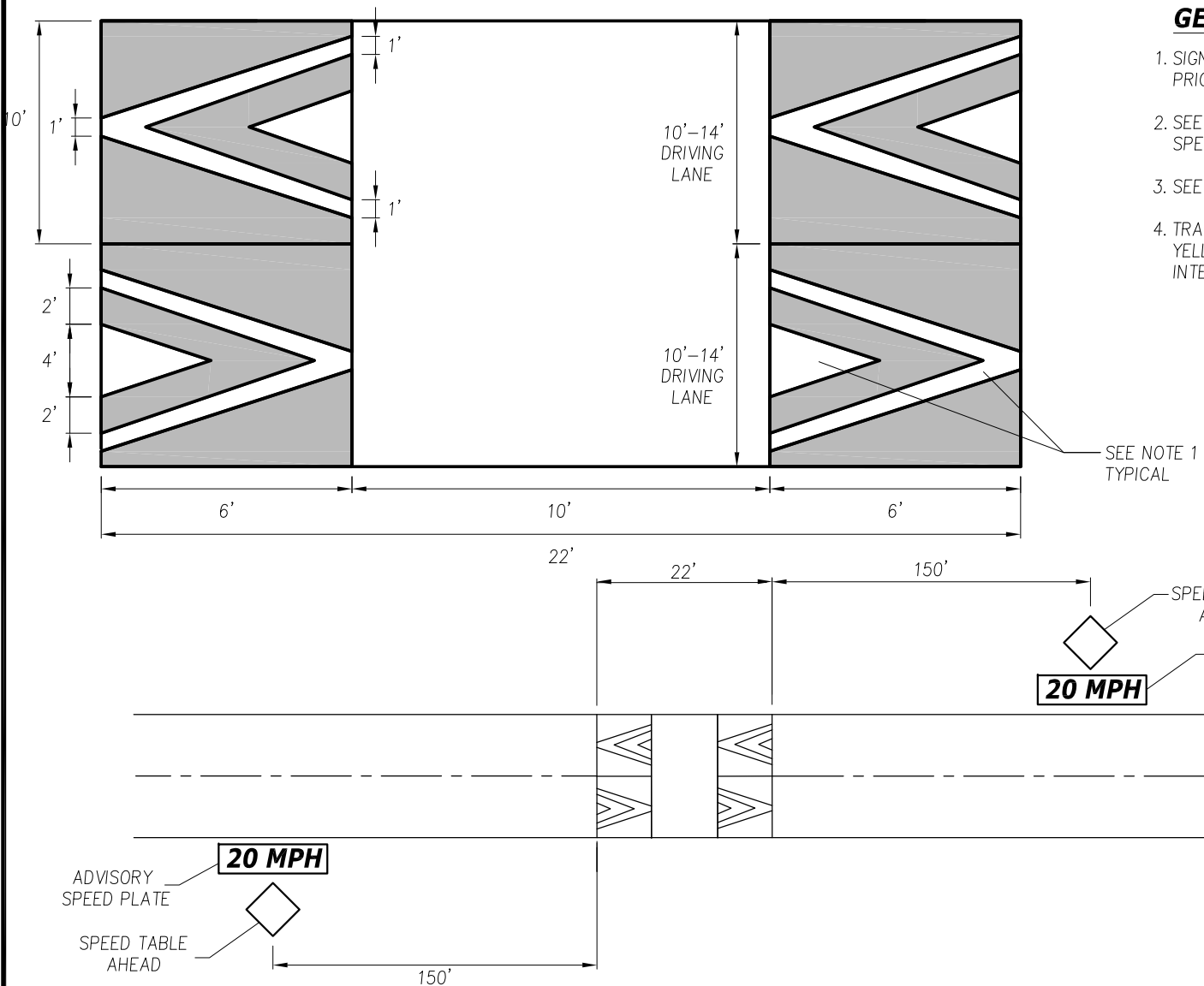


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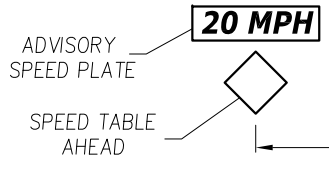
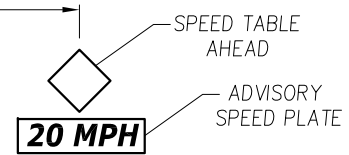
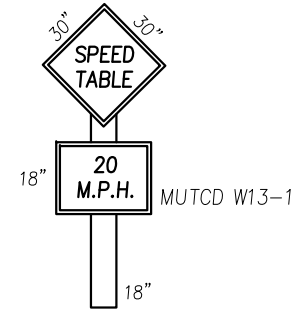
**Speed Table  
Details**

