

## **ORDINANCE NO. 831**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON ADOPTING 2025 AMENDMENTS TO THE LAKEWOOD COMPREHENSIVE PLAN, FUTURE LAND USE MAP AND ZONING MAP, AND LAKEWOOD MUNICIPAL CODE TITLES 12, 17, 18A, 18B, AND 18C.**

### **FINDINGS**

**WHEREAS**, the Washington State Legislature, through Chapter 36.70A RCW, the state Growth Management Act (GMA), intends that local planning be a continuous and ongoing process; and

**WHEREAS**, the GMA requires that the City of Lakewood adopt a Comprehensive Plan; and

**WHEREAS**, in accordance with RCW 36.70A.130, the adopted Comprehensive Plan shall be subject to continuing evaluation and review, and amendments to the Comprehensive Plan shall be considered no more frequently than once every year; and

**WHEREAS**, in compliance with the requirements of the GMA, the Lakewood City Council adopted the City of Lakewood Comprehensive Plan via Ordinance No. 237 on July 10, 2000; and

**WHEREAS**, the Lakewood City Council, based on review and recommendations of the Lakewood Planning Commission that incorporated public input, has subsequently amended the City of Lakewood Comprehensive Plan, including the most recent periodic update required by law in 2024; and

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

**WHEREAS,** the Lakewood City Council, based on review and recommendations of the Lakewood Planning Commission following public input, has subsequently amended the City's Land Use and Development Regulations included in the Lakewood Municipal Code periodically, either in conjunction with Comprehensive Plan amendments or on a standalone basis; and

**WHEREAS,** it is appropriate for a local government to adopt needed amendments to its Comprehensive Plan, Future Land-Use Map and Zoning Map, and related Titles of the Lakewood Municipal Code (LMC) to ensure that they provide appropriate policy and regulatory guidance for growth and development; and

**WHEREAS,** the Lakewood Planning Commission, acting as the City's designated planning agency per RCW 35A.63.020, has reviewed the proposed amendments to the City of Lakewood Comprehensive Plan, Future Land-Use Map and Zoning Map and related Titles of the Lakewood Municipal Code ("2025 CPA Docket"); and

**WHEREAS,** public participation opportunities, as required by RCW 36.70A.130(2)(a), appropriate to the level of the amendments being reviewed, have been afforded to interested parties via numerous open public meetings, mailings and site postings, and a public comment/hearing period, and public input received through these channels has been duly considered by the Lakewood Planning Commission; and

**WHEREAS,** environmental review as required under the Washington State Environmental Policy Act (SEPA) has resulted in the issuance of a determination of environmental non-significance; and

**WHEREAS**, a 60-day notice has been provided to state agencies prior to the adoption of this Ordinance, and state agencies have been afforded the opportunity to comment per RCW 36.70A.106(1) via SEPA Register #202501039 filed March 17, 2025 and via Commerce submittal 2025-S-8178 submitted on March 17, 2025 and updated on April 20, 2025 via 2025-S-8178A; and

**WHEREAS**, following its duly noticed April 2, 2025 public hearing, on April 16, 2025 the Lakewood Planning Commission forwarded a set of recommendations regarding the 2025 CPA Docket to the Lakewood City Council via Planning Commission Resolution No. 2025-02; and

**WHEREAS**, following public notice, the Lakewood City Council held a public hearing on May 19, 2025; and

**WHEREAS**, the Lakewood City Council has reviewed materials relevant to public input and staff and Planning Commission recommendations leading up to the proposed 2025 CPA Docket; and

**WHEREAS**, the Lakewood City Council has considered the required findings in LMC 18A.30.030 - .050 as related to each independent zoning map amendment, and hereby finds that the requirements of LMC 18A.30.030 - .050 are satisfied; and

**WHEREAS**, after review of the record and recommendations of the Lakewood Planning Commission, the Lakewood City Council finds that the amendments to the City of Lakewood Comprehensive Plan as identified within this Ordinance comply with the requirements of the state Growth Management Act.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD,  
WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Adoption of City Council Findings.**

The Findings of the City Council are adopted as part of this Ordinance.

**Section 2. Adoption of Amendments.**

The amendments as summarized below and included in full within Exhibit A are adopted:

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

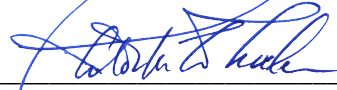
Section 5. Remainder Unchanged. The rest and remainder of the Lakewood Comprehensive Plan, including the unaffected sections of the Future Land-Use Map and Zoning Map, and Title 18A of the Lakewood Municipal Code, shall be unchanged and shall remain in full force and effect.

Section 6. Severability. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 7. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after final passage.

ADOPTED by the City Council of the City of Lakewood this 2<sup>nd</sup> day of June, 2025.

CITY OF LAKEWOOD



Jason Whalen, Mayor

Attest:



Briana Schumacher, City Clerk

Approved as to Form:



Heidi Ann Wachter, City Attorney

## EXHIBIT A

*Sections of the Comprehensive Plan and Lakewood Municipal Code not included below are not affected by the 2025 Comprehensive Plan Amendments and remain unchanged.*

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

#### **18A.10.180 Definitions**

“Co-housing” means a variety of housing options in which a community facility is included for the purpose of such things as communal meals, laundry, recreation or socialization, day care, and/or other functions supportive of voluntary communal living by an organized group. Co-housing includes fraternity/sorority houses; intentional communities; and religious orders, whether or not in conjunction with a religious facility. Co-housing is a separate use type from co-living housing.

“Co-living housing” or congregate living facilities, single room occupancy, rooming house, lodging house, and residential suites means 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. Co-living housing is a permitted use on any lot that allows at least six multifamily residential units, including on a lot zoned for mixed-use development. See RCW 36.70a.535 (11)(b) or its successor for definition of “major transit stop” in reference to co-living. Co-living housing is a separate use type from co-housing and boarding houses.

“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, except as defined below, (1) a stop on a high capacity transportation system funded or expanded under the provisions of Chapter 81.104 RCW; (2) commuter rail stops; (3) stops on rail or fixed guideway systems; or (4) stops on bus rapid transit routes, including those stops that are under construction.

Regarding the meaning of “major transit stop” in relation to accessory dwelling units (ADUs), see RCW 36.70A.696 (8) or its successor.

Regarding the meaning of “major transit stop” in relation to co-living, see RCW 36.70a.535 (11)(b) or its successor.

Regarding the meaning of “major transit stop” in relation to middle housing, see RCW 36.70A.030 (25) or its successor.

“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 open 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.

[illegible]

	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	
Six-family residential, attached or detached dwelling units	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	⚡	
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	–	–	–	–	–	–	–	–	–	

B. *Summary of Use-Specific Development and Operating Conditions.* Where these conditions are inconsistent with other use table conditions in this chapter, the other conditions shall apply.

39. See LMC 18A.40.110 (B)(14) for additional development and operating conditions for co-living housing.

[illegible]



	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
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-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	–	–	
Six-family residential, attached or detached dwelling units	–	–	–	–	–	–	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	–	–	–	–	–	–	
Accessory residential uses (B)(11)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	–	–	–	–	–	–	

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

## B. Operating and Development Conditions.

### 14. Co-Living Housing Units

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

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

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

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

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

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

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

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

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

1. No off-street parking shall be required within one-half mile walking distance of a major transit stop as defined in RCW 36.70A.535.
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.

H. Co-living housing shall be subject to the Rental Housing Safety Program (LMC Chapter 5.60)

I. Where open space standards are applied based on the number of dwelling units, one half of the open space requirement will be required for co-living sleeping units that is required of dwelling units. See also LMC 18A.70.040 (C)(1)(o).

#### **18A.70.040 Specific uses design standards.**

\* \* \*

*C. Multifamily Residential Uses and Zones.* These standards are intended to create an attractive and enjoyable environment for multifamily residential uses, improve vehicular circulation and upgrade the City's visual appearance in high-density residential areas.

