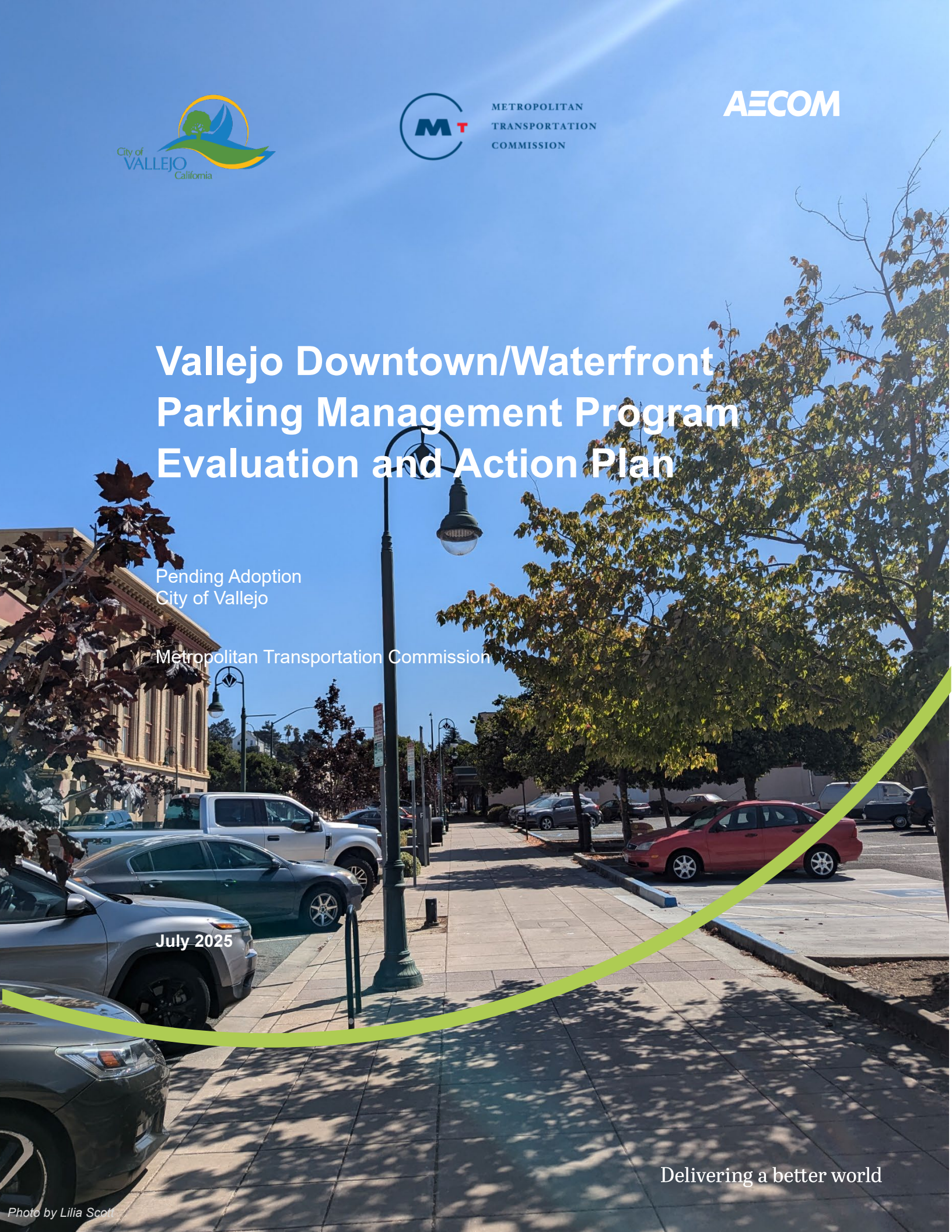


Vallejo Downtown/Waterfront Parking Management Program Evaluation and Action Plan

Pending Adoption
City of Vallejo

Metropolitan Transportation Commission

July 2025

Delivering a better world

Photo by Lilia Scott

Vallejo Downtown/Waterfront Parking Management Program Evaluation and Action Plan

Pending adoption
City of Vallejo

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Introduction

The Vallejo Downtown/Waterfront Parking Management Program Evaluation and Action Plan (Plan) was developed by AECOM, with the support of City of Vallejo (City) staff, through contract with the Metropolitan Transportation Commission (MTC). The purpose of the plan is to support the City in becoming compliant with MTC's Transit Oriented Communities (TOC) policy as it relates to parking management requirements. Consistency with MTC's TOC policy, parking management requirements are necessary for the City to remain eligible for MTC funding. The Plan supports TOC parking consistency by documenting existing parking conditions and the City's current parking management program; identifying gaps between existing City policies/programs and TOC parking requirements; and recommending actions, including program updates, along with an implementation pathway to align City parking policies and practices with the TOC Policy. This Plan document is organized into the following sections:

- Existing Parking Conditions
- Existing Parking Management Program
- Recommendations
- Implementation

Section 1: Existing Parking Conditions

This section addresses existing parking conditions for the Vallejo Citywide Strategic Parking Plan. In this section, the AECOM team reviewed, summarized, and identified issues for the existing parking codes and policies, past parking studies, and related documents, including the 2024 *Metropolitan Transportation Commission (MTC) Administrative Guidance: Transit-Oriented Communities (TOC) Policy* (TOC Policy).

1.1 Baseline Conditions

The baseline conditions for the City of Vallejo's (City's) parking landscape are established through a synthesis of previous parking studies and current parking codes and policies. This section reviews key documents, including the *Vallejo Downtown and Waterfront District Parking Study* (Kimley-Horn 2019a) and its summary document, the *City of Vallejo Development Parking Mitigation Summary Memorandum*. It also examines the Vallejo Parking Management and PARCS (Parking and Access Resource Control System) Plan (Nelson Nygaard 2013), which is the existing Parking Management Plan, and the 2020 City of Vallejo Parking Program, which offers updated insights into the City's parking systems. Additionally, the Vallejo Community-Based Transportation Plan (CBTP) (Solano Transportation Authority 2020) is included, highlighting the needs of transit-dependent and marginalized communities. This synthesis is followed by a review of state, regional, and local policies and a summary of the documentation required for the City of Vallejo to ensure policy compliance.

1.1.1 Past Parking Studies

1.1.1.1 Vallejo Parking Management and PARCS Plan

The Vallejo Parking Management and PARCS Plan (Nelson Nygaard 2013) aimed to optimize parking resources and enhance access within the city, supporting equitable and sustainable urban development. The plan focused on improving parking efficiency, reducing reliance on single-occupancy vehicles, and promoting alternative transportation modes.

In summary, the report identified three relevant past studies that contextualized parking conditions at the time of the report's publication:

- 2005 inventory of on- and off-street (surface lot) spaces conducted by Kimley-Horn. The study identified insufficient parking and underutilization due to poor management. Better allocation, improved signage, and integration of technological advancements, including parking management systems, were recommended solutions.
- 2007 parking inventory and analysis of occupancy data conducted by Wilbur Smith and Associates. The report identified inconsistent occupancy data in addition to high occupancy rates, which led to congestion and difficulty parking. Data standardization, dynamic pricing, and promotion of public transportation were recommended.

- 2007 complete inventory of on- and off-street parking spaces, including the number of spaces allocated to specific uses, conducted by Carl Walker, Inc. The report identified poor maintenance and a misallocation of parking spaces, both contributing to inefficiency and poor safety. Reallocation of spaces, facility upgrades, and mixed-use development to reduce the need for parking were recommended.

Key elements of the Vallejo Parking Management and PARCS Plan (2013) included recommendations such as

- Implementing demand-responsive pricing to manage parking supply
- Introducing development parking maximums
- Encouraging shared parking arrangements
- Prioritizing the development of secure bicycle parking
- Unbundling parking to separate parking costs from housing or commercial leases
- Applying integrated curb management strategies to better allocate curb space for loading zones, ride-share, and active transportation

The PARCS system provided a technological backbone for managing parking resources, using real-time data to

- Optimize parking availability
- Streamline enforcement
- Improve the user experience

This system was intended to reduce congestion, enhance the efficiency of parking operations, and support its broader goals of sustainable mobility and transit-oriented development.[1]

1.1.1.2 Vallejo Downtown and Waterfront District Parking Study and City of Vallejo Development Parking Mitigation Summary Memorandum (2019)

The Vallejo Downtown and Waterfront District Parking Study (Kimley-Horn 2019b) evaluated existing parking inventory and usage in the Downtown and Waterfront areas, projecting impacts on parking supply and demand over the next 20 years due to new development built on existing parking lots and expanded ferry service. This report had two main parts: 1) existing parking conditions data collection and 2) future scenario projects in the near, mid, and long term. Proposed mitigation strategies were also included to address subsequent supply and demand constraints. The report assessed the impacts of new developments and strategies in the near, mid, and long term. The study found that existing parking supply can be optimized through measures such as:

- Restriping existing parking lots

[1] See the City of Vallejo General Plan Section 6: Mobility, Transportation, and Connectivity for high-level mobility and transit-oriented development goals (City of Vallejo 2017).

- Converting on-street spaces to long-term parking
- Constructing temporary parking structures

The *City of Vallejo Development Parking Mitigation Summary* (Kimley-Horn 2019a) is a summary memorandum of the *Vallejo Downtown and Waterfront District Parking Study* (Kimley-Horn 2019b). As such, the Summary Memorandum provided high-level details for the City's on- and off-street parking mitigations for the proposed Waterfront development and expanded Water Emergency Transportation Authority (WETA) ferry service.

1.1.1.3 Vallejo Community-Based Transportation Plan (2019/2020)

The 2019/2020 Vallejo Community-Based Transportation Plan (CBTP, Solano Transportation Authority 2020) focused on addressing the transportation needs of Vallejo's Communities of Concern through a community-driven, participatory approach. Initiated by the Solano Transportation Authority in May 2019, the CBTP built on MTC guidelines for engaging low-income and underrepresented communities. The plan aimed to identify transportation gaps, propose solutions, and prioritize projects for implementation, particularly through a participatory budgeting process. Vallejo is notable as the first United States city to incorporate participatory budgeting into a local sales tax allocation, reflecting its commitment to inclusive decision-making.

The CBTP's development involved extensive community outreach, beginning with a Transportation Forum in July 2019, which gathered input on local transportation issues. Outreach efforts such as stakeholder mailings, surveys, and focus groups ensured meaningful public engagement to reflect community concerns. The CBTP proposed 16 transit and bike/ped projects that addressed key issues such as transportation sustainability, safety, and accessibility for marginalized communities. Vallejo residents voted on these projects through the participatory budgeting process, ensuring that community members had a direct role in deciding how $400,000 of State Transit Assistance funding would be spent.

The estimated cost of implementing the projects outlined in the CBTP required funding from various sources beyond participatory budgeting allocation. The CBTP also emphasized the need for ongoing monitoring and evaluation to track the progress of the plan and ensure it continues to meet the community's evolving needs (Solano Transportation Authority 2020).

1.1.1.4 City of Vallejo Parking Program (2020)

The City of Vallejo published the *City of Vallejo Parking Program* report (2020) as a tool for the public to navigate the suite of parking options provided throughout the City. This toolkit provides the most up-to-date information on the City's parking program. Many parking lots and structures in the City of Vallejo require fees, particularly in Downtown, Waterfront, and Marina. Most on-street parking is free with time limits, with specific zones flagged in the report with a three-hour time limit. The City has several designated residential parking permit zones to meet long-term resident parking needs. These parking permit zones all allow some sort of time limited public parking option. The Parking Program Report also provides information on parking fees by location, time limitations, enforcement, guidance on payment, and disabled placard exemptions (City of Vallejo 2020).

1.1.2 Existing Parking Codes and Policies

The AECOM team reviewed all relevant parking policies at the state, regional, and local level that will guide future development of the City of Vallejo's updated Parking Management Plan.

1.1.2.1 State

The following section provides a comprehensive overview of the current state policies, outlining their implications and relevance to the City of Vallejo's parking program.

1.1.2.1.1 Assembly Bill 2097

Assembly Bill 2097 (AB 2097), enacted in 2022, significantly alters parking requirements for development projects in California, aiming to reduce mandatory parking minimums. The bill emphasizes reducing housing costs, curbing unnecessary parking spaces, and lowering greenhouse gas emissions by supporting more sustainable, transit-adjacent development. Key provisions include:

- Prohibition on Minimum Parking Requirements: AB 2097 prevents public agencies from imposing minimum automobile parking requirements on residential, commercial, or other developments located within ½ mile of public transit. This promotes denser, transit-oriented development, reducing reliance on cars and lowering development costs.
- Exceptions for Parking Requirements: Cities or counties may impose parking minimums within 30 days of a completed application if not enforcing them would negatively impact their ability to meet regional housing needs, especially for low-income, elderly or disabled populations, or if existing parking is significantly impacted.
- Special Provisions for Housing Projects: Projects dedicating 20% or more of units to affordable housing, or those with fewer than 20 units, are exempt from the possibility of local parking requirements.
- Preserving Electric Vehicle (EV) and Accessible Parking: The law ensures that developments within ½ mile of public transit must still comply with existing mandates for electric vehicle charging spaces and parking for people with disabilities.
- Voluntary Parking and Public Use: When developers opt to provide parking voluntarily, local agencies may require spaces for car share vehicles, require spaces to be shared with the public, or require parking owners to charge for parking but cannot require that parking be offered free of charge to residents.[2]

The City has not yet updated its ordinance to incorporate the provisions of AB 2097, which prohibits the imposition of minimum parking requirements for most new developments located within a half mile of public transit. However, AB 2097 applies to all types of projects, including residential, commercial, or other developments.

[2]See Assembly Bill 2097 at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2097

1.1.2.1.2 Assembly Bill 413

AB 413, approved in October 2023, amends Section 22500 of the California Vehicle Code to regulate vehicle stopping, standing, and parking in relation to crosswalks. Key provisions include:

- New Parking Restrictions: Vehicles are prohibited from stopping, standing, or parking within 20 feet of the approach side of any marked or unmarked crosswalk and within 15 feet of any crosswalk with a curb extension.
- Local Authority Flexibility: Local jurisdictions can modify these distances by ordinance if they base the decision on traffic safety standards and mark the modified areas with paint or signage.
- Exceptions for Loading Zones: Local authorities can allow commercial vehicles to load and unload within the restricted zones if authorized by ordinance and properly marked with signs or paint. Parking for bicycles or motorized scooters is allowed within the restricted zones.
- Warnings Prior to Enforcement: Until January 1, 2025, only warnings may be issued for violations unless the area is clearly marked with signs or paint.
- Reimbursement: If the state determines that this act contains costs mandated by the state due to these regulations, local agencies may be reimbursed according to established procedures.

The City has not yet updated its ordinance to incorporate the provisions of AB 413, which prohibits vehicles from stopping, standing, or parking within 20 feet of the approach side of any marked or unmarked crosswalk, and within 15 feet of any crosswalk that has a curb extension. While the City has programs promoting active transportation, codifying AB 413's provisions would ensure consistent application of safety standards and demonstrate full compliance with state law.

1.1.2.2 Regional

At the regional level, the TOC Policy (MTC 2024) and the MTC-ABAG *Parking Policy Playbook* (ABAG-MTC 2021) provide forward-thinking guidance on parking management for local governments. As such, adherence to these policies will ensure that the City of Vallejo's updated Parking Management Plan effectively supports existing parking demand while supporting regional goals to reduce single-occupancy vehicle travel and encourage alternative transportation.

