



Wednesday, April 2, 2025 @ 6:30 PM

HOW TO ATTEND

- **In-person:** Council Chambers, Lakewood City Hall, 6000 Main St SW., Lakewood, WA 98499
- **Virtually:** Online or by phone.
Online: <https://cityoflakewood-us.zoom.us/j/89827406560>
Phone: (253) 215-8782 and enter meeting ID: 898 2740 6560
- **Livestream:** <https://YouTube.com/CityofLakewoodWA>

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

PUBLIC COMMENT

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

IN-PERSON/VIRTUAL COMMENTS

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

WELCOME/CALL TO ORDER

ROLL CALL

APPROVAL OF MEETING MINUTES dated March 5, 2025

AGENDA UPDATES

PUBLIC COMMENT

PUBLIC HEARINGS

- 2025 Comprehensive Plan Amendments (25CPAs)

UNFINISHED BUSINESS

- For action: Multifamily Tax Exemption (MFTE) Program Updates and Residential Target Area (RTA) Map Updates

NEW BUSINESS None.

NEXT STEPS

- REPORTS FROM CITY COUNCIL LIAISON, CITY STAFF, PLANNING COMMISSION MEMBERS
- NEXT MEETINGS: APRIL 16, MAY 7 AND MAY 21
 - o April 16: Action on 25CPAs; Annual Shoreline Restoration Activities Presentation

Attachments

- Staff Report: Multifamily Tax Exemption (MFTE), and Residential Target Area (RTA) Map Updates
- Staff Report: 2025 Comprehensive Plan Amendments Public Hearing Memorandum



Lakewood Planning Commission March 5, 2025 Meeting Minutes

WELCOME/CALL TO ORDER

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

ROLL CALL

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

Planning Commission Members Excused

Staff Tiffany Speir, Planning Division Manager; and Karen Devereaux, Administrative Assistant

Council Liaison Councilmember Paul Bocchi (not present)

APPROVAL OF MINUTES

MOTION: For approval of February 19, 2025, meeting minutes as written.

SECONDED. PASSED 7-0.

AGENDA UPDATES None.

PUBLIC COMMENT

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

Christina Klas, Lakewood resident and business owner, stated she is not against new development in the residential target areas and urged commissioners to require the developers build mixed-use projects.

Chair Combs closed the public comment segment.

PUBLIC HEARINGS None.

UNFINISHED BUSINESS

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

The Planning Commission hearing on the proposed MFTE program updates and Residential Target Area (RTA) boundary expansions closed at noon on March 5, 2025. Ms. Speir reported that PPW would provide the Planning Commission with a summary of public comments received with City responses to each for review prior to the March 19 meeting.

The Commission members discussed the proposed amendments. They also discussed the frequency and need to update the Downtown Subarea Plan and regulations and the subarea's transportation mitigation fee program. Ms. Speir provided the estimated time frame, end of 2026, for the City to complete its review of the subarea's motorized and non-motorized transportation infrastructure as funded by the RAISE grant.

NEW BUSINESS

2025 Comprehensive Plan Amendment Introduction Part 1

Ms. Tiffany Speir provided an introductory background and overview of 8 of the 12 proposed 2025 Comprehensive Plan amendments:

- 2025-01** Adopt “co-Living Housing” Amendments for consistency with [ESHB 1998](#) (“Concerning co-living housing”)
- 2025-04** Adopt regulatory amendments for consistency with [SB 5792](#) (“Concerning the definition of multiunit residential buildings”)
- 2025-05** Adopt regulatory amendments regarding residential parking for consistency with [SSB 6015](#) (“Concerning residential parking configurations”)
- 2025-06** Adopt technical updates to the Lakewood Municipal Code (LMC) to: reincorporate previous Civic Use regulations; update LMC 18A.10.180 (Definitions) to include “religious assembly”; amendments to LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and amendments to LMC 18A.40.080 (A) to allow day care centers in real property owned or controlled by religious organizations in the MR1 and MR2 zones
- 2025-07** Adopt the 2025-2029 Commute Trip Reduction (CTR) Plan
- 2025-08** Adopt redesignation/rezoning of parcel 0319061001 from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1).
- 2025-10** Adopt redesignation/rezoning of parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)
- 2025-12** Recognize RCW 35A.21.440 and RCW 36.70A.130 and adopt regulations regarding allowing new housing in “existing buildings”, as defined herein, zoned commercial or mixed-use in the Lakewood Municipal Code.

The remaining amendments would be introduced at the March 19 meeting, and the public hearing would be held on April 2 for all amendments.

REPORTS

City Council Liaison: None.

City Staff Comments: Ms. Speir provided the schedule of upcoming meetings.

ADJOURNMENT Meeting adjourned at 7:40 p.m.

Phillip Combs, Chair

Karen Devereaux, Clerk



TO: Planning Commission
FROM: Tiffany Speir, Planning Division Manager
DATE: April 2, 2025
SUBJECT: 2025 Comprehensive Plan Amendments: Introduction, Public Hearing
ATTACHMENTS: Draft Resolution 2025-02 (**Attachment A**)

DISCUSSION

Lakewood's Municipal Code describes the process to be used to review proposed Comprehensive Plan Map and Text amendments in LMC Chapter 18A.30. The Planning and Public Works Department (PPW) has complied with this process.

PPW introduced proposed amendments 2025-01, -04, -05, -06, -07, -08, -10, and -12 to the Planning Commission on March 5. This memorandum describes and provides a recommendation on the following amendments for the Commission:

- 2025-02** Updates to Comprehensive Plan Capital Facilities Element, Parks Element, and Utilities Element for consistency with E2SHB 1181 (Climate Change & Resiliency)
- 2025-03** Updates to Lakewood development regulations regarding "middle housing" for consistency with E2SHB 1110
- 2025-09** Review, and if needed, amend, the Lakewood Regional Urban Growth Center (RUGC)'s implementation through the Downtown Subarea Plan (DSAP) for consistency with PSRC's Regional Centers Framework Redesignation Requirements.
- 2025-11** Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)
- 2025-13** Rezone parcel 7025000161 from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1.)

The Planning Commission is holding a public hearing on all of the draft amendments on April 2 and is scheduled to take action on a recommendation to the City Council on April 16.

The following table summarizes the PPW recommendations on all 13 proposed amendments. The full language of each recommended amendment (i.e., not amendments 2025-02 or 2025-09) is included in draft Resolution 2025-02 in **Attachment A**.

Amendment Number	Amendment Summary	4/2/25 PPW Recommendation
2025-01	"Co-Living Housing" Amendments for consistency with ESHB 1998	Adopt draft regulations provided in draft Resolution
2025-02	Updates to Comprehensive Plan Capital Facilities Element, Parks Element, and Utilities Element for consistency with E2SHB 1181 (Climate Change & Resiliency)	No action (already in compliance with HB 1181)
2025-03	Updates to Lakewood development regulations regarding "middle housing" and zero lot line unit lot subdivisions for consistency with E2SHB 1110	Adopt draft regulations provided in draft Resolution
2025-04	Regulatory amendments for consistency with SB 5792 "Concerning the definition of multiunit residential buildings"	Adopt draft regulations provided in draft Resolution
2025-05	Regulatory amendments regarding residential parking for consistency with SSB 6015	Adopt draft regulations provided in draft Resolution
2025-06	Technical updates to the Municipal Code to reincorporate previous Civic Use regulations; update LMC 18A.10.180 (Definitions) to include "religious assembly"; amendments to LMC 18A.40.080 (A) to allow religious organizations in various land use zones; and amendments to LMC 18A.40.080 (A) to allow day care centers in real property owned or controlled by religious organizations in the MR1 and MR2 zones.	Adopt changes to allowed uses in zones and draft regulations provided in draft Resolution
2025-07	2025-2029 Commute Trip Reduction (CTR) Plan	Adopt CTR Plan as provided in draft Resolution
2025-08	Private request for parcel 0319061001 to be redesignated/rezoned from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to "split zoning" of AC / AC1 and Industrial (I) / Industrial 1 (I1).	Rezone parcel as requested
2025-09	Review, and if needed, amend, the Lakewood Regional Urban Growth Center (RUGC)'s implementation through the Downtown Subarea Plan (DSAP) for consistency with PSRC's Regional Centers Framework Redesignation Requirements.	No action (City seeking boundary change for Regional Growth Center per DSAP boundary change in 2024)
2025-10	Redesignate / Rezone parcel 5140001191 from Downtown / Central Business District (CBD) to Open Space and Recreation (OSR) / Open Space and Recreation 2 (OSR 2.)	Rezone Parcel as requested
2025-11	Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)	Remove minimum size for AADUs and DADUs provided units comply with LMC Title 15 (see draft Resolution)
2025-12	Recognize RCW 35A.21.440 and RCW 36.70A.130 regarding allowing new housing in "existing	Adopt draft regulations provided in draft Resolution

	buildings”, as defined herein, zoned commercial or mixed-use in the Lakewood Municipal Code.	
2025-13	Rezone parcel 7025000161 from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1.)	Rezone Parcel as requested

2025-02 Updates to Comprehensive Plan Capital Facilities Element, Parks Element, and Utilities Element for consistency with E2SHB 1181 (Climate Change & Resiliency Statutory Updates)

E2SHB 1181 amended the GMA, SEPA, and other statutes¹ that add significant new requirements for Lakewood’s Comprehensive Plan and development regulations that must be adopted by 2029, including:

- supporting state greenhouse gas (GHG) emissions reduction goals and per-capita vehicle miles traveled (VMT); and
- fostering resiliency to climate impacts and natural hazards, among other requirements.

Lakewood’s Comprehensive Plan **Goal 15.3.1 on Consistency** directs that the Plan be updated regularly to comply with the Growth Management Act (GMA), PSRC Multicounty Planning Policies (MPPs), and Pierce County Countywide Planning Policies (CPPs). Lakewood is complying in part with E2SHB 1181’s updates to the GMA in 2025 through determining whether amendments are needed to the following Comprehensive Plan elements:

- The Parks, Recreation, and Open Space Element (PROSE) must include a tree canopy evaluation.
- The Utilities Element (UE) must include the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, telecommunications, and natural gas systems.
- The Capital Facilities Element (CFE) must include an inventory of existing capital facilities owned by public entities to include green infrastructure.

The full E2SHB 1181 consistency review conducted of Lakewood’s current PRE, UE, and CFE follows the review text below. **Per the analysis, no amendments are recommended under 2025-02.**

2025-02 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **N/A.**

2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **N/A.**

¹ RCW Chapters 36.70A, 43.21C, 43.20, 47.80, 70A.45, 70A.125, 86.12, and 90.58

3. Is the proposed amendment or revision consistent with the county-wide planning policies? **N/A.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **N/A.**

2025-02 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **N/A.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **N/A.**
3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **N/A.**
4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **N/A.**
5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **N/A.**
6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends no action under Amendment 2025-02.

2025-03 Updates to Lakewood development regulations regarding “middle housing” for consistency with E2SHB 1110²

Lakewood adopted policy, zoning, and regulatory updates in 2024 related to E2SHB 1110 (the bill that amended the GMA, SEPA, and other state statutes to encourage “middle housing”³ in historically single-family residential areas.) In 2025, the City is adopting additional state-required regulatory changes for middle housing. In summary, the City:

- may only apply administrative design review for middle housing;
- may not require standards for middle housing that are more restrictive than those required for detached single-family residences;
- must apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences, unless otherwise required by state law;
- is not required to achieve the per-unit density on lots after subdivision below 1,000 square feet unless the city chooses to enact smaller allowable lot sizes;
- must also allow zero lot line short subdivisions where the number of lots created is equal to the unit density required;
- may not require off-street parking as a condition of permitting development of middle housing within 0.5 miles walking distance of a major transit stop;
- may not require more than one off-street parking space per unit as a condition of permitting development of middle housing on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits; and
- may not require more than two off-street parking spaces per unit as a condition of permitting development of middle housing on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

A SEPA categorical exemption is established in E2SHB 1110 for development regulations that remove parking requirements for infill development.

Note: The limits on off-street parking requirements do not apply if Lakewood submits to Commerce an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and Commerce certifies, that parking limits 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. The Lakewood City Council will be exploring the potential scope of one or more empirical parking studies in 2025 in order to seeking exemption from some, if not all, of the off-street parking requirements.

² E2SHB 1110 amends RCW 36.70A.030, .280; RCW 43.21C.450, .495; RCW 64.32; RCW 64.34; RCW 64.38; and RCW 64.90

³ “Middle Housing” is defined as buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.

The draft regulatory amendments to LMC Titles 17, 18A, 18B, and 18C to fully implement middle housing administration in Lakewood are included in draft Resolution 2025-02 in **Attachment A**.

2025-03 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-03 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**
5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-03.

2025-09 Review, and if needed, amend, the Lakewood Regional Urban Growth Center (RUGC)'s implementation through the Downtown Subarea Plan (DSAP) for consistency with PSRC's Regional Centers Framework Redesignation Requirements

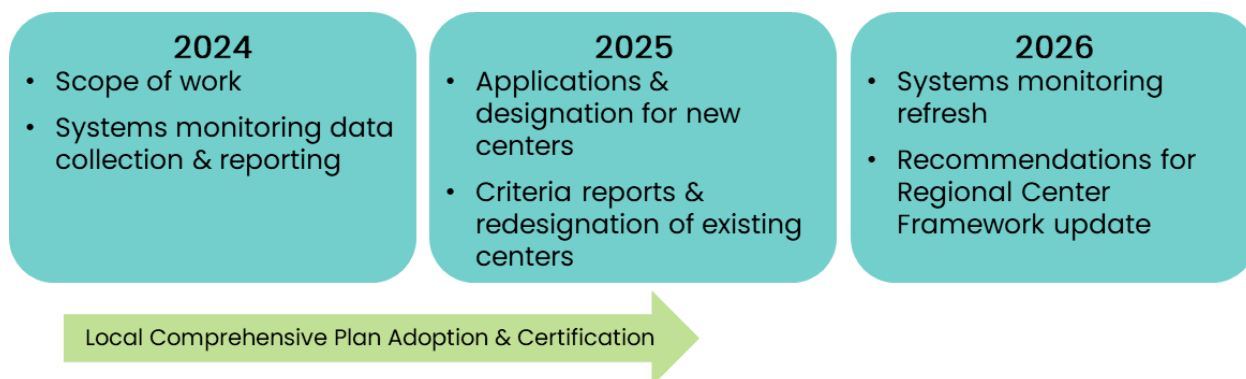
BACKGROUND FOR 2025-12

The Puget Sound Regional Council (PSRC) certified the Lakewood Regional Urban Growth Center (RUGC) in 2012. When Lakewood adopted the Downtown Subarea Plan, regulations, and planned action in 2018, the City worked with PSRC to amend the RUGC's boundaries to match the Downtown Subarea.



Source: PSRC Lakewood Regional Growth Center Profile

Beginning in 2025, the PSRC will review and re-certify regional centers per the PSRC Regional Centers Framework (RCF) every 5 years to “assess each center’s performance in accommodating growth consistent with the Regional Growth Strategy” (i.e., describe physical characteristics, assess potential for accommodating future growth, review for consistency with Centers Framework criteria., and update center characteristics.)



For PSRC's Centers review, the following process will be used:

Policy Considerations	Next Steps
Growth, mobility, and urban form in urban growth centers	Present early findings to GMPB in March 2025
Density requirements	Release draft Regional Centers System Monitoring report in early spring
Housing and displacement in regional growth centers	Regional centers redesignation process in summer/fall 2025
Population growth in manufacturing/industrial centers	Update System Monitoring report and consider updates to the Centers Framework in 2026
Role of countywide centers	

Centers monitoring reports will be presented to PSRC boards for consideration. If a center is not fully meeting the Regional Centers Framework (RCF) criteria at the time of centers monitoring, PSRC boards may consider removing the regional center designation or consider probationary status until planning requirements are met.

After monitoring occurs, all regional centers that meet each of the criterion outlined in the RCF will be automatically redesignated. Center policies and plans may be re-certified concurrent with redesignation.

During the first Centers monitoring review in 2025, existing regional growth centers will be expected to fully meet the following eligibility and designation criteria:

- Local commitment. Evidence center is a local priority and sponsor city/county has sustained commitment over time to local investments in creating a walkable, livable center;
- Planning. An updated center plan (subarea plan, plan element or functional equivalent that provides detailed planning or analysis) that addresses regional guidance, and plans for a mix of housing and employment, bicycle and

pedestrian infrastructure, amenities, and a street pattern that supports walkability;

Assessment of housing need includes displacement risk, as well as review of the documentation of tools, programs, or commitment to provide housing choices affordable to a full range of incomes and strategies to further fair housing;

- Capital investments. Capital investments by the local government in the center in the current or prior 6-year capital planning cycle, and commitment to infrastructure and utilities in the jurisdiction's capital improvement program sufficient to support center growth, pedestrian infrastructure, and public amenities;
- Center criteria. Consistent with designation criteria for size, planning, transit, market potential, and role for new regional growth centers in Section 3 of the RCF. Existing centers will remain designated if they do not meet the new center density criteria, provided that the center is consistent with other criteria identified in this section;
- Market study. Regional growth centers that have existing density levels below the level required for new regional centers at the time of the review must complete a market study to evaluate the potential for and opportunities to best support center growth. The market study:
 - o must consider a planning horizon reasonably beyond 2025;
 - o should show how the center can meet targeted levels of growth within the planning period; and
 - o should demonstrate Lakewood's work to address opportunities identified in the market study and the center is consistent with other criteria identified in the Framework.

The following actions were taken to prepare the language of Amendment 2025-09 for Planning Commission review regarding Lakewood's RUGC:

1. Updating the boundary of the Lakewood RUGC to match the Downtown Subarea boundary as approved in Ordinance 812;
2. Review growth targets (i.e., people and job activity units in the RUGC) for consistency with the Regional Centers Framework and the July 2024 PSRC communication to Lakewood regarding the 2024 Comprehensive Plan Periodic Review;
3. Review allowed land uses and development regulations for consistency with PSRC Regional Urban Growth Centers Criteria;
4. Conduct a market study to evaluate the potential for and opportunities to best support center growth.

Based on the 2025 RUGC analysis and market study, one action is proposed:
Updating the boundary of the Lakewood RUGC to match the Downtown Subarea

boundary as approved in Ordinance 812. This is a process conducted directly with PSRC and does not require action by the Planning Commission or City Council.

No amendments to the Lakewood Comprehensive Plan, Zoning Map, DSAP, or development regulations are recommended under 2025-09.

Attached following this review text section is the March 2025 analysis and market study of the Lakewood Regional Urban Growth Center (RUGC) and Downtown Subarea Plan (DSAP.)

Note: On March 25, 2025, Lakewood received informal staff confirmation that the Lakewood RUGC would be redesignated by PSRC.

2025-09 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **N/A**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **N/A**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **N/A**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **N/A**

2025-09 SEPA Analysis

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **N/A**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **N/A**
3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **N/A**
4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **N/A**
5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **N/A**
6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends no action on Amendment 2025-09.

2025-11 Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)

In order to allow further flexibility in the City's regulations and encourage additional affordable housing to be built consistent with state and City housing priorities and growth targets, the City Council directed adding this amendment to the 25CPA docket via Resolution 2025-03. Amendment 2025-11 is to review potentially changing the City's minimum square footage for accessory dwelling units (ADUs.)

Background

RCW 36.70A.680 and 36.70A.681 require all local governments planning under the Growth Management Act (GMA) to revise their regulations as needed to conform with the following requirement (among others):

- Maximum ADU size standard: Local governments may not require ADUs to be smaller than 1,000 gross square feet in size.

The following table includes the minimum and maximum sizes allowed for ADUs (attached or detached or both) from a number of Washington counties and cities. In summary:

- 11 of the 15 cities have no minimum ADU size
 - o 1 city relies on state building code requirements for minimum size
 - o 1 city has a 300 sq.ft. minimum size and
 - o 2 cities (including Lakewood) have a 1,000 sq.ft. minimum size
- 2 of the 3 counties have no minimum ADU size
 - o 1 county has a 300 sq.ft. minimum size

Jurisdiction	ADU Minimum/Maximum Size
Lakewood	1,000 sq.ft. min size; 1,200 sq.ft. max
King County	No min. size; 1,000 sq.ft. max of heated floor area and 1,000 sq.ft. of unheated floor area generally
Pierce County	No min. size; 1,000 sq.ft. max.
Thurston County	300 sq.ft. min size; 800 sq.ft. max
Bellingham	1,000 sq. ft. min.
Bonney Lake	AADU 300 sq.ft. min; DADU 450 sq.ft. min, excluding any related garage and stair areas
Bremerton	No min. size; 1, 000 sq.ft. max or not more than sixty 60% of the principal unit's total habitable floor area, whichever is greater . . .
East Wenatchee	Min. size shall not be less than the requirements of the Washington State Building Code.
Everett	No min. size; 1,000 sq.ft. max (no max for an ADU located within one floor of a principal dwelling unit.)
Federal Way	No min. size; AADU may exceed 1,000 sq. ft. max in certain instances; DADU 1,000 sq.ft. max excluding any garage, workshop and similar nonliving areas.
Fife	300 sq.ft. min size; 900 sq.ft. max size and shall not exceed 30% of the total gross floor area of the primary dwelling unit (excluding garage) and proposed ADU
Lacey	No min. size; up to 50% of main residence and 850 sq.ft. max; other exceptions in code

Puyallup	No min. size; AADU 900 sq.ft. max of floor area or 40% of the floor area of the primary dwelling, whichever is less, nor have more than two bedrooms; DADU 700 sq.ft. max (new), or 900 sq.ft. (conversion), or 40% of the floor area of the new/existing primary structure, whichever is less.
Renton	No min. size; max. size varies per residential zone between 400 sq.ft. and 1,000 sq.ft.
Spokane	No min. size; AADU - principle dwelling must be 800+ sq.ft. and ADU can have 800 sq.ft. max size; DADU 75% of principle residence or 975 sq.ft. max. size
Tacoma	No min. size; 1,000 sq.ft. max excluding any garage area and other non-living areas
Tukwila	No min. size; AADUs may occupy a maximum of 40% of the square footage of the principal unit (excluding the area of any attached garage) or up to 1,000 square feet, whichever is greater. DADUs may be a maximum of 1,000 sq.ft.
University Place	No min.; 1,000 sq.ft max

AADU = Attached accessory dwelling unit / DADU = Detached accessory dwelling unit

The 1,000 sq.ft. ADU minimum size in the Lakewood Municipal Code predates the 2024 periodic review and recent state law requirements to allow ADUs in single family areas.

In order to further encourage ADUs as an affordable housing and alternative housing type option, **PPW is recommending eliminating the minimum size for both attached and detached ADUs, but also requiring that all ADUs comply with the International Building Code (IBC) or International Residential Code (IRC) as adopted by the City of Lakewood and qualify as a “dwelling unit.”** This reduction opens ADU design and size options up to property owners looking not only at “stick built” ADUs, but also modular or shipping container-based units.

The text of 2025-11 amendments to the LMC is included in draft Resolution 2025-02 (**Attachment A.**)

2025-11 Analysis per LMC 18A.30.050 (B)

1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-11 SEPA Analysis

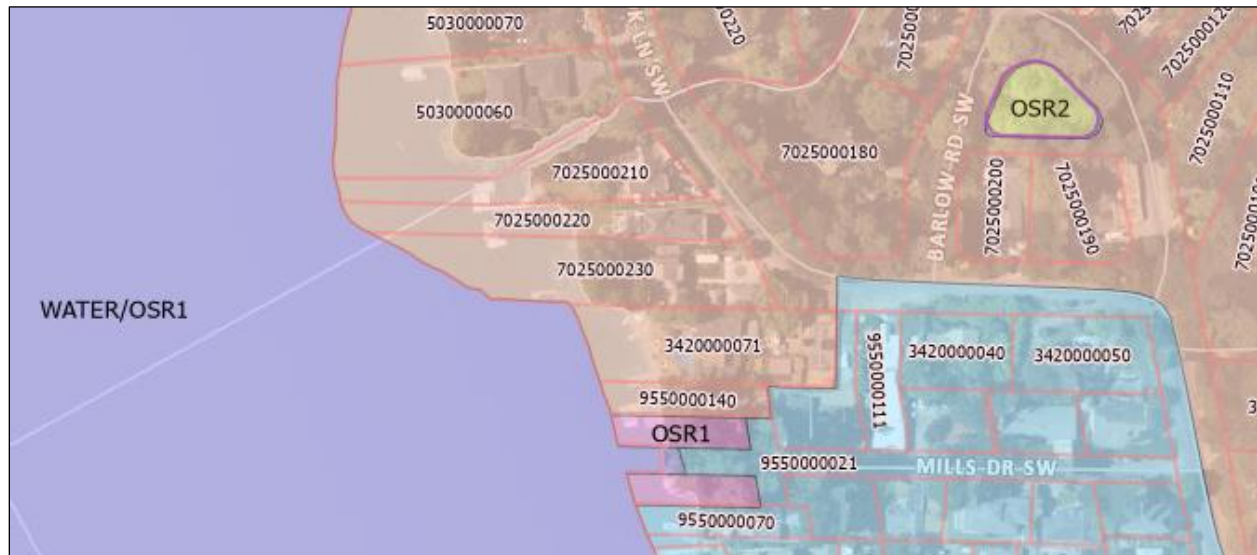
1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**
5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**
6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-11.

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

Background

Lakewood's Primley Park is located on parcel 7025000161. It is 0.19 acres in size and classified as a "pocket park", which is a subset of a "neighborhood park" (less than 2 acres.) Per the 2020 Parks Legacy Plan, the City is moving ahead with improvements at Primley Park, including replacement of playground equipment. However, the parcel is currently zoned OSR2 (see map below):



Under LMC 18A.40.100, neighborhood park uses are allowed in the OSR1 zone and are not allowed in the OSR2 zone, and shown below:

Excerpt from LMC 18A.40.100 A. *Open Space Land Use Table*

Open Space Land Uses	Zoning Classifications	
	OSR 1	OSR 2

Neighborhood-scale active recreation and limited accessory structures: Parks, playgrounds, arboretums, and community gardens two (2) acres or less in size; open sports fields two (2) acres or less in size, with no spectator seating; improved trail systems; paved multi-use areas and bridle trails within defined park areas; public restrooms; playground equipment; and picnic tables and shelters.	P	-

It is unclear how Primley Park was ever zoned OSR2 when it was anticipated per City planning efforts to be maintained as a neighborhood park. This amendment would rezone the parcel in order to allow intended improvements to be installed and maintained over time by the City. Information from the Parks Legacy Plan follows.

4.3 Neighborhood Parks

The NRPA describes neighborhood parks as the "basic unit of the Park system."² Neighborhood parks are typically less than 5 acres and provide access to essential park amenities of open space and playground facilities. Neighborhood parks are designed to encourage easy access on foot and to support unstructured, spontaneous activities, including active and passive recreation.

TABLE 4-3			
Lakewood - Neighborhood Parks			
Park	Park Type	Acres	Status
Active Park	Neighborhood Park	2.28	Developed
Edgewater Park	Neighborhood Park	2.83	Interim
Kiwanis Park	Neighborhood Park	2.85	Developed
Lake Louise Elementary School*	School Park	4.72	Developed
Oakbrook Park	Neighborhood Park	1.55	Developed
Primley Park	Pocket Park	0.19	Developed
Springbrook Park	Neighborhood Park	6.68	Developed
Wards Lake Park	Neighborhood Park	27.79	Developed
Washington Park	Neighborhood Park	3.64	Developed
Total Acres		52.35	
* Lake Louise Elementary serves as a neighborhood park after school hours through a joint partnership between Lakewood and the Clover Park School District.			

Pocket Parks

Pocket Parks serve as a sub-category of neighborhood parks. These parks are typically 2,500 square feet to 1 acre and provide open space and playground facilities. In addition, these parks also provide passive activities, such as seating, picnic tables, and ornamental landscaping. The City has one pocket park, Primley Park, which provides a total of 0.19 acres of parkland.

Source: 2020 Parks Legacy Plan, City of Lakewood

PRIMLEY PARK

Address: 10 Barlow Rd SW

Size: 0.19 acres

Areas within a 10-minute walking distance:
Central, Downtown

This neighborhood park (pocket park) is located in central Lakewood. This site was created in 2007 when neighbors adjacent to the park asked to adopt an abandoned site. After community clean ups and planning, the neighbors raised funds to build a small play structure, pathways and park amenities.

Parking: On-street

Additions/Improvements since 2014:

- None

Future Potential Opportunities:

- New playground (when necessary)
- Permanent benches
- Trail improvements

Existing Amenities:



Picnic Table and benches



1 Playground



Open Space \approx 0.10 acres



Source: 2020 Parks Legacy Plan, City of Lakewood

18A.30.060 Decision criteria for rezone requests – Comprehensive Plan.

