



## **LAKEWOOD CITY COUNCIL STUDY SESSION AGENDA**

Monday, May 12, 2025

7:00 P.M.

City of Lakewood  
Council Chambers  
6000 Main Street SW  
Lakewood, WA 98499

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel:

<https://www.youtube.com/user/cityoflakewoodwa>

Those who do not have access to YouTube can call in to listen by telephone via Zoom: Dial +1(253) 215-8782 and enter meeting ID: 868 7263 2373

---

Page No.1

### **CALL TO ORDER**

### **ITEMS FOR DISCUSSION:**

- (3) 1. Joint Planning Commission meeting. – (Work Plan)
- (4) 2. Introduction of 2025 Comprehensive Plan Amendments. – (Memorandum)
- (118) 3. Review of Multifamily Tax Exemption Program and Residential Target Area (RTA) Map and Code Amendments. – (Memorandum)
- (157) 4. Review of Six-Year (2026-2031) Transportation Improvement Program. – (Memorandum)

### **ITEMS TENTATIVELY SCHEDULED FOR MAY 19, 2025 CITY COUNCIL MEETING:**

- 1. Proclamation recognizing May, 2025 as Asian American, Hawaiian and Pacific Islander Heritage Month. – *Lua Pritchard, Executive Director, Asia Pacific Cultural Center*
- 2. Business Showcase. – *Good Fit + Fit Fight, Rachel Goodner and Elizabeth Wiltsie*

*Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.*

3. Dr. Martin Luther King, Jr. (MLK) Committee Update.
4. Authorizing the award of a construction contract to Asphalt Patch Systems, in the amount of \$207,129.00, for the 2025 Roadway Patching Project. – (Motion – Consent Agenda)
5. Authorizing the award of a construction contract to Sierra Santa Fe Corporation, in the amount of \$299,777.00, for the 2025 Chip Seal Program. – (Motion – Consent Agenda)
6. Authorizing the execution of an agreement for Custodial services for City parks. – (Motion – Consent Agenda)
7. Authorizing the execution of an agreement with Facit for Street End Design services. – (Motion – Consent Agenda)
8. Authorizing the execution of an agreement for Motor Avenue site improvements. – (Motion – Consent Agenda)
9. This is the date set for a public hearing on the Six-Year (2026-2031) Transportation Improvement Program. – (Public Hearings and Appeals – Regular Agenda)
10. This is the date set for a public hearing on the 2025 Comprehensive Plan Amendments. – (Public Hearings and Appeals – Regular Agenda)
11. This is the date set for a public hearing on the Multifamily Tax Exemption Residential Target Areas. – (Public Hearings and Appeals – Regular Agenda)
12. Adopting the 2025 Carry Forward Budget Adjustment. – (Ordinance– Regular Agenda)
13. Clover Creek Flood Plan Presentation. – (Item for Discussion)

## **REPORTS BY THE CITY MANAGER**

## **CITY COUNCIL COMMENTS**

## **ADJOURNMENT**

*Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.*



## **PLANNING COMMISSION WORK PLAN AND SIGNIFICANT ACCOMPLISHMENTS**

### **Members:**

Phillip Combs, Chair  
Ellen Talbo, Vice-Chair  
Robert Estrada  
Mark Herr

Linn Larsen  
Philip Lindholm  
Dr. Sharon Wallace

### **Council Liaison:**

Councilmember Paul Bocchi

### **City Staff Support:**

Tiffany Speir, Planning Division Manager  
Karen Devereaux, Clerk  
Jeff Rimack, PPW Director

### **Meeting Schedule:**

1<sup>st</sup> & 3<sup>rd</sup> Wednesdays at 6:30 pm, Lakewood City Hall/ZOOM

### **2025 Accomplishments to Date:**

| <b>Date:</b> | <b>Topic(s):</b>   |
|--------------|--|
| 1/15/25      | Election of Chair and Vice-Chair   |
| 2/19/25      | Review of 2024 Lakewood Tree Assessment Report   |
| 3/5/25       | Review of 5-Year CDBG/HOME Consolidated Housing Plan                                     |
| 4/16/25      | Annual review of shoreline restoration activities by volunteers and City                 |
| 4/16/25      | Approval of Resolution 2025-01 concerning updates to the MFTE Program and RTA Boundaries |
| 4/16/25      | Approval of Resolution 2025-02 concerning the 2025 Comprehensive Plan Amendment Cycle    |

### **2025 Remaining Work Plan Items:**

1. 2025 Annual Development Regulations
2. Setting 2026 Comprehensive Plan Amendment Cycle Docket
3. Natural Environment and Climate Change (NECC) Program Launch (near-term focus = urban forestry program)
4. Review 2025-2030 6-Year Transportation Improvement Program (TIP)
5. Updating Planning Commission Rules of Procedure



TO: City Council  
FROM: Tiffany Speir, Planning Division Manager  
THROUGH: John Caulfield, City Manager and Jeff Rimack, PPW Director  
DATE: May 12, 2025  
SUBJECT: Introduction of Planning Commission Recommendations on 2025 Comprehensive Plan Amendments

ATTACHMENTS: Planning Commission Resolution 2025-02 (**Attachment A**); Analysis of Potential Amendment 2025-02 (E2SHB 1181 Consistency Review) (**Attachment B**); Analysis of Potential Amendment 2025-09, Regional Urban Growth Center (RUGC) Redesignation and Related Market Study (**Attachment C**)

---

### BACKGROUND

Per its Resolutions 2024-15 and 2025-03, the Lakewood City Council set the docket list for the 2025 Comprehensive Plan amendment (25CPA) cycle with 11 potential amendments.

Per the process in LMC 18A.30.080, during its review the Planning Commission added 3 amendments to the 25CPA docket via its Resolution 2025-02:

- **2025-12:** Amendment regarding allowing new housing in “existing buildings” zoned for commercial or mixed use in all zones that allow 4+ units in one building housing (state law requirement with a 6/30/25 compliance deadline);
- **2025-13:** Rezone of Primley Park from OSR1 to OSR2 (requested by PRCS); and
- **2025-14:** Rezone of portions of Harry Todd Park so it is entirely zoned OSR2 (requested by PRCS.)

During the annual process for Comprehensive Plan amendments in preparation for Planning Commission and City Council consideration, the City conducted substantive analyses on:

- **2025-02** (Potential updates to the Capital Facilities, Parks, and/or Utilities Elements of the Comprehensive Plan for consistency with E2SHB 1181 Climate Change and Resiliency requirements); and
- **2025-09** (Verify the Lakewood Regional Urban Growth Center’s (RUGC’s) implementation through the Downtown Subarea Plan (DSAP) for consistency with PSRC’s Regional Centers Framework Redesignation Requirements.)

The outcomes of both efforts resulted in the conclusion that **no action was deemed necessary for amendments 2025-02 and 2025-09, so they are not included in the Planning Commission recommendation to the City Council.**

The Planning Commission held a public hearing on the proposed 25CPAs on April 2 and took action through Resolution 2025-02 to recommend action on 12 amendments to the City Council on April 16.



## Planning Commission Recommendations to City Council

The Planning Commission has recommended approval of the following amendments as worded within Resolution 2025-02 (**Attachment A**):

- 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** New 2025-2029 Commute Trip Reduction (CTR) Plan and updates to LMC Chapter 12.13;
- 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** Reduce the minimum square footage for attached and detached accessory dwelling units (ADUs) in LMC 18A.40.110 (B)(1)(e) to 400 sq. ft.;
- 2025-12** Adopt regulations allowing new housing in “existing buildings” zoned for commercial and mixed use in all land use zones that allow multifamily (4+ units in one building) housing consistent with RCW 35A.21.440 and RCW 36.70A.130;
- 2025-13** Rezone parcel 7025000161 (Primley Park) from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1); and
- 2025-14** Redesignate/rezone parcel 2200000021 (Harry Todd Park) to exclusively Open Space & Recreation (OSR) / Open Space & Recreation 1 (OSR1).

## **DISCUSSION**

The full language of each recommended amendment described below is included in Planning Commission Resolution 2025-02 (see **Attachment A**.)

**Note: There are several recommended changes to Amendments 2025-01, 2025-03, and 2025-06 that will be provided to the City Council before the May 19 public hearing. These changes are due to information that was received from SSHA<sup>3</sup>P, WA Commerce, and WSDOT after the Planning Commission took action in April.**

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

### **Summary**

- Required by state law.
- “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.
- Amendment includes:
  - New definitions in LMC 18A.10.180;
  - Allowance of co-living housing in R1-R4, MR1, MR2, MF1 – MF3, and ARC zones; and
  - Adoption of co-living housing development and operating conditions.

### **Note:**

- In 2024 and 2025, Lakewood participated through SSHA<sup>3</sup>P with DuPont, Edgewood, Fircrest, Gig Harbor, Puyallup, Steilacoom, and University Place in developing co-living guidance and model ordinance language. The language in Amendment 2025-01 as recommended by the Planning Commission reflects most, but not all, of what has been provided in the final model ordinance.

**The City is recommending several changes by the City Council to 2025-01 to fully reflect the final SSHA<sup>3</sup>P co-living model ordinance language. The changes will be provided in the materials for the May 19 public hearing.**

### **Background**

“Co-living housing” is a residential development with sleeping units that are independently rented 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 congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, and residential suites.

If Lakewood does not adopt the regulatory changes in 2025-01 by 6/30/25, state law would preempt the City’s regulatory code and allow housing units in existing buildings within land use zones that allow multifamily housing.

RCW 36.70A.535 includes land use, development, design, and other standards that Lakewood must adopt by June 30, 2025 for co-living housing developed on all lots zoned to allow 6+ multifamily units, including on lots zoned for mixed use development. In addition, Lakewood may not require co-living housing to:

- contain room dimensional standards larger than that required by the State Building Code, including dwelling unit size, sleeping unit size, room area, and habitable space;
- provide a mix of unit sizes or number of bedrooms; or
- include other uses.

Lakewood may not require co-living housing to provide off-street parking within 0.5 miles walking distance of a major transit stop or provide more than 0.25 off-street

parking spaces per sleeping unit, unless:

- Lakewood submits to the Department of Commerce (Commerce) an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and Commerce finds and certifies, that the application of the off-street parking limitations for co-living 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.

Lakewood may not:

- require any standards for co-living housing that are more restrictive than those required for other types of multifamily residential uses in the same zone;
- exclude co-living housing from participating in affordable housing incentive programs;
- treat a sleeping unit in co-living housing as more than 0.25 of a dwelling unit for purposes of calculating dwelling unit density; and
- treat a sleeping unit in co-living housing as more than 0.5 of a dwelling unit for purposes of calculating fees for sewer connections, unless the city or county makes a finding, based on facts, that the sewer connection fees should exceed the one-half threshold.

Lakewood may only require a review, notice, or public meeting for co-living housing that is required for other types of residential uses in the same location, unless otherwise required by state law.

Per RCW 36.70A.535, any action taken by Lakewood to implement co-living housing requirements is not subject to a legal challenge under the GMA or the SEPA.

#### **2025-01 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. This amendment is in response to recent changes to RCW 36.70A.535.**

#### **2025-01 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. This amendment is in response to recent changes to RCW 36.70A.535.**

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 development 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. 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.**

## **2025-03 Updates to Lakewood development regulations regarding “middle housing” and zero lot line unit lot subdivisions for consistency with E2SHB 1110**

### **Summary**

- Required by state law.
- Amendment includes:
  - Updates LMC Chapter 17.22 (Subdivisions) to include “unit lot subdivisions”;
  - Updates LMC Chapter 17.24 to include unit lot regulations;
  - Add new and updates current definitions to LMC 18A.10.180;
  - Adds courtyard apartments, stacked flats as allowed uses in R1-R4 zones ;
  - And townhouses as allowed uses in all zones that include housing ;
  - Updates to LMC Title 18A, 18B, and 18C residential area and dimension regulations;
  - Updates cottage development regulations:
    - Increases allowed sizes for cottage units and community centers by 100 sq.ft. each
    - Allows ADUs in cottage developments
    - Updates development standards for cottage developments; and
  - Updates to middle housing and cottage residential parking regulations.

**Note:** The limits on off-street parking requirements would 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 City is researching grant options and exploring the potential scope of one or more empirical parking studies in order to then seek exemption from some, if not all, of the residential and commercial off-street parking requirements.

### **Background**

Lakewood adopted policy, zoning, and regulatory updates in 2024 related to E2SHB 1110 (the bill that amended the GMA, SEPA, and other state statutes<sup>1</sup> to encourage “middle housing”<sup>2</sup> 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;

---

<sup>1</sup> 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

<sup>2</sup> “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.

- 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.

### **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.**

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

### **Summary**

- Required by state law.
- Amendment includes new and updated definitions added to LMC 18A.10.180.

### **Background**

Per change to state law, Lakewood must exclude buildings with 12 or fewer units that are no more than three stories from the definition of “multiunit residential building” if one story is utilized for above or below ground parking, or retail space.

This amendment would add a definition for “multiunit residential building” distinguished from “multifamily housing” in Lakewood’s municipal code. Both terms are included in different chapters of the RCW.

### **2025-04 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.**

### **2025-04 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 development 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. 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.**

## **2025-05 Regulatory amendments regarding residential parking for consistency with SSB 6015 ("Concerning residential parking configurations ") amending RCW 36.70A**

### **Summary**

- Required by state law.
- Amendment includes updated parking standards in LMC 18A, 18B, and 18C.

### **Background**

Under RCW 36.70A.622 (SSB 6015), Lakewood must amend LMC Titles 18A, 18B, and 18C to reflect:

- Garages and carports may not be required as a way to meet minimum parking requirements for residential development;
- Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed;
- 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;
- 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;
- Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities;
- Lakewood may not require off-street parking as a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible; and
- Parking spaces that consist of grass block pavers may count toward minimum parking requirements.

Existing parking spaces that do not conform to the requirements of this section by the effective date of SSB 6015 are not required to be modified or resized, except for compliance with the Americans with Disabilities Act (ADA.) 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.

### **2025-05 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.**

#### **2025-05 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 development 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. 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.**

**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.**

**Summary**

- Updates LMC 18A.10.180 Definitions;
- New Section LMC 18A.40.035 allowing certain Civic Uses in various land use zones;
- New Civic Use Development and Operating Regulations;
- Allowance of community centers in the MR2 and MF3 zones; and
- Allowance of day care centers in existing or new religious assembly structures.

**Note:** After the Planning Commission took action to recommend 2025-06, the City was contacted by WSDOT staff requesting several clarifying changes. **These changes will be provided prior to the May 19 public hearing.**

**Background**

This amendment corrects the unintentional omission of various text sections regarding where Civic Uses are allowed and how they are regulated that occurred during the 2019 rewrite of Lakewood Municipal Code (LMC) Title 18A. This amendment also: updates the description of allowed uses in the Mixed Residential 1 and 2 (MR1 and MR2) zones; incorporates an updated Civic use table in Chapter 18A.40; allows community centers in the MR2 and MF3 zones; and allows day care centers in existing or new religious assembly structures in the MR 1 and MR2 zones.

Per the 2022 Buildable Lands Report, Mixed Residential 1 (MR1) zoning in Lakewood totals 108.5 gross acres (0.9% Of the City); Mixed Residential 2 (MR) zoning totals 151.6 gross acres (1.2% of the City.)

See the map on the following page.



## **2025-06 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 development 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. 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.**

## **2025-07 New 2025-2029 Commute Trip Reduction (CTR) Plan and updates to LMC Chapter 12.13.**

### **Summary**

- Required by state law.
- Amendment includes:
  - 2025-2029 CTR Plan developed in partnership with Pierce County and other cities; and
  - Updates LMC 12.13 for consistency with state law (hasn't been updated since 2009.)

**Note:** WSDOT and PSRC have provided preliminary approval of the draft Lakewood 2025-2029 CTR Plan.

### **Background**

The intent of the state Commute Trip Reduction Law (CTR) is to require local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle commute trips. Such plans shall require major employers and employers at major worksites to implement programs to reduce single-occupant vehicle commuting by employees at major worksites.

The CTR law affects worksites with 100 or more full-time employees who begin their shift between 6 and 9 a.m. on weekdays in the nine most populous counties in the state. Worksites develop and manage their own programs based on:

- Transportation demand management strategies identified as having the greatest effect for their employees.
- Locally adopted goals for reducing vehicle trips and miles traveled.

Worksites conduct CTR surveys every other year to measure vehicle miles traveled and the mode choices of their employees. WSDOT and jurisdictions use these survey results to report on collective progress toward drive-alone and vehicle miles traveled reduction targets.

### **2025-07 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.**

### **2025-07 SEPA Analysis**

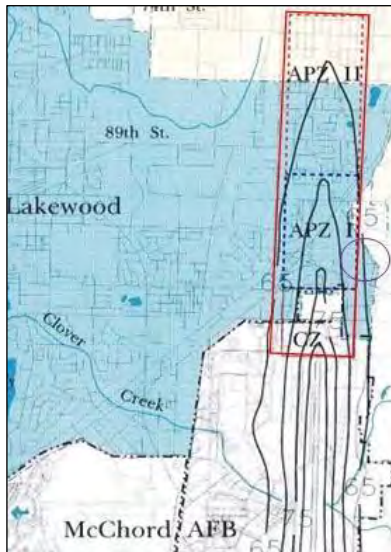
1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes.**
2. Would the proposed amendment have little or no adverse environmental impacts and is the time required to analyze 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 development 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. 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.**



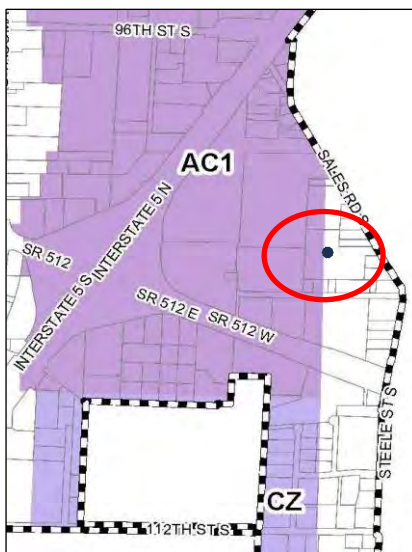
**2025-08 Redesignate/rezone parcel 0319061001 from Air Corridor (AC)/Air Corridor 1 (AC1) to “split zoning” of AC/AC1 and Industrial (I)/Industrial 1 (I1).**

**Background**

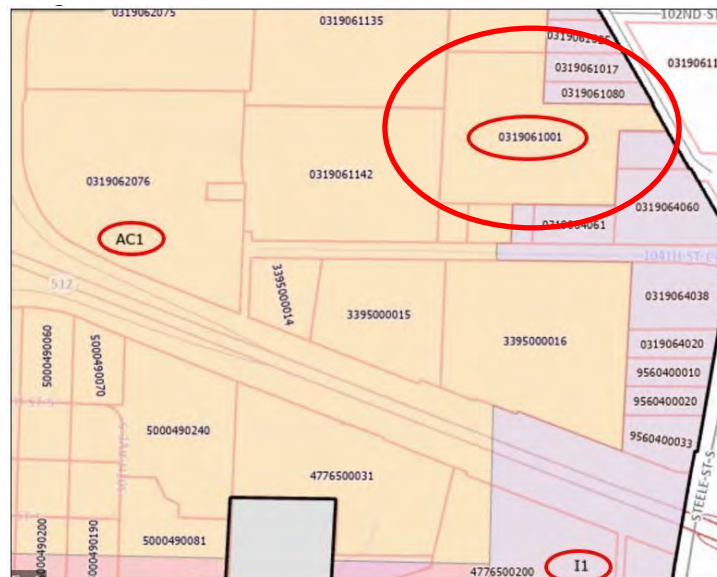
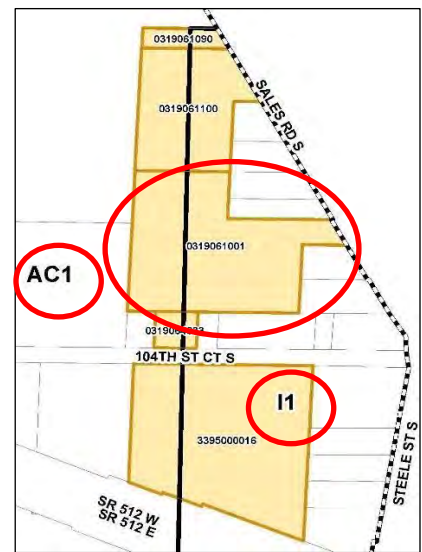
This request is to reinstate the pre-2019 “split zoning” of parcel 0319061001 of Air Corridor 1 (AC1) and Industrial 1 (I1). In 2019, to be consistent with the December 2015 Air Installations Compatible Use Zones (AICUZ) Program Air Force Instruction (AFI) 32-7063 as well as to follow the City’s general action of eliminating split zoning of parcels, Lakewood redesignated/rezoned parcel 0319061001 to Air Corridor (AC)/Air Corridor 1 (AC1) to remove its partial Industrial designation and zone. Maps demonstrating the 2019 change follow:



**JBLM AICUZ Map**



**Location & pre-2019 zoning of parcel 319061001**



**Current Zoning of Parcel 0319061001**

The Lakewood Clear Zone and Air Corridor 1 and 2 land use zones' boundaries strive to follow property lines and avoid split zoning consistent with growth management best practices, while the McChord Field Air Installation Compatible Use Zone (AICUZ) Study AICUZ Clear Zone (CZ) and Accident Potential Zones I and II (APZ I and APZ II) are based on imaginary surface areas that do not consider parcel lines:

- the CZ is 3,000 feet by 3,000 feet, measured along the extended runway centerline beginning at the end of the runway;
- the APZ I is 3,000 feet wide by 5,000 feet long; and
- the APZ II is 3,000 feet wide by 7,000 feet long.

As discussed in the 2015 JBLM AICUZ:

Any existing or future development in the CZ is of concern. US Air Force analysis indicates that 28% of all air accidents occur within the CZs. The APZ I designation has somewhat lower accident potential than the CZ, but it is high enough that most types of development in this zone are discouraged, including residential uses.

This amendment would reestablish the split zoning on parcel 0319061001 that had been in place until 2019. Any use of the portion of the parcel within AC1 would be consistent with the AICUZ Study guidance.

#### **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 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.**

## 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.)

### Background

This amendment would rezone a parcel purchased by the City of Lakewood after the adoption of Resolution 2024-15. The purchase was made to acquire land for a downtown park, which implements Phase 1 of the City Council's 2025-2026 Goal 1, creating Downtown Park(s) & Multi-Generational Community Center Development:

- Phase 1: Land Acquisition (2025) Identify and acquire suitable real estate within the downtown area for the development of an urban park(s) and multi-generational community center.

The maps below depict the location of parcel 5140001191; the parcel is located within the Downtown Subarea Colonial Overlay District.

Per LMC 18A.120(D)(9)(b), the OSR2 zoning district is considered compatible with, and may be applied to areas within, all Comprehensive Plan land use designations. The purpose of the recommended rezone is to focus use of the parcel for a City park.



### **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.**

### **2025-10 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.**

### **2025-10 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. This amendment brings Lakewood's Comprehensive Plan and development regulations into consistency with state law changes from ESHB 1998 adopted in 2024.**

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. Any potential environmental impacts coming from an application for 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.**

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

### Summary

- Amendment includes:
  - The Planning Commission-recommended 400 sq.ft. minimum size for both attached and detached ADUs;
  - A 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.

**Note:** The current 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.

After surveying 15 local governments' ADU regulations, the City recommended eliminating the minimum ADU size to the Planning Commission with the caveat that ADUs would have to comply with building code requirements for dwellings.

**The City makes the same recommendation to the City Council.**

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  |
|-----------------|---|
| <b>Lakewood</b> | <b>1,000 sq.ft. min size; 1,200 sq.ft. max</b>  |
| 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

## Background

A reduction in the ADU minimum size would open ADU design and size options up to property owners looking not only at “stick built” ADUs, but also modular or shipping container-based units.