1.1.2.2.1 MTC Transit-Oriented Communities Policy and MTC-ABAG Parking Policy Playbook

The TOC Policy (MTC 2024) outlines detailed instructions for implementing MTC Resolution 4530, promoting equitable and sustainable transit-oriented development in the Bay Area. Adopted in September 2022 and revised in October 2023, the TOC Policy is rooted in *Plan Bay Area 2050* (MTC, 2021) and aligns with regional growth and transportation planning objectives. The TOC Policy's goals include increasing the overall housing supply, particularly affordable housing, in transit-rich areas; boosting density for new commercial office developments near regional transit hubs; promoting bus transit, active transportation, and shared mobility; and fostering partnerships to create equitable transit-oriented communities (MTC 2024).

Essential requirements of the TOC Policy (MTC 2024) cover minimum residential and commercial densities, affordable housing measures, parking management, and transit station access and circulation. Parking management strategies aim to reduce single-occupancy vehicle trips and prioritize land use near transit for shared mobility and active transportation. Parking standards can be met through parking districts providing shared vehicle parking for multiple land uses within an area. In these cases, the total amount of new off-street parking to be built should be equivalent to the TOC Policy's parking standards.

Jurisdictions must document compliance with off-street parking requirements and relevant policies, including citations from municipal codes or ordinances, and demonstrate compliance before adoption of the One Bay Area Grant (OBAG) 4 in 2026. Specific requirements for new residential and commercial development, which may be met through the establishment of parking districts, are as follows:

- Eliminate minimum parking requirements in most transit tiers
- Set parking maximums
- Mandate secure bicycle parking
- Allow unbundled parking
- Allow shared parking between different land uses

The TOC Policy (MTC 2024) applies to areas within 0.5 miles of existing or planned fixed guideway stops and stations served by regional rail, commuter rail, light rail, bus rapid transit, or ferries. These areas are categorized into four transit tiers based on the level of transit service as outlined in Table 1-1.

Table 1-1 TOC Policy Transit Service Level by Tier

	Density Standards in Floor Area Ratio (FAR)	
Level of Transit Service	**Minimum FAR**	**Allowable Maximum FAR**
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	3.0 FAR or higher	5.0 FAR or higher
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	2.0 FAR or higher	3.0 FAR or higher
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	1.5 FAR or higher	2.0 FAR or higher
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	0.75 FAR or higher	1.0 FAR or higher

Jurisdictions are also required to implement at least one policy or program of the 12 policies from the MTC/ABAG *Parking Policy Playbook* (ABAG-MTC 2021). The Playbook's policies are as follows:

1. Reduced parking minimums

2. Parking maximums
3. Reduced parking for affordable housing
4. Reduced parking for transit proximity
5. Shared parking
6. Unbundled parking
7. Parking in-lieu fees
8. Priced parking
9. Demand-responsive parking
10. Parking benefit districts (PBDs)
11. Curb strategy
12. Transportation demand management (TDM) policy for new development

Appendix E: Parking Laws Update of the MTC/ABAG *Parking Policy Playbook* (ABAG-MTC 2021) provides a comprehensive overview of parking-related legislation in California. Key highlights from the parking laws update include:

- **Off-Street Parking**: Local agencies can acquire property for off-street vehicle parking and charge and collect a reasonable fee for the off-street parking of vehicles.
- **Congestion Management Programs**: Local governments are required to adopt congestion management programs which may include parking cash-out programs, reduced parking requirements, and measures to promote alternative transportation.
- **Shared Parking**: Allows for shared parking agreements between adjacent properties if a certain percentage of spaces are underutilized, potentially reducing the need for more parking spaces.
- **Local Authority Over Parking Regulations**: Cities and counties can regulate parking through ordinances (e.g., preferential parking for residents, parking meters) and adjust parking standards to encourage transit use.
- **Types of Parking Spaces**: A local agency may, by ordinance, permit angled parking on any roadway.
- **Designation of Streets**: A local agency may, by ordinance or resolution, designate certain streets upon which preferential parking privileges are given to residents and merchants. A local agency may also, by ordinance or resolution, designate certain streets or portions of streets for the exclusive or nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program.
- **Parking Meter Zones**: If the local agency wants to establish parking meter zones or fix the rate of fees for those zones, Vehicle Code Section 22508 requires the legislative body of a city or county to adopt the zones and/or rates through an ordinance.

These policies are designed to regulate parking supply, promote sustainable transportation modes, and facilitate compact development. By adhering to this comprehensive framework, public agency staff can effectively implement MTC Resolution 4530 and advance sustainable, equitable transit-oriented development throughout the Bay Area.

1.1.2.2.1.1 Compliance Requirements with MTC Policy

State, regional, and local policies guide the City of Vallejo parking provision. Local policies reviewed in this memorandum do not require specific deliverables for compliance. Regional policies, specifically MTC's TOC Policy (2024), require document submission to ensure compliance.

- **MTC TOC Policy**. All documentation must follow MTC's process, which includes a submission form and a resolution adopted by City Council or the Board of Supervisors verifying compliance with the TOC Policy (MTC 2024) via MTC's submission portal. The deadline for submission is prior to adoption of OBAG 4 (anticipated 2026). See Table 1-2 for a description of deliverables required for MTC TOC Policy compliance.
- **MTC/ Association of Bay Area Governments (ABAG) Parking Policy Playbook.** No submissions are required in this document, as it serves as a toolkit for local jurisdictions. The City of Vallejo may use this resource to develop or refine its parking policies. Additionally, the toolkit offers guidance on integrating various parking policies to enhance a comprehensive parking program. As such, this toolkit can assist the City in establishing a robust parking management system through coordination of suggested policies. The suite of policy options included in this toolkit is as follows:
  - Reduced parking minimums
  - Parking maximums
  - Reduced parking for affordable housing
  - Reduced parking for transit proximity
  - Shared parking
  - Unbundled parking
  - Parking in-lieu fees
  - Priced parking
  - Demand-responsive pricing
  - Parking benefit district (PBD)
  - Curb strategy (relevant to the City's parking management program as a suggested complement to reduced parking minimums)
  - TDM policy for new development (relevant to the City's parking management program as a suggested complement to reduced parking minimums)

Table 1-2: List of Documentation Required for MTC TOC Policy by Section

Section 1: Density for New Residential and Commercial Office Development	Section 2: Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies	Section 3: Parking Management	Section 4: Station Access and Circulation
Four calculations of average density/intensity within the TOC area on MTC's submission portal.	Adoption of at least 2 policies for each of the "3Ps" (affordable housing production, preservation, and protection) and one policy related to commercial stabilization. A menu of policy options is provided by MTC. Documentation submittal includes provision of a document or website link with the adopted policy or relevant municipal code section. Additionally, the City must provide compliance with minimum requirements for each policy.	Off-street parking and bicycle parking: Provide documentation for off-street parking requirements for new residential and commercial developments, including bicycle parking requirements where applicable. The documentation should reference the relevant municipal codes or ordinances that establish these requirements.	Complete Streets Policy: City must adopt a jurisdiction-wide Complete Streets Policy. Submit a link to the Complete Streets Policy.
		Parking districts and other area-wide parking management: Submit the adopted plan and relevant policies, detailing how such policies will result in the creation of the same amount of (or fewer) new off-street parking spaces compared to the parking management requirements of the TOC Policy (MTC 2024), on average.	Prioritized implementation of active transportation projects and/or relevant Community Based Transportation Plans: Jurisdictions must submit at least one of the below options. • Capital Improvement Program with relevant projects identified. • Projects funded or submitted for funding (e.g., OBAG, ATP, etc.) within the past five years. • Other funding or implementation plans that include relevant projects.
		Unbundled and shared parking: Provide documentation and citations for the adopted plans, policies, or municipal codes or ordinances that permit unbundled and shared parking.	Access gap analysis and accompanying capital and/or service improvement program for station access: Jurisdictions must submit at least one of the following: • Adopted Priority Development Area (PDA), Specific, Precise or Area plan(s) that include a station access or circulation element

Section 1: Density for New Residential and Commercial Office Development	Section 2: Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies	Section 3: Parking Management	Section 4: Station Access and Circulation
			(submit access/circulation element only, or include link to adopted plan with specific page numbers that reference access/circulation element). • Transit agency station access plans. • If the plans are not yet completed for the TOC area, submit an active transportation, bicycle, or pedestrian plan AND applicable sections of the General Plan Circulation Element.
		MTC/ABAG *Parking Policy Playbook* (ABAG-MTC 2021) compliance: Provide citations for adopted plans, policies, and/or municipal codes or ordinances that enact one or more of the Parking Policy Playbook's policies or programs that apply to the TOC Policy (MTC 2024) area or throughout the jurisdiction.	Identify opportunities for Mobility Hub planning and implementation: Submit current plans/projects that enhance TOC areas through better shared mobility access.

1.1.2.3 Local

City of Vallejo's Municipal Code and Traffic Impact Analysis (TIA)/ Study Guidelines serve as the primary framework for local parking policy.

1.1.2.3.1 Traffic Impact Analysis / Study Guidelines

The City of Vallejo's revised Traffic Impact Analysis (TIA)/ Study Guidelines, effective October 2024, identify traffic impacts to traffic operation and safety, along with mitigation strategies for new development projects. This document outlines the requirements for preparing a TIA study, including the types of projects subject to these guidelines. Key requirements include an initial assessment of the proposed project, based on its description and intended land uses. The document provides guidance to produce trip generation estimates pertaining to trip generation rates, trip generation basis, unknown trip generation rates, pass-by and diverted-link trips, and truck trips. The document further advises on the analysis procedure and methodology, such as calculating traffic counts and peak periods. The city published guidance on the assessment of Vehicle Miles Traveled (VMT) for projects under separate cover. Updates in this document from the previous Guidelines include changes to the Traffic Impacts threshold, more emphasis on pedestrian safety and accessibility, the addition of consideration of collision history, and a queuing analysis. As such, and in compliance with the City's General Plan and other relevant policies, the guidelines require identification of alternative travel modes and pedestrian and road safety measures. Non-exempt projects must submit a detailed TIA report covering existing conditions, data collection, documentation, and analysis; identification of traffic impacts; and proposed mitigation measures for any identified impacts.

These guidelines are pertinent to the City's parking policies, as they provide direction on internal circulation and access management, which encompasses both on- and off-site parking. More specifically, the report requires studies to discuss vehicle ingress and egress via main access driveways and identification of on- and off-site circulation challenges. Additionally, these guidelines advocate for shared parking in commercial developments and promote multimodal transportation by requiring parking lots to foster safe walking conditions in their vicinity (City of Vallejo 2024).

1.1.2.3.2 City of Vallejo Municipal Code

The City of Vallejo's Municipal Code includes a number of chapters that address parking management and regulation. The following chapters establish parking-related guidelines. Key provisions from each chapter are highlighted below:

- Chapter 8.12 Enforcement of Traffic Regulations
  - Exemptions to time limit parking, such as disabled persons' vehicles and vehicles bearing City of Vallejo official parking permits
  - Removal of vehicles from street after 72 or more consecutive hours or when parking violates specific regulations
  - Penalty for late payments

- Chapter 8.20 Parking Meter and Time Limit Parking
  - Parking meter zone establishment, installation authority, placement and indication of time limit, parking space designation, parking space deposit of payment, hours of operation, collections and maintenance, establishment of parking meter districts, and rules pertaining to unlawful behavior
  - Parking lot space designation and rules pertaining to unlawful vehicles
  - Downtown and Waterfront paid parking program areas
  - Parking lot fees, disabled parking, maximum speed limit, and prohibited activities
  - Regulations for the Marina parking lot and the residential limited parking area at Vallejo High School
- Chapter 8.26 Permit Parking in Parking Lots
  - This chapter codifies permit parking and identifies restrictions and police powers.
- Chapter 8.27 Residential Limited Parking Areas
  - This chapter codifies residential limited parking areas and identifies violations.
- Chapter 8.58 Parking Lot Traffic Regulation
  - Requires that certain private parking lots must be generally open for public use and establishes guidelines to enforce disabled parking laws.

1.2 Issues Identification and Findings Summary

The City of Vallejo's most recent parking studies are reinforced by state, regional, and local policies codifying its existing parking program. Figure 1-1 illustrates the interaction between policies at various levels of government.

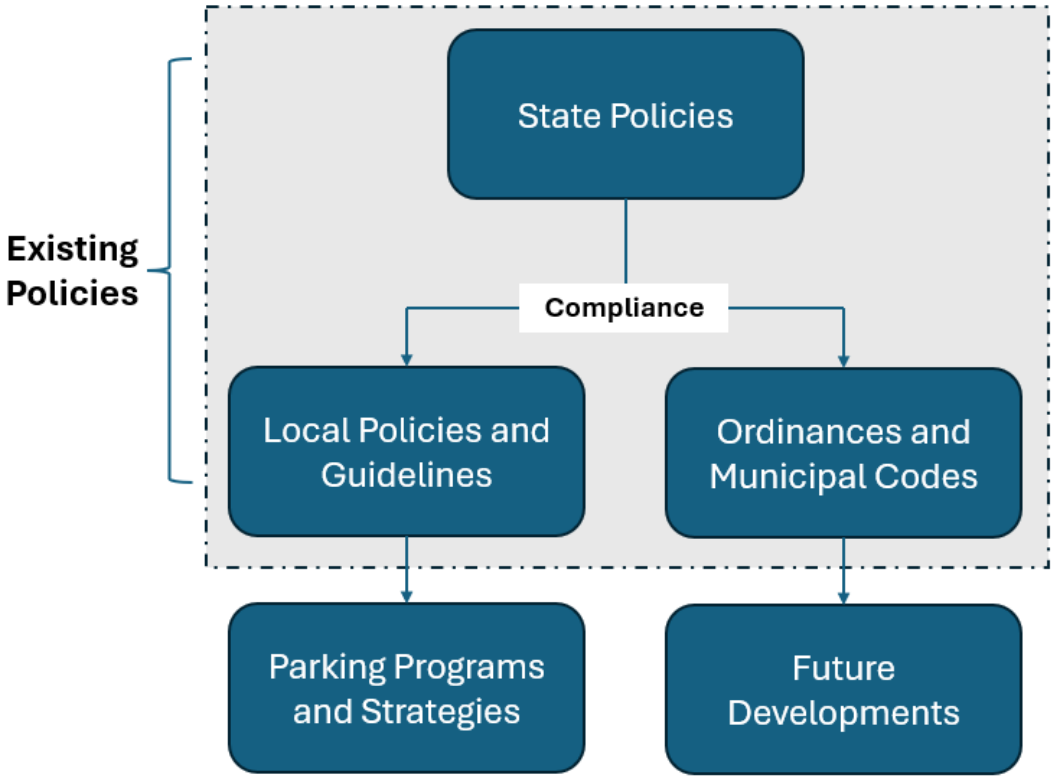


Figure 1-1: Intergovernmental Policy Flow Chart

Past studies have highlighted the following key issues: (1) general parking management needs and (2) parking supply and demand constraints as the City of Vallejo develops the Waterfront area and expands ferry service. Outreach efforts have also revealed transportation service gaps affecting marginalized communities.

In addition to addressing the City's current parking needs, a review of past studies has highlighted the need to update the Parking Management Plan. The latest Parking Management Plan, the Vallejo Parking Management and PARCS Plan, was developed in 2013 and requires reimagination to align with Vallejo's current and future parking needs and objectives. Evolving parking conditions, particularly in the wake of the COVID-19 pandemic, underscore the importance of updating the Parking Management Plan to better align parking supply with demand.