The following criteria will be used to evaluate each rezone request. A zoning map amendment shall only be approved if the Council concludes that, at minimum, the proposal complies with subsections (A) through (C) of this section. To be considered are whether:

- A. The rezone is consistent with either the Comprehensive Plan, including the Plan's Land Use Designation Map as described in LMC 18A.30.070, or with a concurrently approved amendment to the plan. **Yes.**
- B. The rezone will maintain the public health, safety, or welfare. **Yes.**
- C. The rezone is consistent with other development regulations that implement the Comprehensive Plan. **Yes.**
- D. The rezone will result in a district that is compatible with adjoining zoning districts; this may include providing a transition zone between potentially incompatible designations. **Yes.**
- E. Public facilities and services existing and planned for the area are adequate and likely to be available to serve potential development allowed by the proposed zone. **Yes.**

2025-08 Analysis per LMC 18A.30.050 (B)

- 1. Does the proposed amendment or revision maintain consistency with other plan elements or development regulations? If not, are amendments or revisions to other plan elements or regulations necessary to maintain consistency with the current final docket that will be considered by the Planning Commission and the City Council? **Yes.**
- 2. Is the proposed amendment or rezone consistent with the goals of the Comprehensive Plan? **Yes.**
- 3. Is the proposed amendment or revision consistent with the county-wide planning policies? **Yes.**
- 4. Does the proposed amendment or rezone comply with the requirements of the GMA? **Yes.**

2025-08 SEPA Analysis

- 1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
- 2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze impacts available within the time frame of the standard annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption. Any potential environmental impacts coming from an application for future development on the parcel would be reviewed under the City's development and environmental protection regulations.**
- 3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process? **This is a non-**

project action. Analysis of needed capital improvements and revenue to maintain LOS due to development on the parcel would be reviewed at the time of application for redevelopment or new development.

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline? **Yes.**

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process? **This is a non-project action. There would be no adverse environmental impacts due to its adoption.**

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again? **N/A.**

PPW RECOMMENDATION: The PPW recommends approval of Amendment 2025-13.

PLANNING COMMISSION RESOLUTION 2025-02

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AYES: BOARDMEMBERS:

NOES: BOARDMEMBERS:

ABSENT: BOARDMEMBERS:

ATTEST:

CHAIR, PLANNING COMMISSION

KAREN DEVEREAUX, SECRETARY

¹ 2023-2024 ESHB 1042

EXHIBIT A

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

18A.10.180 Definitions

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

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

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

“Major transit stop” means:

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

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

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

18A.40.027 Summary land use table.

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

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

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

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

18A.40.110 Residential uses.

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

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

	Zoning Classifications																				
Residential Land Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small craft distillery (B)(6), (B)(12)	-	P	P	P	P	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-
Specialized senior housing (B)(10)	-	-	-	-	C	C	C	C	C	-	-	P	C	C	-	-	-	-	-	-	-
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-

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

B. Operating and Development Conditions.

14. Co-Living Housing Units

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

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

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

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

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

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

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

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

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

1. No off-street parking shall be required within one-half mile walking distance of a major transit stop.
2. A maximum of one off-street parking space per four sleeping units shall be required.
3. Notwithstanding subsections (G)1 and (G)2, cities may be exempted from required limitations on parking requirements by submitting an empirical study to the Department of Commerce. The study must be prepared by a

credentialed transportation or land use planning expert and clearly demonstrate that the application of the parking limitations of will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location.

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

**Chapter 17.22
SHORT SUBDIVISIONS**

Sections:

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

17.22.010 Applicability.

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

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

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

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

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

17.22.020 Filing procedure and fee.

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

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

A short plat shall meet the following standards:

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

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

17.22.025 Determination of complete application.

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

17.22.030 Owner's free consent.

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

17.22.035 Posting requirements.

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

17.22.040 Survey.

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

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

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

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

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

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

17.22.050 Departmental review.

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

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

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

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

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

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

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

17.22.060 Review criteria.

A. Access.

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

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

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

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

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

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

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

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

17.22.070 Preliminary approval.

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

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1. Upon receipt of a complete application for a short plat, the Department of Planning and Public Works (PPW) shall forward copies of the application and short plat map to the Public Works Department, the Fire Marshal, the Pierce County Assessor's Office, the Pierce County Public Works Sewer Utility, the Lakewood Water District, any affected public utility agencies, and the Tacoma-County Health Department. The initial review by the departments/agencies of the proposed short plat shall be completed within 15 days, unless, upon the request of the Department of Planning and Public Works (PPW), the applicant consents to an extension of such time period. The proposed preliminary short plat shall be considered under the subdivision regulations and zoning or other land use control ordinances in effect at the time a fully completed application for preliminary short plat approval has been submitted to the City.
 2. Each department or official shall either recommend approval, disapproval, or revision of the short plat within the 15-day initial review period. The Planning and Public Works (PPW) Director shall have the final authority to approve, approve with conditions or deny a short plat application.
 3. If returned for revision, the applicant or representative shall submit six prints to the Department of Planning and Public Works (PPW) reflecting the required revisions within 60 days after any review comments are provided by the reviewing agencies. Should the applicant require an extension of time to satisfy the requirements that were requested during the initial 15-day review, additional time may be granted upon written request.
 4. Due to the complexity of the proposal, the applicant may desire to request the following to extend the life of the application.
 - a. Request in writing from the applicant that the application for the proposed short plat be placed on hold for due cause. "Due cause" would constitute a situation that was beyond the applicant's controls; i.e., required environmental checklist, Health Department requirement for viewing high water table on the site prior to review for waste disposal, or water availability report required by the state.

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

- b. Request in writing by the applicant that a time extension would be necessary to provide the reviewing departments the necessary material, documents, and studies, as requested in the initial City review. The Department of Planning and Public Works (PPW) may provide a second additional extension, not to exceed 180 days. A fee may be charged for the extended time, per the fee schedule.
 - c. Any applicable time limitations for processing an application, including time limits set forth in Chapter [36.70B](#) or [58.17](#) RCW, LMC Title [18A](#), or this title, shall be tolled while the applicant responds to requests for revision or additional information within the time frames set forth in this section.

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

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

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

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

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

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

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

17.22.080 Notice.

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

17.22.090 Appeal procedure.

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

17.22.095 Final short plat approval.

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

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

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

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

17.22.100 Amendments.

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

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

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

Chapter 17.24

UNIT LOT SUBDIVISIONS

Sections:

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

17.24.010 Purpose.

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

17.24.020 Applicability.

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

17.24.030 General requirements.

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

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

17.24.035 Unit lot setbacks.

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

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



Figure 17.24.035-1 Parent site and unit lot setback illustration

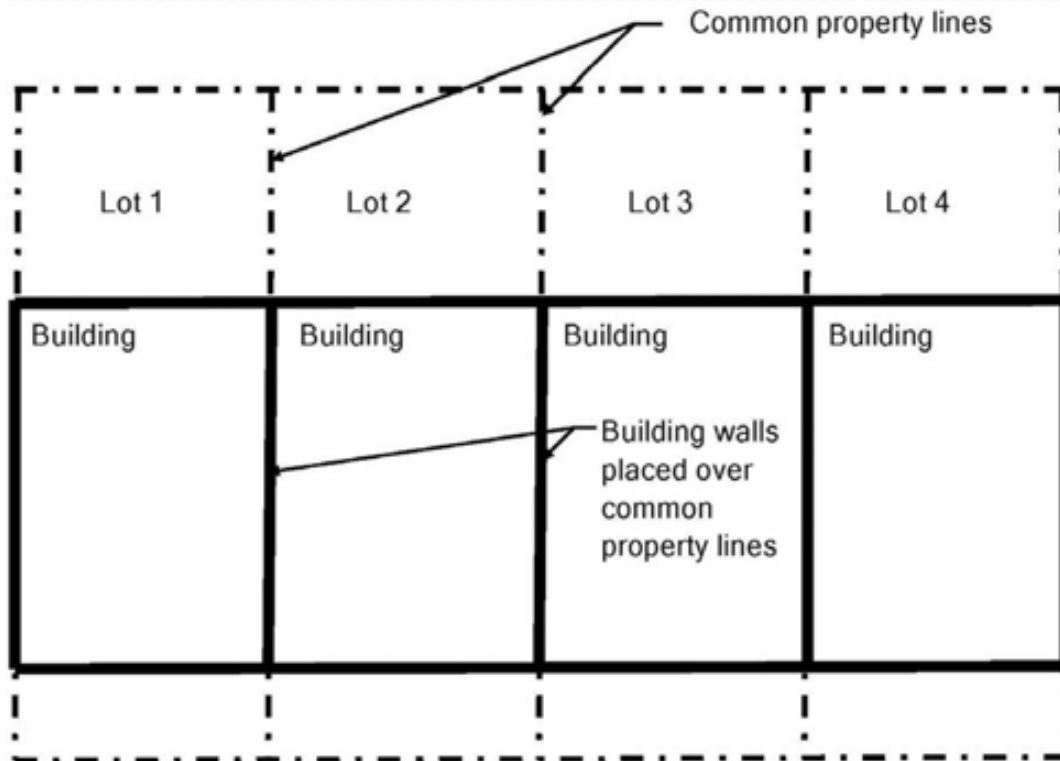


Figure 17.24.035-2 Zero, common, or shared unit lot lines for townhouses or zero lot lines.

17.24.040 Application procedure.

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

17.24.050 Approval criteria.

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

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

17.24.060 Recording.

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

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

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

17.24.070 Conflicts.

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

LMC 18A.10.180 Definitions

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

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

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

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

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

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

LMC 18A.60.030 Residential Area and Dimensions

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

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

GSF = gross square foot

LMC 18.60.030.B

B. Specific Development Considerations.

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

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

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

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

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

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

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

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

a. Rental housing: 60 percent.

b. Owner-occupied housing: 80 percent.

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

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

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

v. The units dedicated as affordable housing shall:

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

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

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

18A.30.240 General Provisions

* * *

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

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

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

18A.30.250 Development Standards

D. Setbacks and Building Separation

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

18A.30.260 Open Space

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

18A.30.270 Building Design Standards

A. Building Height

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

18A.30.280 Parking

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

Off Street Parking

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

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

Use	Unit Measure	Minimum (TDM program only) ¹	Max	Required Bicycle Parking Spaces
Accessory Dwelling Unit ²	<u>Per dwelling unit</u>	<u>1</u>	<u>N/A</u>	<u>None</u>
	<u>Per dwelling unit within ½ mile of a major transit stop (3)</u>	<u>0/1</u>	<u>N/A</u>	<u>None</u>
Affordable housing units within ¼ ½ mile of a major transit stop (any type) ³	<u>Per dwelling unit within ¼ ½ mile of frequent a major-transit stop (any type) service³</u>	Studio – 0.75-0 1 Bedroom – 1.0 2+ bedroom – 1.5-0	<u>N/A</u>	<u>1 per 7.5 auto stalls, 3 minimum per building</u>
Single-Family	Per dwelling unit	2	N/A	None
	Per dwelling unit	2	N/A	None
Duplexes ⁴	Per dwelling unit within ½ mile of frequent a major-transit stop service ⁴	<u>0</u>	<u>N/A</u>	<u>0.5 per unit</u>
	Per dwelling unit	2	N/A	None
Multifamily structures with four to six units ⁴	Per dwelling unit	Studio -1 1 bedroom – 1.25	N/A	2

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

¹ See LMC 18A.80.060(H)

Section LMC 18A.80.030.G

* * *

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

Section LMC 18A.30.280A

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

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

LMA 18A.10.180 Definitions

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

“Multiunit residential building” means:

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

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

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

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

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

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

* * *

18A.80.030 Zoning district parking requirements.

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

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

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

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

E. *Rounding of Fractions.* When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-

half (0.5) shall be disregarded and any fraction of one-half (0.5) or over shall be counted as one (1) space.

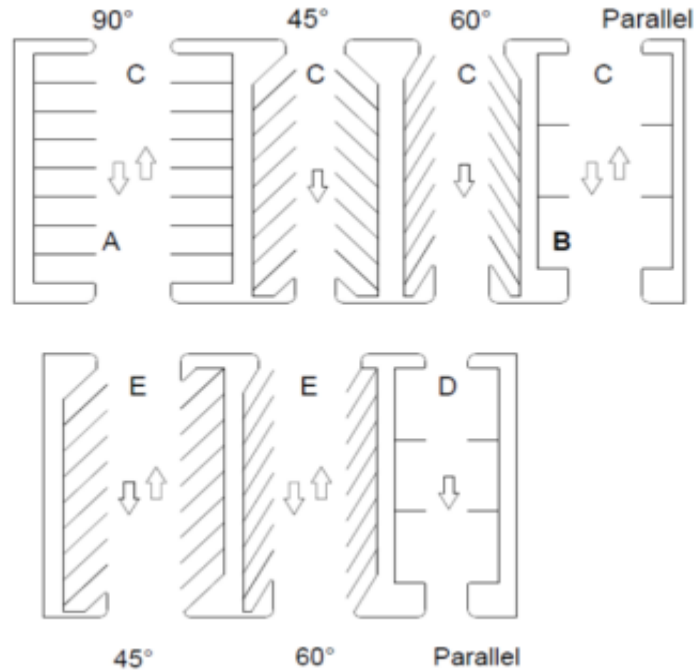
F. *Parking Standards.* Note that the parenthetical numbers in the matrix identify specific requirements or other information **which are set forth** following the matrix in subsection [C](#) of this section.

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

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H) .	Max	Required bicycle parking spaces
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 each vehicle owned, leased or operated by the company	0.5	1	See offices
Warehouse	Per 2,000 square feet of GFA plus per 400 square feet of GFA used for office or display area	1	N/A	None
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per 5 auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA	10	11	1 per 25 auto stalls. Minimum of 2
Places of assembly with fixed seats	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
Stadiums, auditoriums, gymnasiums, theaters	Per 4 seats of the permitted assembly occupants. (School and/or public facility	1	1.5	1 per 25 auto stalls. Minimum of 4

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

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see 18A.80.060(H) .	Max	Required bicycle parking spaces
housing for people with disabilities	frequent transit service			



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

G. *Additional Provisions.*

1. For day care, preschools, and nursery schools, one drop-off loading area must be provided per seven (7) students.
2. Restaurants in hotels and motels are managed as a separate use under parking requirements.
3. Accessory dwelling units within one-half (0.5) mile of a major transit stop, defined as a stop for commuter rail, bus rapid transit, or actual fixed route

service at intervals of at least fifteen (15) minutes for at least five (5) hours during the peak hours of operation on weekdays, are not required to provide on-site parking spaces if adequate provision of on-street parking facilities is available as determined by the Director.

4. The requirements for reduced parking for affordable housing include the following:

- a. Housing units must be affordable at fifty (50) percent of area median income or lower.
- b. The housing unit is located within one-quarter (1/4) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day.
- c. A covenant must be registered on title consistent with the requirements in Chapter [18A.90](#) LMC that will maintain units as affordable for a minimum of fifty (50) years.

5. For middle housing types, housing units that are within one-half (1/2) mile of a major transit stop, defined as a stop for commuter rail or bus rapid transit, are not required to provide on-site parking if adequate provision of on-street parking facilities is available as determined by the Director.

6. For multifamily housing types:

- a. Housing units within one-half (1/2) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day are required to provide three-quarters (3/4) parking spaces per unit or one (1) space per bedroom, to a maximum of two (2) spaces per unit.
- b. At least ten (10) percent of the total parking spaces must be set aside for unreserved guest parking.

7. In mobile home parks, parking spaces in excess of one (1) per mobile home may be grouped in shared parking areas.

8. For housing units that are specifically for seniors or people with disabilities and are within one-half (1/2) mile of a transit stop that receives transit service at least two (2) times per hour for twelve (12) or more hours per day, no on-site parking is required.

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

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

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

means of ingress and egress;

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

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

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

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

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

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

18B.600.610 Parking.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18C.600.610 Parking.

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

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

Land Use	Vehicular Parking Requirement	Bicycle Parking Requirement
Residential	Single-family: 2 per dwelling unit Accessory dwelling: 1 per dwelling unit; or zero when located within 1/2 mile of the Sounder Station or a bus rapid transit stop. (RCW 36.70A.698) Senior citizen apartments: 1 per 3 dwelling units* Multifamily housing:* Studio – 1 per unit 1+ bedroom – 1.25 per unit (At least 10% of the total parking spaces must be set aside for unreserved guest parking)* <i>*See process in subsection B of this section to prepare parking study to reduce further near station.</i>	Meet rates and standards of: Chapter 18A.80 LMC
Retail Services, Restaurants	2 per 1,000 GSF minimum; 3 per 1,000 GSF maximum	Meet rates and standards of: Chapter 18A.80 LMC

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

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

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

This exemption can apply to the following residential uses:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Mixed Residential Zoning Districts.

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

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

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

* * *

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

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

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

“Daycare facilities” means any type of group day care programs, for children, including nursery schools for children under minimum age for education in public schools, parent cooperative nursery schools, playgroups for preschool children, covering afterschool care for school children, and programs which provide organized learning and education experiences, provided such establishments are licensed by the state and conducted in accordance with state requirements. For the purpose of this title the following shall also apply to day care center, nursery schools or preschools:

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

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

3. Level 2 includes:

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

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

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

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

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

“Government Facilities” include the executive, legislative, judicial, administrative and regulatory activities of local, state, federal, and international governments or special districts that may perform public services and work directly with citizens. Examples

include courthouses, emergency response facilities, maintenance facilities, human and social service offices, health offices, and government offices.

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

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

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

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

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

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

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

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

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

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

[New Section LMC 18A.40.035]

18A.40.035 Civic uses.

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

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

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

Uses	Zoning Classification																				
Civic	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Transportation Facilities Level 3										P									P	P	P
Transportation Facilities Level 4																					

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

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

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

C. Development and Operating Conditions.

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

a. Professional Offices Level 1

b. Daycare Facilities Level 2

c. Eating and Drinking Establishment Level 1/2

d. Storage buildings and outdoor storage, subject to the provisions of LMC 18A.50.170, Outdoor Storage and Commercial Yard Surfacing Standards, for maintenance equipment and goods utilized in the primary use.

e. Antennae and satellite dishes for private telecommunication services, subject to specific standards, including siting criteria, set forth in LMC 18A.70.600, Wireless Telecommunications Facilities.

f. Facilities used in on-site grounds maintenance.

g. On-site soil reclamation treatment in accordance with state regulations.

h. Retaining walls, freestanding walls, and fences.

i. Accessory caretaker’s dwelling, subject to the provisions of LMC 18A.70.350.

j. Private docks and mooring facilities as regulated by applicable shoreline management regulations.

k. Community and Cultural Services Level 1/2, in conjunction with an Outdoor Recreation use type.

l. Amusement and Recreation Level 1, in conjunction with an Outdoor Recreation use type.

m. Lodging Level 2, in conjunction with an Outdoor Recreation use type.

18A.40.040 Commercial and industrial uses.

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

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

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

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

Applications for all uses must comply with all of subsection [B](#) of this section’s relevant general requirements.

B. Development and Operating Conditions.

* * *

18A.40.080 Health and social services.

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

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

Uses	Zoning Classifications																				
Health and Social Services See note (B)(1)*	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Day care center, independent (B)(2)	–	–	–	–	–	–	–	–	P	–	P	P	P	P	P	P	C	–	–	–	C
Human service agency offices	–	–	–	–	–	–	–	–	–	C	P	P	P	P	–	P	P	P	–	–	–
Medical service, urgent care clinic	–	–	–	–	–	–	–	–	–	–	–	P	C	P	–	P	P	–	–	–	–
Medical service, doctor office	–	–	–	–	–	–	–	–	–	C	P	P	–	P	–	P	P	–	–	–	–
Medical service, hospital	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	C	–	–	–	C
Medical service, integrated medical health center	–	–	–	–	–	–	–	–	–	–	–	P	–	P	–	–	C	–	–	–	C
Medical service, lab	–	–	–	–	–	–	–	–	–	–	–	P	–	P	–	C	C	P	–	–	C
Pharmacy	–	–	–	–	–	–	–	–	–	–	P	P	P	P	–	P	P	–	–	–	–
Preschool/nursery school	P	P	P	P	–	–	P	P	P	C	P	P	P	P	P	P	C	C	–	–	C

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

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

B. Development and Operating Conditions.

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

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

See following pages.

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

September 12, 2024 DRAFT



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Appendices

Appendix A

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Abbreviations

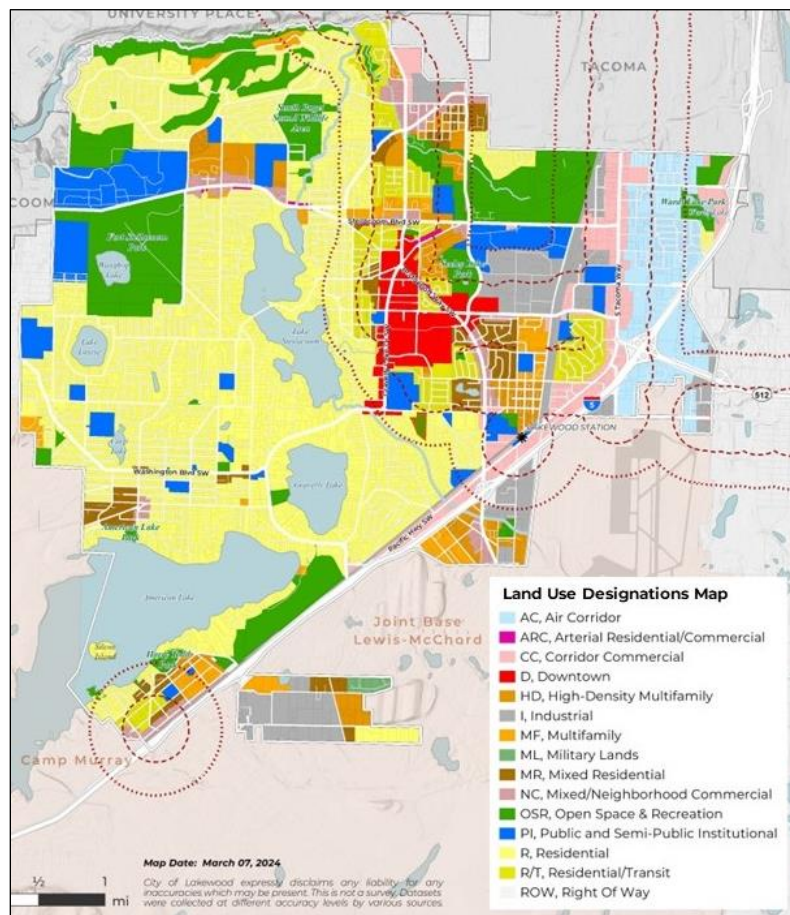
ACS	American Community Survey
Census	U.S. Census Bureau
City	City of Lakewood
Comprehensive Plan	City of Lakewood Comprehensive Plan
County	Pierce County
CTR	commute trip reduction
DSHS	Washington State Department of Social and Health Services
ETC	Employee Transportation Coordinator
JBLM	Joint Base Lewis-McChord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

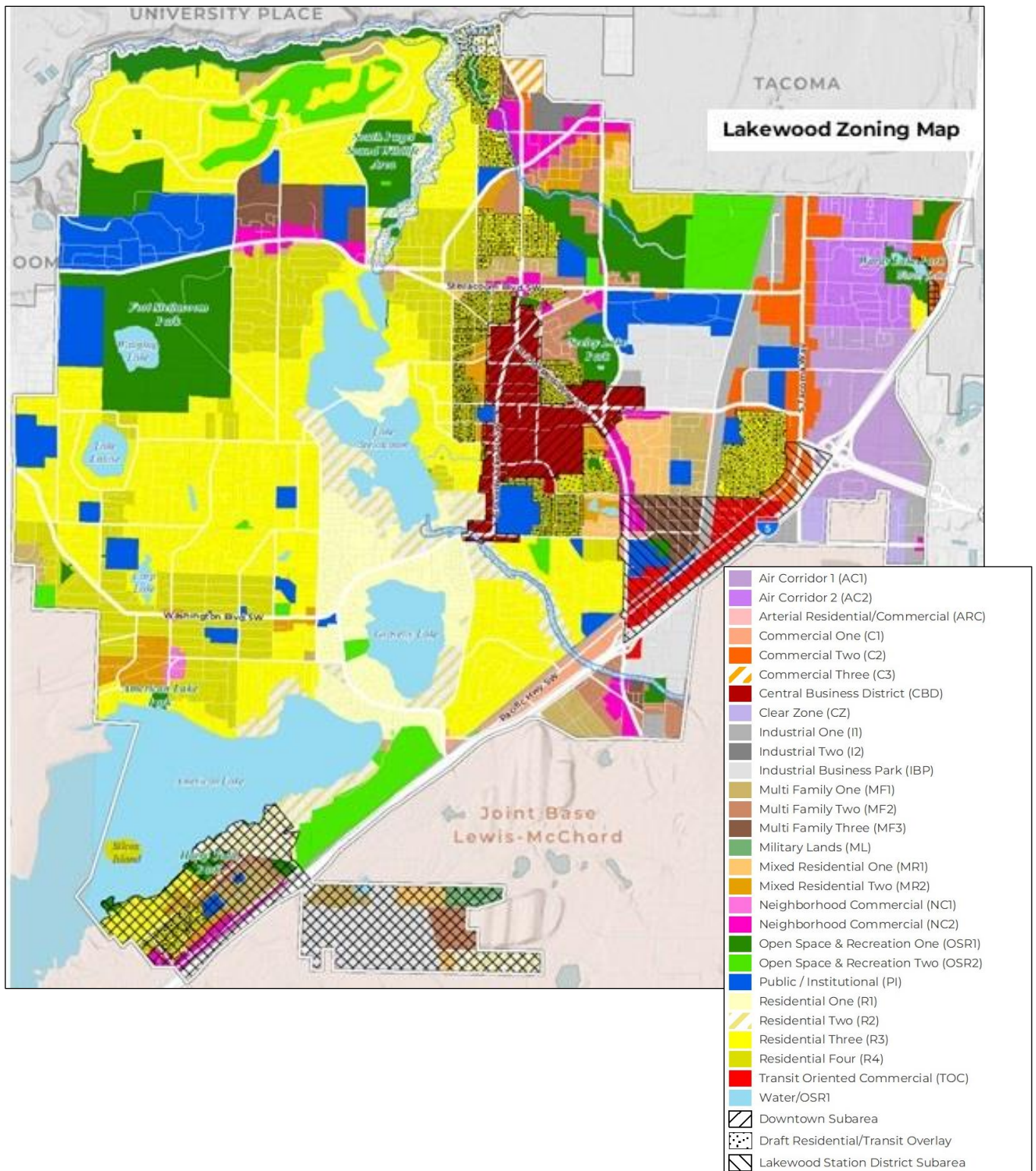
1. Local Land Use and Transportation Context and Objectives

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

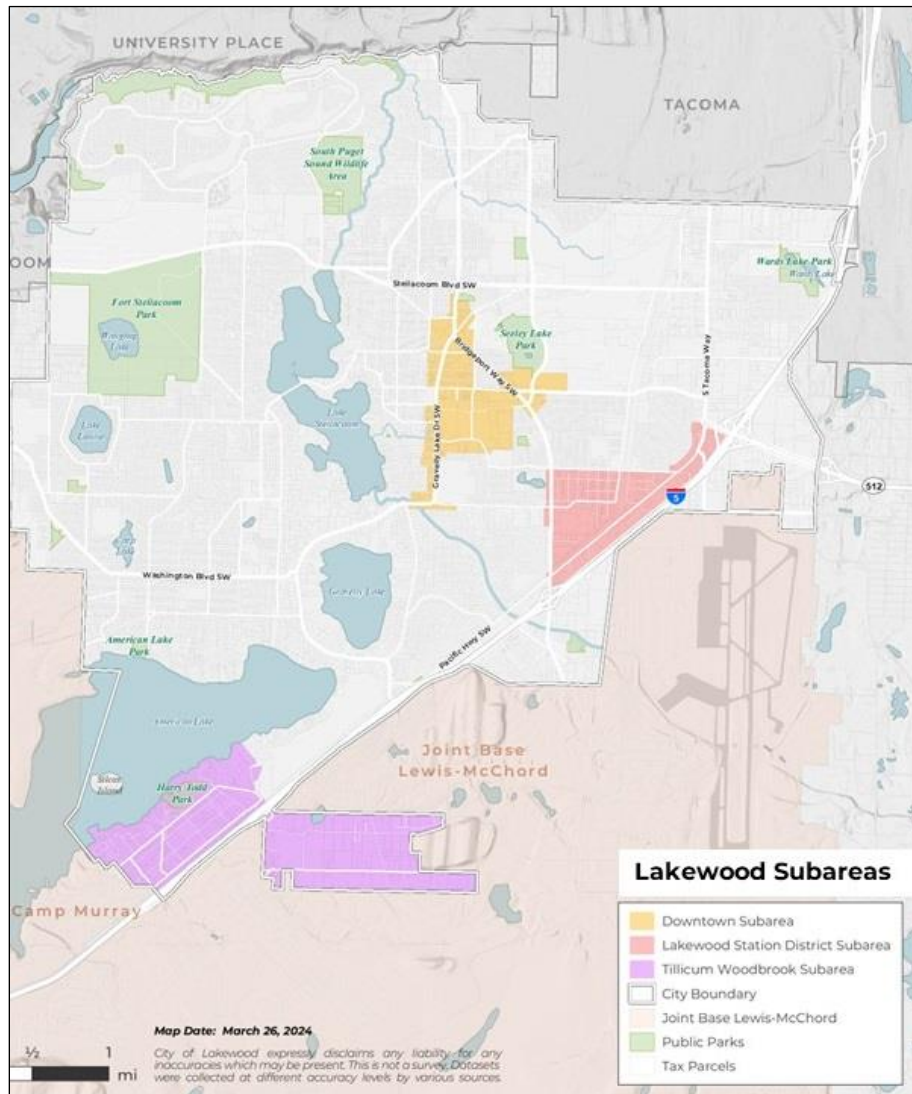
Incorporated in 1996, the City of Lakewood is now the second largest city in Pierce County, Washington with an estimated 2021 population of 67,397. Lakewood incorporated as an extensively developed, mature community; the majority of privately held properties within the City boundaries are developed and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

