

# Parking Policy Update

Spokane City Council Urban Experience Committee

March 16, 2026

Spencer Gardner, Planning Director

# Where Does the Term “Parking” Come From?

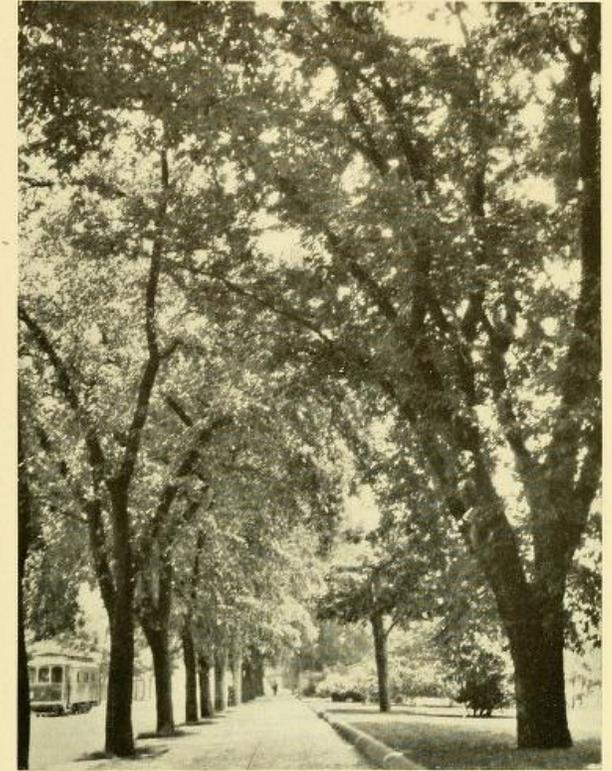


Photo by Albert G. Robinson

## IN A CITY OF TREES

Washington, youngest among the world's greatest capitals, has more shade trees than Paris, one of the oldest. All of the world's beautiful trees able to live in a temperate climate have been brought here to give beauty and charm to the streets and gardens and parks of the National Capital.

an offer to turn over the State buildings to the Federal government and an additional proposition to spend \$150,000 for the erection of 13 residences for the members of Congress from the 13 States.

On June 19 New Jersey submitted her bid, which was of a territory of 10 square miles in area and a gift of \$150,000. Nottingham township, at the head of navigation on the Delaware River, was the site proposed.

Nine days later Virginia tendered the town of Williamsburg as a site for the future capital, offering to turn over the governor's palace, the capitol, and 300

acres of land, together with a cash bonus of \$500,000, to be used in building 13 hotels for the use of the delegates in Congress. Virginia submitted an alternative proposition for a Federal district on the Potomac. Finally Virginia and Maryland united in an offer of land on the Potomac, with a bonus of \$200,000 if the capital should be located on the Maryland side of the river.

## A FEDERAL DISTRICT PROVIDED FOR IN CONSTITUTION

A few days after the several bids for the capital site were presented, the mutiny

“The parking of vehicles is probably the most pressing question now before urban authorities in connection with automobile traffic problems”

Ernest P. Goodrich

Proceedings of the Twelfth National Conference on City Planning, 1920

# A Short History of Parking Mandates

- Mass motorization in early 1900s
- Early focus on city-owned facilities and right-of-way curb management.
- Off-street mandates started in 1920s, took off in the 1940s.
- 2005: Donald Shoup publishes *The High Cost of Free Parking*



## The High Cost of Free Parking

DONALD SHOUP

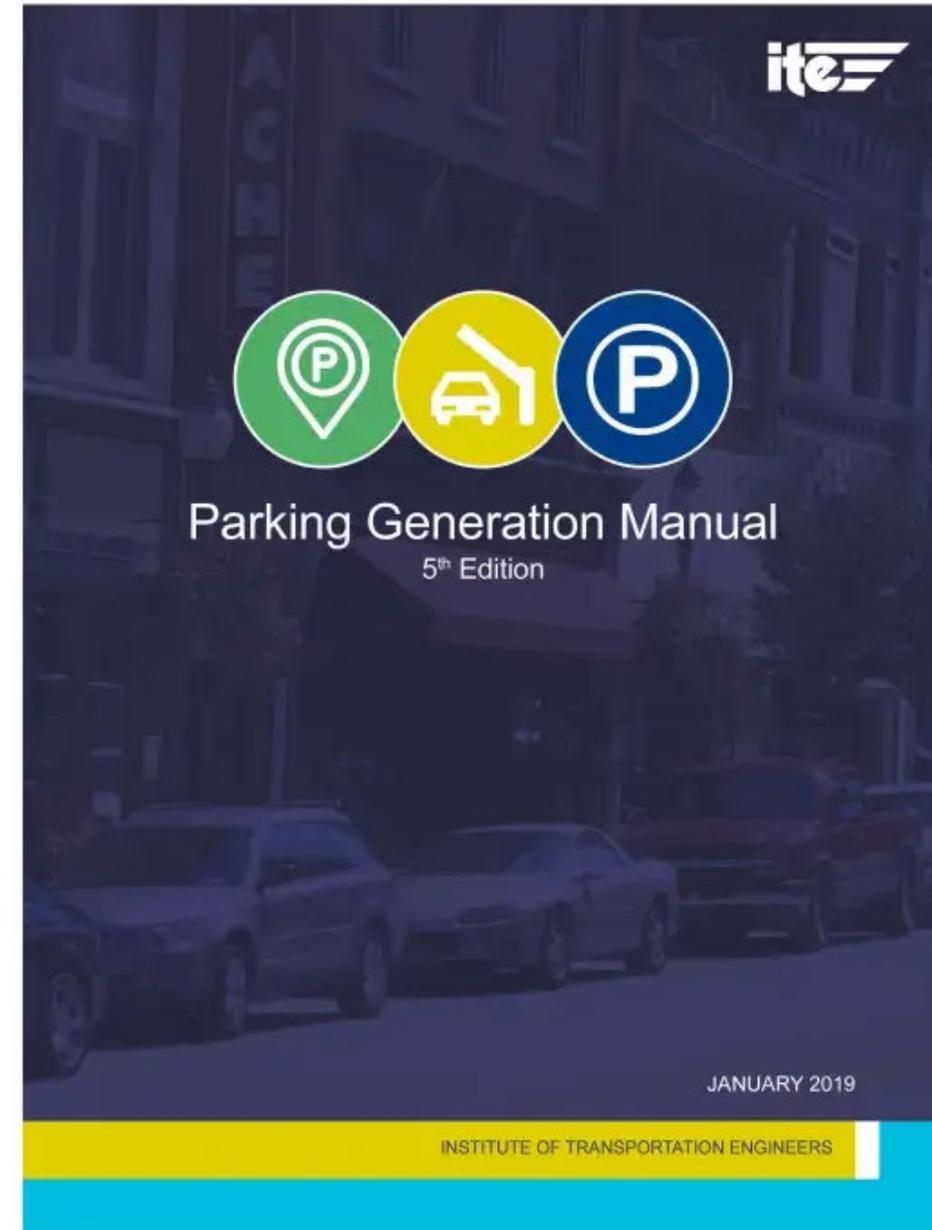
A Planners Press Book



*Updated by the author*

# How Did We Decide How Much Parking to Mandate?

- Limited, unrepresentative sample size
- 20<sup>th</sup> busiest hour of the year
- Peak usage as “minimum required”