1. *Required Multifamily Site Design and Building Design Elements.* These standards are in addition to other development standards applicable under this article or other chapters of the code. Exterior lighting shall comply with LMC 18A.60.095.

\* \* \*

- o. Provide an open space network that is accessible to all units and that will accommodate a wide variety of activities, public and private, in the following manner:
  - i. Provide at least one hundred (100) square feet per unit of common open space in addition to individual balconies or patios and that area required by landscaping, recreation, building setbacks, critical area buffers and other code requirements.

One half of the open space requirement that is required of dwelling units will be required for co-living sleeping units.

- ii. Common open space shall be an open air area intended for use by all residents, guests, employees or patrons of a site and may include lawns, gardens, squares, plazas, courtyards, terraces, barbecue and picnic areas, games court or multi-use recreational areas, and other types of built space. Common open space shall meet the following standards:

- (a) Linear dimensions of no less than twenty (20) feet.
- (b) No more than thirty (30) percent of the area covered by a structure.
- (c) Provide ample exposure to natural sunlight and fresh air.
- (d) Provide direct pedestrian connection to other parts of the site.
- (e) May include multi-use storm water detention facilities, if the Planning and Public Works (PPW) Director determines that the facilities are designed to function as common open space by providing an enhanced nature or visually aesthetic design.

- iii. Ensure that the open space network provides privacy for the residents while allowing for security and surveillance from residential units. Common recreational spaces shall be located and arranged to allow windows to overlook them.

- iv. Provide adequate lighting in the open space network, but place and shield lighting so that it does not glare into housing units. Exterior lighting shall comply with LMC 18A.60.095.

- v. Provide landscaping that defines the open space and provides shade and wind protection where needed but permits surveillance from units and roads.

vi. Design the residential open space network with specific uses in mind. In each multifamily residential or combined uses buildings, private open space shall be provided in addition to common open space areas.

(a) Private open space shall be a partially or fully screened or enclosed open-air area that is strictly intended for use by the residents of the dwelling unit.

(b) Private open space may include yards, gardens, patios, courtyards, porches, balconies, terraces, rooftop gardens, decks or verandahs. Private open space shall not have a dimension less than six (6) feet in length.

**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.

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

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

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



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

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

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

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

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

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

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

**17.22.080 Notice.**

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

**17.22.090 Appeal procedure.**

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

**17.22.095 Final short plat approval.**

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

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

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

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



**17.22.100 Amendments.**

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

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

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

## Chapter 17.24 UNIT LOT SUBDIVISIONS

Sections:

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

### **17.24.010 Purpose.**

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

### **17.24.020 Applicability.**

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

### **17.24.030 General requirements.**

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

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

#### **17.24.035 Unit lot setbacks.**

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

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

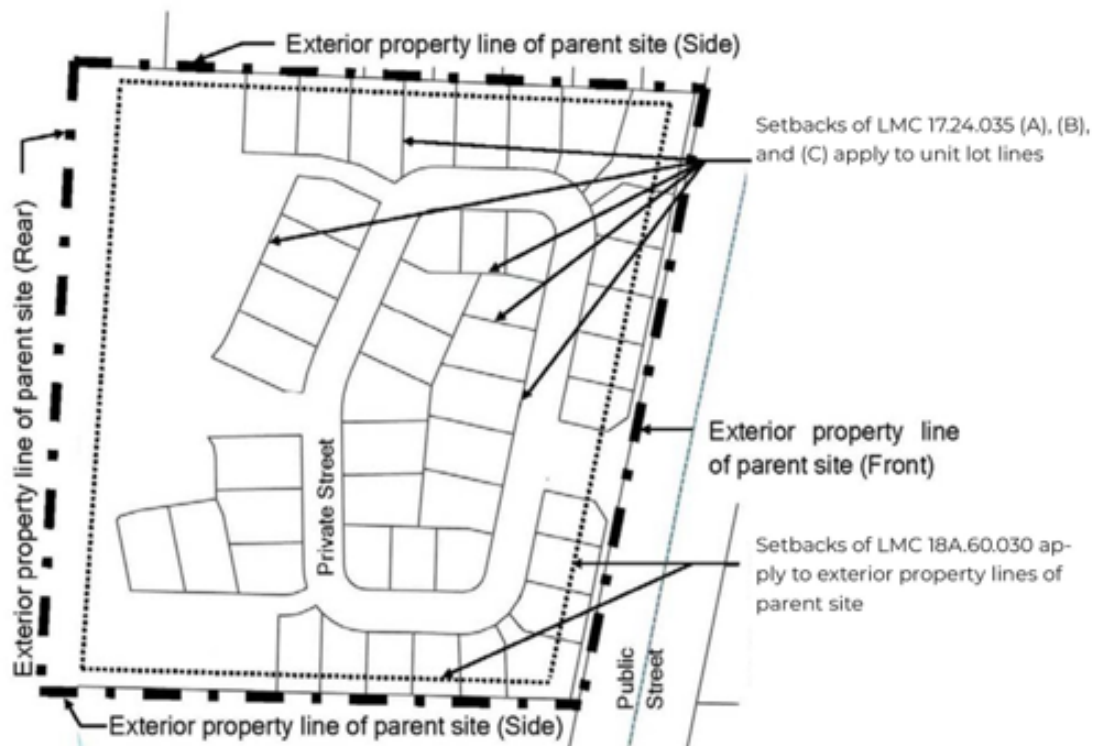


Figure 17.24.035 -1 Parent site and unit lot setback illustration

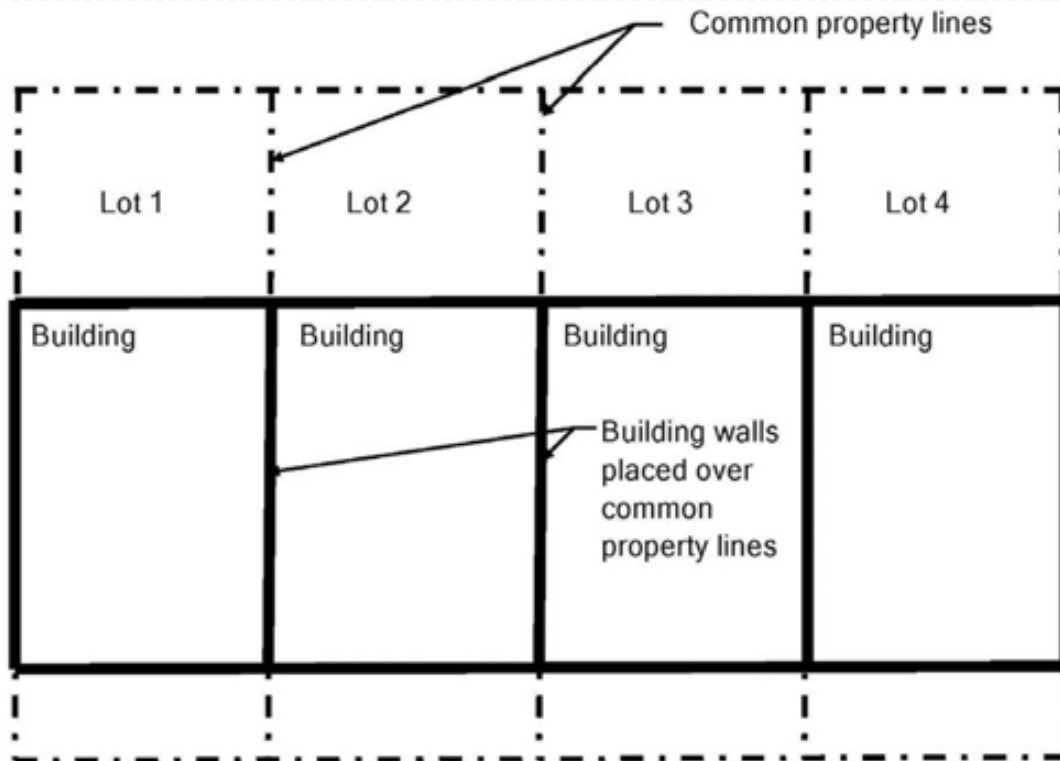


Figure 17.24.035-2 Zero, common, or shared unit lot lines for townhouses or zero lot lines.



