



SEATTLE CITY COUNCIL

Public Safety Committee

Agenda

Tuesday, August 11, 2026

9:30 AM

Council Chamber, City Hall

600 4th Avenue

Seattle, WA 98104

Robert Kettle, Chair

Rob Saka, Vice-Chair

Debora Juarez, Member

Eddie Lin, Member

Maritza Rivera, Member

Chair Info: 206-684-8807; Robert.Kettle@seattle.gov

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SEATTLE CITY COUNCIL

Public Safety Committee

Agenda

August 11, 2026 - 9:30 AM

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<https://seattle.gov/council/public-safety>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Please register in advance in order to be recognized by the Chair. Details on how to register for Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <https://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting.

In-Person Public Comment - Register to speak on the public comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting.

Please submit written comments no later than four business hours prior to the start of the meeting to ensure that they are distributed to Councilmembers prior to the meeting. Comments may be submitted at Council@seattle.gov or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104. Business hours are considered 8 a.m. - 5 p.m. Comments received after that time will be distributed after the meeting to Councilmembers and included as part of the public record.

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Public Comment

Members of the public may address items on the agenda and matters within the purview of the committee. Please register in advance to be recognized by the Chair.

D. Items of Business

1. Bite of Seattle Security Response Quick Look

Briefing and Discussion (15 minutes)

Presenter: Andre Sayles, Interim Chief, Seattle Police Department

2. King County Jail Medical Deferral Data and Impacts on Harborview and Seattle Police Department

Briefing and Discussion (30 minutes)

Presenters: Ian Goodhew, Chief External Affairs Officer, Harborview Medical Center; Sarah Smith, Chief of Operations, and Rob Brown, Assistant Chief, Seattle Police Department

3. Vehicle Resident Assistance Program and Draft Legislation**Supporting
Documents:**[Presentation](#)[FAS Signature Authority for Vehicle Storage Draft ORD](#)[Junk Vehicles Definition Draft ORD](#)[Outdoor Storage Draft ORD](#)[Vehicle Residence Permitting Appropriations Draft ORD](#)[Vehicle Resident Assistance Permitting Program Draft ORD](#)[Vehicle Resident Assistance Draft RES](#)**Briefing and Discussion** (45 minutes)**Presenters:** Calvin Chow and Jennifer LaBrecque, Council Central Staff**E. Adjournment**



Legislation Text

File #: Inf 2939, **Version:** 1

Bite of Seattle Security Response Quick Look



Legislation Text

File #: Inf 2940, **Version:** 1

King County Jail Medical Deferral Data and Impacts on Harborview and Seattle Police Department



Legislation Text

File #: Inf 2941, **Version:** 1

Vehicle Resident Assistance Program and Draft Legislation



SEATTLE CITY COUNCIL
CENTRAL STAFF

The Vehicle Resident Assistance Program

JENNIFER LABRECQUE & CALVIN CHOW, LEGISLATIVE ANALYSTS

PUBLIC SAFETY COMMITTEE
AUGUST 11, 2026

Overview of Legislative Package

1. Vehicle Resident Assistance Program RES
2. Vehicle Resident Assistance Permit Program ORD
3. Outdoor Storage Land Use Code Changes ORD
4. Finance and Administrative Services Lease Authority ORD
5. Junk Vehicle Definition Update ORD
6. Appropriations ORD

Legislation 1: Vehicle Resident Assistance Program RES

States the goals for this legislative package:

- Create a structured pathway out of vehicle residency to shelter and housing.
- Provide legal stability for eligible residents in motor homes and travel trailers to remain parked within designated areas in industrial zones.
- Encourage coordination between the Human Services Department (HSD), Seattle Department of Transportation (SDOT) and Seattle Police Department (SPD) on parking enforcement, service referrals and permit compliance.
- Support the development of safe lots and shelter storage through additional tools to handle vehicle residency.
- Set clear expectations for engagement with service providers and behavior in the City's right of way.

Legislation 2: Vehicle Resident Assistance Permit Program (1/5)

Changes parking rules and creates a new permit program for motor homes and trailers

- Establishes definitions for "motor homes" and "travel trailers."
- Effective April 30, 2027, would establish general parking restrictions on motor homes and travel trailers to:
 - Restrict parking to two hours maximum in all areas of the city.
 - Prohibit parking between midnight and 6 a.m.
- Creates a Vehicle Resident Assistance Permit for motor homes and travel trailers to:
 - Allow general parking of permitted vehicles, following established parking regulations
 - Allow parking between midnight and 6.a.m. in Industrial zones and within geographic service areas established by HSD.

Legislation 2: Vehicle Resident Assistance Permit Program (2/5)

Would direct SDOT to develop a Director's Rule

- SDOT to establish program standards and administrative procedures.
- Requires that certain criteria must be included in the Director's Rule related to permit eligibility, conditions and enforcement.
- Requires coordination between the SDOT, HSD, and SPD to establish the Director's Rule.

Legislation 2: Vehicle Resident Assistance Permit Program (3/5)

Permit eligibility criteria

- Directs HSD to conduct a one-time census of individuals and vehicles in Seattle.
 - Only individuals and vehicles identified through this census are eligible to receive a permit.
 - The program would not be open to late comers.
- One permit per person, must be registered owner of vehicle.
- HSD and affiliated service providers would be able to support applications on behalf of eligible individuals.

Legislation 2: Vehicle Resident Assistance Permit Program (4/5)

Permit conditions criteria

- Permit will establish geographic service areas, within industrial zones, where overnight parking is allowed. Permit holder will be assigned a geographic area they must park in overnight as a condition of their permit.
- Geographic service areas would be aligned with outreach contracts to allow service providers to remain in contact with permit holders with offers of shelter and housing and other support and services.
- Permit will be revoked if a permit holder turns down offers of appropriate shelter six times.
- HSD would maintain a certification list and document offers of appropriate shelter in support of administering the permit.
- Permit would also include other conditions related to the maintenance and condition of the permitted vehicle, surrounding streets and sidewalks, and occupant behavior.

Legislation 2: Vehicle Resident Assistance Permit Program (5/5)

Permit enforcement criteria

- Permit enforcement would rely on the SPD's Parking Enforcement Division.
 - HSD would establish policies and procedures to document and report violations of permit conditions, initiate revocation, and support review of appeals.
 - The legislation would take effect on April 30, 2027
 - The legislation would direct City departments to establish the process for taking permit applications by April 30, 2027.
 - Warnings would be issued for the first 90 days of implementation
 - The legislation would begin enforcement of parking restrictions by July 31, 2027.

Legislation 3: Outdoor Storage Land Use Code Updates

- Updates the definition of 'Recreational Vehicle' to note that it may contain its own motor or may be towed behind a motorized vehicle;
- Updates the definition of outdoor storage to include storage of unoccupied recreational vehicles or other formerly lived-in vehicles
- Adjusts the definition of flexible-use parking to exclude storage of recreational vehicles.

Legislation 4: FAS Lease Authority

- Ordinance 127423, passed by City Council in March 2026, allows the Director of Finance and Administrative Services (FAS) to execute leases on properties up to 65,000 square feet without needing Council approval, if the site is to be used for transitional encampments (which includes safe lots).
- This legislation would also expand the FAS Director's authority to execute leases for outdoor storage for vehicles and overnight respite areas for drivers, including truck drivers.
- It would also increase the FAS Director's authority to execute leases for sites being used for transitional encampments, outdoor storage of vehicles and overnight respite areas for drivers from 65,000 square feet to 100,000 square feet.

Legislation 5: Junk Vehicle Definition Update (1/2)

Under the current SMC, to be considered a junk vehicle a vehicle must meet at least three of the following requirements:

1. Left on private property without the permission of the person having right to the possession of the property;
2. Left on a street, alley way open to the public, or on municipal or other public property for twenty-four (24) hours or longer;
3. Extensively damaged, such as a broken window or windshield, missing wheels, tires, motor, or transmission.
4. Apparently inoperable;
5. Having a fair market value of Five Hundred Dollars (\$500) or less;
6. Without a current certificate of registration or a current and proper vehicle license.

Legislation 5: Junk Vehicle Definition Update (2/2)

This ordinance would update the Traffic Code's definition of Junk Vehicles by:

- Clarifying what is meant by a vehicle that is extensively damaged
- Clarifying what is meant by a vehicle that is apparently inoperable
- Clarifying that part of having a current vehicle license/registration is having current vehicle license tags
- Adding two new criteria that can cause a vehicle to be considered a junk vehicle:
 - The Vehicle Identification Number (VIN) is obscured or not easily visible
 - The vehicle has no license plate

Legislation 6 - Appropriations Bill (1/2)

- The 2026 Adopted Budget contains \$3.5 million in on-going funding to support vehicle residents' transition to shelter.
- Additionally, \$1.5 million one-time funding for vehicle residents that was allocated for this work in the 2025 Adopted Budget continues to be available.
- That total funding of \$5 million resides in the Human Services Department's (HSD) Addressing Homelessness BSL.

