

From: [Jenna Kay](#)
To: [Cnty 2025 Comp Plan](#); [Jeffrey Delapena](#)
Subject: FW: Transit Oriented Density near BRT stops and Off-street parking reform
Date: Monday, July 7, 2025 9:00:41 AM

For comp plan record

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Tuesday, July 1, 2025 8:35 PM
To: Jenna Kay <Jenna.Kay@clark.wa.gov>; Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>; Harrison Husting <Harrison.Husting@clark.wa.gov>
Subject: Transit Oriented Density near BRT stops and Off-street parking reform

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From Don Steinke
To Clark County c/o Jenna, Oliver, and Harrison

Re Transit Oriented Density near BRT stops and Off-street parking reform

Hello Oliver, Jenna, Harrison and Clark County

A few months ago, our legislature passed 2 laws that will help us reduce vehicle miles traveled and help us get more affordable housing.
Those two laws are:

- [HB 1491](#) Transit Oriented Development
- [SB 5184](#) Parking Reform and Modernization Act

Under HB [1491](#),

- a. Cities across the state are required to make room for larger apartment buildings within a quarter-mile of all Bus Rapid Transit stops, within the UGA or a city.
- b. On June 12, C-Tran awarded \$43 million to Tapani Construction to build its 3rd BRT line. This line will be called the Purple Vine. The Purple Vine will run from WSUV to the Columbia Waterfront, with about 10 stops in the UGA. I believe we need to comply by mid-2026.
- c. Developments within transit station areas will have to set aside at least 10% of their units for lower-income households but will be able to take advantage of a new tax exemption program to offset those costs. They can also choose to set aside 20% of their units as workforce housing, available to households making more

modest incomes.

[SB 5184](#) bars cities and counties with 30,000 or more residents from requiring excessive off-street parking spaces.

"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 . . . “

Steinke Comment

1. When parking mandates are reduced, more housing units are built and more day care centers become available.

2. The current lack of affordable housing may mean that retail workers or medical assistants can't afford to live near their place of work
Spokane, Bellingham, Bremerton and Port Townsend have decided to ditch parking mandates altogether