

# Parking Reform and Modernization Act (SB 5184)

What local jurisdictions need to know

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Growth Management Services

APRIL 23, 2026



Washington State  
Department of  
**Commerce**

# We strengthen communities



HOUSING AND HOMELESSNESS



INFRASTRUCTURE AND BROADBAND



SMALL BUSINESS ASSISTANCE



ENERGY



PLANNING AND TECH ASSISTANCE



COMMUNITY SERVICES AND FACILITIES



CRIME VICTIMS AND PUBLIC SAFETY



ECONOMIC DEVELOPMENT

# Parking Reform and Modernization Act

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- SB 5184 of 2025
- Adds new sections to the cities and counties chapters limiting minimum parking requirements:
  - RCW 35.21.994 (cities)
  - RCW 35A.21.445 (code cities)
  - RCW 36.01.397 (counties)
- Must be implemented by:
  - **January 27, 2027** for jurisdictions 50,000 population and over
  - **July 27, 2028** for jurisdictions 30,000 – 50,000



# Legislative intent

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Bring down the cost of development, particularly of **housing**



Encourage walking and **multimodal transportation** usage



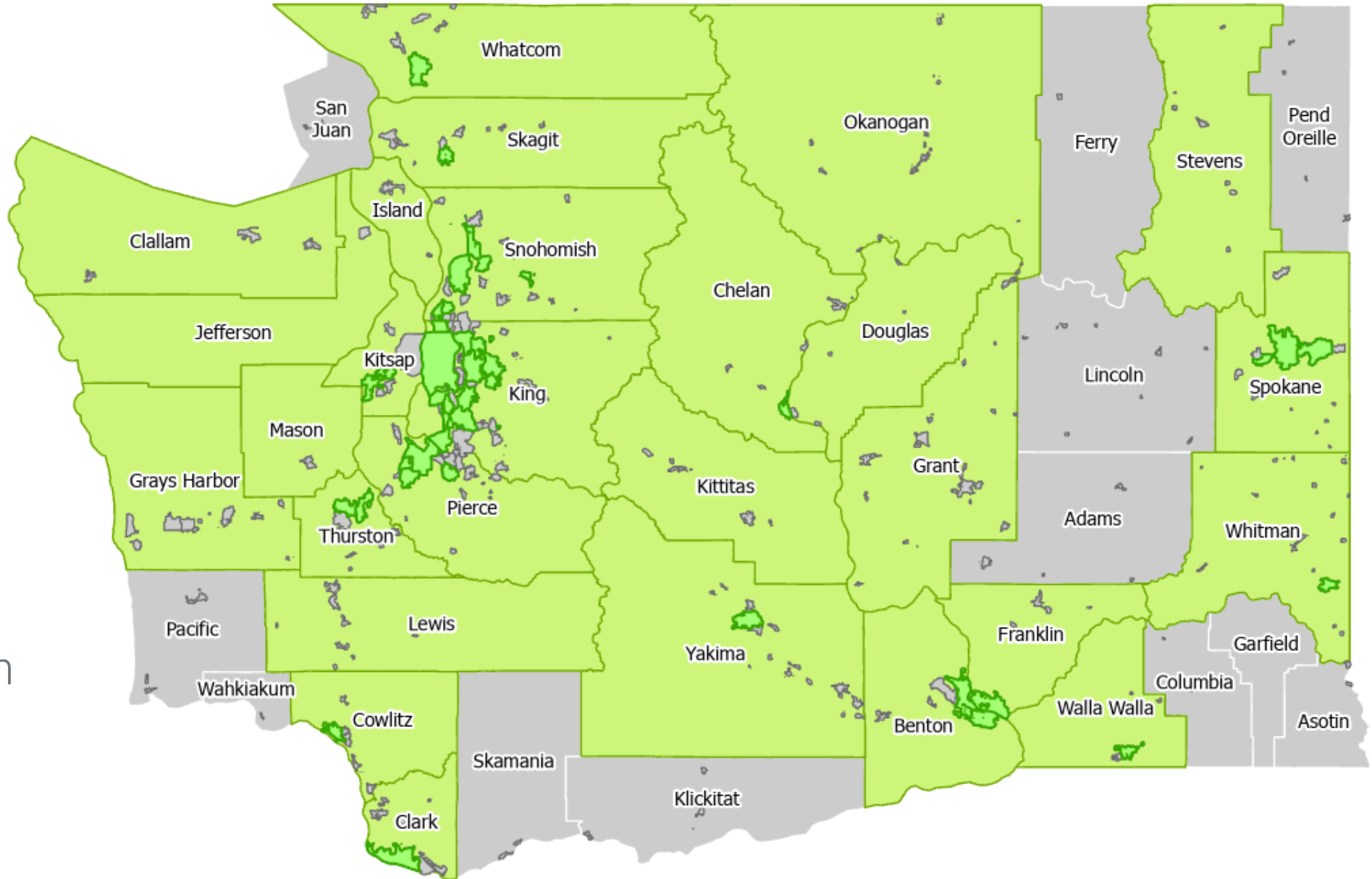
Discourage excessive reliance on automobiles, for the subsequent effects on **human health and greenhouse gas emissions**



Allow parking to be provided on a case-by-case basis in response to **market conditions**

RCW 36.01.397, findings, [ [2025 c 204 s 1.](#) ]

Applies to cities and counties with population over 30,000



# The PRMA Limits minimum parking requirements

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PRMA caps the amount of parking that can be required by the city or county