**17.24.040 Application procedure.**

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

**17.24.050 Approval criteria.**

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

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

**17.24.060 Recording.**

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

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

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

#### 17.24.070 Conflicts.

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

#### LMC 18A.10.180 Definitions

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

Term	LMC Definition	Amended Definition
<b><u>“Four (4) family residential structure, attached or detached dwelling units”</u></b>		<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></b>
<b><u>Fourplex</u></b>	--	<b><u>“Fourplex” means a residential building with four attached dwelling units. See “Four (4) family residential structure, attached or detached dwelling units.”</u></b>
<b>Middle Housing</b>	<i>“Middle housing”</i> means buildings that are compatible in <a href="#">scale</a> , form, and character with single-family houses and contain two or more attached, stacked, or clustered homes, including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, <a href="#">townhouses</a> , stacked flats, courtyard <a href="#">apartments</a> , and cottage housing.	<i>“Middle housing”</i> means buildings that are compatible in <a href="#">scale</a> , form, and character with single-family houses and contain two or more attached, stacked, or clustered homes, including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, <a href="#">townhouses</a> , stacked flats, courtyard <a href="#">apartments</a> , and cottage housing. <b><u>See RCW 36.70A.030 (25) or its successor for the meaning of “major transit stop” in relation to middle housing.</u></b>
Major Transit Stop	“Major transit stop” means (1) a stop on a high capacity transportation system funded or expanded under the provisions of Chapter 81.104 RCW; (2) commuter rail stops; (3) stops on rail or fixed guideway systems; or (4) stops on bus rapid transit routes, including those stops that are under construction.	“Major transit stop” means (1) a stop on a high capacity transportation system funded or expanded under the provisions of Chapter 81.104 RCW; (2) commuter rail stops; (3) stops on rail or fixed guideway systems; <del>or</del> (4) stops on bus rapid transit routes <b><u>that run on high occupancy vehicle lanes, including those stops that are under construction or (5) 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.</u></b>
Multiple-unit housing; multifamily housing; multifamily	“Multiple-unit housing,” “multifamily housing,” and “multifamily” may be used interchangeably and mean a building or a group of buildings having four (4) or more dwelling units for permanent residential occupancy, not designed or used as transient accommodations and not including hotels and motels. Multifamily units may result from new construction or rehabilitated or conversion of vacant, underutilized, or substandard buildings to multifamily housing.	“Multiple-unit housing,” “multifamily housing,” and “multifamily” may be used interchangeably and mean a building or a group of buildings having <b><u>seven (7) <del>four (4)</del> or more dwelling units</u></b> 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>Multifamily</u></b>	--	<b><u>“Multifamily” means a building that contains seven (7) or more dwelling or sleeping units. The term also includes any dwelling or sleeping units that are within a mixed-use building.</u></b>
<b><u>Single-family zones</u></b>	--	<b><u>“Single-family zones” means those zones where single-family detached residences are the predominant land use.</u></b>
<b><u>“Six (6) family residential structure, attached or</u></b>		<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>

Term	LMC Definition	Amended Definition
<b><u>detached dwelling units</u></b>		
<b><u>Sixplex</u></b>	--	<b><u>“Sixplex” means a residential building with six attached dwelling units. See “Six (6) family residential structure, attached or detached dwelling units.”</u></b>
<b><u>Stacked Flats</u></b>	--	<b><u>“Stacked flat” means dwelling units in a residential building of no more than three (3) stories on a residential zoned lot in which each floor may be separately rented or owned.</u></b>
<b><u>Townhouse</u></b>	--	<b><u>“Townhouses” means buildings that contain three (3) 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 (2) sides. Examples may include, but are not limited, to rowhouses, triplexes, fourplexes, fiveplexes, and sixplexes.</u></b>
<b><u>Triplex</u></b>	--	<b><u>“Triplex” means a residential building with three (3) attached dwelling units. See “Three (3) family residential structure, attached or detached dwelling units.”</u></b>
<b><u>Unit density</u></b>	--	<b><u>“Unit density” means the number of dwelling units allowed on a lot, regardless of lot size.</u></b>

#### 18A.40.110 Residential uses.

A. Residential Land Use Table. See LMC 18A.40.110(B), 18A.40.110(C), and 18A.40.110(D) for development and operating conditions. See LMC 18A.10.120(D) for the purpose and applicability of zoning districts.

**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	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><u>Duplex.</u></b>	P	P	P	P	P	P	P			P	P	P		

Use	ZONING DISTRICT													
	R1	R2	R3	R4	MR1	MR2	MFI	MF2	MF3	ARC	NC1	NC2	TOC	CBD
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-family residential, attached or detached dwelling units. <b>Fiveplex.</b>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>		
Six-family residential, attached or detached dwelling units. <b>Sixplex.</b>							<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>		
<b>Stacked Flats</b>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>							<u>P</u>	<u>P</u>		
Multifamily, <b>seven</b> or more residential units							P	P	P	P	P	P	P	P
<b>Townhouse</b>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Mixed Use											P	P	P	P
Family Daycare	P	P	P	P	P	P	P	P	P	P	P	P		
Home Agriculture	P	P	P	P	P	P	P	P	P	P				
Home Occupation	P	P	P	P	P									
Mobile Home Parks			C	C	C									
Residential Accessory Building	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P												
Small craft distillery		P	P	P	P							P	P	P
Specialized senior housing					C	C	C	C	C			P	C	C
Accessory residential use	P	P	P	P	P	P	P	P	P	P	P	P	P	P

## **D. Interrelation of Middle Housing and Other Residential Uses**

Middle housing provisions shall apply to all lots zoned predominantly for residential use except for: lots that were created through the splitting of a single residential lot; and portions of a lot, parcel, or tract designated with critical areas designated under RCW 36.70A.170 or their buffers as required by RCW 36.70A.170.

### 1. Nothing regarding middle housing:

- a. prohibits the city from permitting detached single-family residences;
- b. prohibits the city from requiring any development, including middle housing development, to provide affordable housing, either on-site or through an in-lieu payment, nor limit the city's ability to expand or modify the

requirements of an existing affordable housing program enacted under RCW 36.70A.540;

c. requires the issuance of a building permit if other federal, state, and local requirements for a building permit are not met;

d. affects or modifies the responsibilities of the City to plan for or provide “urban governmental services” as defined in RCW 36.70A.030; or

e. applies to a lot that was created through the splitting of a single residential lot.

2. The city shall not approve a building permit for middle housing without compliance with the adequate water supply requirements of RCW 19.27.097.

3. The city shall not require through development regulations any standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply any objective development regulations that are required for detached single-family residences, including, but not limited to, set-back, lot coverage, stormwater, clearing, and tree canopy and retention requirements.

4. The same development permit and environmental review processes shall apply to middle housing that apply to detached single-family residences, unless otherwise required by state law including, but not limited to, shoreline regulations under chapter 90.58 RCW, building codes under chapter 19.27 RCW, energy codes under chapter 19.27A RCW, or electrical codes under chapter 19.28 RCW.