## 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. This amendment brings Lakewood's**



**Comprehensive Plan and development regulations into consistency with recent housing densification amendments to state law.**

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. Any potential environmental impacts coming from an application for 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.**

## **2025-12 Adopt regulations allowing new housing in “existing buildings” zoned for commercial and mixed use in all land use zones that allow multifamily (4+ units in one building) housing consistent with RCW 35A.21.440 and RCW 36.70A.130**

### **Summary**

- Required by state law; if not adopted before 6/30/25, state regulations will supersede City code.
- Amendment includes:
  - New definitions in LMC 18A.10.180 (“existing building” means it received a certificate of occupancy at least 3 years prior to the permit application and meets life safety standards);
  - Allowance of use of “existing buildings” zoned for commercial or mixed use for residential purposes in R1-R4, MR1-MR2, MF1-MF3, ARC, NC1-NC2, TOC, and CBD land use zones at a density up to 50 percent more than what is allowed in the underlying zone; and
  - Development and operating conditions for the use of existing buildings for residential purposes.

### **Background**

- (1) Lakewood may not:
  - (a) Impose a restriction on housing unit density that prevents the addition of housing units at a density up to 50% more than what is allowed in the underlying zone if constructed entirely within an “existing building” (defined as a building that received a certificate of occupancy at least three years prior to the permit application to add housing units) envelope in a building located within a zone that permits multifamily (4+ units in one building) housing, 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) Impose parking requirements on the addition of dwelling units or living units added within an existing building, however, cities may require the retention of existing parking that is required to satisfy existing residential parking requirements under local laws and for non-residential uses that remain after the new units are added;
  - (c) With the exception of emergency housing and transitional housing uses, impose permitting requirements on the use of an existing building for residential purposes beyond those requirements generally applicable to all residential development within the building's zone;
  - (d) Impose design standard requirements, including setbacks, lot coverage, and floor area ratio requirements, on the use of an existing building for residential purposes beyond those requirements generally applicable to all residential development within the building's zone;
  - (e) Impose exterior design or architectural requirements on the residential use

of an existing building beyond those necessary for health and safety of the use of the interior of the building or to preserve character-defining streetscapes, unless the building is a designated landmark or is within a historic district established through a local preservation ordinance;

(f) Prohibit the addition of housing units in any specific part of a building except ground floor commercial or retail that is along a major pedestrian corridor as defined by the City, unless the addition of the units would violate applicable building codes or health and safety standards;

(g) Require unchanged portions of an existing building used for residential purposes to meet the current energy code solely because of the addition of new dwelling units within the building; 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;

(h) Deny a building permit application for the addition of housing units within an existing building due to nonconformity regarding parking, height, setbacks, elevator size for gurney transport, or modulation, unless the code city official with decision-making authority makes written findings that the nonconformity is causing a significant detriment to the surrounding area; or

(i) Require 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.

(3) Nothing under this statutory update requires Lakewood to approve a building permit application for the addition of housing units constructed entirely within an existing building envelope in a building located within a zone that permits multifamily housing in cases in which the building cannot satisfy life safety standards.

#### **2025-12 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.**

## **2025-12 SEPA Analysis**

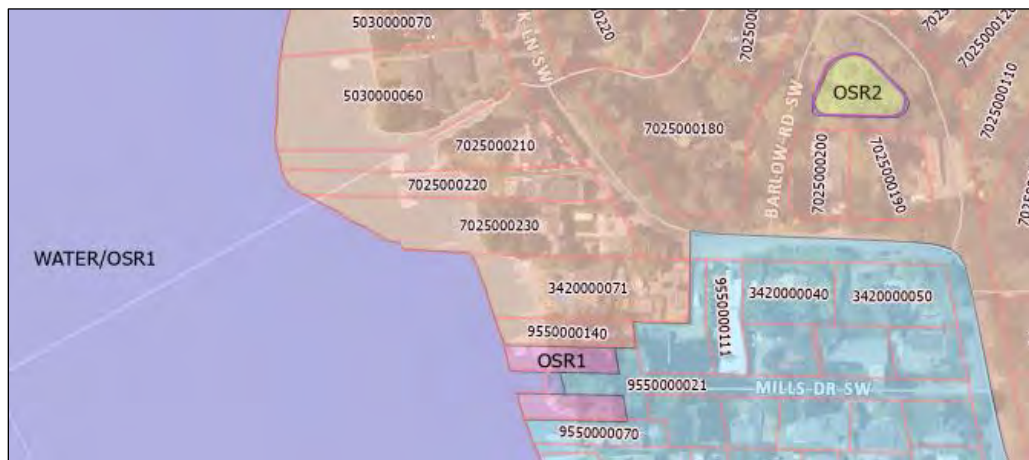
1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code? **Yes. This amendment brings Lakewood's Comprehensive Plan and development regulations into consistency with RCW 36.70A (the Growth Management Act) and RCW Chapter 35A.21 (governing code cities.)**
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. Any potential environmental impacts coming from an application for 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.**

## 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.

Under LMC 18A.40.100, neighborhood park uses are allowed in the OSR 1 zone and are not allowed in the OSR 2 zone. It is unclear why Primley Park was previously zoned OSR2.



### 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.**

### **2025-13 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.**

### **2025-13 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. Any potential environmental impacts coming from an application for 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.**

## 2025-14 Redesignate/rezone parcel 2200000021 (Harry Todd Park) to exclusively Open Space & Recreation (OSR) / Open Space & Recreation 1 (OSR1)

### Background:

After the City Council took action to set the 25CPA docket list, PPW became aware of an error in the zoning of Harry Todd Park (parcel 2200000021.) Rather than being zoned all Open Space & Recreation 1 (OSR1), over time the parcel was unintentionally “split-zoned” along its northern and northeastern edges:

- OSR1;
- Residential 2 (R2) along part of North Thorne Lane SW; and
- Multifamily 2 (MF2) at the intersection of North Thorne Lane SW and Woodlawn St. SW.

This amendment would correct the zoning of the parcel to be completely OSR1.



### 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:

- 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.**
- 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.**

#### **2025-14 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.**

#### **2025-14 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. Any potential environmental impacts coming from an application for 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.**

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

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

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

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

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

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

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

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

WHEREAS, the original 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 twelve (12) 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 and updates to LMC Chapter 12.13;

**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** Reduce 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.130 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.)

**2025-14** Redesignate/rezone parcel 2200000021 to be completely Open Space & Recreation (OSR) / 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 16<sup>th</sup> day of April, 2025, by the following vote:

AYES: 5      BOARDMEMBERS: Combs, Herr, Larsen, Lindholm, Talbo

NOES: 0      BOARDMEMBERS:

ABSENT: 2      BOARDMEMBERS: Estrada, Wallace

ATTEST:

Phillip Combs

\_\_\_\_\_  
CHAIR, PLANNING COMMISSION

*Karen Devereaux*

\_\_\_\_\_  
KAREN DEVEREAUX, SECRETARY

Signature: *Phillip Combs*  
Phillip Combs May 1, 2025 16:30 PDF

Email: philcombslakewood@gmail.com

## 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  | -  |

|   | 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 dwelling unit (ADU) <a href="#">(B)(1)*</a>   | 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 <a href="#">(B)(2)</a>   | C                      | C        | C        | C        | C        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>Co-living housing <a href="#">(B)(14)</a></b>  | <b>P</b>               | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>P</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| Cottage housing <a href="#">(B)(3)</a>  | 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) <a href="#">(B)(4)</a>                      | -                      | -        | -        | -        | P        | P        | P        | P        | P        | -        | P        | P        | -        | -        | -        | -        | -        | -        | -        | -        | -        |
| Detached single-family, including manufactured homes <a href="#">(B)(5)</a> , <a href="#">C</a>   | 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 <a href="#">(B)(6)</a>   | 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 <a href="#">(B)(7)</a>  | P                      | P        | P        | P        | P        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        |
| Mobile home parks <a href="#">(B)(8)</a> , <a href="#">C</a>                                      | C                      | C        | C        | C        | C        | C        | C        | C        | C        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        |
| Residential accessory building <a href="#">(B)(9)</a>   | P                      | P        | P        | P        | P        | P        | P        | P        | P        | P        | P        | P        | P        | P        | -        | -        | -        | -        | -        | -        | -        |
| Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling | P                      | P        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        |
| Small craft distillery <a href="#">(B)(6)</a> , <a href="#">(B)(12)</a>                           | -                      | P        | P        | P        | P        | -        | -        | -        | -        | -        | -        | P        | P        | P        | P        | P        | P        | -        | P        | -        | -        |
| Specialized senior housing <a href="#">(B)(10)</a>  | -                      | -        | -        | -        | C        | C        | C        | C        | C        | -        | -        | P        | C        | C        | -        | -        | -        | -        | -        | -        | -        |



|                                       | 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 residential uses<br>(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:**

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

**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.



- 
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.

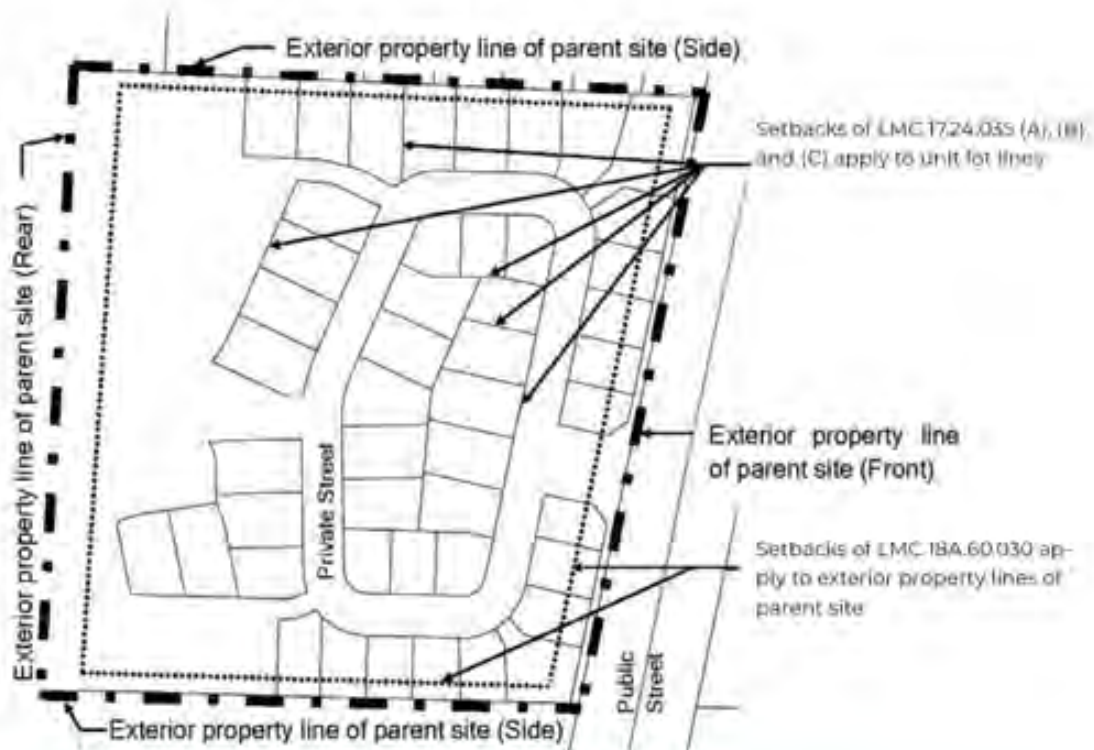


Figure 17.24.035 -1 Parent site and unit lot setback illustration

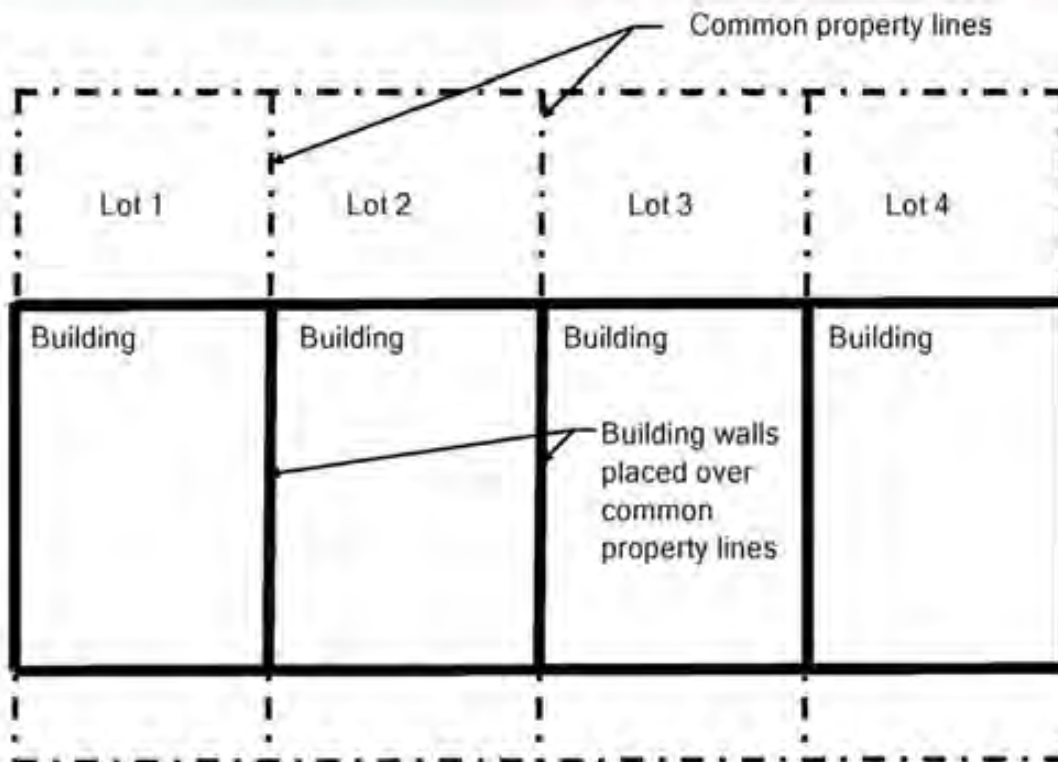


Figure 17.24.035-2 Zero, common, or shared unit lot lines for townhouses or zero lot lines.

**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   |
|--|----------------|--|
| <b><u>Cottage housing</u></b>  | ---            | <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> |
| <b><u>Courtyard Apartments</u></b>   | ---            | <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>  |
| <b><u>Duplex</u></b>   | --             | <u>"Duplex" means a residential building with two attached dwelling units. See "Two (2) family residential structure, attached or detached dwelling units."</u>  |
| <b><u>"Five (5) family residential structure, attached or detached dwelling units"</u></b> | --             | <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>  |
| <b><u>Fiveplex</u></b>   | --             | <u>"Fiveplex" means a residential building with five attached dwelling units. See "Five (5) family residential structure, attached or detached dwelling units."</u>  |
| <b><u>"Four (4) family residential structure, attached or</u></b>                          |                | <u>"Four (4) family residential structure, attached or detached dwelling units" means four (4) dwelling units located on one (1) property. The term means the same thing as "fourplex."</u>  |

| Term  | LMC Definition   | Amended Definition  |
|---|--|---|
| <b><u>detached dwelling units"</u></b>  |  |   |
| <b><u>Fourplex</u></b>  | --   | <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;<br>multifamily housing;<br>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 <u>seven (7) 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. |
| <b><u>Parent lot</u></b>  |  | <u>"Parent lot" means a lot which is subdivided into unit lots through the unit lot subdivision process.</u>  |
| <b><u>Single-family zones</u></b>   | --   | <u>"Single-family zones" means those zones where single-family detached residences are the predominant land use.</u>  |
| <b><u>"Six (6) family residential structure, attached or detached dwelling units"</u></b> |  | <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>   |
| <b><u>Sixplex</u></b>   | --   | <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.  |   |
| <b><u>Stacked Flats</u></b>   |  | <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>  |
| <b><u>Townhouse</u></b>   |  | <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>  |
| <b><u>Triplex</u></b>   | --   | <u>"Triplex" means a residential building with three attached dwelling units. See "Three (3) family residential structure, attached or detached dwelling units."</u>  |



| Term                               | LMC Definition | Amended Definition   |
|------------------------------------|----------------|--|
| <b><u>Unit density</u></b>         | --             | <u>"Unit density" means the number of dwelling units allowed on a lot, regardless of lot size.</u>   |
| <b><u>Unit lot</u></b>             |                | <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> |
| <b><u>Unit lot subdivision</u></b> |                | <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) <sup>B1</sup>   | 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 <sup>B2</sup>   | P               | P               | P               | P               |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| <b><u>Courtyard Apartments</u></b>  | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> |                 |                 |                 |                 |                 |                 |                 |                 |                 |                 |
| 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 <sup>B3</sup>  | P               | P               | P               | P               | P               | P               |                 |                 |                 | P               |                 |                 |                 |                 |
| Two-Family Residential, attached or detached dwelling units. <b>Duplex.</b>                         | P               | P               | P               | P               | P               | P               | P               |                 |                 | P               | P               | P               |                 |                 |
| Three-Family Residential, attached or detached dwelling units. <b>Triplex.</b>                      | P               | P               | P               | P               | P               | P               | P               |                 |                 | P               | P               | P               |                 |                 |
| Four-family residential, attached or detached dwelling units. <b>Fourplex.</b>                      | P               | P               | P               | P               | P               | P               | P               | P               | P               | P               | P               | P               |                 |                 |
| Five- and six-family residential, attached or detached dwelling units. <b>Fiveplex and Sixplex.</b> | P               | P               | P               | P               | P               | P               | P               | P               | P               | P               | P               | P               |                 |                 |
| <b>Stacked Flats</b>  | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> |                 |                 |                 |                 |                 |                 | <b><u>P</u></b> | <b><u>P</u></b> |                 |                 |
| Multifamily, <b>seven</b> or more residential units   |                 |                 |                 |                 |                 |                 | P               | P               | P               | P               | P               | P               | P               | P               |
| <b>Townhouse</b>  | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> | <b><u>P</u></b> |
| 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               |
| 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               |

| Use                        | ZONING DISTRICT |    |    |    |     |     |     |     |     |     |     |     |     |     |
|----------------------------|-----------------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|                            | R1              | R2 | R3 | R4 | MR1 | MR2 | MF1 | MF2 | MF3 | ARC | NC1 | NC2 | TOC | CBD |
| 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)                     | <del>7.0/3.5/1.8</del><br>1.45 DUA  | <del>10.3/5.2/2.6</del><br>2.2 DUA  | <del>23.3/11.7/5.9</del><br>4.8 DUA   | <del>30.6/15.3/7.7</del><br>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   | No min. lot size                        | No min. lot size                        | No min. lot size    | No min. lot size    | No min. lot size    |
| Building Coverage (B) (2)                    | <del>45</del> 35%   | <del>45</del> 35%   | 45%   | 50%   | 55%                                     | 60%                                     | 60%                 | 60%                 | 60%                 |
| Impervious Surface                           | 45%   | 45%   | 60%   | 70%   | 70%                                     | 75%                                     | 70%                 | 70%                 | 70%                 |
| Front yard / street setback                  | <del>15</del> 25 ft   | <del>15</del> 25 ft   | 10 ft   | 10 ft   | 5 ft                                    | 5 ft                                    | <del>10</del> 15 ft | <del>10</del> 15 ft | <del>10</del> 15 ft |
| Garage / carport setback                     | <del>20</del> 30 ft   | <del>20</del> 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           | <del>1-3 units:</del><br><del>15</del> 20 ft<br><del>More than 3 units:</del><br>10 ft        | <del>1-3 units:</del><br><del>15</del> 20 ft<br><del>More than 3 units:</del><br>10 ft  | 10 ft   | 10 ft   | 5 ft                                    | 5 ft                                    | <del>10</del> 15 ft | <del>10</del> 15 ft | <del>10</del> 15 ft |
| Rear yard setback with an alley (B) (3)      | <u>0</u> ft   | <u>0</u> ft   | <u>0</u> ft   | <u>0</u> ft   | <u>0</u> ft                             | <u>0</u> ft                             | <u>0</u> ft         | <u>0</u> ft         | <u>0</u> ft         |
| Interior setback                             | <del>Attached:</del><br><u>0</u> ft;<br><del>Detached:</del><br>5 ft<br><del>8</del> ft       | <del>Attached:</del><br><u>0</u> ft;<br><del>Detached:</del><br>5 ft<br><del>8</del> ft | <del>Attached:</del><br><u>0</u> ft;<br><del>Detached:</del><br>5 ft<br><del>8</del> ft | <del>Attached:</del><br><u>0</u> ft;<br><del>Detached:</del><br>5 ft<br><del>8</del> ft | Attached:<br>0 ft;<br>Detached:<br>5 ft | Attached:<br>0 ft;<br>Detached:<br>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 <a href="#">18A.70</a> , Article I. |   |   |   |   |   |                     |                     |                     |
| Landscaping                                  | Landscaping shall be provided as set forth in Chapter <a href="#">18A.70</a> , Article II.    |   |   |   |   |   |                     |                     |                     |
| Parking                                      | Parking shall conform to the requirements of Chapter <a href="#">18A.80</a> .                 |   |   |   |   |   |                     |                     |                     |

GSF = gross square foot

### LMC 18.60.030.B

B. Specific Development Considerations.

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

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

~~1. The first number refers to the maximum housing density (excluding accessory dwelling units) permitted on lots where additional affordable units are provided according to Chapter 18A.90 LMC or is located within the Residential/Transit Overlay as defined in Chapter 18A.50 LMC, Article~~

~~IV, and do not include critical areas or their buffers as defined under LMC Title 14.~~

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

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

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

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

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

a. Rental housing: 60 percent.

b. Owner-occupied housing: 80 percent.

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

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

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

v. The units dedicated as affordable housing shall:

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

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

3. Generally, be distributed throughout the development and have substantially the same functionality as the other units in the development.

vi. Minimum and maximum numbers of dwelling units per structure for middle housing are invalid, except as provided by the definitions of middle housing typologies.

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

#### **18A.30.240 General Provisions**

\* \* \*

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

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

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

#### **18A.30.250 Development Standards**

##### **D. Setbacks and Building Separation**

1. Dwelling units shall have at least a ~~ten (10)~~ twenty (20) foot front setback, ~~five (5)~~ eight (8) foot side yard setback and a ~~ten (10)~~ foot rear setback without an alley; Zero (0) foot rear setback with an alley; Three (3) foot rear setback for a garage door accessed from the alley.
2. Dwelling units shall be separated from one another by a minimum of five

(5) ~~ten (10)~~ feet, not including projections.

3. Dwelling units shall maintain a five (5) ~~ten (10)~~ foot separation between buildings.

4. For unit lot subdivisions, see also LMC 17.24.035.

### 18A.30.260 Open Space

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

### 18A.30.270 Building Design Standards

A. Building Height

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

### 18A.30.280 Parking

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

### Off Street Parking

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

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

| Use  | Unit Measure  | Minimum (FDM-program only) <sup>1</sup>   | Max | Required Bicycle Parking Spaces               |
|--|---|---|-----|---|
| Accessory Dwelling Unit <sup>2</sup>   | Per dwelling unit   | 1   | N/A | None  |
|  | Per dwelling unit within ½ mile of a major transit stop (3)   | 0/1   | N/A | None  |
| Affordable housing units within ¼ ½ mile of a major transit stop (any type) <sup>3</sup> | Per dwelling unit within ¼ ½ mile of <del>frequent a</del> major-transit stop (any-type) service <sup>3</sup> | Studio – <del>0.75</del> 0<br>1 Bedroom – <del>1.0</del><br>2+ bedroom – <del>1.5</del> 0 | N/A | 1 per 7.5 auto stalls, 3 minimum per building |
| Single-Family  | Per dwelling unit   | 2   | N/A | None  |
|  | Per dwelling unit   | 2   | N/A | None  |
| Duplexes <sup>4</sup>  | Per dwelling unit within ½ mile of <del>frequent a</del> major transit stop service <sup>4</sup>              | 0   | N/A | 0.5 per unit                                  |
|  | Per dwelling unit   | Studio -1<br>1 bedroom – 1.25<br>2+ bedroom – 1.5   | N/A | 2   |
| Multifamily structures with four to six units <sup>4</sup>                               | Per dwelling unit within ½ mile of a major transit stop   | 0   | N/A | 0.5 per unit                                  |
|  | Per Dwelling Unit   | Studio – 1<br>1 Bedroom – 1.25<br>2+ bedroom – 1.5  | N/A | 1 per 10 auto stalls; 2 minimum per building  |
| Multifamily Structures with seven or more units <sup>5</sup>                             | Per dwelling unit within ½ mile of a major transit stop   | Studio – 0.75<br>1 bedroom – 1<br>2+ bedroom – 1.5  | N/A | 1 per 7.5 auto stalls. 3 minimum per building |
|  | Per dwelling unit within ½ mile of a major transit stop   | Studio – 0.75<br>1 bedroom – 1<br>2+ bedroom – 1.5  | N/A | 1 per 7.5 auto stalls. 3 minimum per building |

<sup>1</sup> See LMC 18A.80.060(H)

## Section LMC 18A.80.030.C

\* \* \*

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,”~~ ~~“m~~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 [F](#) of this section; provided, that all of the property is controlled by a single person or corporation, or written agreements for shared parking, acceptable to the City, are filed with the Director.