It does NOT limit how much parking can be developed



Only this much can be required

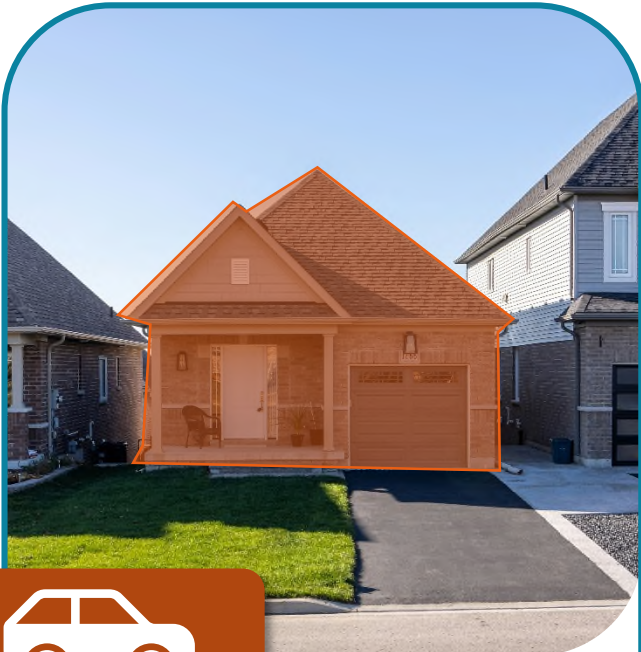


....But more can be provided

# PRMA Limits



0.5 spaces per multifamily unit



1 space per single-family home



2 spaces per 1,000 square feet of commercial space

# PRMA Limits

No parking  
can be  
required for...



Affordable housing



Senior housing



Childcare centers



Residences under  
1,200 sq. ft.



Commercial spaces  
under 3,000 sq. ft.



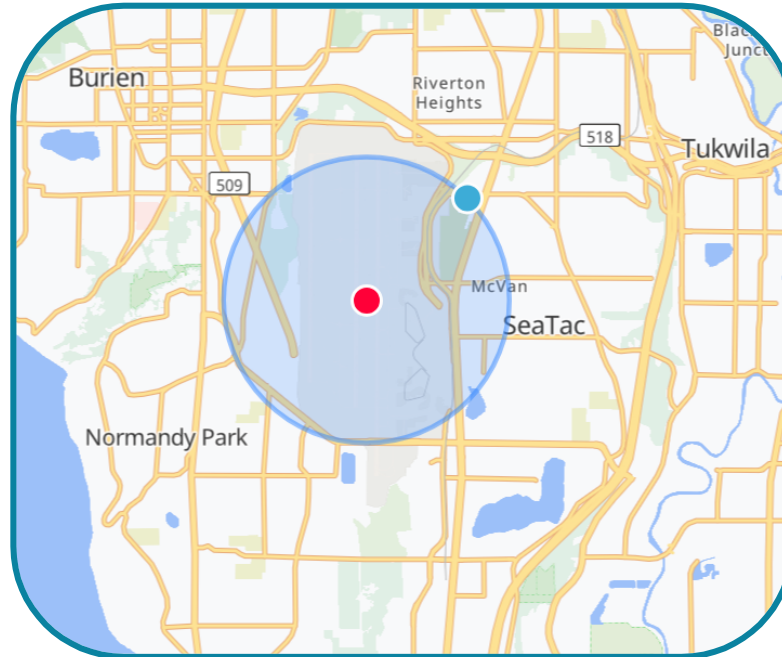
Ground level non-residential  
space in mixed-use building



Building changing  
use

# Exemptions

The law does not apply to...



Areas within a **one-mile radius of Seattle-Tacoma International Airport**



**County roads** not developed to urban standards

# Jurisdictions may apply to Commerce for additional exemptions

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If a jurisdiction has already **completed significant parking reforms**



Because of **safety issues** for a large area, use type, or specific site



To require additional **ADA parking** for a specific site

# Other provisions

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PRMA does not impose limits on **temporary** parking, **carpool** parking, and parking for **religious organizations**



PRMA does not impact **ADA parking** requirements and provision of accessible parking

# Commerce guidance in development



Commerce is developing comprehensive guidance on implementing statutory parking requirements

◀ **Regulatory guidance** for PRMA and other laws impacting parking regulation

**Procedures for exemptions and variances**

# Commerce guidance in development



## **Regulatory guidance** covers:

- **How state laws impacting parking regulation apply to towns, cities, and counties**
- **Recommended approaches to implementation**
  - “How should we interpret this term?”
  - “How should our jurisdiction apply this general provision?”
- **Recommendations and best practices for regulating parking effectively**

# Commerce guidance in development



## Optional guidance and resources

◀ **Parking management strategies guidance** tools to manage existing parking more effectively

**Additional resources:** slide deck for local use, possibly other supporting resources

# Opportunities to participate

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- **Public comment** period: April 20 – May 19, 2026
- **Webinar** on proposed guidance: May 7, 2026
- **Rulemaking:**
  - PRMA Advisory guidance (WAC 365-196)
  - Exemption and variance procedures (WAC 365-199)
  - Opportunities to provide feedback on rulemaking Fall 2026



Commerce staff is available to answer questions and provide feedback

# Thank you!



Washington State  
Department of  
**Commerce**

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# From Minimums to Management: Tools and Guidance for Washington Communities

Brian Davis, AICP



# ~~The mathematics of parking management~~

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# The simple logic of parking management

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1. Identify where (& when) the problem **is**.
2. Identify where the problem **isn't**.
3. Figure out how to **move demand** from **(1)** to **(2)**.

