



November 15, 2023 at 6:30 pm

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/81793723141>. Phone: (253) 215- 8782 and enter participant ID: 817 9372 3141.
- **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. 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 dated November 1, 2023

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARING

- None

UNFINISHED BUSINESS

- Continued discussion regarding City Parking and Regulation

NEW BUSINESS

- Data regarding Climate Change / Greenhouse Gas Emissions in Lakewood

NEXT STEPS

REPORTS FROM COUNCIL LIAISON, CITY STAFF, COMMISSION MEMBERS

Attachments

- Staff Report: City Parking Policy and Regulation
- Staff Report: Lakewood GHG Emissions Data



**Lakewood Planning Commission
November 1, 2023
Meeting Minutes**

MEETING PLACE/DATE

Lakewood City Hall (6000 Main St SW, Lakewood, WA) / November 1, 2023.

WELCOME/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; Robert Estrada, Paul Wagemann, Brian Parsons, Linn Larsen and Philip Combs (arrived after the vote on minutes).

Planning Commission Members Excused: None

Staff: David Bugher, Assistant City Manager/Community & Economic Development Director; Tiffany Speir, Long Range & Strategic Planning Manager; and Karen Devereaux, Administrative Assistant

Youth Council Liaison: None in attendance

Council Liaison: Councilmember Paul Bocchi (not present)

APPROVAL OF MINUTES

The minutes of the meeting held on October 4, 2023 was approved as written by voice vote M/S/C Larsen/Wagemann. The motion carried unanimously, 6-0.

AGENDA UPDATES

PUBLIC COMMENT

No members of the public were in attendance and no one online raised their hand to make comment.

UNFINISHED BUSINESS

None.

NEW BUSINESS

Effects of Housing Densification on Lakewood Parking and Streets: Ms. Tiffany Speir provided the Planning Commission with information about the City's current regulation and financial planning for street improvements compared to the new

parking restrictions adopted by the State Legislature per E2SHB 1110 (requiring the City to allow middle housing in historically single-family areas) and EHB 1337 (requiring the City to allow accessory dwelling units in historically single-family areas.)

Planning Commissioners discussed their perspectives and initial recommendations regarding whether the City should update its policies and construction financial planning to allow on-street parking.

Update on Public Engagement Efforts: Ms. Tiffany Speir provided an update on the status of the establishment of a 2024 Comprehensive Plan Steering Committee and Tillicum-Woodbrook Subarea Plan Steering Committee. She also shared information about the City’s multiple on-line public resources and public outreach events completed to date for the 2024 Comprehensive Plan Periodic Review.

REPORTS

Council Liaison Comments None.

City Staff Comments

Ms. Speir reviewed the upcoming meetings schedule with Commissioners.

Commission Members Comments None.

NEXT MEETING would be held as a hybrid in-person/ZOOM meeting on Wednesday, November 15, 2023.

ADJOURNMENT Meeting adjourned at 7:30 p.m.

Don Daniels, Chair 11/15/2023

Karen Devereaux, Clerk 11/15/2023



TO: Planning Commission

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

DATE: November 15, 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**)

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>Single Family (R1 & R2 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. R3 & R4 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>Mixed Residential (MR1 & MR2 provide for moderate residential density using a variety of urban housing types and designs.)</p>		<p>Multifamily (MF1 provides for a variety of medium-density housing types and designs. MF2 provides for high-density housing types and designs, especially of a multi-story design. MF3 integrates urban, high-density, multi-story housing in close proximity to a principal or minor arterial, with commercial/ residential districts.)</p>			<p>Arterial Residential Commercial (ARC provides for residential uses many of which exist, along busy City streets while permitting low-intensity and low-impact commercial uses.)</p>
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC
Density	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
Minimum Lot size	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.**

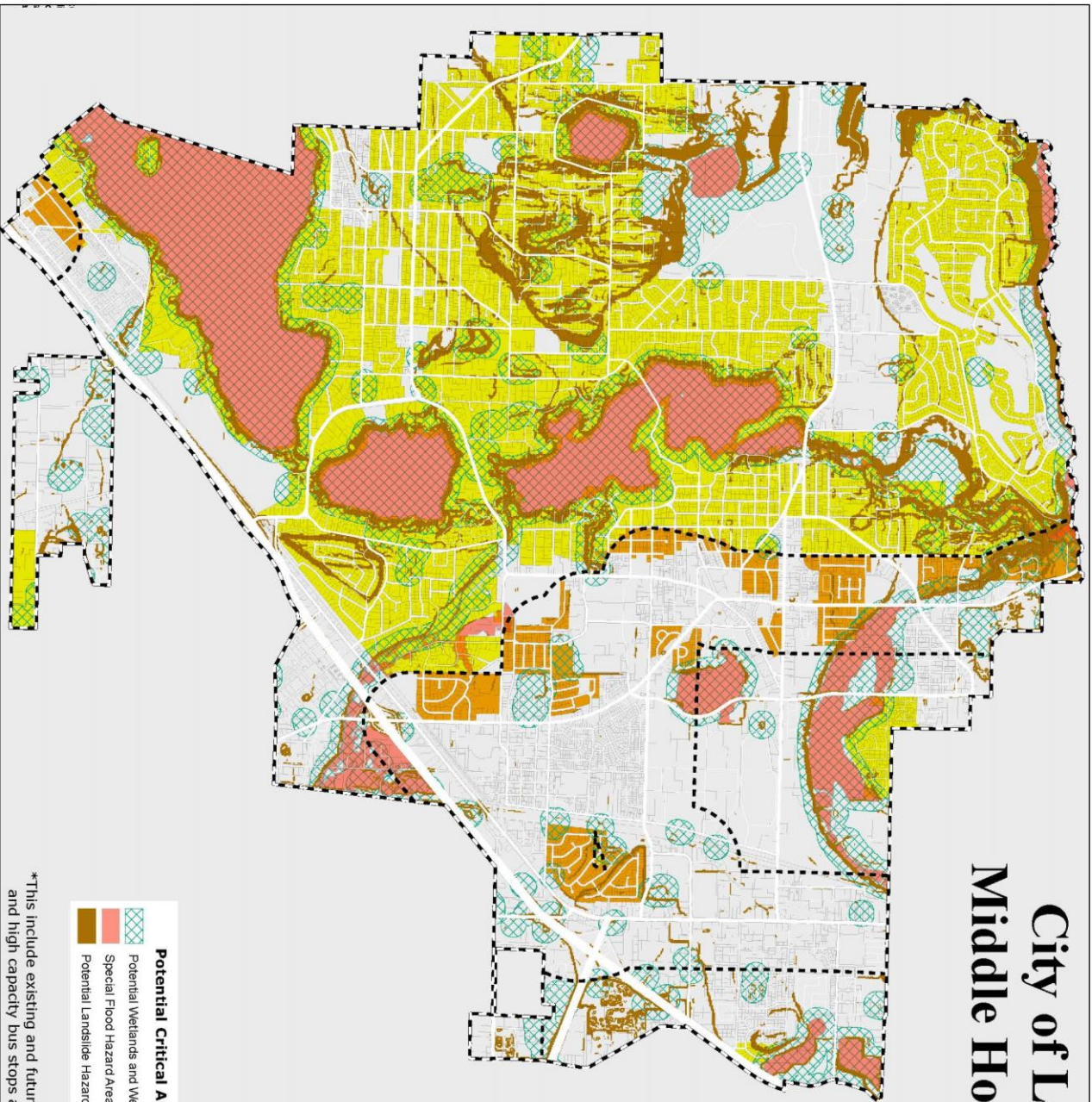
In summary, E2SHB 1110 and EHB 1337 require Lakewood to allow middle housing and accessory dwelling units (ADUs) in its planning policies, land use zoning, and development regulations as shown below in the listed zones:

Housing Units	How many per lot?
Middle Housing Basic Rule	2 units/lot in <u>SF areas</u> (R1-R4 zones)
Middle Housing ¼ Mile from Major Transit Stop	4 units/lot in <u>SF areas</u>
Middle Housing if 1+ unit affordable	4 units/lot wherever base rule applies in <u>SF areas</u>
Middle Housing in non-sewered areas	2 units/lot 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>At least 2 ADUs on all lots that meet the minimum lot size in <u>each zone that allows for single-family homes</u>. (R1-R4, MR1, MR2, and ARC zones)</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"> 2 attached accessory dwelling units (ADUs) such as unit in a basement, attic, or garage. 1 attached ADU and 1 detached ADU, <u>or</u> 2 detached ADUs that may be comprised of either 1 or 2 detached structures. A conversion of an existing structure, such as a detached garage.
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



Potential Critical Areas

-  Potential Wetlands and Wetland Buffers
-  Special Flood Hazard Area
-  Potential Landslide Hazard Areas

R1 through R4 Zoned Parcels

-  Inside 1/4 Mile Transit Distance
-  Outside 1/4 Mile Transit Distance
-  1/4 Mile Transit Buffer*

*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 1110¹

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.**² 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.

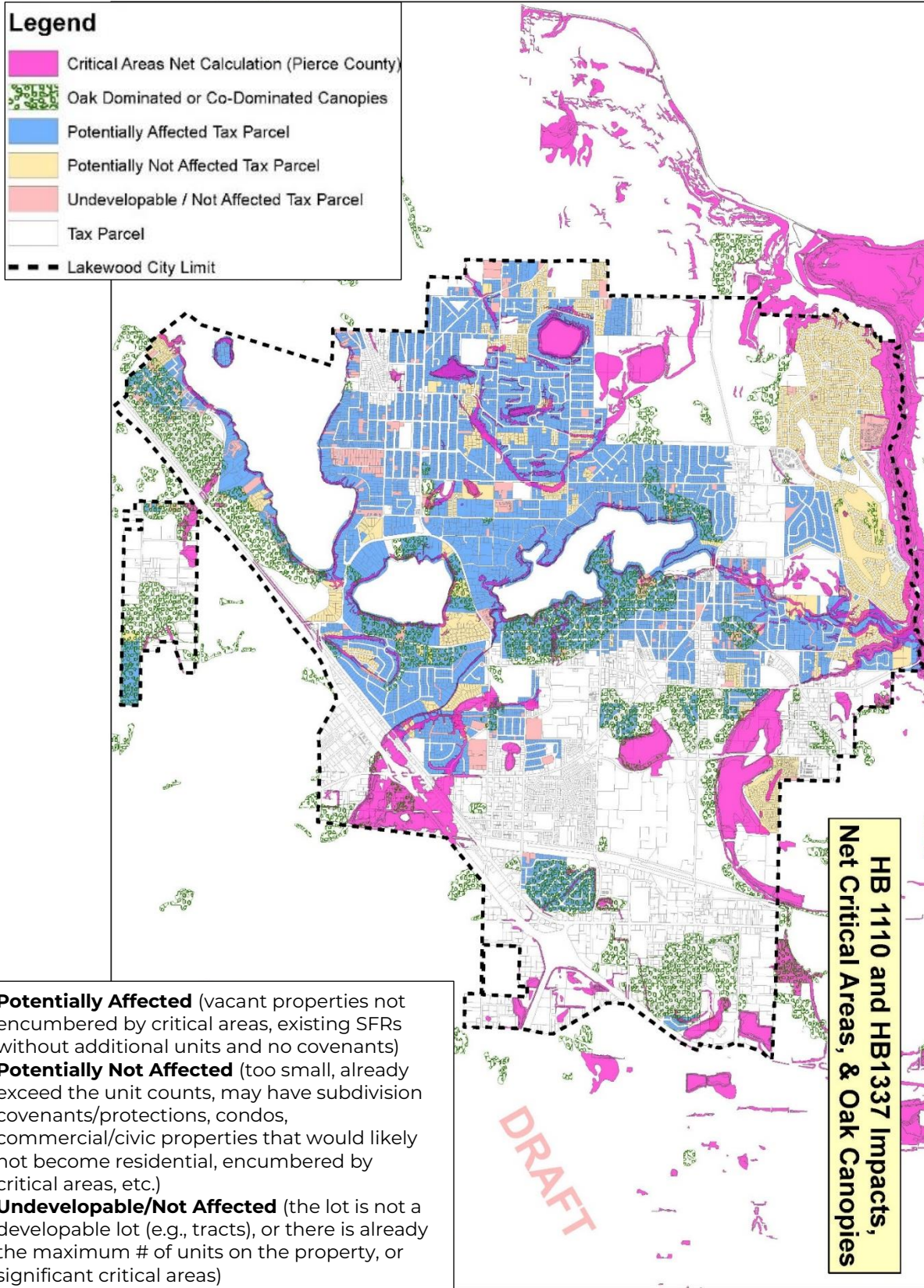
¹ The limits on off-street parking requirements do not apply if, based on an empirical study, Lakewood clearly demonstrates - and Commerce certifies - that:

- 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.

² 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.

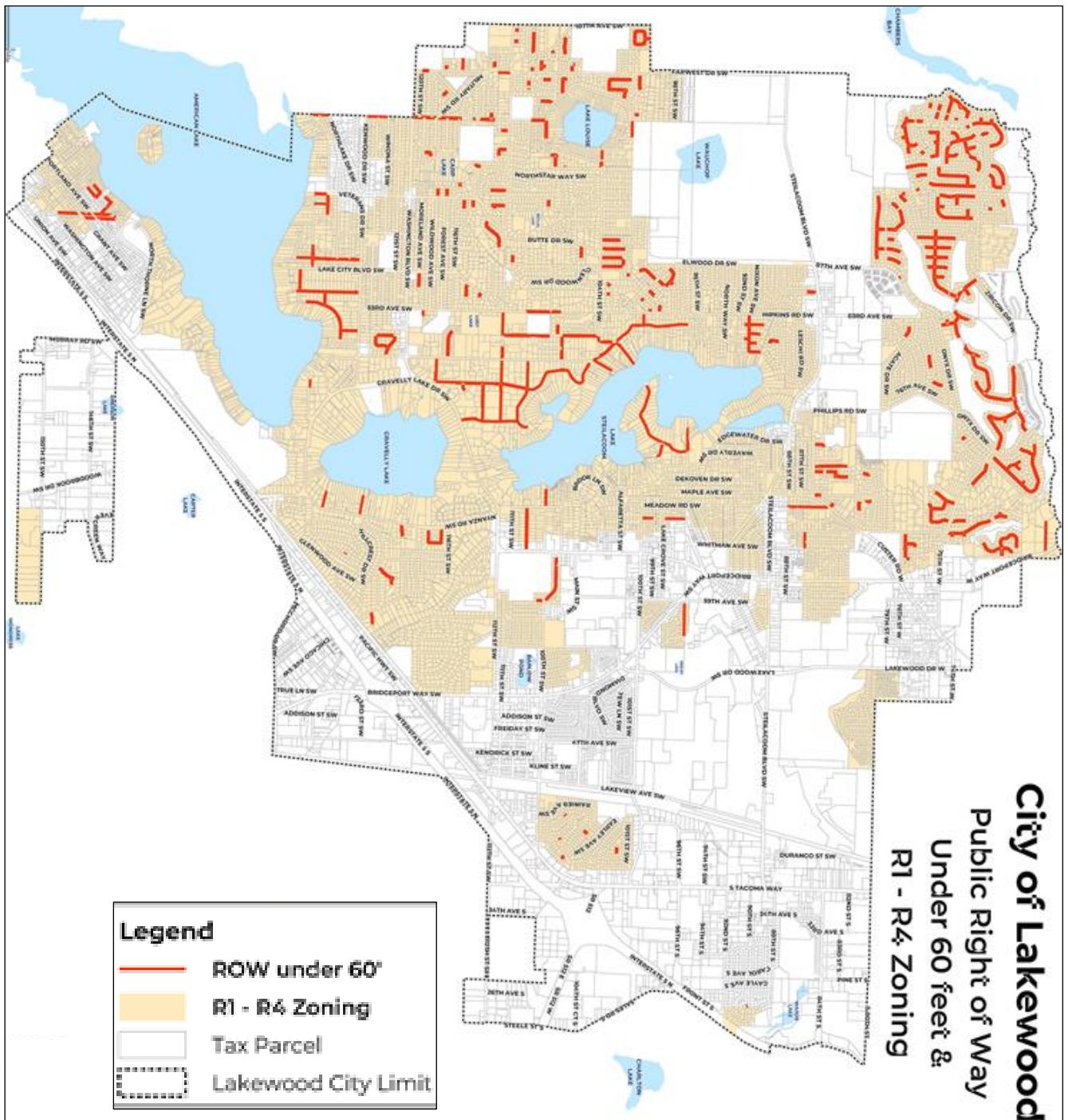
Locations where 2-4 middle housing units/lot & 2+ ADUs/lot apply in R1-R4 zones (Draft)



