

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

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|----------------------|--|
| <b>AGENDA TITLE:</b> | Adoption of Ordinance No. 889 - Amending Chapter 10.05 SMC, the Model Traffic Ordinance, for Clarity and to Establish a City Monetary Penalty for Parking Violations                             |
| <b>DEPARTMENT:</b>   | Public Works   |
| <b>PRESENTED BY:</b> | Kendra Dedinsky, City Traffic Engineer   |
| <b>ACTION:</b>       | <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion<br><input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

**PROBLEM/ISSUE STATEMENT:**

Shoreline Municipal Code (SMC) Chapter 10.05, Model Traffic Ordinance, establishes non-criminal traffic infraction provisions, and generally reflects Chapter 308-330 Washington Administrative Code (WAC) with some exceptions (per SMC 10.05.020), and amendments (per SMC 10.05.030). Parking violation monetary penalties for Shoreline currently default to the State minimum of \$20, which is less than the cost to the City for King County to process parking violations at approximately \$27. Anticipating the continued uptick in parking citations, the desire to have fines to cover the King County processing costs and the need for a dedicated parking enforcement position in 2024, staff developed proposed Ordinance No. 889. This proposed ordinance reduces parking enforcement costs to the City by increasing the minimum parking violation monetary penalty from default of \$20 to \$50 and creates a \$25 delinquency penalty for untimely payment as authorized by RCW 46.63.110(4). In addition, proposed Ordinance No. 889 includes updates to provide greater clarity, corrects two references to the WAC, and deletes existing references to administrative fees associated with vehicle impound as these fees are inconsistent with current practice.

The City Council discussed the proposed amendments to SMC Chapter 10.05 on May 18, 2020. During this discussion, some Councilmembers expressed comments and concerns on the proposed monetary penalty and late fee. Staff has reflected those comments and concerns in the Discussion section of this report.

Tonight, Council is scheduled to discuss and adopt proposed Ordinance No. 889. Exhibit A to Attachment A provides the proposed amendments to chapter 10.05 SMC. The clarifying amendments, shown in Section A of Exhibit A, are proposed to go into effect five (5) days after passage and publication of the Ordinance. The increased penalties, shown in Section B of Exhibit A, are proposed to go into effect January 1, 2021 to allow time for updating King County administrative materials that Shoreline Police use for traffic enforcement activities.

**RESOURCE/FINANCIAL IMPACT:**

At the current penalty level, the City of Shoreline General Fund subsidizes parking infraction administrative costs by \$7 per ticket. The proposed \$50 monetary penalty is intended to cover the full Shoreline District Court administrative cost of \$27 per infraction and provide about \$14.50 per infraction as funding for dedicated parking enforcement (after a reduction for court adjustments to the penalty assessed and non-payment). Based on 2019 volumes, staff estimates that the penalty value over the administrative costs would generate an estimated \$18,000 in 2021 to support a future dedicated traffic enforcement program. The annual funding available for parking enforcement is expected to increase modestly each year with a jump when dedicated parking enforcement starts and in 2024 with the opening of Sound Transit Lynwood Link service. Initially, revenue from the penalty will be accumulated by the City and used to support startup costs of dedicated parking enforcement in 2023/2024 budget.

**RECOMMENDATION**

Staff recommends that the City Council adopt proposed Ordinance No. 889, which amends chapter 10.05 SMC, the Model Traffic Ordinance, to set a minimum monetary penalty for parking violations at \$50, establish a \$25 delinquency penalty, correct two references to the WAC, remove inconsistent code provisions for vehicle impound administrative fees, and to provide for greater clarity in the SMC.

Approved By:           City Manager ***DT***   City Attorney ***JA-T***

## **BACKGROUND**

Anticipating the increased demand for on-street parking resulting from the start of light rail service and increased density around the light rail stations, the City Council allocated funding for a parking study, which began in 2018, to obtain baseline parking utilization information, identify current and anticipated future on-street parking capacity challenges, review current practices, and identify parking management tools to manage parking now and into the future.