### **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> <u>1.45 DUA</u>	<del>10.3/5.2/2.6</del> <u>2.2 DUA</u>	<del>23.3/11.7/5.9</del> <u>4.8 DUA</u>	<del>30.6/15.3/7.7</del> <u>6.4 DUA</u>	<u>22</u>	<u>35</u>	22	35	54
Minimum Unit Density (units per lot) (B)(1)	2	2	2	2					
Lot Size	25,000 GSF	17,000 GSF	7,500 GSF	5,700 GSF	<u>No min. lot size</u>	<u>No min. lot size</u>	No min. lot size	No min. lot size	No min. lot size
Building Coverage (B)(2)	<del>45</del> <u>35%</u>	<del>45</del> <u>35%</u>	45%	50%	55%	60%	60%	60%	60%
Impervious Surface	45%	45%	60%	70%	70%	75%	70%	70%	70%

Density and Dimensional Standards	Zoning Classifications								
	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3
Front yard / street setback	<u>15</u> <del>25</del> ft	<u>15</u> <del>25</del> ft	10 ft	10 ft	5 ft	5 ft	<u>10</u> <del>15</del> ft	<u>10</u> <del>15</del> ft	<u>10</u> <del>15</del> ft
Garage / carport setback	<u>20</u> <del>30</del> ft	<u>20</u> <del>30</del> 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	<u>1-3 units:</u> <u>15</u> <del>20</del> ft <u>More than 3 units:</u> <u>10</u> ft	<u>1-3 units:</u> <u>15</u> <del>20</del> ft <u>More than 3 units:</u> <u>10</u> ft	10 ft	10 ft	5 ft	5 ft	<u>10</u> <del>15</del> ft	<u>10</u> <del>15</del> ft	<u>10</u> <del>15</del> 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	<u>Attached:</u> <u>0</u> ft; <u>Detached:</u> <u>5</u> ft <u>8</u> ft	<u>Attached:</u> <u>0</u> ft; <u>Detached:</u> <u>5</u> ft <u>8</u> ft	<u>Attached:</u> <u>0</u> ft; <u>Detached:</u> <u>5</u> ft <u>8</u> ft	<u>Attached:</u> <u>0</u> ft; <u>Detached:</u> <u>5</u> ft <u>8</u> ft	Attached: 0 ft; Detached: 5 ft	Attached: 0 ft; Detached: 5 ft	8 ft	8 ft	8 ft
Building height	35 ft	35 ft	35 ft	35 ft	35 ft	50 ft	45 ft	65 ft	80 ft
Design	Design features shall be required as set forth in Chapter <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.

##### 1. ~~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.~~

1. Middle Housing. 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, as defined in RCW 36.70A.030 (25) or its successor, under Chapter 18A.50 LMC, Article IV.

a. 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.

b. 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:

i. Rental housing: 60 percent.

ii. Owner-occupied housing: 80 percent.

c. 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.

d. 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.

e. 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.

f. The units dedicated as affordable housing shall:

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

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

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

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



h. 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.

2. The maximum lot coverage is as follows:

a. For lots with a unit density of six: 55 percent

b. For lots with a unit density of four or five: 50 percent

c. For lots with a unit density of three or less: 45 percent

d. 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.

3. 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.

4. 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.

5. 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.~~

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

Use	Unit Measure	Minimum (TDM program-only) <sup>1</sup>	Max	Required Bicycle Parking Spaces
Accessory Dwelling Unit <sup>3</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 <b>a major transit stop (any type)</b> <sup>4</sup>	Per dwelling unit within ¼ ½ mile of <b>frequent a major transit stop (any type) service</b> <sup>5</sup>	Studio – <del>0.75-0</del> 1 Bedroom – <del>1-0</del> 2+ bedroom – <del>1.5-0</del>	N/A	<del>None 1 per 7.5 auto stalls, 3 minimum per building</del>
Single-Family	Per dwelling unit	2	N/A	None
	Per dwelling unit	<del>1-2</del>	N/A	None
Duplexes on lots no greater than 6,000 square feet <sup>5</sup>	Per dwelling unit within ½ mile of <b>frequent a major transit stop service</b> <sup>4</sup>	0	N/A	<del>None 0.5 per unit</del>
	Per dwelling unit	<u>2</u>	N/A	None

Use	Unit Measure	Minimum (TDM program only) <sup>1</sup>	Max	Required Bicycle Parking Spaces
Duplexes on lots greater than 6,000 square feet <sup>5</sup>	Per dwelling unit within ½ mile of <del>frequent a major transit stop service</del> <sup>4</sup>	<u>0</u>	N/A	<del>None</del> <b>0.5 per unit</b>
Multifamily structures with four to six units on lots no greater than 6,000 square feet <sup>5</sup>	Per dwelling unit	Studio – 1 1 bedroom – 1 <del>1.25</del> 2+ bedroom – 1 <del>1.5</del>	N/A	None <b>2</b>
	Per dwelling unit within ½ mile of a major transit stop	0	N/A	None <b>0.5 per unit</b>
Multifamily structures with four to six units on lots greater than 6,000 square feet <sup>5</sup>	Per dwelling unit	Studio -1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	None <b>2</b>
	Per dwelling unit within ½ mile of a major transit stop	0	N/A	None <b>0.5 per unit</b>
Multifamily Structures with seven or more units <sup>6</sup>	Per Dwelling Unit	Studio – 1 1 Bedroom – 1.25 2+ bedroom – 1.5	N/A	1 per 10 auto stalls; 2 minimum per building
	Per dwelling unit within ½ mile of a major transit stop	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building

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

## Section LMC 18A.80.030.G

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

## Section LMC 18A.30.280A

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

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

**LMA 18A.10.180 Definitions**

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

"Multiunit residential building" means:

(a) A building containing more than two (2) attached dwelling units, including a building containing nonresidential units if the building also contains more than two (2) attached dwelling units, but excluding the following classes of buildings:

(i) Hotels and motels;

(ii) Dormitories;

(iii) Care facilities;

(iv) Floating homes;

(v) A building that contains attached dwelling units that are each located on a single platted lot, except as provided in (b) of this subsection;

(vi) A building in which all of the dwelling units are held under one ownership and is subject to a recorded irrevocable sale prohibition covenant; ((and))

(vii) A building with 12 or fewer units that is no more than two stories; and

(viii) A building with 12 or fewer units that is no more than three stories so long as one story is utilized for parking, either above or below ground, or retail space.

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

(i) A building containing only two attached dwelling units;

(ii) A building that does not contain attached dwelling units; and

(iii) Any building that contains attached dwelling units, each of which is located on a single platted lot.

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

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

\* \* \*

### **18A.80.030 Zoning district parking requirements.**

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

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

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

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

E. *Rounding of Fractions.* When the number of required parking spaces for a particular use or building results in a fractional space, any fraction less than one-half (0.5) shall be disregarded and any fraction of one-half (0.5) or over shall be counted as one (1) space.

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

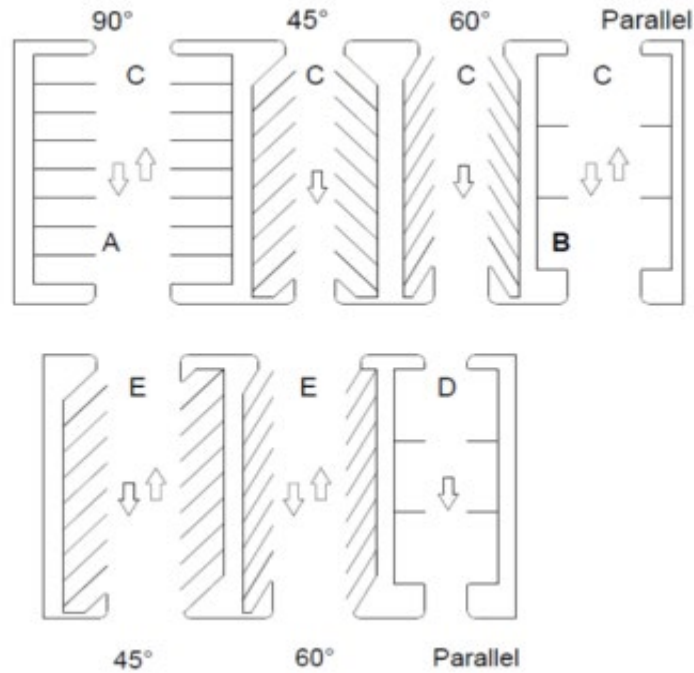
PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see <b>18A.80.060(H)</b> .	Max	Required bicycle parking spaces
<b>BUSINESS PARK</b>				
General business park	Per 1,000 square feet	2	4	See offices
<b>COMMERCIAL</b>				
Banks	Per 1,000 gross square feet	2	3	See offices
Billiard halls	Per table	1	2	1 per 20 auto stalls. Minimum of 4