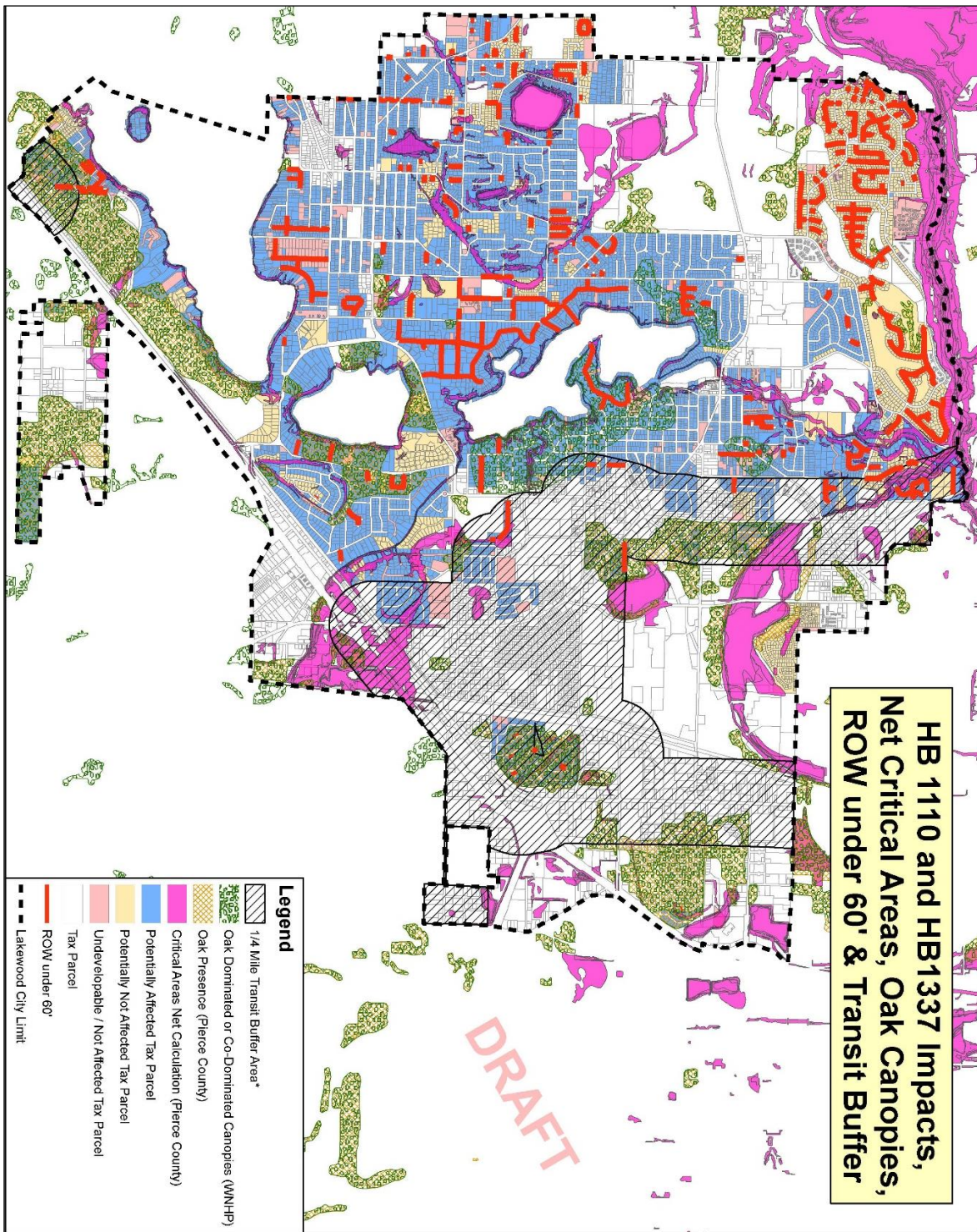
- **Potentially Affected** (vacant properties not encumbered by critical areas, existing SFRs without additional units and no covenants)
- **Potentially Not Affected** (too small, already exceed the unit counts, may have subdivision covenants/protections, condos, commercial/civic properties that would likely not become residential, encumbered by critical areas, etc.)
- **Undevelopable/Not Affected** (the lot is not a developable lot (e.g., tracts), or there is already the maximum # of units on the property, or significant critical areas)

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 SW³.



³ 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.

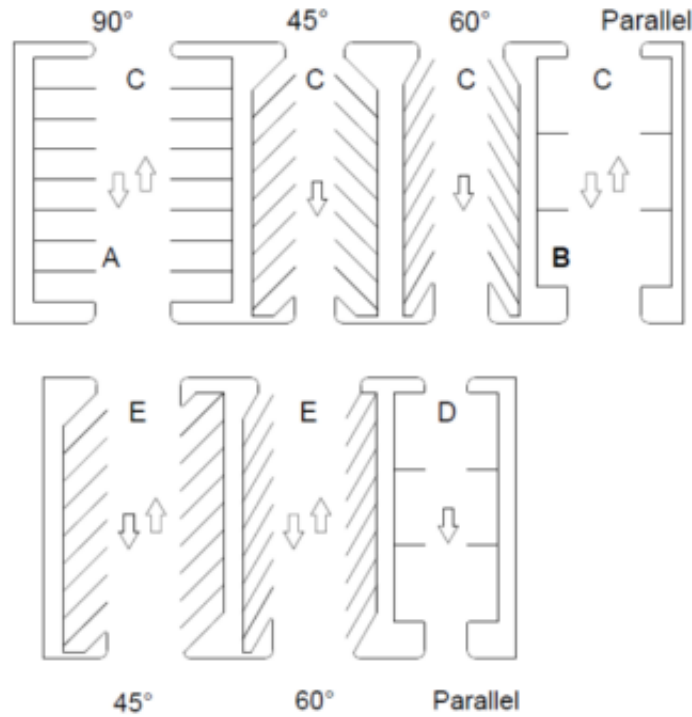
F. *Parking Standards.*

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H)).	Max	Required bicycle parking spaces
BUSINESS PARK				
General business park	Per 1,000 square feet	2	4	See offices
COMMERCIAL				
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4
Bowling alleys	Per alley	3	5	1 per 20 auto stalls. Minimum of 4
Commercial recreation	Per 1,000 square feet	3	5	1 per 20 auto stalls. Minimum of 4
Day care, preschools, nursery schools	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

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H)).	Max	Required bicycle parking spaces
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
INDUSTRIAL				
General industrial	Greatest number of employees on a single shift plus one space for	0.5	1	See offices

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H)).	Max	Required bicycle parking spaces
	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	
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per 5 auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA	10	11	1 per 25 auto stalls. Minimum of 2
Places of assembly with fixed seats	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
Stadiums, auditoriums, gymnasiums, theaters	Per 4 seats of the permitted assembly occupants. (School and/or public facility parking spaces may be used provided the facilities are on the	1	1.5	1 per 25 auto stalls. Minimum of 4

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum (TDM program only; see 18A.80.060(H)).	Max	Required bicycle parking spaces
	same or contiguous parcels within 300 feet of the theater or auditorium.)			
RESIDENTIAL				
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
Parking Stall Width (A)	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')
Parking Stall Depth (B)	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')
Width of Driveway Aisle (C)	13'	18'	24'	12'
Width of One-Way Access Driveway (D)	14'	14'	14'	14'
Width of Parking Lot Access Driveway (E)	24'	24'	24'	24'

[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.]

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 36.70A.698) 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 18A.80 LMC
Retail. Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Office	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC
Street-Level Retail 3,000 sq. ft. or less per business	None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail	Meet rates and standards of: Chapter 18A.80 LMC

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

1. *Reduction Due to Shared Parking at Mixed-Use Sites and Buildings.* A shared use parking analysis for mixed-use buildings and sites that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses.
2. *Reduction Due to Public Parking Availability.* The availability of public parking to accommodate the parking demand generated by the site or building. The City may approve a reduction in the amount of required parking by up to fifty (50) percent for any parking stalls that will be open and available to the public. On-street parking may be considered for the reduction; any new on-street parking provided will be counted toward the required parking availability.
3. *Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand.* Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight (8) hours.
4. *Reduction for Housing in Proximity to Sounder Station (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.]

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

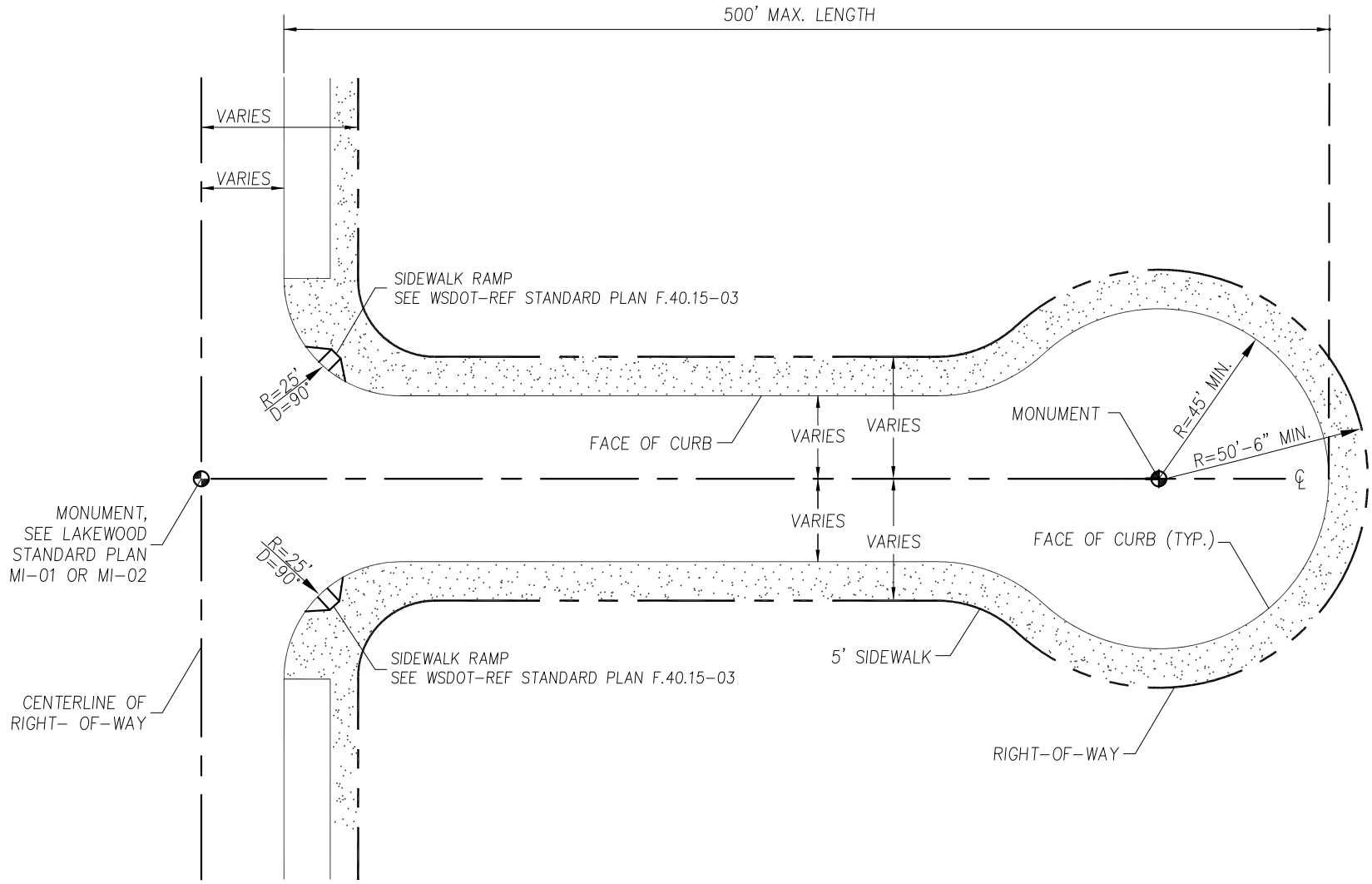
Disclaimer: The city clerk's office has the official version of the Lakewood Municipal Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

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

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

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ATTACHMENT C



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

01/10/20
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6000 Main Street SW 98499

NOT TO SCALE

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

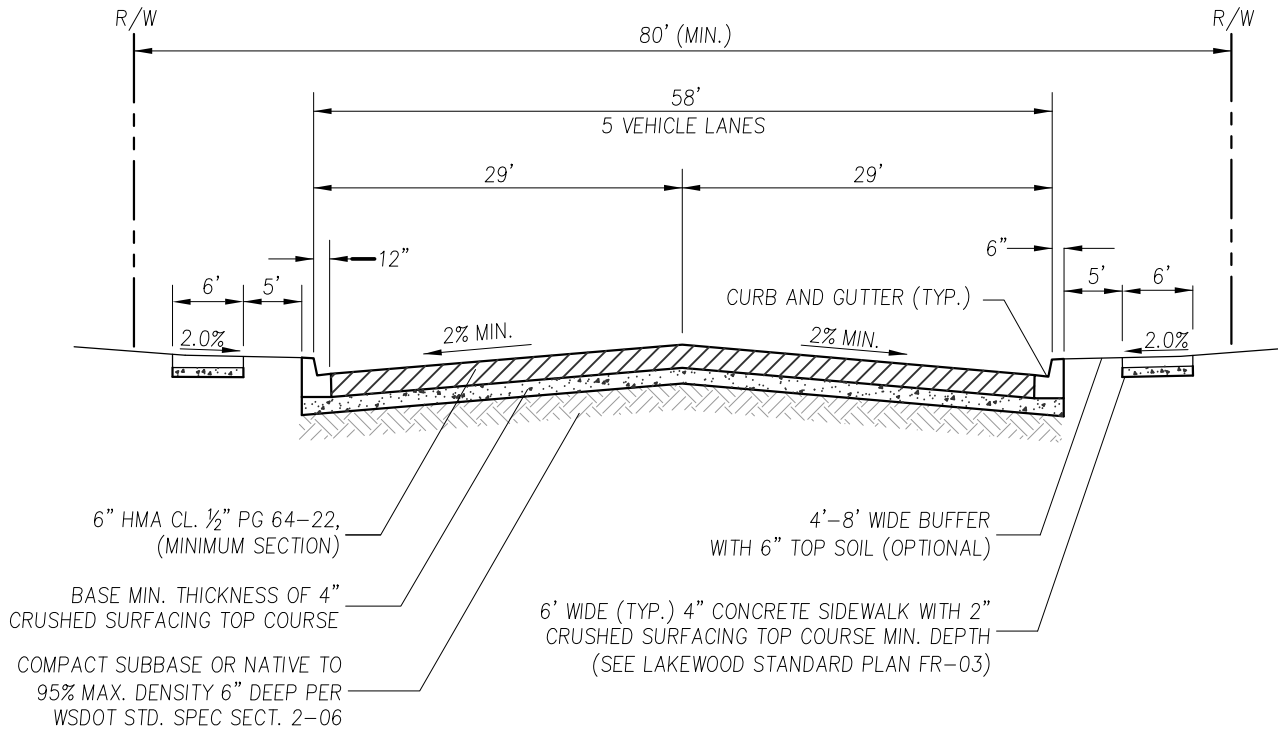
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2 INSIDE TRAVEL LANES AT 11' = 22'
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 1 TURN LANE AT 12'
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 2 PLANTER STRIPS AT 4.5' = 9'
 2 SIDEWALKS AT 6' = 12'