Legislation 6 - Appropriations Bill (2/2)

- Creates eight new positions, one Permit Technician in SDOT and seven outreach staff (Counselors) in HSD, related to implementation of the new Vehicle Resident Permitting Program.
- Transfers \$216,000 in appropriation authority from HSD to SDOT to pay for IT and staffing costs related to implementation of a Vehicle Resident Permitting Program:
 - \$100,000 for IT system updates in Accela
 - \$116,000 is for half of the annual fully loaded costs of a new Permit Technician.
- Modifies an existing HSD proviso on \$2 million in funding, to allow funding to be spent on outreach and expand population that can be served to all vehicle residents.
- Imposes a new proviso of \$2 million, restricting funds for:
 - Service providers engaged in outreach to persons living in vehicles, including capacity building and increased staffing in order to reduce case management ratios
 - To help vehicle residents meet code requirements related to their vehicle

Timeline & Next Steps

August 11 – Discussion of six pieces of legislation at the Public Safety Committee (as informational items only)

August 18 – All six pieces of legislation on the Introduction & Referral Calendar

September 22 – Discussion, public hearing, and possible vote at the Public Safety Committee

Questions?

The City of Seattle

Ordinance _____

Council Bill _____

..title

An ordinance relating to leases; updating the Director of Finance and Administrative Services' authority to execute leases when the land is used for outdoor storage for any vehicle, or overnight respite areas for drivers; amending Section 3.127.020 of the Seattle Municipal Code.

..body

Recitals:

Ordinance 127423, passed by City Council in March 2026, expanded the authority of the Director of Finance and Administrative Services to execute leases up to 65,000 square feet without needing Council approval, if the site were to be used for transitional encampments.

The City could also use flexibility in executing leases for other purposes that serve the public good, such as storage for vehicles and areas where drivers, including those delivering freight to and from the Port of Seattle, can rest.

There may also be available and desirable sites that the City wants to lease for transitional encampments, storage of vehicles and rest areas that are in excess of 65,000 square feet. Therefore,

Be it ordained by The City of Seattle as follows:

Section 1. Section 3.127.020 of the Seattle Municipal Code, last amended by Ordinance 127423, is amended as follows:

* * *

C. All leases executed pursuant to the authority of Section 3.127.020 shall conform to the following provisions:

1. Rental payments for office space shall not exceed a rate of \$26 per square foot per year and the total square footage leased in any one calendar year shall not exceed 5,000 square feet for such space in any single building or other facility.

2. Rental payments for improved space other than office space shall not exceed \$10 per square foot per year, and the total square footage leased in any one rental agreement in any one calendar year shall not exceed 9,000 square feet for such space in any single building, structure, or other facility.

3. Rental payments for unimproved real estate, or land used for parking or open storage purposes shall not exceed \$6 per square foot per year, and the total square footage leased in any one rental agreement in any one calendar year shall not exceed 18,000 square feet for such space in any single building, structure, or other facility. However, ~~((if the unimproved real estate or land is being leased for transitional encampments governed by Section 23.42.054 or Section 23.42.056,))~~ the total square footage leased in any one rental agreement in any one calendar year shall not exceed ~~((65,000))~~ 100,000 square feet, and the price per square foot shall be as negotiated consistent with market rate if the unimproved real estate or land is being leased for:

a. Transitional encampments governed by Section 23.42.054 or

Section 23.42.056;

b. Outdoor storage for any vehicle, including recreational vehicles;

or

c. Overnight respite areas for drivers, such as truck tractor drivers.

4. The dollar amounts specified in subsections 3.127.020.C.1, 3.127.020.C.2, and 3.127.020.C.3 shall be adjusted annually beginning February 1, 2011 by the percentage change in the annual Consumer Price Index For All Urban Consumers (CPI-U), All Items, Seattle-Tacoma-Bellevue, WA Metropolitan Area (1982-84 = 100) for the preceding year as published by the U.S. Department of Labor, Bureau of Labor Statistics, or its successor; provided, that if the Consumer Price Index is discontinued or its base is changed, a comparable index shall be substituted.

5. The department or agency that is to occupy the premises to be leased shall have available to it sufficient funds to pay the Department of Finance and Administrative Services for its anticipated billing for the use of such space during the balance of the current budget year.

This ordinance shall take effect as provided by Seattle Municipal Code Sections
1.04.020 and 1.04.070.

Passed by the City Council and signed in open session in authentication of its
passage on _____.

President _____ of the City Council

_____ on _____.

Katie B. Wilson, Mayor

Attested on _____.

Scheereen Dedman, City Clerk

Seal

Summary and Fiscal Note

1. Legislation Summary

Department: LEG

Title: An ordinance An ordinance relating to leases; updating the Director of Finance and Administrative Services' authority to execute leases when the land is used for outdoor storage for any vehicle, or overnight respite areas for drivers; amending Section 3.127.020 of the Seattle Municipal Code.

Background: Ordinance 127423, passed by City Council in March 2026, expanded the authority of the Director of Finance and Administrative Services to execute leases up to 65,000 without needing Council approval, if the site were to be used for transitional encampments. This legislation would increase the FAS Director's flexibility to execute leases for outdoor storage for any vehicles and overnight respite areas for drivers, including truck drivers. It would also increase the FAS Director's authority to execute leases for sites being used for transitional encampments, parking and storage of vehicles and driver rest areas from 65,000 square feet to 100,000 square feet.

Summary Attachments: None

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

☐ Yes

☐ No

3a. Appropriations N/A

3b. Revenues/Reimbursements N/A

3c. Positions N/A

3d. Other Financial Impacts

a. Does this legislation create any other financial impacts for The City of Seattle, such as direct or indirect costs, one-time or ongoing, that aren't mentioned above? If yes, please explain these impacts. N/A

b. If the legislation has costs that can be covered within the current budget, explain how. Does the department have extra resources in its budget to handle these costs? Or does the department need to shift resources away from other work to handle these costs? N/A

c. What financial costs or other impacts might happen if this legislation is not implemented? N/A

d. How might this legislation affect other City departments besides the one that proposed it? N/A

4. Other Impacts

a. Does this legislation require a public hearing?

☐ Yes

☒ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☐ Yes

☒ No

c. Does this legislation affect a piece of property?

No

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion? Please consider both impacts within City government (like employees and internal programs) and in the broader community.

People experiencing homelessness are disproportionately people of color. If the City leased land under this legislation to offer services to people experiencing homelessness, then there could potentially be benefit provided to people of color depending on program design.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation. N/A

3. What is the Language Access Plan for communicating with the public about this legislation? N/A

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer. N/A

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact. N/A

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress? N/A

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization? N/A

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

The City of Seattle

Ordinance _____

Council Bill _____

..title

An ordinance relating to the Traffic Code; revising the definition of "junk motor vehicle"; and amending Section 11.14.268 of the Seattle Municipal Code.

..body

Recitals:

It can be difficult to enforce portions of the Traffic Code as found in Title 11, Subtitle 1.

This legislation clarifies the definition of a junk motor vehicle and expands the definitions of what is "extensively damaged," "apparently inoperable," and "without a current certificate of registration or a current and proper vehicle license" to enhance enforcement of the Traffic Code.

This legislation is focused on vehicles not currently being lived in that are stored on city streets.

The Council's intent is that vehicles that have an active Vehicle Resident Assistance Permit not be towed solely for their vehicle meeting the junk vehicle standards.

In some places in Seattle, there are a limited number of people storing a large number of vehicles in a variety of conditions in the right-of-way, which is not intended to be a place for people to store a large number of vehicles, and definitely not a large number of vehicles that meet the junk vehicle standards. Therefore,

Be it ordained by The City of Seattle as follows:

Section 1. Section 11.14.268 of the Seattle Municipal Code, last amended by Ordinance 120098, is amended as follows:

11.14.268 Junk motor vehicle((,))

A. "Junk motor vehicle" means any motor vehicle meeting at least three of the following requirements:

1. Left on private property without the permission of the person having right to the possession of the property;
2. Left on a street, alley way open to the public, or on municipal or other public property for ~~((twenty-four (,))24((,)))~~ hours or longer;
3. Extensively damaged, such damage including but not limited to any of the following:~~((A broken window or windshield, missing wheels, tires, motor, or transmission;))~~
 - a. Missing steering wheel, transmission, or motor;
 - b. Missing or broken windshield; or
 - c. Two or more missing or broken in any combination: side or back windows, wheels, tires, lights, body panels, or seats.
4. Apparently inoperable, meaning any motor vehicle that is unable to move under its own power on a flat surface or has other general conditions that would render the vehicle unroadworthy;
5. Having a fair market value of ~~((Five Hundred Dollars (,))\$500((,)))~~ or less;
6. Without a current certificate of registration, with an obscured or not easily visible vehicle identification number, current license tabs depicting the current

registration expiration month and year, ~~((or))~~ a current and proper vehicle license, or a license plate.

B. ~~((Vehicles in Violation of this Section.))~~ Junk motor vehicles are subject to impoundment as provided for in Chapter 11.30 ~~((SMC))~~ in addition to any other penalty provided for by law.