The Light Rail Subareas Parking Study was discussed with the Council in October 2019 and is available at the following link: [October 28, 2019 staff report on Discussion of the Light Rail Station Subareas Parking Study](#). During this discussion, the Council identified some important near-term action steps to ready the City for an increased role in parking demand management. Specifically, the study showed that parking violation citations have been rising for the last several years and that the start of light rail service and redevelopment is likely to result in the continued uptick in parking violations, further straining the General Fund given the cost incurred by the City for King County to process tickets at the current monetary penalty rate. In addition, parking enforcement activities currently compete with higher priorities for limited existing police resources; there is recognition that violations are sometimes left unaddressed as a result.

In consideration of this, the Council supported the recommendation to develop City-specific monetary penalties in order to recover the cost of processing parking violations and to offset the cost for new dedicated parking enforcement resources needed to address existing and increased future parking enforcement activities. If the proposed penalty amendment is adopted, staff intends to present information on a part-time dedicated parking enforcement position during the 2023/2024 biennial budget process. This position will help the City to respond to parking demand management and safety related challenges, and better prepares the City to efficiently provide services in response to an increased role in parking demand management, particularly within the Light Rail Subareas.

To implement the desire to have fines cover the King County processing costs and the need for a dedicated parking enforcement position in 2024, staff developed proposed Ordinance No. 889 to amend Shoreline Municipal Code (SMC) Chapter 10.05, the Model Traffic Ordinance. In addition, proposed Ordinance No. 889 includes correction of two references to the WAC, deletion of existing references to administrative fees associated with vehicle impound, a delinquency penalty as authorized by RCW 46.63.110(4), and various amendments to provide for greater clarity or reflect current practices.

The City Council discussed the proposed amendments to SMC Chapter 10.05 on May 18, 2020. The staff report for this Council discussion is available at the following link: [Discussion of Ordinance No. 889 - Shoreline Municipal Code 10.05 – Model Traffic Ordinance \(MTO\) Updates](#). During this discussion, some Councilmembers expressed comments and concerns on the proposed monetary penalty and late fee. Staff has reflected those comments and concerns in the Discussion section of this report. A proposed Council amendment to proposed Ordinance No. 889, which was also

discussed during the May 18<sup>th</sup> Council discussion, is provided in the Discussion section below as well.

## **DISCUSSION**

The proposed monetary penalty amendment was developed in anticipation of increasing costs to the City for parking enforcement activities, which are essential to ensuring public safety and to effectively manage demand.

### **Peer Review of Parking Enforcement Practices**

Parking enforcement activities are not intended to unduly penalize drivers. As such, proposed Ordinance No. 889 was developed to be reasonably consistent with other cities in the region in order to align with driver expectations while also providing some revenue to support anticipated increases in parking enforcement activities and costs.

During the May 18<sup>th</sup> Council discussion, staff presented information on the minimum monetary penalty for parking violations for eight cities regionally, which ranged from \$35 to \$71. Like Shoreline, the cities of Burien and SeaTac employ dedicated parking enforcement positions and contract with King County for police and court services. Both cities have set minimum monetary penalties at \$50 and given the similarities to Shoreline in terms of enforcement and court structure, were used as the benchmark for the monetary penalty recommendation.

The Council discussion also included a review of dedicated enforcement top-end pay rates, which ranged from approximately \$25 to \$30. The subsequent financial analysis used \$30 as the assumption for a future Shoreline position.

### **Financial Analysis**

The financial analysis discussed during the May 18<sup>th</sup> Council meeting is based upon limited data that will improve over the next few years as the City continues its work in this area. While staff believes that this analysis is 'directionally correct' and relatively fiscally conservative, it is not intended to be a budget proposal, which for the enforcement position is anticipated to come to the City Council in the 2023/2024 biennial budget.

The financial analysis for parking enforcement activities are based upon the following assumptions:

- The minimum monetary penalty per parking violation citation is \$50.
- \$27 is deducted for King County District Court costs and processing.
- Revenue per citation has been reduced by 17% to account for court reductions and non-payment.
- The amount available to the City is then about \$14.50 per citation.
- Updated penalty starts on January 1, 2021.
- There were 1,110 parking citations issued in 2019, and this financial analysis assumes a 5% increase in citations year over year starting in 2020 with a 20% increase in 2024 and 2025 (related to the start of light rail service), then back to 5% increase.