E. *Rounding of Fractions.* When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-half (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 [G](#) of this section.

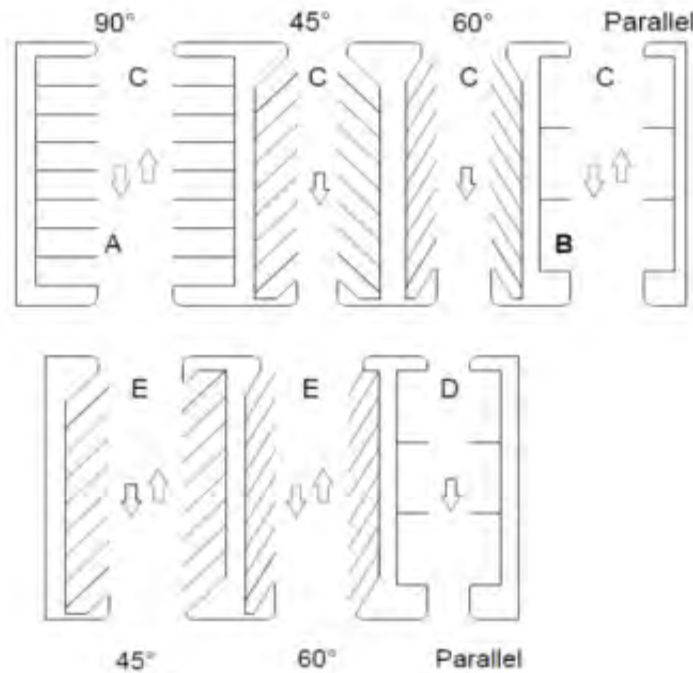
| <b>PARKING STANDARDS TABLE</b> |                       |   |            |  |
|--------------------------------|-----------------------|---|------------|--|
| <b>Use</b>                     | <b>Unit measure</b>   | <b>Optional Minimum;<br/>see <a href="#">18A.80.060(H)</a>.</b> | <b>Max</b> | <b>Required bicycle<br/>parking spaces</b> |
| <b>BUSINESS PARK</b>           |                       |   |            |  |
| General business park          | Per 1,000 square feet | 2   | 4          | See offices                                |

| PARKING STANDARDS TABLE                               |   |  |     |   |
|---|---|--|-----|---|
| Use   | Unit measure  | Optional Minimum;<br>see <a href="#">18A.80.060(H)</a> .                   | Max | Required bicycle<br>parking spaces            |
| COMMERCIAL  |   |  |     |   |
| Banks   | Per 1,000 gross square feet   | 2  | 3   | See offices                                   |
| Billiard halls  | Per table   | 1  | 2   | 1 per 20 auto stalls.<br>Minimum of 4         |
| Bowling alleys  | Per alley   | 3  | 5   | 1 per 20 auto stalls.<br>Minimum of 4         |
| Commercial recreation                                 | Per 1,000 square feet   | 3  | 5   | 1 per 20 auto stalls.<br>Minimum of 4         |
| Day care, preschools,<br>nursery schools (1)          | Per staff member  | 0.5  | 1   | 1 per 25 auto stalls.<br>Minimum of 1         |
| Hotels, motels (2)                                    | Per room or suite   | 1  | 2   | See retail                                    |
|   | Per 1,000 square feet<br>of seating area of<br>banquet and meeting<br>rooms | 6  | N/A | See places of assembly<br>without fixed seats |
| Medical and dental<br>clinic and offices              | Per 1,000 square feet<br>of GFA   | 2  | 4   | See offices                                   |
| Mini storage  | Per 100 units   | 1; or a minimum of 3<br>spaces plus 2 for<br>permanent on-site<br>managers | N/A | None  |
| Mortuaries, funeral<br>homes                          | Per 4 seats   | 1  | 2   | None  |
| Neighborhood<br>commercial shopping<br>area           | Per 1,000 square feet   | 1  | 2   | See retail                                    |
| Office building                                       | Per 1,000 square feet<br>of GFA   |  |     | 1 per 15 auto stalls.<br>Minimum of 2         |
|   | • With on-site<br>customer service  | 2  | 4   |   |
|   | • Without on-site<br>customer service                                       | 1.5  | 3   |   |
| Regional shopping<br>centers, food and drug<br>stores | Per 1,000 square feet<br>of GFA   | 3  | 6   | See retail                                    |
| Restaurants   | Per 100 square feet of<br>dining area                                       | 1  | 4   | See retail                                    |
| Retail  | Per 1,000 gross square<br>feet  | 3  | 6   | 1 per 20 auto stalls.<br>Minimum of 2         |
| Retail in mixed-use<br>development                    | Per 1,000 gross square<br>feet  | 2  | 4   | See retail                                    |
| Service stations (mini<br>marts are retail uses)      | Per employee plus per<br>service bay  | 0.5  | 1   | None  |



| PARKING STANDARDS TABLE                       |   |  |     |                                    |
|---|---|--|-----|------------------------------------|
| Use   | Unit measure  | Optional Minimum;<br>see <a href="#">18A.80.060(H)</a> . | Max | Required bicycle<br>parking spaces |
| <b>INDUSTRIAL</b>                             |   |  |     |                                    |
| 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                               |
| <b>INSTITUTIONAL</b>                          |   |  |     |                                    |
| Convalescent facilities, nursing homes        | Per 2 patient beds  | 1  | 3   | See offices                        |
| Hospital                                      | Per bed   | 0.5  | 1   | See offices                        |
| Libraries                                     | Per 200 square feet of GFA  | 0.5  | 1   | 1 per 20 auto stalls. Minimum of 2 |
| Schools, elementary and junior high           | Per classroom and office  | 1  | 1.5 | 1 per classroom                    |
| Schools, senior high                          | Per classroom and office plus per each 5 students of designated capacity  | 1  | 2   | 1 per 5 auto stalls. Minimum of 2  |
| <b>PLACES OF ASSEMBLY</b>                     |   |  |     |                                    |
| Places of assembly without fixed seats        | Per 1,000 square feet of GFA  | 10   | 11  | 1 per 25 auto stalls. Minimum of 2 |
| Places of assembly with fixed seats           | Per 4 seats   | 1  | 2   | 1 per 40 auto stalls. Minimum of 4 |
| Stadiums, auditoriums, gymnasiums, theaters   | Per 4 seats of the permitted assembly occupants. (School and/or public facility parking spaces may be used provided the facilities are on the same or contiguous parcels within 300 feet of the theater or auditorium.) | 1  | 1.5 | 1 per 25 auto stalls. Minimum of 4 |
| <b>RESIDENTIAL</b><br>(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                               |

| PARKING STANDARDS TABLE  |   |  |     |  |
|--|---|--|-----|--|
| Use  | Unit measure  | Optional Minimum;<br>see <a href="#">18A.80.060(H)</a> . | Max | Required bicycle<br>parking spaces               |
| 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<br>1 bedroom – 1<br>2+ bedroom – 1.5       | N/A | 1 per 7.5 auto stalls.<br>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<br>1 bedroom – 1.25<br>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<br>1 bedroom – 1.25<br>2+ bedroom – 1.5       | N/A | 1 per 10 auto stalls.<br>2 minimum per building  |
|  | Per dwelling unit within 1/2 mile of a major transit stop         | Studio – 0.75<br>1 bedroom – 1<br>2+ bedroom – 1.5       | N/A | 1 per 7.5 auto stalls.<br>3 minimum per building |
| Mobile home subdivision  | Per dwelling unit   | 2  | N/A | None   |
| Mobile home parks (7)  | Per dwelling unit   | 1.5  | N/A | None   |
| Rooming houses, lodging houses, bachelor or efficiency units (6)   | Per occupant  | 1  | 3   | See multifamily                                  |
|  | Per room within 1/2 mile of a major transit stop                  | 0.75   | 3   | See multifamily                                  |
| Senior citizen apartments and housing for people with disabilities | Per 3 dwelling units  | 1  | 2   | See multifamily                                  |
|  | Per dwelling unit within 1/4 mile of frequent transit service     | 0  | N/A | 0.25 per unit                                    |



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

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<br>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 <a href="#">36.70A.698</a> )<br>Senior citizen apartments: 1 per 3 dwelling units*<br>Multifamily housing:*<br>Studio – 1 per unit<br>1+ bedroom – 1.25 per unit<br>(At least 10% of the total parking spaces must be set aside for unreserved guest parking)*<br><i>*See process in subsection B of this section to prepare parking study to reduce further near station.</i> | Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC |
| Retail<br>Services, Restaurants                           | 2 per 1,000 GSF minimum;<br>3 per 1,000 GSF maximum   | Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC |
| Office  | 2 per 1,000 GSF minimum;<br>3 per 1,000 GSF maximum   | Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC |
| Street-Level Retail<br>3,000 sq. ft. or less per business | None where there is available public parking within 500' or abutting on-street parking designed to serve street level retail  | Meet rates and standards of: Chapter <a href="#">18A.80</a> LMC |

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

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

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

3. Reduction Due to Lower Parking Demand or Increase Based on Greater Parking Demand. Demonstrating that anticipated parking demand will be less than the minimum parking required, or greater than the maximum allowed, shall be based on collecting local parking data for similar land uses on a typical day for a minimum of eight (8) hours.

4. Reduction for Housing in Proximity to Sounder Station or Bus Rapid Transit (RCW 36.70A.620). When located within one-quarter (0.25) mile of the Sounder Station, a bus rapid transit stop, or a fixed route transit stop receiving transit service at least four (4) times per hour for twelve (12) or more hours per day, an applicant may apply for an exception allowing minimum parking requirements to be reduced at least to one (1) parking space per bedroom or three-quarters (0.75) space per unit, as justified through a parking study prepared to the satisfaction of the Planning and Public Works (PPW) Director or their designee. At the discretion of the Director, this may require evidence that there is sufficient on-street capacity to accommodate parking requirements.

This exemption can apply to the following residential uses:

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

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

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

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



unit.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**2. Mixed Residential Zoning Districts.**

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

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

***Updates to LMC 18A.10.180***

***(Uncited code sections remain unchanged)***

\* \* \*

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

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

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

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

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

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

3. Level 2 includes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **[New Section LMC 18A.40.035]**

### **18A.40.035 Civic uses.**

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

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

| Uses  | Zoning Classification |    |    |    |     |     |     |     |     |     |     |     |     |     |    |    |    |     |    |    |    |
|---|-----------------------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|-----|----|----|----|
| 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<br>Babysitting Care        | P                     | P  | P  | P  | P   | P   | P   | P   | P   | P   |     |     | P   | P   |    |    |    |     |    |    |    |
| Daycare Facilities<br>Level 1 Family Day Care | P                     | P  | P  | P  | P   | P   | P   | P   | P   | P   |     |     | P   | P   |    |    |    |     |    |    |    |
| Daycare Facilities                            | C                     | C  | C  | C  | P   | P   | P   | P   | P   | P   | P   | P   | P   | P   |    |    | P  |     |    |    | P  |

| Uses  | Zoning Classification |    |    |    |     |     |     |     |     |     |     |     |     |     |    |    |    |     |    |    |    |
|---|-----------------------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|-----|----|----|----|
| Civic   | R1                    | R2 | R3 | R4 | MR1 | MR2 | MF1 | MF2 | MF3 | ARC | NC1 | NC2 | TOC | CBD | C1 | C2 | C3 | IBP | I1 | I2 | PI |
| Level 2 Day Care Center, Preschool/Nursery School |                       |    |    |    |     |     |     |     |     |     |     |     |     |     |    |    |    |     |    |    |    |
| 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  |     |    |    |    |
| 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<br>(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<br>See note <a href="#">(B)(1)*</a>     | 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 <a href="#">(B)(2)</a> | -                      | -  | -  | -  | -   | -   | -   | -   | P   | C   | P   | P   | P   | P   | P  | P  | C  | -   | -  | -  | P  |
| Day care center in existing or new religious assembly              | P                      | P  | P  | P  | P   | P   | -   | -   | P   | C   | P   | P   | P   | P   | P  | P  | C  | -   | -  | -  | -  |

| Uses  | Zoning Classifications |    |    |    |     |     |     |     |     |     |     |     |     |     |    |    |    |     |    |    |    |
|---|------------------------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|-----|----|----|----|
| Health and Social Services<br>See note <a href="#">(B)(1)*</a>  | R1                     | R2 | R3 | R4 | MR1 | MR2 | MF1 | MF2 | MF3 | ARC | NC1 | NC2 | TOC | CBD | C1 | C2 | C3 | IBP | I1 | I2 | PI |
| <a href="#">Structures</a><br><a href="#">churches (B)(2)</a>   |                        |    |    |    |     |     |     |     |     |     |     |     |     |     |    |    |    |     |    |    |    |
| Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site <a href="#">(B)(2)</a> , <a href="#">(B)(3)</a>            | -                      | -  | -  | -  | 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 <a href="#">(B)(2)</a> , <a href="#">(B)(3)</a> | -                      | -  | -  | -  | -   | -   | -   | -   | -   | C   | P   | P   | C   | C   | P  | P  | C  | P   | -  | -  | C  |
| Day care center, independent <a href="#">(B)(2)</a>   | -                      | -  | -  | -  | -   | -   | -   | -   | 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 2025-2029 Commute Trip Reduction (CTR) Plan and updates to LMC Chapter 12.13.**

### **Chapter 12.13 COMMUTE TRIP REDUCTION\***

Sections:

- 12.13.010 Definitions.
- 12.13.020 Commute trip reduction goals.
- 12.13.030 Designation of CTR zone and base year values.
- 12.13.040 City employee CTR plan.
- 12.13.050 Implementation responsibility.
- 12.13.060 Responsible City department.
- 12.13.070 Applicability.
- 12.13.080 Notification of applicability.
- 12.13.090 New affected employers.
- 12.13.100 Change in status as an affected employer.
- 12.13.110 Requirements for employers.
- 12.13.120 Record-keeping.
- 12.13.130 Schedule and process for CTR reports, program review and implementation.
- 12.13.140 Exemptions and goal modifications.
- 12.13.150 Credit for transportation demand management (TDM) efforts.
- 12.13.160 Appeals of final decisions.
- 12.13.170 Enforcement.

#### **12.13.010 Definitions.**

The following definitions shall apply to this chapter:

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



this chapter, principals and associates in a corporation, partners (general or limited) in a partnership and participants in a joint venture are to be considered employees.

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

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

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

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

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

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

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

"City" means the City of Lakewood, including any persons, agencies, or entities providing services for and on behalf of the City in connection herewith.

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

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

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

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

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

“CTR (commute trip reduction) plan” means the City of Lakewood’s plan and ordinance to regulate and administer the CTR programs of affected employers within its jurisdiction.

“CTR (commute trip reduction) program” means an employer’s strategies to reduce affected employees’ SOV use and VMT per employee.

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

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

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

“Dominant mode” means the mode of travel used for the greatest distance of a commute trip.

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

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

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

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

“Full-time employee” means a person other than an independent contractor,

scheduled to be employed on a continuous basis for 52 weeks per year for an average of at least 35 hours per week.

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

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

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

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

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

“Notice” means written communication delivered via the United States Postal Service with receipt deemed accepted three days following the day on which the notice was deposited with the Postal Service, unless the third day falls on a weekend or legal holiday, in which case the notice is deemed accepted the day after the weekend or legal holiday.

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

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

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

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

divided by the number of potential trips taken by affected employees working during that period.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **12.13.020 Commute trip reduction goals.**

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

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

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

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

#### **12.13.030 ~~Designation of CTR zone and base year values.~~**

~~Employers in Lakewood shall be placed into a given CTR zone that shares generally common values for employees’ VMT and proportion of SOV trips.~~

#### **12.13.040 City employee CTR plan.**

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

#### **12.13.050 Implementation responsibility.**

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

- A. Adoption and implementation of CTR programs and plans for all major employers, consistent with RCW 70A.15.4020 [70.94.527](#), and in cooperation with other major employers and other public agencies.
- B. Provide for civil penalties for affected employers that fail to implement or modify a CTR program as required by this chapter.

- C. Coordinate with neighboring jurisdictions to ensure consistency in the development and interpretation of the CTR plan.
- D. Implement a CTR program for City of Lakewood employees.
- E. Provide technical assistance to affected employers within the City of Lakewood to help them meet the requirements of this chapter.
- F. Review the CTR programs of affected employers within the City of Lakewood.
- G. Review and revise the City of Lakewood CTR program as necessary.
- H. Provide information on the adopted CTR plan, as well as annual reports and other information as required, to the State Commute Trip Reduction Board ~~Task Force~~ (RCW 70A.15.4060-70.94.537) ~~via the state.~~

**12.13.060 Responsible City department.**

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

**12.13.070 Applicability.**

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

**12.13.080 Notification of applicability.**

- A. In addition to the City's established public notification for adoption of an ordinance, a notice of availability of a summary of this chapter, a notice of the requirements and criteria for affected employers to comply with this chapter, and subsequent revisions shall be published at least once in the City's official newspaper not more than 30 days after the passage or revision of this chapter.
- B. Affected employers located in the City are to receive formal written notification that they are subject to this chapter. Such notification shall be at least 180 days prior to the due date for submittal of their CTR program.
- C. Affected employers that, for whatever reason, do not receive notice within 30 days of passage of the ordinance providing for this chapter and are either notified or identify themselves to the City within 180 days of the passage of the ordinance providing for this chapter will be granted an extension to assure up to 180 days from the passage of the ordinance providing for this chapter within which to develop and submit a CTR program.
- D. Affected employers that have not been identified or do not identify themselves within 180 days of the passage of the ordinance providing for this chapter and do not submit a CTR program within 180 days from the passage of the ordinance providing for this chapter are in violation of this chapter.

**12.13.090 New affected employers.**

- A. Employers that meet the definition of the "affected employer" in this chapter must identify themselves to the City within 180 days of either moving into the



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

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

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

#### **12.13.100 Change in status as an affected employer.**

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

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

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

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

#### **12.13.110 Requirements for employers.**

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

~~A. *CTR Program Description Requirements.* The CTR program description presents the strategies to be undertaken by an employer to achieve the CTR goals for each goal year. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their~~

~~location, site characteristics, business type, and employees' commuting needs. Employers are further encouraged to cooperate with each other and to form or use transportation management organizations in developing and implementing their CTR programs.~~

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

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

A. Not more than 90 days after the adoption of the City's CTR plan, each major employer in Lakewood shall perform a baseline measurement consistent with the rules established by the department of transportation under RCW [70A.15.4060](#). Not more than 90 days after receiving the results of the baseline measurement, each major employer shall develop a CTR program and shall submit a description of that program to the City for review. The program shall be implemented not more than 90 days after approval by the City.

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

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

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

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

- (i) Provision of preferential parking or reduced parking charges, or both, for high occupancy vehicles and motorcycles;
- (ii) Instituting or increasing parking charges for SOVs;
- (iii) Provision of commuter ride matching services to facilitate employee ride sharing for commute trips;
- (iv) Provision of subsidies for transit fares;

- (v) Provision of vans for vanpools;
- (vi) Provision of subsidies for carpooling or vanpooling;
- (vii) Permitting the use of the employer's vehicles for carpooling or vanpooling;
- (viii) Permitting flexible work schedules to facilitate employees' use of transit, carpools, or vanpools;
- (ix) Cooperation with transportation providers to provide additional regular or express service to the worksite;
- (x) Construction of special loading and unloading facilities for transit, carpool, and vanpool users;
- (xi) Provision of bicycle parking facilities, lockers, changing areas, and showers for employees who bicycle or walk to work;
- (xii) Provision of a program of parking incentives such as a rebate for employees who do not use the parking facility;
- (xiii) Establishment of a program to permit employees to work part or full time at home or at an alternative worksite closer to their homes;
- (xiv) Establishment of a program of alternative work schedules such as compressed workweek schedules which reduce commuting; and
- (xv) Implementation of other measures designed to facilitate the use of high occupancy vehicles such as on-site day care facilities and emergency taxi services.

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

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

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

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

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

~~3. *Annual Progress Report.* The CTR program must include an annual review of employee commuting and progress and good faith efforts toward meeting the SOV reduction goals. Affected employers shall file an annual progress~~

report with the City in accordance with the format established by this chapter and consistent with the CTR Task Force Guidelines. The report shall describe each of the CTR measures that were in effect for the previous year, the results of any commuter surveys undertaken during the year, and the number of employees participating in CTR programs. Within the report, the employer should evaluate the effectiveness of the CTR program and, if necessary, propose modifications to achieve the CTR goals. Survey information or approved alternative information must be provided in the reports submitted in the second, fourth, sixth, eighth, tenth, and twelfth years after implementation begins. The employer should contact the City for the format of the report.

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

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

#### **12.13.120 Record-keeping.**

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

program.

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

A. *CTR Program.* Not more than 180 days after the adoption of the ordinance providing for this chapter, or within six months after an employer qualifies under the provisions of this chapter, the employer shall develop a CTR program and shall submit to the City a description of that program for review.

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

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

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

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

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

F. *Extensions.* An employer may request additional time to submit a CTR program or CTR annual progress report, or to implement or modify a program.

Such requests shall be via written notice at least 30 days before the due date for which the extension is being requested. Extensions not to exceed 90 days shall be considered for reasonable causes. The City shall grant or deny the employer's extension request by written notice within 10 working days of its receipt of the extension request. If there is no response issued to the employer, an extension is automatically granted for 30 days. Extensions shall not exempt an employer from any responsibility in meeting program goals. Extensions granted due to delays or difficulties with any program element(s) shall not be cause for discontinuing or failing to implement other program elements. An employer's annual reporting date shall not be adjusted permanently as a result of these extensions. An employer's annual reporting date may be extended at the direction of the City Engineer or designee.

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

#### **12.13.140 Exemptions and goal modifications.**

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

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

C. *Modification of CTR Program Goals.*

1. An affected employer may request that the City modify its program goals. Such requests shall be filed in writing at least 60 days prior to the date the work site is required to submit its program description or annual report. The



goal modification request must clearly explain why the work site is unable to achieve the applicable goal. The work site must also demonstrate that it has implemented all of the elements contained in its approved CTR program.

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

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

#### **12.13.150 Credit for transportation demand management (TDM) efforts.**

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

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

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

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

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

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

### **12.13.160 Appeals of final decisions.**

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

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

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

### **12.13.170 Enforcement.**

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

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

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

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

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

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

D. *Penalties.*

1. The City shall notify employers in writing if they are in violation of this chapter. The written notification shall state the effective date upon which penalties will begin to accrue. In the event that an affected employer appeals the imposition of penalties, the penalties will not accrue during the appeals process. Should the outcome of the appeals process favor the employer, all or a portion of monetary penalties will be dismissed.
2. No affected employer with an approved CTR program which is making a good faith effort may be held liable for failure to reach the applicable SOV or VMT goal.
3. Each day of failure to implement the program shall constitute a separate violation and is classified as a Class I civil infraction pursuant to the City Code. The penalty for this violation shall be \$250.00 per day.