STANDARD RIGHT-OF-WAY WIDTH = 80'



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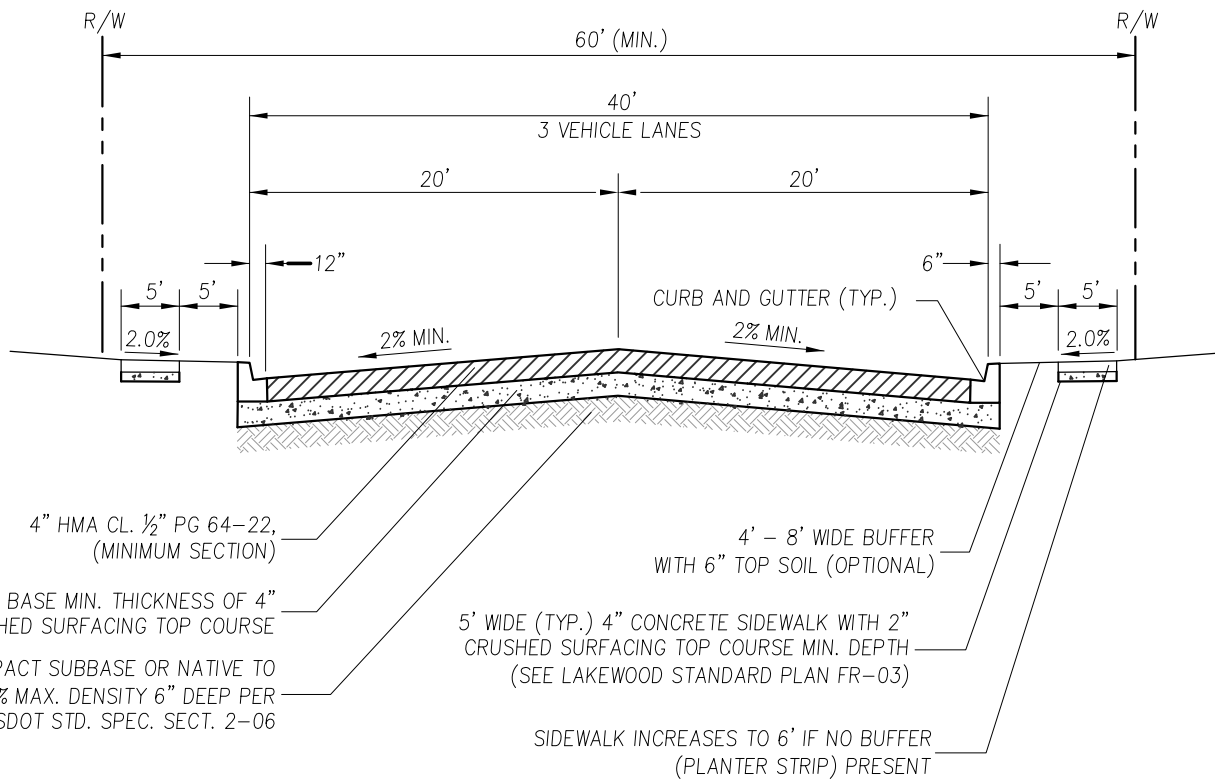
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6000 Main Street SW 98499

NOT TO SCALE

Principal/Minor Arterial Street

RW-02



GENERAL NOTES:

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3. PAVEMENT SECTIONS SHOWN ARE MINIMUM ALLOWED AND SHALL BE SUPPORTED BY ENGINEERED PAVEMENT DESIGN.
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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'

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STANDARD RIGHT-OF-WAY WIDTH = 60'

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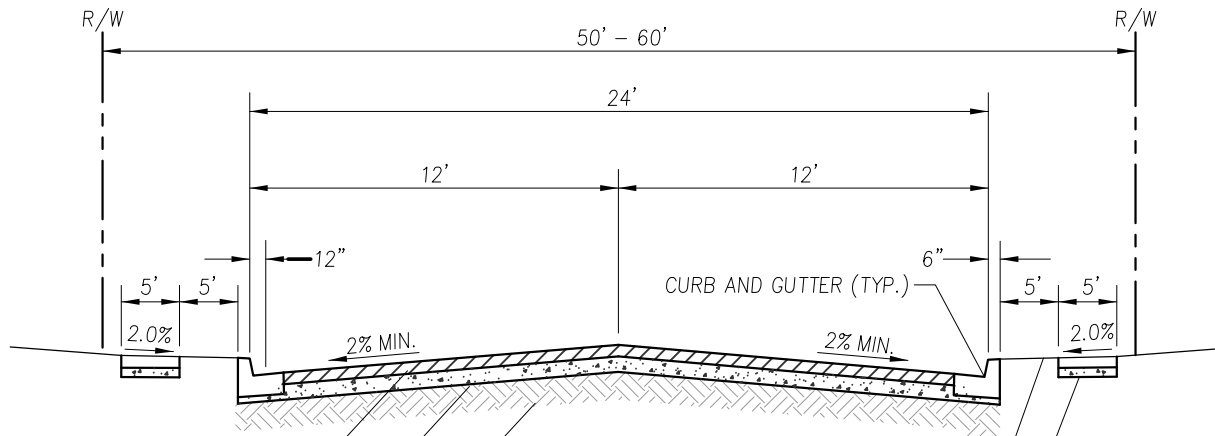
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 6000 Main Street SW 98499

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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'

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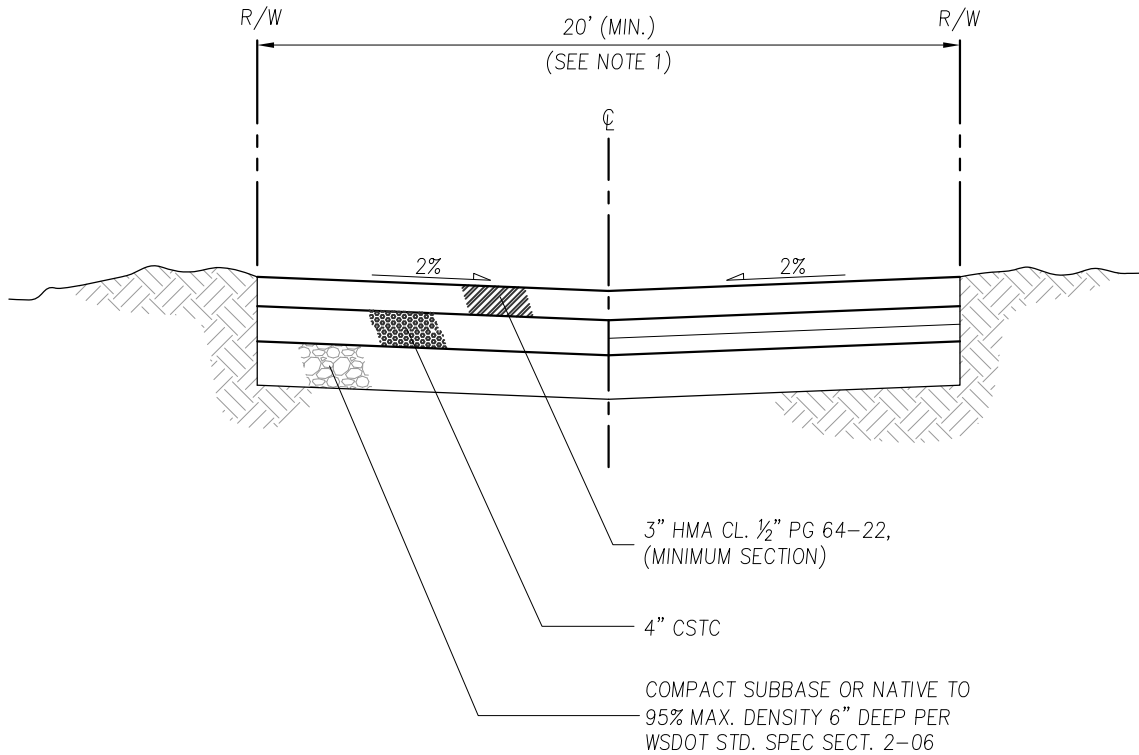
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Local Access Street

RW-04

GENERAL NOTES:

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4. ADJUST ALL UTILITIES TO FINISH GRADE.



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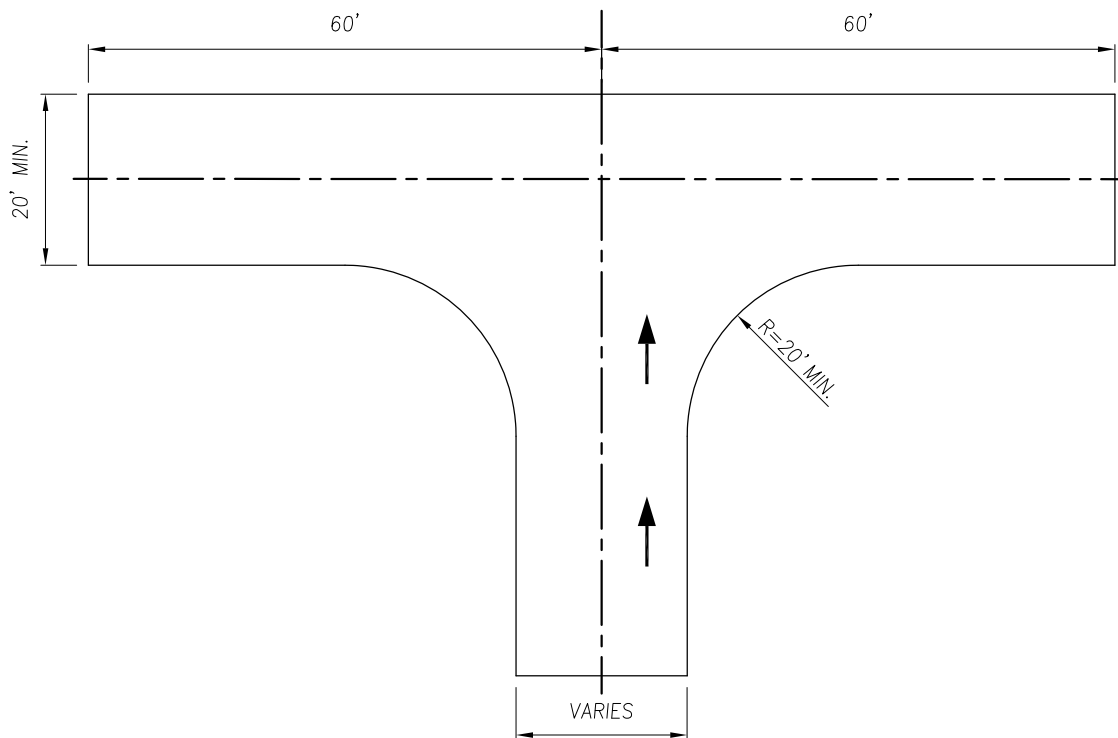
42 of 75

6000 Main Street SW 98499

NOT TO SCALE

Alley

RW-05



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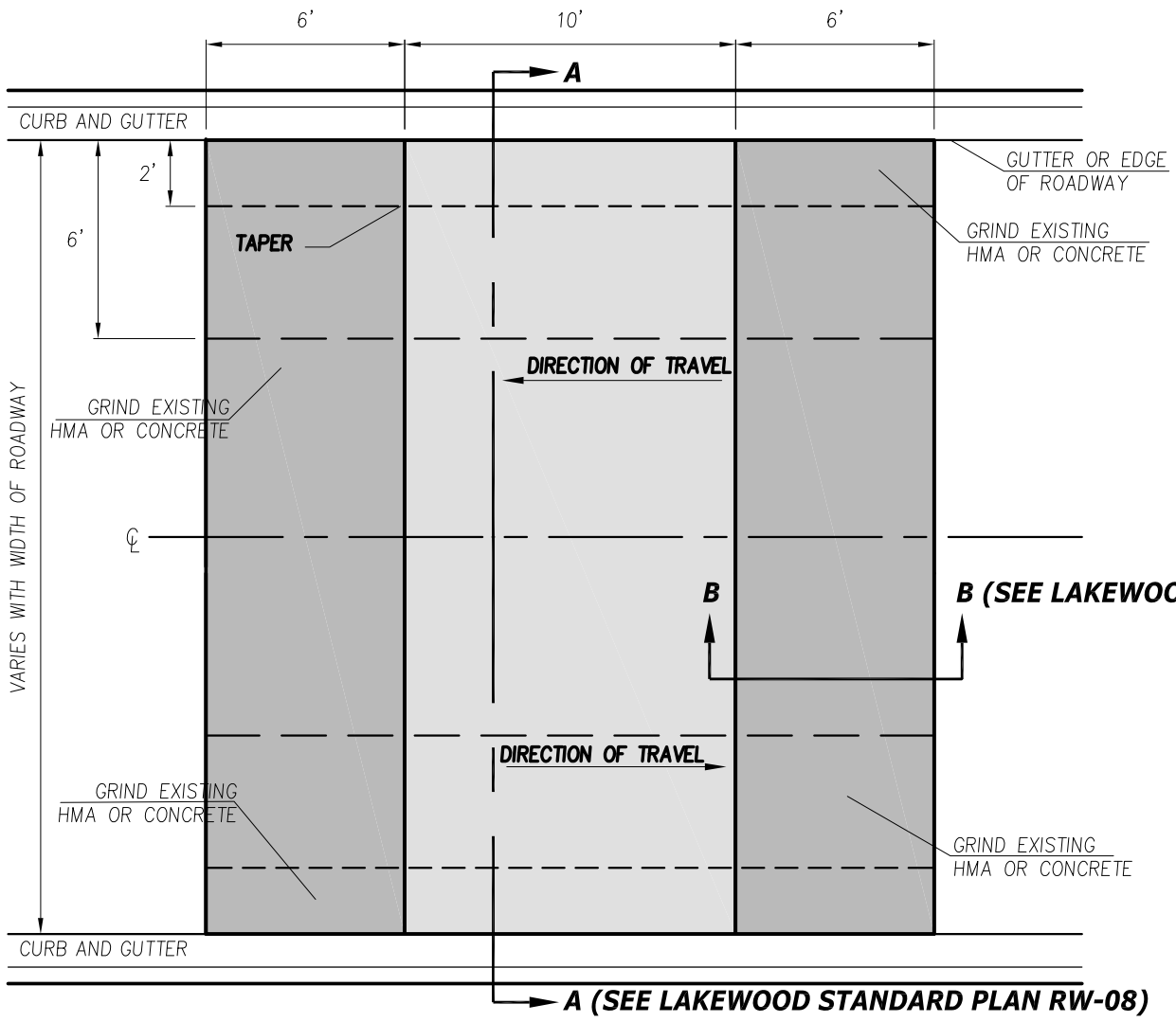
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 6000 Main Street SW 98499

NOT TO SCALE

**Dead-End
 Hammerhead**

RW-06



GENERAL NOTES:

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5. SEE LAKEWOOD STANDARD PLAN RW-09 FOR PAVEMENT MARKINGS AND SIGNAGE.