Development of an updated Parking Management Plan, detailed in Section 2 of this Plan, Existing Parking Management and PARCS Plan, will require compliance with the following codes and policies:

- MTC TOC Policy (MTC 2024)
- At least one MTC/ABAG *Parking Policy Playbook* policies (ABAG-MTC 2021) listed in Section 1.1.2.2.1)
- City of Vallejo Municipal Code chapters 8.12, 8.20, 8.26, 8.27, and 8.58

To address the identified key issues, proposed strategies within past studies include adaptive reuse of existing parking facilities, implementation of demand-responsive pricing, parking maximums, and shared parking. Short- and medium-term recommendations involve:

- Instituting new parking policies for special events and oversized vehicles
- Installing parking-specific wayfinding

Long-term recommendations suggest:

- Developing a demand-responsive pricing system to manage parking demand
- Creating a commercial PBD in downtown Vallejo
- Allowing shared parking among different land uses
- Replacing parking minimums with parking maximums

Additionally, ongoing program monitoring is recommended to ensure that transportation improvements serve marginalized communities.

Section 2: Existing Parking Management Program

This section addresses the Evaluation of the Existing Parking Management Program. It provides a review of the 2013 Vallejo Parking Management and Parking Access and Control Systems (PARCS) Plan and documents the current state of the parking program implementation, including parking regulations, parking permit options, curb and off-street options, private and public options, parking demand markets and market conditions, program revenues and costs, systems used for permitting and enforcement, and adequacy of the City's parking management contract for support services.

2.1 Introduction

This section reviews the 2013 Vallejo Parking Management and Parking Access and Control Systems (PARCS) Plan and the 2020 Vallejo Parking Program. The 2013 Parking Management and PARCS Plan remains the current Parking Management Plan for the City of Vallejo, but an update to the Plan is needed to address current issues and planned improvements as well as to bring the city into compliance with the Metropolitan Transportation Commission (MTC)'s transit-oriented communities (TOC) policies. The need for an updated Parking Management Plan is further highlighted by the impact of the COVID-19 pandemic, which adversely affected ferry ridership and the demand for downtown parking for commercial and economic activities. Current trends suggest that parking in the City of Vallejo is both underpriced and underutilized, thus failing to reflect the true costs of providing and managing parking. As such, this section aims to present the framework for options to recalibrate the balance between parking supply and demand and update how parking is priced to better match market conditions and support the long-term viability of the City's parking program.

2.2 Parking Program Documents

2.2.1 Vallejo Parking Management and PARCS Plan (2013)

The Vallejo Parking Management and PARCS Plan is a 2013 report on existing parking conditions for the Downtown and Waterfront areas of the City of Vallejo. It is aimed at addressing the diverse needs of long-term parkers (including ferry patrons and downtown employees), along with shorter-term parkers. This initiative aligns with broader redevelopment goals for the Downtown and Waterfront areas, which seek to enhance walkability, support higher-density land uses, and create a more pedestrian-friendly environment. The parking management strategy includes redeveloping surface lots, implementing paid parking, and redeveloping key areas to boost economic productivity and accommodate evolving parking demands.

Generally, the Vallejo Parking Management and PARCS Plan (2013) seeks to foster a more walkable downtown, supported by balanced parking demands and a capacity for higher-density land uses. A key component of the plan involves construction of a new parking structure with at least 1,200 paid spaces to replace existing surface lots used for ferry parking. The Plan seeks to transition from free to paid parking aims to manage parking resources more effectively, though concerns persist that

such changes might deter ferry ridership. Community input highlights the need for affordable parking options for regular ferry users and to address issues such as safety and enforcement.

Recommendations detailed in the 2013 Vallejo Parking Management and PARCS Plan document are designed to ensure that parking is available and convenient for both residents and visitors while supporting the city's broader redevelopment and economic objectives.

2.2.2 Vallejo Parking Program (2020)

The City of Vallejo published a Parking Program report in 2020 as a tool for the public to navigate the suite of managed parking options provided by the City, namely throughout the Downtown and Waterfront areas, along with Vallejo High School. This toolkit provides the most up-to-date information on how the City is operating its parking system, which is branded as “Park Vallejo”. Many parking lots and structures in the City of Vallejo require fees, particularly in the Downtown and Waterfront neighborhoods. Most on-street parking is free but time-limited (typically 3-hour parking, but some spaces are designated with shorter limits for faster turnover). Other areas require residential parking permits.

The Parking Program report also provides information on parking fees by location, time limitations, enforcement, guidance on payment, street sweeping, and disabled placard exemptions (City of Vallejo 2020).

2.3 Existing Parking Facilities

Figure 2-1 depicts the major public and private parking facilities in the Downtown and Waterfront neighborhoods, bounded by Capitol Street on the north, the shoreline on the south and west, and Sonoma Boulevard on the east.

Public parking facilities captured in Figure 2-1 consist of all of the City-owned facilities managed as part of the Park Vallejo program. There are currently no privately developed parking facilities available for general (i.e., unrestricted) public use within the Downtown and Waterfront neighborhoods.

Private parking facilities captured in Figure 2-1 include park-and-ride areas at the Vallejo Transit Center and any other parking that is not for general, unrestricted use. Typically, these private parking facilities provide dedicated parking for specific users, such as building tenants, business customers, employees, etc. In this case, the parking is considered an “accessory” use to a primary use (e.g., residential units, retail establishments, etc.).[3] For the purposes of this section, City-owned parking for City employees and City vehicles (e.g., Lots 1 and 2) is treated as “private” parking.

[3] For the purposes of this memorandum, private parking facilities consisting of less than 15 spaces are considered “minor” and have been omitted from the analysis. Specialized uses such as gas stations, auto repair, and car dealerships which do not provide “accessory” parking in the typical sense have also been excluded.



Figure 2-1: Existing Parking Facilities

2.3.1 Public Parking

Table 2-1 below summarizes key characteristics for the full inventory of the City of Vallejo's (Park Vallejo) parking facilities, including whether the facility is free or paid, the facility type (structure, surface lot, or on-street parking), the facility's approximate capacity (spaces), and a general description of the facility and any key considerations associated with it.

A site visit was conducted on September 9, 2024, from 11 a.m. to 1:30 p.m. to assess existing parking facilities in the Downtown and Waterfront areas. Relevant commentary and observations from the September 9 site visit are also included in Table 2-1.

Parking fees at these facilities are summarized in Table 2-2.

Table 2-1: Public Parking Facilities

Parking Facility	Paid or Free	Type (structure, surface lot, or on-street)	Capacity (spaces)	Description and Site Visit Commentary
Three-hour time-limited parking (free)				
Lot A *291 Mare Island Wy.*	Free (3 hrs.)	Surface lot	106	Adjacent to Vallejo Ferry Terminal No day or time-of-day exceptions
Lot C1 *555 Santa Clara St.*	Free (3 hrs.)	Surface lot	30	Adjacent to Vallejo City Hall
Lot C2 *555 Santa Clara St.*	Free (1 hr. or 3 hrs.)	Surface lot	34	Mixture of 1-hour parking (20 spaces) and 3-hour parking (14 spaces) adjacent to Vallejo City Hall and Solano County Library (Vallejo John F. Kennedy Library) Includes 2 spaces signed as 3-hour parking for electric vehicle (EV) charging only (no day or time-of-day exceptions) Posted signage directs library patrons to this lot
Lot E *283 Mare Island Wy.*	Free (3 hrs.)	Surface lot	27	Discussions to convert this lot into a recreational space Waterfront Specific Plan includes housing on waterfront south of Lot E
Waterfront paid parking				
Garage *415 Santa Clara St.*	Paid	Structure	750	Three-floor structure: • Basement is accessible by a ramp from the first floor. Basement is lightly used. • First floor is accessible by a ramp from Santa Clara St. and directly from Mare Island Way. The first floor is generally full. • Second floor “courtyard” entrance is from Santa Clara St. Second floor is lightly used.
Lot A1 *145 Georgia St.*	Paid	Surface lot	168	Lot is generally full Includes 156 auto spaces and 12 motorcycle spaces Northeast corner includes 7 bike lockers
Lot A2 *121 Maine St.*	Paid	Surface lot	118	Medium demand on commute days and higher demand during events like Giants Games.
Lot A3 *485 Santa Clara St.*	Paid	Surface lot	274	Unhoused people (in vans and recreational vehicles [RVs]) park in lot Lower western “triangle” portion of lot includes large area with bicycle racks Phase B garage planned up to 4 stories, but will need a variance for height and funding
Lot B *150 Georgia St.*	Paid	Surface lot	340	Closed since the COVID-19 pandemic Open only for events (either to house the event itself or for event parking) Includes 338 auto spaces and 2 motorcycle spaces Addition of electric vehicle charging

Parking Facility	Paid or Free	Type (structure, surface lot, or on-street)	Capacity (spaces)	Description and Site Visit Commentary
Lot F *201 Capitol St.*	Paid	Surface lot	137	Confusing signage ("overflow permit parking only") Unhoused individuals park vans here
Downtown paid parking				
Maine Street *between Santa Clara St. and Marin St.*	Paid*	On-street	77	Mix of angled and parallel parking
Lot D *542 Santa Clara St.*	Paid*	Surface lot	89	Includes 10 spaces marked for 24-minute time limit
Lot H *325 York St.*	Paid*	Surface lot	75	Almost no usage, perhaps due to its location next to Grocery Outlet, which provides free parking Poor delineation between Lot H and Grocery Outlet parking
Lot I *435 York St.*	Paid*	Surface lot	63	Almost no usage
Lot J *301 Virginia St.*	Paid*	Surface lot	86	Well used
Lot K *340 York St.*	Paid*	Surface lot	48	Well used
Lot L *432 York St.*	Paid*	Surface lot	105	Often fills up at night
Transit Center Public Unpaid Parking				
Lot G1 *410 Sacramento St.*	Free	Surface lot	32	Vallejo Transit Center park-and-ride spaces (paid facility): • SolTrans parking (30 spaces) • Rideshare/taxi parking with 15-minute limit (2 spaces)
Lot G2 *410 Sacramento St.*	Free	Surface lot	19	Adjacent to Lot G1 and Vallejo Transit Center City-owned Effectively free and unregulated at all times (no posted signage or pavement markings) Occupied at time of site visit
Lot 8 *311 Sacramento St.*	Free	Surface lot	34	Vallejo Transit Center park-and-ride spaces (paid facility): • SolTrans parking (30 spaces) Visitor parking with 30-minute limit (4 spaces)
Marina parking boat launch				
Lot M *3 Curtola Pkwy.*	Paid	Surface lot	150	Temporarily closed Feb 2022–Jan 2024 for remediation of former Pacific Gas & Electric (PG&E) Vallejo Manufactured Gas Plant Planned to be updated for boat parking with longer parking spaces for pull-through, etc.

Note: Asterisk (*) indicates that parking requires payment Monday through Friday from 9 a.m. to 6 p.m. Parking at these locations is free Monday through Friday from 6 p.m. to 9 a.m. and on weekends.

Table 2-2: Public Parking Fees

Fee Type		Waterfront paid parking	Downtown paid parking
Hourly	Up to 1 hour	—	$1.00
	Up to 2 hours	—	$2.00
	Up to 3 hours	—	$3.00
	Up to 4 hours	—	$4.00
	5–24 hours	—	$5.00
Daily		$8.00 per 24 hours	$5.00 per 24 hours*
Monthly	General	$50 per calendar month	$20 per calendar month
	Downtown resident	—	$10 per calendar month
Annual	General	$600 per year	$240 per year
	Downtown resident	—	$120 per year

* Note: Daily fee for Downtown paid parking facilities applies Monday through Friday, all day.

As is detailed in Figure 2-1 and Table 2-1, the majority of Park Vallejo off-street parking, both in terms of number of facilities and number of spaces, consists of paid parking. However, some free, time-limited parking is available at the Ferry Terminal and City Hall.

Parking fees are required in the Downtown facilities Monday through Friday from 9 a.m. to 6 p.m., but are not required outside of these periods. Parking fees are required at all times in the Waterfront paid facilities (Lots A1, A2, A3, B, and F and the Vallejo Ferry Terminal Garage).

High-capacity facilities are concentrated in the Waterfront area, including large surface lots and the Vallejo Ferry Terminal Garage. Facilities in the Downtown area typically have lower individual capacity due to smaller parcel sizes.

Completion of the Vallejo Ferry Terminal Garage (750 spaces) in 2012 and the interim Lot A3 (274 spaces) more recently in 2019 have substantially increased the available supply of parking; these facilities, as well as the future Phase B garage on Lot A3 are intended to replace the future loss of parking on the Waterfront surface lots (Lots A1, A2, B, and F) and Ferry Terminal time-limited free parking (Lots A and E) due to planned development. With development of the Waterfront area stalled, however, the surface lots have continued to remain in use as parking, resulting in a situation where the area is substantially overparked relative to current demand and the newer parking facilities are underutilized. This situation has been exacerbated over the past several years due to the COVID-19 pandemic and ongoing changes in overall transit ridership and commute trends.

During the site visit, City staff noted that development is still possible and that the current master plans for the Waterfront and Downtown areas are being scheduled to be updated. These plan updates will provide an opportunity to re-evaluate land use and transportation in the area (including parking supply vs. demand) in light of expected future trends in a post-pandemic context, including the more permanent changes in commute travel and work patterns.

As indicated in Table 2-1, Lots H and I have very low utilization, even during peak occupancy. Lots J, K, and L are closer to the Downtown commercial core along Georgia Street and show substantially higher utilization, although even Lots K and L typically see very low utilization during off-peak periods. It may be worth considering repurposing one or more of these lots to uses other than

parking, either on a temporary or permanent basis. Lot H, in particular, may be a good candidate due to its adjacency to Grocery Outlet's free parking (Lot 11) and the poor delineation between the two lots.

2.3.1.1 On-Street Parking

On-street parking has been omitted from Figure 2-1 for clarity but represents a significant parking resource. On-street parking is distributed across the entire street network and, as a general rule, is permitted wherever it is not expressly prohibited through signage, curb paint, pavement markings, or the presence of curb cuts (i.e., driveways).

Free, time-limited on-street parking is available throughout the Downtown and Waterfront areas in a mix of parallel and angled configurations. Posted signage and curb colors identify specific restrictions on applicable times/days and maximum hours, which vary depending on location. Spaces are most commonly restricted to a 2-hr time limit, in effect from 7 a.m. to 6 p.m. (except Sundays), although a few select spaces are subject to different restrictions (e.g., shorter limits of 10 minutes or 24 minutes for faster turnover).

In smaller cities and suburbs, on-street parking is frequently viewed as an economic investment in the local community. In these cases, on-street parking is usually provided at little or no cost to the user, with the intent of attracting customers and encouraging visitor activity that will support local businesses. As is the case with Vallejo, some jurisdictions may apply time limits or other restrictions (including free parking with local business validation) to encourage turnover and ensure that spaces are readily available as new users arrive in the area.

In the Downtown and Waterfront areas, on-street parking utilization is generally highest in the Downtown core, along Georgia Street between Santa Clara Street and Sonoma Boulevard and radiating outward along Marin Street and other intersecting side streets. On Saturdays, demand from the Farmers Market and the loss of spaces along Georgia Street due to street closures can push demand to Virginia Street and other nearby parts of the Downtown, but overall, the majority of on-street parking is substantially underutilized, with peak occupancy at less than 25 percent (Kimley-Horn and Associates, Inc. 2019).

Given the glut of on-street parking, conversion of these spaces to a more managed approach like Maine Street between Santa Clara Street and Marin Street could help address short-term deficiencies that may arise from the loss of larger off-street facilities (e.g., due to development) or other factors. Commentary during the September 9 site visit also noted that effective parking management of the City's parking resources would charge for on-street spaces that are most in demand and coordinate that system with existing regulations for longer-term parking at the lots in the rear of the buildings.