# What's the Problem with Parking Mandates?

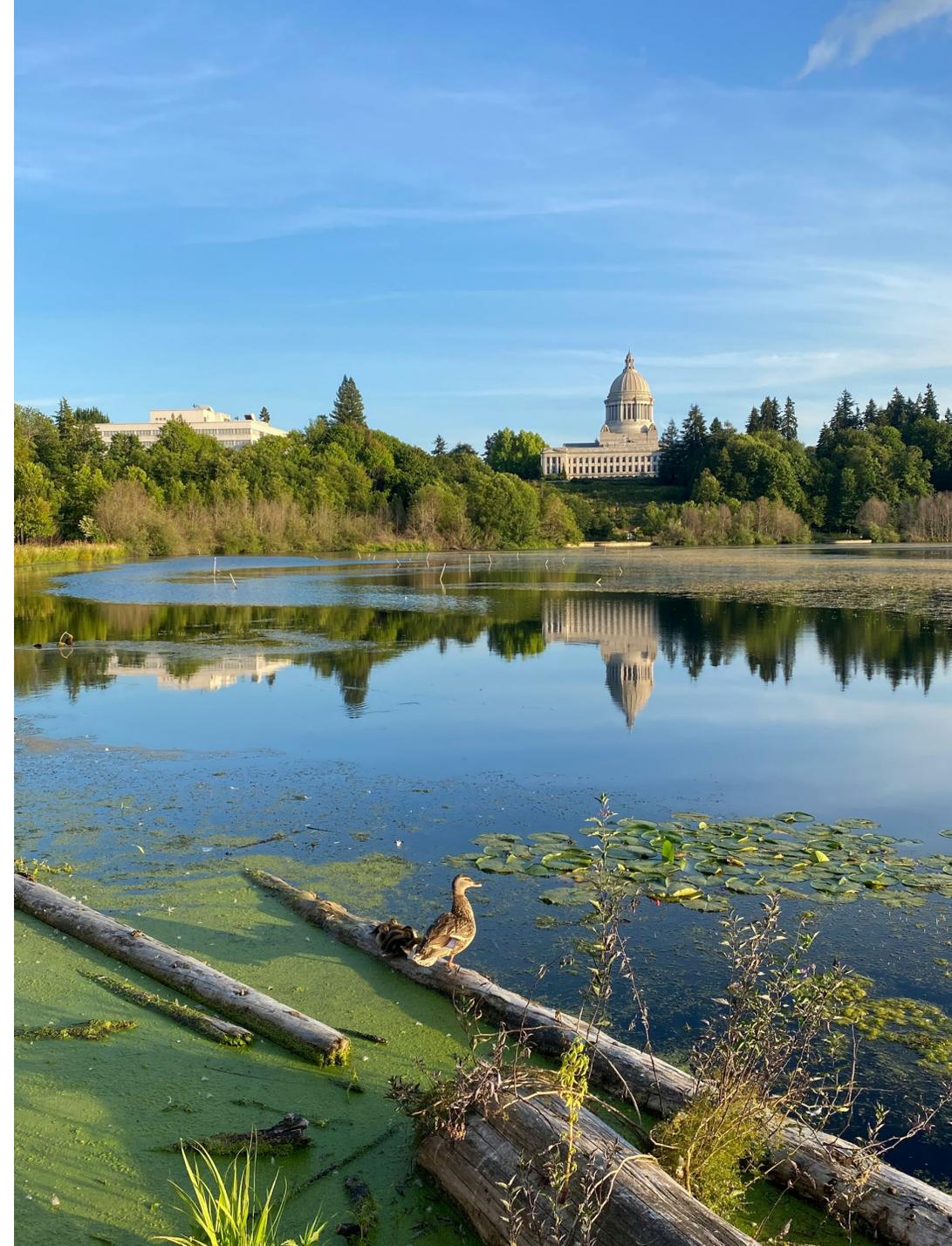
- Economic
  - Breaks link between using parking and paying for parking
  - Costs are hidden and borne in other ways – higher rents, higher prices for goods and services, etc.
  - Consumers can't choose to pay less for opting not to drive.
  - 2015 annualized low-end cost estimate of \$850 per space\*
- Environmental
  - Mandates significant areas of land be dedicated to asphalt – heat island effects, stormwater, other environmental impacts.
  - Increases distances for non-drivers to access goods and services.

\* <https://www.vtppi.org/pscp.pdf>

# Legislative History

# SB 6617 (2020)

- Prohibits off-street parking mandates for ADUs within  $\frac{1}{4}$  mile of major transit stops



# ORD C36405 (July 2023)

- Introduced by CM Zappone and CM Bingle
- Interim ordinance with 1-year expiration
- Eliminates minimum off-street parking mandate within ½ mile of all transit stops
- Commits the City to considering permanent changes to off-street parking requirements



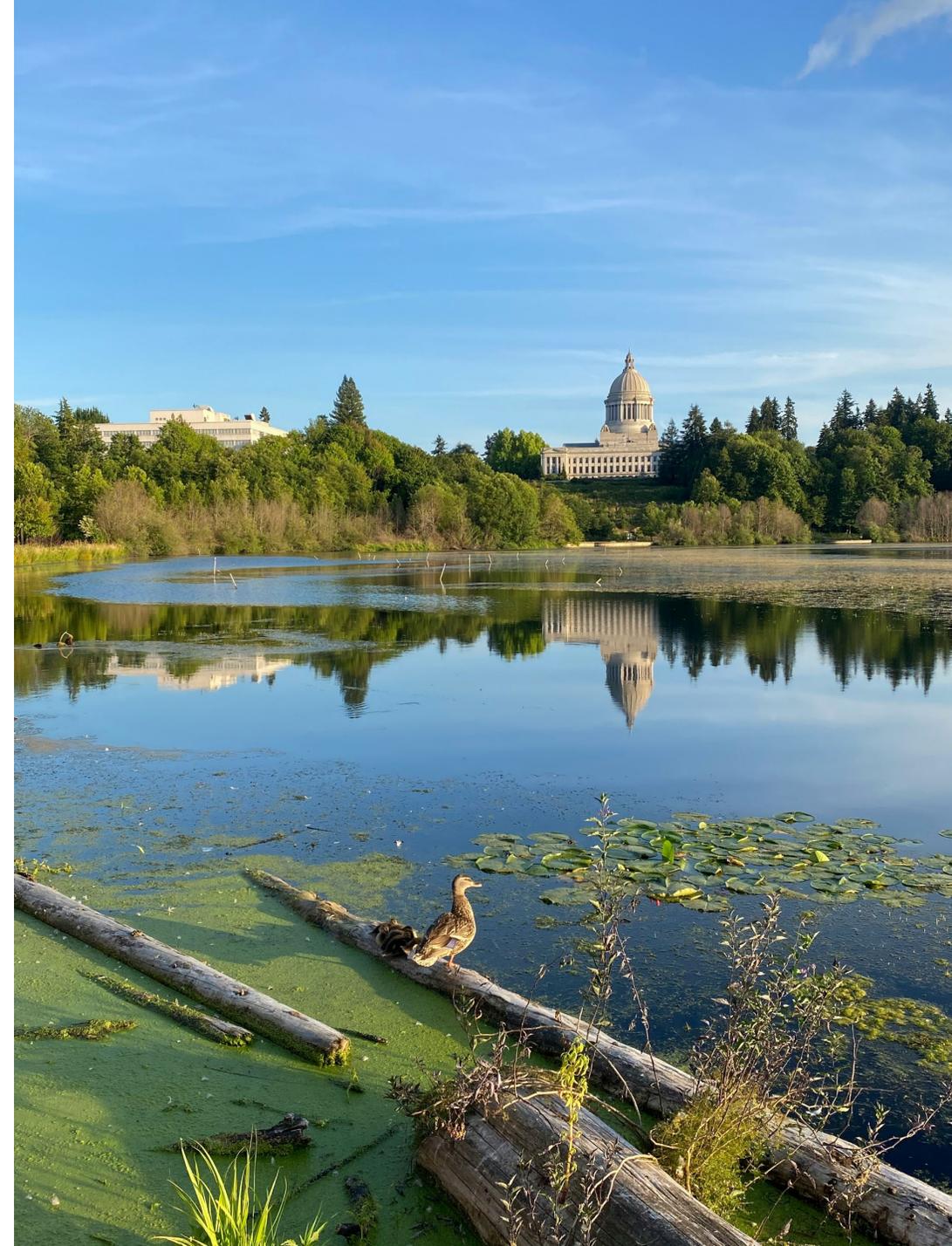
# ORD C36459 (November 2023)

- Major effort to update code requirements for middle housing
- Significant community outreach
- Includes consideration for off-street parking mandates and impacts on housing supply and affordability
- Makes permanent the changes in ORD C36405 by exempting housing within ½ mile of all transit stops