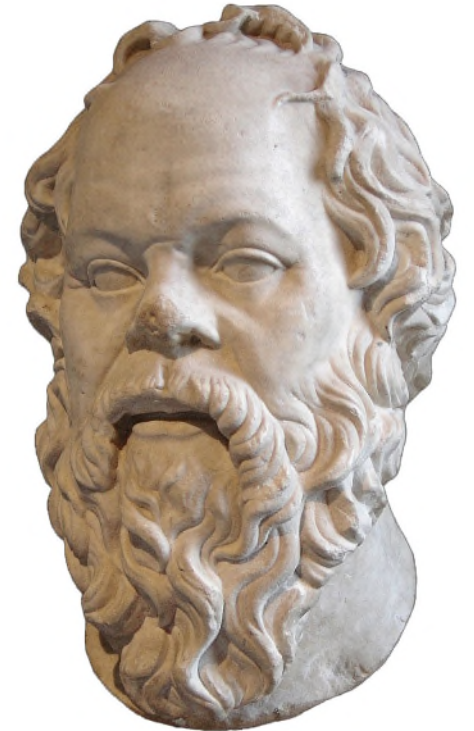
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# Communication & Engagement Strategies

“The only true **wisdom** is in **knowing you know nothing.**”



**Don't** argue or try to persuade



**Do** ask open-ended questions and consider comments that don't perfectly align with data as **critical context.**

# Analyzing and Understanding a Parking System

## Supply side:

- Numbers and locations spaces
- How spaces are managed and other details (e.g., striping)

## Demand side:

- Peak times and temporal variation
- Occupancy percentages (85% is often a target)
- Turnover (Valuable in some contexts but data can be expensive)

# Residential First-Tier Strategies



# Residential Permit Implementation Path

## 1. Study and set permit areas



- Confirm need and baseline conditions via study and outreach.
- Draw intuitive boundaries (neighborhood limits, arterials, railroads).
- Start with a right-sized pilot; adjust and optimize later.

## 2. Acknowledge constraints



- **On street supply:** Count accurately to set smart caps.
- **Off-street supply:** Estimate quantity to understand program parameters.
- **Demand levels:** Observe to understand problem areas and calibrate the district.

# Residential Permit Implementation Path

## 3. Pull the right levers to generate the desired impact



### Decision variables

- **Permit caps:** By district or building/block; Common start: 70–80% of supply.
- **Permit price:** Low fees = spillover control; higher fees = demand reduction where residents fill the curb.
- **Pricing options:** progressive by vehicle (2nd/3rd+), income-qualified discounts,
- **Permit value:** Exemptions or permit-only bays; non-permits face time limits, overnight bans, etc.

### Potential outcomes to target

- **Protect resident access:** Reduce spillover from nearby generators (campus, transit, downtown).
- **Shift vehicles to off-street supply** and discourage long-term curb storage.
- **Avoid “hunting licenses:”** Finding a space should be possible even at peak times.
- **Ensure smooth operations** through clear rules and communication.

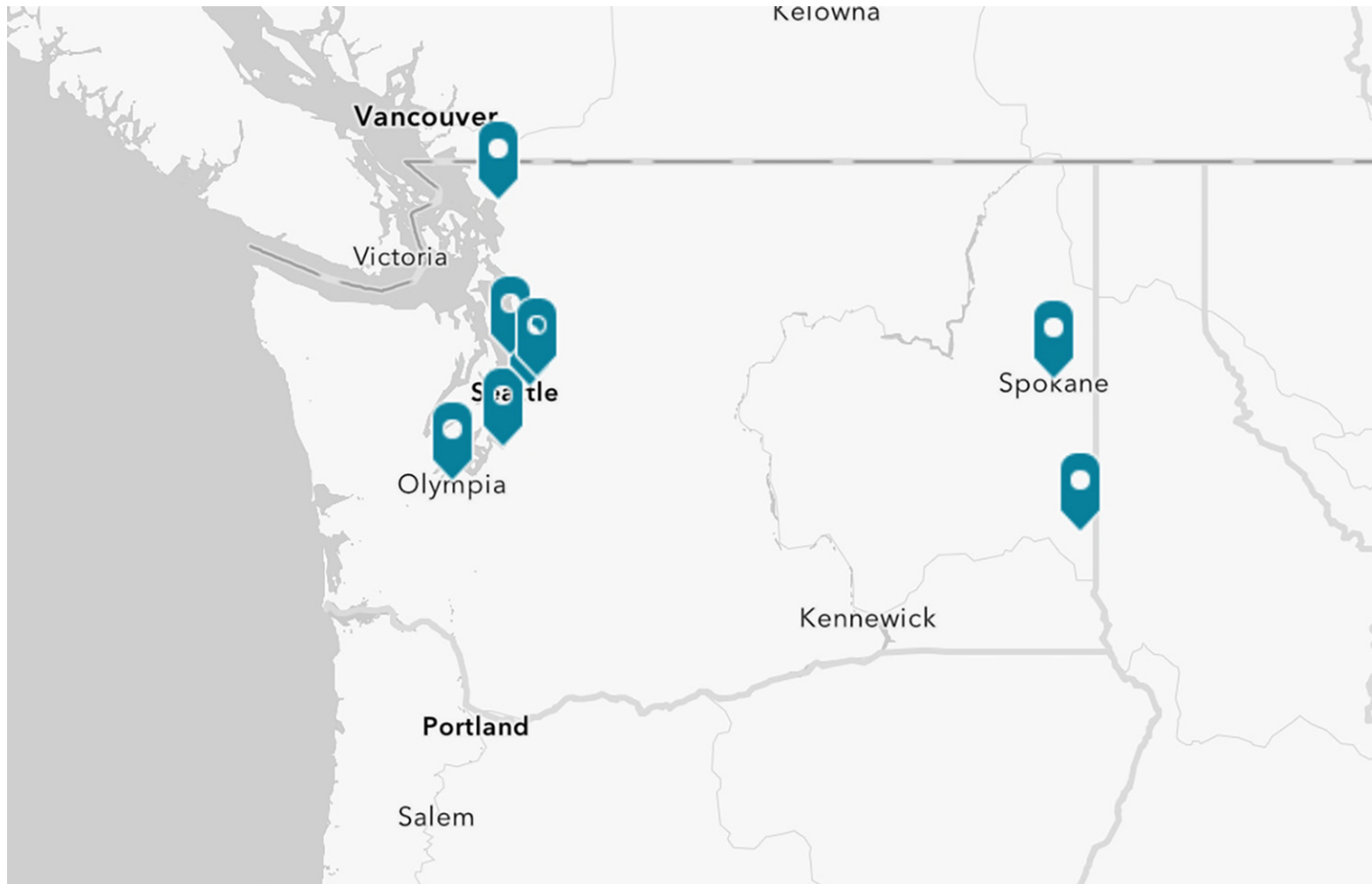
# Residential Permit Implementation Path