2.3.2 Private Parking

Major private parking facilities in the Downtown and Waterfront neighborhoods are summarized in Table 2-3.

The majority of the private parking in these areas consists of facilities providing approximately 25 spaces or less. However, there are some notable exceptions, including the City's employee and official vehicle lots (Lots C3 and C4), the Marina Tower Apartments lot (Lot 1), and several other large lots providing parking for retail (Georgia Street Plaza/Lot 10, Grocery Outlet/Lot 11, and Good Samaritan Missionary Baptist church/Lot 14).

Lots C3 and C4 are the two largest private parking facilities in the Downtown and Waterfront neighborhoods. As City-owned lots adjacent to Lot F and in relatively close proximity to the Ferry Terminal, it may be worth considering repurposing some of these spaces for public parking if additional or replacement parking is desired.

Church parking lots, such as Lot 14, in particular, offer a potential opportunity for more creative parking solutions, as their usage patterns are typically concentrated on certain days and times (e.g., Sundays), with the spaces going largely or wholly unused outside of those periods. The large size of Lot 14 and its configuration (with two interconnected "halves", each with independent driveway access) could make it a particularly good candidate for shared parking or a similar solution.

In addition to Good Samaritan Missionary Baptist church, the Victory Church of Deliverance (316 Virginia Street) owns and/or leases two adjacent parcels for parking (Lots 12 and 13) with a total combined capacity of approximately 37 spaces. While these two lots are noticeably smaller in size and capacity than the Good Samaritan Missionary Baptist lot, they are closer to the Downtown commercial core and could also be considered as part of a larger parking solution.

Within the larger Waterfront area, additional private parking facilities are available north of Capitol Way, outside the frame of Figure 2-1. These sites include the Vallejo Yacht Club (485 Mare Island Way), the former State Farm (now City-owned) building at 400 Mare Island Way, and several smaller sites.

Table 2-3: Major Private Parking Facilities

Parking Facility	Type (structure, surface lot, or on-street)	Capacity (spaces)	Description and Site Visit Commentary
City employee and fleet parking			
Lot C3 *555 Santa Clara St.*	Surface lot	101	Employee parking for City of Vallejo et al.: • Employee parking (80 spaces) • City employee parking (5 spaces) • Library employee parking (16 spaces)
Lot C4 *555 Santa Clara St.*	Surface lot	118	Employee and official vehicle parking for City of Vallejo et al.: • City employee parking (64 spaces); includes EV-only parking (4 spaces) • Official City vehicles only (22 spaces) • Reserved for official vehicles only (32 spaces)
Other private parking			
Lot 1 *601 Sacramento St.*	Surface lot	97	Parking for 601 Sacramento St. (Marina Tower Apartments senior affordable housing complex)

Parking Facility	Type (structure, surface lot, or on-street)	Capacity (spaces)	Description and Site Visit Commentary
Lot 2 *200 Georgia St.*	Surface lot	25	Parking for 200 Georgia St. (Vallejo Housing Authority)
Lot 3 *236 Georgia St.*	Surface lot	20	Parking for 236 Georgia St. (Garden Plaza commercial complex)
Lot 4 *250 Georgia St.*	Surface lot	18	Parking for 250 Georgia St. (Immersive Learning Center)
Lot 5 *201 Georgia St.*	Surface lot	17	Parking for 201 Georgia St. (Cal Maritime Anchor Center)
Lot 6 *400 Santa Clara St.*	Surface lot	27	Parking for 400 Santa Clara St. commercial complex
Lot 7 *311 Sacramento St.*	Surface lot	18	SolTrans employee parking at Vallejo Transit Center
Lot 9 *303 Sacramento St.*	Surface lot	16	Parking for 303 Sacramento St. (Planned Parenthood)
Lot 10 *310 York St.*	Surface lot	78	Parking for 301 Georgia St. (Georgia Street Plaza commercial complex) Parcel is separate from Georgia Street Plaza
Lot 11 *401 Marin St.*	Surface lot	66	Parking for 401 Marin St. (Grocery Outlet)
Lot 12 (*no address*)	Surface lot	22	Parking for 316 Virginia Street (Victory Church of Deliverance) Parcel is adjacent to and separate from church
Lot 13 *318 Virginia St.*	Surface lot	15	Parking for 316 Virginia Street (Victory Church of Deliverance) Parcel is adjacent to and separate from church
Lot 14 *427–435 Capitol St.*	Surface lot	69	Parking for 407 Capitol St. (Good Samaritan Missionary Baptist church) Lot is composed of 4 contiguous parcels, adjacent to and separate from church; each half of the lot is composed of 2 parcels, and the two halves are connected internally to allow for vehicle circulation within the lot
Lot 15 *728 (734) Marin St.*	Surface lot	18	Parking for 734 Marin St. (Vallejo Naval & Historical Museum) Museum and parking are on same parcel
Lot 16 *531 Capitol St.*	Structure	Unknown	Garage inside Legacy at Sonoma mixed-use residential (senior apartment) complex
Lot 17 *410 Virginia St.*	Surface lot	26	Vacant parcel with gated parking; exact usage is unclear May be parking for adjacent parcel (office building) at 420 Virginia St.
Lot 18 (*no address*)	Surface lot	18	Parking for adjacent restaurant at 1801 Sonoma Blvd. (Gracie's) and retail on opposite side of street at 435 Virginia St. (Victory Stores Inc. army & navy surplus shop) Parcel is separate from restaurant and shop
Lot 19 *429 Virginia St.*	Surface lot	21	Parking for 435 Virginia St. (Victory Stores Inc. army & navy surplus shop) Parcel is adjacent to and separate from shop

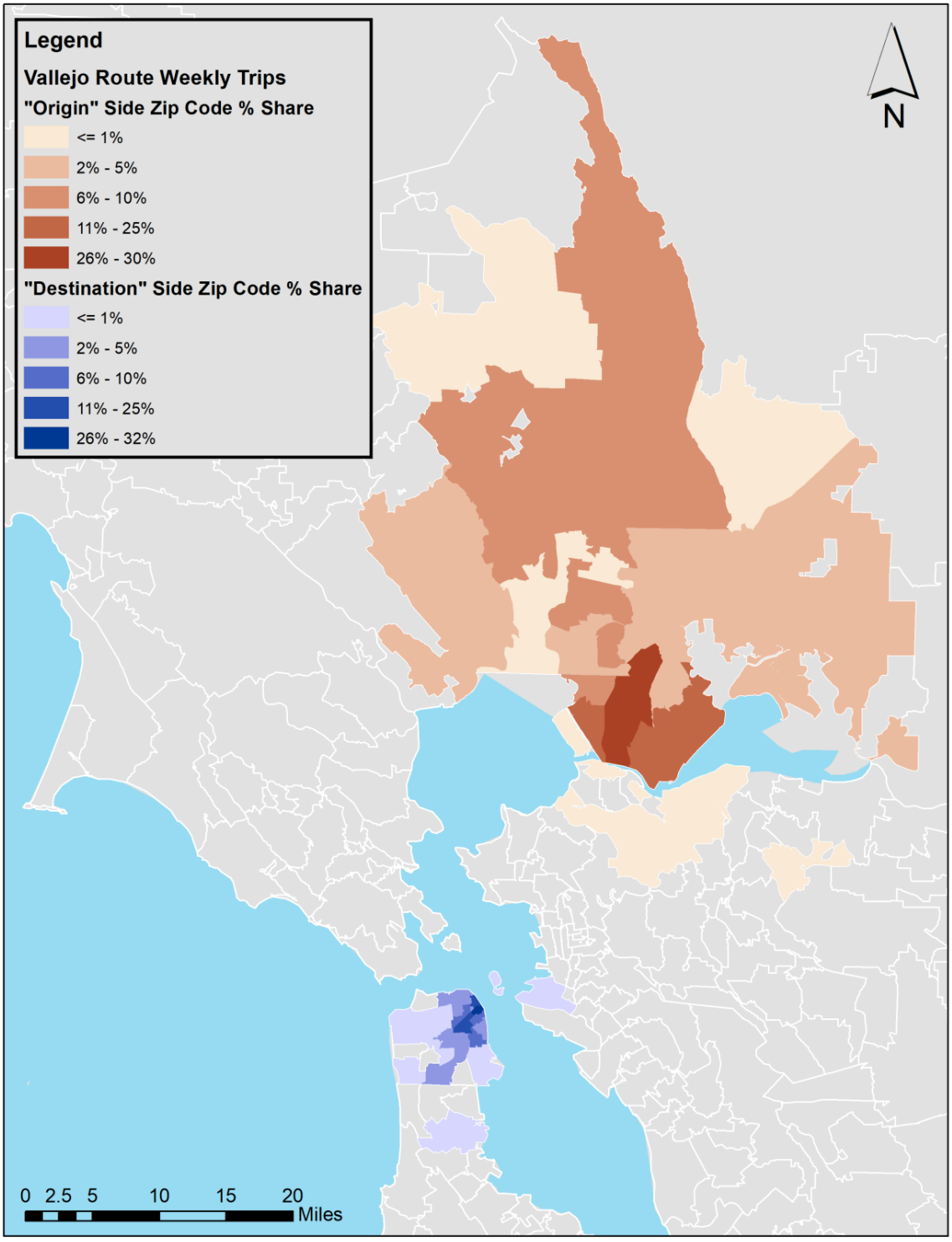
2.3.3 Parking Demand Markets

2.3.3.1 Ferry Ridership

Parking demand in the Waterfront neighborhood is heavily influenced by ridership on the Vallejo ferry route to/from San Francisco, operated by the Water Emergency Transportation Authority (WETA). The regional distribution (by zip code) of Vallejo ferry ridership at the Vallejo end of the route is illustrated in Figure 2-2, as referenced from the summary report for WETA's 2022 On-Board Passenger Survey.

The Vallejo route has the largest service area among WETA's routes, capturing origins and destinations in major population centers within Solano County (including Vallejo, Benicia, Fairfield, and Vacaville), as well as surrounding Sonoma and Napa counties (WETA, CDM Smith, 2022), as shown in Figure 2-2. As described in the note below the figure, an additional 12.5 percent of reported "origins" are located outside the Bay Area, perhaps indicating an even larger catchment area at the Vallejo end than depicted in Figure 2-2.

Annual ridership on the Vallejo route was 1,078,000 in Fiscal Year (FY) 2019 and 479,196 in FY 2022 (WETA 2023b). Projected ridership for the Vallejo route for FY 2023/24 based on WETA's latest approved budget is 738,024 (WETA 2023a). Current service levels in 2024 are comparable to pre-pandemic levels—there is slightly less service on weekdays but slightly more service on weekends. In addition, the "short hop" segment at the San Francisco end of the route between the Ferry Building and Pier 41 has been spun off as a separate service, requiring a transfer at the Ferry Building.



Source: WETA, CDM Smith (2022).

Figure 2-2: Vallejo Ferry Ridership Origins and Destinations

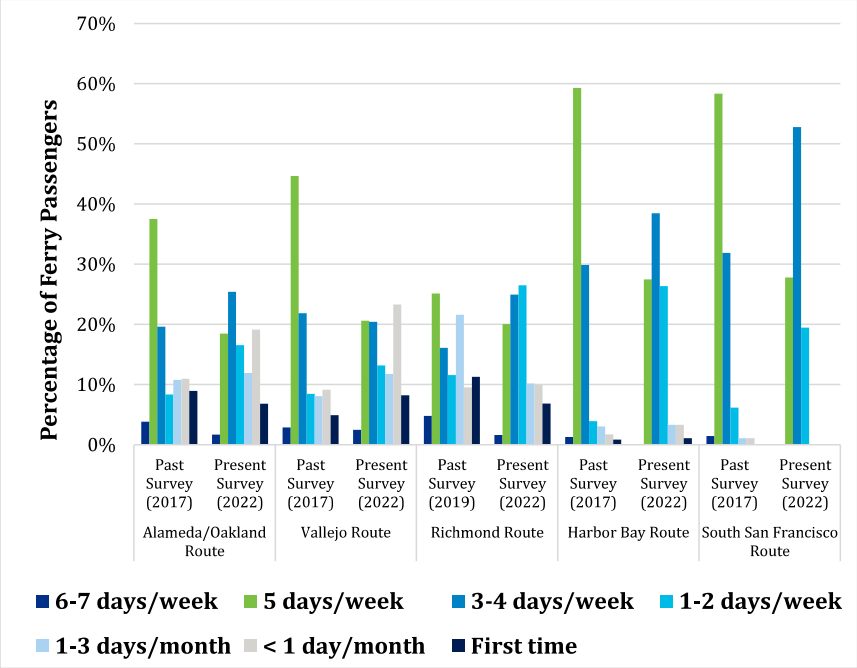
Note: “Origin” side is mostly the North Bay zip codes and includes departures from and arrivals to these zip codes. “Departure” side is mostly San Francisco zip codes and includes arrivals to and departures from these zip codes. Based on the survey data on this route, 0.0 percent of “Origins” and 17.4 percent of "Destinations" are unknown zip codes. Also, 12.5 percent of “Origins” and 0.7 percent of “Destinations” are extra-regional (zip

codes outside the San Francisco Bay Area). Weekly trips relating to unknown and extra-regional zip codes are not included in the map above.

The 2022 On-Board Passenger Survey also collected other useful data on ridership trends, including frequency of ferry use (see Figure 2-3) and access mode at terminals (see Table 2-4).

As shown in Figure 2-3, trends in the frequency of ferry use for the Vallejo route are similar to the other routes. All routes except the Richmond route had a drop of 20+ percentage points in 5-days-per-week riders. Across the entire WETA system, the share of weekday patrons riding the ferry 5 days per week has been dropping over the last decade (62 percent in 2011, 58 percent in 2014, 49 percent in 2017, 26 percent in 2022), with the COVID-19 pandemic exacerbating this trend between 2017 and 2022. Meanwhile, between 2017 and 2022, the share of weekday passengers riding 3–4 days per week or 1–2 days per week rose by 8 percentage points and 13 percentage points, respectively (WETA 2022).

As shown in Figure 2-3, “drive alone” riders dropped by 20 percentage points (from 63 percent to 43 percent) between 2017 and 2022. In contrast, “kiss-and-ride/carpool” riders increased by 14 percentage points (from 22 percent to 36 percent) in the same period.



Source: WETA, CDM Smith (2022).

Figure 2-3: Frequency of Ferry Use by Route

Table 2-4: Distribution of Access Modes to Vallejo Ferry Terminal

Access Mode	2022 Survey	2021 Survey	2017 Survey	2014 Survey	2011 Survey
Drive alone	43%	46%	63%	86%	67%
Kiss-and-ride/carpool	36%	26%	22%	7%	16%
Transit/Employer shuttle*	2%	1%	4%	3%	2%
Walk only	4%	7%	4%	4%	4%
Bike	4%	5%	2%	0%	1%
Taxi	N/A	0%	1%	0%	0%
Transportation network company (TNC)	4%	7%	3%	0%	0%
Other	8%	8%	1%	0%	10%

Note: In the 2022 Survey, “employer shuttle” is part of the “other” access mode.

Overall, the data appear to indicate very strong and fundamental changes in frequency of ferry use and in access mode over the past decade that underscore the observations of parking supply and demand in the Waterfront area. The transition to less frequent or more casual ferry riders and to access modes that do not require parking (or require less parking) correlates well with the underutilization of the City’s Waterfront parking facilities.

The decline in “drive alone” share over the last decade is also clear evidence of how mode choice responds to changes in the overall transportation context. This points to a likely need to re-adjust the long-term forecast of parking demand vs. supply in the Waterfront area, with the understanding that the demand for parking among ferry riders has dropped substantially since the master plan for the Waterfront area was published. It also points to the need to consider a more balanced and rational approach to accommodating ferry parking needs—one that is perhaps less about accommodating as much parking as possible at no or little cost to the user, and more about ensuring the actual cost of providing that parking is paid by the user, with the expectation that riders will adjust their individual choices accordingly.