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





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

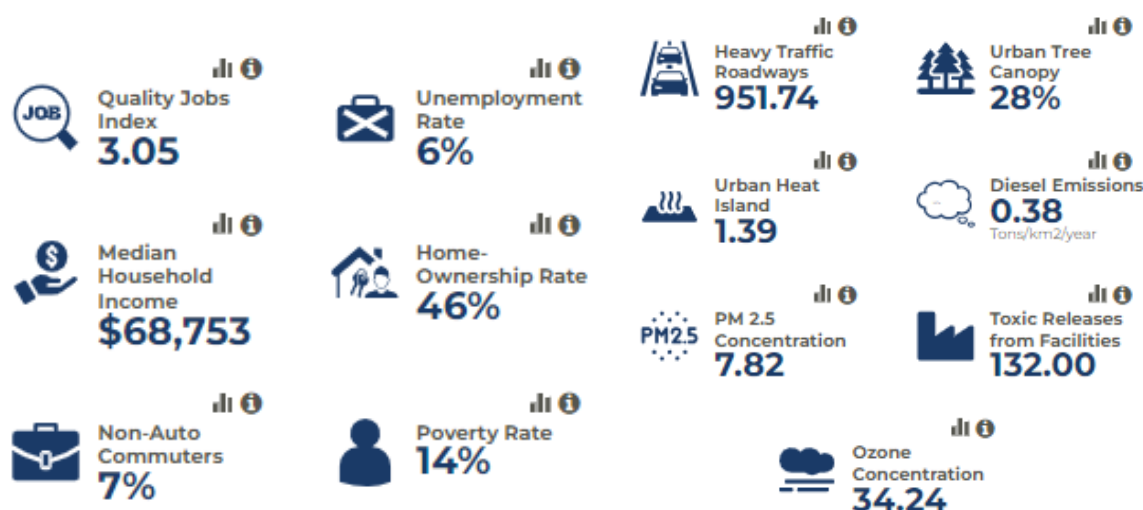


Population characteristics

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

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

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

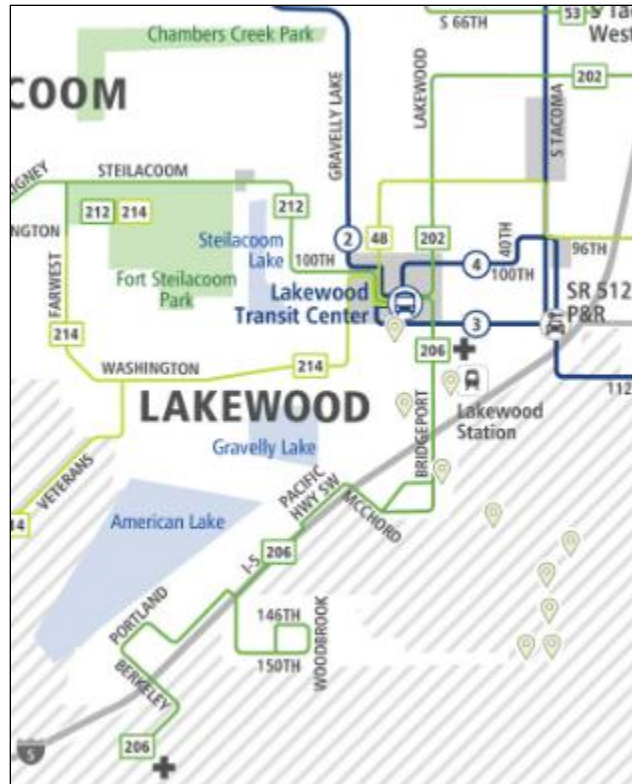


Source: 2024 Lakewood, WA Equity Index Map

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

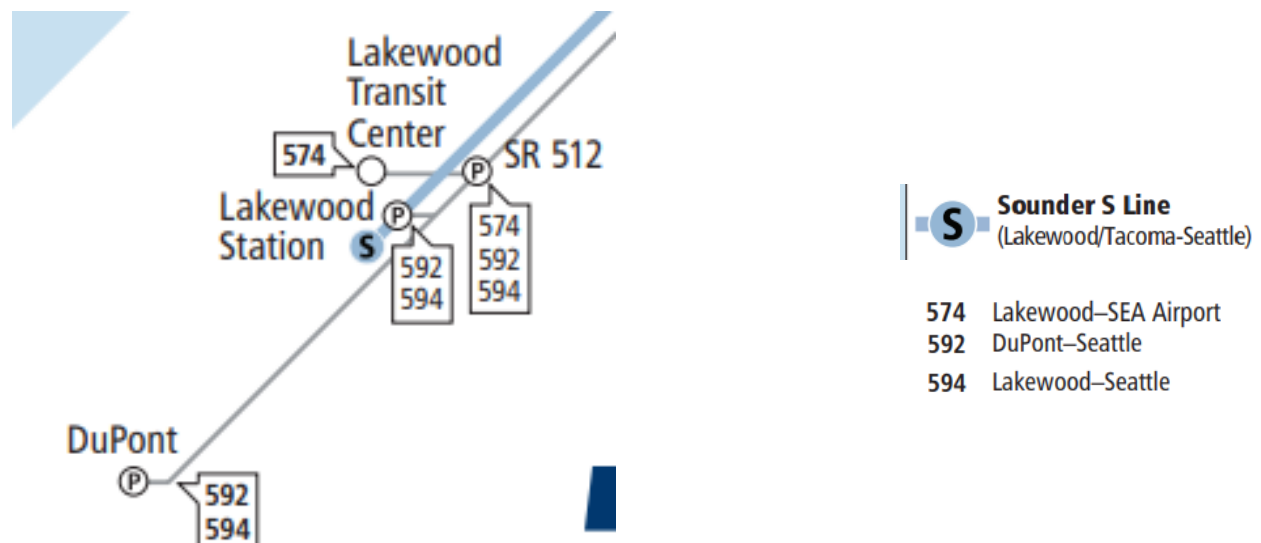
Three transit providers operate within the City of Lakewood: Pierce Transit, Intercity Transit, and Sound Transit. Pierce Transit provides bus service throughout Lakewood and all three transit agencies provide service to areas outside of Lakewood.

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

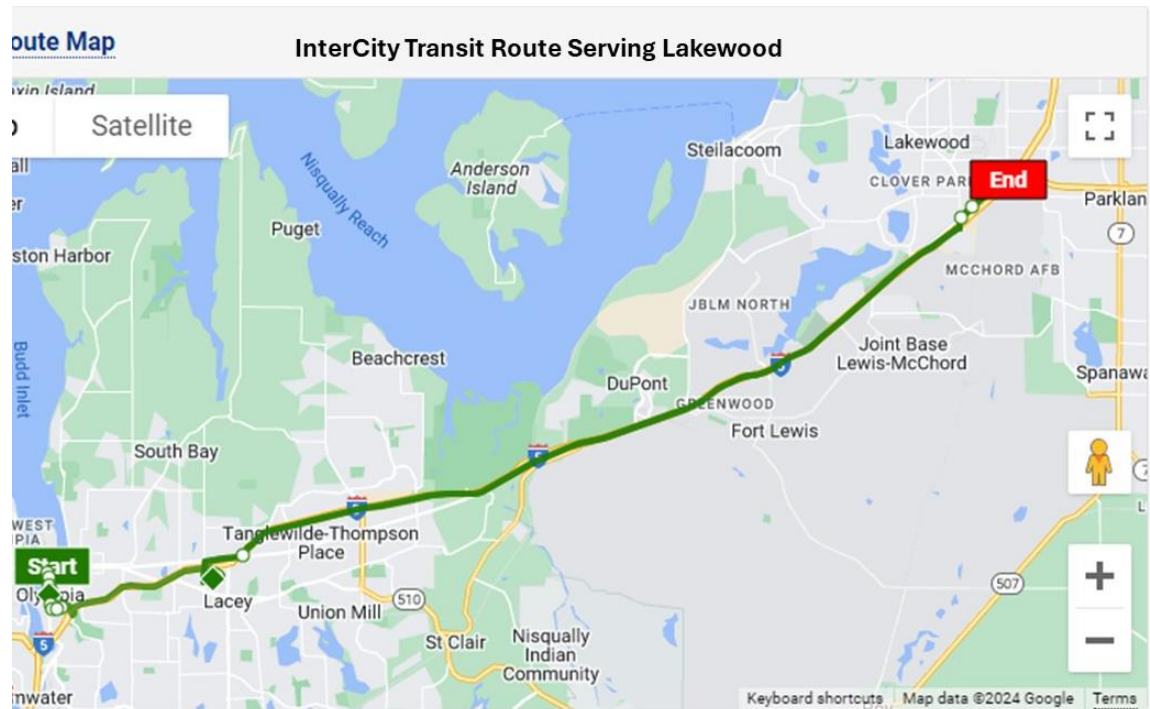


Pierce Transit Route Map in Lakewood. *Source:* Pierce Transit, 2024

Regional express routes to Seattle and Olympia operated by Sound Transit and Intercity Transit also serve the SR 512 Park and Ride located at the junction of SR 512 and South Tacoma Way, and the Lakewood Sounder Station.



Source: Sound Transit, 2024



Source: Intercity Transit, 2024

Several transit service facilities are located in Lakewood, including:

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

b. Land Use Features that Affect Commuters

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

Transportation Facilities and Services that Affect Commuters

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

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

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

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

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



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

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

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

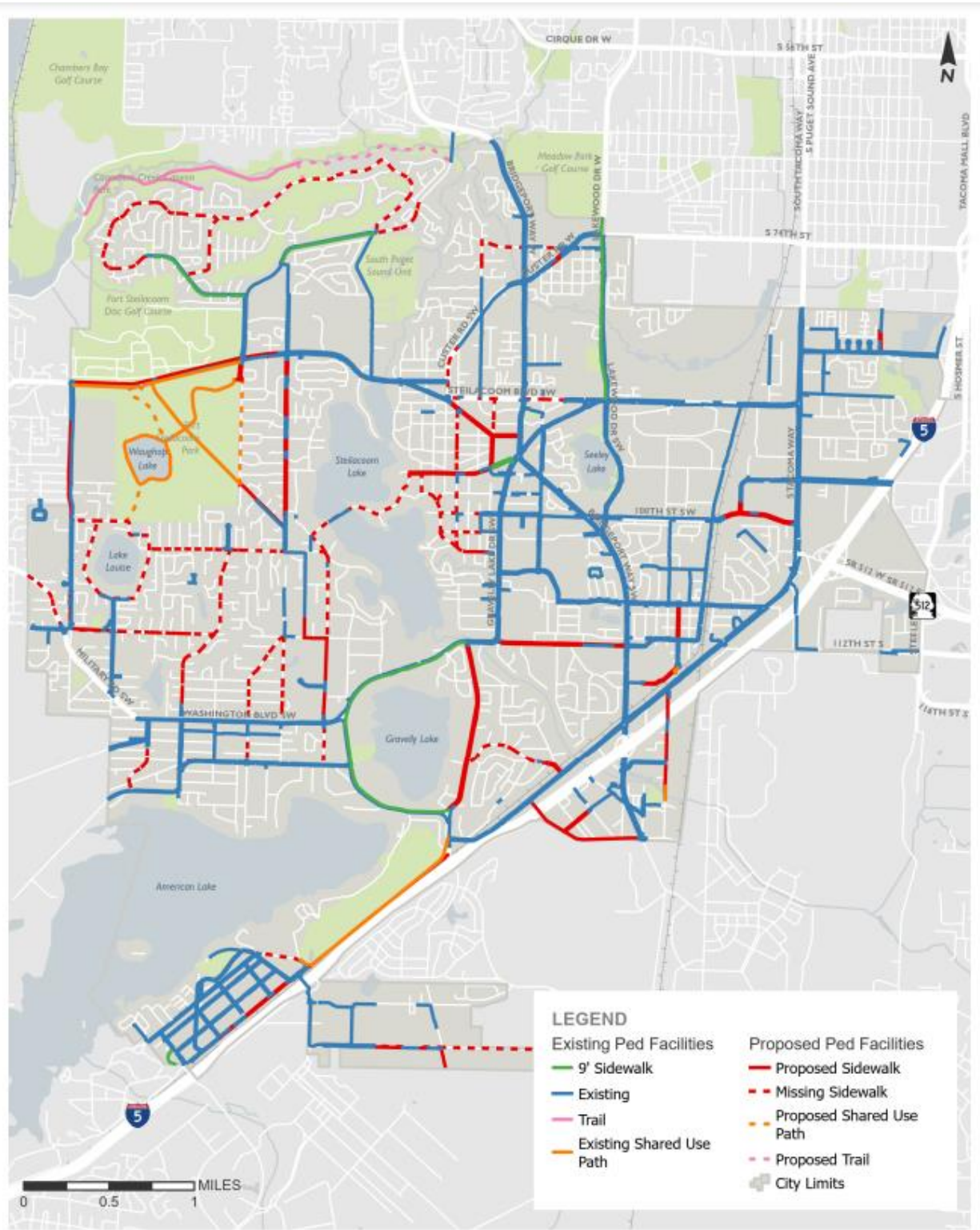
The Sound Transit 3 (ST3) plan adds 62 miles of light rail and implements BRT and other express services throughout the region. Voters approved the plan in November 2016, which includes Lakewood and South Tacoma Sounder station access improvements. The Pierce Transit Stream BRT candidate corridors connect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

Figure 8: ST3 Projects in the South Sound



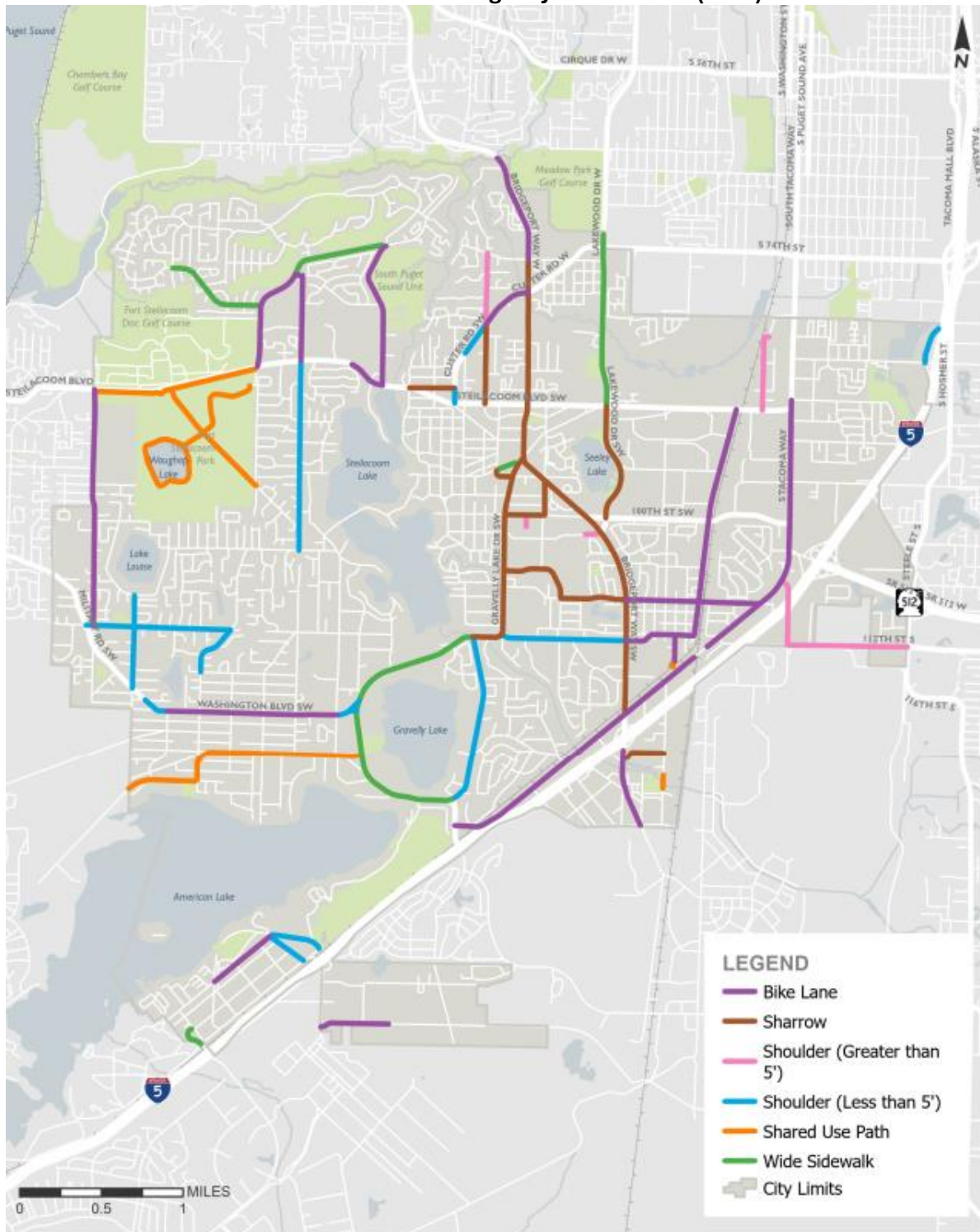
Source: Sound Transit

Lakewood's Pedestrian System Plan (2023)



Source: Lakewood Nonmotorized Transportation Plan, 2023

Lakewood's Existing Bicycle Facilities (2023)



Source: Lakewood Nonmotorized Transportation Plan, 2023

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

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

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

Implications for CTR

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

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

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

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

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

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

Lakewood Land Use Policies

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

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

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

Lakewood Transportation Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TR-11 Promote a walkable, pedestrian-friendly downtown

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

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

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

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

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

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

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

Critical Aspects of Land Use and Transportation that Should Be Sustained

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

Lakewood has identified the following areas as COMIs:

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

Key Changes that Should Be Considered

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

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

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

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

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

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

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

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

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

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

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

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

Lakewood Energy & Climate Change Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Local, Regional, and State Benefits

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

b. Adjacent CTR-Affected Cities and Counties.

Adjacent CTR-affected cities University Place.

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

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

Congestion

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

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

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



Source: U.S. Census Bureau OnTheMap

Transit Connectivity and Access

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

Bicycling Infrastructure

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

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

Lakewood Transportation Improvement Plan goals:

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

Congestion

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

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

Transit Connectivity and Access

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

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

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

Active Transportation Infrastructure

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

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

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

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

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

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

b. Additional Performance Targets

No additional performance targets are designated for this CTR Plan.

6. Base Values for Each Performance Target

a. The Baseline Number

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

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

a. The Source for Each Base Value Listed

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

8. How Lakewood Will Measure Progress Toward Each Target

a. The Method Used to Measure Progress for Each Target

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

9. CTR-Affected Worksites in Lakewood

a. List of CTR-Affected Worksites

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

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

10. Performance Targets for Each CTR-Affected Worksite

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

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

11. List the Base Value for Each Site

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

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

Services and Strategies

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

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

Free Services for Employers:

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

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

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

Free Services for Residents:

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

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

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

Ride Together Services and Strategies

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

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

14. Barriers Lakewood Must Address to Achieve CTR Targets

a. How Lakewood Will Address the Barriers

Transit Safety Concerns

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

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

Bicycling Infrastructure Safety Concerns

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

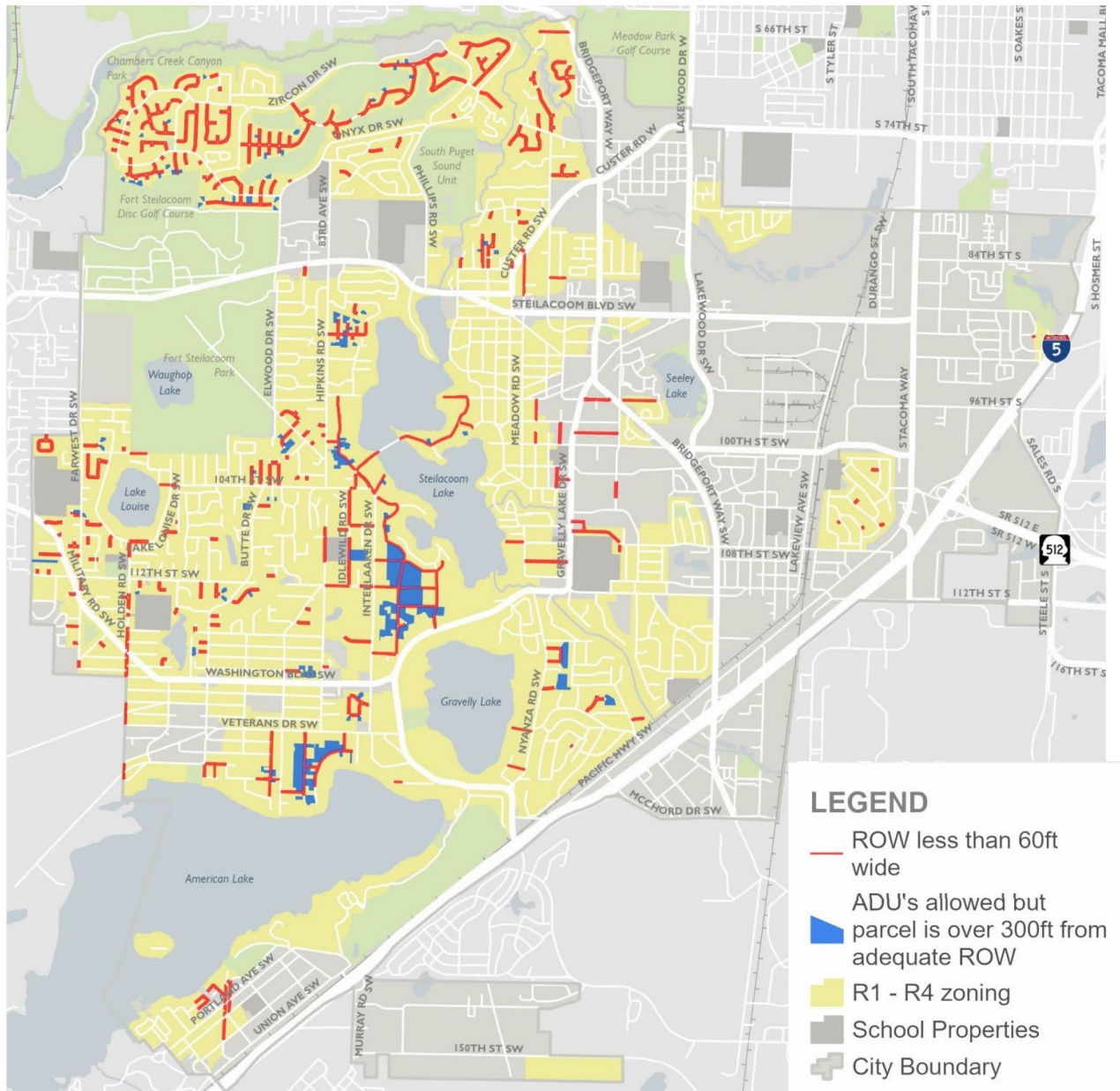
County Response: Pierce County offers its First Time Riders Guide to help new bicycle commuters plan their bike route and safely and confidently navigate their commute. Pierce County also offers a bike buddy program that allows new riders to test out their route with an experienced companion. These guides and program can be found on, [RideTogetherPierce.com](https://www.piercecountywa.gov/ride-together)

Transit Service Area

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

Right-of-Way Widths

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



Source: City of Lakewood, 2024.

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

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

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

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

16. Lakewood's Local CTR Ordinance

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

17. Lakewood's Financial Plan

a. The Estimated Average Annual Costs

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

Table 1: 2025–2029 CTR Financial Plan for Lakewood

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

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

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

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

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

Table 1:Likely Revenue Sources for Funding CTR Plan

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

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

18. Lakewood's Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

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

b. Who Will Monitor Progress on the Plan

The Pierce County Planning and Public Works department, with staff from the CTR-affected cities, will monitor the progress of the CTR Plan.

19. Lakewood's Implementation Schedule

Table 2 - Anticipated CTR Projects and Actions

1st Biennium July 2025–June 2027	2nd Biennium July 2027–June 2029
<ul style="list-style-type: none">• Provide commute and other employee transportation services to Pierce County employees.• Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, ride-share matching assistance, transportation fair and event support, transit trip planning, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program.• Identify CTR-affected and voluntary worksites.• Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices.• Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process.• Review employer quarterly and annual CTR program reports.• Provide access to the survey tool and training on how to complete the survey process. Review survey results.• Conduct financial and administrative program management of the CTR Plan.• Engage in local, regional and state CTR planning and collaborate CTR efforts with local agencies.	<ul style="list-style-type: none">• Provide commute and other employee transportation services to Pierce County employees.• Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program.• Identify CTR-affected and voluntary worksites.• Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices.• Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process.• Review employer quarterly and annual CTR program reports.• Provide access to the survey tool and training on how to complete the survey process. Review survey results.• Conduct financial and administrative program management of the CTR Plan.• Engage in local, regional, and state CTR planning and collaborate CTR efforts with local agencies.• Undertake development activities for 2029–2033 four-year CTR plan.

20. The CTR Plan for Lakewood Employees

a. Services, Programs, Information, and Other Actions Lakewood Put in Place to Help Employees Reduce Their Drive Alone Commute Trips

The City of Lakewood is setting the example for local businesses by implementing its own Commute Trip Reduction (CTR) program for City employees.

The elements of the Commute Trip Reduction Program include:

- Guaranteed Ride Home in Case of Emergency, etc.
- Covered and Secure Bike Rack in secured garage
- Employee Lockers and showers
- Compressed work schedules
- Flex schedules
- Telework
- Vanpooling
- Regional ride match system
- Participation in Regional CTR events
- Personalized help for employees from City's CTR representative

Subsidies offered:

- Subsidies for carpoolers, bicyclists, walkers and bus riders:
 - \$1.50/day for first 4 days per month
 - \$2.00/day for every day thereafter in the same month
- 50% subsidy for bus passes/ ORCA cards

21. How the CTR Plan for Lakewood Employees Contributes to the Success of the Overall Plan

a. How the Plan for Lakewood Employees Reinforces the Success of the Jurisdiction Plan

The actions included in the Lakewood's commute options employee program indicate the city's commitment to the goals of the CTR Plan. The Lakewood's employee program is similar to the worksite programs of other CTR-affected employers. Thus, they create a mutually reinforcing community focused on CTR efforts. Employers know that the city is involved and committed to CTR along with them. The regular forums for ETCs foster relationships through sharing experiences and best practices and provide a place for mutual problem-solving and support. This strengthens the program at all affected sites in Pierce County.

Alignment with Plans

22. Transit Agencies That Provide Service in Lakewood

Transit Agencies:

- Pierce Transit
- Sound Transit
- Intercity Transit

23. Transit Plans Reviewed While Developing this Plan

Pierce Transit

- [2024-2029 Transit Development Plan](#)
- [2023 Bus System Recovery Plan](#)
- [Destination 2040 Long Range Plan Update \(2020\)](#)
- [BRT Expansion Study](#)

Sound Transit

- [Transit Development Plan 2023-2028 and 2022 Annual Report](#)
- [2025 Service Plan](#)
- [Regional Transit Long-Range Plan \(2014\)](#)
- [System Expansion Implementation Plan \(2018\)](#)
- [ST3 Regional Transit System Plan \(2017\)](#)

Intercity Transit

- [2022 Annual Report and 2023-2028 Transit Development Plan](#)
- [Intercity Transit Proposition 1](#)
- [Short- and Long-Range Plan](#)

24. How This CTR Plan Supports the Transit Plan(s)

CTR plans play a crucial role in supporting transit initiatives by encouraging employees to choose public transit options for their daily commutes. By providing incentives, subsidies, and informational campaigns, CTR programs promote transit usage among commuters. Specifically:

- **ORCA Product Assistance:** Increases use of transit service through the ORCA Business Passport program that offers pretax and subsidized transit passes.
- **Engagement in the Planning Process:** Efforts to gather public feedback through weekly updates, manager's bulletins, and social media engagement.
- **Instituting Parking Maximums:** Reducing the supply of parking by instituting parking maximums for new development will help encourage people in those developments to look to non-drive-alone modes of travel, foremost transit.