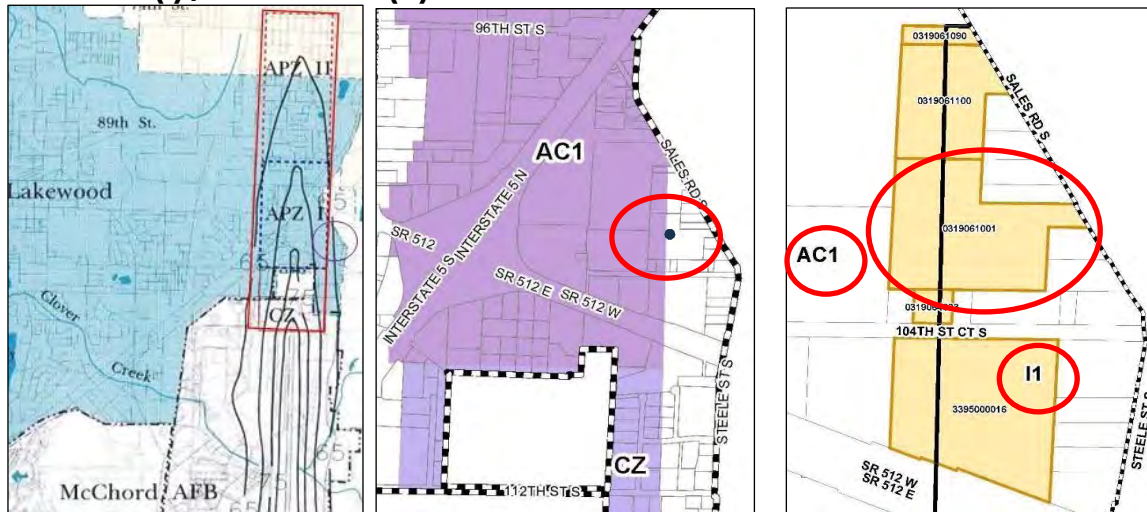
4. An affected employer shall not be liable for civil penalties if failure to implement an element of a CTR program was the result of an inability to reach agreement with a certified collective bargaining agent under applicable laws where the issue was raised by the employer and pursued in good faith.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

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

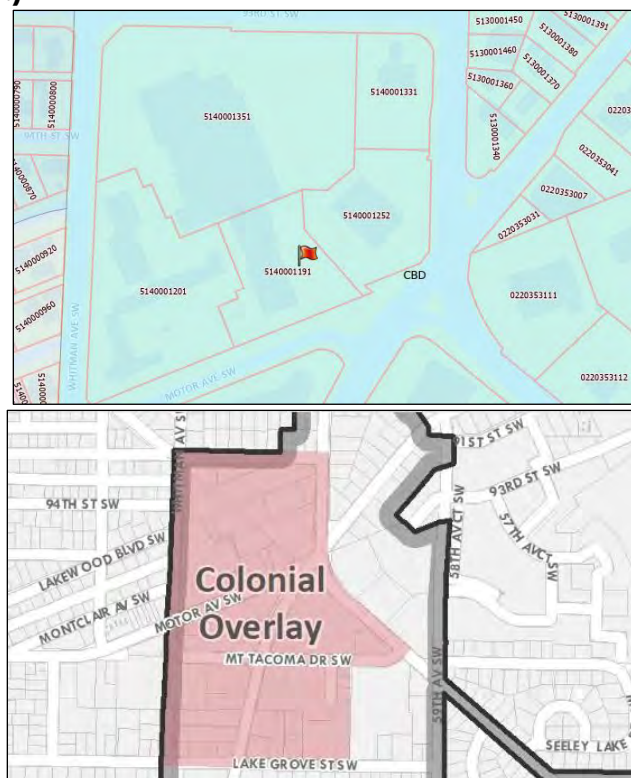
E. *Appeals of Penalties.* Affected employers may appeal penalties pursuant to the provisions of the City Code and RCW 7.80.100.

**[See 2025-2029 Commute Trip Reduction Plan on following pages]**

**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 Reduce the minimum square footage for attached and detached accessory dwelling units (ADUs) in LMC 18A.40.110 (B)(1)(e)**

**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 400 square feet.

**2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130<sup>3</sup> and adopt regulations allowing new housing in “existing buildings”, as defined herein, in all land use zones that allow multifamily (4+ units in one building) housing.**

**18A.10.180 Definitions**

\* \* \*

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

\* \* \*

**18A.40.110 Residential uses.**

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

---

<sup>3</sup> 2023-2024 ESHB 1042

|   | 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 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   | –  | –  | –  | –   | –  | –  | –  |
| 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;

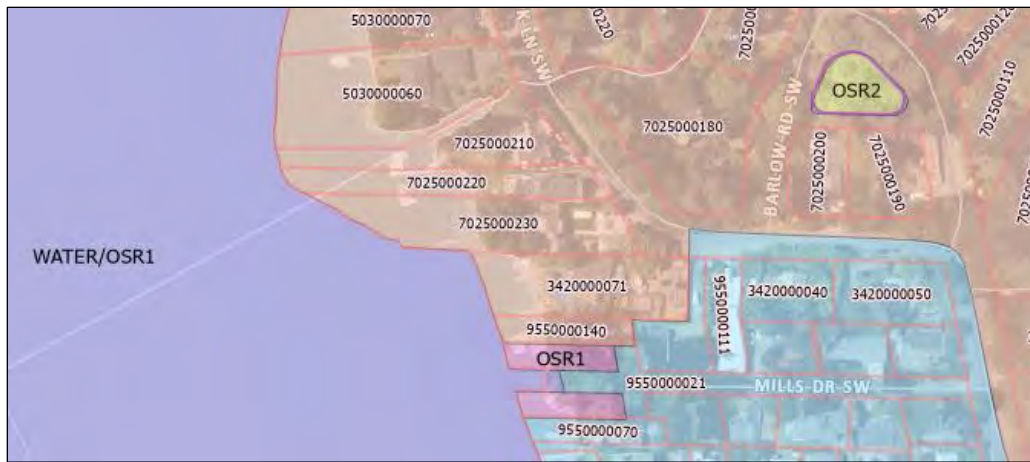
(f) Unchanged portions of an existing building used for residential purposes do not need to meet the current energy code; however, if any portion of an existing building is converted to new dwelling units, each of those new units must meet the requirements of the current energy code;

(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)**



**2025-14 Redesignate/rezone parcel 2200000021 to be completely Open Space & Recreation (OSR) / Open Space & Recreation 1 (OSR1)**



## ATTACHMENT B Analysis of Potential Amendment 2025-02

### **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 statutes\* 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.

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

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. **Per the analysis, no amendments are recommended by the City or the Planning Commission through 2025-02.**

**ATTACHMENT C**  
**Analysis of Potential Amendment 2025-09**

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

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.) A map of Lakewood’s RUGC is below.

PSRC will use the following review process:

| 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                               |   |



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. Reviewing 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. Reviewing allowed land uses and development regulations for consistency with PSRC Regional Urban Growth Centers Criteria;
4. Conducting 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 city 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 is the City's analysis of the RUGC and its related market study.

# 2025 Comprehensive Plan Amendments

**5/12/25 City Council**

Tiffany Speir, Planning Division Manager  
Planning & Public Works Department



1

## 2025 Comprehensive Plan Amendments

### BACKGROUND

Per its Resolutions 2024-15 and 2025-03, the Lakewood City Council set the docket list for the 2025 Comprehensive Plan amendment (25CPA) cycle with 11 potential amendments.

Per the process in LMC 18A.30.080, during its review the Planning Commission added 3 amendments to the 25CPA docket via its Resolution 2025-02:

- **2025-12:** Amendment regarding allowing new housing in “existing buildings” zoned for commercial or mixed use in all zones that allow 4+ units in one building housing (state law requirement);
- **2025-13:** Rezone of Primley Park from OSR1 to OSR2 (requested by PRCS); and
- **2025-14:** Rezone of portions of Harry Todd Park so it is entirely zoned OSR2 (requested by PRCS.)

2

2

**25CPAs****BACKGROUND CONTINUED**

During the annual process for Comprehensive Plan amendments in preparation for Planning Commission and City Council consideration, the City conducted substantive reviews for:

- **2025-02** (updates to the Capital Facilities, Parks, and/or Utilities Elements of the Comprehensive Plan for consistency with HB 1181 Climate Change and Resiliency requirements); and
- **2025-09** (review the Lakewood Regional Urban Growth Center's (RUGC's) implementation through the Downtown Subarea Plan (DSAP) for consistency with PSRC's Regional Centers Framework Redesignation Requirements.)

The outcomes of both efforts resulted in findings that **no action was deemed necessary for amendments 2025-02 and 2025-09, so they are not included in the Planning Commission recommendation to the City Council.**

The Planning Commission held a public hearing on the proposed 25CPAs on April 2 and took action through Resolution 2025-02 to recommend action on 12 amendments to the City Council on April 16.

**Note:** There are several recommended changes to Amendments 2025-01, 2025-03, and 2025-06 that will be provided to the City Council before the May 19 public hearing. These changes are due to information that was received from SSHAP, WA Commerce, and WSDOT after the Planning Commission took action in April.

3

3

**25CPAs****12 PLANNING COMMISSION RECOMMENDED 2025 COMPREHENSIVE PLAN, ZONING MAP, AND DEVELOPMENT REGULATION AMENDMENTS:**

- 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 and updates to LMC Chapter 12.13;

4

4



**25CPAs****12 PLANNING COMMISSION RECOMMENDED 2025 COMPREHENSIVE PLAN, ZONING MAP, AND DEVELOPMENT REGULATION AMENDMENTS CONTINUED:**

- 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** Reduce the minimum square footage for attached and detached accessory dwelling units (ADUs) in LMC 18A.40.110 (B)(1)(e) to 400 sq. ft.;
- 2025-12** Recognize RCW 35A.21.440 and RCW 36.70A.130 and adopt regulations allowing new housing in “existing buildings” zoned for commercial and mixed use in all land use zones that allow multifamily (4+ units in one building) housing;
- 2025-13** Rezone parcel 7025000161 (Primley Park) from Open Space & Recreation 2 (OSR2) to Open Space & Recreation 1 (OSR1); and
- 2025-14** Redesignate/rezone parcel 2200000021 (Harry Todd Park) to exclusively Open Space & Recreation (OSR) / Open Space & Recreation 1 (OSR1).

5

5

**25CPAs****2025-01 “Co-Living Housing” Amendments for consistency with RCW 36.70A.535**

- Required by state law; preemption if City doesn’t adopt regulations by 6/30/25.
- “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.
- Amendment includes:
  - New definitions in LMC 18A.10.180;
  - Allowance of co-living housing in R1-R4, MR1, MR2, MF1 – MF3, and ARC zones; and
  - Adoption of co-living housing development and operating conditions.

6

6

**25CPAs****2025-03 Updates to Lakewood development regulations regarding “middle housing” for consistency with E2SHB 1110**

- Required by state law.
- Amendment includes:
  - Updates LMC Chapter 17.22 (Subdivisions) to include “unit lot subdivisions”;
  - Updates LMC Chapter 17.24 to include unit lot regulations;
  - Add new and updates current definitions to LMC 18A.10.180;
  - Adds courtyard apartments, stacked flats as allowed uses in R1-R4 zones ;
  - And townhouses as allowed uses in all zones that include housing ;
  - Updates to LMC Title 18A, 18B, and 18C residential area and dimension regulations;
  - Updates cottage development regulations:
    - Increases allowed sizes for cottage units and community centers by 100 sq.ft. each
    - Allows ADUs in cottage developments
    - Updates development standards for cottage developments; and
  - Updates to middle housing and cottage residential parking regulations.

7

7

**25CPAs****2025-04 Regulatory amendments for consistency with RCW 64.55.010 “Concerning the definition of multiunit residential buildings.”**

- Required by state law.
- Amendment includes new and updated definitions added to LMC 18A.10.180.

8

8

**25CPAs****2025-05 Regulatory amendments regarding residential parking for consistency with SSB 6015 ("Concerning residential parking configurations ") amending RCW 36.70A**

- Required by state law.
- Amendment includes updated parking standards in LMC 18A, 18B, and 18C.

9

9

**25CPAs****2025-06 Update the Lakewood Municipal Code (LMC) to reincorporate updated 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.**

- Amendment includes:
  - Updates LMC 18A.10.180 Definitions;
  - New Section LMC 18A.40.035 allowing certain Civic Uses in various land use zones;
  - New Civic Use Development and Operating Regulations;
  - Allowance of community centers in the MR2 and MF3 zones; and
  - Allowance of day care centers in existing or new religious assembly structures.

10

10



## 25CPAs

### 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.)

#### Background

This amendment would rezone a parcel purchased by the City of Lakewood after the adoption of Resolution 2024-15. The purchase was made to acquire land for a downtown park, which implements Phase 1 of the City Council's 2025-2026 Goal 1, creating Downtown Park(s) & Multi-Generational Community Center Development:

- Phase 1: Land Acquisition (2025) Identify and acquire suitable real estate within the downtown area for the development of an urban park(s) and multi-generational community center.

The maps below depict the location of parcel 5140001191; the parcel is located within the Downtown Subarea Colonial Overlay District.

Per LMC 18A.120(D)(9)(b), the OSR2 zoning district is considered compatible with, and may be applied to areas within, all Comprehensive Plan land use designations. The purpose of the recommended rezone is to focus use of the parcel for a City park.



13

13

## 25CPAs

### 2025-11 Reduce the minimum square footage for attached and detached accessory dwelling units (ADUs) in LMC 18A.40.110 (B)(1)(e) to 400 sq. ft.

- City Council directed Planning Commission to evaluate the current City ADU minimum size. The City surveyed 15 local governments' ADU regulations. 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
- **The City recommended no ADU minimum size** but that ADUs have to comply with building code requirements for dwellings.
- Amendment includes:
  - The Planning Commission-recommended **400 sq.ft. minimum size** for attached and detached ADUs;
  - A 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.

14

14

## 25CPAs

### 2025-12 Adopt regulations allowing new housing in “existing buildings” zoned for commercial and mixed use in all land use zones that allow multifamily (4+ units in one building) housing consistent with RCW 35A.21.440 and RCW 36.70A.130

- Required by state law; if not adopted before 6/30/25, state regulations supersede City code.
- Amendment includes:
  - New definitions in LMC 18A.10.180 (“existing building” means it received a certificate of occupancy at least 3 years prior to the permit application and meets life safety standards);
  - Allowance of use of “existing buildings” zoned for commercial or mixed use for residential purposes in R1-R4, MR1-MR2, MF1-MF3, ARC, NC1-NC2, TOC, and CBD land use zones at a density up to 50 percent more than what is allowed in the underlying zone; and
  - Development and operating conditions for the use of existing buildings for residential purposes.

15

15

## 25CPAs



### 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.

Under LMC 18A.40.100, neighborhood park uses are allowed in the OSR 1 zone and are not allowed in the OSR 2 zone. It is unclear why Primley Park was previously zoned OSR2.

16

16

## 25CPAs

### **Amendment 2025-14:**

This amendment corrects an error in the zoning of Harry Todd Park (parcel 2200000021.) Rather than being zoned all Open Space & Recreation 1 (OSR1), over time the parcel was unintentionally "split-zoned":

- OSR1;
- Residential 2 (R2) along part of North Thorne Lane SW; and
- Multifamily 2 (MF2) at the intersection of North Thorne Lane SW and Woodlawn St. SW.



17

17

## **Legislative Process Schedule (subject to change)**

### **25CPAs:**

- May 12: City Council introduction;
- May 19: City Council public hearing;
- June 2: City Council action on 2025 Comprehensive Plan amendment package

### **2026 Comprehensive Plan Amendment (26CPAs) Docket Process**

- Call for public applications July 1-31, 2025
  - Submit applications via online permit system at <https://cityoflakewood.us/permit-center/>
- Planning Commission review, public hearing, and action on docket list recommendation starts September 3
- City Council review, public hearing to set docket list starts October 13; action November 3
- Winter/spring 2026: analysis of docket list items
- Spring 2026: Planning Commission substantive review
- Spring/summer 2026: City Council substantive review and action

18

18





**TO:** Mayor and City Council

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

**THROUGH:** John Caulfield, City Manager *John F. Caulfield*

**DATE:** May 19, 2025

**SUBJECT:** Multifamily Tax Exemption (MFTE) Program and Residential Target Area (RTA) Map & Code Amendments

**ATTACHMENTS:**  
Resolution 2025-01 Planning Commission Recommendation **(Attachment A)**; PPW Memo to Planning Commission for Multifamily Tax Exemption (MFTE) Program **(Attachment B)**

---

### **EXECUTIVE SUMMARY**

In 2024 the City of Lakewood began an assessment of the Multi-Family Tax Exemption (MFTE) program, this included a review of the corresponding Residential Target Areas (RTA) within the city. Amendments to the Lakewood Municipal Code (LMC) surrounding the MFTE program as well as the RTA boundaries are being recommended by Planning and Public Works (PPW) staff. Consistent with the comprehensive plan and downtown subarea plan, the amendments are intended to:

- Improve clarity;
- increase participation; and
- Improve effectiveness.

The Lakewood Planning Commission met to review, discuss and consider public testimony regarding the MFTE proposal on the following dates:

#### Study Sessions

- January 15, 2025,
- February 5, 2025

#### Public Hearing

- February 19, 2025,
- March 5, 2025,
- April 2, 2025, and
- April 16, 2025

The Commission's recommendations are reflected in Resolution 2025-01 as shown in Attachment A.

## BACKGROUND

In 2024, after initial proposed changes to certain RTA boundaries, the City Council directed the Planning Commission to revisit the proposal and to provide additional public engagement and input. During this process, staff discovered that the Central Business District (CBD) RTA does not have the same MFTE extension allowances as the Springbrook and Station District.

In line with the Council's goals for the MFTE program, the following items were reviewed for potential amendment.

### 1. Proposed Amendments regarding the MFTE 12-year Extension

In accordance with state law (RCW 84.14.020), jurisdictions are allowed to authorize a 12-year extension of the MFTE program. LMC 3.64.020 (G) already allows the 12-year extension of the MFTE in the Springbrook and Station District RTAs. The 12-year extension requires that at least 20% of units are affordable to those at 70% of the Pierce County AML.

The proposed amendment is to also allow the same extension within the CBD RTA outside of the Tax Increment Finance program area.

### Analysis

The proposed 12-year extension for the CBD would align all RTAs consistently in the code. Allowing for differences in MFTE requirements creates confusion about how the program operates. The extension also provides additional incentives for developers, especially for properties that may not typically be financially viable but could be with a longer authorization period.

While this is an additional 12 years, it is important to remember taxes on the land and non-residential components, such as commercial spaces, continue to be paid to the city and other public agencies during the exemption period. Once concluded, in the eleven previous MFTE projects approved, an average 200% increase in the property tax rate which now includes the building along with land valuation.

|  |   |
|--|---|
| <u>Staff Recommendation</u><br>Neutral. This is a council policy decision and centered around how much incentive/opportunity the City of Lakewood wants to afford developers in meeting regional and local growth and policy objectives. | <u>Planning Commission Recommendation</u><br>Remove the 12-year Extension from the code for all RTAs. |
|--|---|

### 2. MFTE Application Procedure Language Cleanup

The timing surrounding when an application for MFTE is to be filed and when agreements are to be executed in the current code is ambiguous. This has been interpreted differently by applicants and staff over the years. The proposed amendments to LMC 3.64.020 (H) *Application Procedure* will clarify for staff and applicants the MFTE application and agreement execution timing.

### Analysis

The proposed amendment language:

*“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. (*amended language*)

The amended language is clear, concise, and direct. It also allows applicants to apply for the MFTE in parallel with other permits for the project, removing unneeded delays.

|   |   |
|---|---|
| <u>Staff Recommendation</u><br>Approve the language amendments. | <u>Planning Commission Recommendation</u><br>Approve the language amendments. |
|---|---|

### 3. Expansion of the Residential Target Areas (RTA).

The PPW department reviewed the Oakbrook, Springbrook, Lakewood Station, Central Business District, and Tillicum neighborhoods for possible extension of the RTA. The areas zoning, density allowances, current use, neighborhood protections, and conformance to Comprehensive plan goals were all looked at when selecting and making a recommendation for RTA expansion. The study resulted in the CBD being the area best placed to expand the RTA.

### Analysis

The analysis of the areas shows that the CBD is the appropriate location based on:

- The purpose of the MFTE is to stimulate the construction of new multifamily housing in urban centers that have insufficient housing opportunities for all income levels. Currently, CBD’s housing stock is below the targeted rates.
- The CBD zone is the area designated in the Comprehensive Plan and Downtown Subarea Plan to welcome a significant share of significant housing development and job growth in the city. This helps prevent single-family residential zones throughout the city from increased densification to meet new growth and housing goals.
- LMC 18B.200.250 regulates the buffer transition overlay between the higher intensity uses in the Downtown Subarea and lower intensity uses in the residential zones that surround Downtown protecting abutting residential areas. Restrictions address the following within the CBD:
  - Building Height
  - Building Setbacks
  - Parking and Loading
  - Refuse Containers
  - Mechanical Equipment

These protections are not available outside of the CBD subarea.

- The Pierce Transit transfer facility is in the subarea supporting multimodal transportation and reduced parking requirements leading to decreased carbon emissions.

- Existing zoning classifications and land use regulations anticipate and require higher density, middle housing and multifamily housing in the CBD subarea.
  - The 2018 Environmental Impact Study (EIS) and 2024 Supplemental EIS for the 2024 Comprehensive Plan periodic update focused on increased housing density within the CBD and providing proposed mitigation measures for adverse impacts.
  - Increased housing is required to maintain the CBDs Regional Urban Growth Center (RUGC) designation. Since 2010, over \$17 million in PSRC-administered federal funding has been awarded for City transportation projects. Without the RUGC designation, Lakewood would no longer be eligible for PSRC funds.
  - Design requirements in the CBD provide control over the character of any project located within it. This is not possible in the other areas investigated.
- The Downtown Subarea and its regulations include incentives for new affordable and denser housing. The regulations also identify that public desired transportation and park infrastructure are to be funded by development projects within the subarea.
- Aligns the boundaries of the CBD RTA with the CBD zoning boundaries easing developers' ability to recognize where the MFTE can be applied for.

The other neighborhoods identified *DID NOT*:

- Afford protective transitions zones for surrounding neighborhoods;
- Support the Comprehensive Plan goals;
- Provide control over design standards;
- Support methodologies to establish a downtown park;
- Support maintaining the RUGC designation for traffic funding;
- Provide ready multimodal transportation options reducing greenhouse emissions in alignment with Council and state goals.

|  |  |
|--|--|
| <p><u>Staff Recommendation</u><br/>Approve expansion of the CBD RTA.</p> | <p><u>Planning Commission Recommendation</u></p> <ol style="list-style-type: none"> <li>1) Approve the CBD RTA expansion in the pink area West of Gravelly Lake Drive SW, South of Lake Grove ST SW and North of 100<sup>th</sup> ST SW. only;</li> <li>2) Approve Springbrook RTA expansion;</li> <li>3) Approve new RTAs in Oakbrook, and Tillicum.</li> </ol> |
|--|--|

## SUMMARY OF STAFF RECOMENDATIONS

1. Proposed Amendments regarding the MFTE 12-year Extension-**Neutral**
2. MFTE application procedure language cleanup-**Approve**
3. Expansion of the Residential Target Areas (RTA)-**Approve expansion of CBD RTA**

**PLANNING COMMISSION RESOLUTION 2025-01**  
**[As adopted 4/16/25]**

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

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

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

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

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

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

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

**~~3.64.020 (G) Extension for Projects Receiving an Initial Eight-Year or 12-Year Exemption.~~** Any project in the Lakewood Station District and Springbrook Residential Target Areas (RTAs) an eight- or 12-year extension may apply for a subsequent 12-year extension in exchange for continued or increased income restrictions on affordable units; and

- ~~1. must be received within 18 months of expiration of current exemption;~~
- ~~2. At least 20 percent of the housing must be occupied by households earning no more than 70 percent of the Pierce County family median income;~~
- ~~3. Conversion from market rate to affordable units must comply with the procedures outlined in the City's policies and procedures;~~
- ~~4. Applicants must provide notice to tenants in rent-restricted units at the end of the tenth and eleventh years of the continued 12-year exemption that the exemption will expire and the landlord will provide relocation assistance;~~
- ~~5. Landlords must provide one month's rent as relocation assistance to a qualified tenant in their final month when affordability requirements no~~

longer apply, even when the affordable rent period extends beyond the expiration of the tax exemption;

~~6. New extensions are not permitted on or after January 1, 2046.~~

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

### **3.64.020 (H) Application Procedure**

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

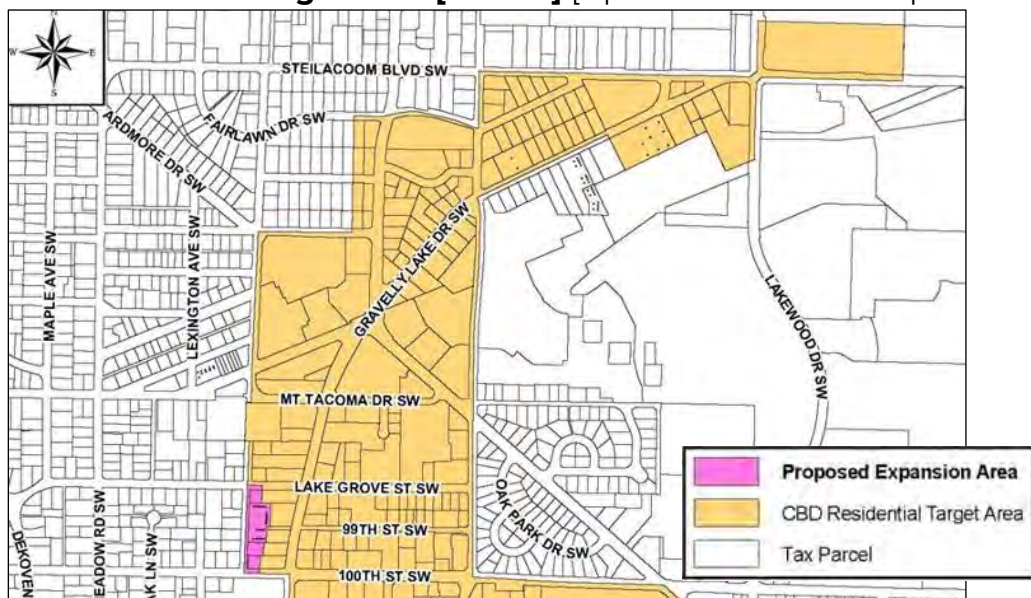
File with the Department of Planning and Public Works (PPW) the required application along with the required fees as set in the Lakewood Master Fee Schedule (adopted annually by resolution).