Given the notable and consistent increase in kiss-and-ride/carpool share among ferry riders since the 2014 Survey, it may also make sense to consider improvements to pick-up and drop-off areas at the Ferry Terminal as part of overall curb management. Participants in the September 9 site visit noted that the current pick-up arrangement for transportation network company (TNC) vehicles (i.e., Uber, Lyft) is confusing, and that improvements are planned to address this issue. The City of Vallejo is currently executing the Vallejo Ferry Terminal Mobility Hub Improvement Project, which plans to dedicate half of the bus stop to passenger loading. The City has coordinated with Soltrans, the transit provider for the area, to approve this change.

With respect to access mode, the summary report for the 2022 On-Board Passenger Survey also noted that the non-motorized (walking and bicycling) share is much higher at WETA’s other origin terminals (18 percent at Oakland/Alameda, 33 percent at Harbor Bay, and 16 percent at Richmond, compared to only 8 percent at Vallejo). Future residential development in the Waterfront and Downtown areas can be expected to increase ridership on the ferry without the need for additional parking, as most of these riders would be expected to walk or bike to/from the ferry terminal. This can also help counterbalance any potential concerns about drops in ferry ridership from a decrease

in parking capacity and the transition to a more managed approach to parking (e.g., through pricing) in the Waterfront area.

2.3.3.2 City of Vallejo Employee and Fleet Parking

Another key market for parking demand in the Waterfront area (specifically, the northeast corner) is employee and fleet parking for the City of Vallejo. Proximity to City Hall is an important consideration for this market, particularly with respect to fleet parking, but is not an absolute requirement. Previous parking studies had assumed that parking spaces lost with the planned future development of Lot C3 would be accommodated by a combination of users shifting to the other remaining C lots (Lots C1, C2, and C4) and a new off-site parking lot for City use with 200 spaces.

Given the changes in commute and work patterns over the last few years as a result of the COVID-19 pandemic, it may be worthwhile reconsidering the need for the new off-site lot. Lot C3 is currently used exclusively as employee parking, but if future anticipated demand is expected to be lower than previously assumed pre-pandemic (e.g., as a result of work-from-home and remote-work policies for City employees), then the new lot may not be needed.

2.3.3.3 Downtown Vallejo

As a mixed-use neighborhood with office, retail/restaurant, residential, and other uses, the parking demand market in Downtown Vallejo is multi-faceted. For planning purposes, visitor demand is perhaps a more critical segment than employee and resident demand, as visitor demand is more reliant on proximity to destinations and can fluctuate more noticeably depending on time of day, day of week, and other factors. Visitor levels can increase noticeably during events such as the Saturday Farmers Market but may be substantially lower during other times. In contrast, employee and resident demand can be considered somewhat more “stable” and fixed. As a result, there is an opportunity to encourage employees and residents to utilize long-term parking further away from their homes or workplaces and walk a ways to their destination, through incentives or training programs To effectively manage both long- and short- term parking, the City could enforce higher prices or time-limited parking on-street, thereby encouraging short-term parking in front of buildings and long-term parking in lots at the rear of buildings.

As a smaller city outside of the inner core of the Bay Area, Downtown Vallejo is also not a substantial office district and is more similar to other smaller, historic downtowns throughout the Bay Area, oriented towards small businesses and other uses serving the surrounding neighborhood that are typically more dependent on customer parking. As a gateway or stopover for the Napa–Sonoma area and local tourism destinations such as Mare Island and Six Flags Discovery Kingdom, there is also likely some level of intra-regional tourist demand.

As indicated in Figure 2-1 and Table 2-3, there is substantial private parking available throughout Downtown within 1–2 blocks of Georgia Street and Virginia Street, in addition to multiple public parking facilities (several of which are underutilized, such as Lots H and I). Overall, data and analysis conducted in previous parking studies, in combination with observations and commentary during the September 9 site visit, generally indicate that the area is overparked and existing parking facilities are underutilized.

Development within Downtown Vallejo has stalled in comparison to other similar-sized cities in the region, and many parcels are either vacant or underutilized, serving as parking (or other vehicle storage, such as for car dealerships), gas stations, or other low-intensity uses. The area has significant potential, however, particularly given the historical character and walkability of the neighborhood and the availability of good commute options into the inner Bay Area.

The City is in the process of developing a new specific plan for Downtown to replace the current plan adopted in 2005. As part of this effort, parking supply and demand should be re-evaluated, with consideration given to better managing parking resources through shared parking, parking-related design guidelines and standards, and other mechanisms.

2.3.3.4 Neighborhood Residents

Similar to other cities, the City of Vallejo has implemented residential permit parking (RPP) to better manage localized parking demand in specific areas of the city. In RPP programs, restrictions such as time limits are placed on on-street parking within selected areas to discourage or prohibit extended use. Residents in these areas, however, may apply for special permits with the City to allow them to use this parking without being subject to those restrictions.

Selected RPP zones are typically residential areas where the demand for on-street parking exceeds the available supply due to commuters or other non-residents. Common examples might be areas near commercial areas or high-demand uses such as colleges and universities, medical centers, and major transit stations. RPP programs are intended to ensure that on-street parking in residential areas is available and dedicated for local residents.

While RPP programs are typically intended for the benefit of local residents, they can also generate some secondary benefits for the general public by encouraging commuters, employees, and other visitors to use public transit or other alternative modes.

The City's Residential Limited Parking Program allows local residents in two designated zones of the city to obtain RPP permits:

- The Vallejo High School Area covers the following area: the 1400 block of Amador Street, the 100 block of Bella Vista Way, the 1400 Block of Glenn Street, the 900 Block of Nebraska Street, and El Camino Real between Amador Street and Loma Vista. Parking permits are required on all school days throughout the year between 8 a.m. and 3:30 p.m.[4]
- Zone B is located adjacent to Downtown and covers the 600 block of Georgia Street, the 800 block of Sutter Street, the 600 block of York Street, and approximately 60 percent of the 500 block of York Street. A time limit of 2 hours applies for vehicles without RPP permits.

While both on- and off-street parking in the Downtown and Waterfront areas is generally underutilized, RPP can serve as an additional mechanism to manage parking in these areas should

[4] Vallejo High Permits are handled through a paper submittal only due to the very low volume of requests. Permits issued are permanent (lifetime) and residents don't have to do anything once they have them. So the City gets a new homeowner every once in a while and just provides the permit to them directly.

parking become less available. Expansion or establishment of RPP zones can be evaluated and considered should local residents express concerns about the availability of on-street parking.

Currently, Downtown residents may apply for a discounted monthly permit to park in the City's Downtown paid parking facilities. This can provide an additional source of parking revenue to the City and improve utilization of the City's parking facilities, as residential parking demand typically peaks at different times than other demand (e.g., employees, visitors). The Downtown parking facilities should also be considered holistically in the context of new residential uses in the Downtown area, facilitating the relaxation or elimination of parking minimums and the unbundling of parking from housing.

2.4 Permitting, Payment, and Enforcement Systems

2.4.1 Permitting and Payment

The Vallejo Parking Management and PARCS Plan recommended implementing monthly permits for the Waterfront garage and lots as a means of managing revenue. The Plan also proposed employee permit programs for the Downtown area (contingent upon average turnover rates exceeding posted time limits) and residential permit programs (if occupancy levels on residential blocks exceeded 85 percent).

Following the Plan, the City introduced daily, monthly, annual, and residential parking permits. These permits are non-transferable and valid only for the designated vehicle within its assigned parking permit area.

The City offers several means to pay for parking in Park Vallejo facilities:

- **Kiosk.** Automated kiosks are provided at each facility; as the kiosks are not keyed to specific facilities, users can make their payment using any kiosk, even if it is located in a different facility.
- **Smartphone app.** Payments can be made using ParkMobile and keying in the appropriate zone code ("6789" for Waterfront facilities, "6791" for Downtown facilities, and "6795" for Marina facilities).

Applications and payments for monthly permits—including permits for Downtown and Waterfront facilities, Downtown resident parking permits, and Zone B resident parking permits—are handled online through the ParkLync platform.

While in-person payment is not advertised by the City, a few users (often unhoused individuals) still visit City Hall to purchase parking permits.

2.4.2 Enforcement

The Vallejo Parking Management and PARCS Plan identified a need for enhanced parking enforcement due to vehicles frequently exceeding posted time limits on certain blocks. Some users can also attempt to avoid fines by reparking (i.e., moving their vehicle to a different parking space).

To address these issues, the Plan recommended several enforcement best practices, including bolstered deployment of parking officers and the use of license plate recognition (LPR) technology.

Since the Plan, the City of Vallejo has significantly strengthened its parking enforcement system. The majority of parking enforcement now relies on LPR technology to verify parking compliance and is implemented through contracted private operations. Fines and late fees are imposed for parking violations.

2.4.3 Program Revenues and Costs

In the last few years, revenue for the parking program has fluctuated significantly, primarily due to the impacts of the COVID-19 pandemic and the subsequent recovery. In 2021, the City's Parking Enterprise generated about $650,000 in revenue, which increased to approximately $850,000 in 2022, and further rose to about $948,000 in 2023. Program expenses vary depending on whether or not deferred capital renewal costs and city salaries (1 staff person) are included.

Table 2-5 provides an approximate breakdown of estimated annual program expenses.

Table 2-5: Estimated Annual Program Expenses

Description	Expense Amount
Security	$325,000
SP+ Enforcement and Management	$220,000
Utilities	$75,000
Janitorial	$40,000
Pay Stations and Permitting Systems	$100,000
Total	**$760,000**

As shown in Table 2-5, the largest share of program expenses is associated with security, followed by enforcement/management (through the SP+ contract) and payment equipment/systems. While the program generates net-positive revenue when compared to these particular expenses, ensuring the long-term sustainability of the program also requires factoring in capital renewal costs and other program-related costs. The construction cost of Phase A of the Vallejo Ferry Terminal Garage, completed in 2012, for example, was over $20 million.

The City's Annual Comprehensive Financial Report (ACFR) for the year ended June 30, 2023, includes a specific line item for the Vallejo Station Parking Fund to account for the operations, maintenance, and management of the Vallejo Station Parking Structure (i.e., the Vallejo Ferry Terminal Garage). Key findings related to this fund from the ACFR for the year ended June 30, 2023, include the following:

- The fund's net revenue for the year was $119,307 ($855,615 in revenues and $736,308 in expenses.
- Parking revenues in the fund increased by $0.3 million as commuter traffic and ferry ridership returned to the Waterfront.

- The fund received $0.7 million in American Rescue Plan Act (ARPA) funding aimed at mitigating the pandemic-related effects in the prior year.

2.4.4 Adequacy of City's Parking Management Contract for Support Services

The City currently has a contract with SP+ to provide parking management support services. The contract covers 40 hours per week of parking enforcement, including early morning street sweeping, related to street sweeping regulations in Downtown, which is not specifically part of the City's Parking Enterprise.

This year, the City added 20 hours per week for an SP+ staff member to serve as parking manager. The staff member is currently undergoing training on the basics of the parking program and managing day-to-day operations, including keeping kiosks stocked and operable, collecting the cash box monthly, answering customer questions, monitoring the online parking portal to confirm transactions, and other tasks. The eventual goal is for the parking manager to be able to take on more comprehensive management of the parking program, such as preparing City Council reports.

City staff may collaborate with project staff to identify additional opportunities for improvement to the parking management contract.

2.5 Findings Summary and Conclusions

Overall, there are significant costs to build, maintain, and operate the City's publicly-owned parking facilities. The data and observations of existing parking conditions indicate that the City's parking facilities are underutilized, and further analysis should be undertaken to recalibrate parking supply vs. demand in line with more realistic expectations in a post-pandemic context, with the aim of avoiding unnecessary capital expenditure. In addition, a more managed approach that ensures that parking program users are paying the true costs of the services they receive is also important to ensure the long-term sustainability of the program relative to demand for parking.

Section 3: Recommendations

This section provides the Recommendations for the City of Vallejo. It focuses on a series of action items—firstly, to ensure the City's compliance with MTC's TOC Policy (MTC 2024), and, secondly, to update the City's parking program to better align with the overall goals of the TOC Policy and incorporate more comprehensive management of parking resources.

3.1 MTC TOC Policy Compliance

MTC has identified two TOCs within Vallejo (the Vallejo Ferry TOC and the Mare Island Ferry TOC), encompassing a half-mile radius of area around the Vallejo and Mare Island ferry terminals. As ferry terminals, both areas are classified as Tier 4 TOCs (the lowest tier). The geographic extent of Vallejo's TOCs is illustrated in Figure 3-1, overlaid with parcel lines and the extent of the Downtown Specific Plan (2005).

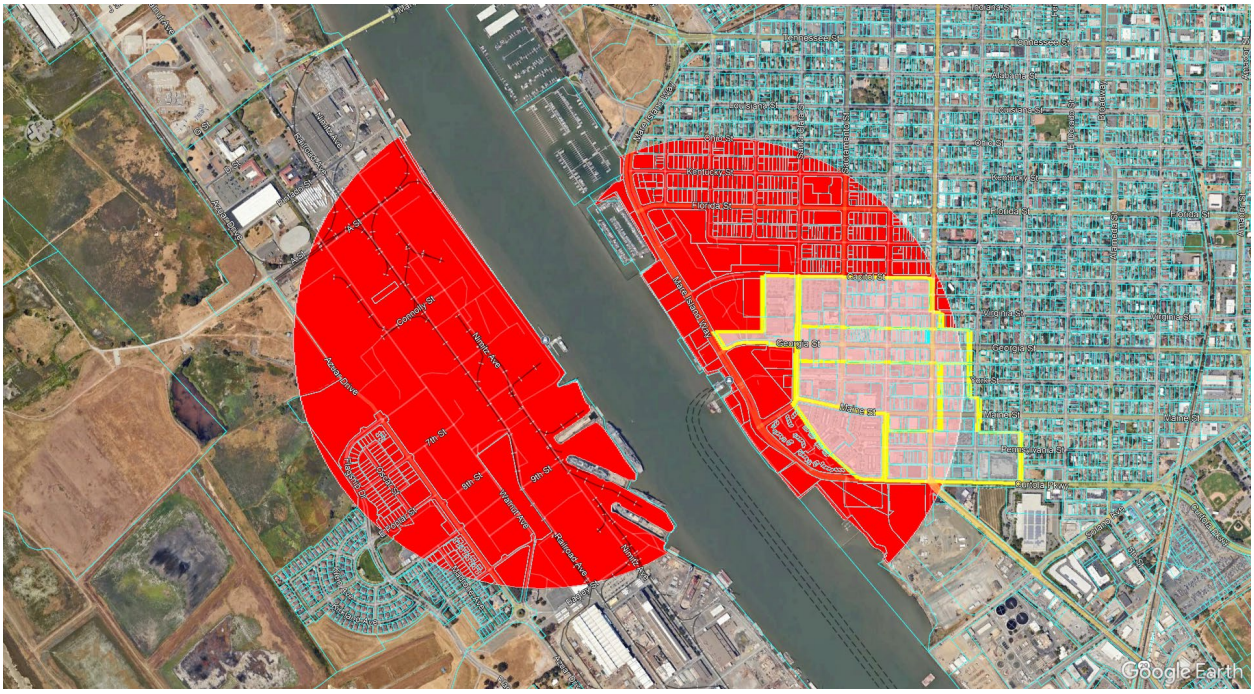


Figure 3-1: MTC TOC Area

Review and analysis of MTC's TOC Policy (2024) identified the following critical action items necessary to ensure the City's compliance with the policy:

- Amend the Vallejo Municipal Code to address MTC TOC Policy (MTC 2024) and Assembly Bill (AB) 2097 requirements regarding parking minimums and maximums
- Amend the Vallejo Municipal Code to allow unbundled parking

These items are discussed in more detail below.

