

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 1351 HB	<b>Title:</b> Minimum parking requirements
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## Estimated Cash Receipts

NONE

## Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Department of Commerce	.0	0	0	0	.0	0	0	0	.0	0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Commerce	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

## Estimated Capital Budget Breakout

NONE

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**Date Published:**  
Final

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1351 HB	<b>Title:</b> Minimum parking requirements	<b>Agency:</b> 103-Department of Commerce
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## Part I: Estimates

No Fiscal Impact

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

NONE

**Estimated Capital Budget Impact:**

NONE

*The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.*

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Elizabeth Allison	Phone: 360-786-7129	Date: 01/18/2023
Agency Preparation: Buck Lucas	Phone: 360-725-3180	Date: 01/24/2023
Agency Approval: Jason Davidson	Phone: 360-725-5080	Date: 01/24/2023
OFM Review: Gwen Stamey	Phone: (360) 790-1166	Date: 01/24/2023

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

Section 1 amends RCW 36.70A.620 relating to parking requirements in station areas, and add new prohibitions on parking minimums for projects based on proximity to new transit service levels.

Section 2 adds a new section to RCW 47.80 establishes the new transit service levels in chapter RCW 47.80 (Regional Transportation Planning Organizations).

### II. B - Cash receipts Impact

*Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.*

### II. C - Expenditures

*Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.*

There is no impact to the department. Guidance updates based on the statutory changes in the proposed legislation will be part of the normal operating procedures within the Local Government Division.

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

### III. B - Expenditures by Object Or Purpose

NONE

**III. C - Operating FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

NONE

### III. D - Expenditures By Program (optional)

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

### IV. B - Expenditures by Object Or Purpose

NONE

### IV. C - Capital Budget Breakout

*Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.*

NONE

**IV. D - Capital FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

## **Part V: New Rule Making Required**

*Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.*

# LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

**Bill Number:** 1351 HB

**Title:** Minimum parking requirements

## Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

### Legislation Impacts:

- Cities: Indeterminate and significant expenditure increase
- Counties: Indeterminate and significant expenditure increase
- Special Districts:
- Specific jurisdictions only: GMA-planning cities and counties
- Variance occurs due to:

## Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time: Costs of required changes to current land use processes

### Estimated revenue impacts to:

None

### Estimated expenditure impacts to:

**Non-zero but indeterminate cost and/or savings. Please see discussion.**

## Part III: Preparation and Approval

Fiscal Note Analyst: Angie Hong	Phone: 360-725-5041	Date: 01/24/2023
Leg. Committee Contact: Elizabeth Allison	Phone: 360-786-7129	Date: 01/18/2023
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 01/24/2023
OFM Review: Gwen Stamey	Phone: (360) 790-1166	Date: 01/24/2023

## **Part IV: Analysis**

### **A. SUMMARY OF BILL**

*Description of the bill with an emphasis on how it impacts local government.*

Section 1 revised 36.70A.620 [GMA Planning Cities Minimum Residential Parking Requirements]. Current law requires minimum parking space capacity for certain residential housing units to be 0.75 spaces per unit, and 1 space per bedroom with exceptions.

Section 1(1)-(2) of this bill will restrict counties and cities planning under GMA from imposing minimum parking space capacity requirements for certain new residential or commercial developments involving distances from transit stops and the level of transit service provided at that stop, unless the GMA planning county or city makes written findings within 30 days of the receipt of a completed application that not imposing or enforcing minimum parking requirements on the development would have a substantially negative impact on existing, on-site, residential, or commercial parking within one-half mile of the development project.

Section 1(3) describes two exceptions to the rule described in subsections 1-2, involving: dedication of 20 percent of the total units to certain demographics, or the housing development contains fewer than 20 units.

Section 2 adds a new section to RCW 47.80 [Regional transportation planning organizations] to define: "Level 1 transit service," "Level 2 transit service," "Level 3 transit service," "Level 4 transit service," "Level 5 transit service," and "Level 6 transit service."

Section 3 adds a new section to RCW 43.21C [State environmental policy] to specify: "if a project permit application, as defined in RCW 36.70B.020, does not provide parking in compliance with RCW 36.70A.620(1), such fact may not be treated as a basis for the issuance of a determination of significance under this chapter."

### **B. SUMMARY OF EXPENDITURE IMPACTS**

*Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.*

This bill would significantly and indeterminately increase local government expenditures.

According to the City of Bellevue, the statement in RCW 36.70A.620(2) that a city could only impose minimum parking requirements in the circumstances described by the bill if the city "makes written findings within 30 days of the receipt of a completed application that not imposing or enforcing minimum parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on existing on-site residential or commercial parking within one-half mile of the development project." is costly.

This new land use process is inconsistent with the City of Bellevue's current land use process because the city does not issue substantive, written findings on a development application within 30 days of receipt of a complete application. To do this, it would require the city to change its administrative land use process to make this evaluation and issue written findings at the very beginning of the land use process. It is unknown how this legislation will impact other projects in the city's review pipeline. These costs are difficult to characterize and are expected to result in a significant and indeterminate increase in expenditures to GMA-planning cities and counties.

This bill will require amendments to cities' Land Use Codes to comply with RCW 36.70A.620. The process to amend Land Use Codes under a mandate is lengthy and requires many staff hours from multiple disciplines (city attorney, planner, city clerk, and leadership). These increased costs are expected to be significant and are indeterminate.

## **C. SUMMARY OF REVENUE IMPACTS**

*Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.*

This bill will not impact local government revenues.

### **SOURCES**

Association of Washington Cities

City of Bellevue