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

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

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

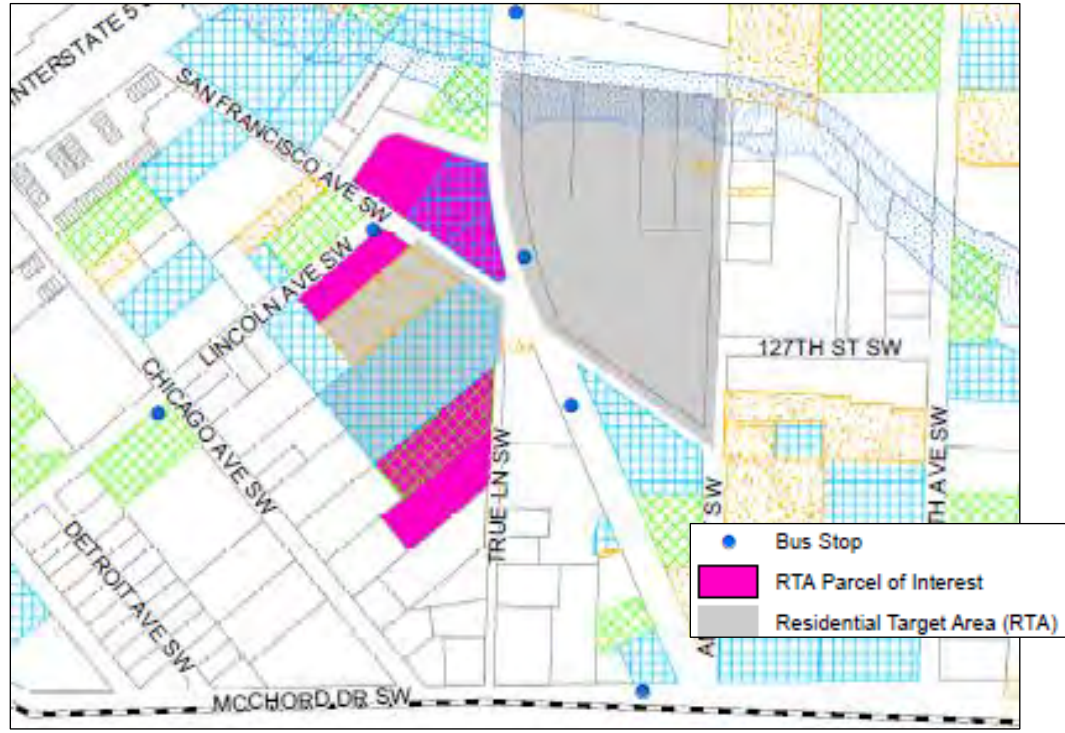
**Map 1: CBD Residential Target Area [Partial]** [Update to include the pink area.]



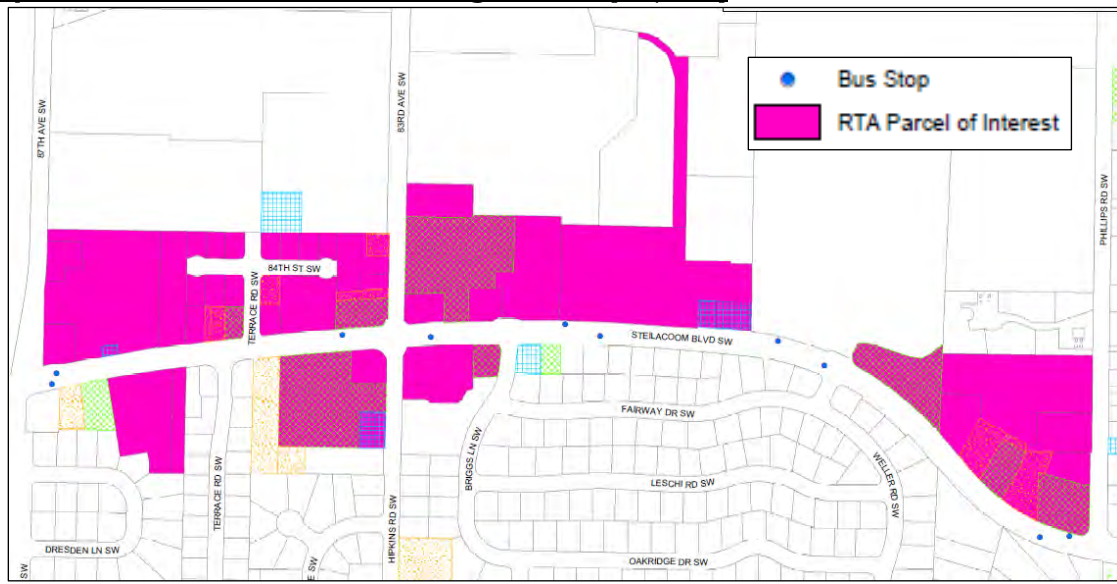


\* \* \*

**Map 3: Updated Springbrook Residential Target Area** [add pink area]

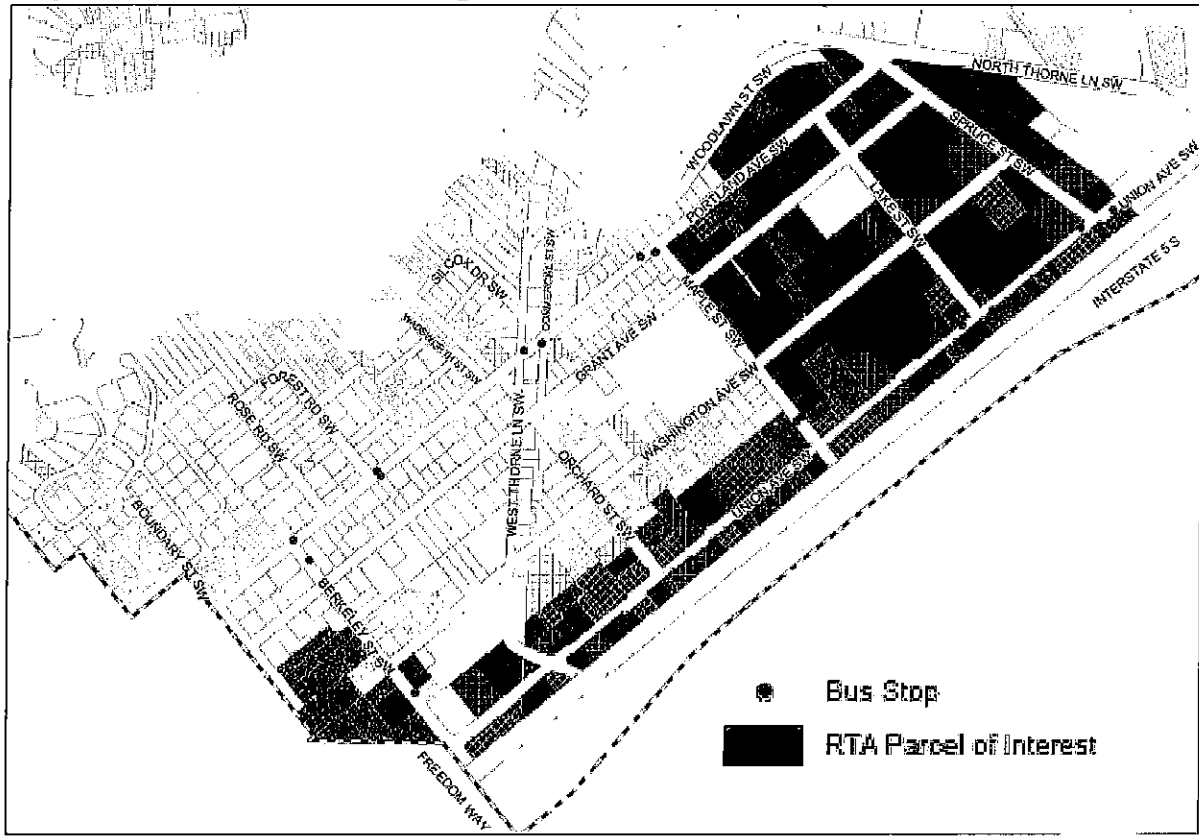


**Map 4: Oakbrook Residential Target Area** [in pink]





**Map 5: Tillicum Residential Target Area**



**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 16<sup>th</sup> day of April, 2025, by the following votes:

AYES: 5                      BOARDMEMBERS: Combs, Herr, Larsen, Lindholm, Talbo

NOES: 0                      BOARDMEMBERS:

ABSENT: 2                      BOARDMEMBERS Estrada, Wallace

ATTEST:

*Phillip Combs*

Phillip Combs (May 1, 2025 08:12 PDT)

CHAIR, PLANNING COMMISSION

*Karen Devereaux*

KAREN DEVEREAUX, SECRETARY



**TO:** Lakewood Planning Commission

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

**DATE:** April 16, 2025

**SUBJECT:** Multifamily Tax Exemption (MFTE) Program and Residential Target Area (RTA) Map & Code Amendments

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

---

## BACKGROUND

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

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

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

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

Included in and attached to this memorandum:

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

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

## DISCUSSION

### Proposed Amendments regarding the MFTE 12-year Extension

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

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

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

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

(Emphasis in italics added.)

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

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

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

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

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

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

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

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

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

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

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

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

Several amendment options for Planning Commission consideration include:

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

## ATTACHMENT A

### RESOLUTION 2025-01

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

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

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

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

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

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

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

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

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

5. Landlords must provide one month's rent as relocation assistance to a qualified tenant in their final month when affordability requirements no longer apply, even when the affordable rent period extends beyond the expiration of the tax exemption;

6. New extensions are not permitted on or after January 1, 2046.

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

### **3.64.020 (H) Application Procedure**

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

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

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

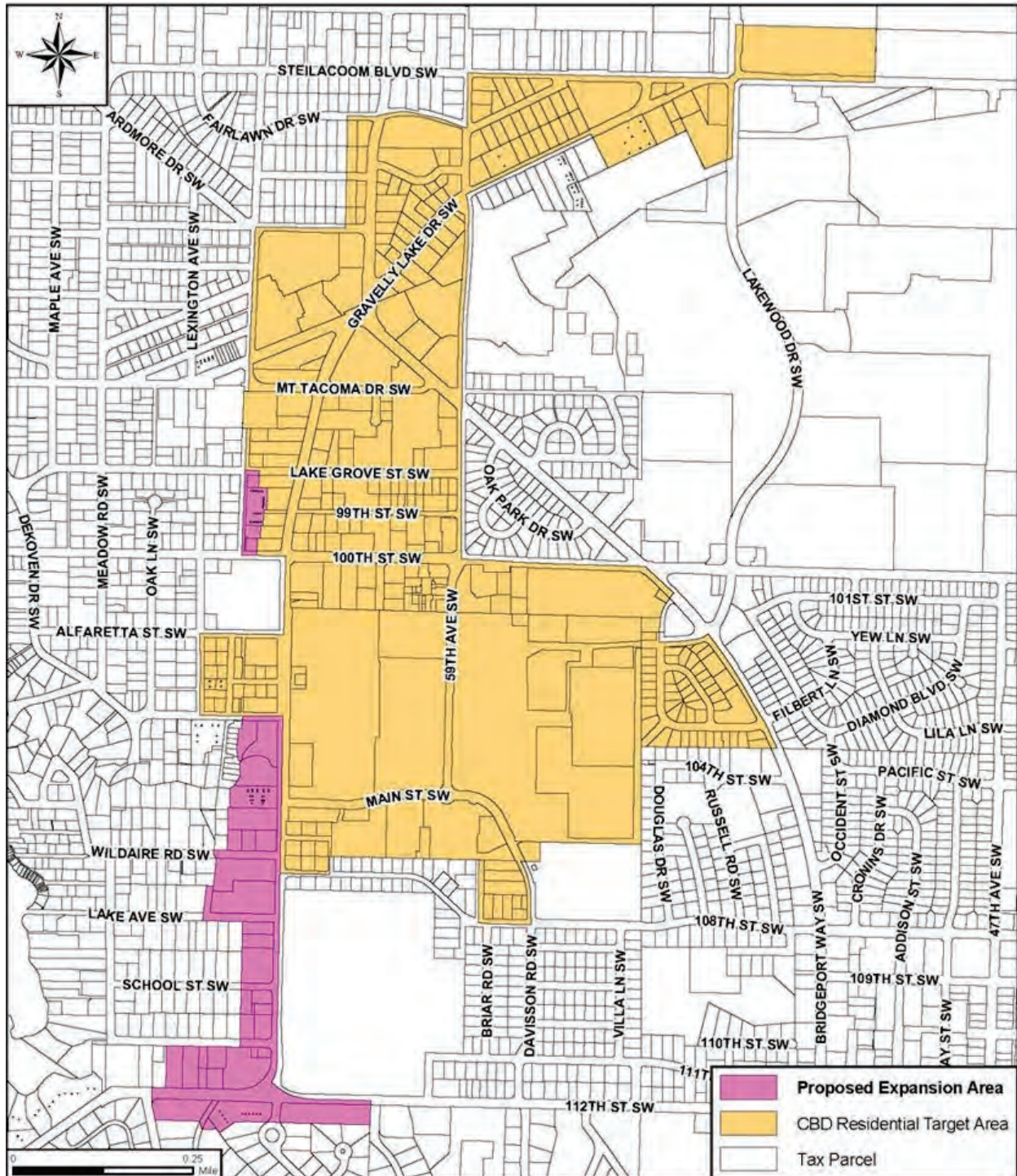
### **LMC 3.64.030 (C) Designated Residential Target Areas (RTAs).**

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

### **Map 1: CBD Residential Target Area**

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





## Central Business District Residential Target Area (RTA) Proposed Expansion

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

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

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

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

AYES: BOARDMEMBERS:

NOES: BOARDMEMBERS:

ABSENT: BOARDMEMBERS:

ATTEST:

---

CHAIR, PLANNING COMMISSION

---

KAREN DEVEREAUX, SECRETARY

## ATTACHMENT B

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

|  |   |   |   |
|--|---|---|---|
| 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%. <a href="https://cityoflakewood.us/police-homepage/crime-statistics/">https://cityoflakewood.us/police-homepage/crime-statistics/</a>. 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: <a href="https://cityoflakewood.us/planning-documents/">https://cityoflakewood.us/planning-documents/</a> Lakewood has a comprehensive tree preservation plan aimed at protecting its urban forest and achieving a 40% tree canopy cover by 2050. <a href="https://cityoflakewood.us/trees/">https://cityoflakewood.us/trees/</a> . The environment is protected through critical areas mitigation with shoreline management and restoration goals. <a href="https://lakewood.municipal.codes/LMC/14.142.135">https://lakewood.municipal.codes/LMC/14.142.135</a> |
| 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> |
|--------------------------------|---|--|---|

*\*A total of 34 unique commenters provided feedback on this proposal.*

## ATTACHMENT C

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

Sections:

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

#### **3.64.010**      **Definitions.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. *Effect of Cancellation.* If a tax exemption is canceled due to a change in use or other noncompliance, the Pierce County Assessor may impose an additional tax on the property, together with interest and penalty, and a priority lien may be placed on the land, pursuant to state legislative provisions.
2. *Notice and Appeal.* Upon determining that a tax exemption is to be canceled, the Director shall notify the property owner by certified mail. The property owner may appeal the determination by filing a notice of appeal with the City Clerk within 30 calendar days, specifying the factual and legal basis for the appeal. The Hearing Examiner will conduct a hearing at which all affected parties may be heard and all competent evidence received. The Hearing Examiner will affirm, modify, or repeal the decision to cancel the exemption based on the evidence received. An aggrieved party may appeal the Hearing Examiner's decision to the Pierce County Superior Court. [Ord. 792 § 1 (Exh. A), 2023; Ord. 738 § 3 (Exh. B), 2020.]

### **3.64.030 Residential target area designation and standards.**

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

1. The target area lacks sufficient available, desirable, and convenient residential housing to meet the needs of the public who would likely live in the residential target area, if desirable, attractive, and livable places were available; and
2. The providing of additional housing opportunity in the target area will assist in achieving the following purposes:
  - a. Encourage increased residential opportunities within the target area; or
  - b. Stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multifamily housing.
3. In designating an RTA, the City Council may also consider other factors, including, but not limited to: whether additional housing in the target area will attract and maintain a significant increase in the number of permanent residents; whether an increased residential population will help alleviate detrimental conditions and social liability in the target area; and whether an increased residential population in the target area will help to achieve the planning goals mandated by the Growth Management Act under [RCW 36.70A.020](#).
4. When designating a residential target area, the City Council shall give notice of a hearing to be held on the matter and that notice shall be published, not less than 15 days nor more than 30 days before the date of the hearing. The notice shall be published on the City's website. The notice must state the time, date, place, and purpose of the hearing and generally identify the area proposed to be designated.
5. The City Council may, by ordinance, amend or rescind the designation of an RTA at any time pursuant to the same procedure as set forth in this chapter for original designation.

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

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

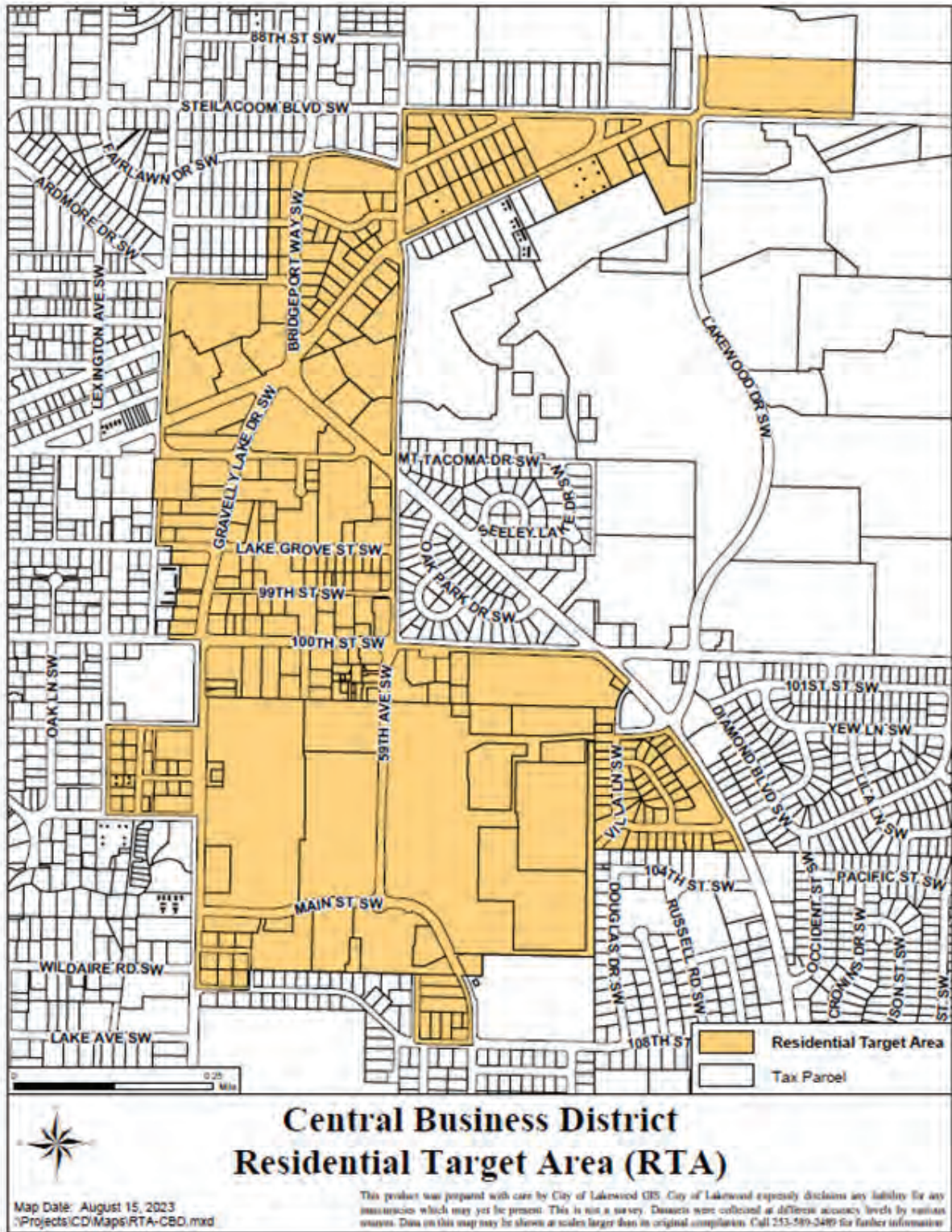
1. Requirements that address demolition of existing structures and site utilization; and
2. Building requirements that may include elements addressing parking, building height, density, environmental impact, public benefit features, site security including installation of approved fencing and ingress/egress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

