

**From:** [Jeffrey Delapena](#)  
**To:** [Cnty 2025 Comp Plan](#); [Don Steinke](#)  
**Cc:** [Oliver Orijako](#); [Jose Alvarez](#)  
**Subject:** RE: Comprehensive Plan Update Comments  
**Date:** Monday, June 23, 2025 8:05:29 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Good day, Don,

Thank you for submitting this feedback in relation to the 2025 Comprehensive Plan Update.

This has been forwarded to additional members of Staff and will be entered into the Index of Record.

Best,



**Jeff Delapena**  
Program Assistant  
COMMUNITY PLANNING

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**From:** Clark County <webteam@clark.wa.gov>  
**Sent:** Saturday, June 21, 2025 5:09 PM  
**To:** Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>  
**Subject:** Comprehensive Plan Update Comments

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Submitted on Sat, 06/21/2025 - 5:08 PM

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Climate Action of Southwest Wshington

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**Message Subject**

New parking reform law effective this July

**Comments**

From Don Steinke

Re Off-street parking minimums reduced

Hello

SB 5184 passed. It reduces off-street-minimum-parking requirements statewide.

This act, which may be known and cited as the Parking Reform and Modernization Act, takes effect on July 27, 2025.

NEW SECTION. Sec. 1. The legislature finds that predetermined on-site parking requirements needlessly drive up the cost of development”, particularly for housing . . . and child centers . . . The legislature further finds that the amount of parking that a project actually needs should be determined on a case-by-case basis by permit applicants sensitive to actual market conditions rather than a one-size-fits-all regulation.

I copied verbatim the part of the law that applies to Counties, I added indents for readability.

NEW SECTION. Sec. 4. A new section is added to chapter 36.01 RCW to read as follows:

(1) A county may not require more than 0.5 parking space per multifamily dwelling unit or more than one parking space per single-family home.

(2) A county may not require more than two parking spaces per 1,000 square feet of commercial space.

(3) A county may not require any minimum parking requirements for:

(a) Residences under 1,200 square feet;

(b) Commercial spaces under 3,000 square feet;

(c) Affordable housing;

- (d) Senior housing;
  - (e) Child care centers as defined in RCW 43.216.010 that are licensed or certified by the department of children, youth, and families;
  - (f) Ground level nonresidential spaces in mixed-use buildings; and
  - (g) A building undergoing a change of use from a nonresidential to a residential use or a change of use for a commercial use.
- (4) For purposes of this section:
- (a) "Affordable housing" has the same meaning as in RCW 36.70A.030.
  - (b) "Commercial use" means use for nonresidential business purposes, including retail, office, wholesale, general merchandise, and food services.
- (5) This section does not apply to requirements for parking spaces permanently marked for the exclusive use of individuals with disabilities in compliance with the Americans with disabilities act.
- (6) The provisions of this section do not apply:
- (a) If a county submits to the department of commerce an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and the department finds and certifies, that the application of the parking limitations of this section will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than the county's current parking requirements; or
  - (b) To portions of counties within a one-mile radius of a commercial airport in Washington with at least 9,000,000 annual enplanements.
- (7) A county may require off-street parking if the county's roads are not developed to the standards for streets and roads adopted by the cities within that county.
- (8) Counties may require parking in excess of the limitations in this section for religious organizations and parking requirements for carpools.
- (9) Counties are not prohibited from requiring temporary or time-restricted parking. Counties are encouraged to consider the adequacy of drop-off space, waiting space, and accessibility in the design review process when considering the limitations on parking requirements.
- (10) A county may submit a request for a variance from the requirements of this section to require additional parking spaces permanently marked for the exclusive use of individuals with disabilities beyond those required for compliance with the Americans with disabilities act based on the planned or likely population, location, or safety of a building, using objective standards.
- (11) Counties that have adopted substantially similar policies to the requirements established in this section may apply to the department of commerce for a determination of compliance with the requirements of this section. In determining what is substantially similar, the department of commerce shall consider whether:
- (a) The county's parking requirements as of July 2025 have the same or lower parking minimums than the requirements of this section;
  - (b) The county's parking requirements are equal to the average number of parking stalls required per residential unit and the average number of parking stalls required per 1,000 square feet of commercial space; and
  - (c) The county's parking requirements for affordable housing, senior housing, housing for people with disabilities, and child care facilities are equivalent to the requirements of this section.

(12) Counties with a population between 30,000 and 50,000 shall implement the requirements of this section within three years of the effective date of this act. Counties with a population of 50,000 or greater shall implement the requirements of this act within 18 months of the effective date of this act.

NEW SECTION. Sec. 5. A new section is added to chapter 19.27 RCW to read as follows:  
The state building code council shall research and, if necessary, adopt by rule updated accessible parking space requirements in the state building code promulgated under this chapter to align with current research on disability rates among drivers.

NEW SECTION. Sec. 6. RCW 36.70A.620 (Cities planning under RCW 36.70A.040—Minimum residential parking requirements) and 2020 c 173 s 3 & 2019 c 348 s 5 are each repealed.

NEW SECTION. Sec. 7. This act may be known and cited as the parking reform and modernization act.

Passed by the Senate April 17, 2025.

Passed by the House April 11, 2025.

Approved by the Governor May 7, 2025.

Filed in Office of Secretary of State May 12, 2025.