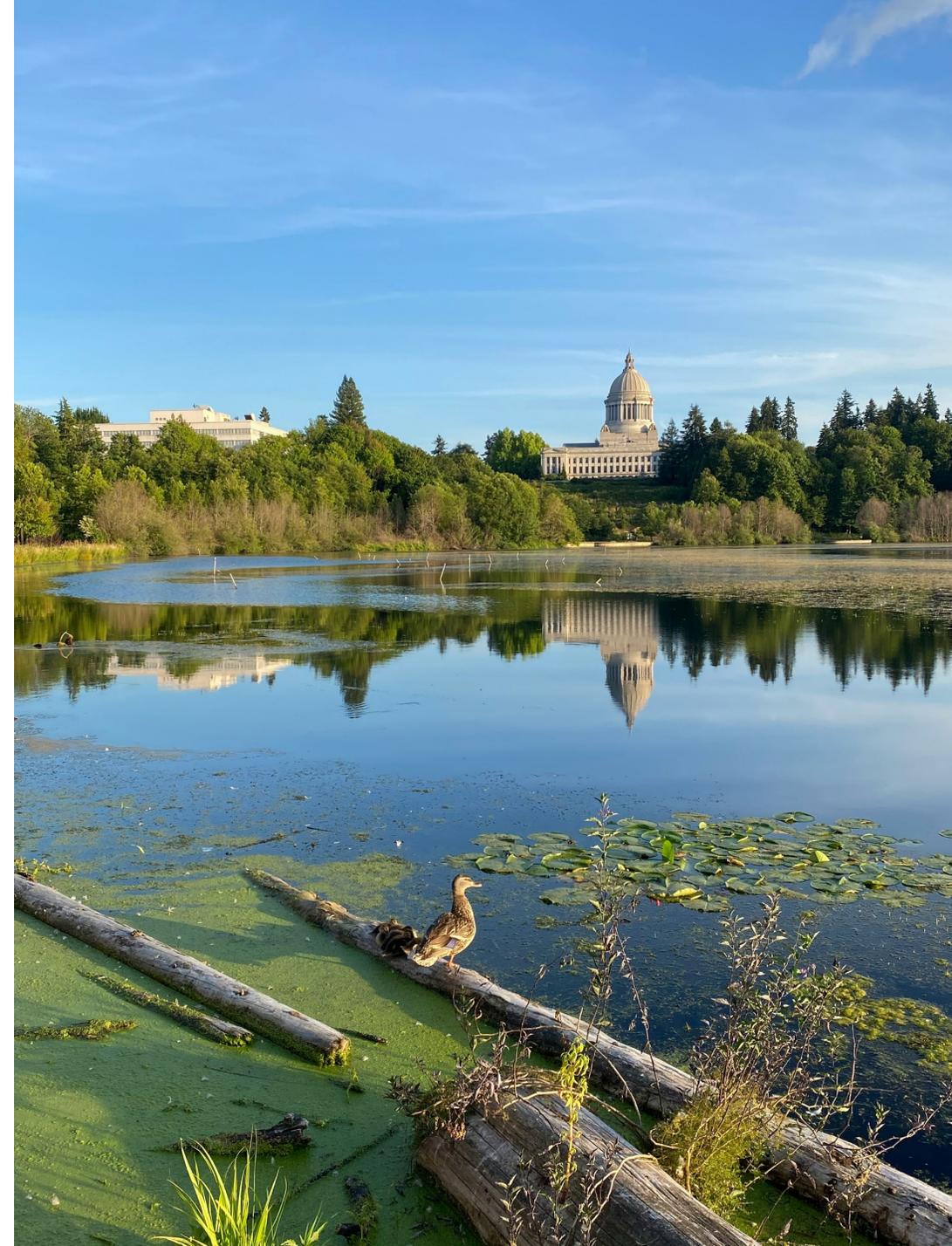
# HB 1337 (2023)

- Prohibits off-street parking mandates for ADUs within ½ mile of major transit stops
- Limits off-street mandates to one space per ADU elsewhere



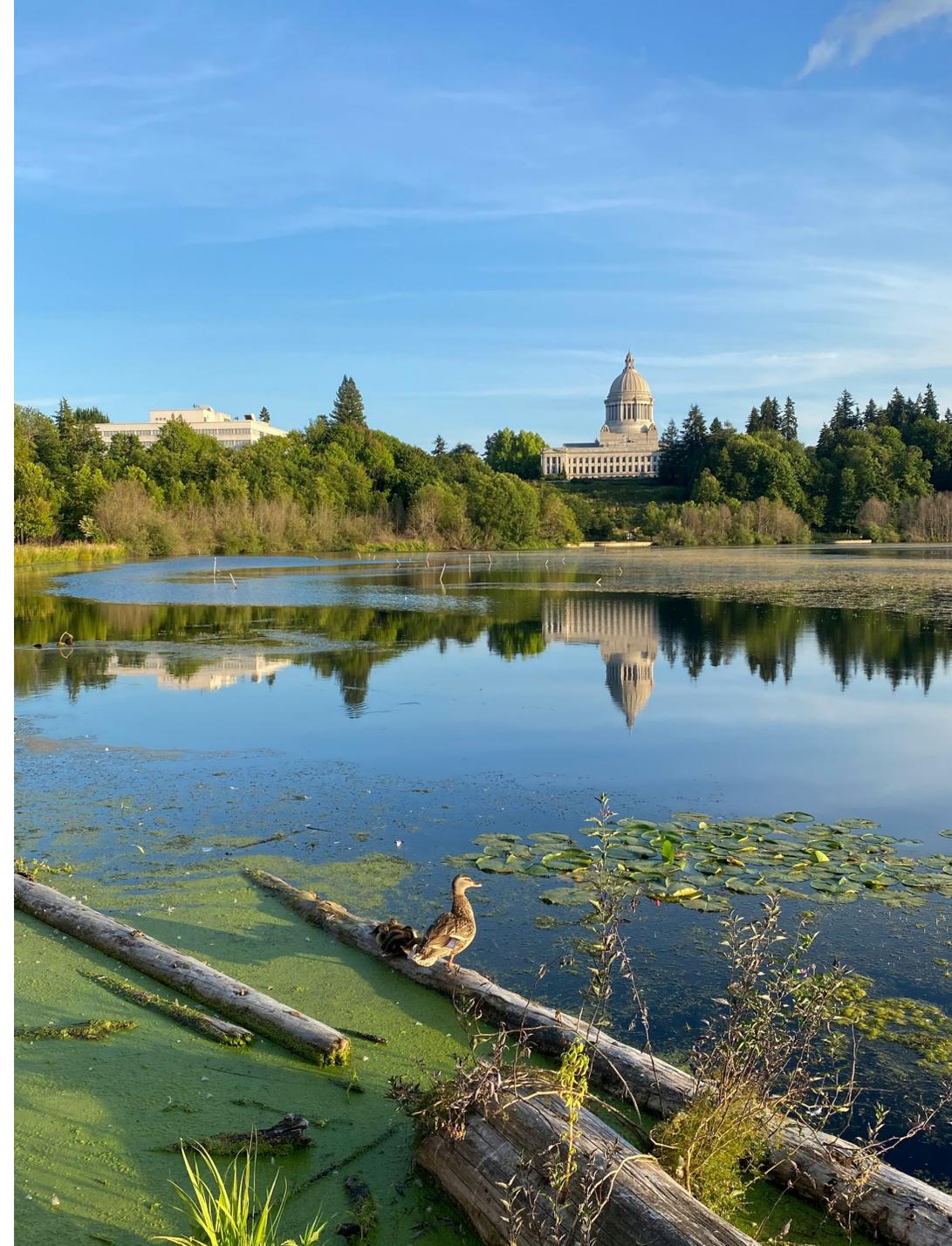
# HB 1110 (2023)

- Prohibits off-street parking mandates for middle housing within ½ mile of major transit stops
- Limits off-street mandates for middle housing to one space per unit in most cases