B (SEE LAKEWOOD STD PLAN RW-08)

SPEED TABLE - PLAN

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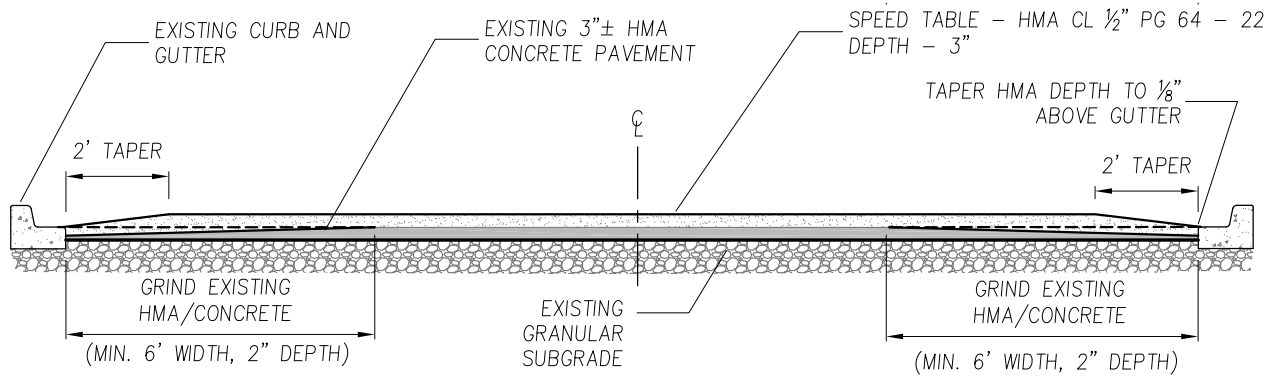
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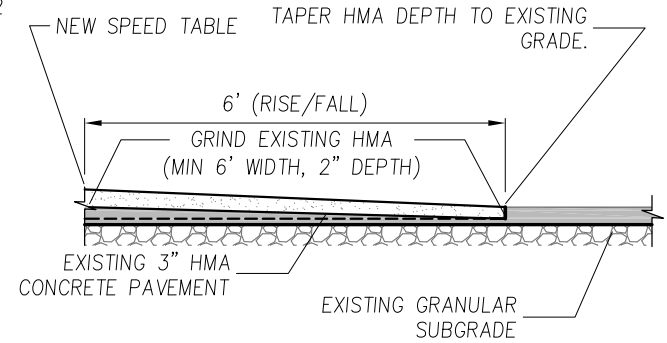
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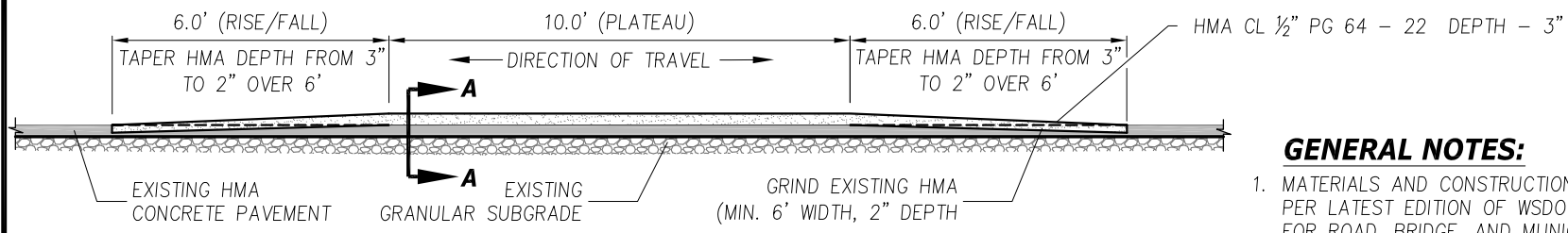
RW-07



SPEED TABLE SECTION A-A



SPEED TABLE SECTION B-B




SPEED TABLE CENTER PROFILE

GENERAL NOTES:

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CITY OF LAKEWOOD, WA
1996

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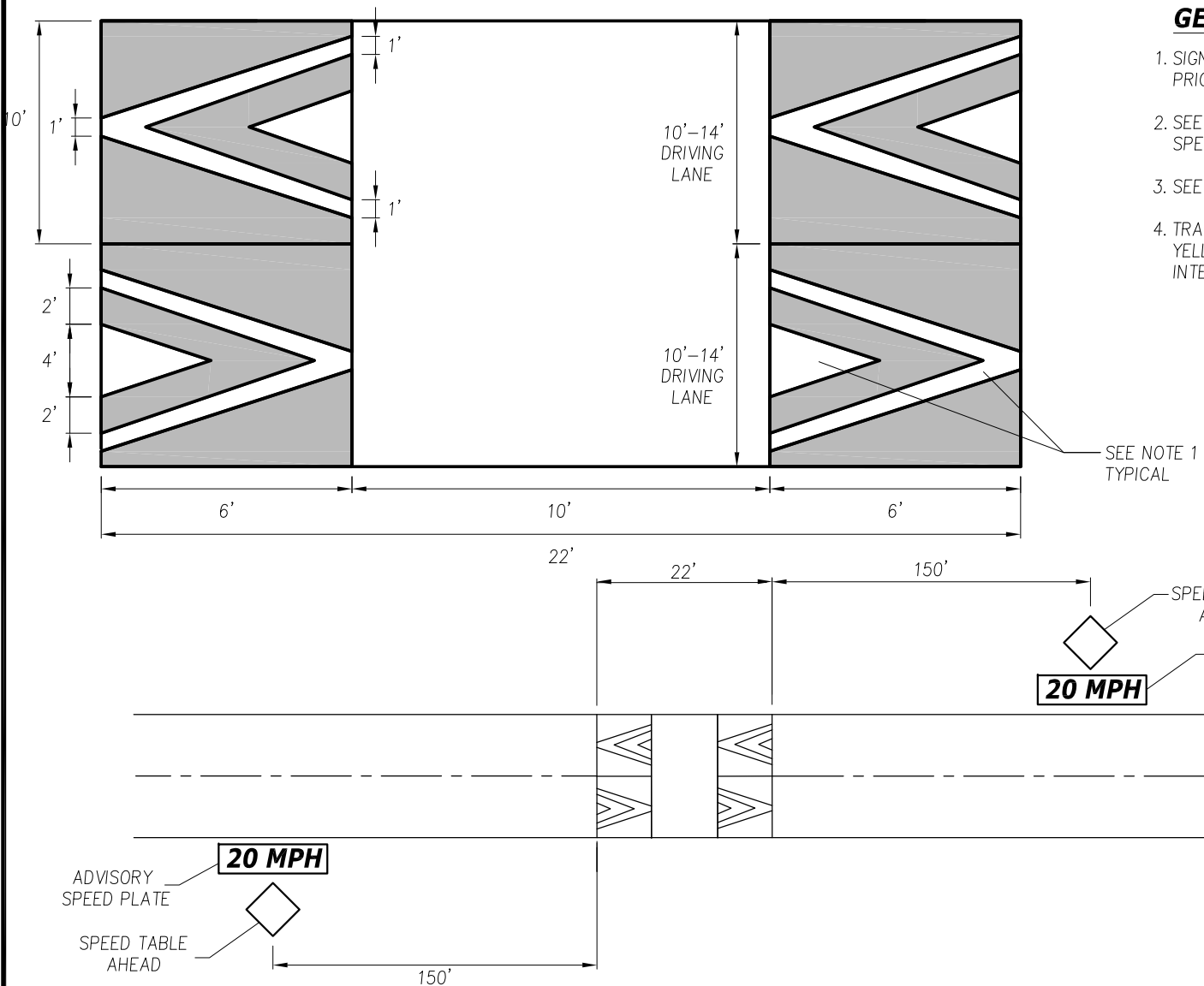
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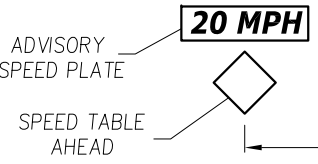
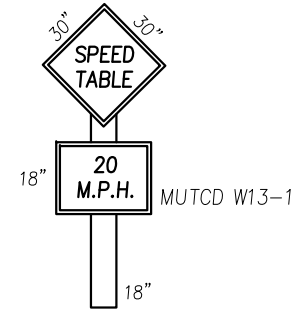
**Speed Table
Details**

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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 6000 Main Street SW 98499

NOT TO SCALE

**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 **affordable⁴** 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 Income⁵ (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	9,378	1,212	1,367	1,739	1,375	592	536	2,287	574

*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.

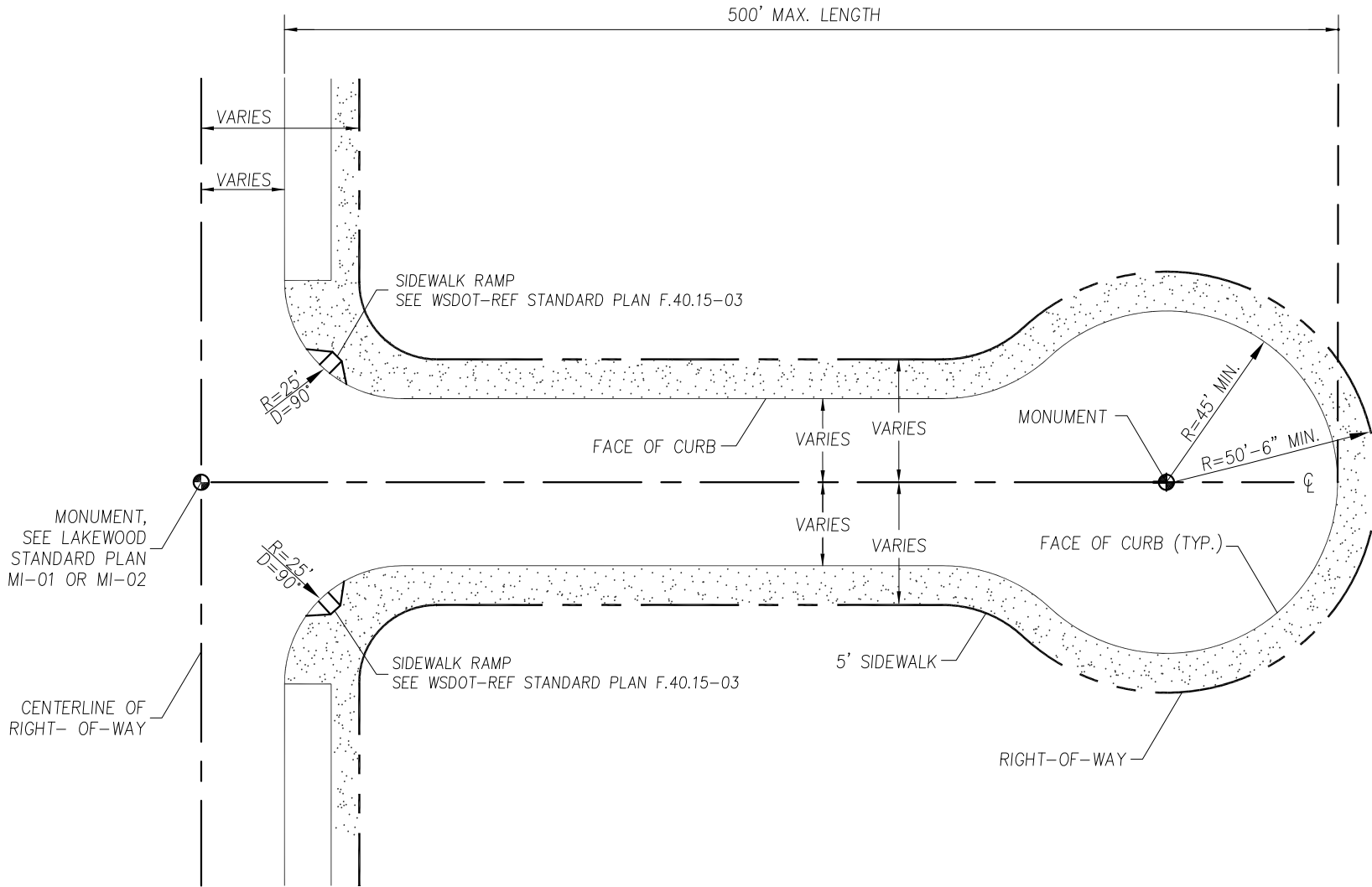
	2044 Growth Target	ID'd for DSAP by 2035**	ID'd for LSDS by 2035**	Elsewhere in City	Emergency Units
Housing Units**	9,378	2,257 (24%)	1,722 (18%)	5,399 (58%)	574
Jobs	9,863	7,359 (75%)	1,276 (13%)	1,228 (12%)	-

**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.

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

⁵ Pierce County’s AMI is roughly 20% higher than Lakewood’s citywide AMI.



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48 of 75
6000 Main Street SW 98499

NOT TO SCALE

Residential Cul-De-Sac

RW-01

GENERAL NOTES:

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RIGHT-OF-WAY CALCULATION

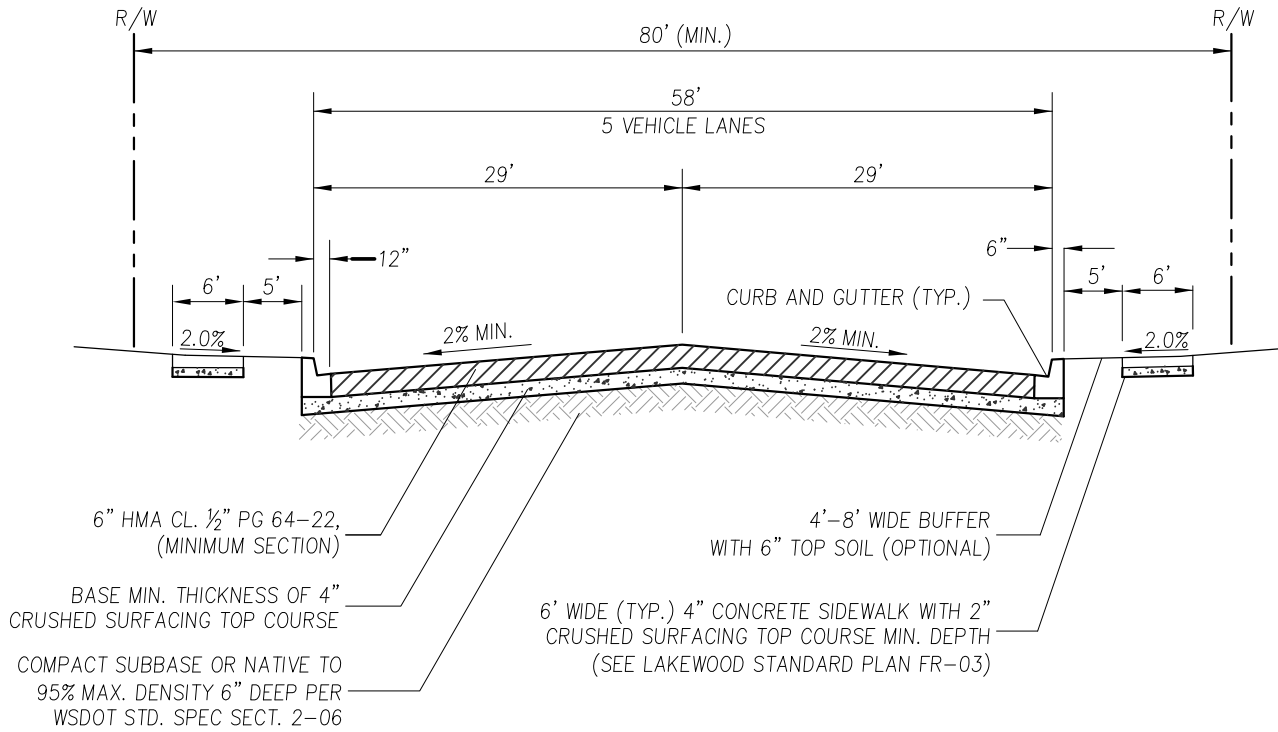
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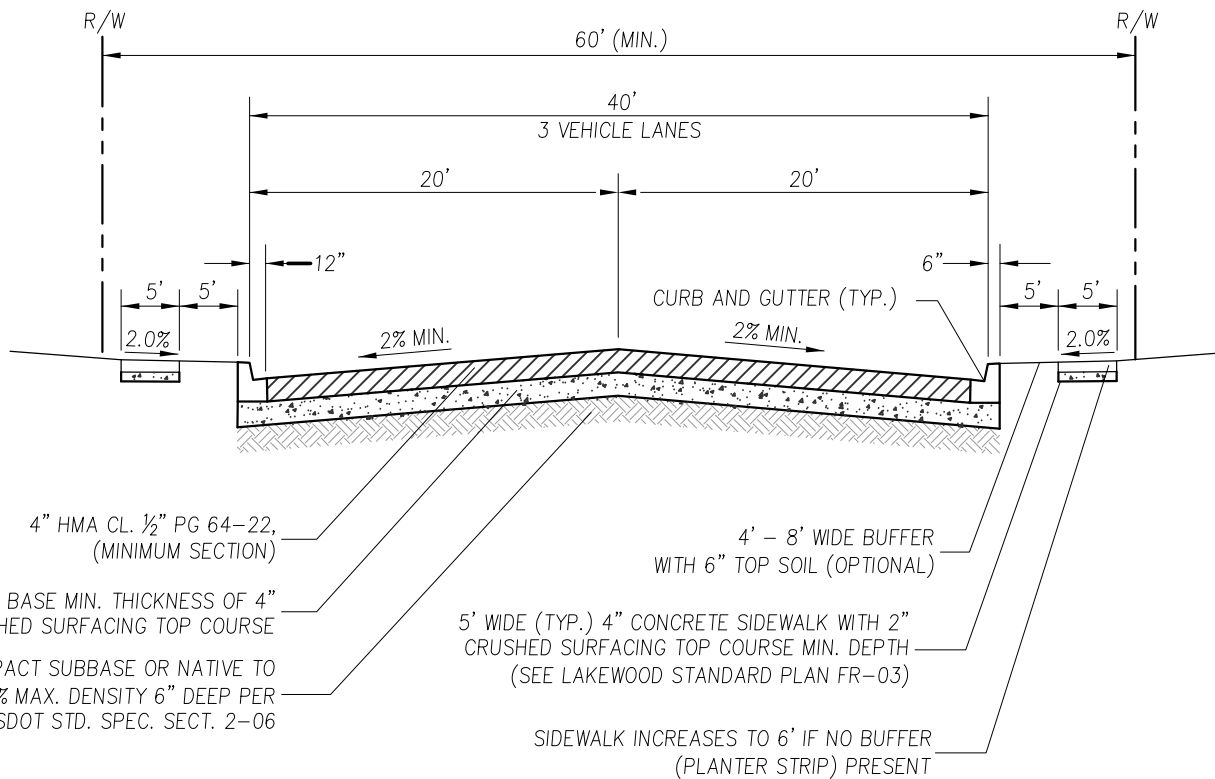
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NOT TO SCALE

