
Local Government Committee

SSB 6015

Brief Description: Concerning residential parking configurations.

Sponsors: Senate Committee on Local Government, Land Use & Tribal Affairs (originally sponsored by Senators Shewmake, Kuderer and Liias).

<p style="text-align: center;">Brief Summary of Substitute Bill</p> <ul style="list-style-type: none">• Requires cities and counties planning under the Growth Management Act to follow specified requirements when enforcing land use regulations regarding parking.
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Hearing Date: 2/14/24

Staff: Elizabeth Allison (786-7129).

Background:

Growth Management Act.

The Growth Management Act (GMA) is the comprehensive land use planning framework for counties and cities in Washington. Originally enacted in 1990 and 1991, the GMA establishes land use designation and environmental protection requirements for all Washington counties and cities. The GMA also establishes a significantly wider array of planning duties for 28 counties, and the cities within those counties, that are obligated to satisfy all planning requirements of the GMA.

Subject to certain limitations, cities and counties that plan under the GMA may impose minimum residential parking requirements for housing units constructed after July 1, 2019.

For housing units that are affordable to very low-income or extremely low-income individuals,

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and that are located within one-quarter mile of a major transit stop that receives transit at least two times per hour for 12 or more hours a day, minimum residential parking requirements may be no greater than one parking space per bedroom, or three-quarter spaces per unit.

A city may require a developer to sign a covenant prohibiting the rental of a unit subject to this parking minimum for any purpose other than housing for very low-income or extremely low-income individuals. The covenant must also address price restrictions and household income limits. A city may require additional parking if the city determines a particular housing unit is in an area with lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence.

Subject to exceptions, a city may not impose minimum residential parking requirements for housing units that are within one-quarter mile of a transit stop that receives transit service at least four times per hour for 12 or more hours, and are specifically for seniors or people with disabilities.

For market rate multifamily housing units located within one-quarter mile of a transit stop that receives transit service from at least one route, and that provides service at least four times per hour for 12 or more hours per day, minimum parking requirements may not be greater than one parking space per bedroom or three-quarter spaces per unit. A city may require additional parking if the city determines a particular housing unit is in an area with lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence.

Summary of Bill:

Cities and counties planning under the GMA must enforce land use regulations for residential development as follows:

- Garages and carports may not be required as a way to meet minimum parking requirements for residential development.
- Parking spaces that count toward minimum parking requirements may be enclosed or unenclosed.
- Parking spaces in tandem must count toward meeting minimum parking requirements at a rate of one space for every 20 linear feet, with any necessary provisions for turning radius.
- The existence of nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards.
- Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is

passed.