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

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

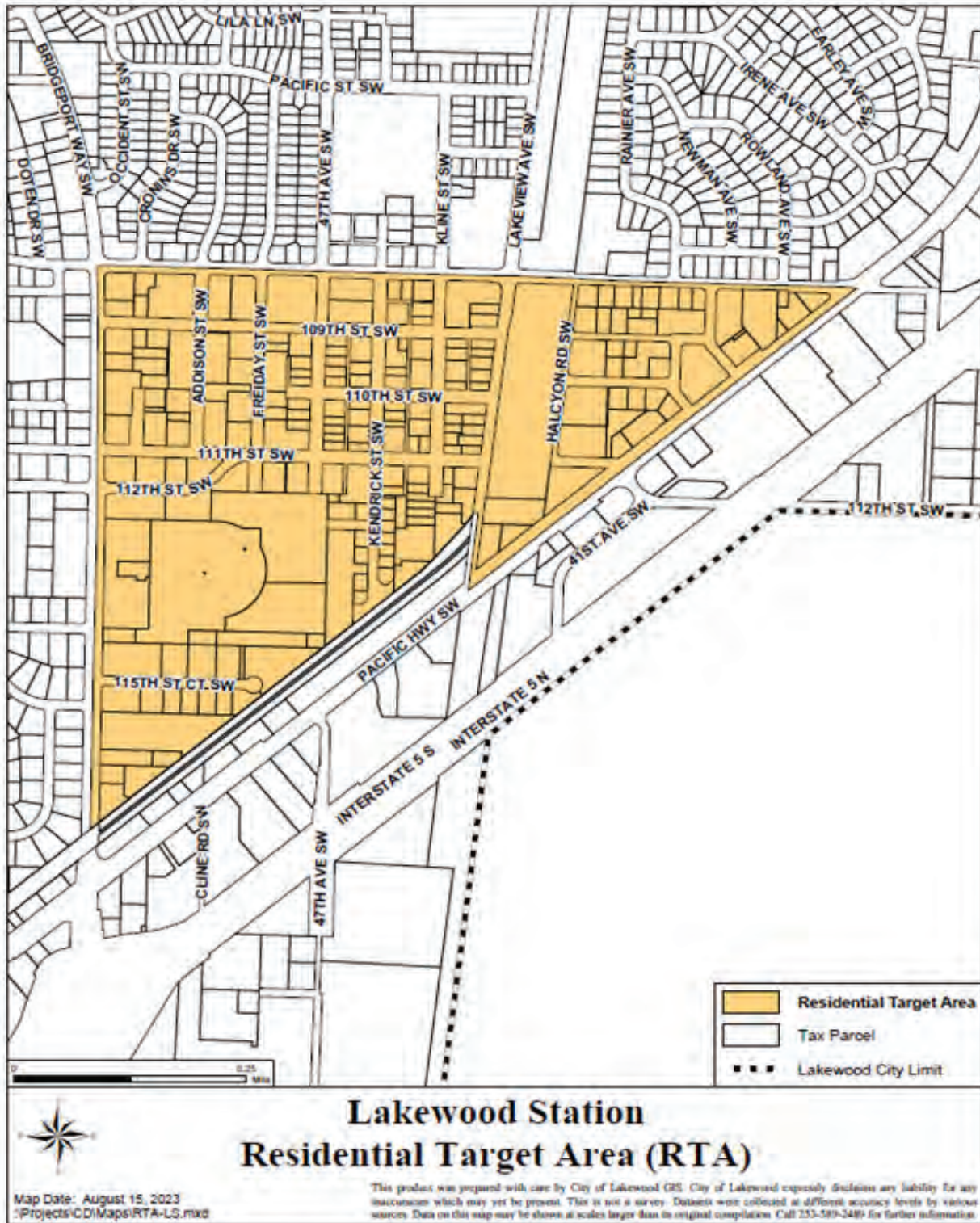


Map 1: CBD Residential Target Area



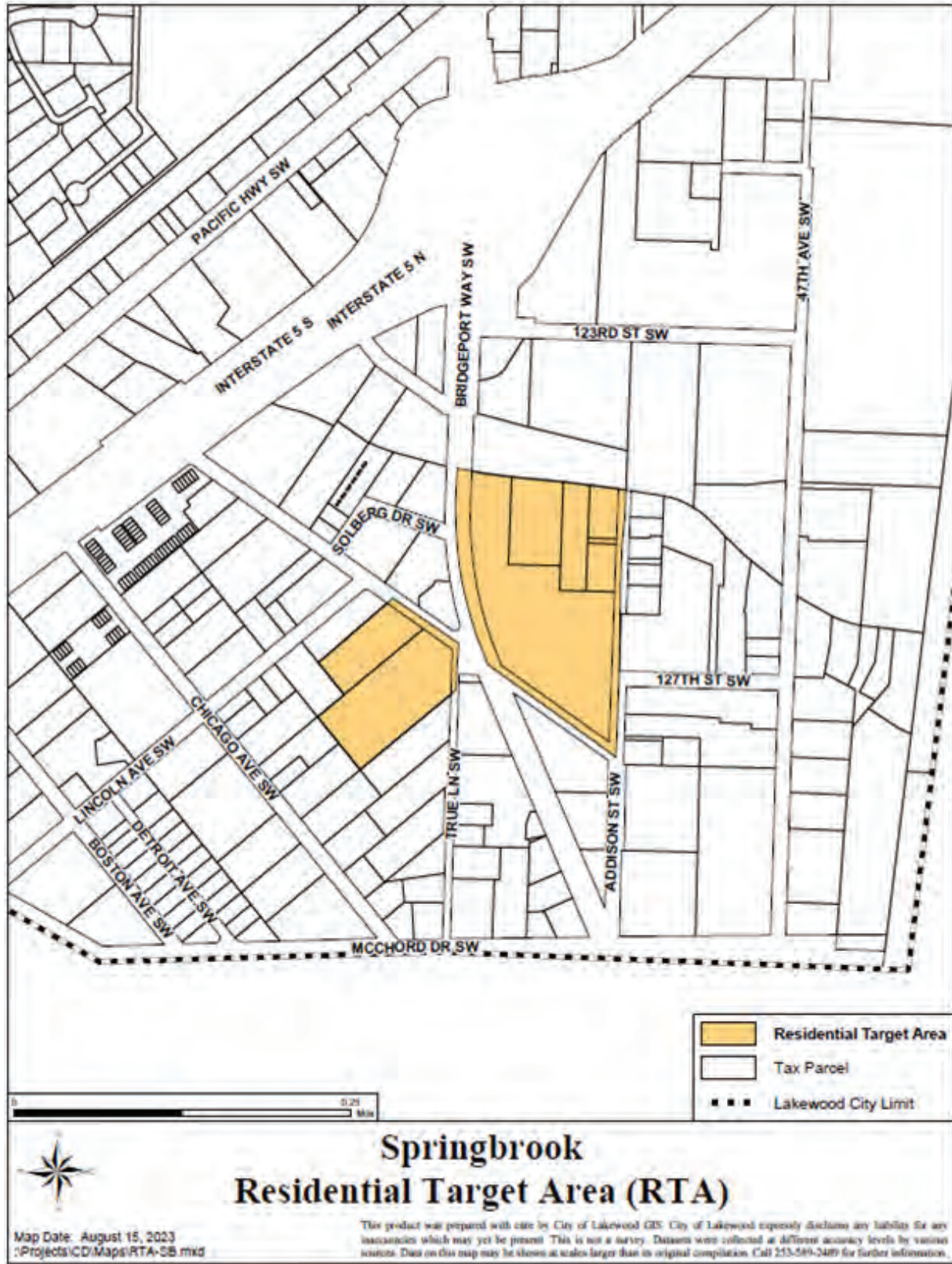


Map 2: Lakewood Station District Target Area





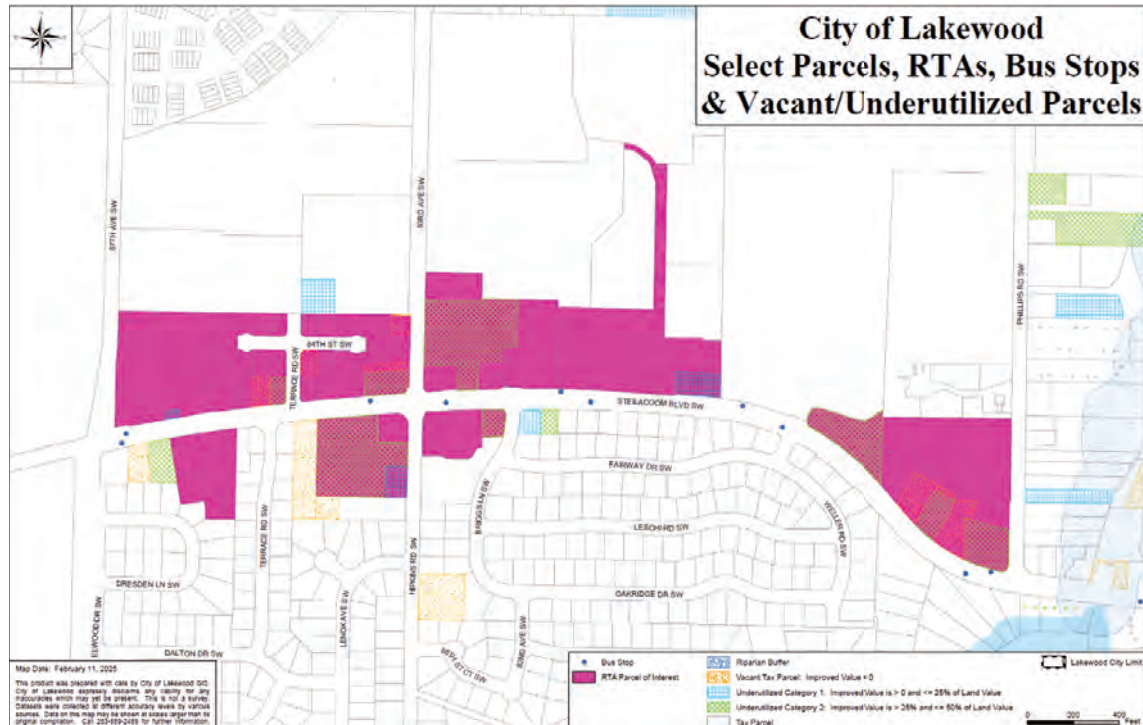
**Map 3: Springbrook Residential Target Area**



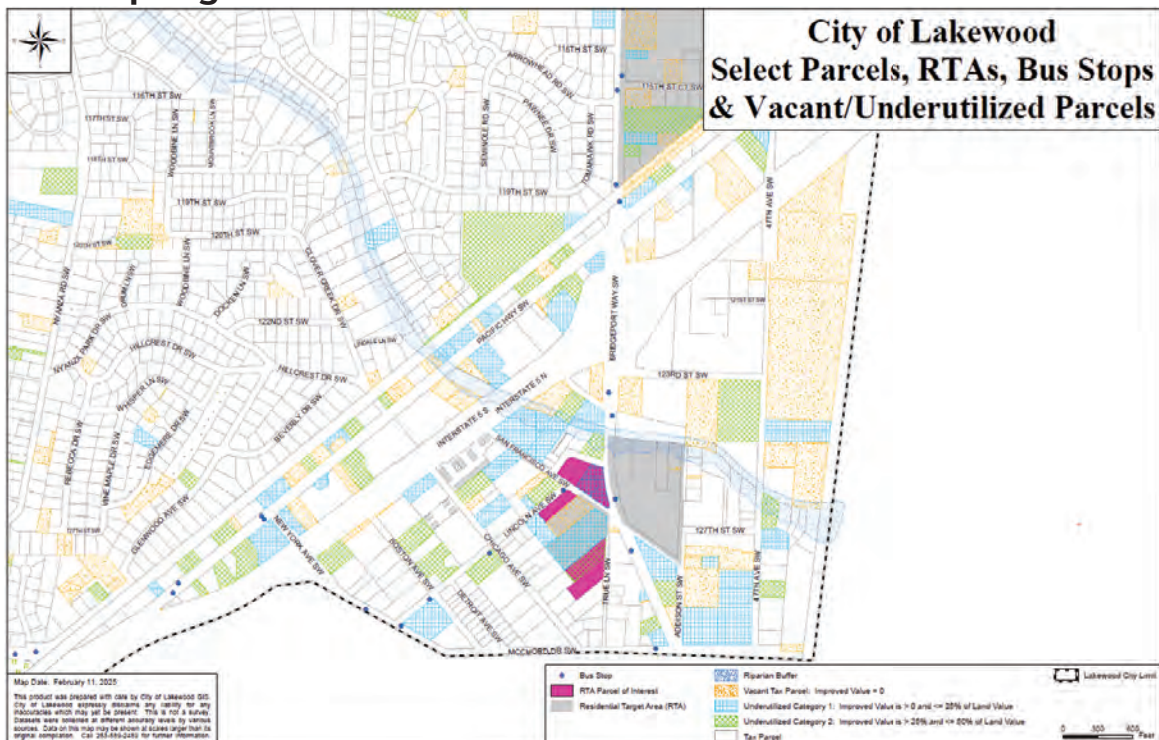
[Ord. 792 § 1 (Exh. A), 2023; Ord. 738 § 3 (Exh. B), 2020.]

## ATTACHMENT D

## Possible Oakbrook RTA

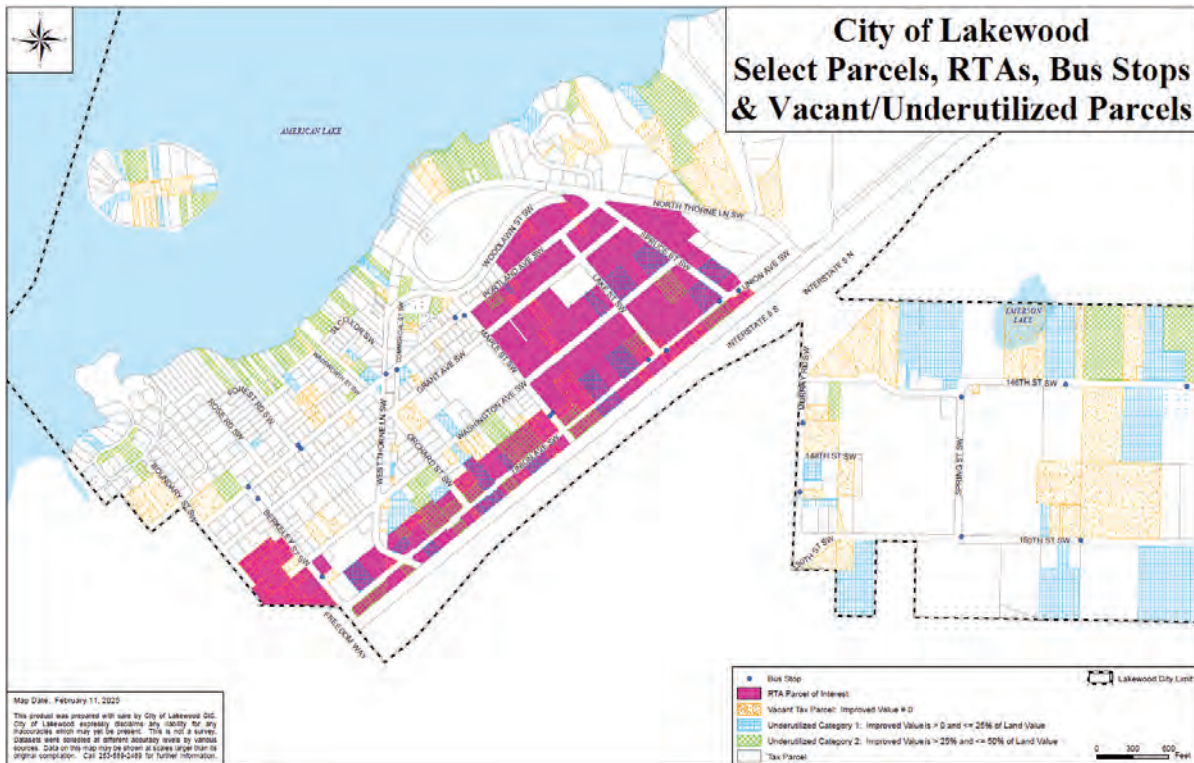


## Possible Springbrook RTA





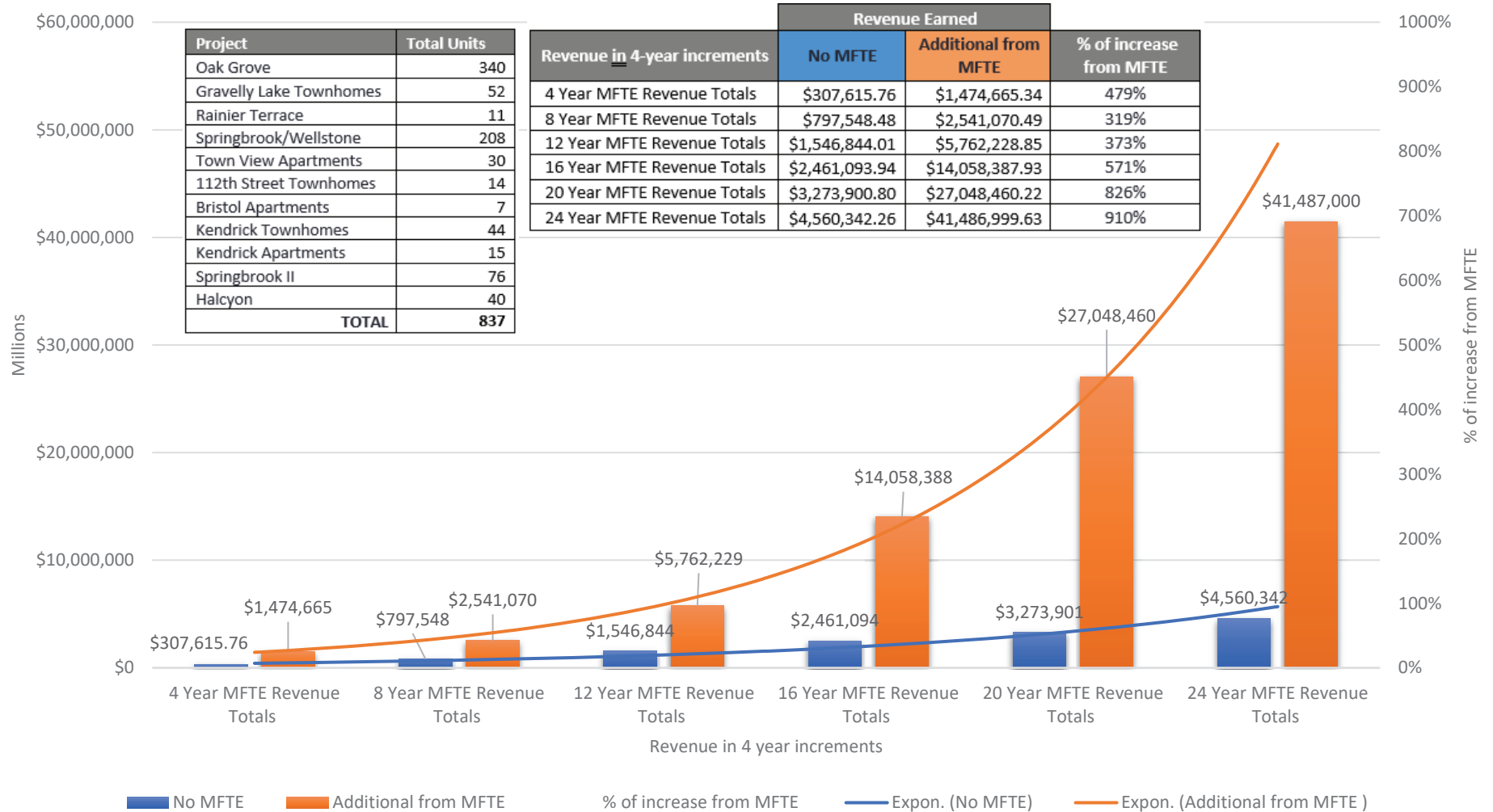
## Possible Tillicum RTA



# MULTI-FAMILY TAX EXEMPTION PROGRAM

Projects and Property Tax Revenues

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



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

## **MULTI-FAMILY TAX EXEMPTION PROGRAM**

### **Projects and Property Tax Revenues**

## **ECONOMIC IMPACTS AND REQUIRMENTS OF THE MFTE PROGRAM:**

### **FINANCIAL**

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

### **REDEVELOPMENT**

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

### **PLANNING CONSISTENCY & NEIGHBORHOOD PROTECTIONS**

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

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



## **ATTACHMENT F**

### **RCW 84.14.007 Purpose [of MFTE Program]**

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

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

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

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

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

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

## **ATTACHMENT F**

### **RCW 84.14.007 Purpose [of MFTE Program]**

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

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

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

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

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

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



City of  
**Lakewood**

**CITY OF LAKEWOOD**  
**AMENDED SIX-YEAR COMPREHENSIVE**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**2026-2031**

# PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program (Program) and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding, it must appear in the agency's current Program.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and preservation of our street system. It is also important to note that the adoption of the Program does not irreversibly commit the City of Lakewood to construct the projects. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

## CONSISTENCY WITH LAND USE MANAGEMENT PLAN

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

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

Specific goals include the following.

1. To provide a safe, comfortable, and reliable transportation system.
2. To reduce consumption of energy through an efficient and convenient transportation system.
3. To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
4. To keep travel times for people and goods as low as possible.



5. To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
6. To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.
7. To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

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

## **GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS**

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

## **FUNDING SOURCES**

### **A. Motor Vehicle Fuel Tax Funds**

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

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. The dollars shown in this year's Program reflect the revenues from this source expected to be received by the City of Lakewood.

### **B. Federal Aid Funding Programs**

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

- RAISE/BUILD/TIGER – A federal program created in 2009 to improve surface transportation infrastructure throughout the country. This program has awarded \$17.5 billion since 2009 to agencies across the country. The annual allocations range between \$500 million and \$9.8 billion. The amount is determined by congressional legislation.

The 2025 Notice of Funding Opportunity process has been completed. It is unknown at the time of this publication whether congress will extend this program beyond 2025.

- On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA). The Act authorizes \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience and broadband. The ACT essentially continues with several specific funding programs that were funded under the previous Federal Transportation program (FAST Act). These include the following:
  1. STP     Surface Transportation Program: This is a regionally competitive program.
  2. CMAQ   Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
  3. HSIP    Highway Safety Improvement Program: Statewide competition for federal funds targeted at safety improvements at high accident locations.
  4. TAP     Transportation Alternatives Program: This is a regionally competitive program and focuses on pedestrian and bicycle facilities (on and off road); safe routes to schools, etc.; and other non-highway focused programs.

Much of the above said Federal grant funds are funneled through the regional MPOs which for Lakewood that's Puget Sound Regional Council (PSRC). PSRC will request applications for eligible projects in 2026. The cumulative amount of funding for that call for projects has yet to be announced.

#### C. Washington State Transportation Improvement Board (TIB)

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

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

3. Complete Streets. The Complete Streets Award is a funding opportunity for local governments that have adopted complete streets ordinance.

#### D. Community Development Block Grants (CDBG)

This is a program to provide physical improvements within low-income census tracts or to promote economic development within the City.

#### E. City Funding Sources

1. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. The City's REET is restricted to funding capital, including transportation and related debt service. Revenue from REET has averaged \$3,399,896 between 2020 and 2024, the REET is estimated at \$2.4 annually.
2. General Fund Transfer In. This funding source comes from several different sources that make up the General Fund revenue including property tax, sales tax, and utility tax and fees. The Street Capital Projects Fund is budgeted to receive approximately \$623,300 in 2025 and 2026 in support of the pavement preservation program.
3. Transportation Benefit District (TBD). In 2014, the TBD Board implemented a \$20 per vehicle tab fee to provide funds toward a specific list of pavement preservation projects. The anticipated revenue is approximately \$835,000 per year. In 2021 the City Council authorized the use of this revenue stream to purchase bond funds in order to construct seven (7) projects eligible for TBD funding but unlikely to garner outside grant agency funding.
4. General Obligation bonds: A general obligation bond (GO) is a municipal bond backed by the credit and taxing power of the issuing jurisdiction.
5. Downtown Plan Trip Mitigation Fee Policy: All businesses in the subarea plan that generate new PM Peak Hour trips as determined by the most recent edition of the ITE Trip Generation Manual, will be charged a Transportation Mitigation Fee (TMF).

#### F. Washington State Department of Transportation

1. Pedestrian and Bicycle Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to pedestrians and bicyclists. The program focus for "complete streets" is for "Main Street" urban arterials and corridors.

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

3. Surface Water Management Program:

The City's Surface Water Management (SWM) Program pays for all drainage facilities constructed in conjunction with street improvements. The revenue from SWM is directly related to the amount of capital improvement projects constructed.

## PROJECT NUMBERING SYSTEM

Project numbers were revised to match the City's CIP Budget 2021/2022 using City's BARS numbering system for consistency. Most sections of the Program will have non-sequential project numbering, as projects are completed and removed from the list. Projects carried forward from previous year(s) retain the same project numbers from the previous year(s). Some projects will have the same numbering if they are part of a larger project that hasn't been fully funded.