25. Comprehensive Plan Updates Needed and When They Will Be Made

Safety

Several representatives of community-based organizations (see the interview list in #26a below) interviewed during the CTR planning process highlighted safety as a primary concern for riding the bus, commuter train, and light rail. Interviewees revealed that fear of criminal activity, coupled with inadequate infrastructure such as inaccessible sidewalks and poorly lit, unsheltered bus

stops, significantly discourages transit ridership. Safety apprehensions extended beyond transit to active mobility methods such as walking, biking, and rolling. Many organizations emphasized the urgent need for protective measures such as designated bike lanes, interconnected trail systems, roadway designs conducive to reduced speeds, and enhanced sidewalk infrastructure to address these safety challenges.

The 2024 Lakewood Comprehensive Plan update includes recognition of the Non-Motorized Transportation Plan's (NMTP's) finding that the City should continue implementing its Neighborhood Traffic Management Program to address local traffic and safety concerns and integrate considerations from the NMTP into this ongoing effort. Second, ongoing efforts is required to ensure that multimodal levels of service (MMLOS) be improved for non-motorized systems by striving towards greater connectivity, safety, and effective use through the complete network identified in the NMTP.

Comprehensive Plan Goals TR-4.7, TR-6.2, TR-9.7, and TR-10.5 recognize the importance of safety improvements needed to construct a successful multimodal transportation network.

Community-based organizations emphasized that workers are forced to travel long distances because it is too expensive to live near their workplaces. Organizations interviewed stressed the importance of providing affordable housing near employment centers and along transit corridors.

As part of the 2024 Comprehensive Plan update, the City's designated Downtown and Station District Subareas are identified as priority areas for focusing growth. These subareas will see increased housing and job, and prioritized infrastructure development and their locations will correlate with areas of planned transit investment. These updates support and encourage transit-oriented development.

Engagement

26. Stakeholder Engagement

Pierce County offered a series of engagement activities featuring CTR topics leading up to and continuing throughout development of this CTR Plan. Broadly, CTR engagement activities included:

- Tabling at community events, 2022–2023
- Meetings with employers, city staff, transit agencies, and the Pierce County Senior Counsel for Tribal Relations, 2023–2024
- Online open house and surveys, spring 2024
- Community-based organization interviews, spring 2024
- Public comments on the draft CTR Plan, summer 2024

a. Who did we talk to?

1. Community Members/Pierce County Residents

- Tabling Events

- Communities in Bethel/Spanaway, Fife, Key Peninsula, Lakewood, Orting, Parkland, Prairie Ridge, Puyallup, South Hill, Sumner, Tacoma, University Place, and unincorporated Pierce County.
- Online Community Member Survey
 - Pierce County residents and workers.
- Commute Trip Reduction Online Open House, Phases 1 and 2
 - Respondents living and working in Auburn, Bonney Lake, Buckley, Carbonado, DuPont, Eatonville, Edgewood, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Milton, Orting, Roy, Ruston, South Prairie, Steilacoom, Sumner, and Wilkeson.
- Commute Trip Reduction Plan Public Comment Period and Questionnaire
 - Respondents living and working in Auburn, Bonney Lake, DuPont, Eatonville, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Orting, Steilacoom, and Sumner (179 responses)

2. Employers, City Staff, Tribal Relations, and Transit Agencies

- **Employee Transportation Coordinator Network Event**
 - AGEISS; Apex Companies; Clover Park Technical College; Washington State Department of Social and Health Services (DSHS) Child Study and Treatment Center; Greater Lakes Mental Healthcare; InfoBlox; Kaiser Permanente Washington; Pacific Lutheran University; Pierce Transit; Sekisui Aerospace; Sound Transit; Tacoma-Pierce Health Department; University of Washington, Tacoma; and Virginia Mason Franciscan Hospital.
- **Partner Visioning Meeting**
 - Climate Pierce County; Clover Park Technical College; DSHS Child Study and Treatment Center; Downtown On the Go; ForeverGreen Trails; JBLM Madigan Army Medical Center; Kaiser Permanente Washington; Pierce Transit; Second Cycle; Toray Composite Materials America; and University of Washington, Tacoma.
- **Pierce County Senior Counsel for Tribal Relations Interview**
 - Informational emails with requests to meet were sent to the Puyallup, Muckleshoot, Nisqually, and Squaxin Tribes.
- **Employer Interviews**
 - DSHS Child Study and Treatment Center, Toray Composite Materials America, MultiCare Health System, and Virginia Mason Franciscan Hospital.
- **Transit Agency Outreach/Interviews**
 - Pierce Transit, Intercity Transit, and Sound Transit.
- **Employer Workshop**

- The Boeing Company, City of DuPont, City of Fife, City of Gig Harbor, City of Lakewood, City of Sumner, City of Tacoma, City of University Place, Clover Park Technical College, Department of Social and Health Services, Kaiser Permanente, MultiCare Health System, Pacific Lutheran University, Pierce County, Pierce Transit, Red Dot Corp. Tacoma-Pierce County Health Department, Umpqua Bank, Washington Military Department.

3. Community-Based Organizations

- Interviews with ForeverGreen Trails, YMCA of Pierce and Kitsap Counties, and Tacoma-Pierce County Health Department.

4. Pierce County Transportation Advisory Commission

- CTR Plan presentation and comment collection

b. When did we talk to them?

1. Community Members/Pierce County Residents

- **Tabling Events:** Tree Giveaway 3/21/2022 and 3/25/2023; South Sound Sustainability Expo 4/16/2022; Spring Garden Fest 5/21/2022; Parkland National Night Out 8/2/2022; Trails Conference 9/29/2022; Summer Brain Health Event 10/8/2022; Thriftapalooza 11/5/2022 and 3/25/2023; South Hill Library 12/12/2022; Safe Streets 4/25/2023, 5/1/2023, 5/17/2023, 6/9/2023, 6/17/2023, 7/25/2023, and 7/28/2023; Orting Library Climate Change Display 5/2/2023; Pipeline Trail Party 5/20/2023; Kids Kraze 6/10/2023; Lakewood Summer Fest 7/15/2023.
- **Online Community Member Survey:** February - April 2024.
- **Commute Trip Reduction Online Open House:** April - May 2024.
- **Employer Workshop:** July 18, 2024.
- **Draft CTR Plan Public Comment Period and Questionnaire:** August 5-25, 2024.

2. Employers, City Staff, Transit Agencies

- **ETC Network Event:** 10/17/2023.
- **Partner Visioning Meeting:** 1/19/2024.
- **Pierce County Senior Counsel for Tribal Relations Interview:** 3/8/2024.
 - Information emails sent to Puyallup, Muckleshoot, Nisqually, and Squaxin Island tribes, 3/15/24 and 5/3/24
- **Employer Interviews:** MultiCare Health System and Virginia Mason Franciscan Hospital 5/6/2024; DSHS Child Study and Treatment Center 5/7/2024; Toray Composite Materials America 5/15/2024.
- **Transit Agency Outreach and Interviews:** April 2024.

3. Community-Based Organizations

- **Interviews:** ForeverGreen Trails 3/19/2024; Tacoma-Pierce Health Department 4/1/2024; YMCA of Pierce and Kitsap Counties 4/18/2024.

Pierce County Transportation Advisory Commission

- **CTR Plan Presentation:** 5/23/2024.

Pierce County Residents and Workers (Online Open House and Surveys)

- **Online Open House and Survey:** Spring 2024.

c. What did they have to say?

4. Tabling Events

Pierce County-area residents and workers provided feedback on the county transportation system and CTR at outreach tables hosted by Pierce County staff. The following is a summary of comments received at tabling events held in Lakewood:

- Provide shuttles to Clover Park Technical College.
- Improve ADA transit options for Clover Park Technical College and throughout Pierce County.
- Improve transit service to outlying areas of Pierce County.
- Separate sidewalks from the road for walking and biking in Ruston.
- Install moving sidewalks.

5. Community Member Survey

Pierce County, in collaboration with the Ride Together Pierce program, conducted an online survey to collect information about commuter habits and gather feedback on potential sustainable and affordable commuting options. This survey was distributed to Ride Together Pierce newsletter subscribers, promoted on Ride Together Pierce's social media sites, and available on the Ride Together Pierce website. The survey received 74 responses from residents across Pierce County. Key themes include the following:

Public Transportation: Many respondents indicated that more direct and frequent transit service, transit stops located closer to home, and amenities such as bus shelters would encourage them to ride transit.

Bicycle Infrastructure and Education: Respondents indicated that providing improved bike infrastructure, such as dedicated bike lanes, and improving roadway safety would encourage commuting by bike. A few respondents expressed interest in programs focused on bike safety education and safe route planning.

Incentives: Several respondents identified financial incentives such as cash, gifts, or point-based reward programs as a motivation to try alternatives to drive-alone trips.

Vanpools/Carpools: Although respondents expressed a willingness to try carpooling and vanpooling, they identified difficulty forming vanpool/carpool groups and a need for flexible vanpool/carpool timing as deterrents.

Telecommuting: Several respondents noted they would choose to work from home if their office policy allowed.

Land Use: Some respondents noted a desire to live closer to their workplace if there were affordable housing available and that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips.

Safety: Safety was identified as a major deterrent for choosing sustainable commute options. In addition to feeling unsafe while biking, some respondents mentioned concerns about the safety of public transportation. Additionally, one respondent noted that they avoid carpooling due to their distrust of the driving abilities of other people.

6. Commute Trip Reduction Online Open House

Following the online community member survey, Pierce County hosted an online open house that described what could be included in each section of the 2025–2029 CTR Plan and asked respondents to provide comments and additional input on commuting preferences and barriers. There were 238 respondents to the survey embedded in the online open house. Key themes of the feedback provided are summarized below:

Changes in Commuting Patterns: Most respondents shared that, despite an increase in working from home, they have observed significant increases in congestion and travel time during their commutes, and several shared that there are more cars driving on side streets and through neighborhoods. Multiple respondents shared that they have observed that driving behavior has become more dangerous and they do not feel safe on the road when driving, biking, or walking. Many respondents noted that several bus routes have been eliminated or reduced and remaining routes are more challenging to access.

Public Transportation: Several respondents expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple respondents emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, respondents appreciated on-demand runner systems, transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops.

Active Mobility: Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes, noting they would like to see dedicated, protected bicycle lanes and more sidewalks.

Safety: In addition to safety improvements for pedestrians and bicyclists, respondents expressed safety concerns for transit riders, noting the presence of crime and drug use on buses. Others emphasized the need for an overall shift toward prioritizing people over cars, advocating for policies and infrastructure to support pedestrians, cyclists, and public transportation riders.

Performance Metrics: Asked to share their thoughts on selecting CTR performance metrics, respondents expressed a preference for jurisdictions to consider their local transportation needs and set realistic, impactful goals. This could include considering environmental factors and integrating low-carbon targets.

Draft CTR Plan Public Comment Period and Questionnaire

Pierce County made the draft *Pierce County Commute Trip Reduction Plan, Four-Year Plan: 2025–2029* available for public comment between August 5-25, 2024. At the same time, the County released a questionnaire on its [Ride Together Pierce website](#) to help gather comments on the draft plan. The questionnaire asked respondents to provide their place of residency and where they work as well as feedback on the four plan sections: Benefits of CTR, Performance Targets, Services and Strategies, Alignment with Plans, and Engagement. A final question asked for any additional comments the respondent might want to provide.

Benefits of CTR: The most common suggestions related to requests for additional services, infrastructure, and practices, followed by comments expressing approval of or support for the section or plan. In this section, commenters also suggested cooperative regional land use and transportation planning, requiring traffic impact statements for developers, and facilitating rideshare and cycling adoption with in-person events.

Performance Targets: Many comments expressed approval of or support for the section or plan. Some commenters provided suggestions, such as adding performance targets that focus on peak commute hours, and some shared criticisms, with some saying that the targets are unrealistic for residents who have multiple reasons to drive for their commute, and others that the plan itself was too long and confusing.

Services and Strategies: The most common comment themes include concerns about and suggestions for improving safety (especially cycling safety in Tacoma) followed by comments expressing approval and understanding of the section. Suggestions on perceived gaps and suggested additions to service covered a large cross-section of topics, including encouraging more flexible systems such as work and daycare hours for workers and fostering more interagency coordination for commuters who cross county lines.

Alignment with Plans: Many of the comments expressed approval of and support for the section. Suggestions for additions included requests to add more transit service and accelerate the schedule for providing Sounder service, and not only providing incentives but making the incentives more accessible to commuters.

Engagement: While many of the comments expressed approval for this section, perceived gaps included communities that respondents felt had not experienced enough outreach or the feeling that the plan summary did not reflect certain comments or topics.

General Comments: For most sections of the CTR plan, an average of more than 10 percent of respondents provided positive comments or expressed approval of the section or plan. The comments about plan contents may point to the need to adopt more plain-language standards for all transportation planning materials. The most frequently expressed needs were for more incentives, more accessible benefits, more transit routes

(particularly in DuPont) and greater frequency, more coordination among agencies, improved safety, particularly for cyclists.

7. ETC Network Event

Keep doing:

- Providing promotional materials, templates, and campaigns.
- Training and ongoing coordination and support for ETCs.

Start doing:

- Employer and employee spotlight.
- Providing vanpool vans and assisting with ride-share matching and formation.
- Adding earlier or later transit routes and improving Emergency Ride Home² for those working early or late shifts.
- Subsidies for items such as bike racks, helmets, walking shoes, and ORCA cards.

Stop doing:

- Opt-in option for receiving printed posters.

8. Partner Visioning Meeting

What should the CTR program keep doing?

- Provide ETCs with toolkits, materials, and training to promote CTR programs.
- Support CTR survey planning and recognize ETCs for their efforts.
- Maintain the Ride Together Pierce webpage and resources, as well as programs and campaigns such as Bike Swap, Emergency Ride Home, handing out ORCA cards, and other incentives.

What is one bold new idea the CTR program should consider doing?

- Promote a free transit month for all commuters and analyze ridership data.
- Provide grants for high-quality, secure bike parking.
- Promote safety, particularly with regard to public transportation (i.e., accessible, well-lit bus stops).

9. ETC Interviews

MultiCare Health System

- Subsidized ORCA cards are a popular benefit.
- Spanish is the most common language spoken other than English, followed by Tagalog.
- Employees want easier transit and ride-sharing options.
- Information about the environmental benefits of CTR would encourage more people to participate.
- On-site promotions would reach more employees than email.

Virginia Mason Franciscan Hospital

² Ride Together Pierce. <https://www.ridetgetherpierce.com/ERH>

- Carpooling and teleworking are the most popular non-drive-alone modes.
- Spanish is the most common language spoken other than English, followed by Vietnamese and Russian.
- Employees want easier transit and ride-sharing options.
- Safety tips for riding transit, carpooling, or riding bicycles would encourage people to participate.
- Parking is always limited; often employees have to park in the patient lot and end up running late.

DSHS Child Study and Treatment Center

- The bicycle map is the most popular pamphlet. Adding secure on-site bike parking would make this mode more accessible.
- Working early or late shifts can be a barrier to participating in ride-sharing or taking the bus.
- Employees commute from all over, so finding ride-sharing partners can be challenging.

Toray Composite Materials America

- Getting information out to employees can be challenging. Not all have access to a computer, so using QR codes in printed materials (such as posters and break room signs) could better help reach people.
- Emphasizing sustainability could be a good way to garner additional leadership support.

Pierce County Senior Counsel for Tribal Relations

- Transportation issues around elder and veteran needs.
- Would like transit agencies to do a better job reaching out to tribes. Does not support rail going through tribal land.
- Support for opening relationships to have conversations around transportation needs.
- Would like agencies and government to support tribe treaty rights.

Employer Workshop

The Employer Workshop brought together major employers to discuss and enhance the development of Pierce County's CTR plan and the CTR plans of CTR-affected cities in Pierce County. This engagement centered around understanding current challenges, sharing best practices, and identifying strategies to encourage sustainable commuting methods among employees. Key themes of the feedback collected during this workshop are captured below.

Infrastructure and Accessibility

- **Time and Convenience Issues:** Public transit is perceived as taking significantly longer than driving. This perception, combined with the availability of free parking, makes transit use less attractive.
- **Non-traditional start times and safety concerns:** Employees who start their shifts very early in the morning or end late at night face more barriers to using transit, rideshare, or active transportation modes.
- **Lack of Active Transportation Infrastructure:** Current infrastructure inadequately supports bicycling and walking, with safety concerns being a major barrier.

Remote Work Impact

- **Reduced Need for Commuting:** The rise in remote work has decreased the number of employees commuting regularly, affecting traditional CTR efforts.

Incentives and Employee Engagement

- **Low Incentives for Transit Use:** The availability of free parking diminishes motivation for employees to choose alternative commuting methods.
- **Challenges with Employee Buy-In:** Engaging employees and shifting their commuting habits remains a challenge, with employers seeking better incentives to increase participation.
- **Awareness of Incentives:** There is a lack of employee knowledge about available programs such as Emergency Ride Home and other CTR benefits.

Cultural and Organizational Shifts

Need for Internal Support: Effective CTR plans require strong internal support and policies that encourage sustainable commuting methods, highlighting the importance of organizational commitment to these initiatives.

10. Transit Agency Outreach/Interviews

Pierce Transit shared that its next upcoming System Restoration goal is to restore 15-minute frequencies on Routes 2 and 3. The agency noted that peaks in ridership have expanded throughout the day and on weekends, and that more students are riding transit with the Youth Ride Free program.

Intercity Transit shared that the agency primarily serves riders commuting between counties, as well as the large military population commuting to JBLM. Upcoming changes may include more effectively connecting military residents with the base, as well as increasing the span and frequency of existing express routes to provide better connections with Pierce Transit and Sound Transit routes. Staff noted that the rise of remote work, particularly among government workers based in Olympia, has drastically impacted ridership.

Sound Transit shared that working with employers is a key strategy to develop successful CTR strategies. For instance, negotiating reasonable transit pricing with the ORCA Passport Program can be very impactful, as it can incentivize people to shift to transit without a massive added cost. Building these connections relies on enhanced marketing and partnering with jurisdictions and organizations, such as Downtown On the Go, to better reach employers. Staff also provided the following details on ridership:

- With the rise in remote work, commuting peaks are lower on Monday and Friday and higher Tuesday through Thursday. Peaks overall are broader throughout the day and on the weekend, particularly for large events.
- Ridership was least impacted during the pandemic on the 574 (Lakewood, Tacoma, Airport) route, indicating a high proportion of essential workers along that route.

11. Community-Based Organization Interviews

ForeverGreen Trails

- Remote work is a key CTR strategy that increased significantly during the COVID-19 pandemic. It preserves transportation capacity for those who need to commute while eliminating environmental impacts from trips not taken.
- Densification reduces transportation barriers and impacts. Managing land use to avoid low-density, single-use development is necessary for people to be able to get around without a car.
- Improving transit corridors requires collaboration between local and state jurisdictions and transit authorities—infrastructure and service improvements rely on multiple agencies working together.
- It's important to reduce collision risk and make sustainable modes safer. Making them enjoyable is also key.

Tacoma-Pierce Health Department

- Exposure to low air quality is higher in communities divided by highways and other heavily traveled roads.
- Speeding on multilane roadways is a major safety issue and can be difficult to manage on a local level.
- Pierce County is under-resourced for public transit. Expanding service, investing in more complete streets and first/last mile programs, and constructing and improving sidewalks—particularly near libraries, schools, and other similar facilities—is important to make transit a more accessible choice.
 - This is especially important for people using mobility devices who may rely on public transit. Most municipalities have a budget for sidewalk improvement requests from people using mobility devices, but often the budgets aren't fully used.
- Weather, distance, and geographic features such as hills can be barriers to choosing active mobility options.
- There are not enough protected or connected bicycle lanes. Glass and debris on major roadways can further deter people from choosing to ride their bicycles.
- Accessing childcare is a widespread barrier to choosing non-drive-alone modes.
- There is a lot of free parking in Pierce County.

YMCA of Pierce and Kitsap Counties

- Accessing childcare is a big issue, particularly in unincorporated Pierce County. Transportation can be a barrier to access to basic services for families.
- Families who need to make multiple stops during their commute are less likely to choose non-drive-alone options.
- Areas on the Kitsap Peninsula and in Bethel and unincorporated Pierce County are not served by transit.

- Ride Together Pierce's programming and incentives can help communities to embrace healthier practices such as active mobility and reducing emissions from driving alone. This can help with developing blue zones.

12. Pierce County Transportation Advisory Commission CTR Plan Presentation

What would make commuting easier? What should the CTR program consider doing?

- Create transportation hubs in low-income or historically disadvantaged communities with free options such as bike-sharing and scooters, and focus on connecting people to public transportation.
- Work to connect nearby (CTR-affected and non-CTR-affected) employers using carpool/vanpool.
- Improve bike infrastructure; focus on routes with lower traffic speeds.
- Increase public transit, provide more direct routes, and offer door-to-door van service to bridge gaps.
- Pay for vanpool and provide vehicles for employee use in case of emergency.
- Improve minimum requirements for CTR-affected employers (e.g., subsidized ORCA cards, staggered work schedules, and telework).
- Analyze traffic data near major employers and synchronize intersections to reduce congestion.
- Add schools to the CTR program.

d. How did what they said influence the plan?

- Pierce County collected comments at several community events during 2022 and 2023. At these events, people said that Pierce County should offer [transit] vouchers for low-income, disabled, homeless, and vulnerable community members; provide carpooling incentives; encourage residents to walk, bike and carpool to destinations; and provide outreach classes and information in Spanish.

To help support these interests, Ride Together Pierce will:

- Make ORCA cards loaded with transit fares available at community events and for CTR-affected employers to hand out to employees.
- Encourage the use of sustainable modes of transportation by providing information on their website including first-time rider guides; marketing sustainable alternative transportation campaigns with incentives; offering training opportunities such as bicycle classes, bicycle skills courses, and transit field trips; promoting a bicycle buddy matching program; and work with employers to provide translated materials.
- Respondents to the Spring 2024 Community Survey shared interest in programs focused on bike safety education and safe route planning, financial incentives, gifts or reward programs, help forming carpool groups, options to work from home.

To help support these interests, Pierce County will:

- look for funding opportunities for additional incentives to those offered with mode campaigns and providing free ORCA cards loaded with transit fare.
- promote partner incentive programs such as occasional vanpool formation incentives offered by transit agencies.
- promote its online telework toolkit to businesses and school career centers.
- The preferred sustainable transportation modes as reported in the Spring 2024 Open House Survey were to ride the city or regional bus, ride a bicycle, walk or use a mobility device that rolls or a scooter or skateboard, and work from home.

To help support these modes, Pierce County will provide:

- Transit ridership: transit fare and ORCA cards, transit training, classes, or field trips.
- Bicycling: bicycle classes, skills course training, bike rides, bicycle buddy ride-share matching, support or safety gear such as reflective gear or tire repair kits, transit fare to combine bicycling and transit for longer trips.
- Walk or use a mobility device that rolls or a scooter or skateboard: provide opportunities to receive support or safety gear such as reflective gear and umbrellas or transit fare to combine walking and transit for longer trips.
- Work from home: online telework toolkit for businesses, managers, and teleworkers.
- The top barriers to sustainable transportation modes as reported in the Spring 2024 Open House Survey were the lack of transit availability, that transit takes too long, and concerns about safety while riding transit. The secondary barriers reported included that riding a bicycle feels unsafe and that people feel their commute is too long for riding a bicycle.

To help address these barriers, Pierce County will:

- Share with transit agencies the valuable comments received from the CTR Plan outreach and engagement process and collaborate with transit agencies
- Provide transit riding classes and field trips to help grow rider confidence.
- Address rider safety concerns by providing transit agency safety information to commuters.
- Goal T-12.2 of the 2024 Comprehensive Plan endorses the concept of complete streets, which promotes roadways that are safe and convenient for all users and new Goal T-12.7 prioritizes developing a safe, connected network of active transportation facilities that allows for access to centers and community destinations.³
- Goal T-16.8 of the 2024 Comprehensive Plan encourages placement of transit shelters that are well lit and clearly visible.⁴

³ Transportation Draft Element, 2024 Comprehensive Plan p. 8.

<https://www.piercecountywa.gov/DocumentCenter/View/133292/Transportation-Draft-Element-and-Technical-Appendix>

⁴ *Ibid* p. 11

27. Vulnerable Populations Considered

Staff collaborated with community-based organizations that serve vulnerable populations to host several safe streets tabling events throughout Pierce County. Staff identified vulnerable populations by using the [Washington Environmental Health Disparities](#) map and [Pierce County's Equity Index](#) and through interviews with community-based organizations.

The highest environmental health disparity⁵ scores and lowest equity index scores⁶ are most prevalent along the I-5 corridor, which bisects Lakewood's southern border.

The feedback provided by community-based organizations that serve vulnerable populations was considered in development of this CTR Plan. The demographics of some area populations served by community-based organizations are as follows:

Native Hawaiian and other Pacific Islander residents make up two percent of Pierce County's population.⁷

Hispanic and Latino ethnicities represent twelve percent of Pierce County's population.⁸

Cost-burdened households spend more than 30 percent of their income on rent and utilities. In Pierce County, 22 percent of property owners are cost-burdened, and 49 percent of renters are cost-burdened.⁹

The Bethel Community is a rural community in Pierce County located in the 98387 zip code and centered around the Bethel School District, which serves 20,000 students. Approximately 47 percent of the students qualify for free and reduced lunch. According to the Tacoma-Pierce County Health Department, the Bethel Community has a high number of youth and families with adverse childhood experiences and substance use disorders.¹⁰

28. Engagement Focused on Vulnerable Populations

a. Who did we talk to?

- Pacific Islander Health Board of Washington.
- Puget Sound Educational School District Latinx Family Advocacy Group.
- DeMark Apartments and the Pierce County Housing Authority.
- Bethel Community Services.

b. When did we talk to them?

- Pacific Islander Health Board of WA (Safe Streets tabling event in Fife on 5/17/23).
- Puget Sound Educational School District Latinx Family Advocacy Group (Safe Streets tabling event in Prairie Ridge on 7/25/23).

⁵ Washington Environmental Health Disparities Map. <https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>

⁶ Pierce County Equity Index. <https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex>

⁷ Pierce County Equity Index. <https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex>

⁸ *Ibid*

⁹ *Ibid*

¹⁰ Bethel Community services p. 2. <https://bethelservices.org/wp-content/uploads/2019/04/Pierce-Co-Bethel-2019.pdf>

- DeMark Apartments and the Pierce County Housing Authority (Safe Streets tabling event in unincorporated Pierce County on 7/25/23).
- Bethel Community Services (Safe Streets tabling event in Bethel/Spanaway on 6/9/23).

c. What did they have to say?

- **Pacific Islander Health Board of WA**
 - Create public transportation routes that focus on working-class and poor communities.
 - Improve safety on transit systems.
 - More bus routes and trains in low-income areas are needed, as well as higher wages for drivers.
 - For poor ones/disabled ones, provide cheap prices, a voucher for gas, etc., as well as for disabled, vulnerable/homeless, etc.
 - Carpooling incentives such as free gas or reduced taxes for those in a given area riding together.
 - Provide better carpooling and public transportation to meet the needs of low-income communities.
- **Puget Sound Educational School District Latinx Family Advocacy Group**
 - Create a public transportation route for the city of Bonney Lake so then we can reduce our car use.
 - We need public transportation in the Bonney Lake community.
 - We need more bikes or to walk to places that are nearby.
- **DeMark Apartments w/Pierce County Housing Authority**
 - Climate change is going to change no matter what. Where it would make a difference is in construction. Transporting workers and waste from construction.
 - Create an electric bike program for low-income riders.
 - Redesign main streets with more bike lanes and sidewalks.
 - Reconfigure community streets with more roundabouts to slow traffic and keep kids safer.
 - We need more public transportation for older people.
- **Bethel Community Services**
 - Provide electric and free buses to reduce traffic.
 - Make areas more walkable.
 - If public transportation were better—such as an electric bus that could go on certain roads not available to the public—it would incentivize people to use it instead of cars.
 - Provide affordable eco-friendly cars and buses.

d. How did what they said influence the plan?