- Revenue from payment late fees or Restricted Parking Zone (RPZ) permits are not included in this analysis.
- Dedicated parking enforcement begins in 2024.
- One-time startup cost for dedicated enforcement is \$100,000.
- Annual ongoing dedicated enforcement cost is \$67,000 starting in 2024 and increasing 3% per year thereafter.

With these assumptions, the following table summarizes dedicated parking enforcement cashflow estimates through 2026.

*Parking Enforcement Cash Flow*

| <b>Year</b> | <b>Cost</b> | <b>Annual Revenue</b> | <b>Annual Surplus/(Shortfall)</b> | <b>Accumulated Balance</b> |
|-------------|-------------|-----------------------|-----------------------------------|----------------------------|
| 2020        | \$ -        | \$ 13,000             | \$ 13,000                         | \$ 13,000                  |
| 2021        | \$ -        | \$ 18,000             | \$ 18,000                         | \$ 31,000                  |
| 2022        | \$ -        | \$ 19,000             | \$ 19,000                         | \$ 50,000                  |
| 2023        | \$ -        | \$ 20,000             | \$ 20,000                         | \$ 69,000                  |
| 2024        | \$ 175,000  | \$ 23,000             | \$ (152,000)                      | \$ (83,000)                |
| 2025        | \$ 78,000   | \$ 28,000             | \$ (49,000)                       | \$(132,000)                |
| 2026        | \$ 80,000   | \$ 30,000             | \$ (50,000)                       | \$(183,000)                |

As is illustrated by this table, with a \$50 monetary penalty assumption and current citation issuance projections, a dedicated parking enforcement program is not projected to cover all costs associated with the program. The program does not reach a cost neutral balance until over 5,500 citations per year (about 15 per day) are issued; which is almost four times the 2019 total tickets issued. This model does not account for additional revenue from permits issued under a Residential Parking Zone (RPZ) program or payment of the delinquency penalty. Additional context for costs and revenues is further detailed in the May 18<sup>th</sup> staff report.

**Staff Recommendation on Penalty and Parking Enforcement**

Based on a review of regional parking violation monetary penalties in other cities, historic parking citation data in the City, and estimated enforcement staff costs, staff continues to recommend the City parking violation monetary penalty be established at \$50 with a late payment penalty of \$25. These penalties are expected to provide revenue to support the cost for ticket processing and dedicated part time parking enforcement. This penalty would start on January 1, 2021 and funds received in excess of court administrative costs would accumulate for future use for one-time and on-going dedicated parking enforcement costs.

In development of the 2023/2024 biennial budget, staff intends to recommend funding a dedicated parking enforcement program to coincide with light rail opening, and after thorough review of additional data and information gathered in 2021/2022.

### **May 18<sup>th</sup> City Council Discussion**

At the May 18<sup>th</sup> Council Meeting, Council discussed some concerns regarding the increased monetary penalty, late fee, and parking citations in general. Councilmember concerns (collectively or individually) can be generally summarized as follows:

- 1) The \$50 monetary penalty is regressive and impacts low income populations more heavily.
- 2) The \$50 monetary penalty may be too high, especially in considering that Seattle and Edmonds both have lower penalties. There was concern that business patrons would potentially be deterred and choose to take business elsewhere.
- 3) The \$25 late fee, at 50% of the overall penalty, is high. Those who live paycheck to paycheck may be unable to pay the ticket on time and would be further burdened by a late fee.
- 4) Parking management should support business and residential functions. Educational outreach, rather than punitive measures, should be a supplemental tool to incentivize business patronage, and improve quality of life for Shoreline residents.

In addition, Council recognized the value of parking enforcement, and offered the following comments:

- 1) Parking enforcement is an important public safety activity, and it also supports quality of life for Shoreline residents, businesses, and visitors. Various councilmembers recognized the need for dedicated enforcement in the future given the 2024 start of light rail service and station openings as well as increased density in the station areas.
- 2) Council also recognized the impact to the City's budget and the significant start-up and ongoing costs for a dedicated parking enforcement program.