## BUDGET DOLLARS

Costs shown are planning level estimates and are reflected in each year as FY20xx dollars, with 4% inflation per year to year of anticipated expenditure with a base established previously for 2025.

| 2025 | 2026  | 2027   | 2028   | 2029   | 2030   | 2031   |
|------|-------|--------|--------|--------|--------|--------|
| 1.00 | 1.040 | 1.0816 | 1.1249 | 1.1699 | 1.2167 | 1.2653 |

**Note: Compounded Inflation Multiplier does not apply to grant amounts, these are fixed based upon the grant award.**

Amended Six Year Comprehensive Transportation Program: 2026 - 2031

| PROJECT COSTS IN THOUSANDS OF DOLLARS  |  |                |         |             |       |      |      |      |      |             |
|--|--|----------------|---------|-------------|-------|------|------|------|------|-------------|
| EXPENDITURE PLAN   |  |                |         |             |       |      |      |      |      | TOTAL FUNDS |
| NOTE: Bold & Italicized numbers denote grant secured   |  |                |         |             |       |      |      |      |      |             |
| SECTION 1  | Description  | Base Cost 2025 | Sources | 2026        | 2027  | 2028 | 2029 | 2030 | 2031 | 2026-2031   |
| <b>ROADWAY IMPROVEMENTS</b>  |  |                |         |             |       |      |      |      |      |             |
| 302.0073 150th Street Corridor Capacity - Murray Road to Woodbrook Drive   | Provide capacity for Woodbrook Industrial development: widening of 150th Street; bike/pedestrian facilities; structural pavement section improvements                |                | City    |             |       |      |      |      |      | 0           |
|  |  |                | Grant   |             |       |      |      |      |      | 0           |
|  |  | 5              | Other   |             |       |      |      |      |      | 0           |
|  |  | 5              | Total   | 0           | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0075 Mt Tacoma Dr. SW - Interlaaken to Whitman Ave SW  | Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Mt. Tacoma Dr. SW and Motor Ave. SW.  | 3,950          | City    | 3950        |       |      |      |      |      | 3,950       |
|  |  |                | Grant   |             |       |      |      |      |      | 0           |
|  |  |                | Other   |             |       |      |      |      |      | 0           |
|  |  | 3,950          | Total   | 3,950       | 0     | 0    | 0    | 0    | 0    | 3,950       |
| 302.0084 Interlaaken Drive SW Non-Motorized Improvements - Short Lane to Holly Hedge Ln. SW                            | Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Interlaaken Dr.   |                | City    |             |       |      |      |      |      | 0           |
|  |  |                | Grant   |             |       |      |      |      |      | 0           |
|  |  | 7,007          | Other   |             |       |      |      |      |      | 0           |
|  |  | 7,007          | Total   | 0           | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0092 Steilacoom Blvd. - Custer Rd SW to Gravelly Lake Drive SW   | Curbs, gutters, sidewalks, street lighting on both sides from BPW to Fairlawn. Overlay BPW to GLD.   |                | City    |             |       |      |      |      |      | 0           |
|  |  |                | Grant   |             |       |      |      |      |      | 0           |
|  |  | 5,780          | Other   |             |       |      |      |      |      | 0           |
|  |  | 5,780          | Total   | 0           | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0096 Union Avenue - W. Thorne to Spruce Street   | Widen to add turn lane, shared bike/travel lane, sidewalks, street lighting on north side of the road.   | 3,823          | City    |             |       |      |      |      |      | 0           |
|  |  |                | Grant   |             |       |      |      |      |      | 0           |
|  |  |                | Other   |             |       |      |      |      |      | 0           |
|  |  | 3,823          | Total   | 0           | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0097 Lakewood Station - Non-Motorized Access Improvements (115th Ct. SW to Pedestrian Crossing at Kendrick St. SW) | Curb, gutters, sidewalks, and street lighting improvements per Lakewood's 2009 Non-Motorized Transportation Plan and Sound Transit Access Improvement Study.         | 1,622          | City    |             |       |      |      |      |      | 0           |
|  |  |                | Grant   |             | 1,622 |      |      |      |      | 1,622       |
|  |  | -              | Other   |             |       |      |      |      |      | 0           |
|  |  | 1,622          | Total   | 0           | 1,622 | 0    | 0    | 0    | 0    | 1,622       |
| 302.0109 Phillips Rd. Sidewalks and Bike Lanes - Agate to Steilacoom Blvd. (east side of roadway)                      | Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement overlay.   |                | City    |             |       |      |      |      |      | 0           |
|  |  |                | Grant   |             |       |      |      |      |      | 0           |
|  |  | 3,118          | Other   |             |       |      |      |      |      | 0           |
|  |  | 3,118          | Total   | 0           | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0111 Kendrick from 111th St. SW to 108th St. SW Roadway Improvements   | Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement rebuild. Sound Transit to Fund via Access Imp.       |                | City    |             |       |      |      |      |      | 0           |
|  |  | 1,200          | Grant   | <b>1200</b> |       |      |      |      |      | 1,200       |
|  |  |                | Other   |             |       |      |      |      |      | 0           |
|  |  | 1,200          | Total   | 1,200       | 0     | 0    | 0    | 0    | 0    | 1,200       |
| 302.0113 Military Rd. SW - Edgewood Dr. SW to Farwest Dr.  | curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Connects Military Rd. to sidewalks as part of development on Military Rd. and Farwest. | 505            | City    |             | 505   |      |      |      |      | 505         |
|  |  | 3,235          | Grant   |             | 3235  |      |      |      |      | 3,235       |
|  |  |                | Other   |             |       |      |      |      |      | 0           |
|  |  | 3,740          | Total   | 0           | 3740  | 0    | 0    | 0    | 0    | 3,740       |

Amended Six Year Comprehensive Transportation Program: 2026 - 2031

| PROJECT COSTS IN THOUSANDS OF DOLLARS   |   |                |         |              |              |      |       |      |      |             |
|---|---|----------------|---------|--------------|--------------|------|-------|------|------|-------------|
| EXPENDITURE PLAN  |   |                |         |              |              |      |       |      |      | TOTAL FUNDS |
| NOTE: Bold & Italicized numbers denote grant secured                                |   |                |         |              |              |      |       |      |      |             |
| SECTION 1   | Description   | Base Cost 2025 | Sources | 2026         | 2027         | 2028 | 2029  | 2030 | 2031 | 2026-2031   |
| <b>ROADWAY IMPROVEMENTS</b>   |   |                |         |              |              |      |       |      |      |             |
| 302.0114 112th Sidewalks - Gravelly Lk. Dr. SW to Bridgeport Way SW                 | curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp.      | 2,645          | City    |              |              |      |       |      |      | 0           |
|   |   |                | Grant   | <b>2645</b>  |              |      |       |      |      | 2,645       |
|   |   |                | Other   |              |              |      |       |      |      | 0           |
|   |   | 2,645          | Total   | 2645         | 0            | 0    | 0     | 0    | 0    | 2,645       |
| 302.0115 Davisson Rd. SW and Highland Ave SW - 112th St. SW to 108th St. SW         | curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp. | 1,881          | City    |              |              |      |       |      |      | 0           |
|   |   |                | Grant   |              |              |      |       |      |      | 0           |
|   |   |                | Other   |              |              |      |       |      |      | 0           |
|   |   | 1,881          | Total   | 0            | 0            | 0    | 0     | 0    | 0    | 0           |
| 302.0116 Custer Rd. SW - Bridgeport Way to Lakewood Dr. (East City Limits/74th St.) | curb, gutter, sidewalks, bike facilities, street lighting, drainage, road reconstruction, utility relocation        | 66             | City    | 66           |              |      |       |      |      | 66          |
|   |   | 3,653          | Grant   | <b>3,653</b> |              |      |       |      |      | 3,653       |
|   |   |                | Other   |              |              |      |       |      |      | 0           |
|   |   | 3,719          | Total   | 3,719        | 0            | 0    | 0     | 0    | 0    | 3,719       |
| 302.0118 Lakewood Drive - Custer/74th to N. City Limits                             | Traffic signal replacement, ADA upgrades, new sidewalk, storm drainage upgrades, and hot mix asphalt paving         |                | City    |              |              |      |       |      |      | 0           |
|   |   |                | Grant   |              |              |      |       |      |      | 0           |
|   |   | 1,328          | Other   |              |              |      |       |      |      | 0           |
|   |   | 1,328          | Total   | 0            | 0            | 0    | 0     | 0    | 0    | 0           |
| 302.0120 Tye Park School Sidewalks - Seminole Rd. SW                                | Intersection upgrades and sidewalks to school   |                | City    |              |              |      |       |      |      | 0           |
|   |   |                | Grant   |              |              |      |       |      |      | 0           |
|   |   | 665            | Other   |              |              |      |       |      |      | 0           |
|   |   | 665            | Total   | 0            | 0            | 0    | 0     | 0    | 0    | 0           |
| 302.0121 112th Sidewalks - Farwest Dr. SW to Butte Dr. SW                           | curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay   | 141            | City    | 141          |              |      |       |      |      | 141         |
|   |   | 1,008          | Grant   | <b>1,008</b> |              |      |       |      |      | 1,008       |
|   |   |                | Other   |              |              |      |       |      |      | 0           |
|   |   | 1,149          | Total   | 1,149        | 0            | 0    | 0     | 0    | 0    | 1,149       |
| 302.0122 47th Ave. SW Sidewalks - Clover Creek to Pacific Hwy. SW                   | curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Sound Transit to Fund via Access Imp. | 2,500          | City    |              |              |      |       |      |      | 0           |
|   |   |                | Grant   |              | <b>2,500</b> |      |       |      |      | 2,500       |
|   |   |                | Other   |              |              |      |       |      |      | 0           |
|   |   | 2,500          | Total   | 0            | 2,500        | 0    | 0     | 0    | 0    | 2,500       |
| 302.0131 Custer Rd. SW - Bridgeport Way SW to Steilacoom Blvd. SW                   | Curb, gutter, sidewalk, roadway widening, turn pockets, pedestrian ramps, signage, and striping.                    |                | City    |              |              |      |       |      |      | 0           |
|   |   | 957            | Grant   | <b>957</b>   |              |      |       |      |      | 957         |
|   |   |                | Other   |              |              |      |       |      |      | 0           |
|   |   | 3,059          | Total   | 957          | 0            | 0    | 0     | 0    | 0    | 957         |
| 302.0136 100th - 59th Ave. to South Tacoma Way                                      | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.                                       | 659            | City    | 30           |              |      | 629   |      |      | 659         |
|   |   | 4,221          | Grant   | <b>125</b>   |              |      | 4,096 |      |      | 4,221       |
|   |   |                | Other   |              |              |      |       |      |      | 0           |
|   |   | 4,880          | Total   | 155          | 0            | 0    | 4,725 | 0    | 0    | 4,880       |
| 302.0141 104th St. SW - Short Ln. to Lake Louise Dr.                                | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.                                       |                | City    |              |              |      |       |      |      | 0           |
|   |   |                | Grant   |              |              |      |       |      |      | 0           |
|   |   | 5,040          | Other   |              |              |      |       |      |      | 0           |
|   |   | 5,040          | Total   | 0            | 0            | 0    | 0     | 0    | 0    | 0           |



Amended Six Year Comprehensive Transportation Program: 2026 - 2031

| PROJECT COSTS IN THOUSANDS OF DOLLARS   |  |                |         |      |      |      |      |      |      |             |
|---|--|----------------|---------|------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN  |  |                |         |      |      |      |      |      |      | TOTAL FUNDS |
| NOTE: Bold & Italicized numbers denote grant secured  |  |                |         |      |      |      |      |      |      |             |
| SECTION 1   | Description  | Base Cost 2025 | Sources | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2026-2031   |
| <b>ROADWAY IMPROVEMENTS</b>   |  |                |         |      |      |      |      |      |      |             |
| 302.0144 146th St. SW: Woodbrook Dr. SW to Murray Rd. SW Industrial Road Section  | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay.  |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 3,115          | Other   |      |      |      |      |      |      | 0           |
|   |  | 3,115          | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0146 Downtown Plan - Green Street Loop - Gravelly Lake Dr., 59th Ave., Main St., Mt. Tacoma Dr., and Bridgeport Way   | Downtown loop with full Green Street Amenities   |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 25,301         | Other   |      |      |      |      |      |      | 0           |
|   |  | 25,301         | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0147 59th Ave. SW and Towne Center Blvd. SW   | Curb, gutter, sidewalks, street lighting, drainage, and paving   |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 3,502          | Other   |      |      |      |      |      |      | 0           |
|   |  | 3,502          | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0148 100th St. SW / Bridgeport Way SW - Add westbound right turn pocket   | Curb, gutter, sidewalks, drainage, and paving  |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 910            | Other   |      |      |      |      |      |      | 0           |
|   |  | 910            | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0150 Lake Louise Loop Patching and Road Restoration - Lake Louise Dr. SW and 101st St. SW   | Roadway patching and repair, sidewalk, signage, markings, and striping.  |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 2,161          | Other   |      |      |      |      |      |      | 0           |
|   |  | 2,161          | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0152 Oakbrook Non-Motorized Loop - Onyx Dr. SW/97th Ave SW to Zircon Dr. SW Zircon Dr. SW to Onyx Dr. SW/Phillips Rd. SW Coral Ln. SW/Amber Dr. SW: Onyx Dr. SW and Zircon Dr. SW | Curb, gutter, sidewalks, shared use path, turn lanes, street lighting, drainage, overlay. Total length 3.3 miles.      |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 16,816         | Other   |      |      |      |      |      |      | 0           |
|   |  | 16,816         | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0155 Edgewater Dr./Waverly Dr. SW - Steilacoom Blvd. SW to Mt. Tacoma Dr. SW  | Curb, gutter, sidewalks, bike facilities, parking, street lighting, drainage, road rebuild. Total length 0.6 miles.    |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 3,502          | Other   |      |      |      |      |      |      | 0           |
|   |  | 3,502          | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0161: N. Thorne Ln. - Union Ave. SW to Portland Ave. SW   | Curb, gutter, sidewalks, bike lanes, street lighting, drainage, pavement rebuild and widening. Total length 0.3 miles. |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 1,260          | Other   |      |      |      |      |      |      | 0           |
|   |  | 1,260          | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0163 Butte Dr. SW - Vernon - 104th St. SW to Washington Blvd. SW  | Curb, gutter, sidewalks, bike facilities, street lighting, drainage, overlay. Total length 1.1 miles.                  |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  | 5,536          | Other   |      |      |      |      |      |      | 0           |
|   |  | 5,536          | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |

Amended Six Year Comprehensive Transportation Program: 2026 - 2031

| PROJECT COSTS IN THOUSANDS OF DOLLARS  |  |                |         |      |       |      |      |      |      |             |
|--|--|----------------|---------|------|-------|------|------|------|------|-------------|
| EXPENDITURE PLAN   |  |                |         |      |       |      |      |      |      | TOTAL FUNDS |
| NOTE: Bold & Italicized numbers denote grant secured   |  |                |         |      |       |      |      |      |      |             |
| SECTION 1  | Description  | Base Cost 2025 | Sources | 2026 | 2027  | 2028 | 2029 | 2030 | 2031 | 2026-2031   |
| <b>ROADWAY IMPROVEMENTS</b>  |  |                |         |      |       |      |      |      |      |             |
| 302.0165 Pine St. SW - 84th St. SW to 80th St. SW(City Limits)   | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.2 miles.   |                | City    |      |       |      |      |      |      | 0           |
|  |  |                | Grant   |      |       |      |      |      |      | 0           |
|  |  | 1,121          | Other   |      |       |      |      |      |      | 0           |
|  |  | 1,121          | Total   | 0    | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0167 McChord Dr. SW - New York Ave SW: Pacific Hwy. SW to Bridgeport Way SW  | Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.73 miles. Sound Transit to Fund via Access Imp. |                | City    |      |       |      |      |      |      | 0           |
|  |  | 3,800          | Grant   |      | 3800  |      |      |      |      | 3,800       |
|  |  |                | Other   |      |       |      |      |      |      | 0           |
|  |  | 3,800          | Total   | 0    | 3,800 | 0    | 0    | 0    | 0    | 3,800       |
| 302.0168 McChord Dr. SW -A263 Bridgeport Way SW to 47th Ave. SW  | Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.11 miles. Sound Transit to Fund via Access Imp. |                | City    |      |       |      |      |      |      | 0           |
|  |  | 300            | Grant   |      |       |      |      |      |      | 0           |
|  |  |                | Other   |      |       |      |      |      |      | 0           |
|  |  | 300            | Total   | 0    | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0169 47th Ave. SW - McChord Dr SW to 127th St. SW  | Curb, gutter, sidewalk on one side. Street lighting, bike lanes, and drainage improvements both sides. Pavement widening, patching and overlay. Total length 0.20 miles. Sound Transit to Fund via Access Imp. |                | City    |      |       |      |      |      |      | 0           |
|  |  | 544            | Grant   |      |       |      |      |      |      | 0           |
|  |  |                | Other   |      |       |      |      |      |      | 0           |
|  |  | 544            | Total   | 0    | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0170 Lincoln Ave. SW - McChord Dr. SW to San Francisco Ave. SW   | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.35 miles. Sound Transit to Fund via Access Imp.  |                | City    |      |       |      |      |      |      | 0           |
|  |  | 950            | Grant   |      |       | 950  |      |      |      | 950         |
|  |  |                | Other   |      |       |      |      |      |      | 0           |
|  |  | 950            | Total   | 0    | 0     | 950  | 0    | 0    | 0    | 950         |
| 302.0171 Chicago Ave. SW - Spring Brook Ln. SW to McChord Dr. SW   | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.37 miles. Sound Transit to Fund via Access Imp.  |                | City    |      |       |      |      |      |      | 0           |
|  |  | 1,007          | Grant   |      |       |      |      |      |      | 0           |
|  |  |                | Other   |      |       |      |      |      |      | 0           |
|  |  | 1,007          | Total   | 0    | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0172 San Francisco Ave. SW - Spring Brook Ln. SW to True Ln. SW  | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.22 miles. Sound Transit to Fund via Access Imp.  |                | City    |      |       |      |      |      |      | 0           |
|  |  | 598            | Grant   |      |       |      |      |      |      | 0           |
|  |  |                | Other   |      |       |      |      |      |      | 0           |
|  |  | 598            | Total   | 0    | 0     | 0    | 0    | 0    | 0    | 0           |
| 302.0173 Clover Creek Dr. SW - Pacific Hwy. SW to Hillcrest Dr. SW<br>*This does not include the work within the Sound Transit ROW | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.06 miles. Sound Transit to Fund via Access Imp.  |                | City    |      |       |      |      |      |      | 0           |
|  |  | 490            | Grant   |      |       | 490  |      |      |      | 490         |
|  |  |                | Other   |      |       |      |      |      |      | 0           |
|  |  | 490            | Total   | 0    | 0     | 490  | 0    | 0    | 0    | 490         |

Amended Six Year Comprehensive Transportation Program: 2026 - 2031

| PROJECT COSTS IN THOUSANDS OF DOLLARS                     |   |                |                        |        |        |       |       |      |      |             |
|---|---|----------------|------------------------|--------|--------|-------|-------|------|------|-------------|
| EXPENDITURE PLAN  |   |                |                        |        |        |       |       |      |      | TOTAL FUNDS |
| NOTE: Bold & Italicized numbers denote grant secured      |   |                |                        |        |        |       |       |      |      |             |
| SECTION 1   | Description   | Base Cost 2025 | Sources                | 2026   | 2027   | 2028  | 2029  | 2030 | 2031 | 2026-2031   |
| ROADWAY IMPROVEMENTS                                      |   |                |                        |        |        |       |       |      |      |             |
| 302.0174 Boston Ave SW - I-5 to McChord Dr SW             | Curb, gutter, sidewalks, street lighting, drainage, overlay. Total length 0.28 miles. Sound Transit to Fund via Access Imp. | 389            | City<br>Grant<br>Other |        |        |       |       |      |      | 0<br>0<br>0 |
|   |   | 389            | Total                  | 0      | 0      | 0     | 0     | 0    | 0    | 0           |
| 302.0175 John Dower Road - 78th Street SW to 75th Street  | Curb, gutter, sidewalks, street lighting, drainage, overlay east side only. Total length 0.22 miles.                        | 931            | City<br>Grant<br>Other |        |        |       |       |      |      | 0<br>0<br>0 |
|   |   | 931            | Total                  | 0      | 0      | 0     | 0     | 0    | 0    | 0           |
| 302.0181 Gravelly Lake Drive - Pacific Highway to Nyanza  | Sidewalks west side only. Total length 0.12 miles.  | 750            | City<br>Grant<br>Other |        |        |       |       |      |      | 0<br>0<br>0 |
|   |   | 750            | Total                  | 0      | 0      | 0     | 0     | 0    | 0    | 0           |
| 302.0182 Nyanza Park Drive - Nyanza rd to Clover Creek Dr | Curb, gutter, sidewalks, street lighting, drainage, overlay east side only. Total length 0.57 miles.                        | 2,275          | City<br>Grant<br>Other |        |        |       |       |      |      | 0<br>0<br>0 |
|   |   | 2,275          | Total                  | 0      | 0      | 0     | 0     | 0    | 0    | 0           |
| TOTALS  |   | 9,144          | City                   | 4,187  | 505    | 0     | 629   | 0    | 0    | 5,321       |
|   |   | 31,000         | Grant                  | 9,588  | 11,157 | 1,440 | 4,096 | 0    | 0    | 26,281      |
|   |   | 90,126         | Other                  | 0      | 0      | 0     | 0     | 0    | 0    | 0           |
|   |   | 130,270        | Total                  | 13,775 | 11,662 | 1,440 | 4,725 | 0    | 0    | 31,602      |

| PROJECT COSTS IN THOUSANDS OF DOLLARS                                 |   |                |         |      |            |      |      |      |      |             |
|---|---|----------------|---------|------|------------|------|------|------|------|-------------|
| EXPENDITURE PLAN  |   |                |         |      |            |      |      |      |      | TOTAL FUNDS |
| NOTE: Bold & Italicized numbers denote grant secured                  |   |                |         |      |            |      |      |      |      |             |
| SECTION 2<br>TRAFFIC SIGNALS  | Description   | Base Cost 2025 | Sources | 2026 | 2027       | 2028 | 2029 | 2030 | 2031 | 2026-2031   |
| 302.0059 Steilacoom / Durango New Traffic Signal                      | Signal needed with new development in area. Special concern with adjacent train crossing becoming active.   |                | City    |      |            |      |      |      |      | 0           |
|   |   | 1,172          | Grant   |      |            |      |      |      |      | 0           |
|   |   |                | Other   |      |            |      |      |      |      | 0           |
|   |   | 1,172          | Total   | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
| 302.0094 Gravelly Lake Drive / Avondale New Traffic Signal            | Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents.  |                | City    |      |            |      |      |      |      | 0           |
|   |   | 1,085          | Grant   |      |            |      |      |      |      | 0           |
|   |   |                | Other   |      |            |      |      |      |      | 0           |
|   |   | 1,085          | Total   | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
| 302.0123 Holden/Military Rd. New Traffic Signal                       | Increased volumes in and around Mann Middle School.   |                | City    |      |            |      |      |      |      | 0           |
|   |   | 771            | Grant   |      |            |      |      |      |      | 0           |
|   |   |                | Other   |      |            |      |      |      |      | 0           |
|   |   | 771            | Total   | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
| 302.0126 Custer Rd. and 88th Traffic Signal Replacement               | Replace existing traffic signal with pole and mast arm signal.  |                | City    |      |            |      |      |      |      | 0           |
|   |   | 771            | Grant   |      |            |      |      |      |      | 0           |
|   |   |                | Other   |      |            |      |      |      |      | 0           |
|   |   | 771            | Total   | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
| 302.0166 Gravelly Lake Dr./112th St. SW Traffic Signal Replacement    | Convert span wire signal to mast arm signal.  |                | City    |      |            |      |      |      |      | 0           |
|   |   | 1,085          | Grant   |      |            |      |      |      |      | 0           |
|   |   |                | Other   |      |            |      |      |      |      | 0           |
|   |   | 1,085          | Total   | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
| 302.0174 Pacific Hwy. SW/Sharondale SW New Traffic Signal             | Traffic signal for future increased volumes related to the Lakewood Station District Plan. Will include pedestrian ramp modifications and minor roadway patching. |                | City    |      |            |      |      |      |      | 0           |
|   |   | 1,054          | Grant   |      |            |      |      |      |      | 0           |
|   |   |                | Other   |      |            |      |      |      |      | 0           |
|   |   | 1,054          | Total   | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
| 302.0177 Signal Work at Western State Hosp. Traffic Signal Relocation | Install Temp signal and after WSH is ready install a new permanent signal and remove the temp and the existing signal at Circle Dr. Funded 100% by WSH.           |                | City    |      |            |      |      |      |      | 0           |
|   |   | 430            | Grant   |      | <b>430</b> |      |      |      |      | 430         |
|   |   |                | Other   |      |            |      |      |      |      | 0           |
|   |   | 430            | Total   | 0    | 430        | 0    | 0    | 0    | 0    | 430         |
| TOTALS  |   | 0              | City    | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
|   |   | 430            | Grant   | 0    | 430        | 0    | 0    | 0    | 0    | 430         |
|   |   | 5,939          | Other   | 0    | 0          | 0    | 0    | 0    | 0    | 0           |
|   |   | 6,369          | Total   | 0    | 430        | 0    | 0    | 0    | 0    | 430         |

| PROJECT COSTS IN THOUSANDS OF DOLLARS  |                                      |                      |         |      |      |      |      |      |      |               |
|--|--------------------------------------|----------------------|---------|------|------|------|------|------|------|---------------|
| EXPENDITURE PLAN   |                                      |                      |         |      |      |      |      |      |      | TOTAL FUNDS   |
| <i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>              |                                      |                      |         |      |      |      |      |      |      |               |
| SECTION 3<br>TRANSPORTATION<br>PLANNING                                      | Description                          | Base<br>Cost<br>2025 | Sources | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2026-<br>2031 |
| 101.0000 Pavement<br>Management System<br>Pavement Condition Index<br>Rating | 4-year cycle. Consultant to perform. | 50/4/yr              | City    |      |      | 50   |      |      |      | 50            |
|  |                                      |                      | Grant   |      |      |      |      |      |      | 0             |
|  |                                      |                      | Other   |      |      |      |      |      |      | 0             |
|  |                                      | 13/yr                | Total   | 0    | 0    | 50   | 0    | 0    | 0    | 50            |
|  |                                      |                      |         |      |      |      |      |      |      |               |
| TOTALS   |                                      | 50                   | City    | 0    | 0    | 50   | 0    | 0    | 0    | 50            |
|  |                                      |                      | Grant   | 0    | 0    | 0    | 0    | 0    | 0    | 0             |
|  |                                      |                      | Other   | 0    | 0    | 0    | 0    | 0    | 0    | 0             |
|  |                                      | 50                   | Total   | 0    | 0    | 50   | 0    | 0    | 0    | 50            |

| PROJECT COSTS IN THOUSANDS OF DOLLARS   |  |                |         |      |      |      |      |      |      |             |
|---|--|----------------|---------|------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN  |  |                |         |      |      |      |      |      |      | TOTAL FUNDS |
| <i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>   |  |                |         |      |      |      |      |      |      |             |
| SECTION 5<br>BRIDGES  | Description  | Base Cost 2025 | Sources | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2026-2031   |
| 101.0000 Bridge Inspection  | On-going biennial bridge inspection.   | 5              | City    |      | 10   |      | 10   |      | 10   | 30          |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  |                | Other   |      |      |      |      |      |      | 0           |
|   |  | 5              | Total   | 0    | 10   | 0    | 10   | 0    | 10   | 30          |
| 302.0130 Structural Guardrail Replacement Clover Creek Gravelly Lake Drive SW - 112th SW to Nyanza Rd SW Includes structural analysis of the box culvert. | Design and replace the existing guard rail over the south side of the roadway where Gravelly Lake Drive crosses Clover Creek between Nyanza and 112th. |                | City    |      |      |      |      |      |      | 0           |
|   |  |                | Grant   |      |      |      |      |      |      | 0           |
|   |  |                | Other   |      |      |      |      |      |      | 0           |
|   |  | 189            | Total   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
| TOTALS  |  | 10             | City    | 0    | 10   | 0    | 10   | 0    | 10   | 30          |
|   |  |                | Grant   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
|   |  |                | Other   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
|   |  | 194            | Total   | 0    | 10   | 0    | 10   | 0    | 10   | 30          |