Several employers and attendees to tabling events suggested providing outreach classes and information in Spanish. Ride Together Pierce provides a downloadable First Time Rider Guide in Spanish, Russian, Vietnamese, Tagalog, Korean, Chinese, and Khmer.

Event attendees suggested vouchers for low-income, disabled, homeless, and vulnerable community members. Ride Together Pierce will make ORCA cards loaded with transit fares

available at community events and cards will be available for CTR-affected employers to hand out to employees.

29. List employers' suggestions to make CTR more effective

The employees that participated in the Employee Transportation Coordinator Network Event and employer interviews made the following suggestions:

- Keep providing promotional materials, templates, and campaigns.
- Continue offering training opportunities for ETCs.
- Share information on how other employers are supporting CTR.
- Increase the vanpool fleet and provide more assistance for ride-share matching and vanpool formation.
- Add earlier and later transit services.
- Expand the Emergency Ride Home service to better help those working early or late shifts.
- Provide more subsidies for bike racks, helmets, walking shoes, and ORCA cards.
- Provide more information about the environmental benefits of CTR to encourage more people to participate.
- Provide more safety tips for riding transit, carpooling, and riding bicycles.
- Add secure on-site bike parking to the bicycle map.
- Include QR codes on printed materials, especially posters for employee break rooms.
- Reach out to tribes to learn elder and veteran transportation needs and to collaborate on siting new transit and rail routes.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

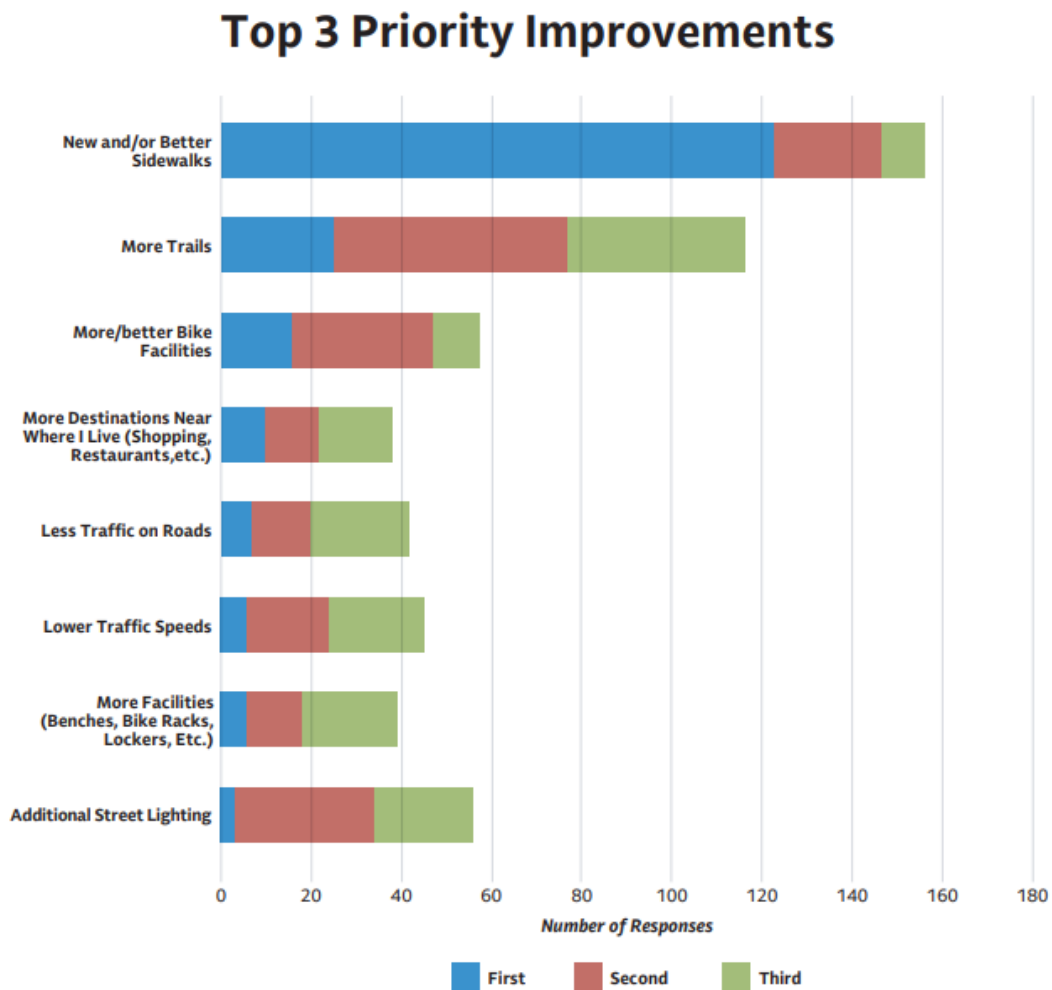
Land Use: A common theme heard during public engagement is that many workers have a desire to live closer to their workplace and would do so if there were affordable housing available. Many indicated that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips. This identified need can be addressed as part of the 2024 Comprehensive Plan update by prioritizing and focusing housing growth, infrastructure development, and transit investment on the County's designated centers of local importance as well as any other areas with CTR-affected employers.

Safety: Safety was identified as a major deterrent by several public engagement participants for riding bikes and walking to work. Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes and suggested dedicated, protected bicycle lanes and more sidewalks. The 2024 Lakewood Comprehensive Plan update should recognize these concerns and prioritize safety improvement projects. The 2024 Comprehensive Plan update includes Goals TR-1 through TR-4, TR-9, and TR-11 that recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to use Vision Zero plans and strategies to prioritize safety projects.

Public Transit: Several public engagement participants expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple participants emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a

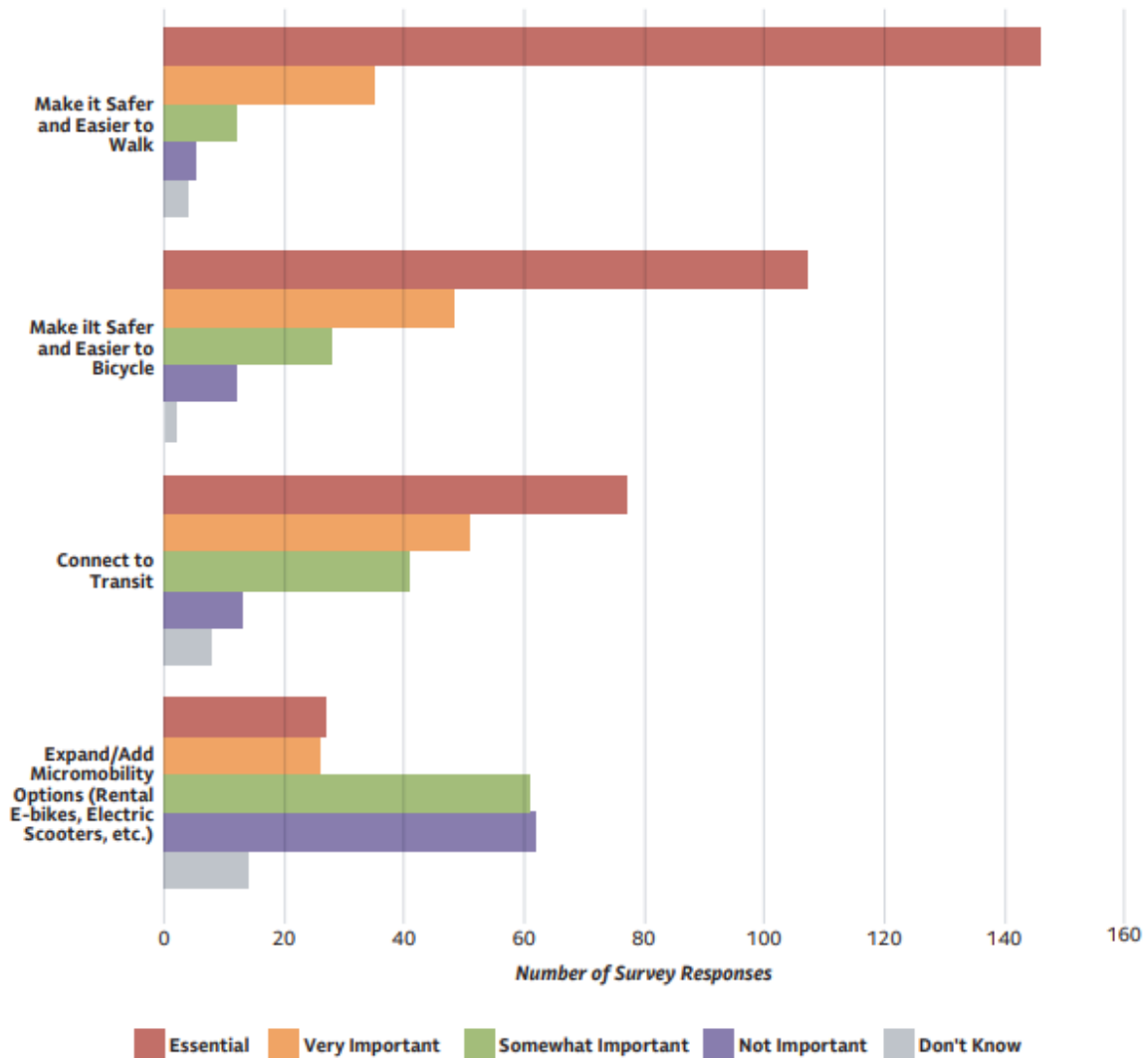
focus on regional travel. Additionally, participants appreciated transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops and expressed feeling unsafe on transit because of the conduct of other riders. Several community-based organizations suggested providing free or low-cost ORCA cards for vulnerable populations. Plans to expand transit service, offer free or low-cost ORCA cards, and investment in transit amenities and rider safety should be prioritized in the comprehensive plan update.

These results of public engagement with vulnerable populations and this CTR Plan have been shared with the transit agencies listed in this plan and with the Comprehensive Plan update team.



Source: 2023 Lakewood Non-Motorized Transportation Plan

Importance of Non-Motorized Goals



Source: 2023 Lakewood Non-Motorized Transportation Plan

Lakewood provided the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review on [date].

PSRC Comments: See the following pages.



2025–2029 Draft Commute Trip Reduction Plan Consistency Review Prepared for: Lakewood

PSRC staff have reviewed the draft plan and noted our findings by section:

Benefits of Commute Trip Reduction

In responding to Question 4, the plan explicitly ties intended CTR outcomes to the Regional Transportation Plan (2022–2050), particularly goals related to non-motorized transportation. The narrative could be strengthened by mentioning how the Lakewood CTR plan relates to or supports the TDM priorities in the Regional Transportation Plan ([Pages 93–98](#)).

Performance Targets

The plan adopts a local target drive-alone rate of 60 percent or less, consistent with the statewide target, to measure CTR effectiveness. Like many other jurisdictions, this plan indicates Pierce County will use 2023–2025 CTR survey data to set the baseline and 2025–2027 survey data to evaluate progress for Lakewood worksites. PSRC may reach out in the future for further details to help develop a regional baseline and target for the regional plan.

Services and Strategies

PSRC reviewed the services and strategies described in this section and did not identify anything inconsistent with regional transportation goals.

Alignment with Plans

The draft plan accurately identifies all transit agencies providing service within and to Lakewood and indicates the appropriate transit development plans and long-range transit plans were reviewed in the development of this CTR plan. The response to Question 24 addresses the connections between the broad goals in these transit plans and the intended outcomes of the CTR plan. This section could be strengthened by tying CTR programming to the specific local transit investments detailed in these plans (which were referenced in response to Question 1, earlier in the Lakewood CTR plan).

Engagement

The RTP identifies a regional need to better address equity in TDM, and understanding the transportation needs of underserved and historically marginalized populations is critical to achieving that goal. Lakewood's draft CTR plan detailed extensive outreach conducted by Pierce County to inform local CTR plans,



2025–2029 Draft Commute Trip Reduction Plan Consistency Review Prepared for: Lakewood

including tabling, employer and stakeholder interviews, online open houses and surveys, and a public comment period on this CTR plan. The primary outreach strategy to understand the needs of vulnerable populations was engaging with community-based organizations that serve and represent Native Hawaiian and other Pacific Islanders, Hispanic and Latino people, and cost-burdened households.

If possible, it might be useful to highlight what the city and county heard specifically from Lakewood residents during this outreach. PSRC appreciates this thorough engagement and encourages Lakewood and Pierce County to continue engaging with vulnerable populations in future planning processes.

Appendices

Appendix A

2024 Survey Results

City of Lakewood - 6000 Main St SW

CTR ID: C70034

Survey Summary

Survey Created: 5/8/24 2:25 PM

Last Submission: 6/3/24 9:34 AM

Total Responses: 51

Total Employees: 109

Response Rate: 46.79%

Average Vehicle Miles of Travel (VMT) per employee: 10.48

Drive Alone Rate (DAR): 79.02%

Total Annual Greenhouse Gas Emissions (Metric Ton CO₂e): 196.96

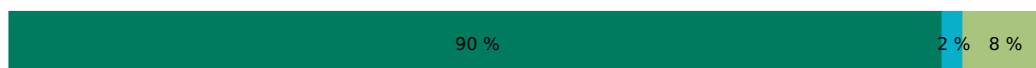
Annual Greenhouse Gas Emissions Avoided by Electric Vehicles(EVs) used to commute to site (Metric Ton CO₂e): 0.12

Your employees selected the following transportation modes



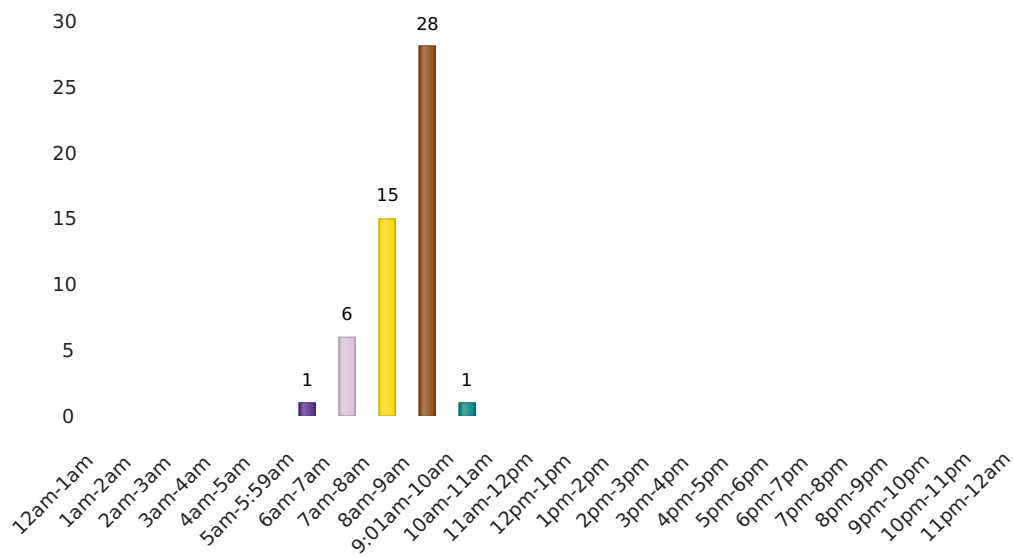
■ Work from Home
 ■ Bus
 ■ Train / Light Rail / Streetcar
 ■ Ferry
 ■ Carpool (2 or more people aged 16+)
 ■ Vanpool
 ■ Walk
 ■ Bike
 ■ Scooter
 ■ Lyft / Uber / Taxi
 ■ Employer Shuttle
 ■ Motorcycle
 ■ Drive Alone
 ■ Other

Your employees selected the following schedules

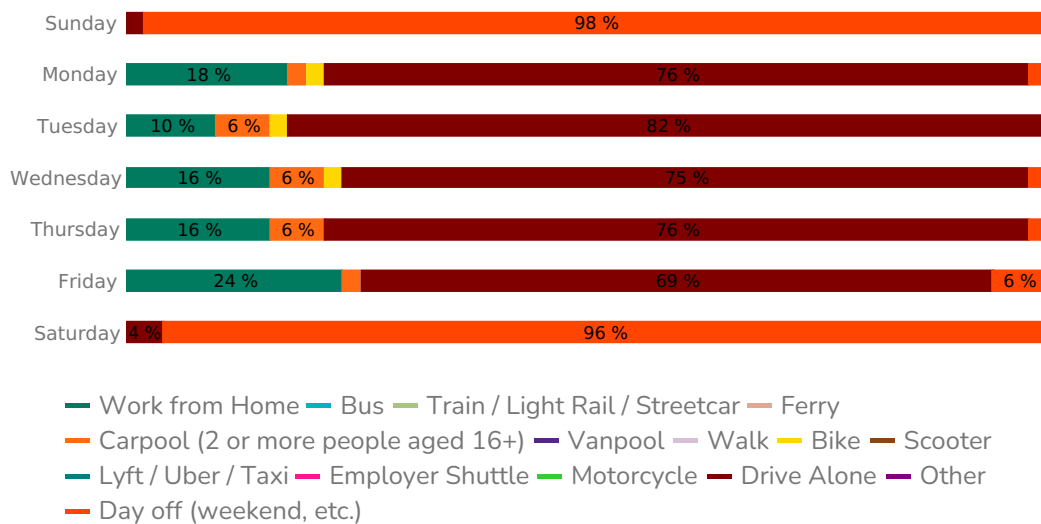


■ 5 days/8 hours (5/8s)
 ■ 4 days/10 hours (4/10s)
 ■ 9 days in two weeks (9/80)
 ■ 3 days/12 hours
 ■ Part time (less than 35 hours per week)

See when your employees start their workday

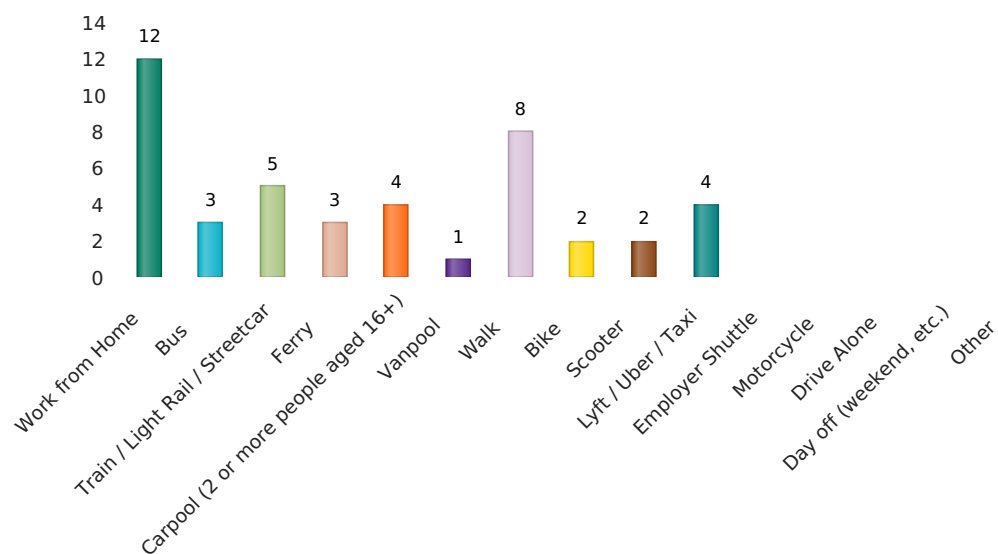


See how your employees get to work each day



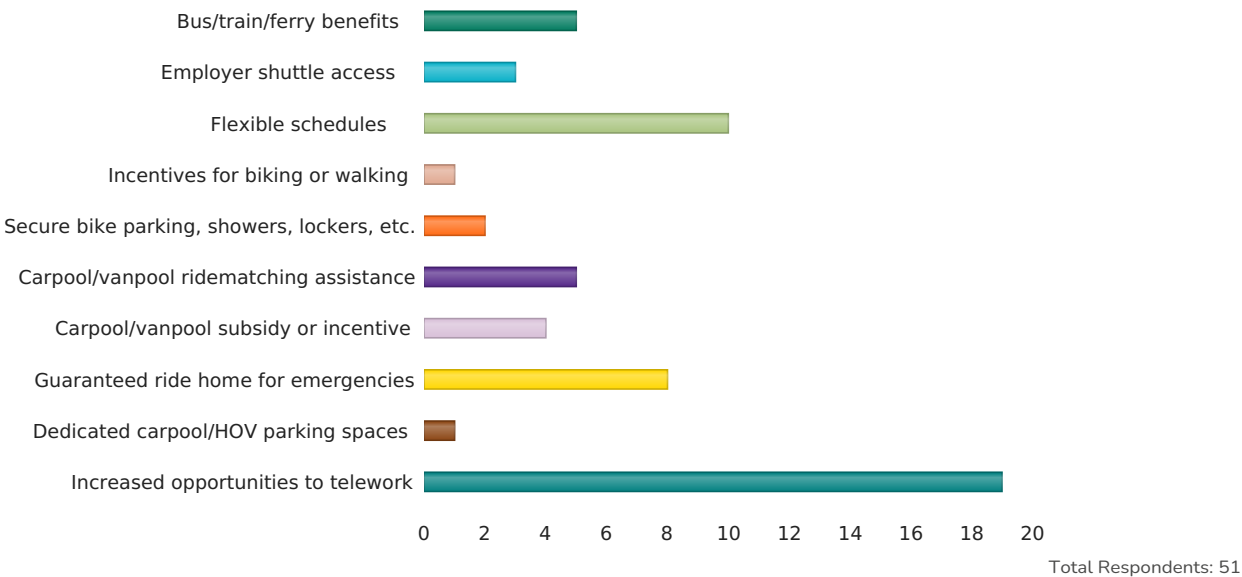
MODE	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Work from Home	0	9	5	8	8	12	0
Bus	0	0	0	0	0	0	0
Train / Light Rail / Streetcar	0	0	0	0	0	0	0
Ferry	0	0	0	0	0	0	0
Carpool (2 or more people aged 16+)	0	1	3	3	3	1	0
Vanpool	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0
Bike	0	1	1	1	0	0	0
Scooter	0	0	0	0	0	0	0
Lyft / Uber / Taxi	0	0	0	0	0	0	0
Employer Shuttle	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0
Drive Alone	1	39	42	38	39	35	2
Other	0	0	0	0	0	0	0
Day off (weekend, etc.)	50	1	0	1	1	3	49

Other transportation modes your employees have used



Total Respondents: 51

Factors that might help employees consider not driving alone to work



TDM Technical Committee approved 2025-2029 CTR 4-year Plans

- [City of Airway Heights \(PDF 482KB\)](#)
- [City of Auburn \(PDF 5.2MB\)](#)
- [City of Arlington \(PDF 1.5MB\)](#)
- [City of Bellevue \(PDF 1MB\)](#)
- [City of Bellingham \(PDF 316KB\)](#)
- [City of Bothell \(PDF 5.7MB\)](#)
- [City of Burien \(PDF 83KB\)](#)
- [City of Camas \(PDF 433KB\)](#)
- [City of Cheney \(PDF 331KB\)](#)
- [City of Edmonds \(PDF 400KB\)](#)
- [City of Everett \(PDF 471KB\)](#)
- [City of Federal Way \(PDF 418KB\)](#)
- [City of Fife \(PDF 1MB\)](#)
- [City of Kent \(PDF 271KB\)](#)
- [City of Kirkland \(PDF 248KB\)](#)
- [City of Lacey \(PDF 275KB\)](#)
- [City of Lakewood \(PDF 1.8MB\)](#)

From: Barulich, Wren <wren.barulich@wsdot.wa.gov>

Sent: Friday, November 15, 2024 4:02 PM

To: Tiffany Speir <tspeir@cityoflakewood.us>; WSDOT Transportation Demand Management <TDM@WSDOT.WA.GOV>

Subject: RE: [EXTERNAL] For WSDOT review: Draft 2025-2029 City of Lakewood Commute Trip Reduction Plan

Dear Tiffany,

WSDOT has reviewed the City of Lakewood's CTR Plan and found to meet compliance requirements.

What happens next?

The City of Lakewood's CTR Plan will be recommended for approval to the TDM Technical Committee on Thursday, December 5th. The plan will be posted for the committee's review here: [Resources – Transportation Demand Management](#). You are not required to be in attendance for the

approval process on December 5th and I will follow-up after the plan has been approved to close out this process.

Have an excellent weekend! And as always I am here for any questions.

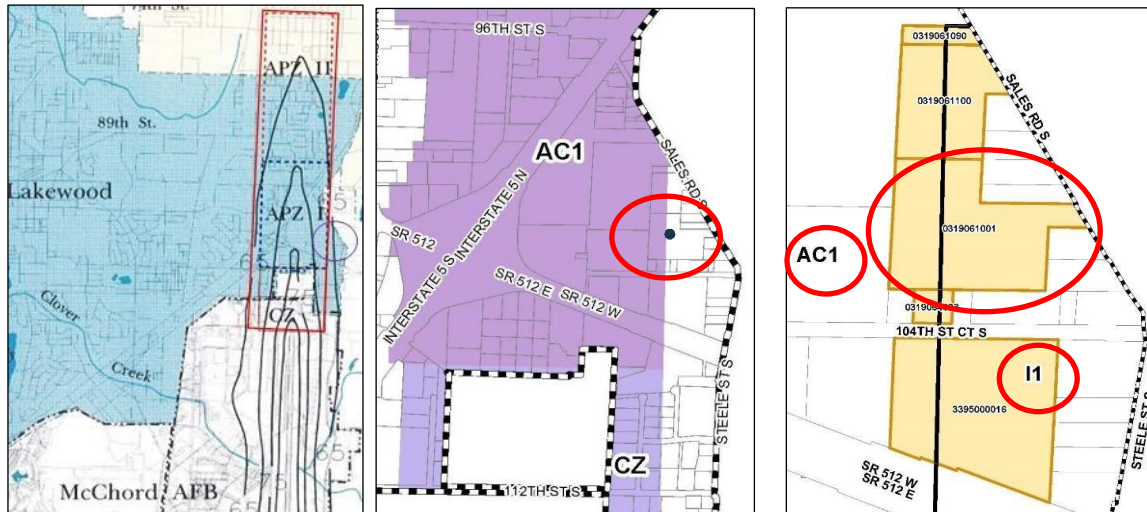
Thank you,

Wren

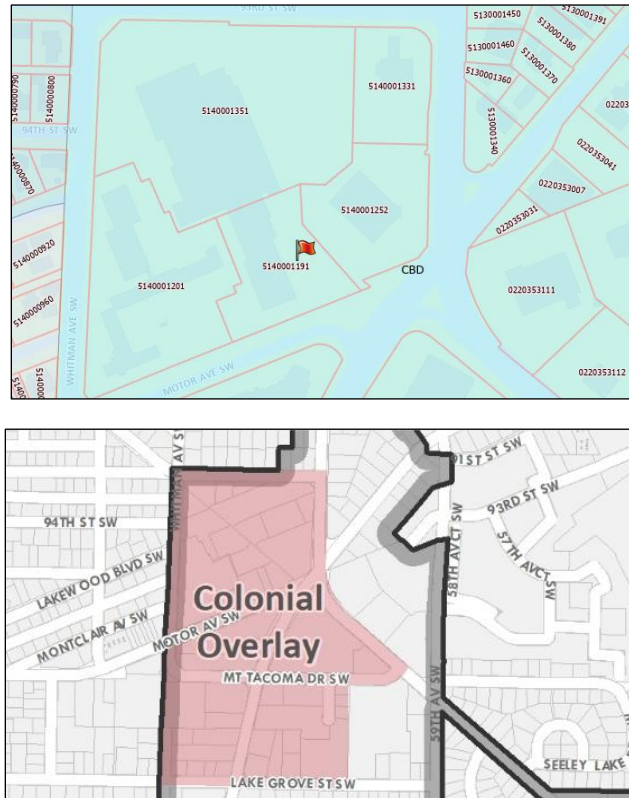
Wren Barulich
Planner / Public Transportation Division
wren.barulich@wsdot.wa.gov



2025-08 Private request for parcel 0319061001 to be redesignated/rezoned from exclusively Air Corridor (AC) / Air Corridor 1 (AC1) to “split zoning” of AC / AC1 and Industrial (I) / Industrial 1 (I1).



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



2025-11 Review LMC 18A.40.110 (B)(1)(e) to consider amending the minimum square footage for accessory dwelling units (ADUs.)

