

HOUSE BILL REPORT

HB 1061

As Reported by House Committee On:
Transportation

Title: An act relating to providing additional parking flexibility in residential neighborhoods.

Brief Description: Providing additional parking flexibility in residential neighborhoods.

Sponsors: Representatives Low and Jacobsen.

Brief History:

Committee Activity:

Transportation: 1/23/25, 1/29/25 [DPS].

Brief Summary of Substitute Bill

- Authorizes cities and counties to allow residential property owners to park, or allow another to park, across the point of ingress or egress of the owner's driveway, subject to certain restrictions.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 23 members: Representatives Fey, Chair; Bernbaum, Vice Chair; Donaghy, Vice Chair; Barkis, Ranking Minority Member; Low, Assistant Ranking Minority Member; Mendoza, Assistant Ranking Minority Member; Schmidt, Assistant Ranking Minority Member; Bronoske, Dent, Duerr, Griffey, Hunt, Klicker, Ley, Nance, Orcutt, Paul, Richards, Stuebe, Taylor, Timmons, Volz and Wylie.

Minority Report: Without recommendation. Signed by 2 members: Representatives Reed, Vice Chair; Ramel.

Staff: Jennifer Harris (786-7143).

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

Background:

It is unlawful to stop, stand, or park a vehicle in front of a public or private driveway, or within 5 feet of the end of the curb radius leading to a public or private driveway, unless necessary to avoid conflict with other traffic, or if doing so is in compliance with law or the directions of a police officer or official traffic control device.

Summary of Substitute Bill:

A city or county may, by ordinance or resolution, allow residential property owners to park, or allow another to park, across the point of ingress or egress of the owner's driveway, as long as the vehicle does not obstruct a sidewalk, another driveway, or the roadway, and the driveway is no longer than 50 feet.

Substitute Bill Compared to Original Bill:

The substitute bill limits the authorization for cities and counties to allow residential property owners to park, or allow another to park, across the point of ingress or egress of the owner's driveway to apply only to driveways no longer than 50 feet.

Appropriation: None.

Fiscal Note: Available.

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

Staff Summary of Public Testimony:

(In support) This is a common sense solution to practical challenges to parking as demand has outpaced supply. The bill empowers cities and counties to have the option to enact ordinances to allow property owners to park vehicles in front of their own driveways. Cities and counties can use this option if it addresses parking challenges in a way that fits their needs.

This option addresses the urgent need for parking relief and does not require costly infrastructure investments. It also protects pedestrians and emergency access, since vehicles are not permitted to obstruct sidewalks or other essential infrastructure.

There has been discussion about examining parking requirements for development in the state. Utilizing the space at the end of the driveway can free up the ability to reduce parking

requirements for construction, which would allow for additional area for building, including for housing.

(Opposed) None.

Persons Testifying: Representative Sam Low, prime sponsor; Alex Hur; and Brett Gailey, City of Lake Stevens.

Persons Signed In To Testify But Not Testifying: None.