



STAFF AND STAFFING IMPACT REPORT ON PROPOSED LEGISLATION

To: Mayor Jared Littmann

From: Yolanda Lewis, City Manager

Date: June 16, 2026

Subject: O-17-26: Right to Park in Front of Residential Private Driveways

Purpose of legislation

The purpose of this legislation is to amend § 12.20.010 (Obstructing Driveway) to authorize legal occupants of residential properties, and their guests, to park on public streets permitted for parking on both sides of the roadway directly in front of a private driveway serving their property, subject to specified conditions; defining “legal occupant”; and generally relating to parking under Chapter 5 12.20.

Impact of legislation on operations

There are two operational areas where this legislation is likely to have impacts: parking enforcement operations and public safety. On the parking enforcement side, the legislation allows both legal occupants and their guests to park in front of driveways. The inclusion of guests would create additional work for officers to determine if the car parked is actually permitted to park in front of the driveway. Right now, complaints the City receives typically come from the legal occupants of the property. With guests explicitly allowed, however, a simple verification of legal occupancy for the owner of the vehicle would not be enough. Parking enforcement officers would have to contact the owner to determine whether or not the vehicle blocking the driveway was an authorized guest. If we are unable to determine authorization and tow or cite a vehicle, we may end up with more disputes to resolve and potentially reimburse for towing.

On the public safety side, the Fire Marshal's Office has concerns regarding the potential impacts of this ordinance on emergency response operations and public safety. While there are many

streets in Annapolis where this legislation would not present a problem, there are also many narrow streets in the City that are already difficult for public safety apparatus to navigate. Oncoming traffic uses the “gaps” in front of driveways as a space to pull over to allow public safety vehicles to pass. Especially for streets that curve, those gaps present opportunities for long engines and ladder trucks to turn. And for streets that are already tough to navigate for a variety of reasons (the available width of the street isn’t much more than the width of a public safety vehicle, streets with limited sight distance or “blind corners”, etc.) simply adding more cars that may protrude into the roadway makes that tough situation that much tougher.

The legislation makes clear that cars still may not obstruct fire hydrants, which is vital. With more cars on the sides of the road, the City would want to monitor compliance to ensure the extra vehicles don’t lead to encroachment and therefore difficulty accessing the hydrants during emergency incidents. There are other parking restrictions that the City would want to monitor as well to ensure people aren’t circumventing them by parking in front of a driveway, such as the minimum number of feet from a traffic control device.

It would be helpful to undertake a comprehensive traffic and roadway access study to identify places in the City where parking restrictions should be implemented, including restrictions on parking in front of driveways. This study should identify locations where emergency vehicle access may be compromised, fire hydrant access may be affected, or visibility concerns exist. This legislation already contemplates this need in 12.20.010.B.2.b., but this language may need clarification so that residents and visitors to the City know parking is permitted or not since the red curb alone will no longer always mean no parking allowed:

“For the purposes of this section, parking is permitted within the red curb markings installed by the City to preserve ingress and egress for a private road or driveway. However, this authorization does not apply to any portion of a red curb required for a fire hydrant or other public safety purpose pursuant to § 12.20.020.”

Ideally, this kind of study and updating of markings would happen prior to implementation of this ordinance.

Impact of legislation on staffing needs

Parking enforcement is performed under contract across the City, so the extra time for parking enforcement officers would result in increased staffing needs by those contractors rather than an increase to City staffing. That would be a potential expense to the City. Other staffing impacts would depend on the volume of additional traffic accidents or other impacts of the legislation.

Prepared by Victoria Buckland, Deputy City Manager for Administration