3.1.1 Parking Minimums and Maximums

The City of Vallejo's current requirements for off-street parking are detailed in Vallejo Municipal Code (VMC) 16.508.04 (Minimum Parking Requirements). The basic requirements are outlined in VMC Table 16.508-A (for Downtown Specific Plan districts) and Table 16.508-B (for other districts), which are reproduced below in Table 3-1 and Table 3-2, respectively, for reference. For the Waterfront Mixed-Use Zoning District, VMC Table 16.508-B applies unless other requirements are specified in the Waterfront Planned Development Master Plan ("Waterfront PDMP").

Table 3-1: Current Off-Street Parking Requirements – Downtown Specific Plan Districts

Use type	Minimum number of off-street parking spaces
DMX - Downtown Specific Plan Districts 1 and 2	
Residential and Live/Work	1 space per unit
Non-Residential	
Ground Floor - 7,500 sq. ft. or less	Exempt - No parking required
Ground Floor - More than 7,500 sq. ft.	1 space per 1000 sq. ft.
Upper Floors	1 space per 1000 sq. ft.
DMX - Downtown Specific Plan Districts 3 and 4	
Residential and Live/Work	1 space per unit
Non-Residential	
Ground Floor - 7,500 sq. ft. or less	Exempt - No parking required
Ground Floor - More than 7,500 sq. ft.	1 space per 1000 sq. ft.
Upper Floors	1 space per 1000 sq. ft.
DMX - Downtown Specific Plan District 5	
Residential/Marina Vista	Existing Parking to be Retained

Table 3-2: Current Off-Street Parking Requirements – Other Areas

Use type	Minimum number of off-street parking spaces
Residential	
All Residential Uses (except as noted below)	1 per unit
Junior Accessory Dwelling Unit	None
Accessory Dwelling Unit	0-1 per unit, which may be tandem
Efficiency unit in Mixed-use District	None
Guest parking for developments with ten or more dwelling units	None
Guest house	1 per unit, which may be tandem
Senior Housing (Senior housing means housing that is restricted to older adults in which at least one resident of each unit shall be a "senior citizen" as defined in the Vallejo Municipal Code Section 51.3.)	0.5 per unit plus 1 per employee
Residential Care Facility	
General, Senior	None
Skilled Nursing	None
Single Room Occupancy	None

Use type	Minimum number of off-street parking spaces
Supportive Housing	None within ½ mile of public transit stop; otherwise 0.25 per bed
Transitional Housing	None
Commercial	
All Commercial Uses (except as noted below)	2 per 1000 sq. ft.
Adult Businesses	
Retail	3 per 1000 sq. ft.
Performance (Theater, Cabaret)	5 per 1000 sq. ft.
Animal Care, Sales and Services	
Clinic/Hospital	TBD [1]
Grooming; Kennel	TBD [1]
Auto/Vehicle Sales and Services	
Rentals	1 rental vehicle to be stored on-site
Sales and Leasing	1 per 1000 sq. ft.
Repair and Service	2 per service bay or 1 per 1000 sq. ft.
Service station	None
Cannabis Dispensary	3 per 1000 sq. ft.
Commercial Entertainment and Recreation	
Theater	0.2 per seat
Game Center; Large-scale and Small-scale	TBD [1]
Eating and Drinking Establishments	
Bars/Taverns/Lounges	1 per 100 square feet of sitting area; 1 per 500 sq. ft. in Mixed-use Districts
Brewpub	1 per 100 square feet of sitting area; 1 per 500 sq. ft. in Mixed-use Districts
Restaurants, Full Service	2 per 1000 sq. ft. 1 per 1000 sq. ft. in Mixed-use Districts
Restaurant, Limited Service & Drive-through	2 for the first 2,500 sq. ft. plus 1 per 1000 sq. ft. above that size.
Tasting Room	1 per 100 sq. ft. of sitting area, including outdoor patios
Equipment Rental	1 per 1000 sq. ft.
Mobile Food Truck Off-street	1 per vending vehicle
Funeral/Interment Services	
With fixed seats	0.2 per seat
Without fixed seats	10 per 1000 sq. ft. of indoor assembly area
Live-Work	1.5 per unit
Live-Work in downtown or within 1/2 mile of transit station	None required
Retail less than 80,000 square feet	2 per 1000 sq. ft.; 1 per 1000 sq. ft. in Mixed-use Districts
Retail 80,000 square feet or more	3.5 per 1000 sq. ft. plus 0.5 per 1,000 sq. ft. of outdoor sales area
Commercial Lodging	
Bed and Breakfast	1 per guest room plus 1 for owner/manager
Hotel and Motel	0.5 per guest room (0.25 in Mixed-use Districts) plus 1 per 50 sq. ft. of banquet seating area

Use type	Minimum number of off-street parking spaces
Institutional and Community Facilities	
All Institutional and Community Facilities (except as noted below)	2 per 1000 Sq. Ft.
Colleges and Trade Schools	TBD [1]
Community Assembly	
Under 2,000 sq. ft.	none
2,000 sq. ft. or more	
With fixed seats	1 per 5 seats
Without fixed seats	1 per 80 sq. ft. of indoor assembly area
Community Garden	None
Cultural Facility	1 per 1000 sq. ft.
Emergency Shelters	TBD [1]
Hospitals and Clinics	
Clinic	4 per 1000 sq. ft.
Hospital & Extended Care	1 per 1.5 beds
Parks and Recreation	TBD [1]
Public Safety Facility	TBD [1]
Schools	
Nursery School	TBD [1]
Elementary School	TBD [1]
Middle School; Jr. High	TBD [1]
High School	TBD [1]
Industrial	
All Industrial Uses (except as noted below)	1 per 1000 Sq. Ft.
Artisans/Small-scale Manufacturing	None
Artist's Studio	None
Industrial	
Limited and General Industrial	0.75 per 1000 sq. ft.
Water-related	0.5 per 1000 sq. ft.
Recycling Facilities - All	TBD [1]
Salvage and Wrecking	TBD [1]
Warehousing, Storage and Distribution	
Chemical, mineral and explosive	0.5 per 1000 sq. ft.
Indoor	0.5 per 1000 sq. ft.
Outdoor	TBD [1]
Personal Storage	TBD [1] plus 1 per 1000 sq. ft. for any office space
Transportation, Communication, and Utilities	
All Transportation, Communication, and Utilities (except as noted below)	TBD [1]
Light Fleet-Based Services	1 per 500 sq. ft.

Notes:
1. TBD = To be determined by the Director per Section 16.508.03, *Calculation of Parking Requirements*

For Tier 4 TOCs, the TOC Policy (MTC 2024) specifies the following requirements for new development:

- Residential: Parking maximum of 1.5 spaces per unit or lower
- Commercial: Parking maximum of 4.0 spaces per 1,000 square feet or lower

Unlike higher-level TOC Tiers, the TOC Policy (MTC 2024) does not prohibit parking minimum requirements in Tier 4 TOCs. However, AB 2097 prohibits parking minimum requirements within a half-mile radius of a "major transit stop", the definition of which includes ferry terminals served by bus or rail transit. Currently, direct bus service is available at the Vallejo Ferry Terminal (via SolTrans Route 5 and Route Y on Mare Island Way) but not at the Mare Island Ferry Terminal. As a result, the Vallejo Ferry Terminal would qualify as a "major transit stop" and is subject to the provisions of AB 2097, while the Mare Island Ferry Terminal would not. Analysis of existing transit service in Vallejo shows that the Vallejo Ferry Terminal is the only facility in the city that qualifies as a "major transit stop" under state law, as there are no existing rail or bus rapid transit stations and no bus routes operating at a headway of 15 minutes or less during the morning and afternoon peak (commute) periods.

Given that direct bus service to/from Mare Island has been operated in the recent past and given the City's long-standing desire to redevelop the island in a way that would likely justify bus service in the future, however, it is recommended that the City apply the provisions of AB 2097 proactively to the Mare Island Ferry TOC. Such an approach also acknowledges the limited roadway capacity on/off the island and supports a more vibrant, mixed-use development pattern for the island. With this approach, parking minimums for new development would be removed entirely for both TOCs.

As the VMC does not currently address parking maximums, compliance with the TOC Policy (MTC 2024) requires the addition of code language instituting parking maximums in the applicable areas. As shown in Table 3-1 and Table 3-2, the City's current parking minimums generally fall within the specified parking maximums from the MTC TOC Policy, although spot adjustments (or equivalency calculations to demonstrate compliance on a per-1,000-square-foot basis) may be required for some commercial uses.

The recommended approach for compliance with the TOC Policy (MTC 2024) is to adopt an overlay zone for the TOC areas that applies the new requirements regarding parking minimums and maximums or to directly amend VMC 16.508.04 and the associated parking tables to specify these requirements for new development within the TOC areas.

Other alternative approaches include incorporating the new requirements into a parking district or a specific plan that covers the TOC areas. However, the geographic scope of the City's current parking program is primarily concentrated in the Downtown Core and the central and southern portions of the Waterfront, and does not cover all of the Vallejo Ferry TOC or any of the Mare Island Ferry TOC.

The City's major planning initiatives to date (including the Downtown Specific Plan, the Waterfront PDMP, and the Mare Island Specific Plan) also do not fully cover the TOC areas and are quite dated, having originally been conceived at least 20 years ago. Given the lack of progress across these

initiatives and the substantial changes over the last 2 decades (particularly in a post-pandemic context), these plans would likely require more significant and comprehensive updates beyond just off-street parking requirements. That process would likely be a multi-year effort involving public outreach, visioning, and environmental review.

In contrast, adoption of an overlay zone or amendments to VMC 16.508.04 could be implemented relatively quickly, ensuring that the City is in compliance with MTC TOC Policy (MTC 2024) by the One Bay Area Grant (OBAG) 4 deadline in early 2026.

3.1.2 Unbundled Parking

The TOC Policy's Administrative Guidance also specifies a requirement to allow unbundled parking (MTC 2024). Parking costs are frequently subsumed under the total listed sale or rental price of residential and commercial spaces, which hides the true cost of the parking and encourages driving. In particular, residents and tenants may subconsciously feel that bundled parking is a sunk cost and a wasted utility if gone unused, and that driving is the way to recoup that cost. Unbundling parking allows households and tenants to see the actual cost of the parking within the overall cost of housing or commercial space and make an informed decision about whether they need the parking or not, regardless of whether or not they own a vehicle. Unbundling parking also saves money for households and tenants who decide they do not need the parking as part of their lease or contract.

Currently, unbundled parking is not addressed anywhere in VMC Chapter 16.508 (Off-Street Parking and Loading). **The recommended approach for compliance with the TOC Policy (MTC 2024) is to amend VMC Chapter 16.508 with new language allowing for unbundled parking.** Sample code language from the MTC's *Parking Policy Playbook* (ABAG-MTC 2021) is reproduced below for reference.

San Francisco

City Code: SEC. 167. PARKING COSTS SEPARATED FROM HOUSING COSTS IN NEW RESIDENTIAL BUILDINGS

A. **Article 1.5, Section 167**. All off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more, or in new conversions of non-residential buildings to residential use of 10 dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to the owners or renters of two-bedroom units, and then to the owners or renters of other units. Renters or buyers of on-site inclusionary affordable units provided pursuant to Section 415 shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units, and at a price determined by the Mayor's Office of

Housing, subject to procedures adopted by the Planning Commission notwithstanding any other provision of Section 415 *et seq*.

B. **Exception**. The Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.

San Carlos

City Code 18.20.030 General provisions

A. **Unbundling Parking from Residential Uses**. For residential projects of ten units or more requesting to unbundle the parking from residential uses, a minor use permit is required and the following rules shall apply to the sale or rental of parking spaces accessory to new multifamily residential uses of ten units or more unless waived by the Director as infeasible:

1. All off-street spaces shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that potential renters or buyers have the option of renting or buying a residential unit at a price lower than would be the case if there were a single price for both the residential unit and the parking space.
2. In cases where there are fewer parking spaces than dwelling units, the parking spaces shall be offered first to the potential owners or renters of three-bedroom or more units, second to owners or renters of two-bedroom units, and then to owners and renters of other units. Spaces shall be offered to tenants first. Non-tenants may lease with a provision for thirty days to terminate the lease.
3. Renters or buyers of on-site inclusionary affordable units shall have an equal opportunity to rent or buy a parking space on the same terms and conditions as offered to renters or buyers of other dwelling units.

3.1.3 Other Requirements

The TOC Policy's Administrative Guidance (MTC 2024) also identifies additional requirements related to parking standards:

- **Shared parking.** The Administrative Guidance specifies that shared parking between different land uses must be allowed in TOCs. Currently, the provisions of VMC 16.508.06 (Shared Parking) already allow for shared parking. **Therefore, no additional action is needed, and compliance with the TOC Policy (MTC 2024) can be demonstrated through citation of this code section.**
- **Bicycle parking.** The Administrative Guidance specifies minimum requirements for bicycle parking: 1 secure bicycle parking space per dwelling unit and per 5,000 square feet of commercial office. For a single building with more than 100 dwelling units, the base ratio of 1 space per unit applies to the first 100 units, with the minimum ratio relaxed to 1 space for every four units for all units above 100. Currently, the provisions of VMC 16.508.12 (Bicycle Parking) generally specify 1 space per dwelling unit and 1 per 2,000 square feet of office,

which are stricter than the minimums required by the TOC Policy (MTC 2024). **Therefore, no additional action is needed, and compliance with the TOC Policy** (MTC 2024) **can be demonstrated through citation of this code section.**

In addition to requirements related to parking standards, the TOC Policy (MTC 2024) also requires "complementary policies" for parking management. The Administrative Guidance specifically requires that the jurisdiction adopt at least one of five potential policies from the list below:

- Transportation demand management (TDM) policy for new development
- Curb strategy/management
- Parking benefit district (PBD)
- Demand-responsive pricing
- Priced parking

VMC 16.503 (Trip-Reduction Measures) already addresses TDM requirements. **Therefore, no additional action is needed, and compliance with the TOC Policy (MTC 2024) can be demonstrated through citation of this code section.**

3.2 Updates to the City's Parking Program

The section for Existing Parking Conditions identified several recommendations to update the City's parking program. Those measures were also augmented with additional input on specific areas of concern from City staff, resulting in the following list of recommended updates to the parking program:

- Short- and medium-term recommendations
  - Establish periodic fee evaluation and adjustment program
  - Institute new parking policies for special events and oversized vehicles
  - Install parking-specific wayfinding
  - Formalize Lot G2 as paid parking
  - Expand Waterfront permit privileges to on-street parking
  - Adjust Zone B residential permit pricing
  - Convert free on-street parking to paid parking
- Long-term recommendations
  - Develop a demand-responsive pricing system to manage parking demand
  - Create a commercial PBD in Downtown Vallejo
  - Allow shared parking among different land uses
  - Replace parking minimums with parking maximums

- Other recommendations
  - Implement ongoing program monitoring to ensure that transportation improvements serve marginalized communities

These recommendations are discussed individually in more detail below.

3.2.1 Short- and Medium-Term Recommendations

3.2.1.1 Establish Periodic Fee Evaluation and Adjustment Program

The City should institute an initial program to periodically evaluate and adjust its parking fees. This would create a mechanism to allow for periodic corrections and minor adjustments to current fees or rates, recognizing that demand can change in response to a variety of factors and that such changes are frequently unexpected or difficult to predict.