### **Proposed Amendment**

As part of this discussion, Councilmember Roberts requested that staff prepare an amendment to proposed Ordinance No. 889 to set the parking infraction penalty at \$30. The motion for this proposed amendment is as follows:

*I move to amend the monetary penalty for a parking infraction in Section B of Exhibit A to Ordinance No. 889 from the amount of fifty dollars (\$50.00) to the amount of thirty dollars (\$30).*

### **RESOURCE/FINANCIAL IMPACT**

At the current penalty level, the City of Shoreline General Fund subsidizes parking infraction administrative costs by \$7 per ticket. The proposed \$50 monetary penalty is intended to cover the full Shoreline District Court administrative cost of \$27 per infraction and provide about \$14.50 per infraction as funding for dedicated parking enforcement (after a reduction for court adjustments to the penalty assessed and non-payment). Based on 2019 volumes, staff estimates that the penalty value over the administrative costs would generate an estimated \$18,000 in 2021 to support a future dedicated traffic enforcement program. The annual funding available for parking enforcement is expected to increase modestly each year with a jump when dedicated

parking enforcement starts and in 2024 with the opening of Sound Transit Lynwood Link service. Initially, revenue from the penalty will be accumulated by the City and used to support startup costs of dedicated parking enforcement in 2023/2024 budget.

### **RECOMMENDATION**

Staff recommends that the City Council adopt proposed Ordinance No. 889, which amends chapter 10.05 SMC, the Model Traffic Ordinance, to set a minimum monetary penalty for parking violations at \$50, establish a \$25 delinquency penalty, correct two references to the WAC, remove inconsistent code provisions for vehicle impound administrative fees, and to provide for greater clarity in the SMC.

### **ATTACHMENTS**

Attachment A: Ordinance No. 889

Attachment A, Exhibit A: Proposed Amendments to Chapter 10.05 SMC

**ORDINANCE NO. 889**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING SHORELINE MUNICIPAL CODE CHAPTER 10.05 MODEL TRAFFIC ORDINANCE AND ESTABLISHING TWO (2) EFFECTIVE DATES.**

WHEREAS, Washington’s Model Traffic Ordinance (MTO) is set forth in Chapter 308-330 of the Washington Administrative Code (WAC) and serves as a guide which local jurisdictions may adopt by reference or any part thereof as that jurisdiction’s traffic laws; and

WHEREAS, the City of Shoreline initially adopted Chapter 10.05 SMC, the City’s Model Traffic Ordinance, with amendments, in 1996 with the passage of Ordinance No. 70 and has amended it over the years, with the last amendment occurring in 2017 with the passage of Ordinance No. 803; and

WHEREAS, as authorized by WAC 308-330, the City has excluded sections of this WAC from its local traffic ordinance and has also added sections to reflect local circumstances; and

WHEREAS, Chapter 10.05 SMC establishes a monetary penalty for impounded vehicles but does not set forth any monetary penalties for parking violations, resulting in the penalty defaulting to the Washington State minimum of \$20.00; and

WHEREAS, the cost of the issuing and processing parking violations is in excess of this amount and, with the future light rail stations anticipated to increase parking violations, increasing the penalty will assist in cost recovery; and

WHEREAS, in addition, amendments to Chapter 10.05 SMC are necessary to provide clarity to the chapter and to reflect current practices in administering impoundment of vehicles; and

WHEREAS, adequate time is necessary for King County and the Shoreline Police to implement the increased penalty;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Amendment – SMC Chapter 10.05 Model Traffic Ordinance.** Chapter 10.05 is amended as set forth in Exhibit A to this Ordinance.

**Section 2. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this Ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.



**Section 3. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 4. Publication and Effective Dates.**

- A. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City.
- B. Section A of Exhibit A to this Ordinance shall be effective five (5) days after publication.
- C. Section B of Exhibit A to this Ordinance shall take effect at 12:01 am Local Time, January 1, 2021.