## 4. Know the role of enforcement and technology

- Scale enforcement with demand: Quiet areas can be complaint-driven; hot spots need regular patrol
- Permit fees should cover administration and enforcement in higher-demand zones.
- Emerging best practice: Plate-based (virtual) permits for fast checks, less fraud, and easier integration.

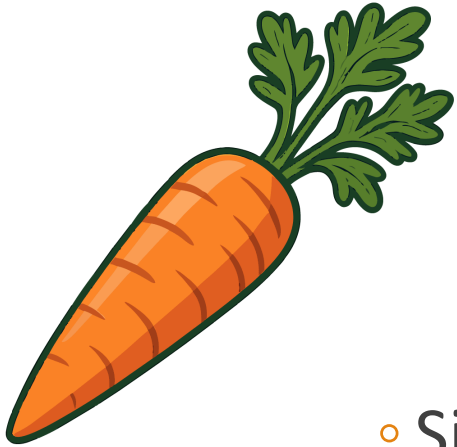


# Parking permit stories & case studies



# First-tier strategies for downtowns

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**Goal:** Encourage parking in underused/desirable areas

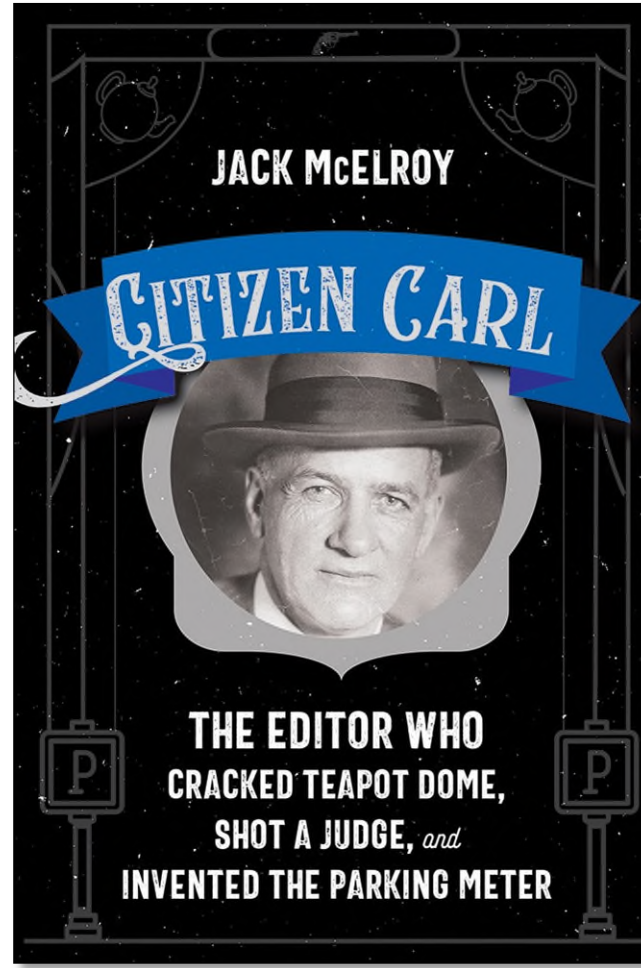
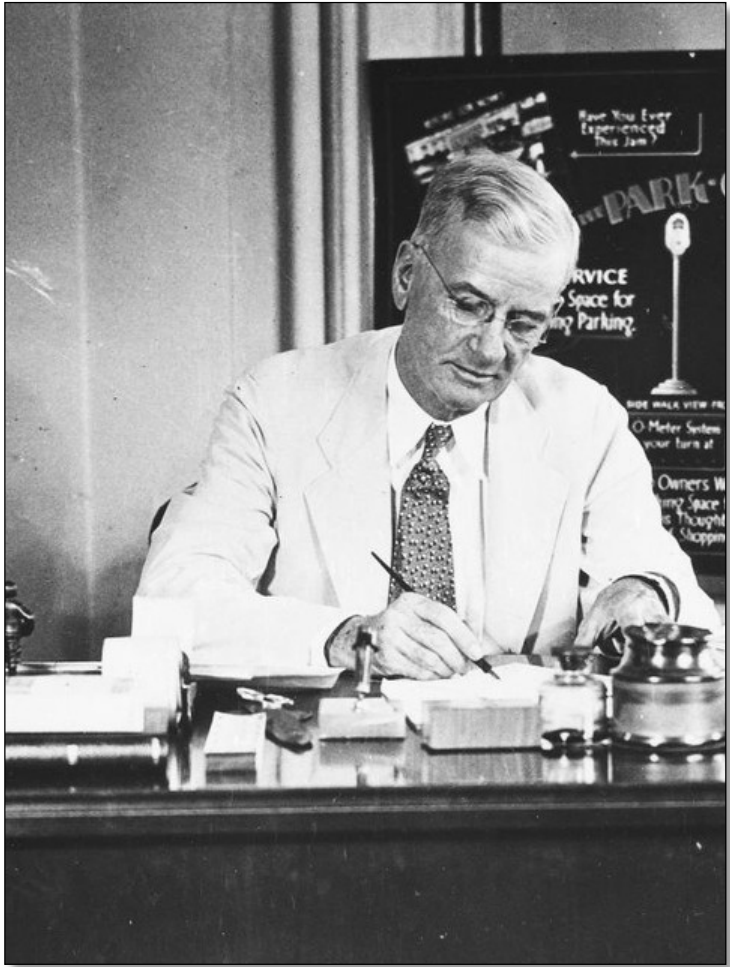
- Signage/communication
- Employee Lots
- Lighting/Daylighting
- Wayfinding
- Shared parking agreements