The evaluation process would typically involve a parking study or similar analysis, incorporating data collection and observations and identifying recommended changes. The analysis would be supported by input from City staff regarding specific areas of concern or improvement. The adjustment process would then implement the recommended changes, including approval/adoption by City Council or other elected officials or City staff as needed. The program interval could be set at once every two years, as conditions can change significantly even over shorter timeframes.

This initial program would establish the foundation for a more robust, demand-responsive pricing system, which is discussed in more detail as a long-term recommendation under Section 3.2.2.1.2.

3.2.1.2 Parking Policies for Special Events and Oversized Vehicles

The City's Community Event Guidelines[5] already require submittal of a parking and traffic control plan as part of the application process for a community event permit. However, one potential improvement would be to codify policy that states that, during special events, City-owned and managed public parking should be priced at least the same as the typical parking rate (i.e., the rates normally in effect) and should not be offered at a discount. Mechanisms to allow the City to price parking during special events at higher than the typical rate (for the duration of the event) should also be codified into policy in conjunction with the larger demand-responsive pricing scheme discussed later in Section 3.2.2.1.2.

Prohibition of oversized vehicle parking in Park Vallejo lots[6] is already codified in VMC 8.20.170 and included in the City's Parking Program document. The City currently handles requests for some oversized vehicle parking (e.g., school buses, tour buses, etc.) on a limited basis, usually working directly with the party requesting the accommodation. A quick and modest improvement would be to formalize this request and approval process, including fee structures, and identify a set of appropriate parking areas within the City's portfolio of facilities beforehand. Given the difficulties in maneuvering buses within confined surface lots and structures, priority should be given to on-street

[5] Available at https://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=17872337.
[6] Applies to vehicles in excess of 6,000 pounds and/or over 21 feet in length; house or truck trailers; and recreational vehicles (RVs). Boat trailers attached to a tow vehicle within marked parking stalls in Marina lots for the purpose of launching or retrieving a boat are exempted from this prohibition.

parking spaces, which could be reserved with temporary signage and/or coning, as is typically done in most jurisdictions for temporary construction activities or special events. More permanent solutions, such as formally designating curb space or a small portion of a surface lot for tour bus or school bus parking, would also be warranted if there is sufficient demand.

For other types of oversized vehicles, such as recreational vehicles (RVs) and trailers, concerns are generally more focused on issues such as public safety, security, and sanitation, as these types of oversized vehicles are frequently used by unhoused individuals as living accommodations. To the extent that concern over these issues may affect public perception and use of the City's facilities by potential customers, however, additional measures beyond the existing VMC prohibition may be warranted, such as increased security and enforcement or design treatments (e.g., hedge trimming or removal to improve sightlines, installation of bollards or other features to physically restrict access by oversized vehicles).

3.2.1.3 Parking-Specific Wayfinding

In the short term, simple improvements to wayfinding (e.g., signage and branding) can help raise public awareness of the City's parking facilities, particularly among visitors or other users coming to Vallejo for the first time, such as tourists. Even visitors who are residents of the larger Bay Area region are likely unaware of the City's parking facilities. Distinct, high-visibility signage along Curtola Parkway, Mare Island Way, Sonoma Boulevard, and other major local streets to/from regional highways could help direct these users to City parking facilities, improving the overall visitor experience and avoiding increased traffic caused by drivers searching for parking. Signage could also be used to direct users to less-utilized facilities, which may help spread demand more uniformly across the City's facilities.

In the long term, more robust wayfinding may be needed as the City's parking facilities are consolidated and the distances between facilities and key destinations increases. In addition, a more ambitious wayfinding program could include a system of changeable message signs (CMSs) along Interstate 880 and other major roads to provide real-time information on parking availability to potential users and direct them to parking facilities. This would, however, require parking sensors or other real-time tracking technology at facilities and would require substantial capital investment compared to simpler solutions such as static signage. Before choosing to invest in this type of solution, the benefits should be carefully weighed against the costs and a compelling business case should be clearly established.

3.2.1.4 Formalization of Lot G2 as Paid Parking

Lot G2 is a small City-owned surface lot at the Vallejo Transit Center adjacent and connected to Lot G1. Lot G1 currently functions as paid parking for the Transit Center and is charged at the same rates as the City's Waterfront paid parking facilities, but is managed separately by SolTrans under a different payment platform (Passport Parking) than Park Vallejo. Currently, Lot G2 has no signage or pavement markings indicating that it is paid parking or part of the Park Vallejo program, so the spaces in Lot G2 are effectively provided free of charge and without restrictions on use. Given that Lot G2 abuts the rear frontage of the building at 243–255 Georgia Street, it is likely that many

regular users of Lot G1 inadvertently assume that Lot G2 is for tenants and visitors of the building. Expanding Lot G1 pricing and associated restrictions to Lot G2 and denoting the two more clearly as a single facility would resolve this ambiguity and generate additional revenue to support the parking program.

3.2.1.5 Expand Waterfront Permit Privileges to On-Street Parking

Several of the City's off-street facilities in the Waterfront area are relatively well utilized, with the highest weekday occupancy levels in the entire Park Vallejo program. This pattern reflects the strong demand associated with ferry riders. Meanwhile, on-street parking in the Waterfront area is generally underutilized, most notably along Mare Island Way, Maine Street, and Santa Clara Street. As transit ridership continues to recover from post-pandemic trends, it may be worthwhile considering relatively simple changes to parking regulations that can provide additional parking options for ferry riders. Eventual development of the Waterfront surface lots will also push demand currently captured in those lots to other facilities, which could warrant the implementation of mitigating countermeasures.

One potential option for consideration would be an expansion of Waterfront monthly permit privileges to on-street parking in and near the Ferry Terminal. Currently, on-street parking in the area is generally free but time-limited (typically, 2 hours), making it most useful for quick trips by customers and other visitors. Modifying the current on-street regulations in the area to allow for longer-term parking by Waterfront permit holders could improve use of this relatively underutilized resource. This change would allow on-street parking to potentially serve as overflow or replacement parking, particularly if and when the City's Waterfront lots are closed to accommodate planned construction and development.

3.2.1.6 Adjustments to Zone B Residential Permit Pricing

Zone B in the City's Residential Limited Parking Program covers approximately 8 block faces within a small, 4-block residential area immediately east of Downtown Vallejo. Currently, the annual fee for a Zone B residential permit is $10 per vehicle, and households are limited to a maximum of 4 permits per household. In contrast, a permit allowing Downtown residents to park in the City's Downtown paid parking facilities is priced at $10 per calendar month or $120 annually. Thus, a Zone B permit, located just one block away from the closest Downtown paid facility (Lot L), is priced at only one-twelfth (8⅓ percent) of the cost of a Downtown residential permit, even though the product being offered (a parking space for neighborhood residents) is essentially identical. For example, on-street parking within the same four-block area as Zone B but not specifically designated as part of Zone B is regulated the same as Downtown on-street parking—i.e., free to use, but with a 2-hour time limit.

Given the substantial price differential, a more equitable pricing scheme would charge a Zone B permit fee that is more in line with an annual Downtown residential permit. For transparency, a pricing formula should be formally adopted that defines the price of a Zone B permit as a certain percentage of an annual Downtown residential permit. Setting the percentage at 100 percent would be a justifiable approach to ensure that there is sufficient parking capacity available at all times for

residential guests and for customers patronizing nearby businesses, especially considering that each household is allowed to purchase up to 4 permits.

3.2.1.7 Conversion of Free On-Street Parking to Paid Parking

Currently, on-street parking in the Downtown area is effectively free, although there are time limit restrictions in place to encourage turnover. Parking meters were present along Georgia Street in the Downtown area in the past, but were removed at some point, perhaps in conjunction with the expansion of the City's public off-street parking program. While free parking can attract customers and other visitors to support local businesses, implementing even a modest fee would allow the City to recoup at least some of the costs of providing this parking.

Conversion of free on-street parking may require a somewhat measured approach based on implementation in phases, focusing first on the highest-priority segments and gradually expanding to the remainder of the Downtown area. The highest-priority segments would include Georgia Street between Mare Island Way and Sonoma Boulevard, Virginia Street between Sacramento Street and Sonoma Boulevard, and Sacramento Street and Marin Street between Capitol Street and York Street, as these segments are the main streets within the Downtown area, with most business frontages clustered along these stretches. Given the high demand for these spaces, converting these segments to paid parking would be one of the highest priorities, likely preceding the conversion of some of the City's free off-street lots to paid parking.

After these street segments, the next phases of the conversion of on-street parking to paid parking could expand to other streets to ensure full coverage of the Downtown area.

Depending on the pace of implementation and demand trends, prioritization of on-street facilities could change and should be regularly reviewed by parking program staff as part of updating pricing for the larger demand-pricing scheme (discussed in more detail later). New residential or commercial development may also affect prioritization; regular coordination between the City's parking program and Planning Division staff, perhaps as part of the development review and permitting process, can ensure that the parking program is prepared for localized increases in demand for on-street parking as a result of new development.

In conjunction with the conversion of free on-street parking, coordination may be needed with local businesses and property owners on providing adequate curb space to support business operations, such as commercial loading, passenger loading, or short-term parking (e.g., 10-minute, 30-minute, etc.). This can be aided by allowing individuals to apply for temporary and/or permanent curb space designations, as some jurisdictions already allow. The space would be provided at no cost to the end user (e.g., delivery truck, customer, etc.), but the application process would include a fee to be paid by the applicant.

3.2.2 Long-Term Recommendations

3.2.2.1 Demand-Responsive Pricing and Parking Benefit District (PBD)

As noted in the section for the Evaluation of the Existing Parking Management Program, the City's parking facilities are generally underutilized, with only a few facilities currently exhibiting sufficient

levels that would warrant demand-responsive pricing as a potential means to reduce parking demand and maintain a certain level of available parking capacity for arriving motorists. These facilities are primarily located in the Waterfront area around the Vallejo Ferry Terminal and include both free parking (Lots A and E) and paid parking (Lots A1, A2, B, and the Garage). On a more limited basis, Lots J, K, and L (all paid facilities) in the Downtown area also show higher levels of utilization on weekends than the other Park Vallejo facilities.

Perhaps the more important justification behind the implementation of demand-responsive pricing is to convert the City's free on- and off-street parking to paid parking to ensure that parking users are paying the actual cost of the services they receive and to support the long-term financial sustainability of the parking program. Revenues generated through expanded pricing can also be directed towards a variety of programs within the area as part of the creation of a PBD. This could include supporting or enhancing day-to-day operations of the parking program and other City services (e.g., increased security, cleaning, and street sweeping), as well as funding capital investments such as streetscape, mobility (transit, active transportation, and other modes), and parking improvements.

Specific action items and considerations are discussed in more detail below.

3.2.2.1.1 Conversion of Free Parking to Paid Parking

3.2.2.1.1.1 Public Off-Street Parking

After conversion of Lot G2 (discussed earlier under the short- and medium-term recommendations), conversion of other free off-street facilities in the Park Vallejo program could be prioritized as the next step of this process, with adjacent or nearby Park Vallejo facilities already requiring fees. Potential facilities for conversion to paid parking include Lots A and E near the Vallejo Ferry Terminal and Lots C1 and C2 near Vallejo City Hall.

Currently, Lots A, C1, C2, and E are subject to time-limit restrictions (generally 3 hours) and function primarily to accommodate short-term visitor demand, while the surrounding Waterfront paid facilities (Lots A1, A2, A3, B, F, and the Garage) serve longer-term or more regular (daily) demand, such as commuters and employees. Currently, fees for these paid facilities are $8.00 per 24 hours or $50 per calendar month.

As Lots A, C1, C2, and E are intended to serve a different market than the Waterfront paid facilities, an hourly or similar fee structure as implemented in the Downtown area would generally be more appropriate. Pricing could begin at rollout with a relatively modest fee (e.g., $1.00 per hour) like the City's existing Downtown paid parking. Time-limit restrictions could be retained at 3 hours to ensure adequate turnover and prevent use of these facilities by longer-term demand from employees and ferry commuters. Pricing could then be updated as part of the larger demand-pricing scheme (discussed in more detail later).

Employee parking is also needed in the Park Vallejo facilities to accommodate demand from employees working in and around Downtown Vallejo. This need can be addressed through

implementation of a permitting system that charges at least as much as the Downtown area monthly permits (currently $20 per calendar month or $240 per year).

3.2.2.1.1.2 Private Parking (City-owned)

As noted in the Program Evaluation, Lots C3 and C4 near Vallejo City Hall are designated as City employee and fleet parking. Together, these facilities have a total of approximately 219 spaces, with 165 spaces designated expressly for “employees” and the remaining 54 spaces designated for “official vehicles”.

Lot C3 (101 spaces, all employee parking) is eventually planned to be replaced by future development, and analysis conducted under pre-pandemic conditions assumed that users of this facility would shift to the other Lot C facilities or to a new 200-space off-site parking lot. One potential concept for off-site parking involved constructing an aboveground structure on Lot D by demolishing the existing buildings at 200 Georgia Street (Vallejo Housing Authority) and 536 Santa Clara Street (Self-Help Federal Credit Union), located across Santa Clara Street from City Hall, but this concept is no longer under consideration. Regardless, if post-pandemic parking demand in Lot C3 (and other surrounding facilities) is lower than previously observed in pre-pandemic conditions, there is now likely less need for a separate off-site parking lot to accommodate the displaced users.

Given that these spaces are currently offered at no cost to the employee, the current demand can be considered to be at its “peak”, and converting the spaces to paid parking would reduce demand below current levels by encouraging employees to shift to other parking facilities or to other modes (e.g., transit). Given the underutilization of on-street parking in the surrounding areas, employees would still have access to alternative parking options at no cost, even after Lots C3 and C4 are converted to paid parking. In addition, employees would have the option of using Park Vallejo facilities at the modest cost of $20 per month for Downtown facilities or $50 per month for Waterfront facilities.

If necessary, implementation of a cash-out program for employees would mitigate some of the impacts of the conversion of Lots C3 and C4 to paid parking and ensure that this transition would initially be cost-neutral to employees. A cash-out program can also further reduce employee parking demand by incentivizing users to switch to other modes or other parking facilities. This can generate overall benefits to the City in terms of eliminating the need for acquisition or preparation of a new off-site parking lot (and the associated costs) or, if the lot is already City-owned, allowing that lot to be repurposed for other uses.

3.2.2.1.1.3 Program Expansion to Vallejo Marina

Currently, Park Vallejo facilities are concentrated south of Capitol Street, in Downtown and in the Central and Southern Waterfront areas. Development of the Northern Waterfront—the roughly triangular area bounded by Mare Island Way, the Mare Island Causeway, and the Napa River—is planned as part of the overall Waterfront PDMP but has stalled together with much of the rest of the development originally envisioned in the Waterfront PDMP. City staff have identified a desire to expand the parking program to the Vallejo Marina, located on the riverfront edge of the Northern Waterfront. An expansion of the program was approved by the City Council but never implemented

Despite the challenges with implementation of the Waterfront PDMP, future expansion of the City's parking program to the Marina area should continue to remain as a long-term goal, with the understanding that it may take time for development and activity to reach the point where expansion begins to make sense. Definitive progress on development in the Northern Waterfront (e.g., filing of construction permits) would be one potential trigger to begin determining a more concrete plan for implementing such an expansion.

3.2.2.1.1.4 Weekend Regulations and Pricing

Park Vallejo's Downtown paid parking facilities do not charge for parking on weekends or between 6 p.m. and 9 a.m. on weekdays. This is in contrast to the Waterfront paid facilities, where fees are always in effect and there are no time-of-day or day-of-week exemptions. The current hourly pricing structure in the Downtown paid facilities is summarized in Table 3-3 below, for reference.