This ordinance shall take effect as provided by Seattle Municipal Code Sections
1.04.020 and 1.04.070.

Passed by the City Council and signed in open session in authentication of its
passage on _____.

President _____ of the City Council

_____ on _____.

Katie B. Wilson, Mayor

Attested on _____.

Scheereen Dedman, City Clerk

Seal

Summary and Fiscal Note

1. Legislation Summary

Department: Legislative

Title: An ordinance relating to the Traffic Code; revising the definition of "junk motor vehicle"; and amending Section 11.14.268 of the Seattle Municipal Code.

Background: This ordinance would update the Traffic Code's definition of Junk Vehicles by:

- Providing more clarity on what is meant by a vehicle that is extensively damaged
- Providing more detail on what is meant by a vehicle that is apparently inoperable
- Providing more detail on what it means for a current to have a current vehicle license/registration
- Adding two new criteria that can cause a vehicle to be considered a junk vehicle:
 - The Vehicle Identification Number (VIN) is obscured or not easily visible
 - The vehicle has no license plate

Summary Attachments: None

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

a. CIP Project Name:

- b. Master Project ID:
 - c. Project Location:
 - d. Start Date:
 - e. End Date:
 - f. Total Project Cost Through 2030:
-

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

- ☒ Yes
- ☐ No

3d. Other Financial Impacts

a. Does this legislation create any other financial impacts for The City of Seattle, such as direct or indirect costs, one-time or ongoing, that aren't mentioned above? If yes, please explain these impacts.

Creating clarity around what constitutes a junk vehicle could lead to an increase in impoundments of junk vehicles. This could increase costs related to impoundments, including towing and vehicle disposal costs.

b. If the legislation has costs that can be covered within the current budget, explain how. Does the department have extra resources in its budget to handle these costs? Or does the department need to shift resources away from other work to handle these costs? N/A

c. What financial costs or other impacts might happen if this legislation is not implemented?

There may be other impacts related to junk vehicles in the right of way, such as public safety, cleanliness and pedestrian access. Providing clarity on the junk vehicle definition, which can facilitate removal of junk vehicles, may reduce financial costs associated with those other impacts.

d. How might this legislation affect other City departments besides the one that proposed it?

This legislation would support the work of the Seattle Police Department's Parking Enforcement Officers to help determine if a vehicle is considered a junk vehicle.

4. Other Impacts

a. Does this legislation require a public hearing?

☐ Yes

☒ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☐ Yes

☒ No

c. Does this legislation affect a piece of property?

No

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion? Please consider both impacts within City government (like employees and internal programs) and in the broader community.

Strengthening the definition of "junk vehicle" with clearer criteria, such as explicitly defining "extensively damaged" or "apparently inoperable", could have mixed equity implications for vulnerable or historically disadvantaged communities in Seattle. Possible impacts include:

Improved neighborhood conditions – With clearer criteria, Seattle Policy Parking Enforcement may be able to work more quickly to remove blighted vehicles which could enhance visual appeal, reduce safety hazards, and may control pests, all benefits that disproportionately improve quality of life in underserved neighborhoods.

Health and environmental justice gains – Overburdened communities often face higher exposure to environmental hazards. Clearer enforcement supports cleanup efforts that align with Seattle's environmental justice goals, potentially reducing pollution and promoting community well-being.

Possible increased penalties and financial burdens – More precise definitions could lead to an increase in:

- **Citations** - A vehicle deemed a “junk motor vehicle” and parked on public streets, alleys, or municipal property constitutes a Class I civil infraction under SMC Chapter 11.72.500(b), which carries a non-suspendable fine of \$250;
- **Immediate Impounds** - Under SMC 11.30.040(A)(8), police officers may impound a junk motor vehicle parked on public streets, alleys, or public property immediately and without prior notice; and
- **Impounds After Notice** - SMC 11.30.060(B) covers impoundment procedures when a vehicle, including a junk vehicle, is abandoned on private property, requiring notice before impoundment.

Low-income vehicle owners may struggle to contest enforcement, retrieve impounded vehicles, or cover impoundment and/or towing expenses, creating an undue burden.

Risk of uneven enforcement – Enforcement practices might unintentionally target historically marginalized neighborhoods. Balanced enforcement by Seattle Police Department would need to be a priority to ensure equitable treatment.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

N/A

3. What is the Language Access Plan for communicating with the public about this legislation?

N/A

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer.

N/A

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact.

N/A

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress?

N/A

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization?

N/A

DRAFT

The City of Seattle

Ordinance _____

Council Bill _____

..title

An ordinance relating to land use and zoning; adjusting the definition of recreational vehicle; adjusting the definition of outdoor storage to include outdoor storage areas for certain unoccupied vehicles, including recreational vehicles; adjusting the definition of flexible-use parking to exclude storage of recreational vehicles; and amending Sections 23.84A.032, 23.84A.036, and 23.84A.038 of the Seattle Municipal Code.

..body

Recitals:

The current definitions in the Land Use Code for outdoor storage and flexible-use parking create ambiguity as to appropriate locations for the storage and parking of certain vehicles, Clarifying definitions in the Land Use Code will bring commonly used practices into explicit compliance with Land Use Code.

The City is seeking to help people living in vehicles transition to available shelter, but faces a major barrier in vehicle residents' inability to park or store their vehicle at the shelter.

People entering shelter are often faced with the difficult decision to give up their vehicle, which can leave them worse off in the long run.

Establishing facilities for storage of such persons' vehicles enables vehicle residents to enter shelter and determine if that shelter is the right fit for them without losing their vehicle.

This small and simple change in code, is a large and broad change for vehicle residents accessing shelter because under this ordinance, no matter which shelter has space, people will have time to transition out of the vehicles and into shelter or housing, without requiring them to give up their vehicles.

This Land Use Code change allows the City of Seattle to provide vehicle residents access to the entire portfolio of shelter units by storing their vehicles while they enter shelter.

The City is seeking to establish shelter storage programs that allow individuals and families who are transitioning into shelter or housing to safely store their vehicles in locations that permit storage as a land use. Therefore,

Be it ordained by The City of Seattle as follows:

Section 1. Section 23.84A.032 of the Seattle Municipal Code, last amended by Ordinance 127376, is amended as follows:

23.84A.032 "R"

* * *

"Recreational vehicle" means a wheeled vehicle designed for temporary occupancy with self-contained utility systems and not requiring a separate highway movement permit for highway travel. A recreational vehicle may contain its own motor or may be towed behind a motorized vehicle. A recreational vehicle is not a dwelling unit.

* * *

Section 2. Section 23.84A.036 of the Seattle Municipal Code, last amended by Ordinance 127376, is amended as follows:

23.84A.036 "S"

* * *

"Storage" means a use in which goods or products are stored more than ~~((4))72((4))~~ hours. Storage uses include but are not limited to the following uses:

1. "Mini-warehouse" means a storage use in which enclosed storage space divided into separate compartments no larger than ~~((five hundred))500((4))~~ square feet in area is provided for use by individuals to store personal items or by businesses to store material for operation of a business establishment at another location.

2. "Storage, outdoor" means a storage use in which an outdoor area is used for retention of materials, containers and/or equipment. Outdoor storage does not include sale, repair, incineration, recycling or discarding of materials or equipment. Outdoor storage areas are not accessible to the public unless an agent of the business is present. Outdoor ~~((parking))~~ areas that are solely for the storage of (a) unoccupied vehicles, including recreational vehicles that are being stored while the persons formerly living in those vehicles are engaged with a City-sponsored program whose goal is to provide them with housing or shelter, or (b) two ((2)) or more fleet vehicles of more than ~~((ten thousand))10,000((4))~~ pounds gross vehicle weight shall also be considered outdoor storage. Temporary outdoor storage of construction equipment and materials associated with an active permit to demolish or erect a structure and vehicle sales areas

where motorized vehicles are stored for the purpose of direct sale to the ultimate consumer shall not be considered outdoor storage.

3. "Warehouse" means a storage use in which space is provided in an enclosed structure for the storage of goods produced off-site, for distribution or transfer to another location.

* * *

Section 3. Section 23.84A.038 of the Seattle Municipal Code, last amended by Ordinance 127376, is amended as follows:

23.84A.038 "T"

* * *

"Transportation facility" means a use that supports or provides a means of transporting people or goods from one location to another. Transportation facilities include but are not limited to the following:

1. "Cargo terminal" means a transportation facility in which quantities of goods or container cargo are, without undergoing any manufacturing processes, transferred to carriers or stored outdoors in order to transfer them to other locations. Cargo terminals may include accessory warehouses, railroad yards, storage yards, and offices.

2. "Parking and moorage" means the short-term or long-term storage of automotive vehicles or vessels or both when not in use. Parking and moorage uses include but are not limited to:

a. "Boat moorage" means a use in which a system of piers, buoys, or floats is used to provide moorage for vessels except barges, for sale or rent usually on a monthly or yearly basis. Minor vessel repair, haul out, dry boat storage, and other services are also often provided. Boat moorage includes, but is not limited to:

1) "Commercial moorage" means a boat moorage primarily intended for commercial vessels except barges.