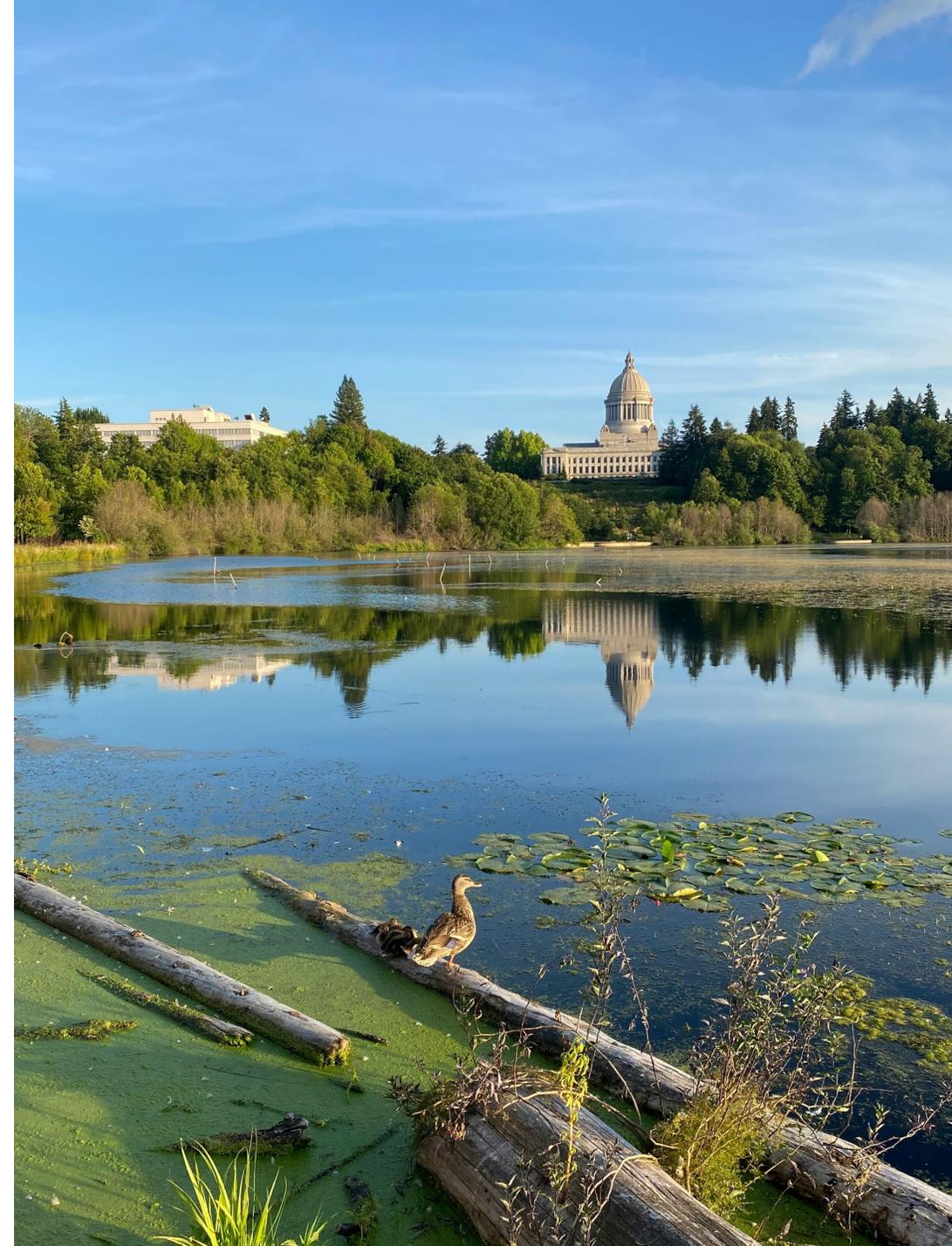
# HB 1998 (2024)

- Prohibits off-street parking mandates for Co-Living housing units within ½ mile of major transit stops



# SB 6015 (2024)

- Places numerous requirements and restrictions on cities as to how they regulate off-street parking
- Examples:
  - Shall count “tandem” parking
  - Shall count gravel spaces
  - Shall count spaces with grass block pavers
  - Etc.



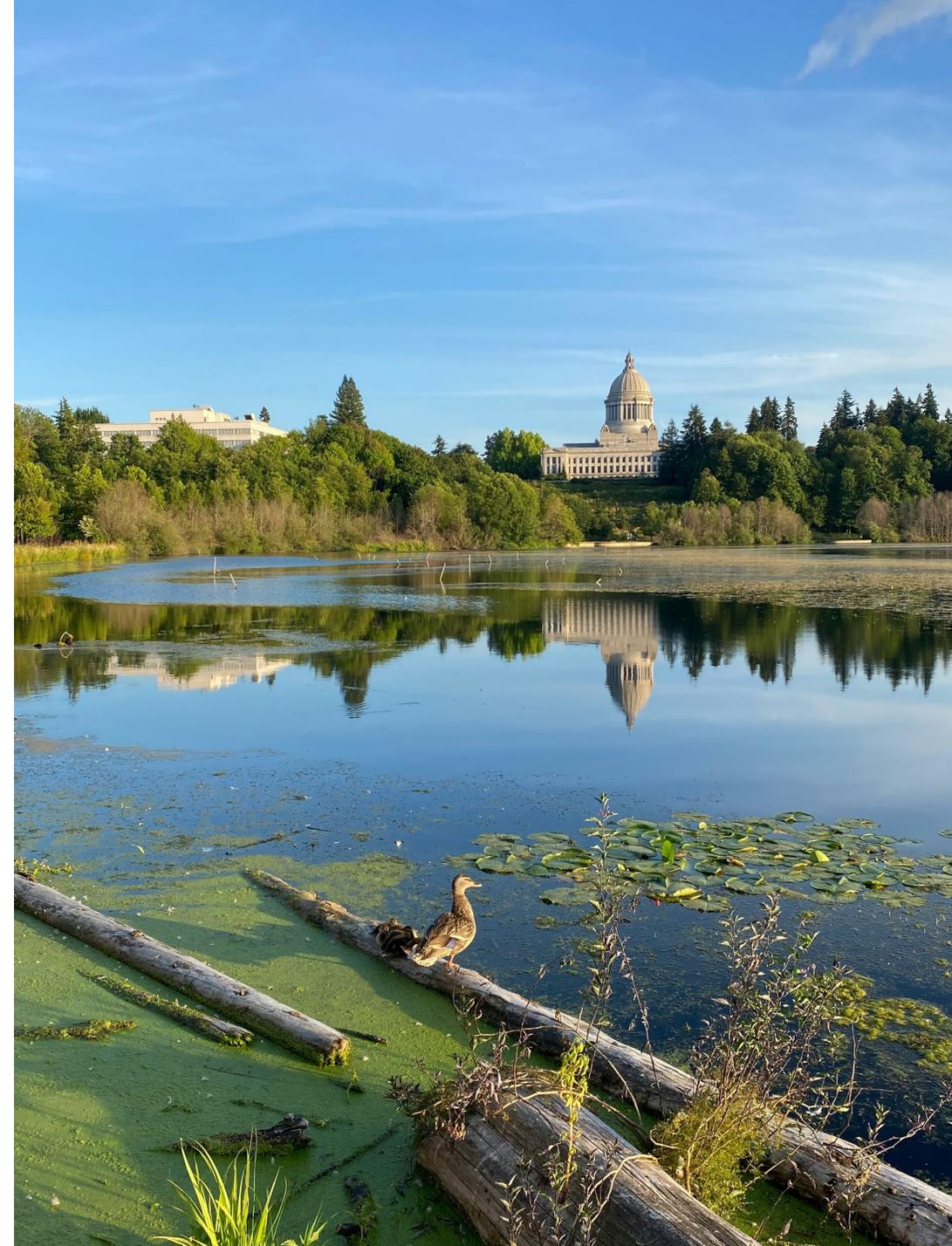
# ORD C36629 (January 2025)

- Follow-up to ORD C36459 to clarify and adjust
- Includes review of limited development examples since adoption of ORD C36459
- Improves code clarity around off-street parking requirements
- Incorporates new state mandates in SB 6015
- Expands on ORD C36459 by repealing off-street mandates completely for all development