**RW-08**



**GENERAL NOTES:**

1. SIGNS AND MARKINGS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION.
2. SEE LAKEWOOD STANDARD PLAN RW-07 AND RW-08 FOR SPEED TABLE CONSTRUCTION DETAILS.
3. SEE MUTCD FIGURE 3B-30 FOR PAVEMENT MARKING DETAILS.
4. TRAFFIC SIGNS SHALL HAVE BLACK BORDER AND TEXT ON YELLOW BACKGROUND. SIGNS SHALL HAVE TYPE FOUR HIGH INTENSITY SHEETINGS.



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47 of 53

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**Speed Table  
 Pavement Markings  
 and Signage**

**RW-09**

## ATTACHMENT D

### Lakewood 2044 Growth Targets

Lakewood has to plan for **9,378 new housing units** plus **574 new emergency housing units** by 2044, and under state law, some of the units have to be **affordable<sup>4</sup>** to people at all percentages of the Pierce County’s area median income (AMI) identified below:

Permanent Housing Needs by % of Pierce County Area Median Income <sup>5</sup> (AMI)									
	Total	0-30%		30-50%	50-80%	80-100%	100-120%	120%+	Emergency Units***
		PSH*	Non-PSH						
'20 Estimate	26,999	588	101	4,565	11,699	4,347	2,250	3,449	8
'44 Allocation	<b>9,378</b>	<b>1,212</b>	<b>1,367</b>	<b>1,739</b>	<b>1,375</b>	<b>592</b>	<b>536</b>	<b>2,287</b>	<b>574</b>

\*PSH = Permanent Supportive Housing

\*\*\*The Downtown and Station District Subareas both allow emergency shelter and housing units per Ordinance 789. Permanent supportive housing, rapid rehousing, and transitional housing are allowed in all areas zoned for residential units citywide.

	2044 Growth Target	ID'd for DSAP by 2035**	ID'd for LSDS by 2035**	Elsewhere in City	Emergency Units
<b>Housing Units**</b>	9,378	2,257 (24%)	1,722 (18%)	5,399 (58%)	574
<b>Jobs</b>	9,863	7,359 (75%)	1,276 (13%)	1,228 (12%)	-

\*\*Housing Units by AMI will need to be allocated within the City’s Downtown and Station District subareas along with the rest of the City as part of the 2024 Comprehensive Plan Periodic Review.

If Lakewood finds it doesn't have enough capacity for lower income housing needs, it will need to add more zoning capacity for higher density housing types in residential zones as part of the 2024 Comprehensive Plan Periodic Review.

<sup>4</sup> What is “affordable housing”? Housing that costs no more than 30% of what a household makes each month.

<sup>5</sup> Pierce County’s AMI is roughly 20% higher than Lakewood’s citywide AMI.





E2SHB 1110 Chapter 332, 2023 Laws

<u>Bill</u> ▾	<u>RCW</u>	<u>Description</u>	<u>Action</u>
<a href="#">E2SHB 1110</a>	<a href="#">36.70a</a>	Middle housing	Add section or chapter
<a href="#">E2SHB 1110</a>	<a href="#">36.70a.030</a>	Middle housing	Amend section
<a href="#">E2SHB 1110</a>	<a href="#">36.70a.280</a>	Middle housing	Amend section
<a href="#">E2SHB 1110</a>	<a href="#">43.21c.450</a>	Middle housing	Amend section
<a href="#">E2SHB 1110</a>	<a href="#">43.21c.495</a>	Middle housing	Amend section
<a href="#">E2SHB 1110</a>	<a href="#">64.32</a>	Middle housing	Add section or chapter
<a href="#">E2SHB 1110</a>	<a href="#">64.34</a>	Middle housing	Add section or chapter
<a href="#">E2SHB 1110</a>	<a href="#">64.38</a>	Middle housing	Add section or chapter
<a href="#">E2SHB 1110</a>	<a href="#">64.90</a>	Middle housing	Add section or chapter

