



DATE: November 12, 2019
TO: Mayor and Members of the City Council
FROM: Joanna Altman, Assistant to the City Manager
SUBJECT: **INTRODUCTION OF FOUR ORDINANCES AMENDING PARKING RESTRICTIONS;
RESOLUTION AMENDING PAID PARKING PROGRAM AREA**

RECOMMENDATION

Introduction of four ordinances amending Vallejo Municipal Code chapters 2.68, 8.20, 8.24, and 8.26, and adopt a resolution revising public parking lot areas subject to the parking program.

REASONS FOR RECOMMENDATION

The proposed amendments to the Vallejo Municipal Code would provide staff with the tools and legal framework necessary to better address concerns relating to public health, safety, and quality of services within the City's Parking Program. The proposed resolution recommended for adoption would formally remove Downtown Lot G, add Waterfront Lot A3 and the Marina Lots to the City's Parking Program, reclassify Lot M from a Downtown Parking Lot to a Marina Boat Launch Parking Lot, and establish paid parking and time-limits in the Marina Lots.

BACKGROUND AND DISCUSSION

Resolution

In February 2012, consistent with City Council direction, the City of Vallejo entered into an agreement with SolTrans to transfer the title of certain real property required to operate the transit service. The parcel located at 311 Sacramento Street, encompassing Downtown Lot G, was included in the transfer agreement. Effective July 1, 2019, the City ceased parking operations within the lot, and a grant deed was executed, formally transferring the parcel to SolTrans.

In May 2019 the former Post Office, located at 485 Santa Clara Street, was demolished to make way for an interim parking lot, with the long-term goal of constructing a parking structure in the location. Interim parking Lot A3 provides approximately 276 additional parking stalls as part of the paid Waterfront parking area.

Adoption of the resolution would formally remove Downtown Lot G, add Waterfront Lot A3 and the Marina Lots to the City's Parking Program, as well as reclassify Lot M from a Downtown Parking Lot to a Marina Boat Launch Parking Lot, establish paid parking and time-limits in the Marina Lots, and authorize the issuance of a limited number of parking permits to employees of the Marina business tenants, as outlined in the following section.

Vallejo Municipal Code Amendments

In April 2017, a number of municipal code amendments relating to the parking program were brought forward for Council consideration. At that time, language was adjusted to allow over-sized vehicles to park in Lot M,

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located at the boat launch (formerly Brinkman's), with the intent to provide visitors traveling in recreational vehicles (RVs) and/or travel trailers the opportunity to park and enjoy the offerings of the Downtown and Waterfront areas. In response to this amendment, the number of RVs and travel trailers utilizing Lot M significantly increased, resulting in a number of associated health and safety concerns, and tailgating-type behavior. While the current municipal code language allows for the parking of an over-sized vehicle in Lot M, camping is not permitted at any time, however, despite the restriction, several users of Lot M are camping within their RVs and trailers within the lot. As a result of the unlawful camping, and the increase in associated late night activity, staff, as well as the public, have reported illegal warming and/or cooking fires, excessive trash, uncontrolled dogs, illegal dumping, tampering and/or vandalism of landscaping and storage garages, vandalism to spike strips and gate locks to gain access after hours, public consumption of alcoholic beverages, smoking illegal substances, storage of boat trailers, burnouts and sideshows, public urination, and general blight.

While security and/or parking enforcement patrol, and subsequently secure, the lot each evening, a number of parkers choose to remain within their RVs and travel trailers, and refuse to respond to attempted contact and/or requests made by security and/or parking enforcement to cease illegal activity. As the role of parking enforcement is to issue citations for parking violations, and the role of security is to observe and report, the situation is only able to be legally, safely, and appropriately addressed by the Police Department, further contributing to their heavy call volumes. In response to these concerns, staff recommends restricting all over-sized vehicles from all lots, unless the vehicle is attached to a boat trailer for the purpose of utilizing the boat launch, and parked in designated stalls within Lot M, only. As ample overnight public parking is available in seven alternative existing Downtown Lots, staff further recommends restricting overnight parking by all vehicles in Lot M, and reclassifying the lot from a Downtown Lot, to the new designation of Marina - Boat Launch Parking Lot, with the operating hours of 5:30 a.m. to 8:00 p.m., Monday through Sunday, and 4:00 a.m. to 8:00 p.m. during Waterfowl Hunting Season, set annually by the California Fish and Game Commission, in an effort to accommodate early morning duck hunters launching from Lot M. Further, in order to prevent a migration of these unwanted activities to another public parking lot, staff recommends implementing one paid lot, and three-hour time-limitations Monday through Sunday, all day, on the remaining public parking lots at the Vallejo Municipal Marina, incorporating these lots within the Parking Program, and authorizing the issuance of an appropriate number of parking permits to employees of the City's Marina business tenants.