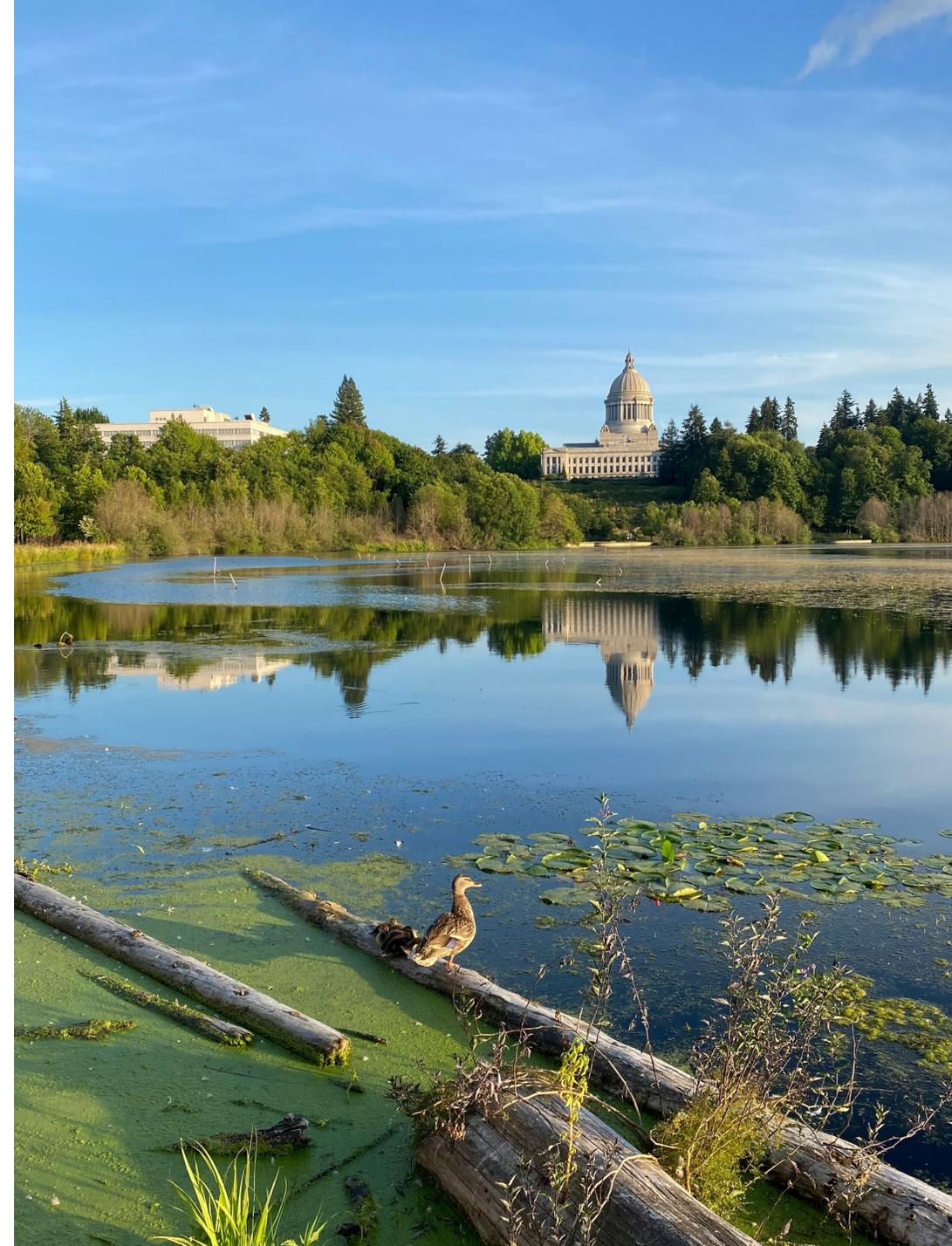
# HB 1491 (2025)

- Prohibits parking mandates for housing or mixed-use development within  $\frac{1}{4}$  mile of BRT stops and certain High-Performance Transit stops



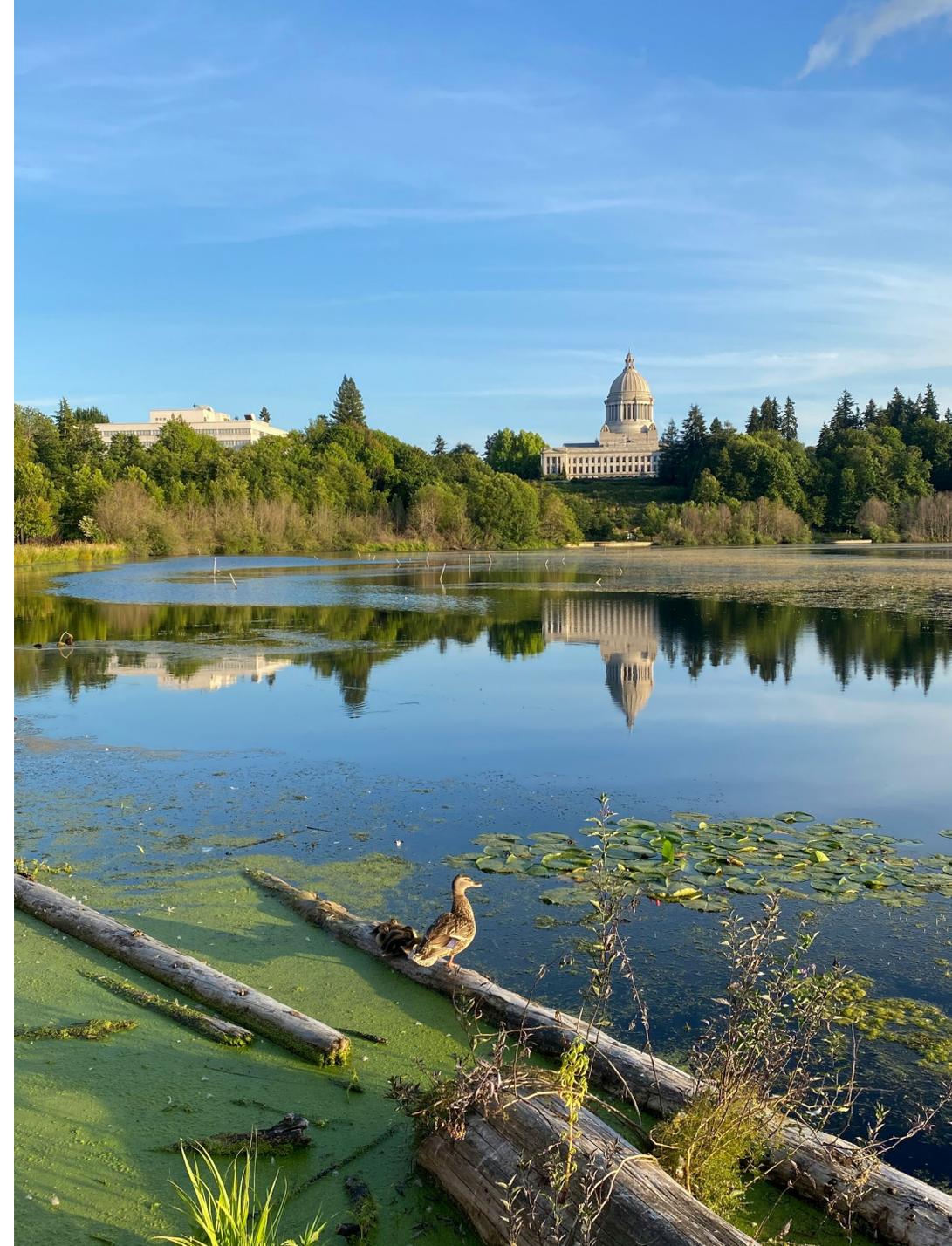
# HB 1183 (2025)

- Prohibits off-street parking mandates for:
  - Affordable housing
  - Passive house development
  - Modular construction
  - Mass timber construction