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

PARKING STANDARDS TABLE				
Use	Unit measure	Optional Minimum; see <a href="#">18A.80.060(H)</a> .	Max	Required bicycle parking spaces
	shift plus one space for each vehicle owned, leased or operated by the company			
Warehouse	Per 2,000 square feet of GFA plus per 400 square feet of GFA used for office or display area	1	N/A	None
INSTITUTIONAL				
Convalescent facilities, nursing homes	Per 2 patient beds	1	3	See offices
Hospital	Per bed	0.5	1	See offices
Libraries	Per 200 square feet of GFA	0.5	1	1 per 20 auto stalls. Minimum of 2
Schools, elementary and junior high	Per classroom and office	1	1.5	1 per classroom
Schools, senior high	Per classroom and office plus per each 5 students of designated capacity	1	2	1 per 5 auto stalls. Minimum of 2
PLACES OF ASSEMBLY				
Places of assembly without fixed seats	Per 1,000 square feet of GFA	10	11	1 per 25 auto stalls. Minimum of 2
Places of assembly with fixed seats	Per 4 seats	1	2	1 per 40 auto stalls. Minimum of 4
Stadiums, auditoriums, gymnasiums, theaters	Per 4 seats of the permitted assembly occupants. (School and/or public facility 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
RESIDENTIAL (See also Subsection C)				
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; see <a href="#">18A.80.060(H)</a> .	Max	Required bicycle 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 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building
Single-family	Per dwelling unit	2	N/A	None
Duplexes (5)	Per dwelling unit within 1/2 mile of frequent transit service (5)	0	N/A	0.5 per unit
Multifamily structures with four to six units (5)	Per dwelling unit	Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	2
	Per dwelling unit within 1/2 mile of a major transit stop	0	N/A	0.5 per unit
Multifamily structures with seven or more units (6)	Per dwelling unit	Studio – 1 1 bedroom – 1.25 2+ bedroom – 1.5	N/A	1 per 10 auto stalls. 2 minimum per building
	Per dwelling unit within 1/2 mile of a major transit stop	Studio – 0.75 1 bedroom – 1 2+ bedroom – 1.5	N/A	1 per 7.5 auto stalls. 3 minimum per building
Mobile home subdivision	Per dwelling unit	2	N/A	None
Mobile home parks (7)	Per dwelling unit	1.5	N/A	None
Rooming houses, lodging houses, bachelor or efficiency units (6)	Per occupant	1	3	See multifamily
	Per room within 1/2 mile of a major transit stop	0.75	3	See multifamily
Senior citizen apartments and 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' (Compact 8')	9' (Compact 8')	9' (Compact 8')	9' (Compact 8')
<b>Parking Stall Depth (B)</b>	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')	18' (Compact 16')
<b>Width of Driveway Aisle (C)</b>	13'	18'	24'	12'
<b>Width of One-Way Access Driveway (D)</b>	14'	14'	14'	14'
<b>Width of Parking Lot Access Driveway (E)</b>	24'	24'	24'	24'

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 items 9-15 above 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 subsections G-M above 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.

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#### **18C.600.610 Parking.**

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

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

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

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

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

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

This exemption can apply to the following residential uses:

- a. Housing units that are affordable to very low-income or extremely low-income individuals, which may be exempted from parking requirements if serviced by a fixed route transit stop receiving transit service at least twice per hour for twelve (12) or more hours per day;

- b. Housing units that are specifically for seniors or people with disabilities, which may be provided with an exemption for all parking requirements;
- c. Market rate multifamily housing.

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

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

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

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

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

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

F. Dimensional Standards. Parking stall and circulation design shall meet the standards of Chapter 18A.80 LMC.

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

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

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

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

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

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

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

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

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



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

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

**2. Mixed Residential Zoning Districts.**

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

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

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

\* \* \*

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

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

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

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

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

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

3. Level 2 includes:

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

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

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

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

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

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

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

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

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

"Outdoor Recreation" means recreational areas and recreation facilities which primarily are owned or operated by private, public, or non-profit entities for the use and enjoyment of the general public. Examples include neighborhood parks, community parks, regional parks, waterfront parks, open space, arboretums, small or special landscaped areas, community and "pea patch" gardens, fairgrounds, zoos, and

swimming pools. In some cases, such areas and facilities may be incidental to private development, such as open space set-asides necessary for environmental mitigation and children’s play areas (“tot lots”).

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

“Transportation facilities” means off-street public or semi-public transportation terminals, buildings, or structures. 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 facilities serving neighborhoods, including but not limited to off-street bus shelters and bus transfer centers serving local, express, and bus rapid transit routes.

Level 2: Transportation facilities serving communities and regions, including but not limited to intercity passenger rail and bus stations; parking facilities, 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				

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 2						C				C		C	C	C		C	C				C
Daycare Facilities Babysitting Care	P	P	P	P	P	P	P	P	P	P			P	P							
Daycare Facilities Level 1 Family Day Care	P	P	P	P	P	P	P	P	P	P			P	P							
Daycare Facilities Level 2 Day Care Center, Preschool/Nursery School	C	C	C	C	P	P	P	P	P	P	P	P	P	P			P				P
Education Services Level 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Education Services Level 2	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Government Facilities Level 1					P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Government Facilities Level 2						C	C		C	C		C		C	C	C	C		C	C	
Outdoor Recreation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Places of Assembly					P	P					P	P	P	P	P	P	P				
Transportation Facilities Level 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Transportation Facilities Level 2									P	P		P	P	P		P	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 (B)(1)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Community center	-	-	-	-	-	<u>P</u>	-	-	<u>P</u>	-	-	P	P	P	P	-	P	-	-	-	-	C
Places of assembly	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	P

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

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

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

B. *Development and Operating Conditions.*

\* \* \*

**18A.40.080 Health and social services.**

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

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

Uses	Zoning Classifications																				
Health and Social Services See note (B)(1)*	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
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:

- 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
- 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:

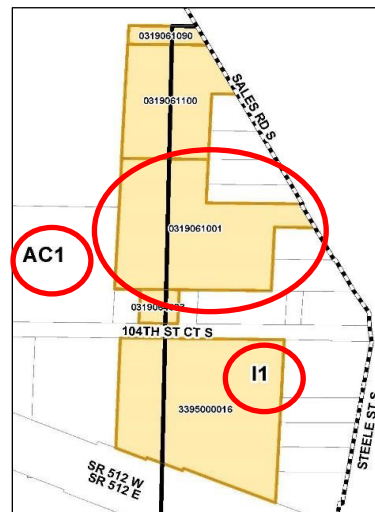
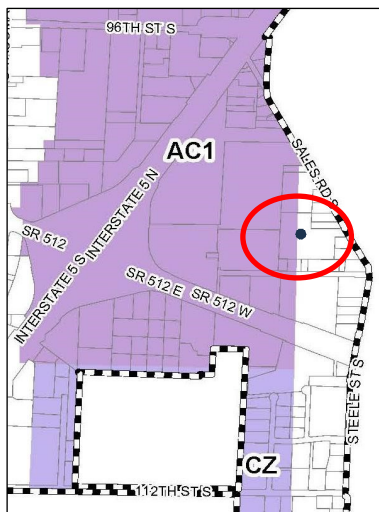
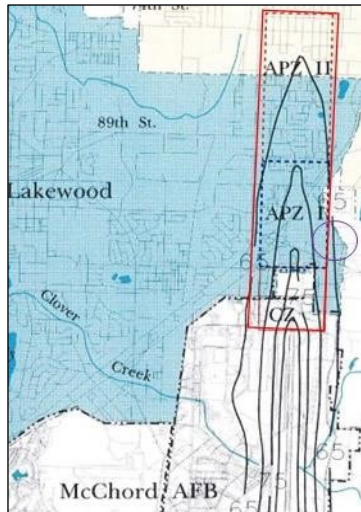
a. Propose to a recognized union any provision of the employer's CTR program that is subject to bargaining as defined by the National Labor Relations Act; and

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~~).