EHB 1337 Chapter 334, 2023 Laws

<u>Bill</u> ▾	<u>RCW</u>	<u>Description</u>	<u>Action</u>
<a href="#">EHB 1337</a>	<a href="#">36.70a</a>	Accessory dwelling units	Add section or chapter
<a href="#">EHB 1337</a>	<a href="#">36.70a.280</a>	Accessory dwelling units	Amend section
<a href="#">EHB 1337</a>	<a href="#">36.70a.696</a>	Accessory dwelling units	Amend section
<a href="#">EHB 1337</a>	<a href="#">43.21c.495</a>	Accessory dwelling units	Amend section
<a href="#">EHB 1337</a>	<a href="#">64.32</a>	Accessory dwelling units	Add section or chapter
<a href="#">EHB 1337</a>	<a href="#">64.34</a>	Accessory dwelling units	Add section or chapter
<a href="#">EHB 1337</a>	<a href="#">64.38</a>	Accessory dwelling units	Add section or chapter
<a href="#">EHB 1337</a>	<a href="#">64.90</a>	Accessory dwelling units	Add section or chapter



TO: Planning Commission  
FROM: Tiffany Speir, Long Range & Strategic Planning Manager  
DATE: November 1, 2023  
SUBJECT: 2024 Comprehensive Plan Periodic Review: Community Engagement and Outreach Status

---

## **BACKGROUND**

State laws governing public participation for the 2024 Periodic Review require:

- ensuring public participation (and choices for providing it) in the comprehensive planning process; and
- that a process has been established for early and continuous public notification and participation in the planning process.

## **DISCUSSION**

### Online Engagement

Lakewood has two online destinations for anyone wanting to track the 2024 Comprehensive Plan Periodic Review:

- <https://cityoflakewood.us/24periodicreview/>
- <https://lakewoodwaspeaks.org/>

Both sites allow viewers to sign up for updates about the Periodic Review. Lakewood also has created an electronic update distribution list for interested individuals that currently has 37 subscribers.

The Lakewood WA Speaks site also allows viewers to submit public comments.

### Stakeholder Committees

In the fall of 2022, the City formed a committee to review and provide community input on updates to the Housing Element related to HB 1220 (planning for housing at all economic segments) as well as to review and update the City's Energy and Climate Change Chapter through summer 2023. Participants included:

- Jason Gano (Master Builders Assn. of Pierce County);
- Alex Harrington (Master Builders Assn. of Pierce County);
- Amy Tousley (PSE);
- Sarah LaBrasca (LL&P);
- Rachel Lehr (Rebuilding Together South Sound);
- Jesse Black (Springbrook Connections); and
- Janne Hutchins (LASA);
- Claire Aijian (Emergency Food Network);
- Mandy Ma (Resident); and
- LaTasha Wortham (TPU)

In summer/fall 2023, the City has formed a larger steering committee to provide feedback regarding the full 2024 Comprehensive Plan periodic review and a second, smaller committee focused on the 2011 Tillicum Neighborhood Plan update. The

identification of participants is being completed by October 31, 2023, included below are names that have been identified to date.

As of now, the **2024 Periodic Review Steering Committee** is anticipated to include:

- Claire Aijan. Resident
- Erin Dilworth. Tacoma-Pierce County Health Department
- Jason Gano. Master Builders Assn. of Pierce County
- Sarah LaBrasca. Lakeview Power
- Rachel Lehr. Rebuilding Together South Sound
- Jesse Black. Springbrook Connections
- Taniesha Lyons. Resident
- Katherine Brooks. Resident
- Bill Potter. Rotary Club
- Jeanne Ehlers. Resident
- TBA from Multicultural Coalition
- Janne Hutchins. Resident
- Mark Herr. Small business owner
- Eric Seibel. Resident, Environmental Issues (*tentative.*)
- Jason Scales. LASA (*tentative*)
- Anthony Veliz. Resident and small business owner (*tentative*)

As of now, the **2024 Tillicum Woodbrook Subarea Plan (TWSP) Steering Committee** is anticipated to include:

- Darrin Lowry. CSAB/Resident
- Danielle Amory. Resident
- Bob Warfield. Tillicum Community Center
- Claudia Fisher. Tillicum Community Center
- David Anderson. Tillicum Woodbrook Neighborhood Association
- Jordan Kelso. Small business
- TBA from Communities in Schools Lakewood (*tentative.*)

Open Houses and Other Public Meetings:

Held to date:

- 4 Focus Groups
  - o Springbrook Connection
  - o Affordable Housing Consortium
  - o Lakewood Lions
  - o Lakewood Community Collaboration
- 2 Pop Up Events
  - o Clover Park Technical College
  - o Lakewood Youth Summit
- Joint 2024 Steering Committee & TWSP Committee Meeting
- TWSP Committee Meeting #2

The upcoming 2024 Periodic Review and TWSP public engagement schedule is included below (subject to change.)