**Goal:** Discourage long-term parking and spur turnover in busy areas

- Time limits
- Use restrictions
- NOT enforcement  
(enforcement supports these but is not a strategy itself)

# The fascinating (really!) story of parking meters



# PBIA's and PBD's FTW!

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## Parking Benefit Improvement Areas

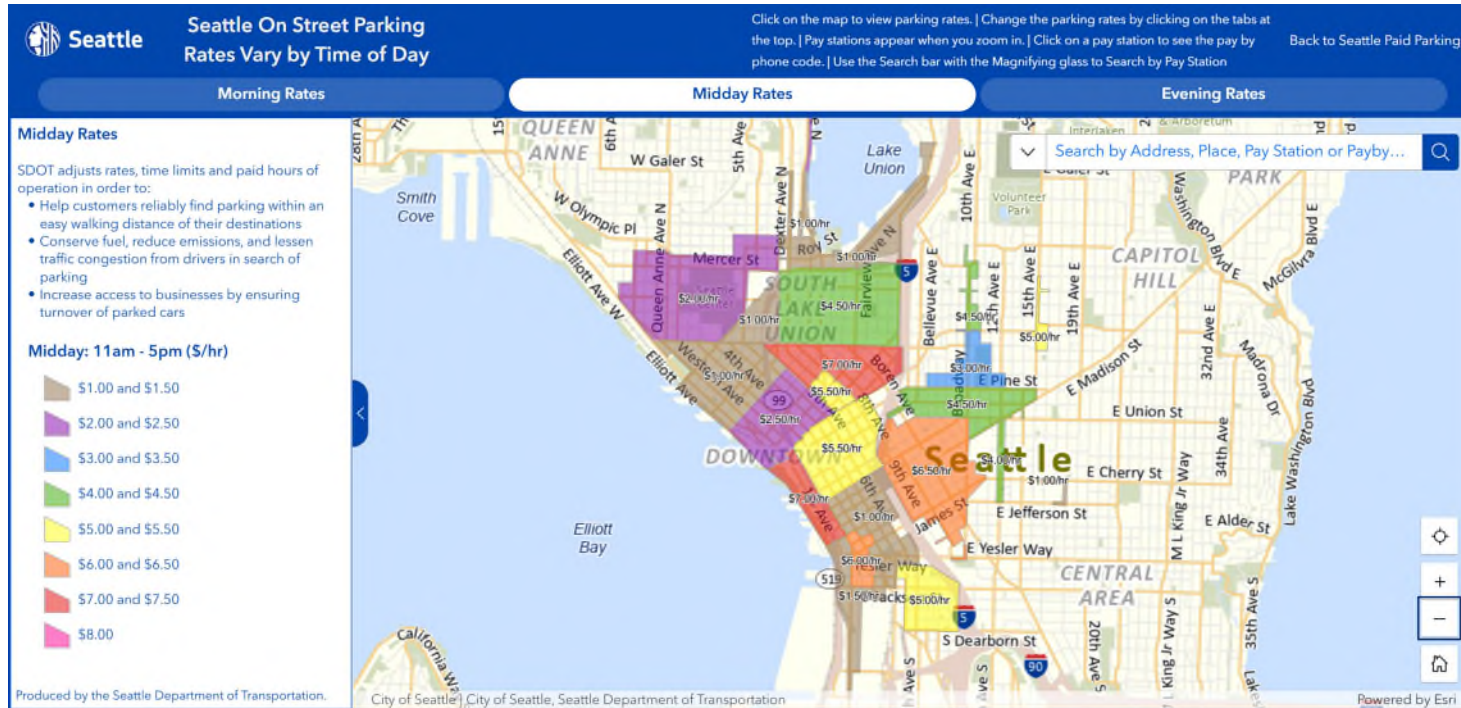
- Washington-specific special assessment districts
- Revenue derived from assessments on businesses & residents
- Can be used for a variety of purposes including acquisition, construction, or maintenance of parking facilities

## Parking Benefit District

- Developed by Shoup, collection of recognized best practices in a neat package
  - Parking is priced, ideally at market rate
  - No minimum requirements in the PBD (unnecessary!)
  - Local stakeholders oversee the program