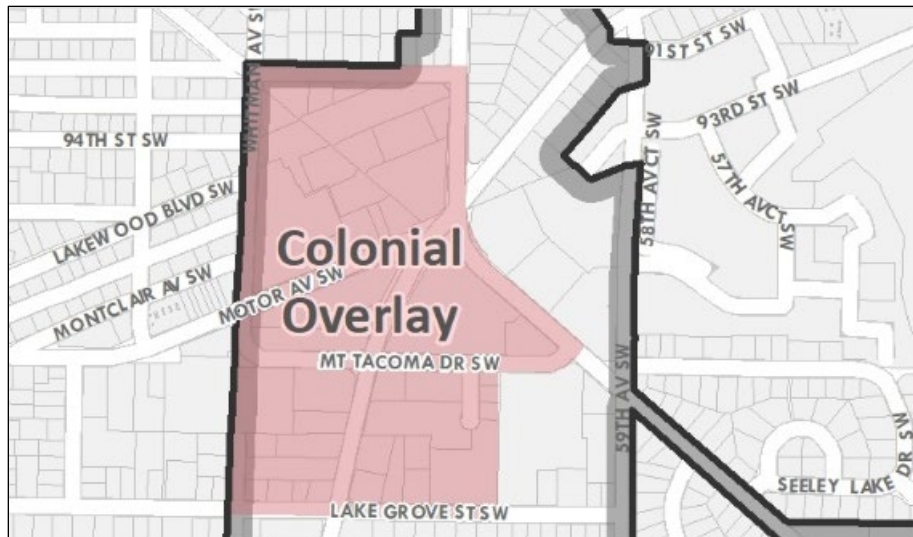
E. *Appeals of Penalties.* Affected employers may appeal penalties pursuant to the provisions of the City Code and RCW 7.80.100.

**[See Lakewood 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 1 (OSR 1.)**





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

### **18A.10.180 Definitions**

*“Accessory dwelling unit (ADU)”* means a habitable dwelling unit added to, created within, or detached from and on the same lot with a single-family housing unit, duplex, triplex, townhome, or other housing unit that provides basic requirements for living, sleeping, eating, cooking, and sanitation. See RCW 36.70A.696 (8) or its successor for the meaning of “major transit stop” in relation to ADUs.

### **18A.40.110 Residential Uses**

\* \* \*

#### **B. *Operating and Development Conditions.***

1. Accessory dwelling units (ADUs) are permitted when added to, created within, or detached from a principal dwelling unit subject to the following restrictions:

a. Up to two (2) ADUs shall be allowed as accessory uses in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit. ADUs shall not be included in the density calculations. A lot shall contain no more than two (2) ADUs.

b. Lots designated with critical areas or their buffers shall be allowed up to one (1) ADU as an accessory use in conjunction with any detached single-family structure, duplex, triplex, townhome, or other housing unit.

c. An ADU may be established by creating the unit within or in addition to the new or existing principal dwelling, or as a detached unit from the principal dwelling.

d. The ADU, as well as the main dwelling unit, must meet all applicable setbacks, lot coverage, and building height requirements.

e. The maximum size of an attached ADU contained within or attached to an existing single-family structure shall be limited by the existing structure's applicable zoning requirements. The maximum size of all other attached and all detached ADUs shall be no more than one thousand two hundred (1,200) square feet, excluding the garage.

f. The minimum size for both attached and detached ADUs shall be sufficient to comply with LMC Title 15.

**2025-12 Recognize RCW 35A.21.440 and RCW 36.70A.130<sup>1</sup> and adopt regulations allowing new housing in “existing buildings”, as defined herein, in all commercial, mixed-use, and residential zones.**

#### **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.40.027 Summary land use table.**

This table provides a summary of the land use tables included in this chapter and at LMC 18A.40.130, excluding open space. In cases where there are discrepancies between this table and other land use tables in this chapter or in LMC 18A.40.130, 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. See 18A.40.130 for more information re uses in the Air Corridor 1 (AC1) zone, Air Corridor 2 (AC2) zone, and Clear Zone (CZ).

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<sup>1</sup> 2023-2024 ESHB 1042



	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	AC1	AC2	CZ
<b>Commercial and Industrial Uses</b>																											
Accessory commercial (4)	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	P	P	P	=	=	=	=	=	N/A	N/A	N/A
Accessory industrial (5)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	P	P	P	=	=	=	=	N/A	N/A	N/A
Accessory retail or services	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	=	=	=	=	P	=	=	N/A	N/A	N/A
Artisan shop	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	=	=	=	=	=	=	=	N/A	N/A	N/A
Auto and vehicle sales/rental (6)	=	=	=	=	=	=	=	=	=	=	=	=	Q	Q	=	P	P	=	=	=	=	=	=	=	N/A	N/A	N/A
Auto parts sales	=	=	=	=	=	=	=	=	=	P	=	P	P	P	P	P	P	=	=	=	=	=	=	=	N/A	N/A	N/A
Bank, financial services	=	=	=	=	=	=	=	=	=	=	=	Q	P	P	P	=	P	=	=	=	=	=	=	=	N/A	N/A	N/A
Brewery, production (7)	=	=	=	=	=	=	=	=	=	P	=	=	Q	Q	Q	P	Q	=	P	=	=	=	=	=	N/A	N/A	N/A
Building and landscape materials sales	=	=	=	=	=	=	=	=	Q	=	=	P	P	=	P	P	P	=	=	=	=	=	=	=	P	P	:
Building contractor, light	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	P	P	P	=	=	=	P	P	:
Building contractor, heavy	=	=	=	=	=	=	=	=	=	P	=	=	=	=	=	=	=	Q	Q	Q	=	=	=	=	Q	:	:
Business support service	=	=	=	=	=	=	=	=	=	P	=	P	P	P	P	P	P	=	P	=	=	=	=	=	P	:	:
Catering service	=	=	=	=	=	=	=	=	=	P	Q	P	P	P	P	Q	P	=	=	=	=	=	=	=	P	P	:
Cemetery, mausoleum, columbarium	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	=	=	=	=	N/A	N/A	N/A
Club, lodge, private meeting hall	=	=	Q	=	=	=	=	=	Q	Q	Q	P	P	P	P	=	Q	=	=	=	=	=	=	=	N/A	N/A	N/A
Commercial recreation facility, indoor	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P	=	=	=	Q	Q	=	Q	=	=	N/A	N/A	N/A
Commercial recreation facility, outdoor	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	=	=	=	=	=	N/A	N/A	N/A
Community center	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	=	P	=	=	=	=	Q	=	=	N/A	N/A	N/A
Construction/heavy equipment sales and rental	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	=	P	Q	=	=	=	Q	Q	:
Convenience store	=	=	=	=	=	=	=	=	=	P	=	P	P	Q	Q	Q	P	=	=	=	=	=	=	=	N/A	N/A	N/A
Equipment rental	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	P	P	=	=	P	=	=	=	=	P	P	:
Flex space (8)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	P	P	=	P	P	=	=	=	=	N/A	N/A	N/A
Fuel dealer	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	P	P	=	=	=	=	N/A	N/A	N/A
Furniture/fixtures manufacturing, cabinet shop	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	Q	P	P	=	=	=	N/A	N/A	N/A
Furniture, furnishings, appliance/equipment store	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	=	P	=	=	=	=	=	=	=	:	Q	:
Gas station	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	=	=	=	=	=	=	=	N/A	N/A	N/A
General retail	=	=	=	=	=	=	=	=	=	P	=	P	P	P	P	=	P	=	P	=	=	=	=	=	N/A	N/A	N/A
Golf course, country club	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Grocery store, large	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	=	P	=	=	=	=	=	=	=	N/A	N/A	N/A
Grocery store, small	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	=	P	=	=	=	=	=	=	=	N/A	N/A	N/A
Handcraft industries, small-scale manufacturing	=	=	=	=	=	=	=	=	=	=	=	Q	P	P	P	P	Q	=	P	P	=	=	=	=	P	P	:
Health/fitness facility, commercial	=	=	=	=	=	=	=	=	=	=	=	P	P	=	P	=	=	P	Q	=	=	=	=	=	N/A	N/A	N/A
Health/fitness facility, quasi-public	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	=	=	=	=	P	=	=	N/A	N/A	N/A
Kennel, animal boarding (9)	=	=	=	=	=	=	=	=	=	=	=	=	Q	Q	Q	P	Q	=	Q	P	=	=	=	=	P	P	:

Laboratory, medical/analytical	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	=	=	P	P	=	P	=	=	=	N/A	N/A	N/A
Laundry, dry cleaning plant	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	=	=	Q	Q	=	=	=	=	=	P	:	:
Library, museum	=	=	=	=	=	=	=	=	=	=	=	=	P	P	Q	P	=	Q	=	=	=	=	=	=	=	N/A	N/A	N/A
Live/work and work/live units	=	=	=	=	=	=	=	=	=	=	=	=	Q	Q	=	=	Q	Q	=	Q	Q	=	=	=	=	:	:	:
Maintenance service, client site services	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	P	P	P	=	=	=	=	P	P	:
Manufacturing, assembling and packaging, light	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	P	P	P	=	=	=	=	P	P	:
Manufacturing, assembling and packaging, medium	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	Q	Q	P	P	P	=	=	=	=	N/A	N/A	N/A
Manufacturing, assembling and packaging, heavy	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	Q	Q	=	=	=	=	N/A	N/A	N/A
Metal products fabrication, machine and welding shops, American Direct	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	P	P	P	=	=	=	=	N/A	N/A	N/A
Medical services, lab	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	:	P	:	:	P	=	=	N/A	N/A	N/A
Military installations																										P	P	P
Mixed use	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	=	=	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Mobile home, RV, and boat sales	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	=	=	=	=	=	=	=	Q	Q	:
Mortuary, funeral homes and parlors	:	=	=	=	=	=	=	=	=	P	=	=	P	=	P	=	P	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Motion picture production studios	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	=	=	=	=	N/A	N/A	N/A
Office, business services	=	=	=	=	=	=	=	=	=	P	P	P	P	Q	P	P	P	=	P	=	=	=	=	=	=	P	P	:
Office, processing	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	=	Q	=	=	=	P	=	=	=	=	=	N/A	N/A	N/A
Office, professional	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	Q	P	=	P	=	=	=	=	=	=	P	:	:
Outdoor storage	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	P	P	P	=	=	=	=	N/A	N/A	N/A
Pawnbrokers and secondhand dealers	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Personal services	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=	P	:	:
Personal services, restricted	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	Q	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Petroleum product storage and distribution	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P	=	=	=	=	N/A	N/A	N/A
Places of assembly	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	P	=	=	:	:	:
Printing and publishing	=	=	=	=	=	=	=	=	=	=	=	=	Q	P	P	P	P	P	=	P	P	=	=	=	=	N/A	N/A	N/A
Produce stand	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Recycling facility – processing facility	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	Q	=	=	Q	Q	=	=	=	=	N/A	N/A	N/A
Recycling facility – scrap and dismantling yards	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	=	=	=	=	N/A	N/A	N/A
Repair service, equipment, large appliances	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	Q	=	Q	P	P	=	=	=	=	N/A	N/A	N/A
Research and development	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	=	=	=	=	N/A	N/A	N/A
Secondhand store	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Shelter, animal (9, 10)	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	Q	P	Q	=	=	P	=	Q	=	=	N/A	N/A	N/A
Shopping center	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	Q	P	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Social service organization	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	=	Q	=	Q	=	=	=	=	=	=	=	N/A	N/A	N/A
Solid waste transfer station	=	=	=	=	=	=	=	=	=	=	=	=	=	Q	=	=	=	=	=	Q	P	P	=	=	=	N/A	N/A	N/A
Small craft distillery (7)	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	=	P	=	=	=	=	=	:	P	:



	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	AC1	AC2	CZ
<b>Essential Public Facilities Uses (16)</b>																											
Airport (seaplane) (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	=	=	=	=
Community and technical colleges, colleges and universities (17)	=	=	=	=	=	=	=	=	=	=	=	=	C	=	C	=	=	=	C	=	=	C	=	=	=	=	=
Correctional facilities (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	=	=	=	=	=	=	=
Electrical transmission lines of higher voltage than 115 kV, in existing corridors of such transmission lines	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	C
Electrical transmission lines of higher voltage than 115 kV, in new corridors	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	=	=
Group home	See LMC 18A.40.120, Special needs housing																										
In-patient facility including but not limited to substance abuse facility (17)	=	=	=	=	=	=	=	=	=	=	=	=	C	=	C	=	=	C	=	=	=	C	=	=	=	=	C
Intercity high-speed ground transportation (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	=	=	=	P	=	=	=	C	=	=	=
Intercity passenger rail service (17)	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	=	=	=	=	P	=	=	=	C	=	=	=
Interstate Highway 5 (I-5) (17)	=	=	P	=	=	=	P	=	=	=	=	=	P	P	=	P	P	=	=	=	=	=	P	P	P	=	=
Mental health facility (17, 18)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	=	=	=	=	=
Military installation	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P
Minimum security institution (17)	=	=	=	C	C	C	C	C	C	C	C	C	C	C	C	=	=	=	=	=	=	C	=	=	=	=	=
Organic materials (OM) management facilities (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	C	=	C	C	C	=	=	=	=	=	=
Secure community transition facility (SCTFs) (17, 19)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	C	=	=	=	=	=	=	=	=	=	=
Solid waste transfer station (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	C	=	C	C	C	=	=	=	=	=	=
Sound Transit facility (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	=	=	=	P	=	=	=	C	=	=	=
Sound Transit railroad right-of-way (17)	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	P	P	=	=	P	=	=	=	P	=	=	=
Transit bus, train, or other high-capacity vehicle bases (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	=	=	=
Washington State Highway 512 (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=	=	P	=	=	=	=	=	P	=	=
Work/training release facility (17)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	C	=	=	=	=	=	=	=	=	=	=
	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	AC1	AC2	CZ
<b>Government Services, General Uses</b>																											
City, county, special district, state, and federal offices	=	=	=	=	=	=	=	=	=	=	=	=	=	C	P	P	P	P	C	C	=	P	=	=	N/A	N/A	N/A
Fire stations	P	P	P	P	C	C	C	C	C	C	=	P	P	P	P	P	P	P	C			P	=	=	N/A	N/A	N/A
Maintenance shops and vehicle and equipment parking and storage areas for general government services (20)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	C	=	C	P	P	P	=	=		N/A	N/A	N/A
Police stations, including temporary holding cells (21)	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	=	=	P	=	=	N/A	N/A	N/A
Post offices	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	P	=	=	=	P	=	=	N/A	N/A	N/A