18A.40.110 Residential Uses

* * *

B. Operating and Development Conditions.

1. Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the following restrictions:
 - a. Up to two (2) ADUs shall be allowed as accessory uses in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit. ADUs shall not be included in the density calculations. A lot shall contain no more than two (2) ADUs.
 - b. Lots designated with critical areas or their buffers shall be allowed up to one (1) ADU as an accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit.
 - c. An ADU may be established by creating the unit within or in addition to the new or existing principal dwelling, or as a detached unit from the principal dwelling.
 - d. The ADU, as well as the main dwelling unit, must meet all applicable setbacks, lot coverage, and building height requirements.
 - e. The maximum size of an attached ADU contained within or attached to an existing single-family structure shall be limited by the existing structure's applicable zoning requirements. The maximum size of all other attached and all detached ADUs shall be no more than one thousand two hundred (1,200) square feet, excluding the garage.
 - f. The minimum size for both attached and detached ADUs shall be sufficient to comply with LMC Title 15.

2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130² and adopt regulations allowing new housing in “existing buildings”, as defined herein, in all land use zones that allow multifamily (4+ units in one building) housing.

18A.10.180 Definitions

* * *

“Existing building” means a building that received a certificate of occupancy at least three years prior to the permit application to add housing units.

* * *

² 2023-2024 ESHB 1042

18A.40.110 Residential uses.

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

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

	Zoning Classifications																				
Residential Land Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
owner, lessee, or occupant of the primary dwelling																					
Small craft distillery (B)(6), (B)(12)	-	P	P	P	P	-	-	-	-	-	-	P	P	P	P	P	P	-	P	-	-
Specialized senior housing (B)(10)	-	-	-	-	C	C	C	C	C	-	-	P	C	C	-	-	-	-	-	-	-
Use of existing buildings for residential purposes (B)(14)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-

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

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

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

* * *

(B) Operating and Development Conditions.

(14) Use of existing buildings for residential purposes:

(a) The addition of housing units at a density up to 50% more than what is allowed in the underlying zone may be permitted if constructed entirely within an existing building envelope, provided that generally applicable health and safety standards, including but not limited to building code standards and fire and life safety standards, can be met within the building;

(b) Sufficient existing parking must be retained to satisfy the number required for existing residential units and non-residential uses that remain after the new residential units are added;

(c) If an existing building is a designated landmark or is within a historic district established through a local preservation ordinance, applicable exterior design or architectural requirements beyond those necessary for health and safety of the use of the interior of the building or to preserve character-defining streetscapes will be enforced on the residential use in the building;

(e) The addition of housing units in an existing building with ground floor commercial or retail that is along a major pedestrian corridor as defined by the City is prohibited;

(f) Unchanged portions of an existing building used for residential purposes do not need to meet the current energy code; however, if any portion of an existing building is converted to new dwelling units, each of those new units must meet the requirements of the current energy code;

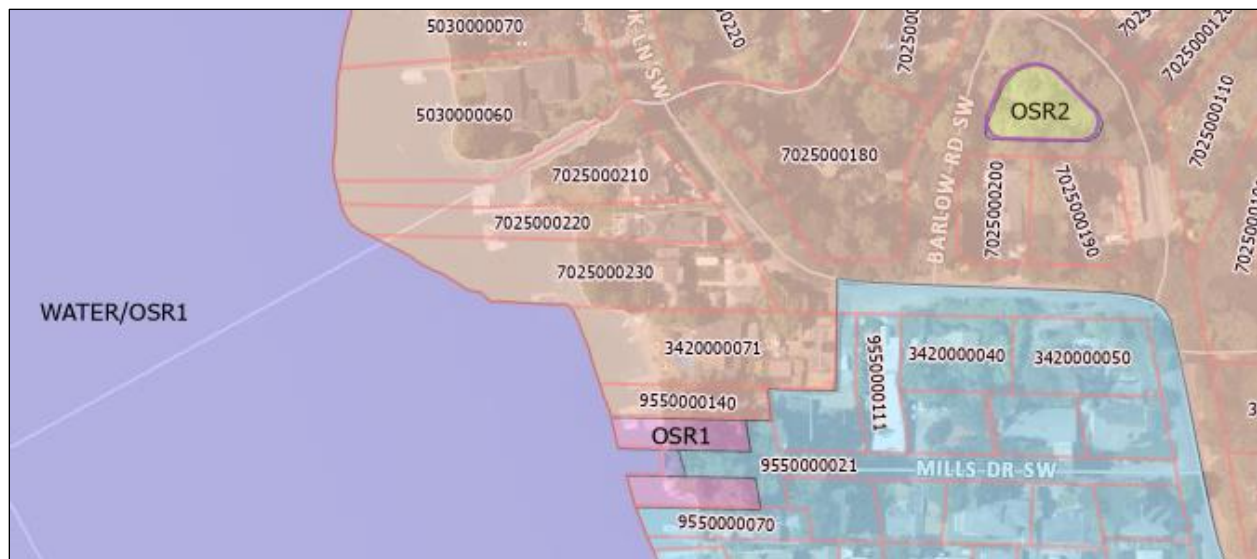
(g) Unless the code city official with decision-making authority makes written findings that a nonconformity regarding parking, height, setbacks, elevator size for gurney transport, or modulation is causing a significant detriment to

the surrounding area, the City shall not deny a building permit application for the addition of housing units within the existing building;

(h) A transportation concurrency study under RCW 36.70A.070 or an environmental study under chapter 43.21C RCW (SEPA) based on the addition of residential units within an existing building shall not be required; and

(i) Where an existing building cannot satisfy life safety standards, no housing units constructed entirely within the building's envelope will be allowed.

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





TO: Lakewood Planning Commission

FROM: Jeff Rimack, Director, Planning and Public Works
and Becky Newton, Economic Development Manager

DATE: March 19, 2025

SUBJECT: MULTIFAMILY TAX EXEMPTION PROGRAM RESIDENTIAL
TARGET AREA REVIEW AND CODE AMENDMENTS WITH
PUBLIC HEARING COMMENTS AND RESPONSES

ATTACHMENTS: 1) Public comments; 2) Response Matrix; 3) March 5
Planning Commission Discussion 4) Maps
5) Draft Resolution 2025-01 (page 34)

Summary

Planning Commission held a Public Hearing on February 19 regarding Multifamily Tax Exemption proposed code amendments and potential Residential Target Area (RTA) expansions.

- Public comment received within the comment period of February 19 through noon March 5 is documented here with a staff response matrix that follows.
- All property owners within the borders of RTA expansion consideration as well as within 300 feet of the borders were notified by mail that went out on February 6. Public Hearing was noticed as required in the Tacoma News Tribune. Communication Department posted on the city of Lakewood website and shared on social media.
- RTAs proposed include the Central Business District, Oakbrook, Springbrook, and Tillicum.
- A comment letter was submitted for the Lakewood Station District and included in the packet. This is a property owner proposal outside of the RTAs currently being considered.
- Planning Commission discussed proposals March 5.

Propose Changes

Code Amendments

Staff propose the following amendments to facilitate better participation from property owners and developers in the MFTE program. Participation in the MFTE program increases economic development and housing supply in designated areas of the city.

1. 3.64.020(G)-12-year extension added for CBD (City Council Recommendation)
*“Extension for Projects Receiving an Initial Eight-Year or 12-Year Exemption. Any project in the **Central Business District outside of the Tax Increment Area**, Lakewood Station District and Springbrook Residential Target Areas receiving an eight- or 12-year extension may apply for a subsequent 12-year extension in exchange for continued or increased income restrictions on affordable units.”*
2. 3.64.020(H)-MFTE Application Procedure (Staff Recommendation)
*“Application Procedure. A property owner who wishes to propose a project for a tax exemption shall complete the following procedures:

File with the Department of Planning and Public Works (PPW) the required application along with the required fees as set in the Lakewood Master Fee Schedule (adopted annually by resolution). **The application shall be filed after land use permitting is complete or prior to building permit issuance if no land use action is required. Conditional agreements shall be fully executed prior to issuance of building final certificate of occupancy.** If the application shall result in a denial by the City, the City will retain that portion of the fee attributable to its own administrative costs and refund the balance to the applicant”*

RTA Expansion

At the direction of the City Council, department staff reviewed existing zones for potential expansion of RTA locations. The intention was to review which locations were best suited to incentivize economic growth and increase housing stock in the city of Lakewood, while maintaining the character and culture the city is known for.

Having reviewed Springbrook, Lakewood Station, Oakbrook, and the Central Business District (CBD) areas, staff recommend the expansion of the RTA in the Central Business District

This recommendation is made for the following reasons:

City Design/Planning Intentions

- The Comprehensive Plan and subarea plans plan for new growth expectations in population, housing units and jobs.
- The CBD is the area designated in the Comprehensive Plan and Downtown Subarea Plan for a significant share of new housing development and job growth in the city.
- Underutilized in terms of density and location, that Growth Management Act (GMA) would focus development.
- Existing zoning classifications and land use designations support this.
- Maintains continuity of RTAs themselves
 - Aligns borders of the CBD RTA and the CBD itself.
 - Prevents island RTAs in other areas of the city.
- Increased housing is required to maintain the CBDs Regional Growth Center (RGC) designation.
 - RGC designation is necessary to qualify for transportation grants that help finance past, present, and future Capital Road improvement projects throughout the city.
- The 2018 Environmental Impact Study (EIS) and 2024 Supplemental EIS for the 2024 Comprehensive Plan periodic update focused on increased housing density within the CBD and providing proposed mitigation measures for adverse impacts.
- A subarea-wide SEPA planned action ordinance to eliminate the need for specific projects to conduct individual SEPA review
- The Downtown subarea plan update
 - Adjusted zoning map and increased development density
 - Clear design standards and simple design review
 - Simplified parking standards
 - It has the highest density allowances in the city
- Existing infrastructure capacity
 - Frontage improvements are required that allow for multi-modal transportation.
- Traffic mitigation is a focus in the CBD
 - Transportation capital improvements have been implemented to facilitate traffic flows in the CBD
 - The Green Street Loop and Non-motorized plans for pedestrian access are centered in the CBD
 - The city's public transportation transfer facility is located in the CBD
 - The recently awarded Raise Grant is to investigate and provide design improvements for Multi-modal transportation in the CBD

Neighborhood protections

- Design requirements that provide control over the character of any project located within it.
- LMC 18B.200.250 requires a transition area to provide a buffer between higher intensity uses in the Downtown District and lower intensity uses in the residential zones that surround downtown. To address potential impacts to surrounding residences transition areas have restrictions regarding:
 - Building Height
 - Building Setbacks
 - Parking and Loading
 - Refuse Containers
 - Mechanical Equipment

The neighborhood protections listed above are only applicable to the subareas and another reason why the CBD is the staffs recommendation.

Selection of a different location for an RTA will result in conflicts and inconsistency with state laws, in the city's Comprehensive plan and associated subarea plans.

Next Steps

- Planning Commission to review testimony and responses.
- Discussion among the Planning Commission members.
- Provide recommendations back to City Council.

Planning Commission may choose to make recommendations at the March 19 meeting or postpone if more time is needed.

<p>Commenter Name</p>	<p>February 19, 2025 Public Hearing</p> <p>Multifamily Tax Exemption (MFTE) Program Updates and Residential Target Area (RTA) Boundary Review Changes</p> <p>Comments to Planning Commission provided February 19 through noon on March 5 2025</p>
<p>Adria Buchanan</p>	<p>Support: I am writing in support of the MFTE program for the City of Lakewood. The MFTE program has many benefits for developers and the community, but ones worth highlighting are:</p> <ol style="list-style-type: none"> 1. Increased Project Feasibility — Helps make projects financially viable in high-cost or underdeveloped areas. 2. Encourages Density & Mixed-Income Housing — Incentivizes multi-family projects in urban centers, transit-oriented areas, or designated growth zones. 3. Encourages Urban Growth & Revitalization — Promotes development in targeted areas, increasing housing supply without direct public subsidies. 4. Supports Workforce Housing — Provides housing for essential workers (teachers, healthcare, service industry) in high-cost cities. 5. Increases Housing Supply — Helps meet demand and potentially stabilizes rents over time. <p>In an increasingly complex housing environment, where financing on the developer side, and economics stability on the renter side is uncertain, MFTEs can help mitigate the risk of a new project, and ensure housing is sited in areas of opportunity for those who need close proximity to jobs and others essential services.</p> <p>Given the benefits of MFTEs, this program also helps facilitate the City of Lakewood's obligation to affirmatively further fair housing under HUD by creating a more inclusive housing environment that expands housing choice. hope Lakewood and the planning commission will continue to affirmatively further fair housing in this way.</p> <p>Thank you for the work you are doing and please continue the MFTE program.</p> <p>Fair Housing Center of WA</p>
<p>Jane Lewellen</p>	<p>To Whom It May Concern:</p> <p>I am a 25 year resident to the neighborhood that is now being targeted to include tax exemptions for all multi-family developers. Our neighborhood currently is diverse in both housing styles, incomes, and residents. It can boast of wealthy, middle class and lower middle class all living next door to one another with no gates in sight. We are a neighborhood, of home owners and home renters. What you are proposing to do, by encouraging developers to fill our borders with multi-family dwelling places will fundamentally change our neighborhood.</p> <p>I have studied the map you sent out. The current target area is large and, for the most part, available. That area includes everything that you hope to do by providing more affordable housing on a bus line, but does not encroach on neighborhoods. It meets the requirement of the state to provide these options. I can think of no good reason to expand to our neighborhood. For every resident that vocalizes their disagreement, there are so many more that are silent. I was one of those silent ones. But, I feel so strongly about this issue, about the unwanted, unnecessary changes to our entire area, that I must make my small voice heard.</p> <p>Please consider the irreversible changes that you plan on making and how they affect the many residents in our neighborhoods.</p>
<p>Jennifer Imholt</p>	<p>I'm submitting my comments on the MFTE & RTA Expansion.</p> <p>I strongly oppose this expansion because it does not address the severe infrastructure challenges in the area and the lack of support for additional residential housing. Specifically, along Gravelly Lake Drive south of Alfaretta Street, we already face significant traffic congestion, and the area is home to a school zone where past fatalities have tragically occurred. Adding more residential housing in this already congested area would only worsen the public safety risks and strain the infrastructure even further. The existing traffic issues in this area are a serious concern. The roads are often backed up, especially during peak hours, and the strain on public services and infrastructure is already evident. Expanding residential development without addressing these issues first would jeopardize the safety and</p>

	<p>quality of life for residents. As I mentioned this area is also home to a school zone, which has already seen tragic accidents. Increasing traffic flow in such a sensitive area would only heighten the risks to children, pedestrians, and families. Public safety must be a top priority, and it is concerning that this expansion could push the area to a point where it is unsafe for residents, commuters, and especially the students who are attending Clover Park. Rather than incentivizing development along Gravelly Lake Drive, the focus should be on areas that are better equipped to handle new growth and where infrastructure improvements can be planned to prevent further strain.</p> <p>Areas like Bridgeport Way or the section of Gravelly Lake Drive north of 100th are better suited for this type of development, where the necessary infrastructure upgrades could be implemented without putting public safety at risk. Lakewood's Comprehensive Plan stresses the importance of balancing housing needs with maintaining the quality of established neighborhoods: "The community's housing needs must be balanced with maintaining the established quality of certain neighborhoods" (3.2 Residential Lands and Housing). Encouraging development in an area already dealing with traffic gridlock, safety concerns, and inadequate infrastructure contradicts these principles.</p> <p>In addition to harming the character of established neighborhoods and impacting local wildlife, pushing residential development into this area would exacerbate the traffic and safety hazards already present. With a school zone already having experienced fatalities, this is a risk that cannot be overlooked.</p> <p>I urge the Planning Commission to reject this expansion. Let's direct development to areas that are better suited for growth and where safety, infrastructure, and quality of life can be safeguarded. Our city's long-term success depends on making responsible and informed decisions now. Thank you for your thoughtful consideration.</p>
Tricia Parsons	<p>I'm submitting comments regarding the MFTE & RTA Expansion as I am currently out of town, otherwise I would be speaking in person.</p> <p>I'm writing in opposition of this expansion as I believe that we do not need to incentivize developers to build in the established areas of the city, specifically along Gravelly Lake Drive south of Alfaretta St where we have a lovely tree-lined downtown feel and an abundance of small businesses. Developers should be incentivized to build in areas of the city that need improvement and will make the city better (Ex. Bridgeport Way, North of 100th on Gravelly Lake Drive.). The current tax incentivized area has plenty of opportunity for development and that is where the focus should be. Seeping into neighborhoods and pushing out small businesses will not help Lakewood thrive, it will continue to degrade the city.</p> <p>As noted in Lakewood's Comprehensive Plan: "The community's housing needs must be balanced with maintaining the established quality of certain neighborhoods"(3.2 Residential Lands and Housing) And: "[This chapter] accommodates growth, while preserving the character of established neighborhoods." Incentivizing developers in these clearly established neighborhoods along Gravelly Lake Drive goes against Lakewood's Comprehensive Plan because it will be detrimental to the character of these established neighborhoods, current homeowners, and the nature and wildlife surrounding (trees, creeks, animals, et al). Please advise the Planning Commission to vote against this expansion. Let's incentivize the right development in Lakewood, not any development in Lakewood. Our future success as a city depends on it.</p> <p>Thanks for your consideration and thoughtfulness is this matter.</p>
Lynda Rayvon	<p>As a voting citizen of Lakewood and property tax payor I do not agree with the Planning Commission and their vision for our city.</p> <p>Leave our businesses, community spaces and our historical character alone. I will vote NO!</p>
Melissa Jackson	<p>My name is Melissa Jackson, and I am a homeowner in the Clover Park Plat neighborhood off Gravelly Lake Drive. I am writing to express my concerns regarding the proposed tax exemptions for builders of multi-family units/apartments along the Gravelly Lake Drive corridor. I believe that incentivizing this area for multi-family housing is not in the best interest of Lakewood for several important reasons, as detailed below:</p> <p>Environmental Impact: The Clover Park Plat neighborhood is one of the few remaining areas in</p>

	<p>Lakewood with significant tree cover. This area is home to a diverse range of wildlife and bird species and includes. Lake Steilacoom and Ponce DeLeon Creek, as well as one of the largest aquifers in Lakewood. The introduction of multi-family housing would likely lead to environmental degradation, negatively impacting the local ecosystems and natural resources.</p> <p>Traffic: Gravelly Lake Drive and its adjacent side streets are already struggling to accommodate current traffic levels. The addition of multi-family housing would exacerbate this issue, overwhelming the existing infrastructure. Furthermore, the proposed apartments on the Barnes and Noble site would compound the problem, creating an even more severe traffic crisis for this area of Lakewood.</p> <p>Safety Concerns for Children: The neighborhood's proximity to schools means that many students walk along Gravelly Lake Drive before and after classes. Increased traffic from multi-family housing developments could pose significant safety risks to these children.</p> <p>Community Enjoyment and Property Values: The neighborhoods along this stretch of Gravelly Lake Drive are popular for pedestrians, dog walkers, nature enthusiasts, and joggers. They provide a safe and pleasant environment for children to play. However, increased traffic and population density resulting from multi-family housing could reduce the overall appeal of these neighborhoods and negatively impact property values. Lakewood's property crime rate is 52 per 1,000 residents, which is already significantly higher than the state average. (Source: Lakewood Crime Statistics, Neighborhood Scout, 2022.) Adding multi-family housing to these neighborhoods could further diminish the desirability of the area for homeowners and potential buyers.</p> <p>Availability of Alternative Development Properties: There are numerous areas in Lakewood with open, cleared, and unused land that are more suitable for multi-family development. Many of these sites are within walking distance of public transportation and Lakewood Towne Center and are convenient to the freeway. Potential development areas include sections along Bridgeport, the other end of Gravelly Lake Drive where businesses have closed, and Pacific Avenue from Ponders to 108th. (A few of many examples). Developing these areas would be less damaging to existing neighborhoods and could help revitalize underutilized spaces.</p> <p>In conclusion, while recognizing the need for more housing in Lakewood, I urge the City Council to instead consider providing tax incentives for the abandoned commercial/mixed and cleared lands that are scattered throughout Lakewood.</p> <p>These empty properties are more suitable options for developments of this scale and type. Rezoning and incentivizing intact neighborhoods for multi-family housing is unnecessary and could have detrimental effects on the environment, community safety, and property values. Preserving our quiet, treed, single-family home neighborhoods is essential for maintaining the quality of life for current and future residents of Lakewood.</p> <p>Thank you for your attention to this matter.</p>
Ginger Hooven	<p>I do not agree! Save our community.</p> <p>There are a lot of small businesses along Gravelly Lake Dr that would be put out of business. I will always vote for the small businesses they are what makes America what it is. And I live right by the area in question I do not want apartments going in at the end of my street. Apartments in general mean more crime, more traffic, more noise, and lowering of home values that live nearby. No please do not do this. Plus there is a church, a bank, as well as other apartments that already exists that would be destroyed.</p> <p>According to the map that I received. Seriously not happy about this, Ginger Hooven on Lake Ave SW. Thank you for your consideration.</p>
Jason Gano	<p>For the record, my name is Jason Gano, and I am a Senior Consultant for DROP. We are a collective of home builders focused on developing healthy, clean housing in Washington State and its beautiful cities.</p> <p>We are excited to see the Planning Commission consider this expansion of the Multi-Family Tax Exemption (MFTE) program and the allowance for the renewal of existing MFTEs. This program has proven to be a positive economic driver for cities. While builders save money during the life of the project, those savings can be used to provide lower rents and to reinvest in future developments—creating a cycle of continued housing growth.</p>

	<p>Although the MFTE program results in a temporary reduction in property tax revenue, the long-term economic impact is overwhelmingly positive. Looking at data from a similar program in Tacoma:</p> <p>The city "gave up" \$14,500 in property tax revenue over eight years (due to the 1% cap).</p> <p>In return, the project generated \$57,300 in other taxes, including \$46,900 in immediate revenue from construction alone.</p> <p>The project also created 3,800 construction labor hours—supporting jobs and economic growth. Most importantly, it provided more housing—something we desperately need to keep our communities thriving.</p> <p>I grew up in Lakewood, Washington—attending Hudtloff Middle School and Lakes High School. This community shaped me, and after going to college, I chose to return here to live and work. Lakewood is a wonderful city, but if we only craft policies to serve those who already live here, rather than those looking to create a future here, we are not planning for progress—we are looking to the past.</p> <p>To attract new and better places to shop and eat, we need more people, and that requires more housing. Better roads, infrastructure, and services require more residents to pay into the system. Schools—which I believe are among the most important investments any community can make—improve when we build more housing and create a well-funded, sustainable environment for students.</p> <p>This all starts with responsible housing development, and Lakewood's MFTE program is a step in the right direction. Expanding and renewing this program will help ensure that Lakewood remains the beautiful, thriving community that we all know and love.</p> <p>Thank you for your time and consideration. I am available to answer any questions you may have.</p> <p>The Gano Group</p>
Linda Shehan	<p>I believe MFTE should not be expanded on Gravelly Lake Blvd from Nyanza to Main St at the Lakewood Towne Center. This street is unique to Pierce County. The trees and low rise buildings are beautiful, having a residential feel while incorporating small businesses. There are plenty of lots on ugly transit-available roads that can accommodate multi-story apartment buildings. There is no need to destroy the beauty and livability of Gravelly Lake Blvd. I don't understand the MFTE concept. The City has not educated the tax-paying public. I have never seen an article in the Lakewood Connection Flyer or the weekly online newsletter explaining exactly what it is. Does it mean the developer pays no taxes for 8 or 12 years, or just a portion of the annual tax? I pay over \$6000 per year in property tax for an Oakbrook rambler. If I build a four--plex on my lot and rent it out at an affordable rate, will I qualify for the MFTE? The City owes the public some public education with full disclosure on exactly how much the developers won't pay in taxes for each project, and then how much the Lakewood taxpayers will have to pay for all the infrastructure costs that will ensue. There should be lots of opportunity at the Mayor's coffee meetings, the neighborhood meetings, and online and print mailings.</p>
Mary Bergin-Sperry	<p>I, Mary Pat Bergin-Sperry have been a resident of Lakewood for over 60 years and have lived off of School St, 100th St and presently live on Ponce De Leon Terrace SW. I realize the City of Lakewood must grow and develop in both businesses and housing and with focus in the CBD district. I do believe with the new Alliance project approved and moving forward we should pause on new housing development for now and focus on some key cornerstone community development that would bring the community together in the CBD area. I would like to see the focus on development of a Community Center and starting with the Colonial Center Development. I know money for revitalizing the old Lakewood Theater is an issue but getting a developer to take this area on and maybe have Lakewood Players move in along with other Community performances.</p> <p>As mentioned this area is the Gateway to City of Lakewood and then work our way down Gravelly Lake.</p> <p>I think the Lakewood Mall Park would be a cornerstone development and then work business around this. A business like an ice Arena Park would bring all ages of the community together and create an environment that the community would gather. On the subject of housing, I would like to see developers develop nice condos (for ownership) and some Assisted Living Developed in the CBD area. It is a shame that Lakewood has few options for Assisted Living or Senior housing. I have</p>

	<p>known many Lakewood Citizens that have lived the majority of their lives in Lakewood and in their Senior Years needing to relocate because the City of Lakewood does not have housing to meet the elderly needs. In summary, I would like to voice my opinion not to encourage developers for tax incentives for more apartments and to focus on buildings and business that would bring the citizens of Lakewood together for all ages.</p>
Clarence Phillips	<p>Thank you for the opportunity to Express my concerns as a resident and home owner of the neighborhood in the counsel crosshairs. I've lived on Wildaire Rd SW since 1990 and have seen many changes, many for the good. However, what is being proposed with Gravelly Lake Drive and the old library property is reprehensible. The issues are, renters with no skin in the game, having no real connection with the community as a whole, and an up-tick in crime. The development of Gravelly Lake Drive will definitely encroach on the homeowners there. After retiring from the military and state corrections it will be a sad day when I sell due to this development going through. Please count cost and if you have no better idea for the head of Wildaire Rd SW, make it a park. Keep Olympia off our back! Thank you.</p>
Bob and Candy Tingstad	<p>In reference to the letter we received regarding rezoning Gravelly Lake Drive, we stand opposed. While we recognize the need for housing, no manner of traffic abatement will handle increased traffic on Gravelly Lake Dr. Already, with 4 lanes, the road becomes incredibly congested, with immovable intersections, at times. With Clover Park High School across from the proposed rezone strip, the traffic is so heavy that we have difficulty getting out of our neighborhood safely and in a timely manner.</p> <p>There are commercial properties already from 112th to Park Lodge School, and beyond. Why rezone? If it is to rezone for potential apartments on the property where the Lakewood Library should be rebuilt, those neighbors will rise up and protest, as will those of us who drive that road daily. Lakewood should be a walkable city. We appreciate the sidewalks on 112th by CPHS. As someone who walks 3-5 miles a day on our city streets, crossing many Lakewood intersections is a scary endeavor. Getting across Gravelly Lake Dr at 112th is not for the faint of heart or slow of foot. Increased traffic will compound the problem. Please submit our comments to the planning commission.</p> <p>Thank you for your attention.</p>
Janice Kampbell	<p>I am curious if the City of Lakewood Planning Commission proposal MFTE regulation amendments and planned use of these targeted areas includes " zones of opportunity" for investors. A sweet deal to LLC's and other investor groups to build their housing units and not pay property taxes for a number of years under their ownership, usually 8-10 years. Tacoma used this "strategy" to build numerous 6-8 story "market rate" apartments, no mixed rent, no low income rent options along the slope leading to Commencement from the Hilltop neighborhood. Using 20% of our area median income to claim any "low income rental units"(and I see you don't) does not even touch low income potential renters needs. Can you project or predict what rent would be for the 20% of these units that you suggest will be affordable?</p> <p>Does your proposal then allow commercial property owners in the proposed expansion area to tear down their buildings and build or sell to investors who will build apartments?</p> <p>How many units does the City of Lakewood currently have within their boundaries?</p> <p>Market rate, mixed rent and low income categories?</p>
Sunny Pepin	<p>Hello! Because you are the planning commission clerk, I wanted to reach out to you directly. I will be unable to attend the Public Comment meeting regarding the Proposed Residential Area Expansion next week and I'd like to have my comments about this proposal read by someone who is part of the decision making process for this expansion, so thank you in advance.</p> <p>My husband and are business owners and homeowners in Lakewood and have been since 2021 (born and raised in Pierce County) — The home that we purchased is a historical home built in 1927 by John Dower. Our home is of historical significance, but lost to time and development to the area. One of the reasons that we bought our home and moved to Lakewood, is because these old houses and the old buildings need to be honored and saved, within reason. As much as we need housing in our city, there has to be a way to strike a balance between demolishing buildings that house thriving businesses and building housing. As I drive down Bridgeport to Gravelly Lake, the number of</p>