**PASSED BY THE CITY COUNCIL ON JUNE 1, 2020**

\_\_\_\_\_  
Mayor Will Hall

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Julie Ainsworth-Taylor  
Assistant City Attorney

Publication Date: \_\_\_\_\_, 2020  
Effective Date of Exhibit A, Section A: \_\_\_\_\_, 2020  
Effective Date of Exhibit A, Section B: \_\_\_\_\_, 2021

**EXHIBIT A TO ORDINANCE NO. 889**

**SECTION A – Effective five (5) days after publication of Ordinance**

**SMC 10.05.030 is amended as follows:**

**SMC 10.05.030 MTO amendments.**

A. WAC 308-330-406 is amended to read as follows:

WAC 308-330-406 RCW sections adopted – Abandoned, unauthorized, and junk vehicle tow truck operators.

The following sections of the Revised Code of Washington (RCW) pertaining to abandoned, unauthorized, and junk vehicle tow truck operators as now or hereafter amended are hereby adopted by reference as a part of this chapter in all respects as though such sections were set forth herein in full:

- RCW
- 46.55.020 Registration required – Penalty.
- 46.55.025 Registration or insurance required—Penalty.
- 46.55.035 Prohibited acts—Penalty.
- 46.55.037 Compensation for private impounds.
- 46.55.040 Permit required—Inspections of equipment and facilities.
- 46.55.050 Classification of trucks—Marking requirements—Time and place of inspection—Penalty.
- 46.55.060 Business location—Requirements.
- 46.55.063 Fees, schedules, contracts, invoices.
- 46.55.070 Posting requirements—Exception.
- 46.55.075 Law enforcement impound—Required form, procedures.
- 46.55.080 Law enforcement impound, private impound—Master log—Certain associations restricted.
- 46.55.085 Law enforcement impound—Unauthorized vehicle in right-of-way.
- 46.55.090 Storage, return requirements—Vehicles, personal belongings—Combination endorsement for tow truck drivers—Viewing impounded vehicle.
- 46.55.100 Impound notice—Abandoned vehicle report—Owner information, liability—Disposition report.
- 46.55.105 Responsibility of registered owner—Buyer and seller remedies.
- 46.55.110 Notice to legal and registered owners.
- 46.55.130 Notice requirements—Public auction—Accumulation of storage charges.
- 46.55.140 Operator's lien, deficiency claim, liability.
- 46.55.150 Vehicle transaction file.
- 46.55.160 Availability of records, equipment, and facilities for audit and inspection.
- 46.55.170 Complaints, where forwarded.
- 46.55.230 Junk vehicles—Removal, disposal, sale—Penalties—Cleanup restitution payment.
- 46.55.240 Local ordinances – Requirements.

4B. RCW 46.55.010 Towing and Impoundment: Definitions is adopted in full with the following amendments to subsections (4-5) and (13-14):

(4 5) “Junk vehicle” means a vehicle certified under RCW 46.55.230 as meeting at least three of the following requirements:

- a) Is three years old or older;
- b) Is extensively damaged, such damage including but not limited to any of the following: A broken window or windshield, or missing wheels, tires, motor, or transmission;
- c) Is apparently inoperable including a condition which makes the vehicle incapable of being operated legally on a public highway;
- d) Has an approximate fair market value equal only to the approximate value of the scrap in it;

(13 14) “Unauthorized vehicle” means a vehicle that is subject to impoundment after being left unattended in one of the following public or private locations for the indicated period of time:

Subject to removal after:

(a) Public locations:

- (i) Constituting an accident or a traffic hazard as defined in RCW 46.55.113 Immediately
- (ii) On a highway and tagged as described in RCW 46.55.085 24 hours
- (iii) In a publicly owned or controlled parking facility, properly posted under RCW 46.55.070 Immediately
- (iv) Vehicles used for human habitation under RCW 46.61.570(5) as adopted in subsection (B)(1) of this section 24 hours
- (v) Failing to displaying registration tabs properly mounted in accordance with RCW 46.16.240, 46.16.047, 46.16.160, and WAC 308-96A-295 and in compliance with RCW 46.55.113 as adopted in subsection (A)(2) of this section 24 hours

(b) Private locations:

- (i) On residential property Immediately
- (ii) On private, nonresidential property, properly posted under RCW 46.55.070 Immediately
- (iii) On private, nonresidential property, not posted 24 hours

|  | <u>Subject to removal after:</u> |
|--|----------------------------------|
| <u>a. Public Locations</u>   |                                  |
| <u>i. Constituting an accident or a traffic hazards as defined in RCW 46.55.113</u>  | <u>Immediately</u>               |
| <u>ii. On a highway and tagged as described in RCW 46.55.085</u>   | <u>24 Hours</u>                  |
| <u>iii. In a publicly owned or controlled parking facility, properly posted under RCW 46.55.070</u>  | <u>Immediately</u>               |
| <u>iv. Vehicles used for human habitation under RCW 46.61.570(5) as adopted in subsection E of this section</u>  | <u>24 hours</u>                  |
| <u>v. Failing to display registration tabs properly mounted in accordance with RCW 46.16.240, 46.16.047, 46.16.160, and WAC 308-96A-295, and in compliance with RCW 46.55.113 as adopted in subsection C of this section</u> | <u>24 hours</u>                  |
| <u>b. Private Locations</u>  |                                  |
| <u>i. On private residential property</u>  | <u>Immediately</u>               |
| <u>ii. On private, non-residential property, properly posted under RCW 46.55.070</u>   | <u>Immediately</u>               |
| <u>iii. On private, non-residential property, not posted</u>   | <u>24 hours</u>                  |

2 C. RCW 46.55.113 Towing and Impoundment: Removal by police officer - Definition is adopted in full with the following amendment to subsection (2):

(2) In addition, a police officer may take custody of a vehicle, at ~~his or her~~ their discretion, and provide for its prompt removal to a place of safety under any of the following circumstances:

- (a) Whenever a police officer finds a vehicle standing upon the roadway in violation of any of the provisions of RCW 46.61.560, the officer may provide for the removal of the vehicle or require the driver or other person in charge of the vehicle to move the vehicle to a position off the roadway;
- (b) Whenever a police officer finds a vehicle unattended upon a highway where the vehicle constitutes an obstruction to traffic or jeopardizes public safety;
- (c) Whenever a police officer finds an unattended vehicle at the scene of an accident or when the driver of a vehicle involved in an accident is physically or mentally incapable of deciding upon steps to be taken to protect his or her property;
- (d) Whenever the driver of a vehicle is arrested and taken into custody by a police officer;
- (e) Whenever a police officer discovers a vehicle that the officer determines to be a stolen vehicle;

- (f) Whenever a vehicle without a special license plate, card, or decal indicating that the vehicle is being used to transport a disabled person under RCW 46.16.381 is parked in a stall or space clearly and conspicuously marked under RCW 46.61.581 which space is provided on private property without charge or on public property;
- (g) Upon determining that a person is operating a motor vehicle without a valid driver's license in violation of RCW 46.20.005 or with a license that has been expired for ninety days or more;
- (h) When a vehicle is illegally occupying a truck, commercial loading zone, restricted parking zone, bus, loading, hooded-meter, taxi, street construction or maintenance, or other similar zone where, by order of the director of transportation or chiefs of police or fire or their designees, parking is limited to designated classes of vehicles or is prohibited during certain hours, on designated days or at all times, if the zone has been established with signage for at least twenty-four hours and where the vehicle is interfering with the proper and intended use of the zone. Signage must give notice to the public that a vehicle will be removed if illegally parked in the zone;
- (i) When a vehicle with an expired registration of more than forty-five days is parked on a public street; or
- (j) When the vehicle is a junk vehicle and is parked, wholly or partially, on a public right-of-way.

3. RCW 46.55.120 is adopted with the following addition of subsection (1)(f):

~~(1) Vehicles or other items of personal property registered or titled with the department are impounded by registered tow truck operators pursuant to RCW 46.55.080, 46.55.085, 46.55.113, or 9A.88.140 may be redeemed only under the following circumstances:~~

...

~~(f) To redeem vehicles impounded under RCW 46.20.342, RCW 46.61.502 and RCW 46.61.504, the redeeming individual must obtain an authorization to release from the Shoreline Police Department, verifying proof of ownership or authorization under subsection (a), liability insurance for the vehicle, a valid driver's license and payment of an administrative fee as established in Chapter 3.01 SMC. The administrative fee shall be for the purposes of offsetting City costs of implementing, enforcing and administering the impound.~~

B D. WAC 308-330-462 is amended to read as follows:

WAC 308-330-462 RCW sections adopted – Stopping, standing, and parking.