	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	MF3 (f)	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI	OSR1	OSR2	AC1	AC2	CZ
Health and Social Services Uses (22)																											
Day care center in existing and new schools (23)	=	=	=	=	=	=	=	=	P	P	C	P	P	P	P	P	P	C	=	=	=	P	=	=	=	=	=
Day care center in existing or new churches (23)	P	P	P	P	=	=	=	=	P	P	C	P	P	P	P	P	P	C	=	=	=	=	=	=	=	=	=
Day care center providing care for children and/or adult relatives of owners or renters of dwelling units located on the same site (23, 24)	=	=	=	=	P	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 (23, 24)	=	=	=	=	=	=	=	=	=	=	C	P	P	C	C	P	P	C	P	=	=	C	=	=	=	=	=
Day care center, independent (23)	=	=	=	=	=	=	=	=	P	P	=	P	P	P	P	P	P	C	=	=	=	C	=	=	=	=	=
Human service agency offices	=	=	=	=	=	=	=	=	=	=	C	P	P	P	P	=	P	P	P	=	=	=	=	=	=	N/A	N/A
Medical service, urgent care clinic	=	=	=	=	=	=	=	=	=	=	=	=	P	C	P	=	P	P	=	=	=	=	=	=	=	N/A	N/A
Medical service, doctor office	=	=	=	=	=	=	=	=	=	=	C	P	P	=	P	=	P	P	=	=	=	=	=	=	=	N/A	N/A
Medical service, hospital	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C	=	=	=	C	=	=	=	N/A	N/A
Medical service, integrated medical health center	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	=	=	C	=	=	=	C	=	=	=	N/A	N/A
Medical service, lab	=	=	=	=	=	=	=	=	=	=	=	=	P	=	P	=	C	C	P	=	=	C	=	=	=	N/A	N/A
Pharmacy	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	=	P	P	=	=	=	=	=	=	=	N/A	N/A
Preschool/nursery school	P	P	P	P	=	=	P	P	P	P	C	P	P	P	P	P	P	C	C	=	=	C	=	=	=	=	=
Lodging Uses																											
Bed and breakfast quest houses (25)	C	C	C	C	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Hostels	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	=	=	=	=	=	=	=	=	=	=	=	=
Hotels and motels	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	C	P	P	=	=	=	=	=	=	=	=	=
Recreational vehicle parks	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	=	=
Short-term vacation rentals (26)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=	=	=	=	=
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	Q	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Cottage housing (29)	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	=	=	=	=	=	=	=	=	=	=	=	=
Detached single-family (31)	P	P	P	P	P	P	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	N/A	N/A
Detached single-family structure(s) on lot less than 20,000 square feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	=	=
Detached single-family structure(s) on lot greater than 20,000 square feet	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	=	P
Two-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=



	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	AC1	AC2	CZ
Residential Land Uses																											
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-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Six-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	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	=	=	=	=	=	=	=	=	=	=	=	=	=	=
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	=	=	=	=	=	=	=	=	=	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	=	=	=	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Rooms for the use of domestic employees of the owner, lessee, or occupant of the primary dwelling	P	P	=	=	=	=	=	=	=	=	P	=	=	=	=	=	=	=	=	=	=	=	=	=	=	P	=
Small craft distillery (32, 36)	=	P	P	P	P	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Specialized senior housing (37)	=	=	=	=	C	C	C	C	C	C	=	=	=	=	=	=	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Use of existing buildings for residential purposes (B)(50)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Accessory residential uses (38)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=	=	N/A	N/A	N/A
Special Needs Housing Uses (39)																											
Assisted living facility	=	=	=	=	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=
Confidential shelter (40)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	P	=	=	=	=	=
Continuing care retirement community	=	=	=	=	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=
Emergency housing	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	=	=	=	=	=	=	=	=
Emergency shelter	=	=	=	=	=	=	=	=	=	=	=	=	=	P	P	P	P	P	P	=	=	=	=	=	=	=	=
Enhanced services facility	=	=	=	=	=	=	=	=	=	=	C	C	C	C	C	=	C	=	=	=	=	=	=	=	=	=	=
Hospice care center	C	C	C	C	C	C	P	P	P	P	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=
Nursing home	=	=	=	=	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	=	=
Permanent supportive housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	C	=	=	=	=
Rapid rehousing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	C	=	=	=	=	=
Transitional housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	C	=	=	=	=
Type 1 group home, adult family home (41)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	C	=	=	=	=	=
Type 2 group home	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	=	=	=	=	=	=	C	=	=	=	=	=
Type 3 group home	=	=	=	=	C	C	C	C	C	C	C	C	C	C	C	=	=	=	=	=	=	C	=	=	=	=	=
Type 4 group home	=	=	=	=	=	=	=	=	=	=	=	=	=	=	=	C (42)	C (42)	=	=	=	=	=	=	=	=	=	=
Type 5 group home	=	=	=	=	=	=	=	=	=	=	=	=	C (42)	=	=	=	C (42)	=	=	=	=	=	=	=	=	=	=

[illegible]

	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	AC1	AC2	CZ
Utilities Uses																											
Telecommunications earth receiving stations (satellite dishes) (48)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C	P	P	:
Telecommunications lines, pipes, support poles and related facilities, not including earth receiving stations, personal wireless service, transmission/ receiving/relay facilities, or switching facilities (44)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	:
Telecommunications switching facilities	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C	P	P	:
Telecommunications transmission/receiving/relay facilities (45)	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C		P	:
Water purification and filtration activities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	N/A	N/A	N/A
Wastewater conveyance facilities; includes pumping and/or lift stations (48)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C	P	P	P
Water supply wells and pumping stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	C	C	N/A	N/A	N/A
Wireless communication facilities																									P	P	:

\* \* \*

#### 18A.40.110 Residential uses.

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

	Zoning Classifications																				
Residential Land Uses	R1	R2	R3	R4	MR1	MR2	MF1	MF2	MF3	ARC	NC1	NC2	TOC	CBD	C1	C2	C3	IBP	I1	I2	PI
Accessory caretaker's unit	-	-	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	-	P	P	-
Accessory dwelling unit (ADU) (B)(1)*	P	P	P	P	P	P	P	P	-	-	-	-	P	-	-	-	-	-	-	-	-
Babysitting care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-
Boarding house (B)(2)	C	C	C	C	C	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	-	-	-	-	-	-	-

	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
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	-	-	-	-	-	-	-	-	-
<a href="#">Multifamily:</a> Four-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
<a href="#">Multifamily:</a> Five-family residential, attached or detached dwelling units	P	P	P	P	P	P	P	P	P	P	P	P	-	-	-	-	-	-	-	-	-
<a href="#">Multifamily:</a> Six-family residential, attached or detached dwelling units	-	-	-	-	-	-	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	-	-	-	-	-	-	-	-	-

	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
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)(50)	P	P	P	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.*

(50) Use of "existing buildings", as defined in LMC 18A.10.180, for residential purposes in commercial, mixed-use, and residential zones:

(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;

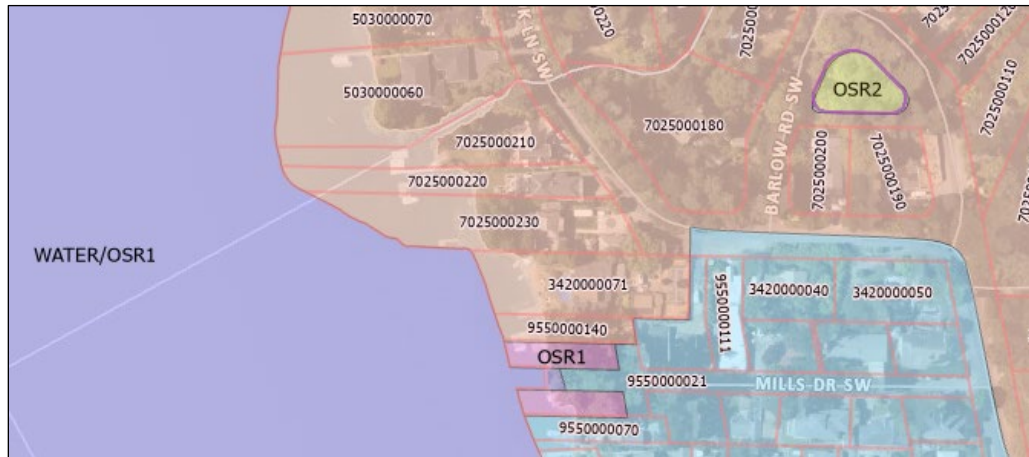
(f) Unchanged portions of an existing building used for residential purposes do not need to meet the current energy code; however, if any portion of an existing building is converted to new dwelling units, each of those new units must meet the requirements of the current energy code;

(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)**