	<p>vacant buildings and empty lots would provide room for development near grocery stores, schools and bus lines. The QFC, the former Lakewood Library site, the Ford Taurus junkyard near Steilacoom Blvd. & Bridgeport, The Statuary and Antique shop, the old auto repair place across from QFC, the former real estate office across from House of Donuts, the empty concrete pad that used to be a department store at Town Center, the Bed Bath and Beyond, the list goes on and on...</p> <p>Lakewood is starting to look it's long term vision and plan is a city full of vacant store fronts and gravel lots, while buildings that have tenants and businesses will be torn down to build something for tenants and businesses. Additionally, demolishing these buildings removes trees, fill the dump with building materials and tax breaks for developers also come at cost to the long term sustainability for government and rob our future programs.</p> <p>Why as a city do we support the homogenization of our area by tearing down the businesses that serve our community? Are we unable to cultivate partnerships with developers to fill current vacant spaces with affordable housing and vibrant communities?</p> <p>Please reconsider the expansion area to it's original zone and find ways to build housing in pre-existing vacant lots.</p>
Tricia Parsons	<p>I'm submitting comments regarding the MFTE & RTA Expansion. I'm writing in opposition of this expansion as I believe that we do not need to incentivize developers to build In our established areas of the city, specifically along Gravelly Lake Drive south of Alfaretta St where we have a lovely tree-lined idyllic town feel.</p> <p>Developers should be incentivized to build in areas of the city that need improvement and will make the city better (Ex. North of 100th on Gravelly Lake Drive, South Tacoma Way, Bridgeport Way). The current area does not need to be expanded.</p> <p>As noted in Lakewood's Comprehensive Plan: "The community's housing needs must be balanced with maintaining the established quality of certain neighborhoods" (3.2 Residential Lands and Housing) And: "[This chapter] accommodates growth, while preserving the character of established neighborhoods."</p> <p>Incentivizing developers in these established neighborhoods along Gravelly Lake Dr goes against Lakewood's Comprehensive Plan because it will be detrimental to the character of these established neighborhoods, current homeowners, and the nature and wildlife surrounding (trees, creeks, animals, et al). Let's incentivize the right development in Lakewood, not any development in Lakewood. Thanks for your consideration and thoughtfulness in this matter, Lakewood citizens do care.</p>
Rob & Jill Jensen	<p>Thank you for the opportunity to comment on the 12 Year MultiFamily Tax Exemption being considered by the city of Lakewood. We would like to provide a few comments to you regarding this exemption as people who resided in Tacoma beginning in 2004 and lived with the long term effects of this plan through the years.</p> <p>We are attaching for your review the December 2024 Tacoma North End Neighborhood Council - a council Jill served on for several years - meeting where Mike Lonergan, Pierce County Assessor, addressed some of the impacts of the MFTE. His informative presentation begins at 12:38: tube.com h?v=iz0470</p> <p>Lakewood, as you well know, has a very low tax rate compared to other cities in Washington. It makes it an affordable place to call home, yet-one which still finds the means to invest in our quality of life with parks, libraries, well-regarded and responsive emergency service departments, ongoing road improvements, etc.</p> <p>Tacoma, before offering the 12 year tax exemption (to approximately 160 developers) used to enjoy that same quality of living: affordable taxes, good Police and Fire protection, schools, park improvements, street beautification, etc.</p> <p>But the 12 year exemption has come with a high cost for the tax-paying citizens of Tacoma since they are not paying their share of costs for the infrastructure improvements when so many new residents move into their properties. Such pressures due to increases in school attendance, wear and tear on roads and libraries, sidewalks, sewer systems, significant parking issues, removal and no replacement of tree canopy, etc are real, and the cost for upgrading falls to the local tax-paying homeowners.</p> <p>Yes, it appears the MFTE will provide answers to the state's mandated requirements to provide</p>

	<p>affordable housing, but look at Tacoma to see whether or not this is indeed the case. The Paper trail alone in trying to manage whether or not the MFTE property owners are abiding by the law is monumental. Seattle has chosen NOT to do this - my hope is Lakewood will thoroughly investigate why. The resulting 'costs' - personally and monetarily - for Tacoma residents has forced many to leave, ourselves included. The timely newspaper article Jill dropped off at the last Lakewood City Council meeting shows a developer with an 8 year exemption now asking for an additional 12 year tax exemption which the council granted!</p> <p>When does it stop?</p> <p>We have owned two homes in Tacoma since 2004. In 2022 we sold one, and next year our plan is to sell the other. When there is a shortage of dollars to run our city, the taxation of Residents is their first line of action. But it is not taxes that caused us to leave Tacoma for Lakewood. It is the developers - with Tacoma's carte blanche agenda- that has changed the QUALITY OF LIFE - the quality of education in our schools, the lack of new parks, our potfilled roads, no infrastructure improvements, tree removal- the list goes on and on.</p> <p>PLEASE carefully consider Lakewood's next steps forward before doing what may seem like the easy solution - a 12 year MFTE is not the best answer. Our city needs revenue to continue on its current path of maintaining the welcoming place you have all helped create. Let us not lose sight of that vision for what seems like an easy way out.</p> <p>We have additional information/documents we are happy to share with your council.</p> <p>Thank you for your dedication, service and consideration to the residents you serve.</p>
Chris Klas	<p>Thank you again for this time to have written comment. I have stated it before: I am not against downtown development. I am actually in favor of development. I just think the city has shown a lack of creativity and effort to make new construction reflect the “character and culture of the city” as the economic development coordinator said on 2/19 at the planning commission meeting.</p> <p>In all of my conversations thus far, everyone who is in support of development has dreamed of a walkable, shoppable mixed use community in the central business district. However, the permitting process for the use of the MFTE does not say anything about a requirement for mixed use development.</p> <p>How do we get to the goal of a thriving business district if we do not mandate that type of development?</p> <p>I propose that the planning commission advise the city of Lakewood to stop the expansion of the RTA until they are able to do the following: In any of our Residential Target Areas where an MFTE application might be submitted, if the land/property either:</p> <ol style="list-style-type: none"> 1. currently has business/commercial property on it or 2. Abuts a main road <p>These permits must REQUIRE mixed use construction.</p> <p>DO NOT ALLOW for the continuation of big box apartments in the downtown corridor. It is possible for the city to require this type of construction in the commercial zones. Tacoma already does this. The Tacoma city codes are quoted below. As well as a few photos attached to show how creative cities have built mixed use residential spaces.</p> <p>Thank you for reading this and for considering what is the best long term plan.</p> <p>From the Tacoma city codes:</p> <p>The specific purposes of the Mixed-Use Center Districts regulations are to:</p> <ol style="list-style-type: none"> 1. Increase the variety of development opportunities in Tacoma by encouraging greater integration of land uses within specific districts in a manner consistent with the Growth Management Act, the Regional Plan: Vision 2040, the County-Wide Planning Policies for Pierce County, and the City's Comprehensive Plan. 2. Strengthen the City's economic base by encouraging more efficient use of existing infrastructure and limited land supply through mixed-use, density, and design, as well as transit and pedestrian orientation in specified centers. 3. Allow and encourage a variety of housing options within mixed-use centers, including residences over businesses that can promote live-work arrangements which reduce demands on the transportation system. 4. Help provide employment opportunities closer to home and reduce vehicular trips for residents

	<p>of the City and surrounding communities by encouraging mixed-use development.</p> <p>5. Create a variety of suitable environments for various types of commercial and industrial uses, and protect them from the adverse effects of inharmonious uses.</p> <p>6. Allow commercial and industrial growth in specified centers and/or districts while minimizing its impact on adjacent residential districts through requirements of buffering, landscaping, compatible scale, and design.</p> <p>7. Accommodate and support alternative modes of transportation, including transit, walking, and bicycling, to reduce reliance on the automobile by making specified centers more “pedestrian-oriented” and “transit-oriented” through the provision of street amenities, landscaping, windows, continuous building frontages, limited curb cuts, and direct pedestrian entrances adjacent to the right-of-way and/or public sidewalk.</p> <p>8. Locate and design parking to be consistent with the overall intent of providing a pedestrian and transit supportive environment that encourages human-oriented design instead of vehicle-oriented design and promotes alternatives to single-occupancy vehicles. Examples include building location at the street, parking location behind or within buildings, adequate screening, avoidance of pedestrian-vehicle conflicts, and conveniently located transit stops.</p> <p>9. Within Centers, the core areas of the district are the central hub and focus for the greatest level of growth and activity. Within these core areas, enhanced standards and design flexibility is appropriate to ensure that they are developed consistent with the community vision and goals for these areas, as outlined in the Comprehensive Plan.</p> <p>10. To promote and attract dense infill development that may otherwise have resulted in the expansion of the region’s urban footprint into sensitive greenfield areas within the watershed, and to achieve a compact land use pattern that promotes air and water quality, healthy watersheds and the reduction of regional stormwater runoff.</p> <p>11. To implement the Tacoma Mall Neighborhood Regional Growth Center vision of a thriving center of regional significance and a distinctive, connected, livable and healthy place offering a wide range of opportunities for all people to live, work, invest, and fulfill their potential.</p>
Rob and Cindy Gardner	<p>Regarding the RTA and multi family property tax incentive: My wife and live in Lakewood and strongly ask that the RTA tax incentive program not be enacted. In addition, we feel the RTA should be rezoned back to residential for the following reasons:</p> <ol style="list-style-type: none"> 1. The referenced RTA is the sole stretch of Gravelly Lake Drive that is mostly built out with various businesses and established foliage. 2. Bridgeport Ave between 112th and Custer consists of various run-down or abandoned buildings which would be ripe for redevelopment options that would help to ease new housing demand making it more appealing. 3. That part of the RTA opposite Clover Park High School, to be considered as encompassing the CBD is illogical as the school is certainly not part of the master plan as a development site. <p>In summary: Expanding the CBD to the West seems to only benefit a current developer and, in our minds, the Pierce County Library.</p> <p>I would like to encourage the Planning Commission to postpone any recommendation to the Lakewood City Council regarding the RTA and MFTE at this time. After the Alliance project is completed and you evaluate the occupancy, effect on local schools, and traffic, your recommendation to the City would carry more weight. Surely the wait would be worth the improved data outcome.</p>
Karen Blake	<p>I am protesting the proposed multifamily development along Gravelly Lake Drive. My husband and live on 111th and Meadow Dr, too close to the planned area to be developed. This is the 3rd house we have purchased in Lakewood. We have been in this community for over 15 years. The block we live on is largely homeowners or long term renters. These friends and neighbors are important to us. We feel our grandchildren are safe to play throughout the neighborhood and walk to the local park without fear. During the school year, many students and teachers take a break and walk our streets. We have a lot of big trees that offer shade and peacefulness. I have never felt as safe as I have here.</p> <p>My main concerns are as follows:</p> <ol style="list-style-type: none"> 1) Safety and Health: I am older and walk this neighborhood alone. I would not feel I could continue this activity.

	<p>2) Traffic & Parking: Our property is approximately 2 acres that extends to Gravelly Lake Drive. We are quite aware of the racing cars and accidents happening at the corner of 112th and where Nyanza/Gravelly intersect. The marking on Gravelly directing the inside lane to go straight and the right lane to turn to Nyanza is poorly marked, causing unfamiliar drivers to make sudden decisions creating accidents. More cars and pedestrians would increase this issue. Have you tried to park at Safeway in the late afternoon? No parking. We already have a lot of traffic.</p> <p>3) Trust: When I have problems, I have reached out through the “Lakewood App” to voice my concerns over code violations. I get a response with #25-9469 but nothing gets corrected or followed up on. This frustrating lack of enforcement worries me when we have more people and more problems.</p> <p>Another issue I have with the city is the lack of quality control when they decided to improve our roads. I agree there are some roads that need attention but our streets (111th, Meadows, School, Lake Ave, Wildaire) are all worse after the work was done. Still, loose gravel gets in your tires, shoes and animal paws. After rain, we have large pools of water. The end result is far worse than before this “improvement” was done. My dog will not walk on the roads now and he loves to walk with me. Sad.</p> <p>I believe there are far better locations to build affordable, multi-family units. How about the old QFC that has been an eyesore, hazardous site and a safety problem for years? We have so many vacant business locations that could be looked at. Please leave my neighborhood as is. Please don’t turn us into Seattle.</p>
Mandy Imholt Candler	<p>I am a longtime Lakewood homeowner. My mother was a stakeholder in the Cityhood process, and this attempt to zone multi-family apartments into a gentrified neighborhood is definitely NOT what the City Founders had in mind for local control of our town.</p> <p>Here are my concerns:</p> <p>The traffic mess that is already present on Gravelly Lake Drive the impact on our tree-lined neighborhoods the impact on local, small businesses in this area (and we all know that Lakewood does not retain/ recruit enough small businesses) the fact that developers who stand to gain financially from the re-zone are able to speak at the Planning meetings the fact that at least one developer actually sits on the Planning Commission (should have to recuse, due to conflict of interest). Lakewood may need housing, but why this neighborhood, when other areas, already completely paved over are 1. near transit and 2. ready for development ? I see many prime locations on Pacific Highway, areas on Bridgeport, Northern Gravelly Lake Drive, etc. It's almost as if the Planning Commission already has developers in their pocket to deploy in the new zoning area. When an apartment building is erected on the old Lakewood Library site, we will know that this was all part of the plan from the beginning.</p> <p>The City Council hopefully represents us, the Citizens of Lakewood, and hopefully will be the final deciders. However, the Planning Commission should listen, and not approve this rezone.</p>
Lakewood Chamber of Commerce Board of Directors	<p>Lakewood Chamber of Commerce Board of Directors Draft Position Statement Multi-Family Tax Exemptions in Residential Target Areas March 3, 2025</p> <p>Thank you for the opportunity to weigh-in on an important topic that will shape the future of our city's development.</p> <p>As we all know, the free market dictates that individuals and business have the right to buy and sell property, and that includes land transactions. Public opinion, while important in many aspects of governance, does not inherently factor into the transactional nature of a free market system. In all likelihood, developers have already reached out to property owners with tentative offers on the Gravelly Lake Drive site.</p> <p>With two projects already pending Multi-Family Tax Exemptions (MFTE) on Gravelly Lake, we can reasonably assume that discussions are well underway. This brings us to the question: If development is inevitable, how can the city play an active role in ensuring that it aligns with our community's vision?</p> <p>Cities have both the right and the responsibility to influence the aesthetics and overall appeal of development at our front doorstep. One of the most effective tools at their disposal is the</p>

	<p>strategic use of MFTEs. Instead of offering tax credits merely to meet state-imposed timelines, the city should use them as an incentive-a "carrot"-to ensure that new developments adhere to thoughtful architectural guidelines. Whether it be in design elements, materials used, or overall integration into the existing landscape, tax credits should be leveraged to shape development in a way that benefits the entire community.</p> <p>Furthermore, it is imperative that we pause and carefully evaluate the proposed extension of the residential target area (RTA). Before making a blanket expansion, we should determine specific guidelines that reflect the unique feel and character of each zone. Should we consider requiring retail spaces on first floors to enhance walkability and economic vibrancy? What additional amenities could be part of an incentive package to encourage builders to contribute meaningfully to our community's fabric?</p> <p>The city has had expansive discussion about requiring mixed use components alongside any residential dwellings. It would serve the city and community well to ensure that all future developments meet the intent and vision of that mixed use component.</p> <p>With this in mind, the Chamber recommends that the city greenlight MFTEs for Oakbrook, Springbrook, and Tillicum within their targeted RTAs. However, we strongly urge a more in-depth discussion regarding the Gravelly Lake Drive extension in the Central Business District (CBD). This is not simply a matter of adding more housing; it is a question of how we want our city to look and function in the years to come.</p> <p>By taking a measured, strategic approach, we can ensure that development enhances- not detracts from-our community's character, appeal, and economic strength.</p> <p>We are willing to come to the table, if invited, to discuss this important issue to collaborate and brainstorm. Thank you again, for asking for the Chamber's input.</p>
Mandy Imholt Candler	<p>I am a longtime Lakewood homeowner. My mother was a stakeholder in the Cityhood process, and this attempt to zone multi-family apartments into a gentrified neighborhood is definitely NOT what the City Founders had in mind for local control of our town.</p> <p>Here are my concerns:</p> <p>The traffic mess that is already present on Gravelly Lake Drive the impact on our tree-lined neighborhoods the impact on local, small businesses in this area (and weall know that Lakewood does not retain/ recruit enough small businesses) the fact that developers who stand to gain financially from the re-zone are able to speak at the Planning meetings the fact that at least one developer actually sits on the Planning Commission (should have to recuse, due to conflict of interest). Lakewood may need housing, but why this neighborhood, when other areas, already completely paved over are 1. near transit and 2. ready for development ?</p> <p>I see many prime locations on Pacific Highway, areas on Bridgeport, Northern Gravelly Lake Drive, etc. It's almost as if the Planning Commission already has developers in their pocket to deploy in the new zoning area. When an apartment building is erected on the old Lakewood Library site, we will know that this was all part of the plan from the beginning.</p> <p>The City Council hopefully represents us, the Citizens of Lakewood, and hopefully will be the final deciders. However, the Planning Commission should listen, and not approve this rezone.</p>
February 19 In person and Zoom comments	<p>James Guerrero, Lakewood resident, spoke in favor of the proposed changes in the Central Business District along Gravelly Lk Dr SW.</p> <p>Taylor Lee, Bellevue, mother owns a business in Lakewood Station area, spoke in favor of making changes to the RTA boundary specifically for the Lakewood Station District.</p> <p>Mr. Glenn McDermot, Lakewood resident, spoke in opposition to the Gravelly Lk Dr SW expansion to the boundary with concerns with increased traffic.</p> <p>Mr. Mark Pfeiffer, Lakewood resident, spoke in opposition to the MFTE incentives and large residential buildings changing the character of the neighborhood.</p> <p>Ms. Nancy Read, Lakewood resident, spoke in opposition to more housing along the Gravelly Lk Dr SW RTA boundary changes causing increased traffic.</p>

Mr. Jason Gano, Lakewood resident, spoke in favor of the proposed changes and the additional incentives of the MFTE's.

Mr. Michael Brandstetter, Lakewood resident, spoke specifically about manufactured homes being allowed in the Springbrook RTA area and their use as a key element in affordable housing and home ownership for lower-income residents.

Mr. Walter Neary, Lakewood resident, spoke in opposition of the Gravelly Lk Dr SW expansion to the RTA boundary suggesting the city thank the small business owners for bringing services to the neighborhood.

Ms. Cindy Neary, Lakewood resident, spoke about the lack of green spaces and parking in the Alliance Development project at the Barnes and Noble Bookstore area behind the AMC Movie Theater on the mall.

Ms. Sandy Gaines, Lakewood resident and President of The Whitman Condominium Community, spoke in opposition to the Gravelly Lk Dr SW RTA expansion and voiced concern that she and other tenants would lose their condominium homes to multifamily buildings if the boundary were changed and the MFTE's allowed.

Ms. Cindy Gardner, Lakewood resident, spoke in opposition to the RTA expansion and suggested a decision be postponed until after the Alliance project was completed to observe if the impact on traffic and to schools is too large.

Ms. Christina Klas, Lakewood resident and local business owner, spoke in opposition to the expansion of the boundary of the Gravelly Lk Dr SW Central Business District noting a concern of too many big box apartment complexes in the neighborhood.

Mr. Dave Iverson, spoke in favor of the Central Business District expansion of the Residential Target Area along Gravelly Lk Dr SW noting he thinks it helps everyone by increasing the MFTE's.

Ms. Adria Buchanan, spoke in support of the MFTE program for the City noting the benefits for the developer and the community by highlighting project feasibility, encourages density in mixed-income housing, supporting work force housing and residents get greater housing choices.

Ms. Christina Manetti, representing the Garry Oak Coalition, spoke in opposition to MFTE Program and the expansion of the RTA along Gravelly Lk Dr SW noting their environmental concerns are about the trees being destroyed or abused among the development. It was suggested to incentivize the protection of the and environment.

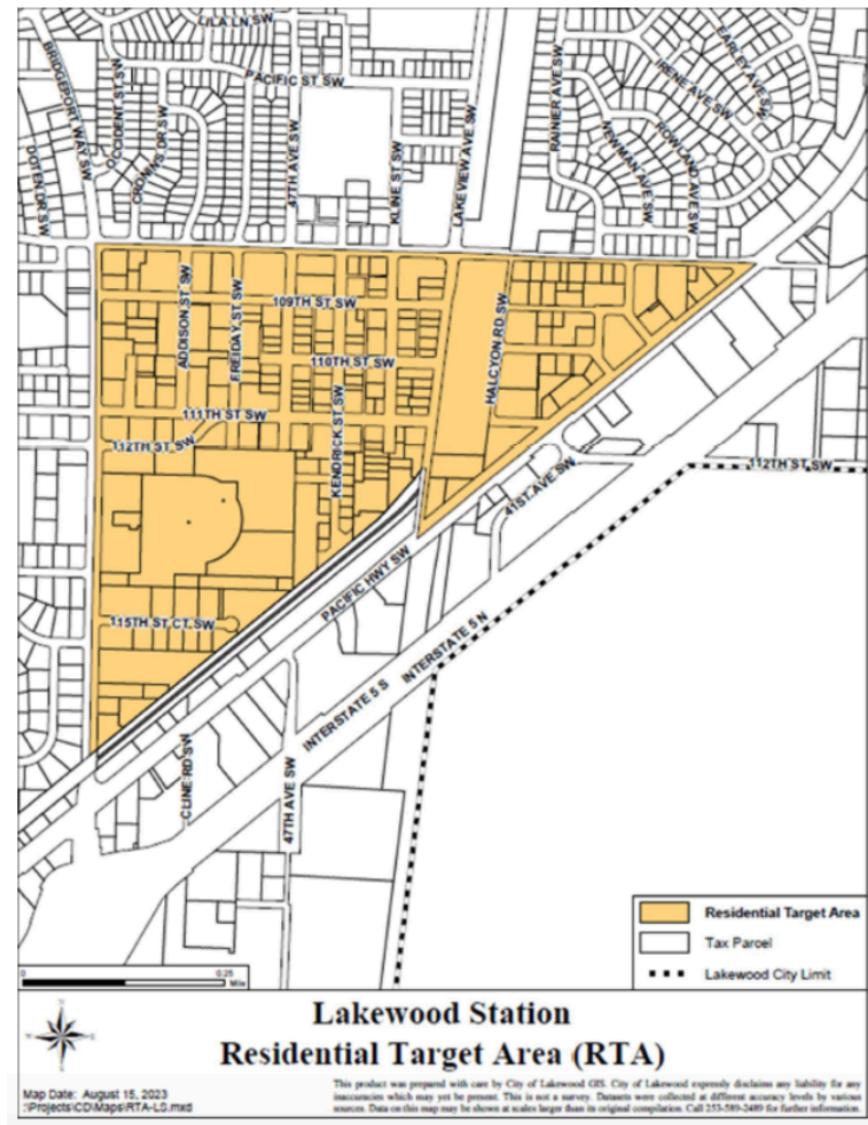
Ms. Christina Manetti, Lakewood resident, spoke in opposition to the MFTE program and expansion of the Gravelly Lk SW RTA suggesting there are other suitable areas in the City that should be re-developed and reject the ugly proposals to keep Lakewood nice.

Ms. Stephanie Shinn, Lakewood resident, spoke in opposition to the MFTE program and expansion of the Gravelly Lk Dr SW RTA noting they bought a condominium unit at The Whitman with the intention of renting it below market to give a break to someone who works in the neighborhood. Ms. Shinn suggested there are plenty of units readily available to rent in the City.

Mr. James Dunlop, Lakewood resident, spoke in opposition to the MFTE program and expansion of the Gravelly Lk Dr SW RTA added that residents are not in support of this expansion and suggested the City is doing only what the developers want.

The southernmost boundary line appears to extend to the west of Pacific Hwy SW, not including any parcels that belong to the east of the arterial road. Figure 2 below shows the boundary lines of the Lakewood Station RTA, as designated in Section Lakewood Municipal Code (LMC) 3.64.030.

Figure 2: Lakewood Station RTA



The anchor of this RTA is clearly the Lakewood Station. However, the current RTA boundary excludes vital parcels conducive to pedestrian-accessible transportation from potential housing locations.

Residents located within close proximity to the Lakewood Station are less likely to be auto-dependent and have access to alternative modes of transport- making residential options in these areas more attractive.

According to LMC 18C.600.610.B.4, multifamily properties at market rate that are within 0.25 miles of a Sounder Station may be permitted to allow reduced parking requirements, as justified by a parking study.

If we continue to consider the Lakewood Station as the anchor for this subject RTA, and we extend the boundary lines to a .25 mile radius from the transportation hub, this will incorporate more properties that may become eligible for MFTE, therefore incentivizing development of more housing. Accordingly, this will include additional parcels to the east of Pacific Hwy SW that have access to numerous forms of active transportation, including:

1. Non-motorist facilities:
 - a. Continuous sidewalks exist along the west and east borders of Pacific Hwy SW, providing direct connections to pedestrian infrastructure to Lakewood Station.
 - b. Bike lanes are available along Pacific Hwy SW both north and south of Lakewood Station.
 - c. Marked crosswalks are available on Pacific Hwy SW, providing designated pedestrian phasing at the intersections, facilitating crossing along the roadway to Lakewood Station.
2. Rail service: Sounder Train (S Line)
3. Transit service: Sound Transit, Intercity Transit, and Pierce Transit

Figure 3: Access to the Lakewood Station



The City of Lakewood is incentivized to optimize the existing non-motorist infrastructure and future plans of building a pedestrian-friendly environment, by promoting more Transit Oriented Developments (TOD) near Lakewood Station, as residents are encouraged to use mass transit options.

The City of Lakewood's commitment to increase housing is ambitious, and requires consideration of all possible opportunities. It makes sense to take advantage of existing resources, such as pedestrian infrastructure, to facilitate the growth of more concentrated multifamily housing within the Transit Oriented Commercial (TOC) zoning. By not expanding the Lakewood Station RTA, developers are disincentivized from building or rehabbing housing and the TOC zoning will miss out on beneficial opportunities.

I look forward to discussing this proposal with the Economic Development staff and hope that there will be serious consideration.

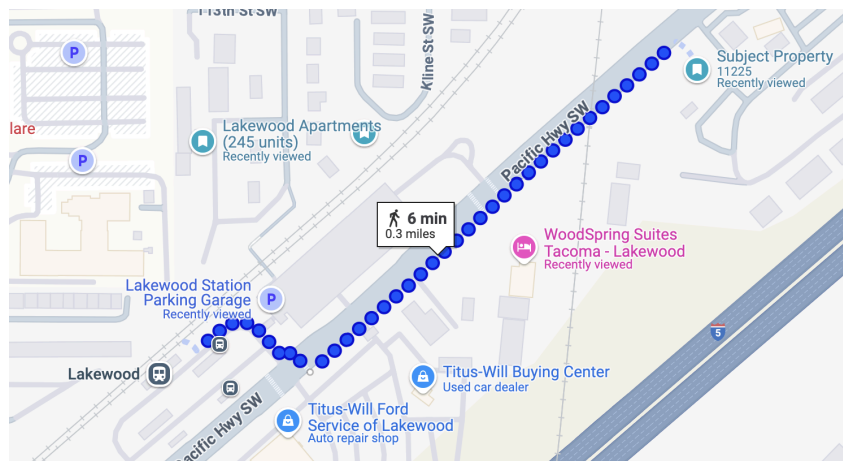
Thank you for considering this request,

Taylor Lee

Email: tlee324@gmail.com

Direct: 425-770-2205

P.S. My mother owns a property located at 11225 Pacific Hwy SW. This property is located .25 miles from the Lakewood Station, and there is a designated pedestrian pathway leading to it. There used to be a small office-use building on site, but during the pandemic, the property experienced issues with trespassing and vandalism. As a result, we made the difficult decision to demolish the building. Thereafter, she worked on a plan for a 14-unit apartment building. We had facilitated a pre-application meeting with the City, and feedback was positive. However, due to project cost limitations, we have since stalled the project. By having her property be included in the RTA, and therefore be eligible for MFTE, this would remove a financial barrier and consequently attract banks, investors or developers to pursue this project.