2) "Recreational marina" means a boat moorage primarily intended for pleasure craft. (See also "Boat moorage, public")

b. "Dry boat storage" means a use in which space on a lot on dry land, or inside a building over water or on dry land, is rented or sold to the public or to members of a yacht or boating club for the purpose of storing boats. Sometimes referred to as "dry storage."

c. "Parking, principal use" means a use within a Shoreline District, subject to Chapter 23.60A, in which an open area or garage is provided for the parking of vehicles by the public, and is not reserved or required to accommodate occupants, clients, customers, or employees of a particular establishment or premises. Battery charging stations for electric vehicles are accessory to principal use parking.

d. "Parking, flexible-use" means a use in which an open area or garage is provided for the parking of vehicles by the public, and is not reserved or required to accommodate occupants, clients, customers, or employees of a particular establishment or premises. Flexible-use parking does not include a use in which an area is provided solely for the storage of recreational vehicles. Battery charging stations

for electric vehicles are accessory to flexible-use parking. Flexible-use parking includes but is not limited to the following uses:

1) "Flexible-use parking garage" means a parking garage structure that solely consists of flexible-use parking.

2) "Flexible-use parking surface lot" means a surface parking lot that solely consists of flexible-use parking.

e. "Park and ride facility" means a use, operated or approved by a public transit or ridesharing agency, where commuters park private vehicles and either join together in carpools or vanpools, or board public transit.

f. "Towing services" means a parking and moorage use in which more than two tow trucks are employed in the hauling of motorized vehicles, and where vehicles may be impounded, stored, or sold, but not disassembled or junked.

3. "Passenger terminal" means a transportation facility where passengers embark on or disembark from carriers such as ferries, trains, buses, or planes that provide transportation to passengers for hire by land, sea, or air. Passenger terminals typically include some or all of the following: ticket counters, waiting areas, management offices, baggage handling facilities, restroom facilities, shops, and restaurants. A passenger terminal use on the waterfront may include moorage for cruise ships and/or vessels engaged in transporting passengers for hire. Activities commonly found aboard such vessels, whether moored or under way, that are incidental to the transport of passengers shall be considered part of the passenger terminal use and shall not be treated as separate uses. Metro street bus stops, monorail transit stations, and light rail transit stations are not included in this definition. Also excluded is the use of sites where

passengers occasionally embark on or disembark from transportation in a manner that is incidental to a different established principal use of the site.

4. "Rail transit facility" means a transportation facility that supports or is used for public transit by rail. Rail transit facilities include but are not limited to the following:

a. "Light rail transit facility" means a structure, rail track, equipment, maintenance base, or other improvement necessary to support a light rail transit system, including but not limited to ventilation structures, traction power substations, light rail transit stations and related passenger amenities, bus layover and intermodal passenger transfer facilities, transit station access facilities located on or off a light rail transit station site, and structures accessory to the development of a light rail transit system.

b. "Light rail transit station" means a light rail transit facility whether at grade, above grade, or below grade that provides pedestrian access to light rail transit vehicles and facilitates transfer from light rail to other modes of transportation. A light rail transit station may include mechanical devices such as elevators and escalators to move passengers and may also include such passenger amenities as informational signage, seating, weather protection, fountains, artwork, or concessions.

c. "Light rail transit system" means a public rail transit line that operates at grade level, above grade level, or in a tunnel and that provides high-capacity, regional transit service, owned or operated by a regional transit authority authorized under chapter 81.112 RCW. A light rail transit system may be designed to

share a street right-of-way although it may also use a separate right-of-way. Commuter rail, and low capacity, or excursion rail transit service are not included.

5. "Transportation facility, air" means one of the following transportation facilities:

a. "Airport, land-based" means a transportation facility used for the takeoff and landing of airplanes.

b. "Airport, water-based" means a transportation facility used exclusively by aircraft that take off and land directly on the water.

c. "Heliport" means a transportation facility in which an area on a roof or on the ground is used for the takeoff and landing of helicopters or other steep-gradient aircraft, and one or more of the following services are provided: cargo facilities, maintenance and overhaul, fueling service, tie-down space, and other accessory buildings and open spaces.

d. "Helistop" means a transportation facility in which an area on a roof or on the ground is used for the takeoff and landing of helicopters or other steep-gradient aircraft, but not including fueling service, hangars, maintenance, overhaul or tie-down space for more than one aircraft.

6. "Vehicle storage and maintenance" means a use in which facilities for vehicle storage and maintenance are provided. Vehicle storage and maintenance uses include but are not limited to:

a. "Bus base" means a transportation facility in which a fleet of buses is stored, maintained, and repaired.

b. "Railroad switchyard" means a vehicle storage and maintenance

use in which:

1) Rail cars and engines are serviced and repaired; and

2) Rail cars and engines are transferred between tracks and coupled to provide a new train configuration.

c. "Railroad switchyard with a mechanized hump" means a railroad switchyard that includes a mechanized classification system operating over an incline.

d. "Streetcar maintenance base" means a transportation facility in which a fleet of streetcars is stored, maintained, and repaired.

e. "Transportation services, personal" means a vehicle storage and maintenance use in which either emergency transportation to hospitals, or general transportation by car, van, or limousine for a fee is provided. Such uses generally include dispatching offices and facilities for vehicle storage and maintenance.

This ordinance shall take effect as provided by Seattle Municipal Code Sections
1.04.020 and 1.04.070.

Passed by the City Council and signed in open session in authentication of its
passage on _____.

President _____ of the City Council

_____ on _____.

Katie B. Wilson, Mayor

Attested on _____.

Scheereen Dedman, City Clerk

Seal

Summary and Fiscal Note

1. Legislation Summary

Department: Legislative

Title: An ordinance relating to land use and zoning; adjusting the definition of recreational vehicle; adjusting the definition of outdoor storage to include outdoor storage areas for certain unoccupied vehicles, including recreational vehicles; adjusting the definition of flexible-use parking to exclude storage of recreational vehicles; and amending Sections 23.84A.032, 23.84A.036, and 23.84A.038 of the Seattle Municipal Code.

Background: The City of Seattle continues to see growth in the number of individuals living in vehicles on city streets, reflecting broader regional housing insecurity and need for access to appropriate affordable housing and shelter. Vehicles that people live in, including recreational vehicles, can create significant safety, mobility, and environmental challenges when parked for extended periods in areas not designed to accommodate their size or use. The City of Seattle seeks to provide housing and shelter that better meets the needs of residents currently living in vehicles and to maintain safe, accessible, and well managed public rights-of-way for all residents, businesses, and visitors. The current definitions in the Land Use Code for outdoor storage and flexible-use parking create ambiguity as to the allowed locations for the storage and parking of recreational vehicles and other formerly lived-in vehicles outside of the right of way. The City has a desire to facilitate the establishment of facilities that allow individuals

transitioning into shelter or housing to safely store their vehicles in certain locations that are outside of the right of way and distinct from where those individuals are living. This proposed legislation amends Land Use Code definitions to clarify that storing unoccupied vehicles that are being stored while the persons formerly living in those vehicles are engaged with a City-sponsored housing or shelter program is considered “outdoor storage” as a land use, and flexible-use parking does not include areas that are solely for storing recreational vehicles.

Summary Attachments:

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

a. CIP Project Name:

b. Master Project ID:

c. Project Location:

d. Start Date:

e. End Date:

f. Total Project Cost Through 2030:

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

☐ Yes

☒ No

4. Other Impacts

a. Does this legislation require a public hearing?

☒ Yes – September 8, 2026 planned

☐ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☒ Yes

☐ No

c. Does this legislation affect a piece of property?

Citywide

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion? Please consider both impacts within City government (like employees and internal programs) and in the broader community.

People living in recreational vehicles (RVs) are vulnerable, without stable housing; however, this legislation clarifying land use definitions does not specifically negatively affect people living in RVs. Rather, it will positively impact allowable storage of unoccupied recreational vehicles and other lived-in vehicles which will be useful should the City decide to provide safe storage of RVs for people transitioning to shelter or temporary housing.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

N/A

3. What is the Language Access Plan for communicating with the public about this legislation?

N/A

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer.

N/A

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact.

N/A

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress?

N/A

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization?

N/A

The City of Seattle

Ordinance _____

Council Bill _____

..title

An ordinance relating to vehicle residency permitting and outreach; amending

Ordinance 127362, which adopted the 2026 budget, including the 2026-2031 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; creating positions; modifying a proviso; and imposing a proviso.

..body

Recitals:

The City of Seattle is committed to creating a comprehensive strategy to help people

living in their vehicles enter permanent housing, including a Vehicle Residency Permitting Program, increased outreach and engagement with vehicle residents and increased housing, shelter and vehicle storage options for vehicle residents.

The appropriations contained within this bill may be amended during the Council review of the Vehicle Resident Assistance Program.

These appropriations create position authority for City caseworkers to assist contracted outreach services and their clients and may be amended to include an additional SPU Vehicle Team, if appropriate.