# Downtown stories and case studies





# Questions?

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City of Bothell™

# Driving Progress: State Parking Reform

A City of Bothell Approach and  
Experience

**April 23, 2026**

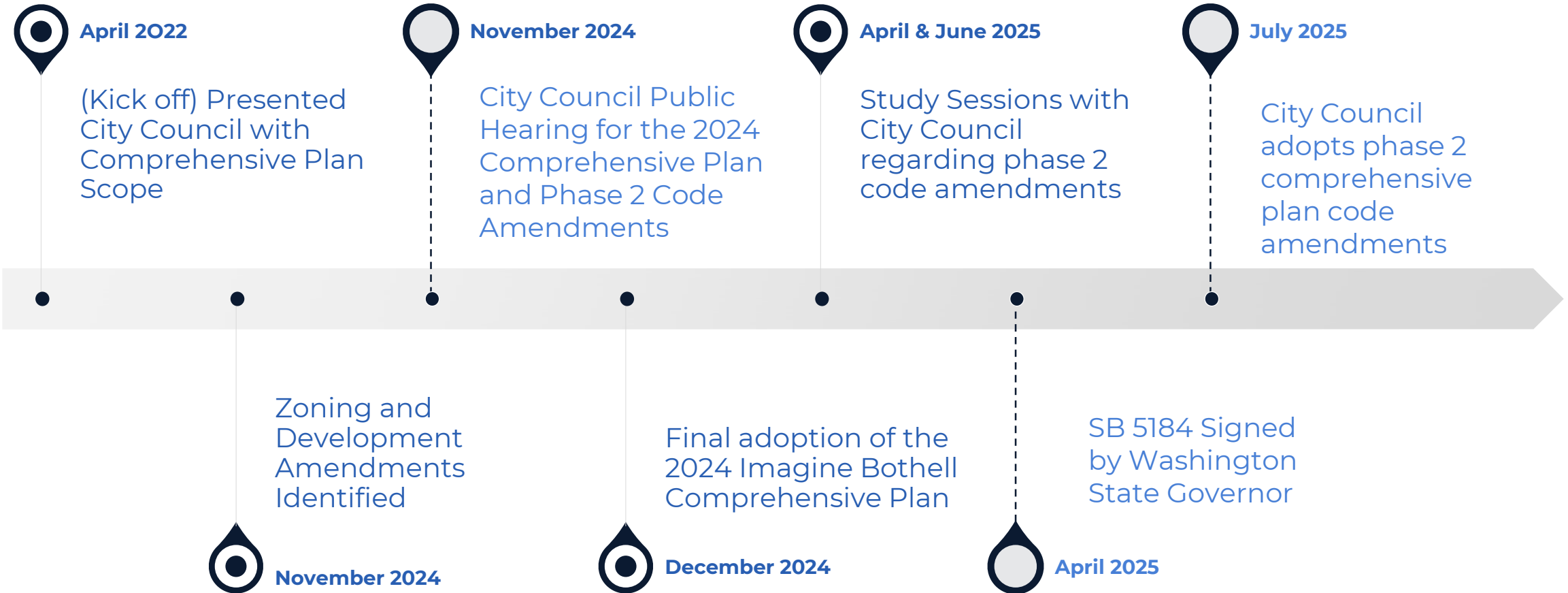
**Nick Schmeck**

Planner

Community  
Development

# Project Milestones

**Policy TR-4.14:** Explore and then implement when feasible parking maximums and reduction/elimination of parking minimums equitably and in a manner where private/public partnerships can be created to ensure the economic vitality of the city



# Pros and Cons

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## Positives

- Economic Development
- Construction Cost Reduction
- Faster Review Times
- Remove barrier to encumbered or difficult site development

## Negatives

- Loss of Incentive
- Need for Parking and traffic Management Plan (Cost)
- Review/ Modify Development Design Standards (Cost)
- EV Parking

# Where the rubber hits the road (Before)



## Required Parking:

- Residential, 0.75 stalls per bedroom or 2.2 stalls per unit  
\*Whichever is less
- Commercial, 1 stall per 400 sf  
\*Average

## Provided Parking:

- 456 Stalls
- 24 Commercial
- 432 Residential



## Required Parking:

- Residential, 0.75 stalls per bedroom or 2.2 stalls per unit  
\*Whichever is less

## Provided Parking:

- 159 Stalls

# Where the rubber hits the road (After)



## Required Parking:

- No minimum parking requirement

## Provided Parking:

- 427 Stalls



## Required Parking:

- No minimum parking requirement

## Provided Parking:

- 204 Stalls



Thank you!

Questions?

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# Parking Reform in Bellingham, WA

