

EHB 1337 - S AMD TO LGLT COMM AMD (S-2572.3/23) **311**  
By Senator Lovelett

**ADOPTED 04/06/2023**

- 1 On page 6, line 7, after "(2)" insert "(a) A city or county  
2 subject to the requirements of this section may not:
- 3 (i) Require off-street parking as a condition of permitting  
4 development of accessory dwelling units within one-half mile walking  
5 distance of a major transit stop;
- 6 (ii) Require more than one off-street parking space per unit as a  
7 condition of permitting development of accessory dwelling units on  
8 lots smaller than 6,000 square feet before any zero lot line  
9 subdivisions or lot splits; and
- 10 (iii) Require more than two off-street parking spaces per unit as  
11 a condition of permitting development of accessory dwelling units on  
12 lots greater than 6,000 square feet before any zero lot line  
13 subdivisions or lot splits.
- 14 (b) The provisions of (a) of this subsection do not apply:
- 15 (i) If a local government submits to the department an empirical  
16 study prepared by a credentialed transportation or land use planning  
17 expert that clearly demonstrates, and the department finds and  
18 certifies, that the application of the parking limitations of (a) of  
19 this subsection for accessory dwelling units will be significantly  
20 less safe for vehicle drivers or passengers, pedestrians, or  
21 bicyclists than if the jurisdiction's parking requirements were  
22 applied to the same location for the same number of detached houses.  
23 The department must develop guidance to assist cities and counties on  
24 items to include in the study; or
- 25 (ii) To portions of cities within a one mile radius of a  
26 commercial airport in Washington with at least 9,000,000 annual  
27 enplanements.
- 28 (3) "
- 29 Renumber the remaining subsection consecutively and correct any  
30 internal references accordingly.

EFFECT: Prohibits cities and counties subject to the requirements of this bill from requiring off-street parking as a condition of

permitting development of ADUs under certain circumstances. These provisions do not apply: (1) If the city or county submits an empirical study to commerce demonstrating that the application of the parking limitations will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists, or (2) to portions of cities within a one mile radius of a commercial airport in Washington with at least 9,000,000 annual enplanements.

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