The following sections of the Revised Code of Washington (RCW) pertaining to vehicle stopping, standing, and parking as now or hereafter amended are hereby adopted by reference as a part of this chapter in all respects as though such sections were set forth herein in full:

RCW

46.08.185 Electric vehicle charge stations – Signage – Penalty.

46.61.560 Stopping, standing, or parking outside business or residence districts.

46.61.575 Additional parking regulations.

46.61.581 Parking spaces for persons with disabilities—Indication, access—Failure, penalty.

46.61.582 Free parking for persons with disabilities—Exceptions.

46.61.583 Special plate or card issued by another jurisdiction.

46.61.585 Winter recreational parking areas—Special permit required.

46.61.587 Winter recreational parking areas—Penalty.

46.61.590 Unattended motor vehicle—Removal from highway.

4. E. RCW 46.61.570 Rules of the Road: Stopping, standing, or parking prohibited in specified places—Reserving portion of highway prohibited is adopted in full with the following amendments to subsection (1)(a) and adding a new subsection, subsection (5):

(1) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall:

(a) Stop, stand, or park a vehicle:

(i) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;

(ii) On a sidewalk or street planting strip;

(iii) Within an intersection;

(iv) On a crosswalk;

(v) Between a safety zone and the adjacent curb or within thirty feet of points on the curb immediately opposite the ends of a safety zone, unless official signs or markings indicate a different no-parking area opposite the ends of a safety zone;

(vi) Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic;

(vii) Upon any bridge or other elevated structure upon a highway or within a highway tunnel;

(viii) On any railroad tracks;

(ix) In the area between roadways of a divided highway including crossovers;

(x) At any place where official signs prohibit stopping or parking;

(xi) On public right-of-way unless said vehicle displays current and valid registration tabs properly mounted in accordance with RCW ~~46.16.010(1)~~ 46.16A.030;

(xii) Within the same block to avoid a time limit regulation specified in that particular area, except as provided in RCW 46.61.582 and 46.61.583;

(xiii) Park a commercial vehicle which is more than 80 inches wide overall on any arterial, street or alley in residentially zoned areas as defined in SMC 20.40, Subchapter 1 or on streets or arterials abutting residentially zoned areas between the hours of midnight and six a.m.;

(xiv) Directly adjacent to a curbside, next to clearly visible residential mail boxes between 10:00 a.m. and 3:00 p.m. on any day of scheduled mail delivery by the United States Postal Service;

(xv) In public locations under circumstances which constitute an unauthorized vehicle;

(xvi) Within a bicycle lane, which is that portion of the paved section of the roadway designated by official signs or markings by the city for the movement of bicycles on the roadway;

(xvii) Within a transit priority lane designated by official signs or markings by the city as a bus only lane except to execute a right turn or to yield to emergency vehicles;  
or

(xviii) Within a dedicated turn lane, which is that portion of the paved section of the roadway designated by official signs or markings by the city for the purpose of making a right or left turn at an intersection or to a side road; and

(5) It shall be unlawful to use a vehicle for human habitation on or in any public right-of-way or parking area. "Human habitation" means the use of a vehicle for sleeping, setting up housekeeping or cooking.

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## **SECTION B – Effective at 12:01 am Local Time, January 1, 2021**

**SMC 10.05.035 Penalties is amended as follows:**

### **SMC 10.05.035 Penalties**

~~Unauthorized vehicle as defined in RCW 46.55.010(13)(a)(v) and amended by SMC 10.05.030(A)(1) which are impounded by police shall be subject to a civil infraction not to exceed \$50.00.~~

Except for parking infractions under RCW 46.19.050, any person found to be in violation of any provision of this chapter shall be deemed to have committed a parking infraction and for each such violation shall be subject to a monetary penalty in the amount of fifty dollars (\$50.00).

Any person having been assessed a monetary penalty under this chapter shall pay that penalty in the time provided on the infraction citation/ticket or seek a hearing contesting the infraction. If the penalty is not paid in the time afforded, a twenty-five dollar (\$25.00) delinquency penalty shall be assessed.