PAW Conference  
April 23, 2026



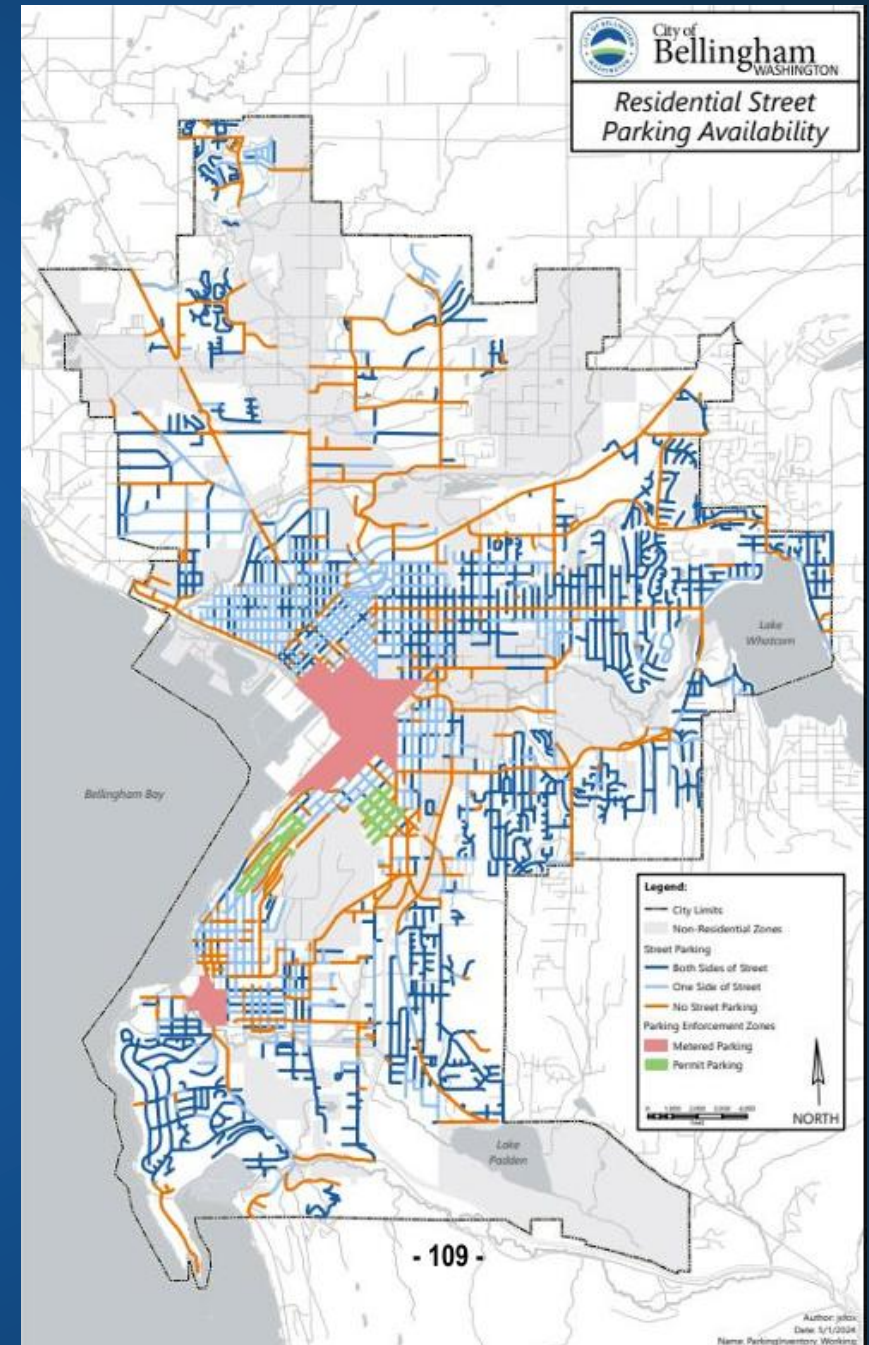
# Agenda

- Context & Timeline
- Market-Driven Approach
- Parking Management Workplan
- Impacts and Changes
- Next Steps



# Regulatory Context

- Requirements codified in BMC
  - Parking waivers
  - Shared parking
- Two Residential Parking Zones (RPZs)
- Parking Management Zones
  - Permit parking (structured and surface)
  - Metered on-street parking



# Parking Reform Background & Timeline

- May 2024: Staff presented parking reform options
- November 2024: Mayor Lund's housing executive order
- January 2025: Interim parking ordinance approved



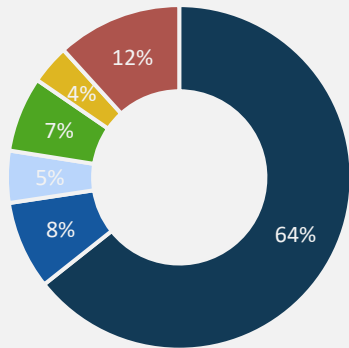
# Recent Legislative Action

- November 2025:
  - Ordinance extended 6 months (expiring July, 2026)
  - Workplan to explore parking management tools



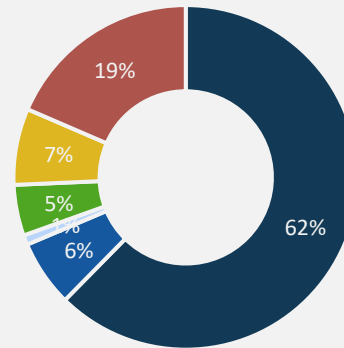
# Vehicle Parking Demand

Commute to Work by Individuals Earning <\$50K/year



- Drive Alone (Car/Truck/Van)
- Carpool (Car/Truck/Van)
- Public Transportation
- Walked
- Other (Bicycle, Tax, Motorcycle or other)
- Worked From Home

Commute to Work by Individuals Earning >\$50K/year



- Drive Alone (Car/Truck/Van)
- Carpool (Car/Truck/Van)
- Public Transportation
- Walked
- Other (Bicycle, Tax, Motorcycle or other)
- Worked From Home

# Influences on Market-Driven Demand

- Right-size parking based on demand, not City mandates
- Consider contextual factors
- Holistically manage private and public infrastructure (whole system)
- Reduce reliance on single-occupancy vehicles



# Staff-Recommended Workplan

- 5 categories of management tools:
  - Encouraging right-size private parking
  - Managing public parking
  - Encouraging mode shift
  - Addressing ADA parking
  - Addressing EV charging