Amended Six Year Comprehensive Transportation Program: 2026 - 2031

| PROJECT COSTS IN THOUSANDS OF DOLLARS   |   |                |         |            |      |      |      |      |      |             |
|---|---|----------------|---------|------------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN  |   |                |         |            |      |      |      |      |      | TOTAL FUNDS |
| NOTE: Bold & Italicized numbers denote grant secured                            |   |                |         |            |      |      |      |      |      |             |
| SECTION 6<br>ROADWAY RESTORATION PROJECTS                                       | Description   | Base Cost 2025 | Sources | 2026       | 2027 | 2028 | 2029 | 2030 | 2031 | 2026-2031   |
| 302.0004 Minor Capital Improvements   | Roadway patching and repair, sidewalk, signage, markings, and striping.   | 270            | City    | 270        | 270  | 270  | 270  | 270  | 270  | 1,620       |
|   |   |                | Grant   |            |      |      |      |      |      | 0           |
|   |   |                | Other   |            |      |      |      |      |      | 0           |
|   |   | 270            | Total   | 260        | 270  | 270  | 270  | 270  | 270  | 1,620       |
| 302.0005 Chip Seal Resurfacing Program  | Projects in various locations may include pavement preservation contribution to planned utility projects to facilitate full roadway overlays. | 400            | City    | 400        | 420  | 420  | 440  | 440  | 440  | 2,560       |
|   |   |                | Grant   |            |      |      |      |      |      | 0           |
|   |   |                | Other   |            |      |      |      |      |      | 0           |
|   |   | 400            | Total   | 400        | 380  | 420  | 390  | 440  | 440  | 2,560       |
| 302.0145 150th St. SW Road Restoration - East City Limits to Woodbrook Drive SW | Roadway replacement, sidewalk, signage, markings, and striping.   |                | City    |            |      |      |      |      |      |             |
|   |   |                | Grant   |            |      |      |      |      |      |             |
|   |   | 420            | Other   |            |      |      |      |      |      |             |
|   |   | 420            | Total   | 0          | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0176 112th - South Tacoma Way to Steele St                                  | Roadway patching and repair, overlay, signage, markings, and striping.  | 466            | City    | 466        |      |      |      |      |      | 466         |
|   |   | 707            | Grant   | <b>707</b> |      |      |      |      |      | 707         |
|   |   |                | Other   |            |      |      |      |      |      |             |
|   |   | 1,173          | Total   | 1,173      | 0    | 0    | 0    | 0    | 0    | 1,173       |
| 302.0180 Pacific Highway SW - Rail Bridge to 108th St                           | Roadway patching and repair, overlay, signage, markings, and striping.  | 450            | City    |            |      |      |      |      |      | 0           |
|   |   | 750            | Grant   |            |      |      |      |      |      | 0           |
|   |   |                | Other   |            |      |      |      |      |      |             |
|   |   | 1,200          | Total   | 0          | 0    | 0    | 0    | 0    | 0    | 0           |
| 302.0183 96th Street SW - South Tacoma Way to East City Limit                   | Roadway patching and repair, overlay, signage, markings, and striping.  | 375            | City    |            |      |      |      |      |      | 0           |
|   |   | 750            | Grant   |            |      |      |      |      |      | 0           |
|   |   |                | Other   |            |      |      |      |      |      |             |
|   |   | 1,125          | Total   | 0          | 0    | 0    | 0    | 0    | 0    | 0           |
| TOTALS  |   | 1,586          | City    | 1,136      | 690  | 690  | 710  | 710  | 710  | 4,646       |
|   |   | 1,457          | Grant   | 707        | 0    | 0    | 0    | 0    | 0    | 707         |
|   |   | 420            | Other   | 0          | 0    | 0    | 0    | 0    | 0    | 0           |
|   |   | 2,263          | Total   | 1,833      | 650  | 690  | 660  | 710  | 710  | 5,353       |

| PROJECT COSTS IN THOUSANDS OF DOLLARS                                     |   |                |         |      |      |      |      |      |      |             |
|---|---|----------------|---------|------|------|------|------|------|------|-------------|
| EXPENDITURE PLAN  |   |                |         |      |      |      |      |      |      | TOTAL FUNDS |
| <i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>           |   |                |         |      |      |      |      |      |      |             |
| SECTION 7<br>NEIGHBORHOOD TRAFFIC MANAGEMENT                              | Description   | Base Cost 2025 | Sources | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2026-2031   |
| 302.0003 Neighborhood Traffic Safety<br>Traffic Calming Various Locations | May include speed humps, traffic circles, signage, radar feedback signs, etc. | 27             | City    | 27   | 30   | 30   | 30   | 30   | 30   | 177         |
|   |   |                | Grant   |      |      |      |      |      |      |             |
|   |   |                | Other   |      |      |      |      |      |      |             |
|   |   | 27             | Total   | 27   | 30   | 30   | 30   | 30   | 30   | 177         |
| TOTALS  |   | 27             | City    | 27   | 30   | 30   | 30   | 30   | 30   | 177         |
|   |   |                | Grant   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
|   |   |                | Other   | 0    | 0    | 0    | 0    | 0    | 0    | 0           |
|   |   | 27             | Total   | 27   | 30   | 30   | 30   | 30   | 30   | 177         |

| Completed/Removed and Added Projects  |   |      |       |                   |   |   |   |   |   |   |
|---|---|------|-------|-------------------|---|---|---|---|---|---|
| 302.0076<br>Gravelly Lake Non-Motorized Trail -<br>Phase 2 (Nyanza Road - GLD to<br>GLD)) | Provide non-motorized<br>path around Gravelly<br>Lake along Nyanza<br>Drive. Existing roadway<br>cross section shifted to<br>outside and overlaid.<br>Lighting. |      | City  | Completed in 2025 |   |   |   |   |   | 0 |
|   |   |      | Grant |                   |   |   |   |   |   | 0 |
|   |   |      | Other |                   |   |   |   |   |   | 0 |
|   |   |      | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0078 South Tacoma Way/92nd<br>Street Traffic Signal                                   | New warranted signal,<br>improvements include<br>associated ADA<br>upgrades and pavement<br>patching.   |      | City  | Completed in 2025 |   |   |   |   |   | 0 |
|   |   |      | Grant |                   |   |   |   |   |   | 0 |
|   |   |      | Other |                   |   |   |   |   |   | 0 |
|   |   |      | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0151 S. Tacoma Way Road<br>Restoration - 96th St. S to<br>Steilacoom Blvd             | Roadway patching and<br>repair, overlay, signage,<br>markings, and striping.  |      | City  | Completed in 2025 |   |   |   |   |   | 0 |
|   |   |      | Grant |                   |   |   |   |   |   | 0 |
|   |   |      | Other |                   |   |   |   |   |   | 0 |
|   |   |      | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0158 Interlaaken Dr. SW - 112th<br>St. SW to Washington Blvd                          | Curb, gutter, sidewalks,<br>shared use path, street<br>lighting, drainage, pavement<br>overlay and widening. Total<br>length 0.5 miles.                         |      | City  | Completed in 2025 |   |   |   |   |   | 0 |
|   |   |      | Grant |                   |   |   |   |   |   | 0 |
|   |   |      | Other |                   |   |   |   |   |   | 0 |
|   |   | -    | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0180 Pacific Highway SW - Rail<br>Bridge to 108th St                                  | Roadway patching and<br>repair, overlay, signage,<br>markings, and striping.  | 450  | City  | ADDED in 2025     |   |   |   |   |   | 0 |
|   |   | 750  | Grant |                   |   |   |   |   |   | 0 |
|   |   |      | Other |                   |   |   |   |   |   | 0 |
|   |   | 1200 | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0181 Gravelly Lake Drive -<br>Pacific Highway to Nyanza                               | Sidewalks west side<br>only. Total length 0.12<br>miles.  |      | City  | ADDED in 2025     |   |   |   |   |   | 0 |
|   |   |      | Grant |                   |   |   |   |   |   | 0 |
|   |   | 750  | Other |                   |   |   |   |   |   | 0 |
|   |   | 750  | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0182 Nyanza Park Drive - Nyanza<br>rd to Clover Creek Dr                              | Curb, gutter, sidewalks,<br>street lighting, drainage,<br>overlay east side only.<br>Total length 0.57 miles.   |      | City  | ADDED in 2025     |   |   |   |   |   | 0 |
|   |   |      | Grant |                   |   |   |   |   |   | 0 |
|   |   | 2275 | Other |                   |   |   |   |   |   | 0 |
|   |   | 2275 | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |
| 302.0183 96th Street SW - South<br>Tacoma Way to East City Limit                          | Roadway patching and<br>repair, overlay, signage,<br>markings, and striping.  | 375  | City  | ADDED in 2025     |   |   |   |   |   | 0 |
|   |   | 750  | Grant |                   |   |   |   |   |   | 0 |
|   |   | 0    | Other |                   |   |   |   |   |   | 0 |
|   |   | 1125 | Total | 0                 | 0 | 0 | 0 | 0 | 0 | 0 |



City of  
**Lakewood**

# Transportation Improvement Program (TIP)

## 2026 - 2031

Troy Pokswinski, P.E.  
Public Works Engineering

May 2025

# Completed or Under Construction 2024/25

## To be removed from TIP

- South Tacoma Way Overlay – 96<sup>th</sup> Street to Steilacoom Boulevard
- Nyanza Road Sidewalk – Gravelly Lake Drive to Gravelly Lake Drive
- South Tacoma Way/92<sup>nd</sup> Street Traffic Signal
- Interlaaken Drive Sidewalk – Washington Boulevard to 112<sup>th</sup> Street

# Projects Proposed to be Added

- Pacific Highway – Railroad Bridge to 108<sup>th</sup> Overlay
- Gravelly Lake Drive – Pacific Highway to Nyanza Road
- Nyanza Park Drive – Nyanza Road to Clover Creek Drive
- 96<sup>th</sup> Street SW – South Tacoma Way to East City Limit



# Pacific Highway – Rail Bridge to 108th

- Overlay of Existing Roadway
- Durable Pavement Marking





# Gravelly Lake Drive – Pacific Highway to Nyanza Road

- Sidewalk on the West Side Only
- Right of Way Required





# Nyanza Park Drive – Nyanza Road to Clover Creek Drive

- Potential for Non-traditional Non-motorized Improvements





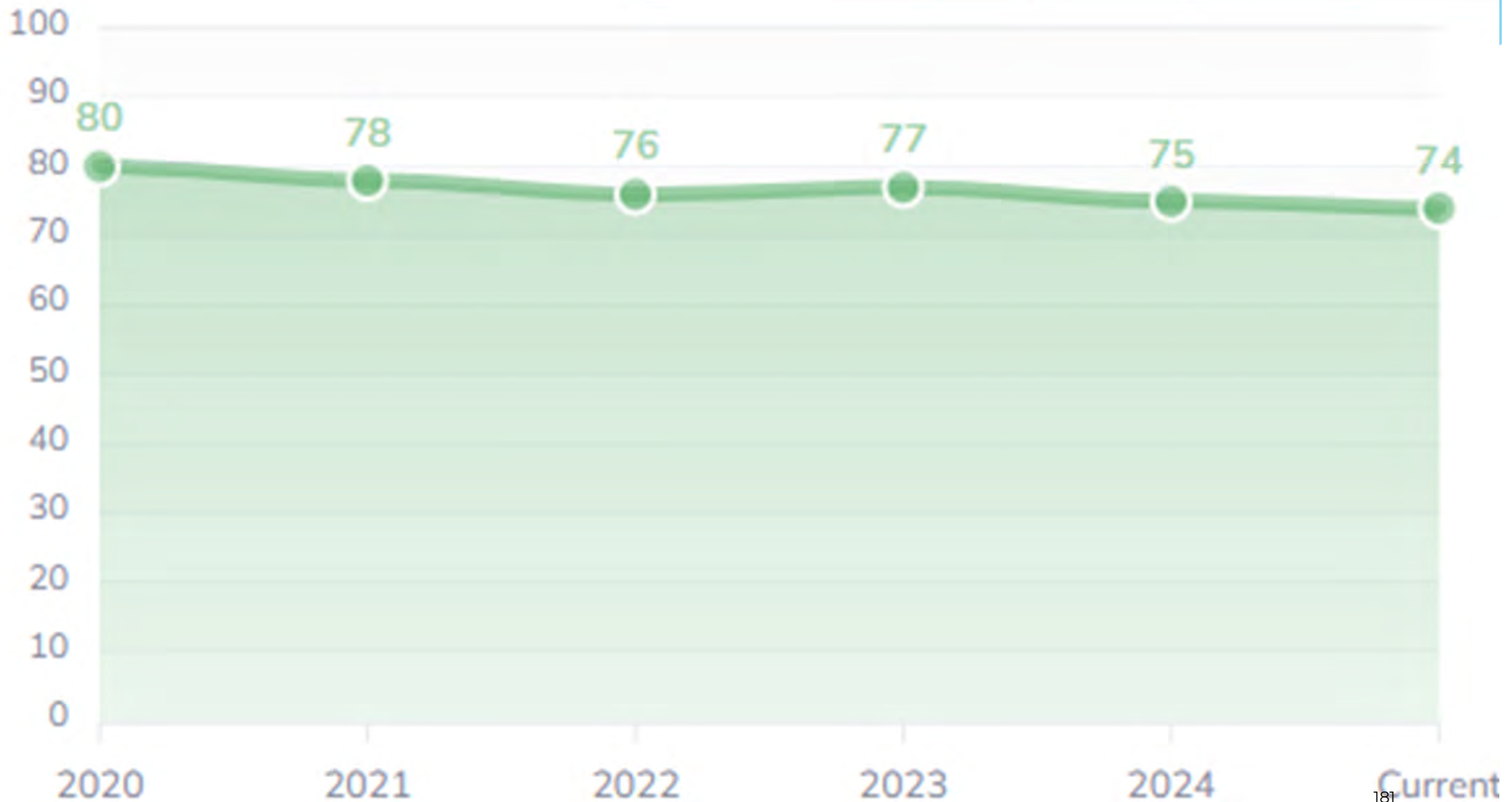
# 96<sup>th</sup> Street – S Tacoma Way to City Limit

- Overlay
- Durable Pavement Marking



# Pavement Management

City of Lakewood Current Pavement  
Condition Index (PCI): 76

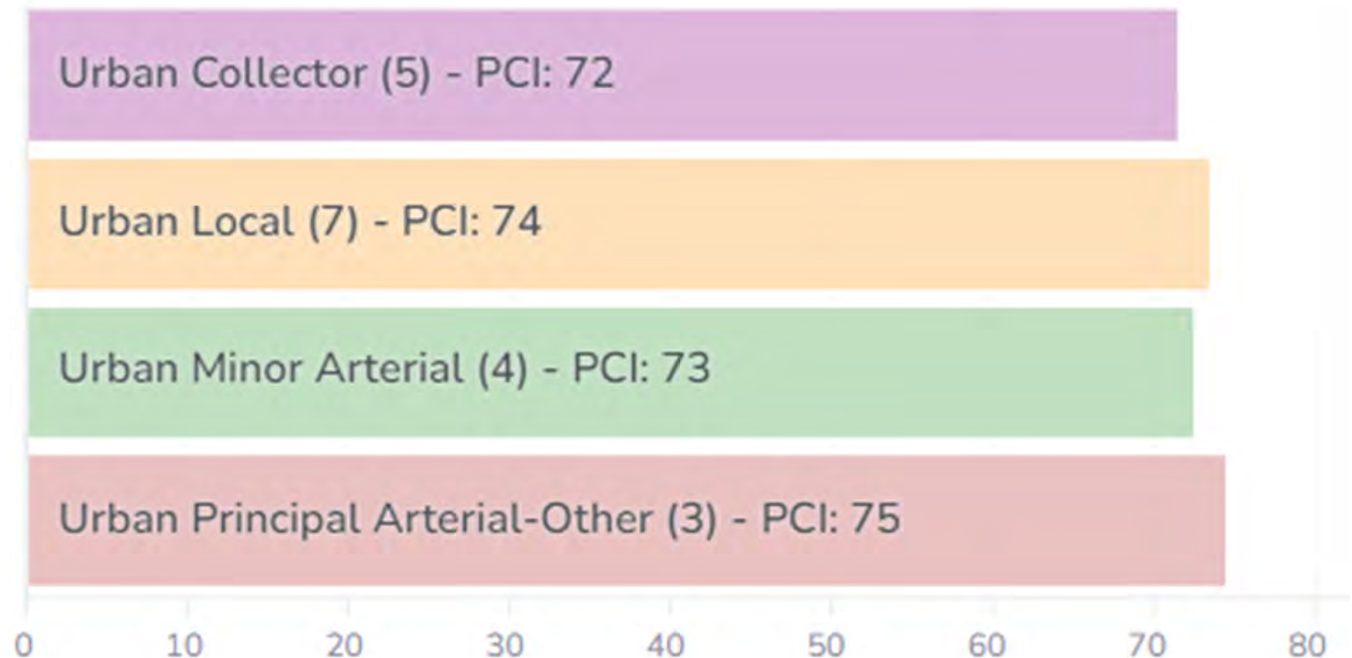


# Pavement Management

City of Lakewood Current Pavement  
Condition Index (PCI): 74

Comparable Agency  
Current PCI:

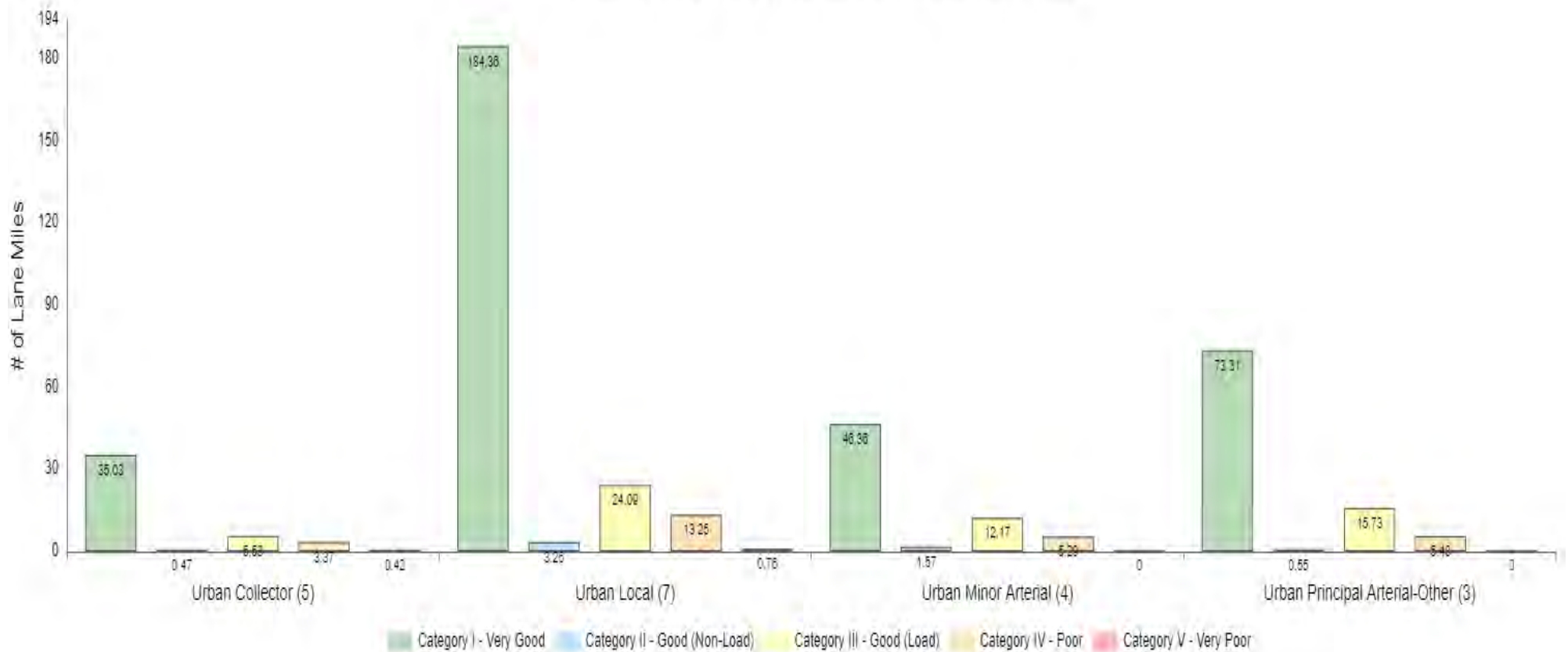
- Auburn 65
- Pierce County 87
- Puyallup 77
- Seattle 63
- Tacoma 45
- University Place 84



# Pavement Management

## City of Lakewood Current Pavement Condition Index (PCI): 76

Condition Categories by Functional Class and Lane Miles





# Questions

## City of Lakewood 2026 - 2031 TIP Projects