Working with Human Services Department, the changes in this budget action should fund our contracted service providers engaged in outreach to people living in

vehicles, for capacity building and increased staffing in order to reduce case management ratios and to help vehicle residents meet code requirements related to their vehicle.

Through this budget action and future budget actions the city should ensure there are two safe lots operating to ensure that if one closes, another remains open, in addition to having Shelter Storage available to support our existing shelter portfolio.

The 2026 Adopted Budget contains \$3.5 million in on-going funding to support vehicle residents' transition to shelter. Additionally, \$1.5 of one-time funding for vehicle residents was administratively carried from into 2026 from the 2025 Adopted Budget. That total funding of \$5 million resides in the Human Services Department's Addressing Homelessness Budget Summary Level. Therefore,

Be it ordained by The City of Seattle as follows:

Section 1. The appropriations for the following items in the 2026 Adopted Budget are modified, as follows:

Item	Department	Fund	Budget Summary Level/BCL Code	Amount (\$)
1.1	Human Services Department	General Fund (00100)	Addressing Homelessness (00100- BO-HS-H3000)	(216,000)
1.2	Seattle Department of Transportation	General Fund (00100)	ROW Management (00100-BO-TR-17004)	216,000

Section 2. The following new positions are created:

Item	Department	Position Title	Position Status	Number
2.1	Human Services Department	Counselor (98856 - 030)	Full-time	7.0
	Seattle Department of Transportation	Permit Technician (57150 - 004)	Full-time	1.0

The Director of the Human Services Department and the Director of Transportation are authorized to fill these positions subject to Seattle Municipal Code Title 4, the City's Personnel Rules, Civil Service rules, and applicable employment laws.

Section 3. The following proviso in the 2026 Adopted Budget is modified as follows:

Item	Department	Council Budget Action	Proviso	CIP Project/ID
3.1	Human Services Department	HSD-072-A-2	"Of the appropriations in <u>the</u> Human Services Department's 2026 budget for the Addressing Homelessness ((BSL)) <u>Budget Summary Level</u> (HSD-BO-HS- H3000), \$2 million is appropriated solely for storage of recreational vehicles <u>and</u> <u>other lived in vehicles</u> and associated safe lots or safe storage of vehicles when tied to shelter; <u>and</u> assisting vehicles resident transitioning into shelter or housing and associated costs; and for recreational vehicle <u>and other</u> <u>vehicle</u> (RV) parking and storage associated with non-congregate shelter; <u>and for City staff or</u> <u>contracted service</u> <u>providers to deliver outreach and</u> <u>support to persons living</u> <u>in vehicles</u> , and may be spent for no other purpose."	N/A

Section 4. This ordinance imposes a proviso as follows:

"Of the appropriations in the Human Services Department's 2026 budget for the Addressing Homelessness Budget Summary Level (HSD-BO-HS-H3000), \$2 million is appropriated solely for the following and may be spent for no other purpose: 1) support of service providers engaged in outreach to persons living in vehicles, including capacity building and increased staffing in order to reduce case management ratios; and 2) to help vehicle residents meet code requirements related to their vehicles."

This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council and signed in open session in authentication of its
passage on _____.

President _____ of the City Council

_____ on _____.

Katie B. Wilson, Mayor

Attested on _____.

Scheereen Dedman, City Clerk

Seal

Summary and Fiscal Note

1. Legislation Summary

Department: Legislative

Title:

An ordinance relating to vehicle residency permitting and outreach; amending Ordinance 127362, which adopted the 2026 budget, including the 2026-2031 Capital Improvement Program (CIP); changing appropriations to various departments and budget control levels, and from various funds in the Budget; creating positions; modifying a proviso; and imposing a proviso.

Background: The 2026 Adopted Budget contains \$3.5 million in on-going funding to support vehicle residents' transition to shelter. Additionally, \$1.5 of one-time funding for vehicle residents was administratively carried from into 2026 from the 2025 Adopted Budget. That total funding of \$5 million resides in the Human Services Department's (HSD) Addressing Homelessness BSL. This bill:

- Creates eight new positions, one Permit Technician in SDOT and seven outreach staff (Counselors) in HSD, related to implementation of the new Vehicle Resident Permit Program.

- Transfers \$216,000 in appropriation authority from HSD to the Seattle Department of Transportation (SDOT) to pay for IT and staffing costs related to implementation of a Vehicle Resident Permit Program proposed in a separate piece of legislation. \$100,000 of the transferred appropriation authority is for IT system updates in Accela and \$116,000 is for half of the annual fully loaded costs of a new Permit Technician.
- Modifies an existing proviso, and imposes a new proviso, related to existing funding in HSD for services to vehicle residents.

Summary Attachments: None

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

a. CIP Project Name:

b. Master Project ID:

c. Project Location:

d. Start Date:

e. End Date:

f. Total Project Cost Through 2030:

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

☐ Yes

☒ No

Because this legislation involves the transfer of appropriation authority amongst departments it does not have financial impacts to the City.

a. Total Full-Time Employee (FTE) Change

2026	2027 est.	2028 est.	2029 est.	2030 est.
8.0	8.0	8.0	8.0	8.0

3a. Appropriations

This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept.	Budget Control Level (BCL) Name/Number	2026 Appropriation Change	2027 Estimated Appropriation Change
General Fund (00100)	HSD	Addressing Homelessness (00100-BO-HS-H3000)	(216,000)	(232,000)
General Fund (00100)	SDOT	ROW Management (00100-BO-TR-17004)	216,000	232,000

TOTAL 2026 Appropriation Changes	TOTAL 2027 Estimated Appropriation Changes
0	0

3c. Positions

This legislation adds, changes, or deletes positions.

Total Regular Positions Created, Modified, or Abrogated through This Legislation, Including FTE Impact:

Position Number for Existing Positions	Individual Position Title & Department	Fund Name & Number	Program & BCL	Part-Time (PT) or Full-Time (FT)	2026 Positions	2026 FTE	Does it sunset?
	Counselor /HSD	General Fund (00100)		FT	7.0	7.0	No
	Permit Technician/SD OT	General Fund (00100)		FT	1.0	1.0	No

TOTAL Part-Time (PT) or Full-Time (FT)	TOTAL 2026 Positions	TOTAL 2026 FTE	TOTAL Sunset Positions
7.0	7.0	7.0	0

3d. Other Financial Impacts

a. Does this legislation create any other financial impacts for The City of Seattle, such as direct or indirect costs, one-time or ongoing, that aren't mentioned above? If yes, please explain these impacts. No

b. If the legislation has costs that can be covered within the current budget, explain how. Does the department have extra resources in its budget to handle these costs? Or does the department need to shift resources away from other work to handle these costs? N/A

c. What financial costs or other impacts might happen if this legislation is not implemented? If this ordinance is not implemented, SDOT will not have funds needed to pay for implementation of the proposed Vehicle Resident Permit Program.

d. How might this legislation affect other City departments besides the one that proposed it? N/A

4. Other Impacts

a. Does this legislation require a public hearing?

☐ Yes

☒ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☐ Yes

☒ No

c. Does this legislation affect a piece of property? No

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion? Please consider both impacts within City government (like employees and internal programs) and in the broader community. People experiencing homelessness are disproportionately people of color. Increased funding for outreach and services to vehicle residents could provide benefit to people of color who are homeless.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

3. What is the Language Access Plan for communicating with the public about this legislation? N/A

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer. N/A

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact. N/A

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress? N/A

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization? N/A

The City of Seattle

Ordinance _____

Council Bill _____

..title

An ordinance relating to the Traffic Code; creating a new permitting program for owners of motor homes and travel trailers to support a structured pathway to shelter; amending Sections 11.14.350, 11.14.660, 11.16.120, 11.23.440, 11.30.040, and 11.72.070 of, and adding Sections 11.14.672, 11.72.071, and 11.23.170 to, the Seattle Municipal Code.

..body

Recitals:

The City recognizes that motor homes and travel trailers create unique challenges when parked for extended periods in areas not designed to accommodate their size or use.

The City aims to support residents living in vehicles by connecting them to services, housing pathways, and safer designated locations by expanding City outreach, contracted outreach, and services the City provides and funds.

The City has interest in expanding investments in safe lots to provide structured, service supported parking locations offering access to restrooms, showers, case management, and dedicated transition support for people living in vehicles.

The City is seeking to establish shelter storage programs that allow individuals transitioning into shelter or housing to safely store their vehicles while engaging in City contracted services.

The lack of a formalized definition for motor homes and travel trailers contributes to inconsistent and inequitable enforcement, creates uncertainty for people living in vehicles, and limits the City's ability to manage oversized vehicles in a manner that improves neighborhood livability.

To improve safety, predictability, and access to services, the City intends to create a Vehicle Resident Assistance Permit program that authorizes overnight parking for operable motor homes and travel trailers in designated Industrial zones while establishing requirements that support health, safety, and accountability.

Vehicle Resident Assistance Permits will have geographic service areas that are aligned with City and contracted outreach in order to ensure clients are parking in the areas their outreach workers operate within.