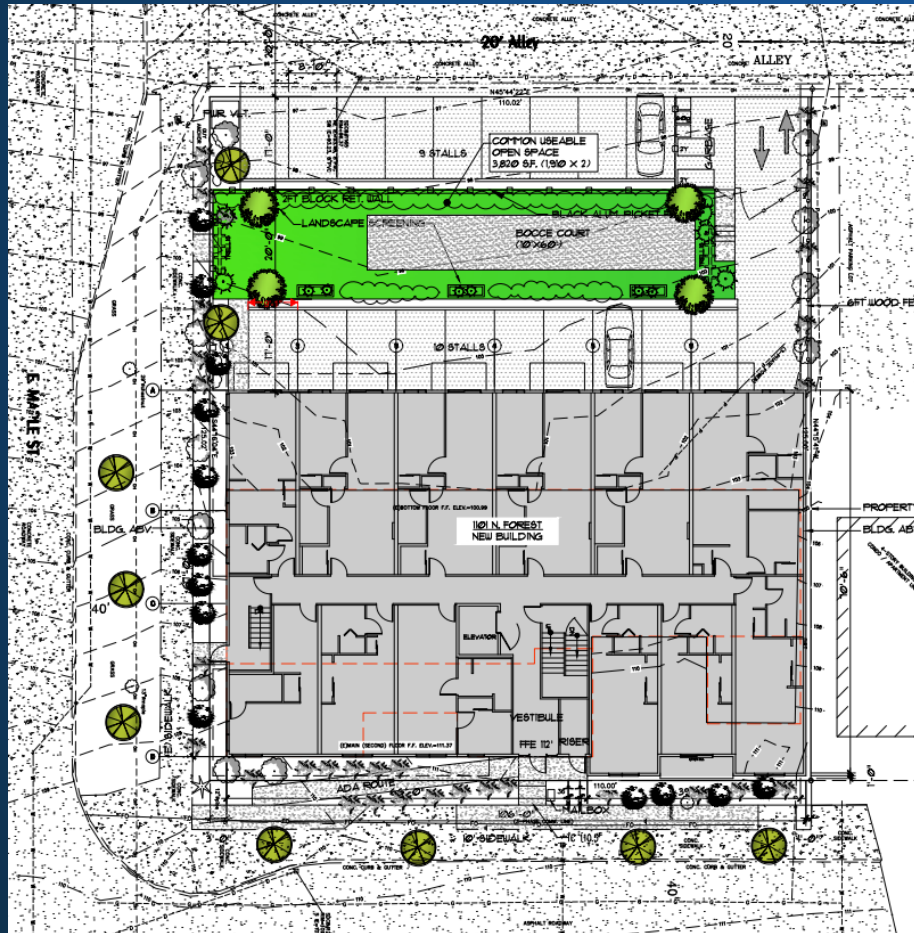


# Impacts and Changes Since Adoption

- Middle housing interim ordinance
- SB 5184 passed
- Mix of scenarios
- Ease of administration



# Proposals with additional parking



- Ex: 36-unit multifamily with 29 underbuilding and surface parking spaces, and 30 bike parking stalls



# Proposals with reduced parking

- Ex: 6-story, mixed-use building with 84 units, 34 on-site parking spaces, 10 on-street spaces, and 54 biking stalls



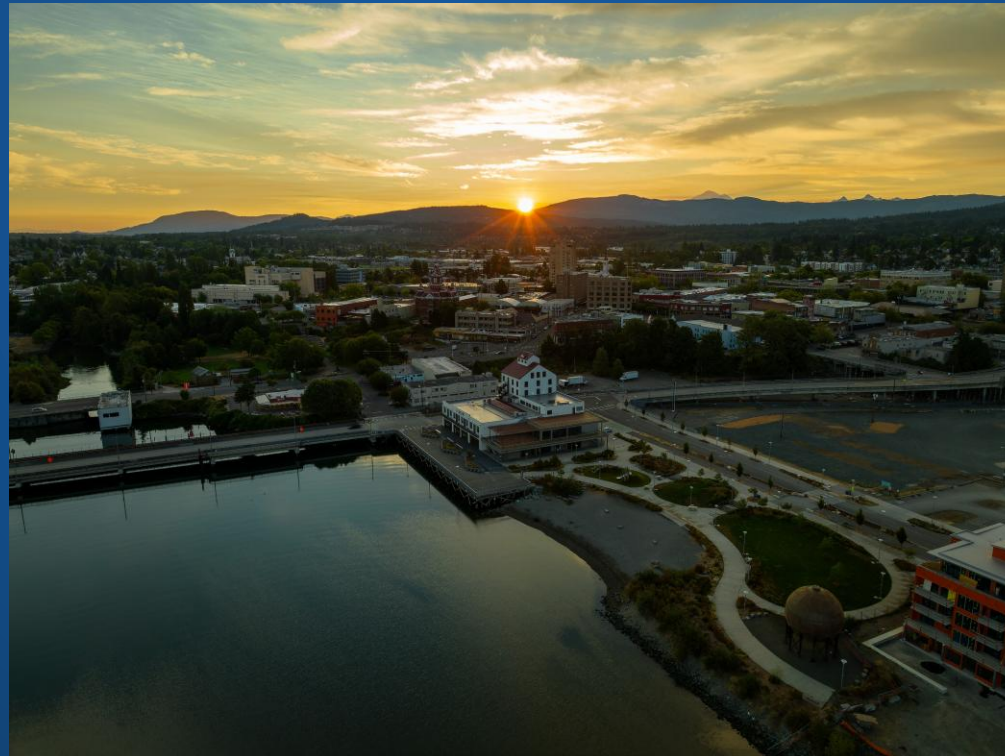
# Proposals with no parking

- Ex: 4 3-story townhomes with 4 2-story DADU units



# Next Steps

- Permanent regulations
- Parking management



# Thank you!

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