
SENATE BILL 5184

State of Washington

69th Legislature

2025 Regular Session

By Senators Bateman and Trudeau

Prefiled 01/08/25.

1 AN ACT Relating to minimum parking requirements; amending RCW
2 36.70A.620; adding a new section to chapter 35.21 RCW; adding a new
3 section to chapter 35A.21 RCW; adding a new section to chapter 36.01
4 RCW; and creating new sections.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 NEW SECTION. **Sec. 1.** The legislature finds that predetermined
7 on-site parking requirements needlessly drive up the cost of
8 development, particularly housing; discourage walking and multimodal
9 transit usage; and encourage excessive reliance of automobiles with
10 attendant impacts on human health and greenhouse gas emissions. The
11 legislature further finds that the amount of parking that a project
12 actually needs should be determined on a case-by-case basis by permit
13 applicants sensitive to actual market conditions rather than a one-
14 size-fits-all regulation.

15 NEW SECTION. **Sec. 2.** A new section is added to chapter 35.21
16 RCW to read as follows:

17 (1) A city may not require more than 0.5 parking space per
18 residential dwelling unit.

19 (2) A city may not require more than one parking space per 1,000
20 feet of commercial space.

- 1 (3) A city may not require any minimum parking requirements for:
2 (a) Existing buildings undergoing change of use, including vacant
3 buildings;
4 (b) Residences under 1,200 square feet;
5 (c) Commercial spaces under 5,000 square feet;
6 (d) Affordable housing;
7 (e) Senior housing;
8 (f) Housing for people with disabilities;
9 (g) Facilities that serve alcohol;
10 (h) Child care facilities;
11 (i) Commercial spaces in mixed-use projects.
12 (4) For purposes of this section, "affordable housing" has the
13 same meaning as in RCW 36.70A.030.
14 (5) This section does not apply to accessible parking spaces in
15 compliance with the Americans with disabilities act.

16 NEW SECTION. **Sec. 3.** A new section is added to chapter 35A.21
17 RCW to read as follows:

- 18 (1) A code city may not require more than one parking space per
19 residential dwelling unit.
20 (2) A code city may not require more than one parking space per
21 1,000 feet of commercial space.
22 (3) A code city may not require any minimum parking requirements
23 for:
24 (a) Existing buildings undergoing change of use, including vacant
25 buildings;
26 (b) Residences under 1,200 square feet;
27 (c) Commercial spaces under 5,000 square feet;
28 (d) Affordable housing;
29 (e) Senior housing;
30 (f) Housing for people with disabilities;
31 (g) Facilities that serve alcohol;
32 (h) Child care facilities;
33 (i) Commercial spaces in mixed-use projects.
34 (4) For purposes of this section, "affordable housing" has the
35 same meaning as in RCW 36.70A.030.
36 (5) This section does not apply to accessible parking spaces in
37 compliance with the Americans with disabilities act.

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

3 (1) A county may not require more than 0.5 parking space per
4 residential dwelling unit.

5 (2) A county may not require more than one parking space per
6 1,000 feet of commercial space.

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

9 (a) Existing buildings undergoing change of use, including vacant
10 buildings;

11 (b) Residences under 1,200 square feet;

12 (c) Commercial spaces under 5,000 square feet;

13 (d) Affordable housing;

14 (e) Senior housing;

15 (f) Housing for people with disabilities;

16 (g) Facilities that serve alcohol;

17 (h) Child care facilities;

18 (i) Commercial spaces in mixed-use projects.

19 (4) For purposes of this section, "affordable housing" has the
20 same meaning as in RCW 36.70A.030.

21 (5) This section does not apply to accessible parking spaces in
22 compliance with the Americans with disabilities act.

23 **Sec. 5.** RCW 36.70A.620 and 2020 c 173 s 3 are each amended to
24 read as follows:

25 In counties and cities planning under RCW 36.70A.040, minimum
26 residential parking requirements mandated by municipal zoning
27 ordinances for housing units constructed after July 1, 2019, are
28 subject to the following ((requirements)):

29 ~~((1) For housing units that are affordable to very low-income or
30 extremely low-income individuals and that are located within one-
31 quarter mile of a transit stop that receives transit service at least
32 two times per hour for twelve or more hours per day, minimum
33 residential parking requirements may be no greater than one parking
34 space per bedroom or .75 space per unit. A city may require a
35 developer to record a covenant that prohibits the rental of a unit
36 subject to this parking restriction for any purpose other than
37 providing for housing for very low-income or extremely low-income
38 individuals. The covenant must address price restrictions and
39 household income limits and policies if the property is converted to~~

1 a use other than for low-income housing. A city may establish a
2 requirement for the provision of more than one parking space per
3 bedroom or .75 space per unit if the jurisdiction has determined a
4 particular housing unit to be in an area with a lack of access to
5 street parking capacity, physical space impediments, or other reasons
6 supported by evidence that would make on-street parking infeasible
7 for the unit.

8 (2) For housing units that are specifically for seniors or people
9 with disabilities, that are located within one-quarter mile of a
10 transit stop that receives transit service at least four times per
11 hour for twelve or more hours per day, a city may not impose minimum
12 residential parking requirements for the residents of such housing
13 units, subject to the exceptions provided in this subsection. A city
14 may establish parking requirements for staff and visitors of such
15 housing units. A city may establish a requirement for the provision
16 of one or more parking space per bedroom if the jurisdiction has
17 determined a particular housing unit to be in an area with a lack of
18 access to street parking capacity, physical space impediments, or
19 other reasons supported by evidence that would make on-street parking
20 infeasible for the unit. A city may require a developer to record a
21 covenant that prohibits the rental of a unit subject to this parking
22 restriction for any purpose other than providing for housing for
23 seniors or people with disabilities.

24 (3) For market rate multifamily housing units that are located
25 within one-quarter mile of a transit stop that receives transit
26 service from at least one route that provides service at least four
27 times per hour for twelve or more hours per day, minimum residential
28 parking requirements may be no greater than one parking space per
29 bedroom or .75 space per unit. A city or county may establish a
30 requirement for the provision of more than one parking space per
31 bedroom or .75 space per unit if the jurisdiction has determined a
32 particular housing unit to be in an area with a lack of access to
33 street parking capacity, physical space impediments, or other reasons
34 supported by evidence that would make on-street parking infeasible
35 for the unit)) Cities with a population of at least 10,000 that are
36 within a county with a population density exceeding 100 people per
37 square mile may not require off-street parking as a condition of
38 permitting development of multifamily, middle housing, or accessory
39 dwelling units that are located within one-half mile walking distance
40 of transit service. For the purposes of this section, transit service

1 means at least one route that provides service at least four times
2 per hour for 12 or more hours per day. Nothing in this section
3 precludes a city from adopting maximum parking limits or requiring
4 frontage improvements to provide on-street parking.

5 NEW SECTION. **Sec. 6.** This act may be known and cited as the
6 parking reform and modernization act.

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