Principal/Minor Arterial Street

RW-02



GENERAL NOTES:

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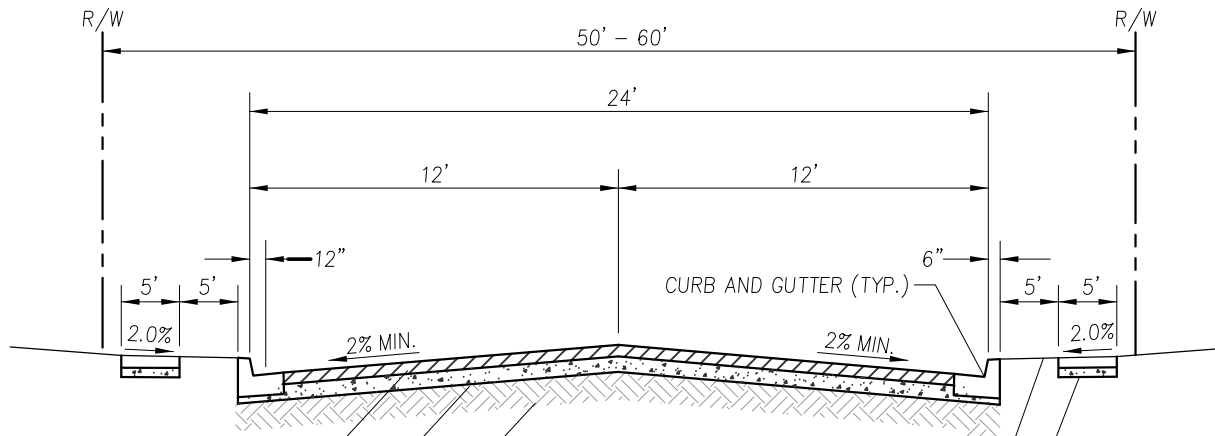
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 6000 Main Street SW 98499

NOT TO SCALE

**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

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WIDTH = 60'

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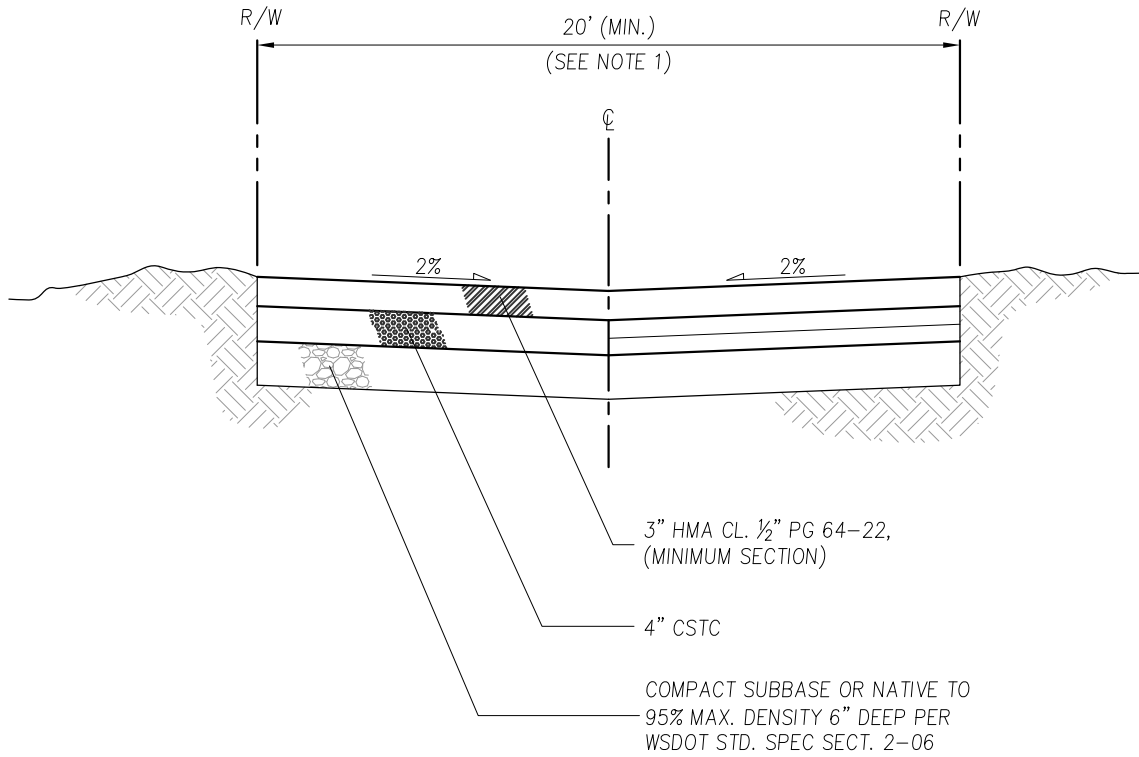
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**Local Access
Street**

RW-04

GENERAL NOTES:

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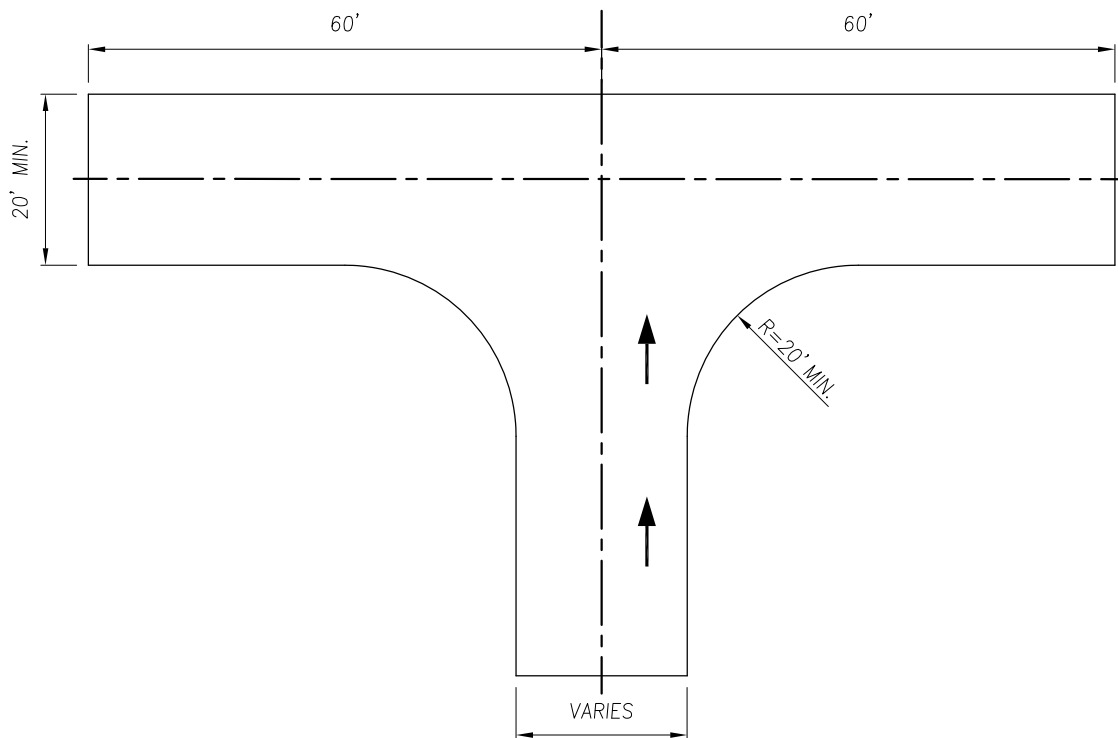
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52 of 75
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NOT TO SCALE

Alley

RW-05



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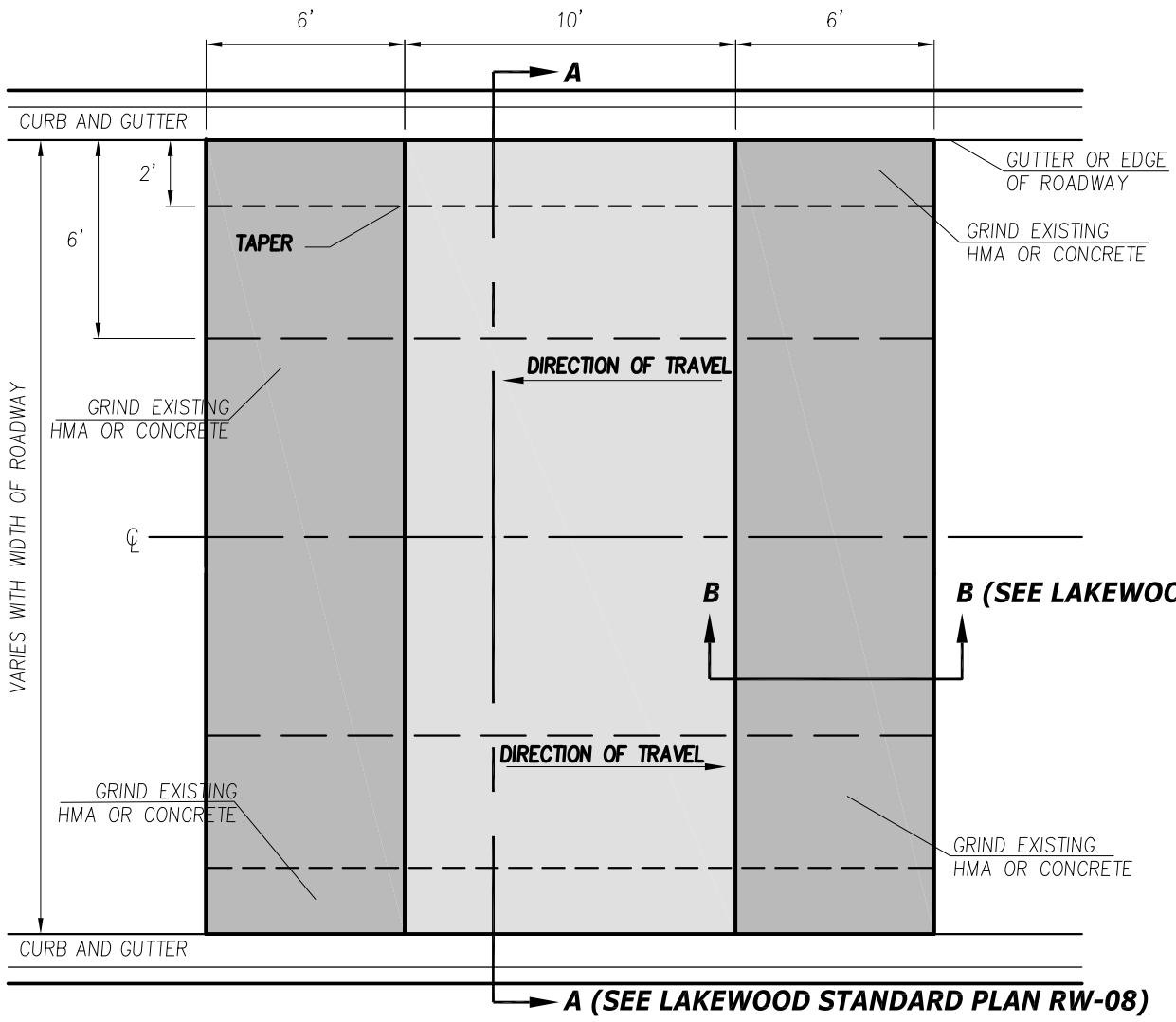
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53 of 75
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**Dead-End
 Hammerhead**

RW-06



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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.
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B (SEE LAKEWOOD STD PLAN RW-08)