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

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

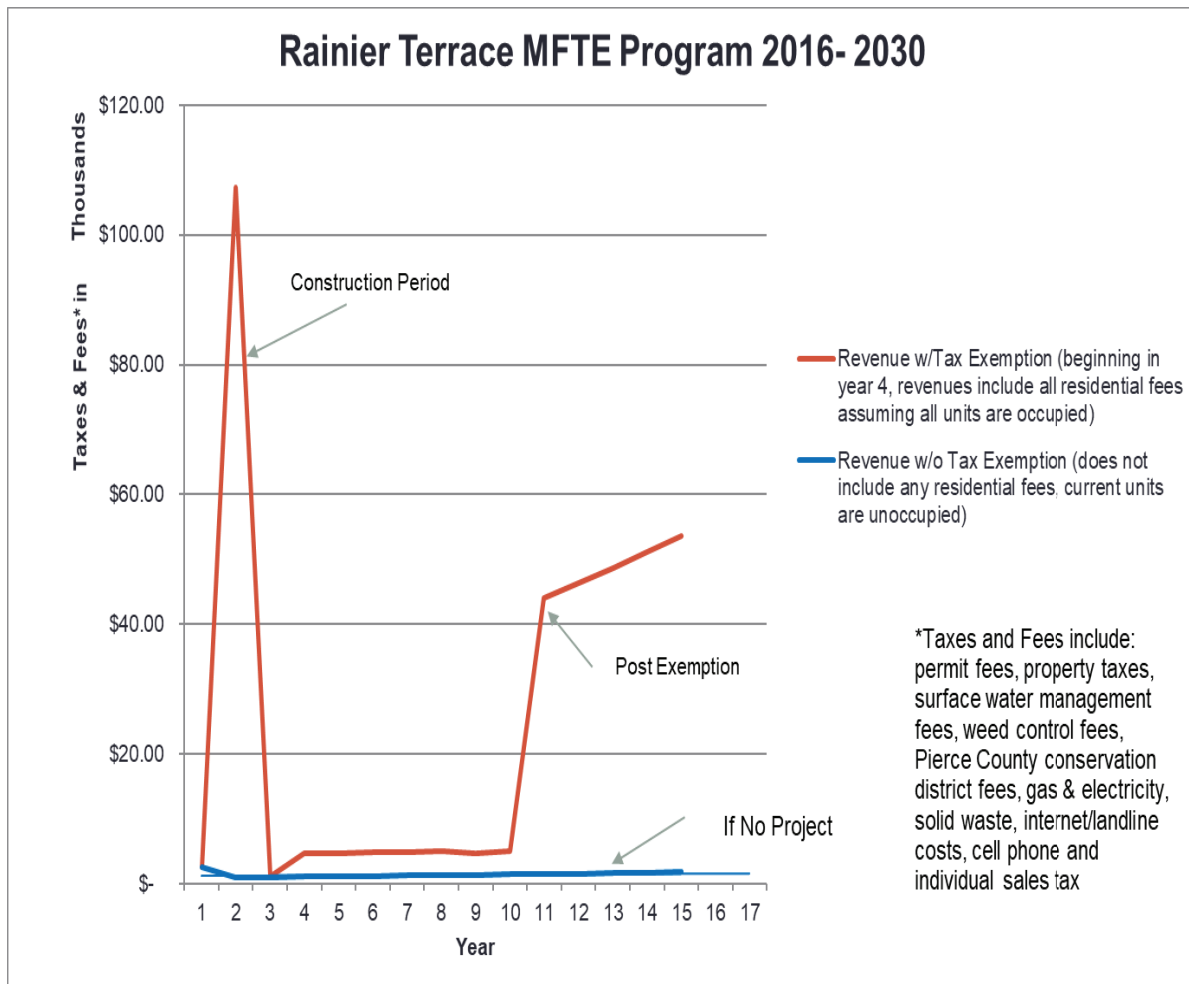
Environmental Concerns	6	Environmental concerns regarding tree removal, impact on local wildlife, and potential ecological damage from increased development.	Environmental impacts have been extensively studied. View documents here: https://cityoflakewood.us/planning-documents/ Lakewood has a comprehensive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

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

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

Property Tax Exemption Project Example: Represents an actual project



Planning Commission March 5 Discussion Recap

Commissioner Herr: Suggest tabling Gravelly Lake discussion until mixed use is addressed/defined.

Commissioner Estrada: Misunderstanding by the public about MFTE as MFTE does not change zoning. Uses are already allowed. Sentiment by public as to “not in my backyard”. Concern as to no comment about areas besides CBD. *Ms. Speir noted that extensive noticing has occurred.*

Commissioner Larsen: Gravelly is not problematic. In Fircrest where mixed use was required it killed the deal. MFTE is a way to incentivize mixed use.

Commissioner Wallace: Incentivize mixed use.

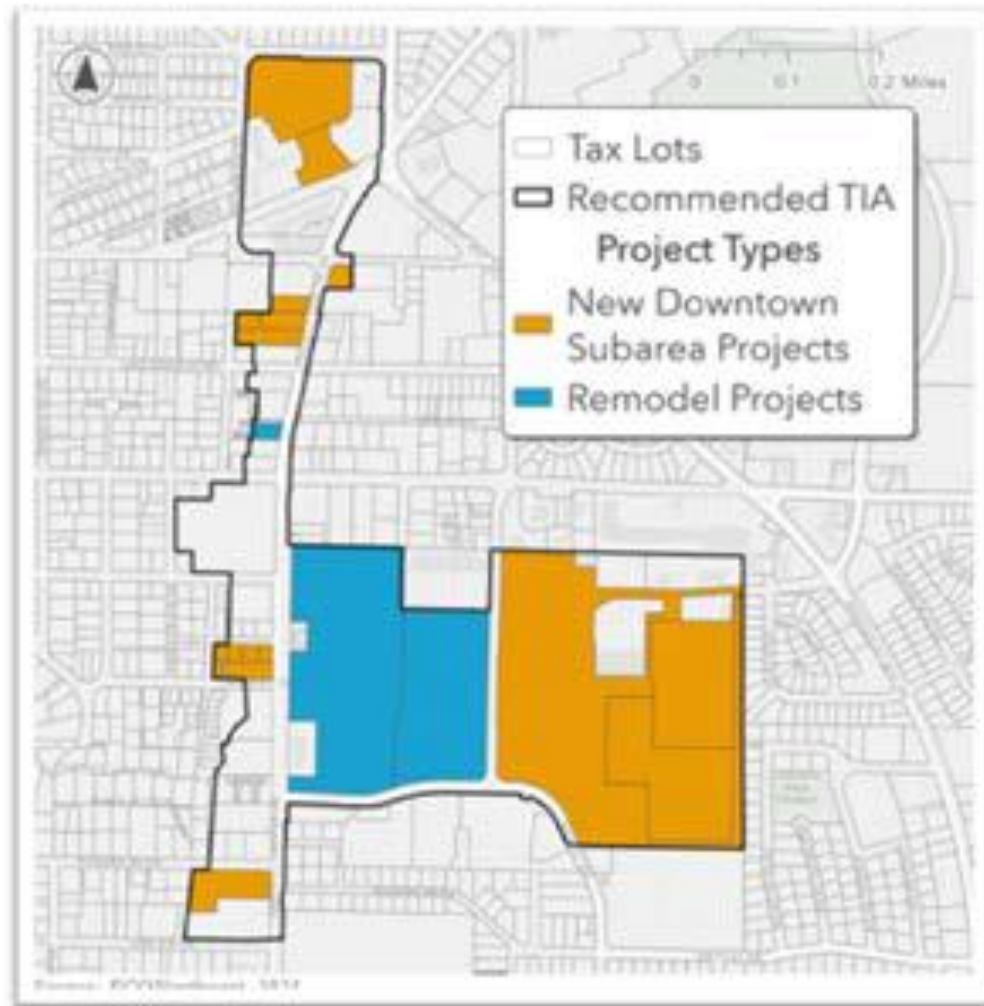
Commissioner Talbo: Urges more community stakeholder input for Downtown. Agree with Commission Herr. Development should pay for impacts.

Ms. Speir noted Traffic Mitigation Fee now has a one-year limit on previous uses, and that RTAs pre-date subareas. Ms. Speir also noted that through subarea reviews only one change has been made which was to add parcels. Additionally, subareas may not be reviewed until mid-2026 or later.

Chair Combs: Advocate for development. RTA does work and needs to be customized for our community. Commercial is not viable. Could be years if put on hold. Regional Center is happening now.

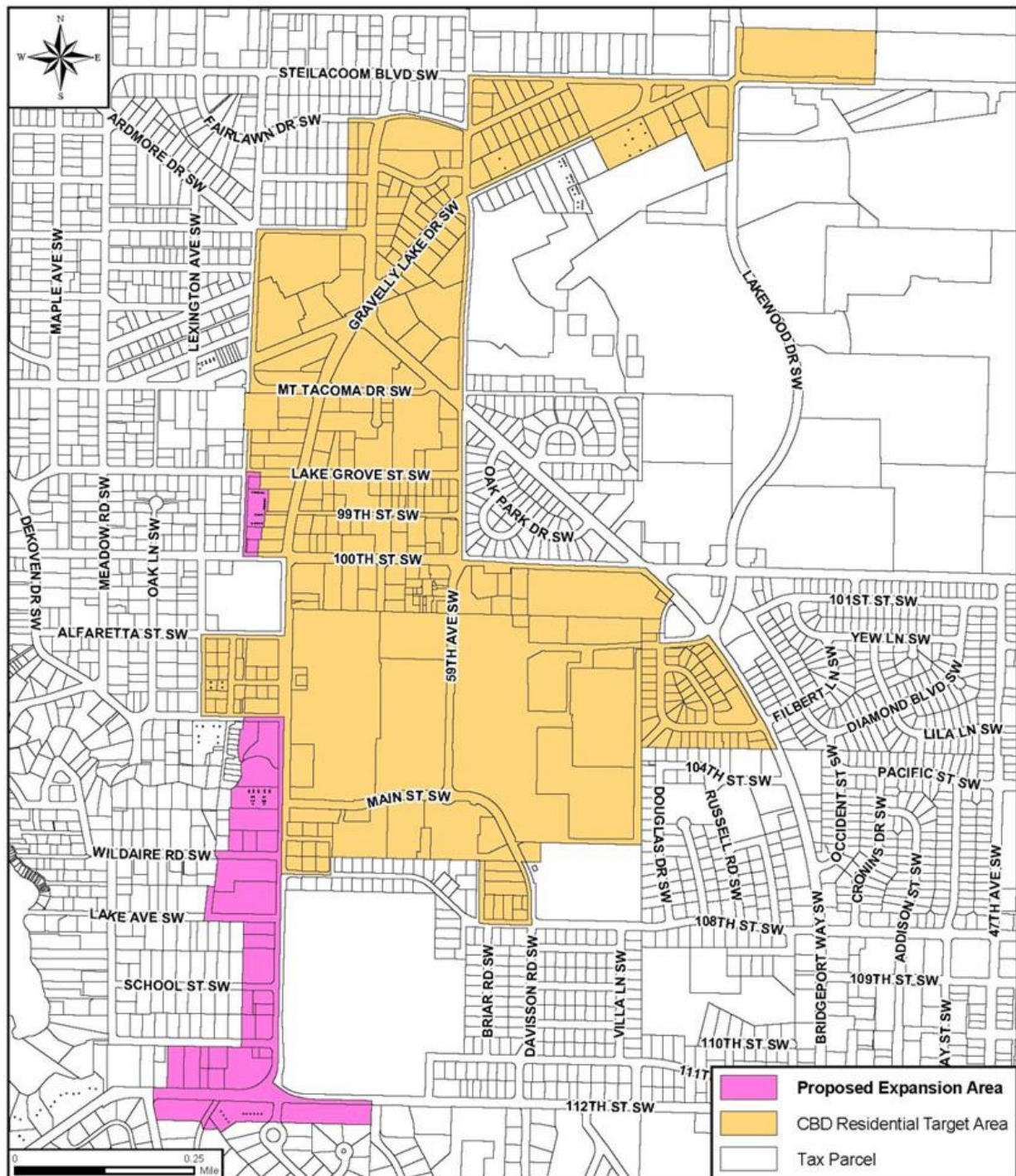
Discussion around the 12-year extension with various opinions from low harm and good for all to not believable as to no harm and opposition citing extensive requirements and not in favor due to developer already receiving benefit for building in Lakewood.

Maps



Tax Increment
Finance Area
within the
Central Business
District

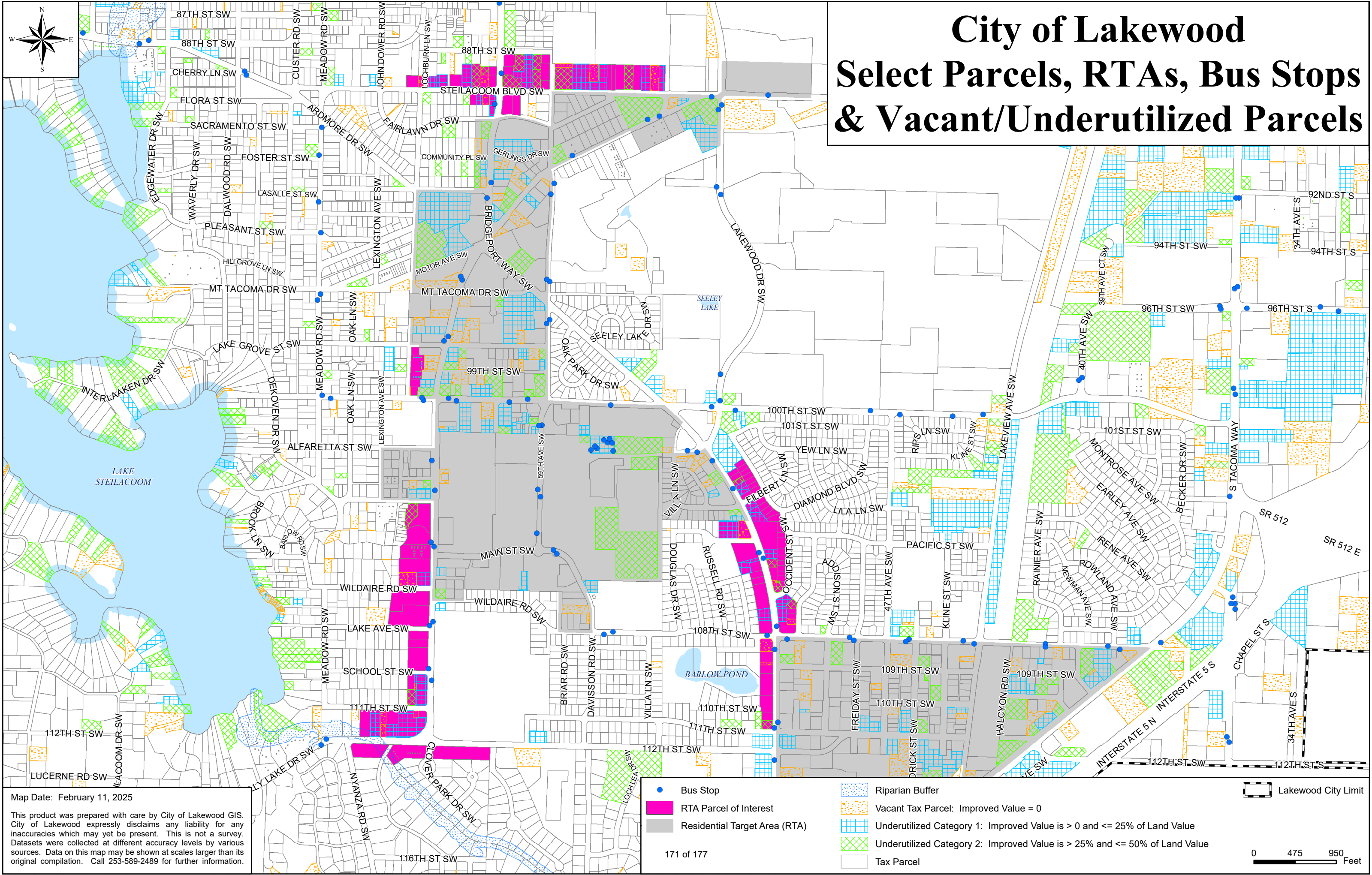
CBD Staff Recommended Area in Pink

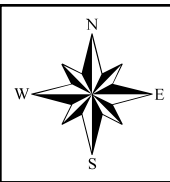


Central Business District Residential Target Area (RTA) Proposed Expansion

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

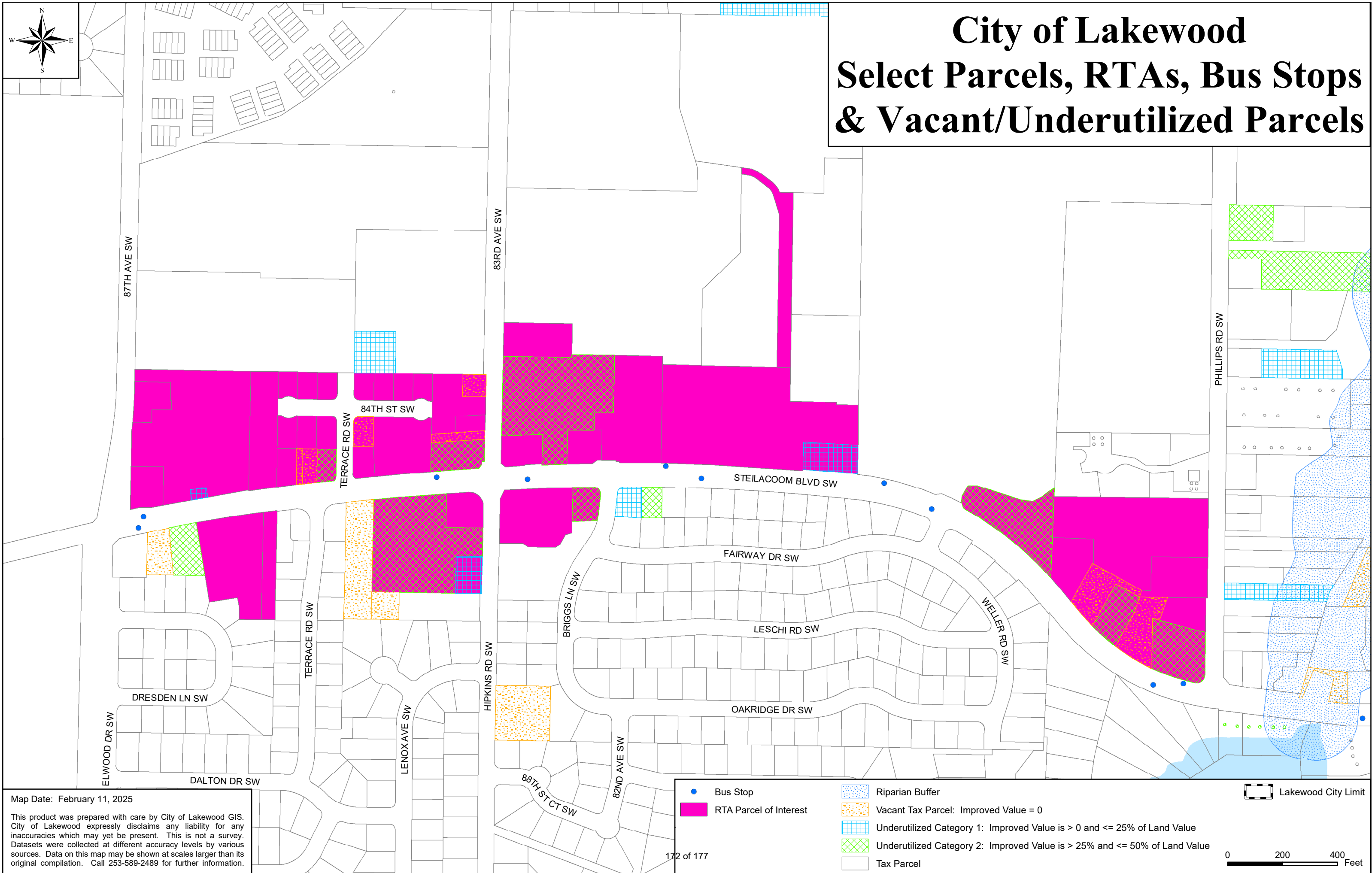
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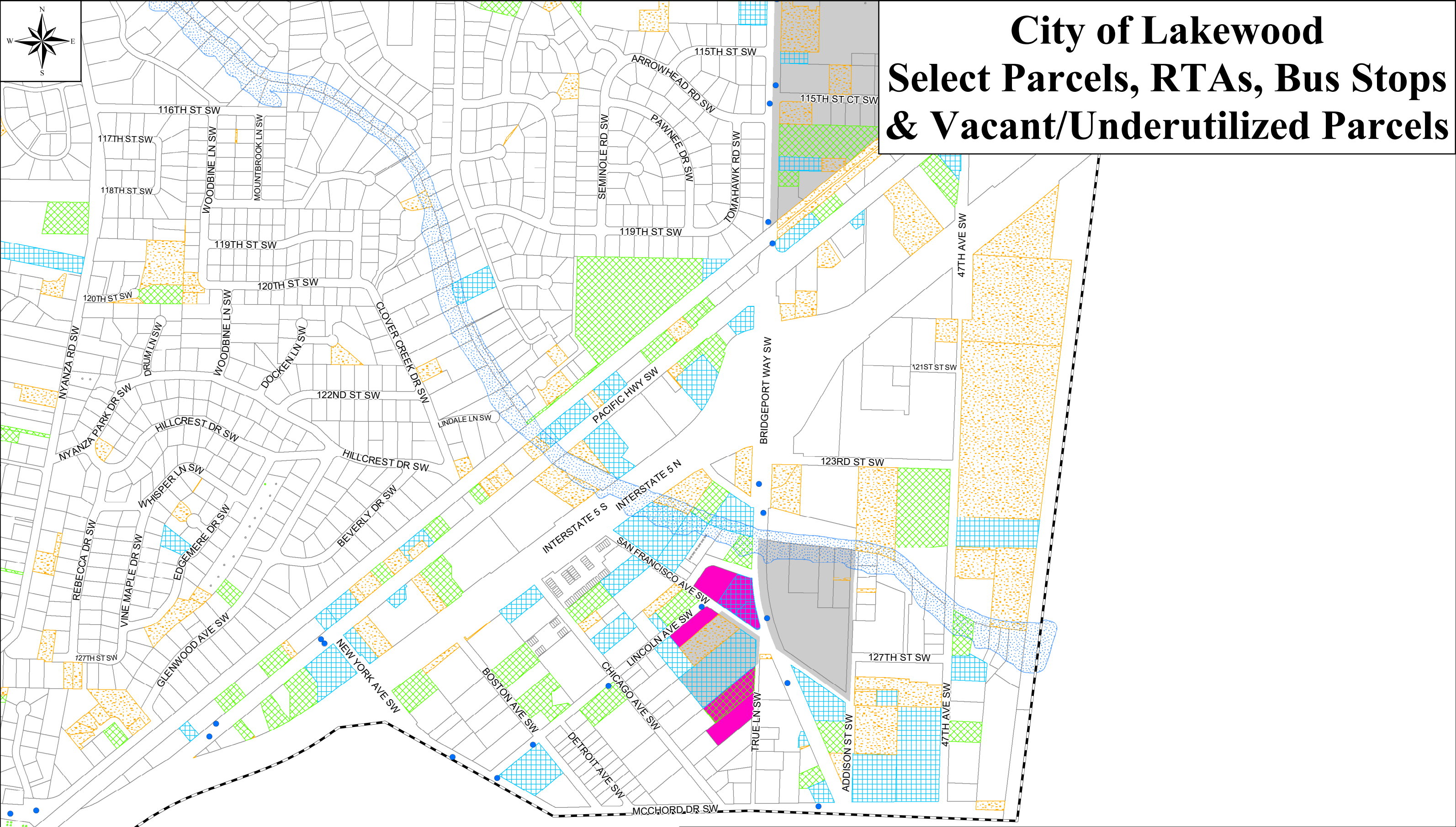


City of Lakewood

Select Parcels, RTAs, Bus Stops & Vacant/Underutilized Parcels



City of Lakewood
Select Parcels, RTAs, Bus Stops
& Vacant/Underutilized Parcels




Map Date: February 11, 2025

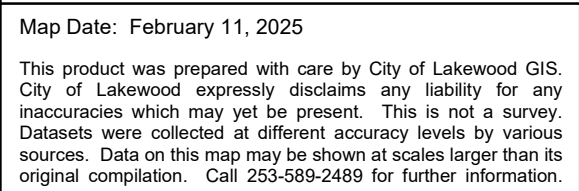
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 Lakewood City Limit

0 300 600 Feet



-  Bus Stop
  Lakewood City Limit
-  RTA Parcel of Interest
-  Vacant Tax Parcel: Improved Value = 0
-  Underutilized Category 1: Improved Value is > 0 and <= 25% of Land Value
-  Underutilized Category 2: Improved Value is > 25% and <= 50% of Land Value
-  Tax Parcel
- 0 300 600 Feet

PLANNING COMMISSION RESOLUTION 2025-01

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

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

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

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

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

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

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

3.64.020(G)-12-year extension added for CBD

Extension for Projects Receiving an Initial Eight-Year or 12-Year Exemption. Any project in the Central Business District zone outside of the Tax Increment Area, Lakewood Station District and Springbrook Residential Target Areas receiving an eight- or 12-year extension may apply for a subsequent 12-year extension in exchange for continued or increased income restrictions on affordable units.

3.64.020(H)-MFTE Application Procedure

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

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

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

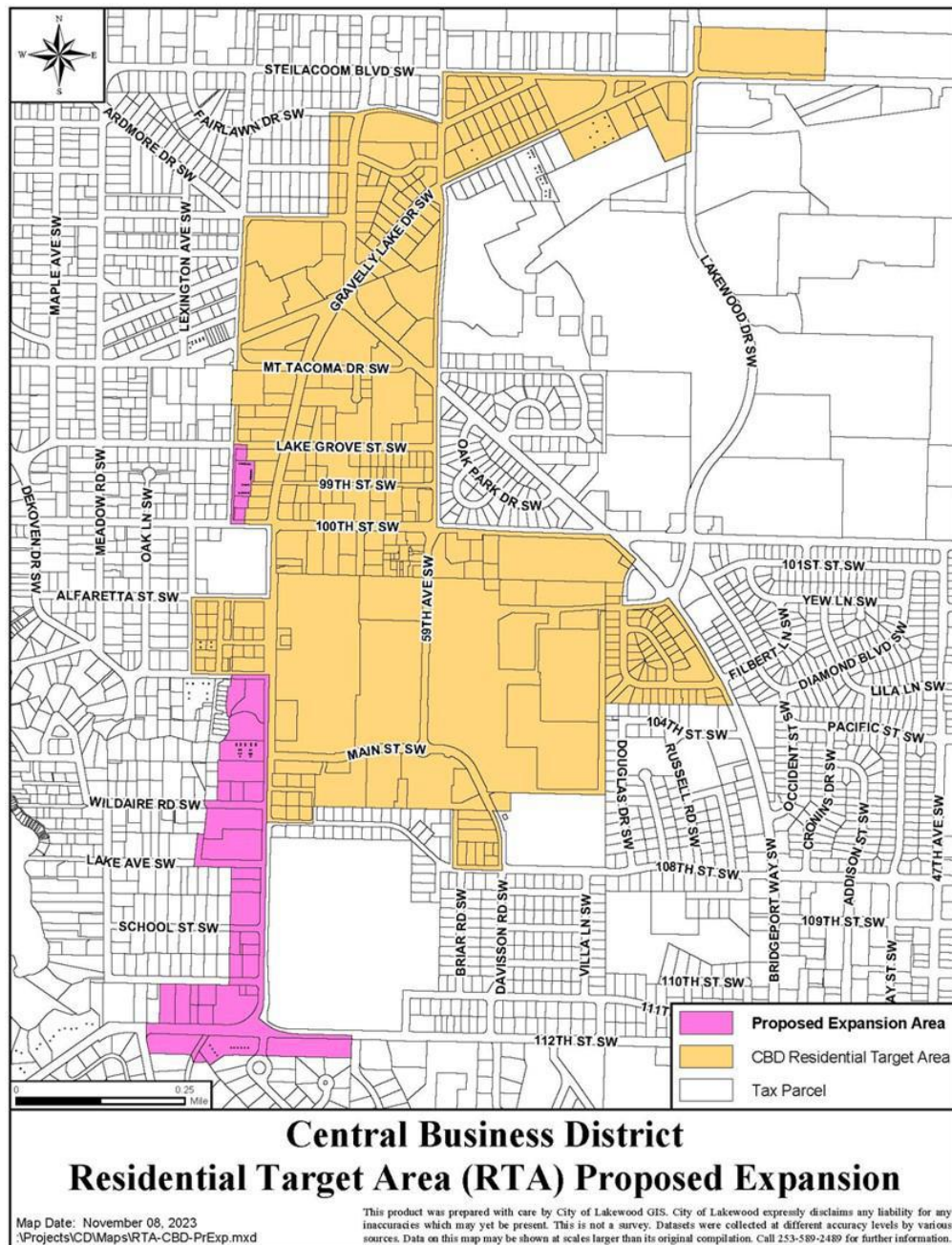
the fee attributable to its own administrative costs and refund the balance to the applicant.”

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

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

Map 1: CBD Residential Target Area

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



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

PASSED AND ADOPTED at a regular meeting of the City of Lakewood Planning Commission this 2nd day of April, 2025, by the following votes:

AYES: BOARDMEMBERS:

NOES: BOARDMEMBERS:

ABSENT: BOARDMEMBERS:

ATTEST:

CHAIR, PLANNING COMMISSION

KAREN DEVEREAUX, SECRETARY