# SB 5184 (2025)

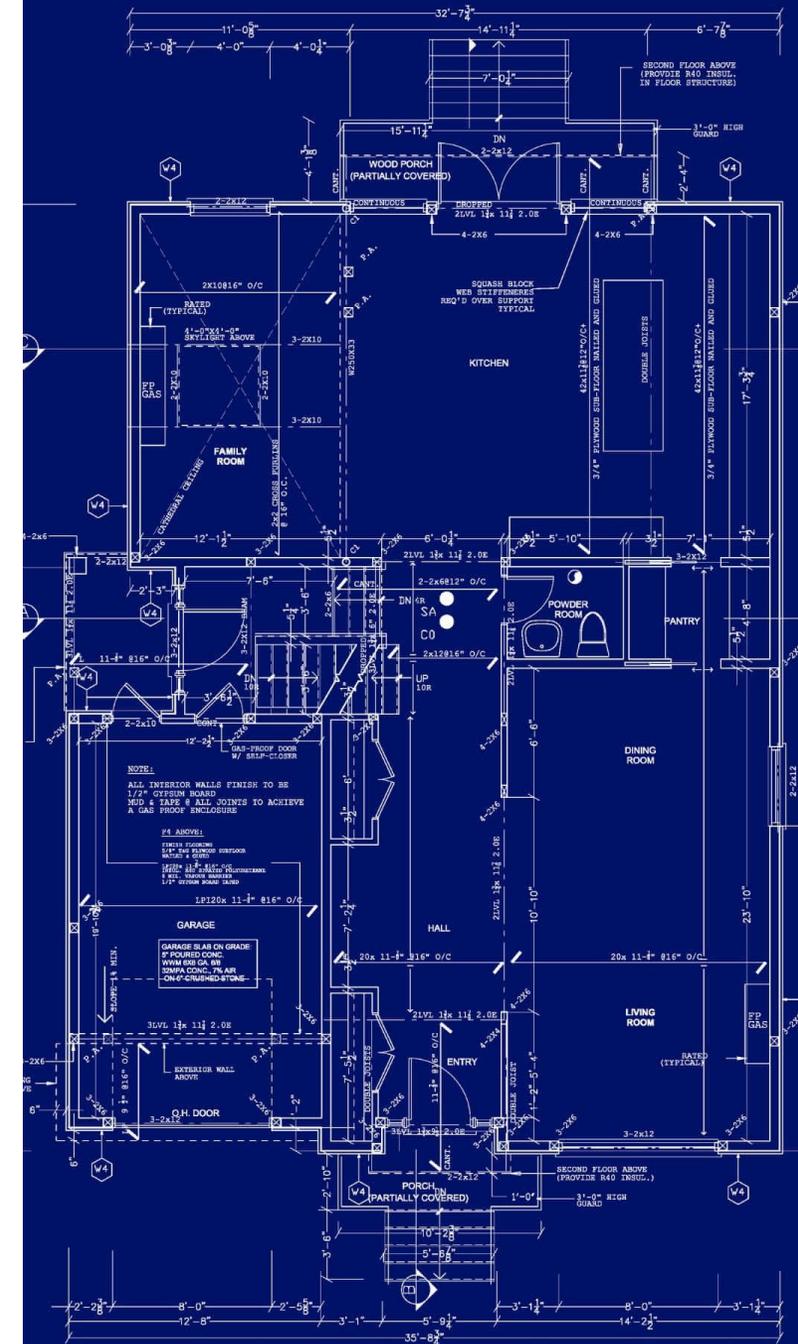
- Limits off-street parking mandates to 1 stall per 2 units for all multifamily housing
- Prohibits off-street parking mandates for:
  - All housing units under 1,200 square feet
  - All commercial spaces under 3,000 square feet
  - Affordable housing
  - Senior housing
  - Childcare centers



# Review of Projects

# 227 E LaCrosse Ave

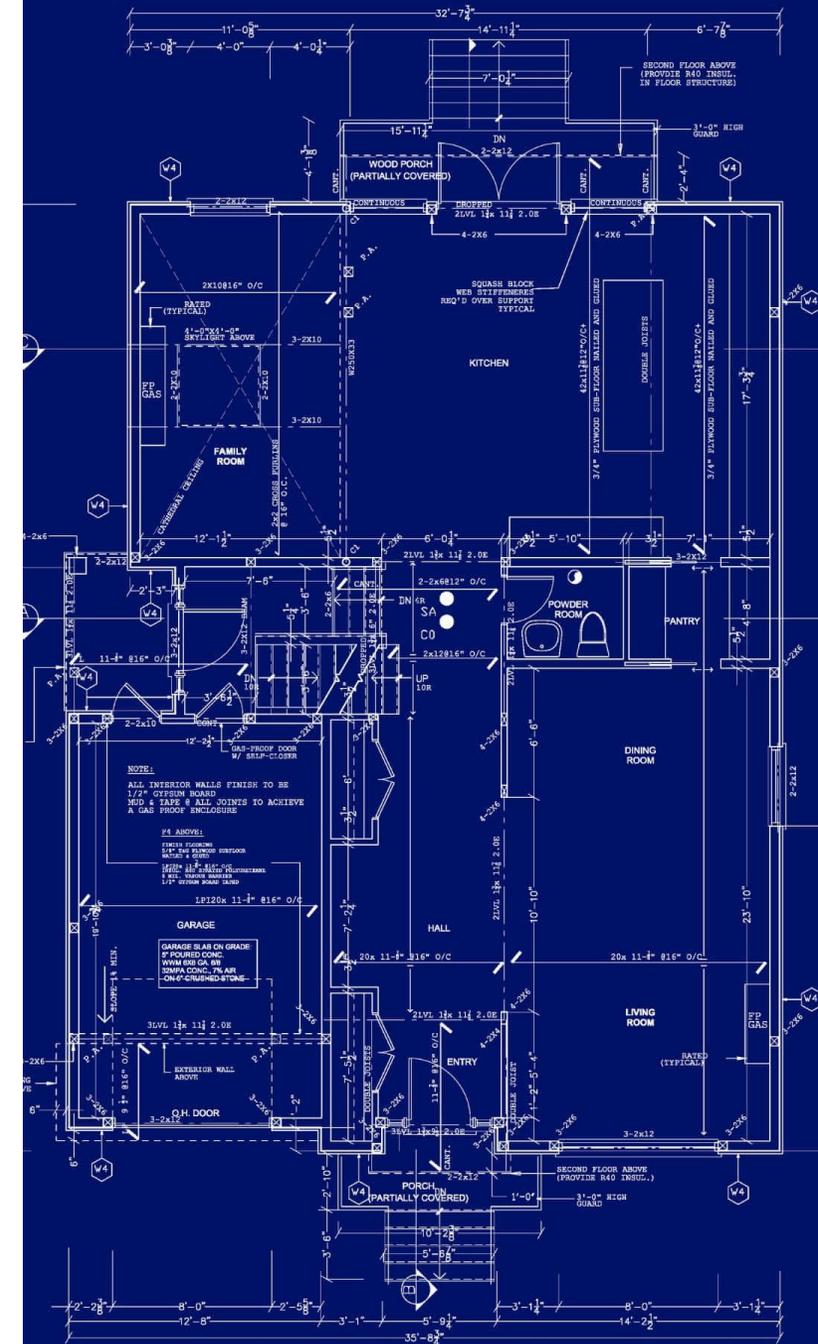
- 4-plex
- No off-street parking
- Corner lot, expects to use street parking
- Would have met prior code requirements (adjacent street parking counted)
- Could fall within ¼ mile area of Division BRT, depending on stop placement (i.e. cannot mandate parking)