SPEED TABLE - PLAN

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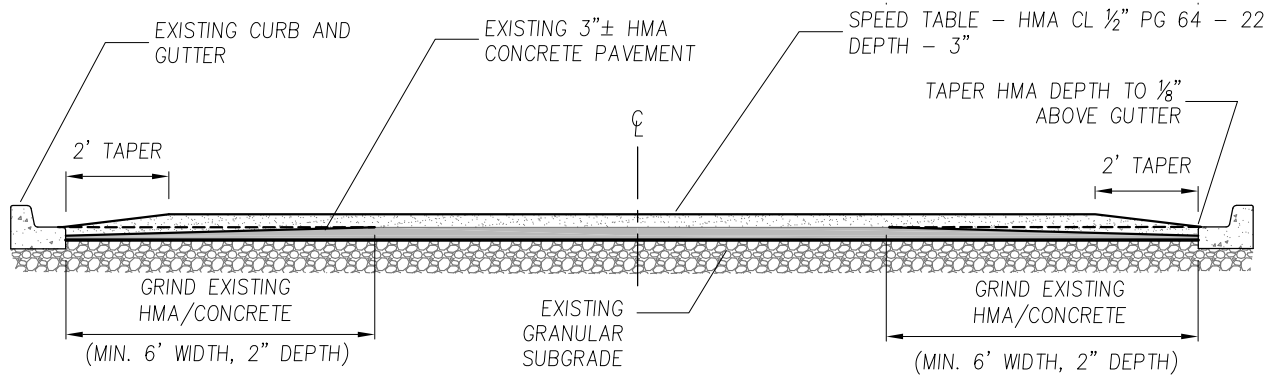
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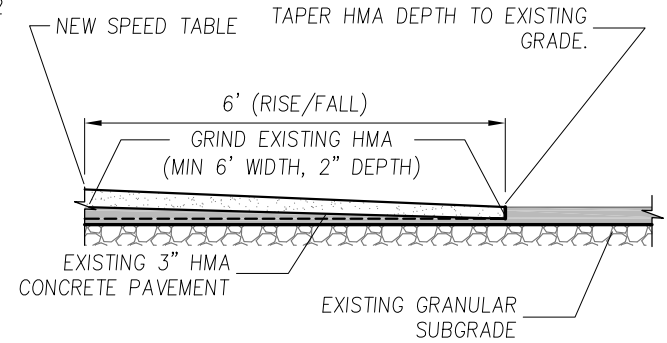
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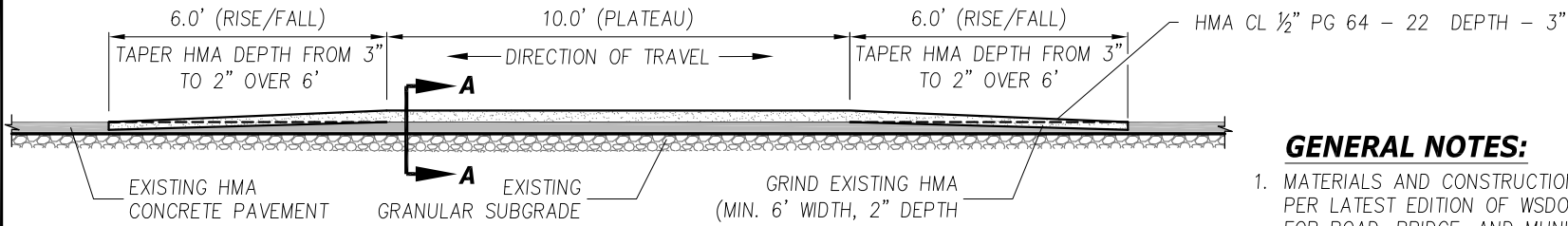
RW-07



SPEED TABLE SECTION A-A



SPEED TABLE SECTION B-B



SPEED TABLE CENTER PROFILE

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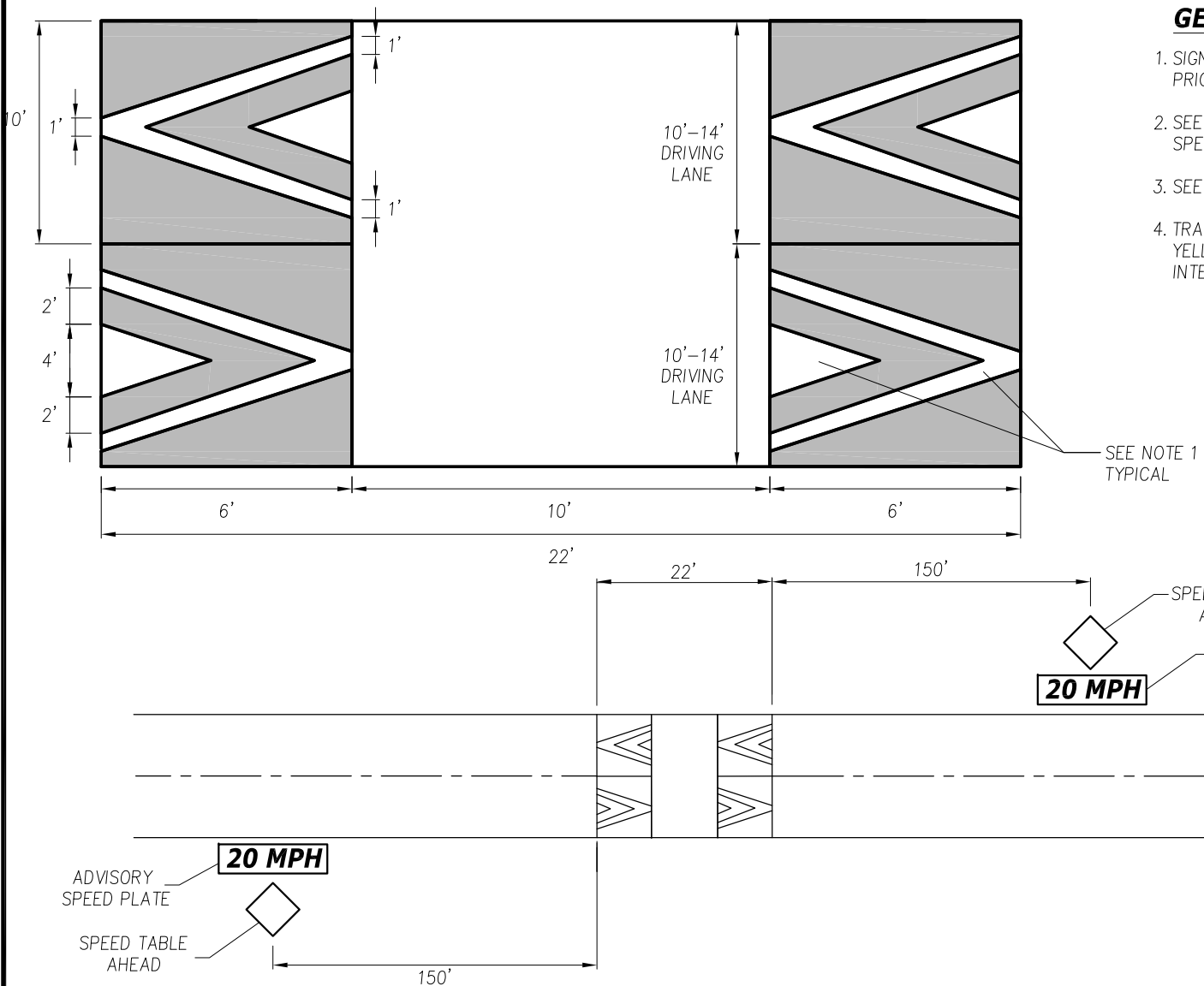
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6000 Main Street SW 98499

NOT TO SCALE

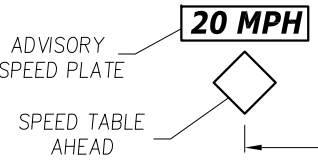
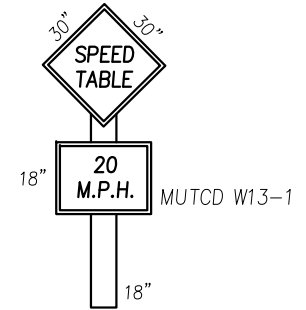
**Speed Table
 Details**

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.



APPROVED FOR PUBLICATION

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

01/10/20
 DATE



Public Works Department

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

56 of 75
 6000 Main Street SW 98499

NOT TO SCALE

**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 **affordable⁴** 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 Income⁵ (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	9,378	1,212	1,367	1,739	1,375	592	536	2,287	574

*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
Housing Units**	9,378	2,257 (24%)	1,722 (18%)	5,399 (58%)	574
Jobs	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.

⁴ What is "affordable housing"? Housing that costs no more than 30% of what a household makes each month.

⁵ Pierce County's AMI is roughly 20% higher than Lakewood's citywide AMI.



TO: Planning Commission
FROM: Tiffany Speir, Long Range & Strategic Planning Manager
DATE: November 15, 2023
SUBJECT: Lakewood Climate Change & Greenhouse Gas (GHG) Reduction Planning
ATTACHMENTS: Google Environmental Insights Explorer’s Lakewood Data through 2022 (**Attachment A**); June 7, 2023 Memo to City Council regarding Lakewood Climate Change Work Plan (**Attachment B**); Summary of E2SHB 1181 (Climate Change & Resiliency) (**Attachment C**)

BACKGROUND

The City of Lakewood adopted an Energy & Climate Change Element as part of the Comprehensive Plan in 2021. In 2022, the City Council adopted a 3-year Work Plan to begin implementation of the action items from the Element. City staff presented a report to the City Council on June 7, 2023 on the progress made to date (see **Attachment B**.)

Also in 2023, the State Legislature adopted E2SHB 1181 that significantly changed the Growth Management Act and local government requirements to plan for climate change resiliency and greenhouse gas (GHG) emission reductions. A summary of E2SHB 1181 is included in **Attachment C**.

E2SHB 1181 has required the City to change its 3-year Work Plan for implementing climate change efforts, including its intention to develop a 5-year Implementation Plan the way it was described to City Council in June 2023. The discussion below describes an updated draft 5-year Implementation Plan (scheduled for completion by June 30, 2029.)

Additional partnerships, collaborations, and public engagement between now and 2029 will be essential to long term success for Lakewood’s climate change work.

DISCUSSION

Status of Lakewood Energy & Climate Change Element (ECCE) Implementation Action Items in Adopted 3-Year Work Plan

Completed:

- Adopt 3 year ECCE Implementation Work Plan ✓
- Updated Non-Motorized Transportation Plan ✓
- Clover Creek Floodplain Analysis ✓
- LMC Title 14 update ✓
- Public engagement plan for 24CPPR updates to ECCE ✓
- Support SSMCP’s efforts to fund improvements to I-5 at Nisqually Delta ✓
- Tree Code update ✓



- Consider City Hall redesign with GHG emissions reduction focus
- Pending Subject to State Grant Funding through 2034:
- 5-year GHG reduction plan
 - Incorporate environmental justice into ECCE Work Plan
 - Coordinate EV infrastructure strategy with Pierce County and surrounding cities
 - Develop and implement an urban forest management/master reforestation plan
 - o Contract arborist ('23-'26)
 - o Tree canopy assessment ('24)
 - o Public outreach costs for UF program ('25 & '26)

Remaining 3-Year Work Plan Items (Schedule TBD)

- Update CPPs / work countywide and regionally on climate change actions
 - o MRSC Climate Action Peer Network
 - o Pierce County Climate Conversation/Environmental Regional Group Meetings
- LMC Title 15 updates related to climate change
- Support TPC Solid Waste Management Plan

New Climate Change Requirements for Lakewood under 2023 E2SHB 1181

Lakewood must fully comply with E2SHB 1181 by 2029/2034 as shown below:

Required Updates to GMA Elements per HB 1181							
GMA Periodic Update Due Dates	Greenhouse Gas Reduction Sub-element	Climate Resilience Sub-element	Transportation Element	Land Use Element	Capital Facilities Element*	Utilities Element*	Parks & Recreation Element*
For jurisdictions with a 2024 deadline and subject to GHG Emissions Reduction [Sec. 15 (10)]	Due 2029	Due 2029	Due 2029	Due in 2034			

The WA Department of Commerce has released a grant application for local governments to receive funding through 2034 to comply with E2SHB 1181. The description of Lakewood's activities below are dependent on state funding; the timing of the listed actions will need to change if Commerce does not award Lakewood funds for the 2023-2025 biennium.

Lakewood 7/1/2023 - 6/30/2029 E2SHB 1181 objectives and actions:

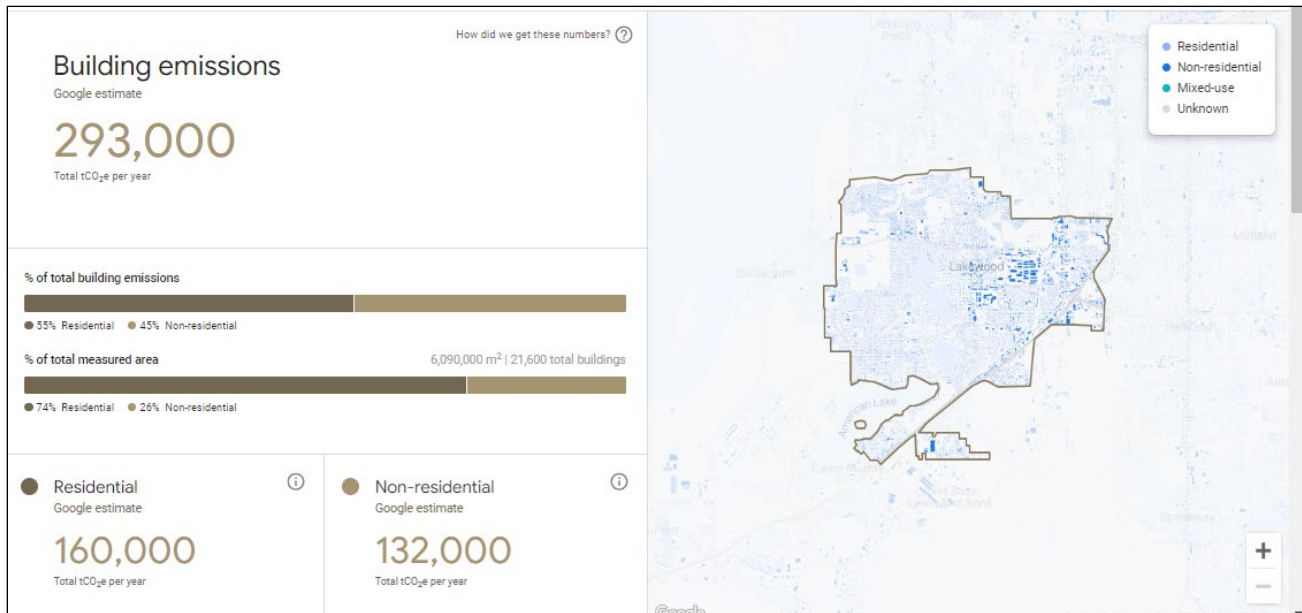
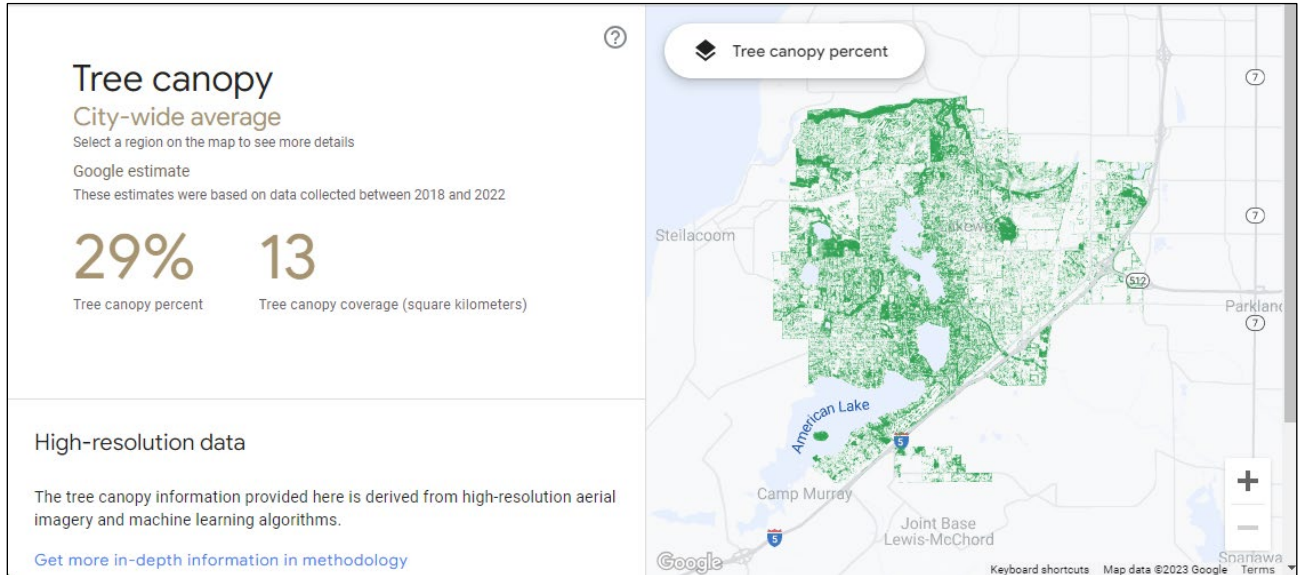
Deliverables
Current Biennium (7/1/2023 – 6/15/2025)
1. Initial updates to Energy & Climate Change Element (ECCE) to reflect intention to comply with E2SHB 1181.
2. Draft Parks & Recreation Element per 1181.
3. Draft Utilities Element per 1181.
4. Draft Capital Facilities Element per 1181.
Future Activities (7/1/2025 – 6/15/2029)
5. Draft updated ECCE including Climate Resiliency and GHG Sub-elements
6. Draft updated Land Use Element.
7. Draft updated Transportation Element.
8. Draft Electric Vehicle Infrastructure Plan.
9. Draft Urban Heat Resilience Strategy.
10. Draft Native & Climate-resilient Planting Plans for Municipal Projects.
11. Draft updated Urban Forest Management/ Master Reforestation Plan.