The City seeks to ensure this permit program is paired with case management, geographic assignment rules, and continued engagement with Safe Lot, Shelter Storage, shelter, and housing resources.

This permit program will be made available to individuals and vehicles identified through a one-time census of vehicles on city streets to be conducted by the Human Services Department. Vehicles arriving after that census will not be eligible for the permit, but will still be able to access Safe Lot, Shelter Storage, shelter, and housing resources.

The legislation revises the Traffic Code to allow for impounding of motor homes and travel trailers without notice, however the intention of this legislation is for enforcement to provide for up to three warnings for unpermitted vehicles.

Permit holders would be able to retain the permit for their vehicles until they are able to move into shelter or housing, unless they violate the permit terms, which allow permit holders to turn down up to six offers of shelter or housing. Notice of loss of permit eligibility would start a 15-day appeal period, during which time permittees would be able to appeal the loss of their eligibility.

The legislation intends to support both neighborhood safety and the wellbeing of individuals living in vehicles by creating structured pathways toward safer parking environments, service engagement, shelter, and long-term housing solutions.

The 2026 Adopted Budget contains \$3.5 million in on-going funding to support vehicle residents' transition to shelter. Additionally, \$1.5 million of one-time funding for vehicle residents is available in 2026. Therefore,

Be it ordained by The City of Seattle as follows:

Section 1. Section 11.14.350 of the Seattle Municipal Code, enacted by Ordinance 108200, is amended as follows:

11.14.350 Motor homes(())

"Motor homes" means motor vehicles more than 80 inches wide originally designed, reconstructed, or permanently altered to provide facilities for human habitation, which include lodging and cooking or sewage disposal, and is enclosed within a solid body shell with the vehicle. (((RCW 46.04.305)))

Section 2. Section 11.14.660 of the Seattle Municipal Code, last amended by Ordinance 125253, is amended as follows:

11.14.660 Trailer

"Trailer" means any vehicle without motive power designed to be drawn by or used in conjunction with a motor vehicle constructed so that no appreciable part of its weight rests upon or is carried by such motor vehicle, but does not include a municipal transit vehicle, or any portion thereof. "Trailer" does not include a cargo extension or travel trailer.

Section 3. A new Section 11.14.672 is added to the Seattle Municipal Code as follows:

11.14.672 Travel trailer

"Travel trailer" means a trailer built on a single chassis transportable upon the public streets and highways that is designated to be used as a temporary dwelling without a permanent foundation and may be used without being connected to utilities.

Section 4. Section 11.16.120 of the Seattle Municipal Code, last amended by Ordinance 126756, is amended as follows:

11.16.120 Director of Transportation—Authority

The Director of Transportation is authorized:

* * *

G. To promulgate rules and regulations for the RPZ program; ~~((and))~~

H. To prepare and recommend for adoption by the City Council a schedule of fees applicable to the reviewing and administering permits and issuing violations for vehicle and curb space uses~~((:))~~; and

I. To promulgate rules and regulations for the Vehicle Resident Assistance

Permit program, pursuant to Section 11.23.170.

Section 5. A new Section 11.23.170 is added to the Seattle Municipal Code as follows:

11.23.170 Vehicle Resident Assistance Permit

A. The Vehicle Resident Assistance Permit program is established in order to provide a structured pathway for individuals living in motor homes and travel trailers to transition toward safer parking environments, engagement with human services, shelter, and long-term housing solutions. The Vehicle Resident Assistance Permit allows the permit holder to park a permitted motor home or travel trailer pursuant to subsection 11.72.071.B and the terms of the permit described in this Section 11.23.170. Only one permit per person may be granted.

B. The Director of the Seattle Department of Transportation, following consultation with the Director of the Human Services Department and the Chief of the Seattle Police Department, shall by rule establish standards for, at a minimum, permit eligibility, permit conditions, and permit enforcement consistent with subsections 11.23.170.B.1 and 11.23.170.B.2.

1. Permit eligibility. The rule shall establish standards addressing, at a minimum, the following as well as administrative coordination with the Human Services Department:

a. The list of individuals or vehicles that are eligible to apply for a Vehicle Resident Assistance Permit. This list shall be informed by the work of the Human Services Department to establish a one-time census of individuals or vehicles in

Seattle. Only individuals or vehicles identified through this census are eligible for the permit, and the program will not be made available to latecomers.

b. To be granted a Vehicle Resident Assistance Permit, the applicant must be the registered owner of the vehicle permitted.

c. The process and procedures for the Human Services Department and affiliated service providers to apply for a permit or support permit application on behalf of the identified eligible individuals or vehicles. This may include support programs to assist eligible applicants and vehicles meet the requirements of the permit.

2. Permit conditions. The rule shall establish standards addressing, at a minimum, the following as well as administrative coordination with the Human Services Department:

a. The permitted vehicle may park in compliance with Section 11.72.440; provided that, between midnight and 6 a.m., the vehicle may park only within a geographic service area stated in the permit.

b. Geographic service areas shall be located within Industrial zones according to Title 23 and designated to allow the Department of Human Services to remain in contact with the permit holder.

c. The term of the permit issued and renewal review cycle, to be determined in consultation with the Department of Human Services, which shall allow for up to six offers to participate in a Safe Lot, Shelter Storage, shelter, or housing program to be made to the permit holder.

- d. The permit holder shall remain certified by the Human Services Department. The Human Services Department shall manage the certification list to verify that the permit holder remains engaged with a City, or City-contracted, caseworker and to track when an offer has been made to participate in a Safe Lot, Shelter Storage, shelter, or housing program. If a program participant turns down offers of appropriate shelter six times, then the participant's permit will be revoked.
- e. The permitted vehicle must have displayed license plates.
- f. The permitted vehicle must have the vehicle identification number visible from outside of the vehicle.
- g. The permitted vehicle shall not block sidewalks or parking strips.
- h. The permit holder shall comply with the City's noise ordinance.
- i. The permit holder and vehicle occupants shall leave no trash, nor store personal belongings, including generators, on any street, alley, sidewalk, or planting strip.
- j. The permit holder and vehicle occupants shall not discharge gray water or black water onto any street, alley, sidewalk or planting strip.
- k. The permit holder and vehicle occupants shall not host groups of five or more people at the location of the permitted vehicle or adjacent to the vehicle.
- l. The permit holder and vehicle occupants shall supervise pets and not leave animals tied up unattended on any street, alley, sidewalk, or planting strip.
- m. The permit holder and vehicle occupants shall comply with all laws.

3. Permit enforcement. The rule shall establish standards addressing, at a minimum, the following as well as administrative coordination with the Seattle Police Department and the Human Services Department:

a. The process and procedures for the Seattle Police Department to enforce the terms of the permit.

b. The process and procedures for the Human Services Department to document and report violations of the terms of the permit, initiate revocation of the permit, and assist in reviewing appeals of permit revocation decisions.

c. The process and procedures for the Seattle Department of Transportation, Seattle Police Department, and the Human Services Department to manage work and communications across departments related to the Vehicle Resident Assistance Permit program.

C. Violations. Violations of any of the terms of the Vehicle Resident Assistance Permit may result in a loss of permit and removal from future eligibility for the permit.

D. Appeals of permit revocation. Permit holders will be notified of their permit revocation 15 calendar days before the revocation goes into effect. During that time, the permit holder can appeal the permit revocation to the Director of the Seattle Department of Transportation, who shall consider such appeal after consultation with the Human Services Department. The request shall identify the decision for which review or reconsideration is requested and the objection(s) to the decision. The Director shall designate a review officer, who shall make a recommendation to the Director. The Director may stay implementation of a decision pending review or reconsideration. The Director's decision on review or reconsideration shall be final.

Section 6. Section 11.23.440 of the Seattle Municipal Code, last amended by Ordinance 127102, is amended as follows:

11.23.440 Parking privileges((=))

No person shall be granted a franchise, special privilege, or permit to the exclusion of any other person for parking vehicles on any roadway, except for the following uses:

* * *

C. The Director may approve Vehicle Resident Assistance Permits pursuant to Section 11.23.170.

Section 7. Section 11.30.040 of the Seattle Municipal Code, last amended by Ordinance 127102, is amended as follows:

11.30.040 When a vehicle may be impounded without prior notice

A. A vehicle may be impounded with or without citation and without giving prior notice to its owner as required in Section 11.30.060 only under the following circumstances:

1. When the vehicle is impeding or is likely to impede the normal flow of vehicular or pedestrian traffic.
2. When the vehicle is illegally occupying a music venue zone, truck, commercial load 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 24 hours giving

notice that a vehicle will be removed if illegally parked in the zone and where such vehicle is interfering with the proper and intended use of such zones.

3. When a vehicle without a special license plate, card, or decal indicating that the vehicle is being used to transport a disabled person as defined under chapter 46.16A RCW, as ~~((now or hereafter))~~ amended, is parked in a stall or space clearly and conspicuously marked as provided in subsection 11.72.065.A, ~~((as now or hereafter amended,))~~ whether the space is provided on private property without charge or on public property.