In addition to the aforementioned concerns in Lot M, it is reported that some parkers use Downtown and Waterfront lots to engage in activities unrelated to the parking or retrieving of vehicles. Staff and the public have reported persons sleeping and/or camping, disposing of refuse and/or human waste, smoking illegal substances, performing vehicle maintenance, setting up temporary shelter structures and/or tables and chairs, tailgating before sporting or other events, loitering, and the like. Currently, all persons are permitted to be upon a parking lot or structure, regardless of if they have a vehicle parked in the area, making it difficult to address suspected vandals targeting and casing parked vehicles. In an effort to preserve the nature and intent of the parking lots and structure, reduce unlawful activities, and increase safety and security, staff recommends restricting use of all parking facilities for the purpose of actively parking or retrieving a vehicle, only.

Finally, in order to effectively address the concern of long-term storage of vehicles in the Downtown and

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Waterfront lots, better identify and address abandoned vehicles, and increase vehicle turnover and availability of parking stalls, staff recommends limiting parking in all lots to a maximum of five consecutive days (120 hours), unless the vehicle has been issued a current, valid, residential parking permit. Residential parking permits are available only to residents of the Downtown, required to be re-certified on an annual basis, and are valid in the Downtown parking lots, only. As there is currently no time limit in place within the parking program's paid parking lots, residents of Vallejo and/or other jurisdictions and/or long-term travelers, pay the monthly parking fee of \$20 or \$50 for Downtown or Waterfront parking, respectively, and store and/or garage their vehicles in Vallejo, in order to avoid more costly garaging and/or storage fees in other locations or jurisdictions. Long-term storage of vehicles attracts vandals, prevents vehicle turnover, reduces parking availability to those visiting or community from Vallejo, and creates difficulties in staff's ability to address abandoned vehicles.

FISCAL IMPACT

It is difficult to predict the fiscal impact of restricting over-sized vehicles and long-term parking, however the impact to the Parking Fund is anticipated to be minimal. While a nominal reduction in parking fee revenue is anticipated, the impact is expected to be offset by the reduction in staff time spent mitigating and responding to the associated issues. Costs associated with installing updated signage is limited to staff time and materials, the cost of which is anticipated to be less than \$2,000.

The one-time cost to purchase and install a new pay station at the Marina is approximately \$6,200, with annual recurring software and integration costs of approximately \$720. Funding is available within the Parking Enterprise Fund.

The Fiber Enterprise Fund (Fund 431), would be used to install 1 Bbps of City internet service to the Marina Building, which will connect the parking pay station into VallejoNET, the City's network, managed by Inyo Networks though a public-private partnership. The cost for installation is anticipated not-to-exceed \$10,000, however the capital expense will serve three purposes: 1) allow for the new parking pay station to be connected to the internet, resulting in faster, more reliable service, 2) provide high-speed internet connectivity for the City-owned Marina building, and 3) provide the capability to sell wireless internet connectivity across the Marina for berthers and live-aboards.

Adoption of the resolution will formally allow for the generation of Parking Fund revenue from Waterfront Lot A3; costs are limited to staff time and materials, which is anticipated to be less than \$500.

ENVIRONMENTAL REVIEW

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

ATTACHMENTS

1.	1. Ordinance Amending Chapter 2.68
2.	2. Ordinance Amending Chapter 8.20.cq

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3.	3. Ordinance Amending Chapter 8.24
4.	4. Ordinance Amending Chapter 8.26
5.	5. Resolution Amending the Established COV Paid Program Parking Lots
6.	6. Exhibit A to the Resolution

CONTACT

Allison Mattioli, Administrative Analyst II, (707) 648-5407

allison.mattioli@cityofvallejo.net