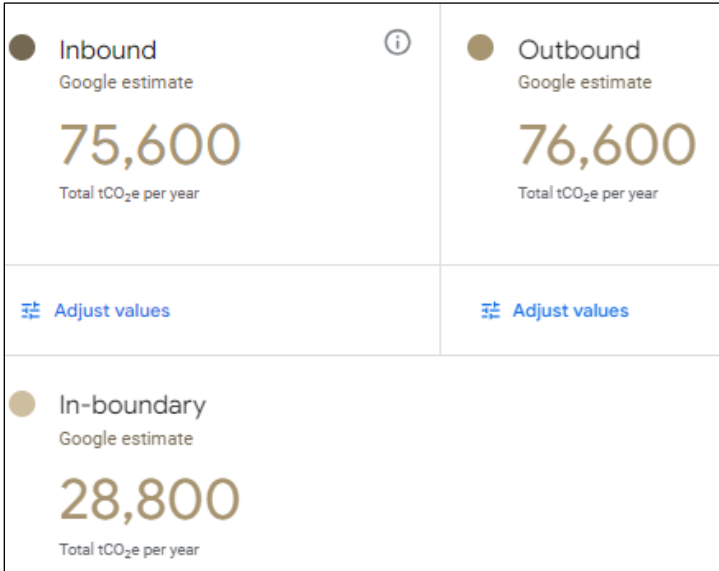
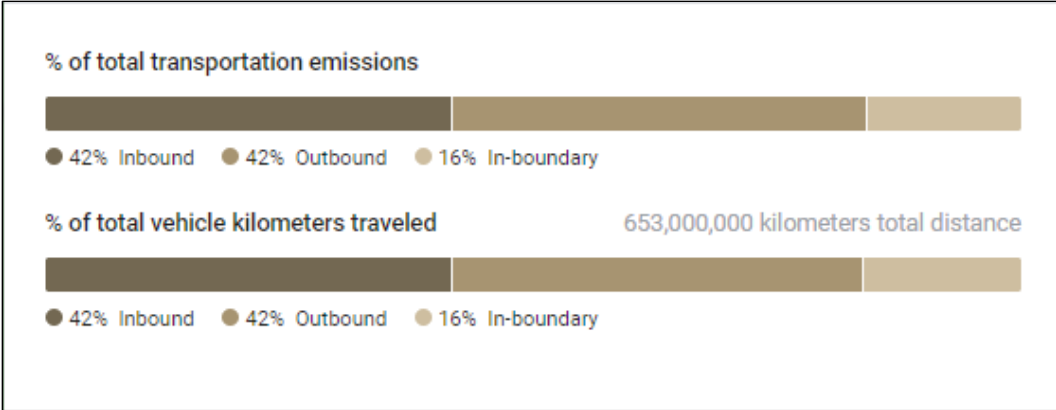
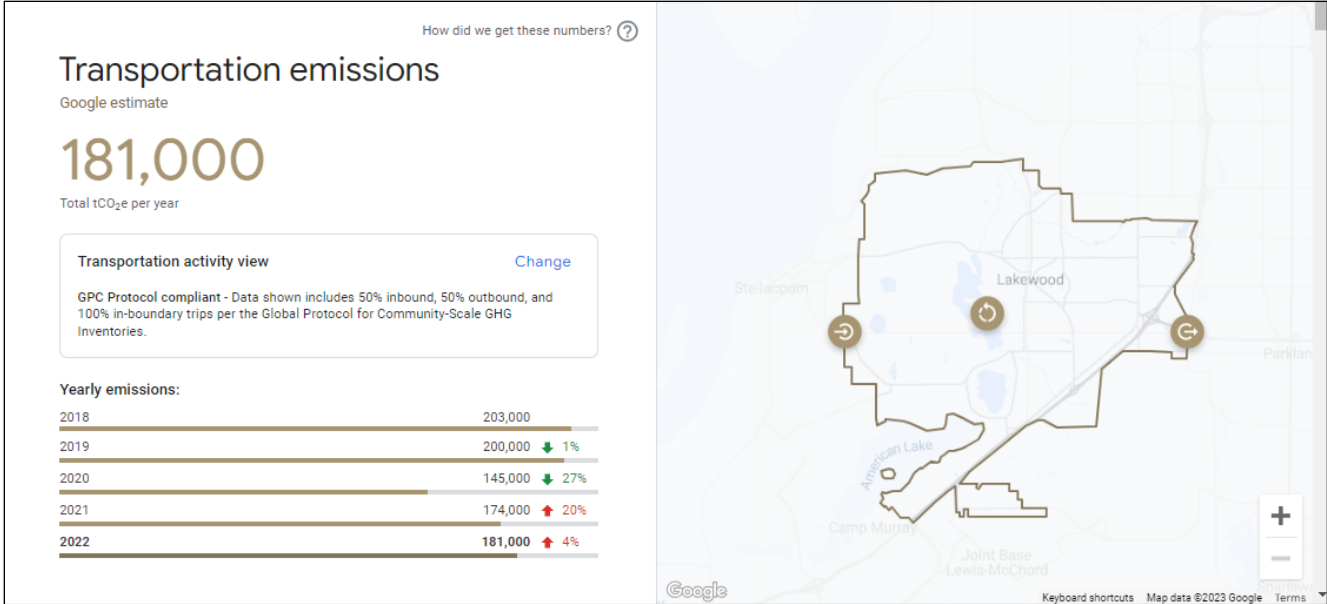
Google Environmental Insights Explorer Lakewood Data through 2022

Included in **Attachment A** are 2022 data from the Google Environmental Insights Explorer (EIE) Program regarding Lakewood’s tree canopy and GHG emissions levels from businesses and transportation.

ATTACHMENT A

Google Environmental Insights Explorer Lakewood Data through 2022





ATTACHMENT B



TO: Mayor and Lakewood City Councilmembers
FROM: Andrea Bell, Associate Planner
THROUGH: David Bugher, Assistant City Manager and Community Development Director
DATE: June 7, 2023
SUBJECT: Update on Draft Climate Change Action Plan

Report Issue: Update on progress made towards five-year draft climate action plan.

Discussion: For over 30 years, communities in Washington State have been required to formally plan for the future through the State’s Growth Management Act (GMA). GMA directs local governments to establish comprehensive plans that limit sprawl and focus population growth within existing urban areas. Comprehensive plans are required to be updated periodically to guide decisions about new housing, transportation, public services, and utilities. Within recent years, environmental groups have lobbied the State to require comprehensive plans to take climate change into account.

Larger cities, such as Lakewood, will now be required to draft and adopt a Climate Change Action Plan pursuant to House Bill 1181, which officially goes into effect on July 23, 2023.

What Have We Done? The City has already made progress towards responding to the impacts of climate change and planning for future goals and policies. In 2021, Lakewood adopted Chapter 10 of the Comprehensive Plan directly related to energy and climate change.

The purpose of this chapter states the following:

“This chapter examines how the city’s policies will affect energy consumption and determines what measures can be implemented to reduce greenhouse gas emissions to state required levels. The chapter provides policy direction for conserving energy resources and responding to climate change. Broadly framed goals address energy conservation, renewable energy generation and use, and sustainable and responsible community revitalization. More specifically, policies and implementing tasks are designed to: provide leadership to manage on climate change; promote clean and efficient transportation options; encourage sustainable and efficient energy systems; promote sustainable development; support community revitalization; and build a climate-resilient community.”

In 2022, Lakewood was one of eight cities across Washington State to receive a 2022 Governor’s Smart Climate Strategies Award for its work on climate change and the addition of Chapter 10 to our Comprehensive Plan.

In October 2022, The City of Lakewood adopted Ordinance No.776 to establish a three-year climate change work plan. The work plan includes 14 items which are ranked by difficulty /effort (D), priority (P), and financial considerations (F). The summary table below was adopted with said ordinance and includes a new status update column reflecting progress towards each action item.

#	Implementation Measure*	Category	Partners	Estimated Cost	Points (D,P,F)	Timeframe	Updated Progress Report
1	Establish (and regularly update) a new climate change chapter to the City’s Comprehensive Plan	ALL: Energy & Built Environment; Transportation; Consumption & Waste Management; Carbon Sequestration; Education & Outreach	Puget Sound Energy; Tacoma Power; Lakeview Light & Power; Pierce County Sustainability Collaborative	Chapter adopted in 2021 at a cost of around \$20,000 which included a grant from Dept. of Commerce; funding for future updates’ through another Dept. of Commerce grant &50K issued in 2022.	14	Chapter already adopted; some revisions expected as part of the 2024 comprehensive plan periodic update.	Ongoing. Revisions informed by State law and public feedback expected as part of 2024 Comprehensive Plan periodic review.
2	Develop a five-year plan for reducing greenhouse gas emissions. The action plan shall include four-main topics: a comprehensive greenhouse gas emissions inventory and forecast; emissions reduction target(s); Carbon Sequestration targets; & a program for monitoring and reporting out the implementation tasks found in this document.	Energy & Built Environment	Puget Sound Energy; Tacoma Power; Lakeview Light & Power; Pierce County Sustainability Collaborative	New Associate Planner FTE in 2022, with an estimate cost of \$115K. (An existing working group at the state level is in the process of determining specific targets for counties and cities. Materials should be available the beginning of 2023. First five-year plan would be more challenging to develop than subsequent plans).	12	First five-year plan adoption in 2024	On 5/31/23, the City Council obligated \$340,000 of ARPA funds to fund a certified arborist, tree assessment, and public outreach through 2026. Lakewood has also submitted interest for a \$250,000 DNR grant to complete a tree assessment and set up administration of a community partner program to plant trees and provide maintenance education in some of the most historically disadvantaged areas in the south and east of the City.
3	Update the City’s Non-motorized Transportation Plan (also referred to as Active Transportation Plan).	Transportation	Internal; Pierce College; Clover Park Technical College; Western State Hospital; Pierce College; CPSD; WSDOT; Steilacoom; UP; Tacoma; Pierce County	Contract approved by the City Council, July 18, 2022 in the amount of 75K.	12	Completed by June 2023	An updated final 2023 NMTP was presented to the City Council on 4/24/23.

#	Implementation Measure*	Category	Partners	Estimated Cost	Points (D,P,F)	Timeframe	Updated Progress Report
4	Clover Creek Floodplain Engineering Alternatives Analysis.	Energy & Built Environment	Internal; property owners; Pierce County Public Works & Planning; WA State DOT; FEMA	Contract approved by the City Council, November 1, 2021 in the amount of \$271,377.	12	Completed by November 2022	PWE presented the final Clover Creek Engineering Alternatives Evaluation study report to the City Council on 3/20/23. Potential alternatives include: 1) Do nothing 2) Enhance the stream corridor to better pass the flows. 3) Construct a Levee/Floodwall along I-5 4) Construct a Levee/Floodwall along the stream corridor between Bridgeport Way and the railroad upstream. City Council approved alternatives analysis 6/5/23 via Motion 2023-60.
5	Review, and as appropriate, update Lakewood Municipal Code (LMC) Title 14, Environmental Protections. Title 14 Provides regulations for geologic hazard areas, flood hazard areas, and critical lands and natural resources. Climate change impacts may require that new regulations be inserted into this chapter. (Types of critical areas: wetlands; aquifer recharge areas; fish & wildlife conservation; flooded areas; and geologic hazards.)	Energy & Built Environment	Washington Department of Ecology; Washington State Department of Commerce	Work is underway in two parts within 2024 Comprehensive Plan Periodic Review: - First part, Title 14, was updated as part of the City's proposed tree preservation regulations. - Second part, 2024 Critical Area Regulation update being funded by Dept. of Commerce comprehensive plan periodic review grant.	11	First part: adoption scheduled for October 2022. Second part: June 2024	Updated Tree Preservation code adopted by Council on 11/7/22. City Council will consider adoption of the Comprehensive Plan tree canopy goal of 40% by 2050 as part of the 2023 Comprehensive Plan amendments. CAO updates part of the 2024 Comprehensive Plan Periodic Review
6	Work with Pierce County and Pierce County municipalities to develop a regional approach and best practices to address climate change. One strategy: adopt revised climate change Pierce Countywide Planning Policies.	ALL: Energy & Built Environment; Transportation; Consumption & Waste Management; Carbon Sequestration; Education & Outreach	Pierce County; loose consortium of Pierce County cities	Part of current CED operations. City Council adopted updated Pierce Countywide Planning Policies (CPPs), Motion 2022-62, September 6, 2022. The 2022 CPPs support strategies to slow and mitigate impacts of climate change.	11	Ongoing	Ongoing. Lakewood progress to be presented date at 2023 Pierce County Climate Conversation - Creating Resiliency through Sustainability event. Lakewood tracking potential for federal funding starting in 2024 from regional project being spearheaded by PSRC and the PSCAA.

#	Implementation Measure*	Category	Partners	Estimated Cost	Points (D,P,F)	Timeframe	Updated Progress Report
7	Develop a public engagement plan for climate change (and comprehensive plan periodic update). *	Education & Outreach	University of Washington, Evans School of Public Policy & Governance	UW Evans School work completed summer 2022. Creating ECCC engagement plan funded by \$50K Commerce Grant.	11	April 2023	The 2024 Comprehensive Plan periodic review Steering Committee to complete review and feedback on Climate Change Chapter and Action Plan by 6/30/23. The input will be incorporated into the 2024 Periodic Review process.
8	Incorporate an environmental justice assessment into the Energy & Climate Change Chapter work plan.	Education & Outreach	City's communication manager; Korean Women's Association; neighborhood associations; Community Services Advisory Board; Youth Council; Lakewood's Promise; Pierce County Sustainability Collaborative; Tacoma-Pierce County Health Department; WA State Department of Health	Part of 2024 Comprehensive Plan periodic review.	10	June 2024	The 2024 Comprehensive Plan periodic review Steering Committee, which includes community-based organizations (CBOs) representing historically disadvantaged populations, to complete review and feedback on Climate Change Chapter and Action Plan by 6/30/23. The input will be incorporated into the 2024 Periodic Review process.
9	Lakewood, as a member of the South Sound Military Communities Partnership (SSMCP), advocate for improvements to the I-5 corridor the Nisqually Delta at both the state and federal levels. Project has multiple factors: I-5 traffic congestion; sea level rise leading to increased flood risk; salmon habitat degradation; military readiness and natural security; environmental remediation; and Treaty rights of the Nisqually Tribe. *	Energy & Built Environment; Transportation	SSMCP partnerships (multiple local, state, federal agencies, and private parties). Governor Inslee, Sen Cantwell and Congress-woman Strickland all support the project as a priority for the state	Initial allocation from state funded grants - \$75M. Part of Move Ahead Washington. SSMCP in-house function.	10	Ongoing	Outcome of 2023 State Legislative Session: I-5 budget detail (\$75M) – WSDOT states they are unable to construct three roundabouts in the 2023-25 biennium (requested budget proviso; "if WSDOT unable to do work in 2023-25, funds will go to a local jurisdiction for execution".)