4. When the vehicle poses an immediate danger to the public safety.

5. When a police officer has probable cause to believe that the vehicle is stolen.

6. When a police officer has probable cause to believe that the vehicle constitutes evidence of a crime or contains evidence of a crime, if impoundment is reasonably necessary in such instance to obtain or preserve such evidence.

7. When a vehicle is parked in a public right-of-way or on other publicly owned or controlled property and there are four or more parking infractions issued against the vehicle for each of which a person has failed to respond, failed to appear at a requested hearing, or failed to pay a parking infraction for at least 45 days from the date of the filing of the notice of infraction.

8. When the vehicle is a "junk motor vehicle" as defined in Section 11.14.268, and is parked on a street, alley, or way open to the public, or on municipal or other public property and the vehicle does not have a Vehicle Resident Assistance Permit pursuant to Section 11.23.170.

9. When the vehicle is impounded pursuant to subsection 11.30.105.A, but if the vehicle is a commercial vehicle and the driver is not the registered owner of the vehicle, then the police officer shall attempt in a reasonable and timely manner to contact the registered owner before impounding the vehicle and may release the vehicle to the registered owner if the registered owner is reasonably available, was not in the vehicle at the time it was stopped and the driver arrested, and has not received a prior release under this subsection 11.30.040.A.9 or subsection 11.30.120.C.2.

10. When a vehicle with an expired registration of more than 45 days is parked on a public street.

11. When the vehicle is impounded pursuant to Section 12A.10.115 or RCW 9A.88.140.

12. When the vehicle is impounded pursuant to RCW 46.55.360.

13. When the vehicle is impounded pursuant to subsection 18.12.235.B.

14. Upon determining that a person restricted to use of only a motor vehicle equipped with a functioning ignition interlock device is operating a motor vehicle that is not equipped with such a device in violation of subsection 11.56.350.A.

15. When the vehicle is parked in violation of subsection 11.72.071.A.

B. Nothing in this ((section)) Section 11.30.040 shall be construed to authorize seizure of a vehicle without a warrant where a warrant would otherwise be required.

Section 8. Section 11.72.070 of the Seattle Municipal Code, last amended by Ordinance 123420, is amended as follows:

11.72.070 Commercial and large size vehicles((-))

No person shall park a vehicle on any street or alley, except in an Industrial ~~((Zone))~~ zone as defined in Title 23, between the hours of midnight and ~~((six-))6(())~~ a.m. if the vehicle is a truck or trailer, and/or other conveyance, ~~((which is))~~ over ~~((eighty-))80(())~~ inches wide. This Section 11.72.070 does not apply to motor homes or travel trailers, which are governed by Section 11.72.071.

Section 9. A new Section 11.72.071 is added to the Seattle Municipal Code as follows:

11.72.071 Motor homes and travel trailers

A. Effective April 30, 2027, and except as provided in subsection 11.72.071.B, no person shall park a motor home or a travel trailer on any street or alley for more than two hours or for any length of time between midnight and 6 a.m. A motor home or travel trailer found to be in violation of this subsection 11.72.071.A may be impounded without prior notice.

B. A holder of a valid Vehicle Resident Assistance Permit issued under Section 11.23.170 may park a permitted motor home or travel trailer, subject to official signs and the conditions of the permit. When parked between the hours of midnight and 6 a.m., the permitted motor home or travel trailer may only park in an Industrial zone according to Title 23 and within the geographic service area established by the permit.

Section 10. The City will create a process for receiving, processing, and maintaining Vehicle Resident Assistance Permit applications pursuant to Section 4 of this ordinance by April 30, 2027. Enforcement of Section 11.72.071 of the Seattle Municipal Code shall commence by July 31, 2027.

Section 11. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of its application to any person or circumstance, does not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances.

DRAFT

This ordinance shall take effect as provided by Seattle Municipal Code Sections
1.04.020 and 1.04.070.

Passed by the City Council and signed in open session in authentication of its
passage on _____.

President _____ of the City Council

_____ on _____.

Katie B. Wilson, Mayor

Attested on _____.

Scheereen Dedman, City Clerk

Seal

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Summary and Fiscal Note

1. Legislation Summary

Department: Legislative Department

Title: An ordinance relating to the Traffic Code; creating a new permitting program for owners of motor homes and travel trailers to support a structured pathway to shelter; amending Sections 11.14.350, 11.14.660, 11.16.120, 11.23.440, 11.30.040, and 11.72.070 of, and adding Sections 11.14.672, 11.72.071, and 11.23.170 to, the Seattle Municipal Code.

Background:

This legislation would establish a Vehicle Resident Assistance Permit program for owners of motor homes and travel trailers. Permitted motor homes and travel trailers would be allowed to park for 72 hours in an Industrial Area or for up to a maximum of two hours anywhere else. The permit would also define a geographic service area as a permit condition for overnight parking to allow outreach workers to contact permittees. Unpermitted motor homes and travel trailers would only be able to park for a maximum of 2 hours, and they would not be allowed to park overnight. If a motor home or travel trailer does not have a Vehicle Resident Assistance Permit and is parked for more than 2 hours or overnight, it would be subject to being impounded without notice.

The Seattle Department of Transportation (SDOT) would be responsible for administering the Vehicle Resident Assistance Permit in consultation with the Human Services Department (HSD) and the Seattle Police Department (SPD). SDOT, HSD, and SPD would develop eligibility, permit conditions, and enforcement protocols for the Vehicle Resident Assistance Permit via Director's Rule, which must address criteria specified in the legislation. These criteria include that the permittee must remain on an eligibility list for a safe lot, shelter storage, shelter or housing and be engaged with a city or city-contracted caseworker. If the permittee turns down offers of appropriate shelter six times, their permit will be revoked.

The legislation directs departments to create the process for administering Vehicle Resident Assistance Permit applications by April 30, 2027. Parking enforcement of motor homes and travel trailers would begin by July 31, 2027.

Summary Attachments:

None.

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

☒ Yes

☐ No

a. Expenditure Change to General Fund

2026	2027 est.	2028 est.	2029 est.	2030 est.
\$359,000	\$804,000	\$804,000	\$804,000	804,000

20026 costs reflect:

- \$100,000 to make needed updates to SDOT's Accela permitting system to incorporate the Vehicle Resident Assistance Permit. This is a preliminary cost estimate as the full scope of necessary changes will need to be assessed and may be informed by the departments' work to establish administrative procedures.
- \$116,000 for half of the annual cost of a Permit Technician at SDOT to implement the Vehicle Residency Assistance Permit program.
- \$143,000 for four FTE outreach staff (Counselors) for the last quarter of the year. These HSD staff would verify service engagement by vehicle owners to qualify for a permit or maintain their permit. Appropriations and position authority to support implementation are addressed in separate budget legislation. HSD has indicated that they would need four outreach staff to implement this legislation. The accompanying Vehicle Resident Permitting and Outreach Appropriation legislation, a separate bill, creates 7 new Counselor positions in order to give HSD additional capacity if needed.

2027 and future costs include:

- Full annual cost for four FTE outreach staff (Counselors) in HSD at a cost of \$143,000 per outreach staff
- Full annual cost for a Permit Technician at SDOT at a cost of \$232,000.

There are likely to be other staffing and program costs that are not included in this estimate. Such costs may vary significantly based on the number of permits managed and the level of enforcement actions necessary. These additional costs have not been estimated at this time and may result in departments requesting additional resources in future budgets or reallocating resources within existing budgets which may impact service levels. Such costs may include:

- SDOT staffing and program costs to support permit intake and administration.
- SPD Parking Enforcement staffing and program costs to support additional enforcement emphasis.
- FAS contract costs related to impound and storage services.
- HSD contracts with service providers for outreach to vehicle residents
- HSD program costs to provide structured pathways to housing and shelter.

The 2026 Adopted Budget contains \$3.5 million on-going funding for programs and activities to support vehicle residents transitioning to shelter. In addition, there is \$1.5 million in one-time funding for this purpose that was appropriated in the 2025 Adopted Budget and administratively carried forward to 2026. Proposed use of these resources to support implementation is addressed through separate legislation. The Vehicle Resident Assistance Permit program is not anticipated to collect significant permit fee revenue.

b. Number of Positions – Not fully estimated. See above.

2026	2027 est.	2028 est.	2029 est.	2030 est.
5	5 est	5 est	5 est	5 est

c. Total Full-Time Employee (FTE) Change – Not fully estimated. See above.

2026	2027 est.	2028 est.	2029 est.	2030 est.
5	5 est	5 est	5 est	5 est

3a. Appropriations

No appropriations are proposed in this legislation. See above.

3b. Revenues/Reimbursements

No revenues or reimbursements are proposed in this legislation. See above.

3c. Positions

No positions are proposed in this legislation. See above.

3d. Other Financial Impacts

a. Does this legislation create any other financial impacts for The City of Seattle, such as direct or indirect costs, one-time or ongoing, that aren't mentioned above? If yes, please explain these impacts.

See above.

b. If the legislation has costs that can be covered within the current budget, explain how. Does the department have extra resources in its budget to handle these costs? Or does the department need to shift resources away from other work to handle these costs?