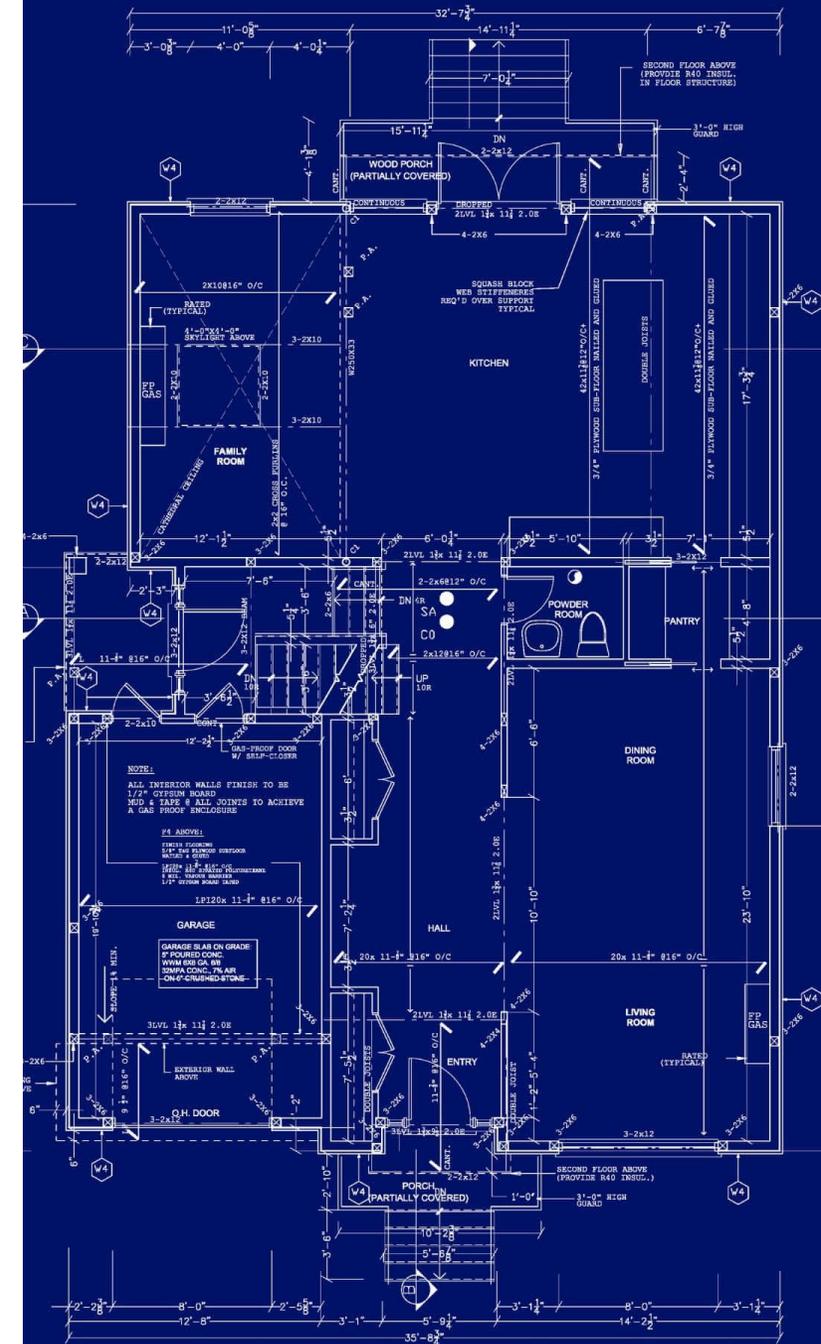
# 7601 N Five Mile

- Four 12-plexes (48 units)
- 53 stalls
- Would have met prior code requirements



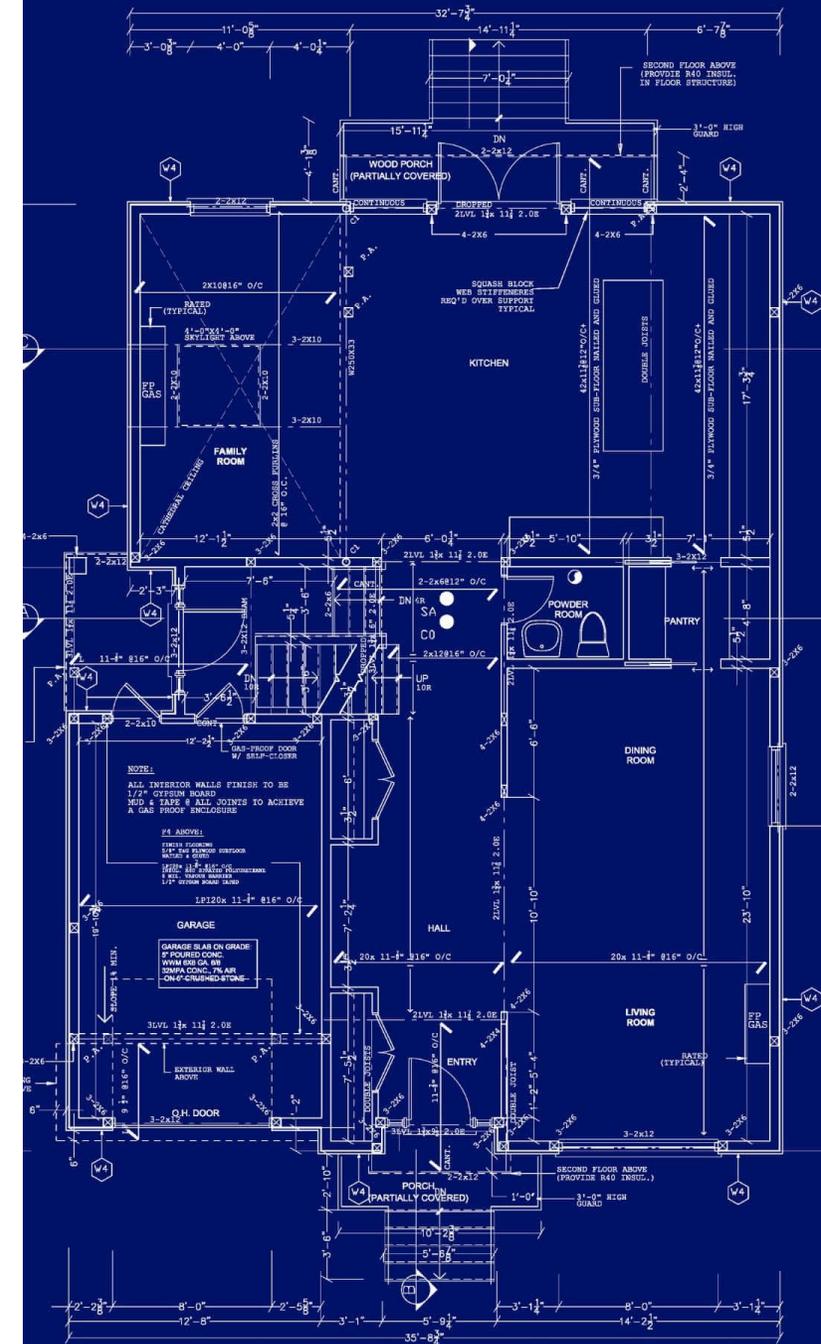
# 1107-1123 E 27<sup>th</sup> Ave

- 4 narrow detached homes + 1 ADU
- 3 off-street stalls
- Would have met prior code requirements (adjacent street parking counted)



# 324-330 E 10<sup>th</sup> Ave

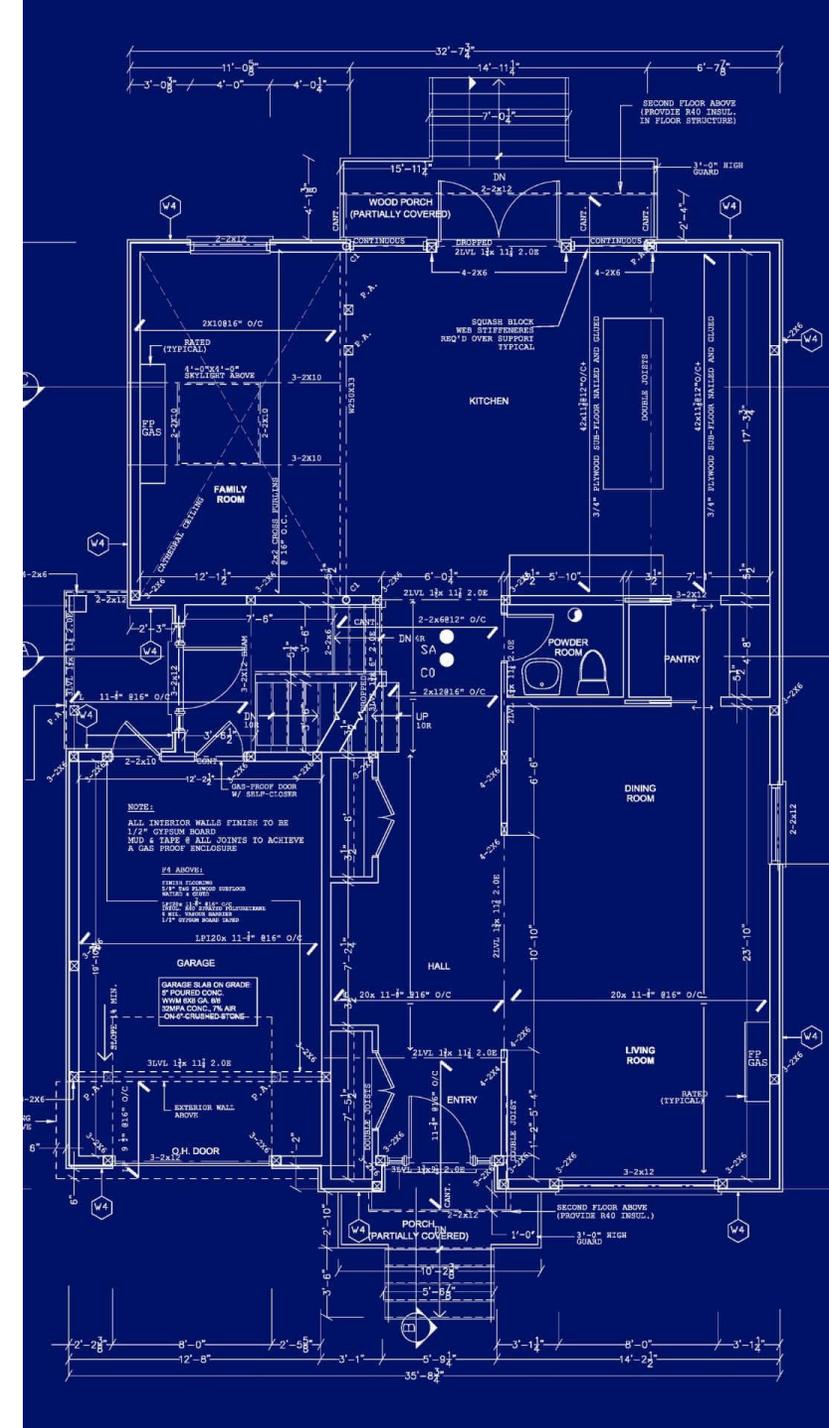
- 4 townhomes + 4 ADUs
- 4 single garages
- Would have met prior code requirements