#	Implementation Measure*	Category	Partners	Estimated Cost	Points (D,P,F)	Timeframe	Updated Progress Report
10	Revise the Lakewood tree preservation code.	Energy & Built Environment and Carbon Sequestration	Internal; Ad hoc tree committee.	City Council approved one contract plus amendment. Total cost, \$81,550. Tree Code under review by City Council; tentative adoption date, October 17, 2022. Implementation = ~\$150K annually for contract arborist and associate planner FTE.	10	Tentative adoption date of October 17, 2022.	Adopted by City Council 11/7/22, effective 3/1/23. City is currently working to contract with Alan Haywood, Arborist & Horticulturist, LLC. City staff are able to utilize services on a case by case basis. Arborist funding through 2026 secured 5/31/23 from ARPA funds per City Council action
11	Explore the feasibility of reducing the City hall footprint from three floors to two floors. (Potentially reducing energy consumption.)	Energy & Built Environment	Internal	Contract approved by the City Council May 20, 2022 in the amount of \$121,863. Feasibility study underway; report to City Council scheduled for December 12, 2022.	10	December 2022/ January 2023	Ongoing.
12	Every two years, or as otherwise dictated by Washington State, update LMC Title 15, Buildings and Construction Codes to address hazards resulting from climate change.	Energy & Built Environment	WA State Building Code Council (SBCC); WA Assn. of Building Officials (WABO); Pierce County Master Builders Association; West Pierce Fire & Rescue	CED in-house function; part of existing budget.	10	Ongoing	ICC codes scheduled to change from 2018 to 2021 codes on October 29, 2023.
13	Support the implementation of the Tacoma-Pierce County Solid Waste Management Plan.	Waste Consumption; Education & Outreach	Pierce County; T-PC Health Department; Waste Connections; other Pierce County cities; Clover Park School District; Western State Hospital; Pierce College; Clover Park Technical College; Saint Clare Hospital	CED, CM, Legal, PRCS, PWE in-house function.	10	Ongoing (three-year timeframe)	Ongoing
14	Coordinate a regional electric vehicle (EV) infrastructure strategy with neighboring cities, Pierce County and the State*	Energy & Built Environment; Transportation	Pierce County; other Pierce County cities; TPU; PSE; Lakewood Light & Power	As of this writing, the City's involvement will be limited to coordination between energy purveyors, transit providers, and private investors.	10	2023-2024	Ongoing

#	Implementation Measure*	Category	Partners	Estimated Cost	Points (D,P,F)	Timeframe	Updated Progress Report
15	Develop/ promote an urban forest management /master reforestation plan.	Energy & Built Environment; Carbon Sequestration; Education & Outreach	Internal	Project would be initiated by the Evans School of Public Policy and Governance. Proposal to develop an initial program document. Cost \$1,800.	N/A – added per City Council direction	2022-2024	On June 7, 2023 The City Council accepted a report from the UW Evans School of Public Policy & Governance regarding establishing an urban forestry program over a 5 year period. On May 31, 2023 the Council obligated \$340,000 of ARPA funds to help fund the report's recommendations for a certified arborist, tree assessment, and public outreach efforts through 2026.

In 2021, the City of Lakewood engaged students at the UW Evans School to survey residents about their opinions on climate change. This survey assessed Lakewood residents' degree of concern, as well as what potential evidence and effects they have already noticed. Lakewood received the full 105-page report from the UW Evans School in May 2023.

As part of the 2024 Comprehensive Plan Periodic Review, Lakewood is also conducting a survey to understand residents' experience with housing and climate change that is set to close on June 11, 2023. This information will primarily be used to update the City's Comprehensive Plan in 2024 and can also be utilized in the drafting and implementation of a future Climate Change Action Plan.

For 2023, the City's PWE Department is pursuing a pilot street light dimming project. In the month of June, the City will be conducting a trial on lowering the power consumption for street lighting in the in the area identified in the map below.



The trial will occur over two weeks, with each week the lights being lowered at a different percent rate.

To lower the power consumption, the lights will be slightly dimmed, but it should not be noticeable to the naked eye. The affected neighborhood was notified by mail this week, June 7. Further, the City will send out a follow-up questionnaire after the trial has been completed. Comments shall also be sought through social media.

Once the trial period is over, we will examine all of the feedback and analyze the cost savings, as well as any public safety concerns, to ensure that implementing a dimming program throughout the Puget Sound Energy service area is beneficial to not only the City, but to the residents as well.

What We Know / What's Happening: The Energy and Climate Change Chapter (ECCC) of the Comprehensive Plan provided data from 2021 related to greenhouse gas emission sources, carbon sequestration, energy generation and use, and many other factors. This information has provided a foundation for the work we need to do and will assist the City in tracking and monitoring data as it changes over the coming years.

An interesting tool the City can utilize to monitor and acquire climate change data is Google Environmental Insights Explorer (EIE). According to the EIE website, *“Environmental Insights Explorer is a data and insights tool that uses exclusive data sources and modeling capabilities to help cities and regions measure emissions sources, run analyses, and identify strategies to reduce emissions-creating a foundation for effective action.”*

When visiting the EIE website and searching for Lakewood, certain climate change factors and estimates specific to our City are displayed. These include estimated total building emissions, transportation emissions (by year), estimated tree canopy coverage, and rooftop solar potential. EIE is a great tool that Lakewood can use to build a sustainable and resilient future. City of Lakewood Community Development Director, David Bugher, is currently working on a grant with Google for an in-depth traffic analysis using A.I. The outcome of

this study would assist with ideas and programs to change traffic designs and reduce carbon emissions.

There is a great deal of information available that will assist Lakewood in developing a Climate Change Action Plan and doesn't necessarily require fancy software or consultants. For instance, a simple search of the Washington State Department of Licensing indicated that as of June 1, 2023, there are approximately 519 electric vehicles (EVs) registered in Lakewood as well as, 27 public charging stations. Although this may seem like a small percentage compared to the total number of vehicles registered in Lakewood, it still shines light on progress. EVs represent a substantial reduction in lifecycle greenhouse gas emissions compared to the average conventional vehicle and sales of EVs only continue to increase. Other public facing databases and agency websites may be able to provide staff with similar actionable data that can track our progress and assist in developing goals and policies related to climate change.

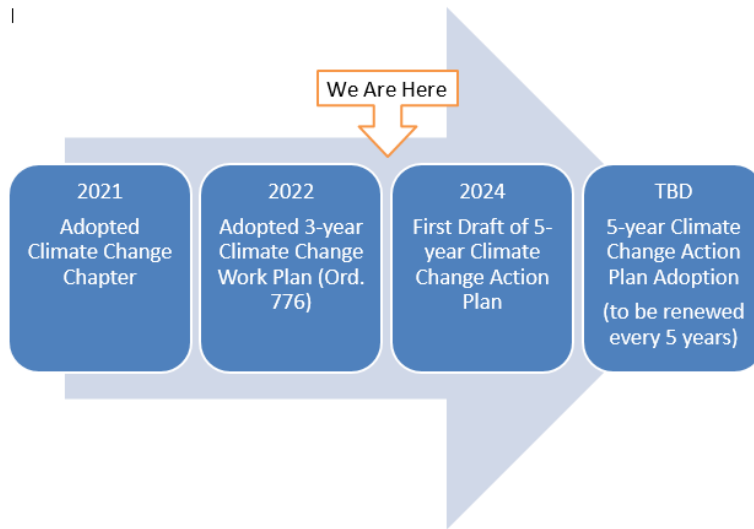
When we begin the first steps to drafting a climate change action plan, there is potential that staff may face a number of unique challenges specific to Lakewood. Planning for these challenges will assist in proactive measures to accurately report on future climate impacts.

The following are challenges we anticipate to encounter:

- Changes in zoning and increased densities (likely beginning in 2024).
- How do we save trees and increase density?
- New development will increase costs- how does that fit in with the missing middle housing?
- Lakewood is considered a contract city (not full service) and it may be difficult to obtain data from utilities related to climate change.
- Lakewood could be considered a 'barbell city'. It may be more difficult and take longer to see changes in lower income areas.
- Outreach and engagement.
- Community attachment to historical preservation
- Military presence and compatibility
- Balancing economic development and industrial growth with climate change factors (i.e., increased truck traffic)

What we need to do: Beginning now, Lakewood will begin drafting a five-year climate change action plan which will act as a blueprint for City climate action, integrating climate change policies into all applicable areas of City operations and work with partners, communities, and residents. The plan will reflect Lakewood's priorities and commitments for climate action to residents and partners. Since climate change goals and policies are relatively new for Lakewood, this plan will likely appear basic but will become more refined over time. The plan will be updated every five years to reflect Lakewood's continuous learning approach to climate action with the understanding that climate change is an urgent local and global challenge which creates complex challenges. Lakewood will need to work hand in hand with local and state agencies and partners, as well as, promote community engagement to develop this action plan.

It is intended that the first draft of the action plan will be completed in 2024 and will go before the Planning Commission for review prior to arriving back to City Council for decision making.



ATTACHMENT C

Summary of E2SHB 1181

The requirements of E2SHB 1181 to all affected Comprehensive Plan elements and the newly required Climate Change and Resiliency Element (including GHG emissions reduction subelement of the climate resiliency subelement) are included below.

Elements of Comprehensive Plans.

The **land use element** of comprehensive plans must include green spaces and, in urban growth areas, urban and community forests, in its designation of the proposed general distribution and extent of the uses of land. It must give special consideration to achieving environmental justice in its goals and policies. In addition, the land use element must avoid creating or worsening environmental health disparities and reduce per capita VMT without increasing GHG emissions elsewhere in the state.

The land use element must also reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include reducing residential development pressure in the wildland urban interface area, the adoption of the Wildland Urban Interface Code and developing building and maintenance standards consistent with the Firewise USA Program, separating human development from wildfire prone landscapes, and protecting existing residential development.

The inventory of existing capital facilities owned by public entities within the **capital facilities plan element** must include green infrastructure. Fully planning cities or counties must identify all public entities that own capital facilities and endeavor in good faith to gather and include the information required by the capital facilities element. If, after a good faith effort, the jurisdiction is unable to gather the required information, failure to include the information may not be grounds for finding of noncompliance or invalidity under the GMA.

The **utilities** element must include the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, telecommunications, and natural gas systems. Cities and counties must make good faith efforts to obtain information required in the utilities element from publicly owned utilities. Failure to obtain the information after a good faith effort is not grounds for a finding of noncompliance with the GMA.

The forecasts of traffic demand contained within the **transportation element** of comprehensive plans must address forecasts of multimodal transportation demands and needs within cities and urban growth areas and forecasts of traffic demands and needs outside of cities and urban growth areas to inform the development of a transportation element that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods. Estimated multimodal level of service impacts must also be included. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility.

The facilities and services needs under this element must include an inventory of active transportation facilities and multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas, and active transportation facilities.

A development approval may not be denied for causing the level of service on a locally owned, or locally or regionally operated, transportation facility to decline below the standards adopted in the transportation element, where such impacts could be adequately mitigated through transportation systems management strategies funded by the development. The transportation element must also include an Americans with Disabilities Act transition plan.

The **park and recreation element** must include an evaluation of tree canopy coverage within the urban growth area.

Comprehensive plans must include a **climate change and resiliency element**. The element must be designed to result in reductions in overall greenhouse gas (GHG) emissions and must enhance resiliency to, and avoid the adverse impacts of, climate change, which must include efforts to reduce localized GHG emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities.

Commerce must publish an intermediate set of guidelines no later than December 31, 2023, for use by local governments whose comprehensive plan updates are required to occur prior to December 31, 2025. (Early version of 2023 guidance available [here](#).) Commerce must publish the full set of GHG emissions reduction and VMT reduction guidelines no later than December 31, 2025. Commerce must update the guidelines at least every five years based on the most recently available data, and must provide a process for local governments and other interested parties to submit alternative actions for possible inclusion into the guidelines at least once per year.

Climate Guidance Dashboard (Smartsheet)

Climate Guidance (View Only) : Report Abuse Help

measure type, sector, and Growth Management Act (GMA) element nexus.

[I. Multicriteria Analysis Examples](#)
[J. Excerpt: Handbook for Analyzing GHG Emission Reductions](#)
[K. Glossary of Terms](#)

Menu of Measures

There are more than 200 goals and policies in each of the reports below. Each contains the same information but is sorted differently — by sector, GMA element, or measure type — depending on your need. This information may be viewed in card view. Click on each report and toggle to card view.

All Measures By Sector		All Measures By GMA Element		All Measures By Type	
Measure/Policy/Action	High Priority Measure (RE)	Measure/Policy/Action	Highest Priority Measure (RED)	Measure/Policy/Action	Highest Priority Measure (RED)
Climate Sector Nexus Agriculture & Food Systems		Primary Comp. Plan Element Nexus Capital Facilities (M)		Measure Type GHG Reduction	
Climate Sector Nexus Buildings & Energy		Primary Comp. Plan Element Nexus Conservation (O)		Measure Type Resilience	
Climate Sector Nexus Cultural Resources & Practices		Primary Comp. Plan Element Nexus Design (O)			
Climate Sector Nexus Economic Development		Primary Comp. Plan Element Nexus Economic Development (O)			
Climate Sector Nexus Ecosystems		Primary Comp. Plan Element Nexus Environmental Protection (O)			
Climate Sector Nexus Emergency Management		Primary Comp. Plan Element Nexus Historic Preservation (O)			
Climate Sector Nexus Health & Well-being		Primary Comp. Plan Element Nexus Housing (M)			
Climate Sector Nexus Transportation (roads, bridges, multimodal)		Primary Comp. Plan Element Nexus Land Use (M)			
Climate Sector Nexus Waste Management		Primary Comp. Plan Element Nexus Natural Hazard Reduction (O)			

Lakewood must incorporate the climate change and resiliency element into their comprehensive plans as part of the first implementation progress report (**2029.**)

The **climate change and resiliency element** is divided into two subelements: a GHG emissions reduction subelement and a resiliency subelement.

The [GHG emissions reduction subelement](#) of the comprehensive plan, and its related development regulations, must identify the actions the jurisdiction will take during the planning cycle, consistent with the guidelines published by the Department of Commerce (Commerce), that will:

- result in reductions in overall GHG emissions generated by the transportation and land use systems within the jurisdiction, but without increasing emissions elsewhere in the state;
- result in reductions in per capita VMT within the jurisdiction but without increasing emissions elsewhere in the state; and
- prioritize reductions that benefit overburdened communities in order to maximize the cobenefits of reduced air pollution and environmental justice.

Actions not specifically identified in the guidelines developed by Commerce may be considered to be consistent with those guidelines only if they are projected to achieve GHG emissions reductions or per capita VMT reductions equivalent to what would be required of the jurisdiction under Commerce's guidelines, and they are supported by scientifically credible projections.

A jurisdiction may not restrict population growth or limit population allocation in order to achieve the requirements of the GHG emissions reduction subelement.

The [resiliency subelement](#) must, among other things, equitably enhance resiliency to, and avoid or substantially reduce the adverse impacts of, climate change in human communities and ecological systems through goals, policies, and programs consistent with the best available science and scientifically credible climate projections and impact scenarios.

A natural hazard mitigation plan, or similar plan that complies with the applicable requirements of the GMA and prioritizes actions that benefit overburdened communities, may be adopted by reference to satisfy those requirements. If any of the substantive requirements of the resiliency subelement are not addressed in the natural hazard mitigation plan, a jurisdiction must supplement the plan so that the adopted resiliency subelement fully complies with the substantive requirements.

If a county or city intends to incorporate by reference a Federal Emergency Management Agency natural hazard mitigation plan in order to meet the requirement of the resiliency subelement, and the most recently adopted natural hazard mitigation plan does not comply with the requirements of the resiliency subelement, Commerce may grant the county or city an extension of time in which to submit a natural hazard mitigation plan.

Ordinances, amendments to comprehensive plans, amendments to development regulations, and other nonproject actions taken by a county or city for the GHG emissions reduction subelement, or measures adopted by Commerce as part of updated comprehensive plans in the 2024 update cycle, are not subject to administrative or judicial appeal under the State Environmental Policy Act (SEPA).