

LFP Parking Reform

CM Goldman

November 24, 2025 Council Meeting

Overview

- LFP has previously only updated its parking regulations when required by state law
- Should we take a more proactive approach to parking?
- This discussion is just to gauge interest, not to work out specific details or make any requests of staff
- Important notes
 - Removing or reducing parking requirements does NOT necessarily mean removing or reducing parking
 - Developers will continue to build the level of parking they feel is appropriate given market conditions
 - This will only impact future development, not current parking

Current parking regulations (18.58.030)

<u>Location</u>	<u>Parking requirement</u>
Single family housing	2 spaces / unit
Middle housing	1 or 2 spaces / unit, except 0 spaces near transit
Multifamily housing	1.5 spaces / unit
Community centers	1 space / employee + 1 space / 40 square feet
Churches	1 space / 3 seats
City Hall	1 space / employee + 1 space / 250 square feet
Retail	1 space / 200 square feet
Offices	1 space / 250 square feet
Elementary Schools	1 space / employee

SB 5184 (2025) – State Parking Reform Bill

- This bill does NOT directly impact us, only cities > 30,000 people
- Changes that the bill recommends **are in red**
- Transit-oriented development bill (HB 1491) will remove parking requirements near BRT

Location	LFP requirement (SB 5184 recommendation if different)
Single family housing	2 spaces / unit (1 space / unit)
Middle housing	1 or 2 spaces / unit (1 space / unit), except 0 spaces near transit
Multifamily housing	1.5 spaces / unit (0.5 spaces / unit)
Community centers	1 space / employee + 1 space / 40 square feet
Churches	1 space / 3 seats
City Hall	1 space / employee + 1 space / 250 square feet
Retail	1 space / 200 square feet (500 square feet)
Offices	1 space / 250 square feet (500 square feet)
Elementary Schools	1 space / employee

What have our neighbors done?

- This summer, Shoreline and Bothell removed all parking restrictions citywide

“We want affordable housing, and reduced hardscape, and trees, and something’s got to give if you’re mandating all those things, and parking is the obvious choice,” Shoreline Councilmember Keith Scully

“And the mechanics of parking minimums essentially tax new housing and new businesses that we say we really want.” Bothell Mayor Mason Thompson

Some Advantages to Parking Reform

- More green space with new development
- Reduced housing costs
- Encourage multimodal/transit use
- Staff won't have to react as much to future state mandates

Big picture questions for Council

- Do we want to prioritize parking reform in the Planning Commission's 2026 work plan?
 - Reducing parking requirements in line with SB5184?
 - Eliminating parking requirements as Bothell, Shoreline did?
- What mitigations might be important if we reduce or eliminate parking?
 - Communicating with stakeholders (e.g. emergency services)
 - Neighborhood parking permits (this is already on the books)
 - We can learn from other cities that have done this recently
 - Other mitigation options?