Separate budget legislation will be necessary to implement the Vehicle Resident

Assistance Permit program. Some implementation tasks may be able to be incorporated into existing departments' budgets. The 2026 Adopted Budget included an on-going \$3.5 million in HSD for vehicle resident services which may be allocated to support implementation through separate legislation.

c. What financial costs or other impacts might happen if this legislation is not implemented?

The Vehicle Resident Assistance Permit program is intended to support the City's efforts related to public safety, cleanliness and access when motor homes and travel trailers park for longer than allowed in the right-of-way.

d. How might this legislation affect other City departments besides the one that proposed it?

This legislation will require SDOT and HSD to coordinate on administration of the Vehicle Resident Assistance Permit program. HSD would be responsible for providing access to shelter to permittees. SPD would be responsible for parking enforcement. The Department of Finance and Administrative Services (FAS) would be responsible for managing towing and vehicle impound contracts related to enforcement of this legislation.

4. Other Impacts

a. Does this legislation require a public hearing?

☐ Yes

☒ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☐ Yes

☒ No

c. Does this legislation affect a piece of property?

This legislation addresses vehicle parking in the public right-of-way.

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion?

Please consider both impacts within City government (like employees and internal programs) and in the broader community.

This legislation is intended to support a structured pathway to shelter for vulnerable persons living in motor homes and travel trailers and to reduce the impact of such vehicles on communities throughout the city.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

N/A.

3. What is the Language Access Plan for communicating with the public about this legislation?

N/A.

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer.

This legislation does not meaningfully impact carbon emissions.

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact.

This legislation does not meaningfully impact climate resiliency.

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress?

This legislation authorizes a permitting program for persons living in mobile homes or travel trailers while engaging with the City's shelter outreach programs. Program tracking will be measured by the number of permits issued and number of persons entering into shelter programs.

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization?

No.

The City of Seattle

Resolution _____

..title

A resolution relating to persons living in vehicles and establishing the Vehicle Resident Assistance Program; accompanying legislation to provide a structured pathway to shelter.

..body

Recitals:

The City of Seattle (City) is committed to creating a comprehensive strategy to help people living in their vehicles enter permanent housing.

Today there are no shelters or safe lots available in Seattle that are tailored for people who live in their vehicles, which means that the City does not have any place for people who live in their vehicles to come inside.

The City must provide a safe place that meets the needs of people who live in their vehicles in order to allow them to come inside.

The needs of vehicle residents are different than the needs of people experiencing other types of homelessness. These needs are not being adequately met by the City today, and that has hindered the City's progress to improve the lives of people living in their vehicles and create pathways to permanent housing.

For some who have fallen on hard times, their vehicle is their last possession after losing housing. Beyond needing different types of assistance such as minor vehicle repairs, fuel, and registering their vehicles, people who live in their vehicles also have the needs of everyone experiencing homelessness, including

shelter, clean water, food, warmth or cooling, and a place to use the restroom and shower.

The distinct differences between vehicle residency and other types of homelessness is why solutions to other types of unsheltered homelessness do not directly transfer to addressing vehicle residency.

The City currently has no City team to help people in their vehicles and offers few services specifically designed to assist people who live in their vehicles. It does not directly employ any outreach teams tailored to assist people living in their vehicles, besides the Seattle Public Utilities Pilot Vehicle Team and its RV Wastewater Collection program, which is tasked with removing sewage.

The only outreach resources designed for vehicle residency the City provides is contracted through the Salvation Army and the Vehicle Residency Outreach Program, which is a fiscally-sponsored organization that works out of the University Heights Center and retains around two-thirds of the City's contracts to address vehicle residency.

The City of Seattle needs to right-size its investment in helping people who live in their vehicles, create a City Vehicle Team, and expand city teams and contracts to better meet the needs of vehicle residents, better regulate motorhomes and travel trailers, and establish clear and accessible pathways for people living in their vehicles to enter shelter and housing.

When people exit shelter storage or a safe lot, they should receive an offer to have their vehicle purchased. The new Shelter Storage program should mirror safe lot policies on how vehicles exiting storage are purchased.

The Vehicle Resident Assistance Program provides new and expanded resources for people living in their vehicles. It expands shelter access with the new Shelter Storage program, funds new safe lots, expands invests more in outreach and support, creates a City team to work with our contracted outreach partners to bring people inside, and these resources are available to anyone no matter the type of vehicle, it also establishes a strategy to ensure people living in motor homes and travel trailers are on a pathway to housing and shelter. It creates a new Vehicle Resident Assistance Permit which allows permit holders to park lived-in motor homes and travel trailers to on City of Seattle streets, so long as they remain engaged with caseworks , follow existing parking and criminal laws, and follow basic rules detailed by the permit. Therefore,

Be it resolved by the City Council of The City of Seattle:

Section 1. The City Council desires to assist people who are living in their vehicles transition into shelter and housing. To achieve this goal, the City Council is considering a package of legislation. The Vehicle Resident Assistance Program includes:

A. Authorizing 2026 appropriations for departments to begin implementing the Vehicle Resident Assistance Program, including but not limited to additional safe lots, shelter storage, and increasing City outreach and contracted outreach to reduce caseloads and assist people living in their vehicle meeting the standards outlined in the Vehicle Resident Assistance Program.

B. Authorizing recreational vehicle storage in the Land Use Code so that vehicle storage can be provided to individuals who are transitioning into shelter or housing as a permitted land use.

C. Authorizing a Vehicle Resident Assistance Permit program that allows the Seattle Department of Transportation, in consultation with the Human Services Department, to allow people living in motor homes and travel trailers to continue parking on city streets while waiting for entry into shelter and housing transition programs.

D. Granting the Facilities and Administrative Services Director increased authority to execute leases to provide for vehicle storage and meet the needs of the Vehicle Resident Assistance Program.

E. Clarifying the definition of junk vehicles in the Traffic Code to assist with enforcement and implementation of the Vehicle Resident Assistance Permit program.

F. Beginning to enforce these programs at the same pace as people's ability to receive an assistance permit, with full enforcement of the legislation only beginning after adequate time is provided for registration.

G. Removing ecoblocks currently placed on City right-of-way within six months of full implementation of the Vehicle Resident Assistance Program.

Adopted by the City Council and signed in open session in authentication of its
adoption on _____.

President _____ of the City Council

Attested on _____.

Scheereen Dedman, City Clerk

Seal

DRAFT

Summary and Fiscal Note

1. Legislation Summary

Department:

Legislative Department

Title:

A resolution relating to persons living in vehicles and establishing the Vehicle Resident Assistance Program; accompanying legislation to provide a structured pathway to shelter.

Background:

This resolution describes a package of legislation intended to support persons living in vehicles by providing a structured pathway to shelter. This legislative package includes:

- A. Creating a new Vehicle Resident Assistance Permit program to allow people to live in mobile homes or travel trailers while engaging with the City's outreach efforts to transition to shelter. Consistent with current parking policy, permitted vehicles would be restricted to a maximum of seventy-two (72) hours in one place (or as signed), and would be restricted to parking in Industrial Zones during the hours of Midnight to 6:00 A.M.
- B. Authorizing recreational vehicle storage as an explicit, allowable use in the Land Use Code. Outreach and transition programs to persons living in vehicles may be more effective if vehicle storage is made available.

- C. Authorizing the Facilities and Administrative Services Director to execute leases to provide for vehicle storage. Outreach and transition programs to persons living in vehicles may be more effective if vehicle storage is made available.
- D. Clarifying the junk vehicle provisions in the Traffic Code to assist with enforcement and implementation of the Vehicle Resident Assistance Permit program.
- E. Authorizing 2026 appropriations for departments to begin implementing the Vehicle Resident Assistance Permit program and outreach engagement. Future appropriations would need to be identified in future budgets.

Summary Attachments:

None.

2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

a. CIP Project Name:

b. Master Project ID:

c. Project Location:

d. Start Date:

e. End Date:

f. Total Project Cost Through 2030:

3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

☐ Yes

☒ No

This resolution does not have financial impacts, but it describes a package of legislative proposals that will have financial impacts. Please see the Summary and Fiscal Notes for the referenced legislation for more details.

4. Other Impacts

a. Does this legislation require a public hearing?

☐ Yes

☒ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☐ Yes

☒ No

c. Does this legislation affect a piece of property?

No.

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion? Please consider both impacts within City government (like employees and internal programs) and in the broader community.

This resolution describes a package of legislation intended to support the City's outreach efforts to engage persons living in vehicles. Please see the Summary and Fiscal Notes for the referenced legislation for more details.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

No Racial Equity Toolkit has been developed.

3. What is the Language Access Plan for communicating with the public about this legislation?

No Language Access Plan has been developed for this legislation

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer.

This legislation does not meaningfully impact carbon emissions.

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact.

This legislation does not meaningfully impact climate resiliency.

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress?

The package of legislation described in this legislation is intended to support programs to engage persons currently living in vehicles. The impact of this legislation would be measured by the number of persons working with the City's outreach team and accessing shelter.

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization?

No.