# 1324 W Broadway Ave

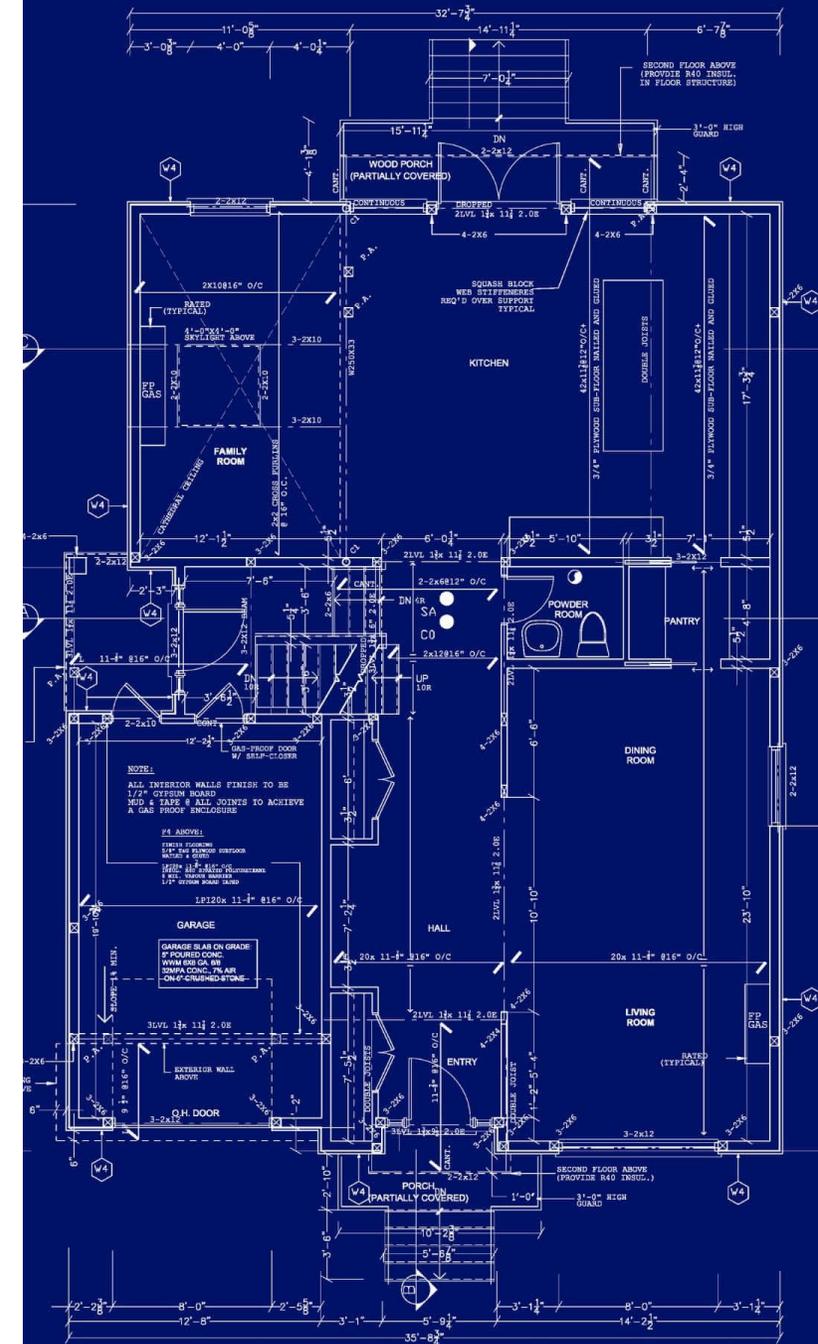
- 18 apartment units
- 12 parking stalls
- Would have met prior code requirements (MFTE projects exempted previously)
- State law caps requirement at 9 stalls





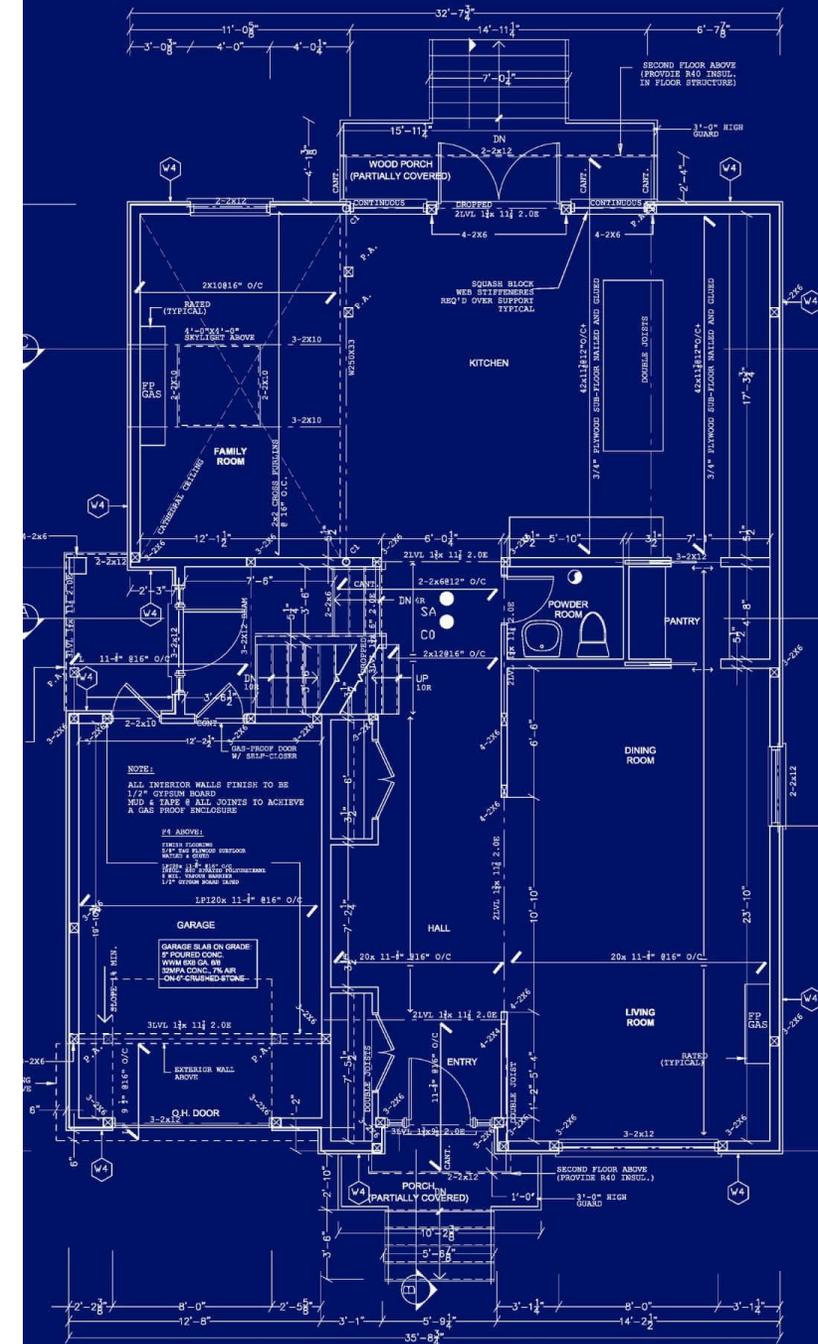
# 2575 N Napa

- Two duplexes (4 units)
- No off-street parking
- Corner lot, expects to use street parking
- Would have met prior code requirements (adjacent street parking counted)



# 5115 S Freya

- 30 apartment units
- 66 stalls (mix of garages and surface lot)
- Would have met prior code requirements





# Mitigation Strategies

- Market feedback
- Residential parking passes
- City-led projects (garages, lots)