Table 3-3: Public Parking Fees for Downtown Paid Parking

Fee Type		Downtown paid parking
Hourly	Up to 1 hour	$1.00
	Up to 2 hours	$2.00
	Up to 3 hours	$3.00
	Up to 4 hours	$4.00
	5–24 hours	$5.00
Daily		$5.00 per 24 hours*
Monthly	General	$20 per calendar month
	Downtown resident	$10 per calendar month
Annual	General	$240 per year
	Downtown resident	$120 per year

* Note: Daily fee for Downtown paid parking facilities applies Monday through Friday, all day.

Perhaps the simplest implementation of a weekend pricing structure would take the same price points and time limits as in Table 3 and the same time-of-day exemptions (6 p.m. and 9 a.m.) as the weekday pricing structure. If desired, however, a more tailored approach to weekend pricing could also be taken, such as the following examples:

- Extending the paid parking window beyond 6 p.m. (e.g., to 10 p.m.) to capture weekend evening demand.
- Beginning the paid parking window later on Sundays (e.g., 11 a.m. instead of 9 a.m.) to reflect typically lower demand levels.

The above measures are only two examples of potential weekend-specific adjustments and are not intended to be an exhaustive list. Ultimately, determining the ideal pricing structure may be somewhat of a trial-and-error process, but implementation of demand-responsive pricing (discussed later) would provide the mechanism to allow for adjustments to the pricing structure on an ongoing basis as needed.

3.2.2.1.2 Demand-Responsive Pricing Methodology

Implementing a demand-responsive pricing requires determining the basic parameters of the pricing methodology, such as the frequency of rate adjustments, the permitted adjustment amount, and other considerations. The current pricing structure for Park Vallejo facilities is summarized in Table 3-4 below, for reference.

Table 3-4: Public Parking Fees for Park Vallejo Facilities

Fee Type		Waterfront paid parking	Downtown paid parking
Hourly	Up to 1 hour	—	$1.00
	Up to 2 hours	—	$2.00
	Up to 3 hours	—	$3.00
	Up to 4 hours	—	$4.00
	5–24 hours	—	$5.00
Daily		$8.00 per 24 hours	$5.00 per 24 hours*
Monthly	General	$50 per calendar month	$20 per calendar month
	Downtown resident	—	$10 per calendar month
Annual	General	—	$240 per year
	Downtown resident	—	$120 per year

* Note: Daily fee for Downtown paid parking facilities applies Monday through Friday, all day.

Basic formulas for calculating the discounted (monthly and annual) rates can be derived by comparing against the hourly and daily rates, resulting in the equivalencies shown in Table 3-5 below.

Table 3-5: Discounted Rate Calculation for Park Vallejo Facilities

Fee Type		Waterfront paid parking	Downtown paid parking
Monthly	General	6.25 times the daily rate	4 times the daily rate
	Downtown resident	—	2 times the daily rate
Annual	General	—	12 times the monthly rate
	Downtown resident	—	12 times the monthly rate

The parameters for a potential pricing methodology are summarized in Table 6 below. The key assumptions under this methodology are as follows:

- The current rates are set as the minimum rate, with the maximum rate set at 2 times the minimum rate. A periodic (e.g., annual) adjustment based on the Consumer Price Index, separate from the demand-responsive adjustments, can be applied to ensure that the minimum and maximum rates change with inflation.
- The adjustment amount for Downtown paid parking is set at $0.25 (at the hourly level) and prorated accordingly to the other fee types. The minimum adjustment for Waterfront paid parking is set at $1.00 (daily) and $2.00 (monthly). Because typical usage patterns and user types are expected to be somewhat different based on location and fee type, the selected

adjustment amounts are not proportional to the current rate structures across the various facilities.

- The adjustment amount would be applied based on occupancy:
  - If the occupancy of the facility/facilities is/are more than 85 percent, then rates would be increased by the adjustment amount, but the adjusted rate must not exceed the maximum rate.
  - If the occupancy of the facility/facilities is/are more than 70 percent and less than or equal to 85 percent, then rates would remain the same.
  - If the occupancy of the facility/facilities is/are is more than 70 percent and less than or equal to 85 percent, then rates would be decreased by the adjustment amount, but the adjusted rate must not fall below the minimum rate.
- Adjustment frequency is up to 4 times a year (e.g., quarterly/seasonally for November–January, February–April, May–July, and August–October).

Annual permits could be retained but may be subject to some inefficiencies (due to the potential for the undiscounted parking rate to rise or fall as a result of rate adjustments) and have therefore been omitted from Table 3-6. From the City's perspective, an annual permit may result in less revenue if the undiscounted rate increases over the lifetime of the permit, while users may be hesitant to purchase an annual permit if there is the potential for rates to be adjusted downwards over the lifetime of the permit. In reality, the difference either way may not be especially large and there is just as much likelihood for rate adjustments to work in favor of a given party as against them.

Table 3-6: Potential Pricing Methodology for Demand-Responsive Pricing

Parameter			Waterfront paid parking	Downtown paid parking
Minimum rate	Hourly	Up to 1 hour	—	$1.00
		Up to 2 hours	—	$2.00
		Up to 3 hours	—	$3.00
		Up to 4 hours	—	$4.00
		5–24 hours	—	$5.00
	Daily		$8.00 per 24 hours	$5.00 per 24 hours
	Monthly	General	$50 per calendar month	$20 per calendar month
		Downtown resident	—	$10 per calendar month
Maximum rate	Hourly	Up to 1 hour	—	$2.00
		Up to 2 hours	—	$4.00
		Up to 3 hours	—	$6.00
		Up to 4 hours	—	$8.00
		5–24 hours	—	$10.00
	Daily		$16.00 per 24 hours	$10.00 per 24 hours
	Monthly	General	$100 per calendar month	$40 per calendar month
		Downtown resident	—	$20 per calendar month

Parameter			Waterfront paid parking	Downtown paid parking
Adjustment amount	Hourly	Up to 1 hour	—	$0.25
		Up to 2 hours	—	$0.50
		Up to 3 hours	—	$0.75
		Up to 4 hours	—	$1.00
		5–24 hours	—	$1.25
	Daily		$1.00 per 24 hours	$1.25 per 24 hours
	Monthly	General	$2 per calendar month	$5 per calendar month
		Downtown resident	—	$2.50 per calendar month
Adjustment frequency			Up to 4 times a year	Up to 4 times a year

Another important note is that the current fee structures divide Park Vallejo facilities into two fairly large zones. Within each zone, rates are set according to a one-size-fits-all approach, which runs fundamentally opposite to the intent of demand-responsive pricing. As demand is usually reflective of convenience (e.g., proximity to destinations), safety/security, and other location-specific factors, demand-responsive pricing relies heavily on price differentials between facilities to achieve optimum efficiency in user behavior.

Discounted (monthly or annual) permit offerings can potentially complicate a rate structure set at the level of individual facilities, but it should at least be possible to adopt a slightly finer-grained grouping of facilities that allows for greater price differentiation. Within Downtown, for example, the facilities could be split into two groups: core facilities (Lots J, K, and L) and periphery facilities (Lots D, H, I, and Maine Street). It may also be worth considering updates to the minimum rates for monthly and annual permits to better reflect the market price for these permits, as the discounts are quite substantial relative to the undiscounted rates.

Unlike in other more standard implementations of demand-responsive pricing, the variety of fee/permit types across the Park Vallejo program also complicates the rate adjustment process. As the threshold for rate adjustment is based on overall occupancy, it may be necessary to distinguish between the observed fee/permit types during the occupancy count to determine which fee/permit types should be adjusted. Given these complications, the adjustment methodology may need to provide some level of discretion to parking program staff in determining which fee/permit types are adjusted and how, considering the overall occupancy level and other factors such as maximizing program revenue. As mentioned earlier in Section 3.2.1.2, mechanisms should also allow the City to price parking during special events at higher than the typical rate for the duration of the event.

Sample code language for demand-responsive pricing from the MTC's *Parking Policy Playbook* (ABAG-MTC 2021) is reproduced below for reference.

Redwood City

Municipal Code Sec. 20.133. - Periodic Adjustment of Downtown Meter Zone Meter Rates

Under the authority of California Vehicle Code section 22508, the following process for *adjusting* Downtown *Meter* Zone *meter* rates from time to time to manage the use and occupancy

of the parking spaces for the public benefit in all parking areas within the Downtown *Meter* Zones is hereby established.

1. To accomplish the goal of managing the supply of parking, including the use and occupancy of parking spaces for the public benefit, and to make it reasonably available when and where needed, a target occupancy rate of eighty-five percent (85%) is hereby established as the goal sought to be achieved with the rate structure for parking *meters* within the Downtown *Meter* Zones. Such target occupancy rate balances the consistent use of the public parking supply with minimizing the time it takes for individual parkers to find a parking space. For purposes of this Section 20.133, the "two (2) representative days" shall fall on a Tuesday, Wednesday, or Thursday, and shall exclude days that fall on a holiday, experience severe weather, or host a special event within the City's downtown area. The two (2) representative days shall be taken from within a single month during one of the busiest four (4) months of the year, based on the past twelve (12) month period of parking data.
2. At least biennially and not more frequently than quarterly, the City Manager shall survey the average occupancy for each parking area in the Downtown *Meter* Zone that has parking *meters* and recalculate the parking rates for parking *meters* in both Downtown *Meter* Zones A and B using the criteria and calculations established below:
    a. In the Downtown *Meter* Zone A:
        i. The hourly parking rate in Downtown Meter Zone A shall at all times be between twenty-five cents ($0.25) per hour and two ($2.00) dollars per hour.
        ii. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are over 85%, the then existing hourly meter rate shall be increased by twenty-five cents ($0.25) provided, however, the hourly parking rate shall in no event exceed the approved maximum rate.
        iii. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are between seventy percent (70%) and eighty-five percent (85%), the then existing hourly meter rate shall remain the same.
        iv. If the average occupancy within Downtown Meter Zone A between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are below seventy percent (70%), the then existing hourly meter rate shall be reduced by twenty-five cents ($0.25), provided, however, the hourly parking rate shall in no event go below the approved minimum rate.
    b. In the Downtown *Meter* Zone B:
        v. The hourly parking rate in Downtown Meter Zone B shall at all times be between fifty cents ($0.50) per hour and three ($3.00) dollars per hour.

vi. If the average occupancy within Downtown Meter Zone B between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are over eighty-five percent (85%), the then existing hourly meter rate shall be increased by fifty cents ($0.50), provided, however, the hourly parking rate shall in no event exceed the approved maximum rate.

vii. If the average occupancy within Downtown Meter Zone B between the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days (Tuesday, Wednesday, or Thursday) are between seventy percent (70%) and eighty-five percent (85%), the then existing hourly meter rate shall remain the same.

viii. If the average occupancy within Downtown Meter Zone B the hours of eleven o'clock (11:00) A.M. and one o'clock (1:00) P.M. on two (2) representative days are below seventy percent (70%), the then existing hourly meter rate shall be reduced by fifty cents ($0.50), provided, however, the hourly parking rate shall in no event go below the approved minimum rate.

3. The new rates shall become effective upon the programming of the parking meter for that rate. The current schedule of meter rates shall be available at the City Clerk's office.

San Francisco

Transportation Code Article 400: Parking Meter Regulations

Sec. 401 Parking Meter Rates, Operation Times, and Time Limits.

Within the range of charges authorized in Sections 402-405 of this Article 400, and consistent with applicable law and the policies established by the SFMTA [San Francisco Municipal Transportation Agency] Board of Directors, the Director of Transportation is authorized to determine:

- The rate to be charged at any particular meter at any particular time
- The times and days during which deposit of valid payment at a Parking Meter is required
- The maximum time period permitted for Parking at any Parking Meter
- The Parking Meter technology to be used by the SFMTA

Sec. 402. Citywide Variable Parking Meter Rates.

The rates for parking meters located anywhere within the boundaries of the City and County of San Francisco as described in Appendix A, not under the jurisdiction of the Port of San Francisco, the Recreation and Park Department, the Golden Gate National Recreation Area, the Presidio of San Francisco, or the Treasure Island Development Authority, shall be between $0.50 an hour and $9 an hour effective July 1, 2020, and $10 an hour effective July 1, 2021. Within that range, the rates may be adjusted periodically based on vehicle occupancy on any block or set of blocks during the hours of parking meter operation according to the following criteria: (a) if occupancy is 80% or above, rates will be increased by $0.25 per hour; (b) if occupancy is 60% or above but below 80%, rates will not

be changed; (c) if occupancy is below 60%, rates will be lowered by $0.25 per hour. Rates shall be adjusted for any particular block or set of blocks not more than once every 28 days.

3.2.2.1.3 Parking Benefit District (PBD)

A PBD would support the implementation of demand-responsive pricing by providing a clear path for parking revenues (including any increase as a result of demand-responsive pricing) to be directed towards public benefits within the communities most affected by the parking facilities and associated traffic. A single, combined district across the Downtown and Waterfront facilities would be ideal in terms of allowing revenues to be pooled together to fund larger, more substantive benefits with meaningful impact.

Some potential priority projects that have been identified within the parking program include the following:

- Parking lot access changes to improve security
- Lot repaving and restriping
- Landscape maintenance, including trash pick-up

Given the lack of progress on the City's major redevelopment initiatives in the Waterfront and on Mare Island, a PBD also has significant potential to contribute to revitalization of Downtown and the Waterfront area by helping to fund streetscape/landscaping projects, mobility improvements (e.g., active transportation, transit, etc.), and safety/security measures.

Sample code language for PBDs from the MTC's *Parking Policy Playbook* (ABAG-MTC 2021) is reproduced below for reference.

Redwood City

Sec. 20.121. Use Of Downtown Meter Zone Parking Meter Revenues:

Revenues generated from on-street and off-street parking within the Downtown Meter Zone boundaries shall be accounted for separately from other City funds and may be used only for the following purposes:

1. All expenses of administration of the parking program
2. All expenses of installation, operation and control of parking equipment and facilities within or designed to serve the Downtown Core Meter Zone
3. All expenses for the control of traffic (including pedestrian and vehicle safety, comfort and convenience) which may affect or be affected by the parking of vehicles in the Downtown Core Meter Zone, including the enforcement of traffic regulations as to such traffic
4. Such other expenditures within or for the benefit of the Downtown Core Meter Zone as the City Council may, by resolution, determine to be legal and appropriate

Ventura

Sec. 4.400.030. - Use of revenue.

All revenues collected from parking pay stations, meters, leases, and permits in the Downtown Parking District shall be placed in a special fund, which fund shall be used exclusively for activities benefiting the parking district. The specific authorized use of revenues shall be as follows:

1. For purchasing, leasing, installing, repairing, maintaining, operating, removing, regulating and policing of pay stations and/or parking meters in the parking district and for the payment of any and all expenses relating thereto.
2. For purchasing, leasing, acquiring, improving, operating and maintaining on- or off-street parking facilities.
3. For installation and maintenance of alternative mode programs, landscaping, pedestrian linkages, sidewalk cleaning, street furniture, wayfinding systems, and traffic-control devices and signals.
4. For the painting and marking of streets and curbs required for the direction of traffic and parking of motor vehicles.
5. For proper security within the district.
6. For the proper regulation, control, enforcement and inspection of parking and traffic upon the public streets and off-street parking facilities.
7. To be pledged as security for the payment of principal and interest on financing mechanisms used by the city to meet any of the purposes authorized by this section.
8. For transportation and parking planning, marketing and education programs related to the Downtown Parking District.
9. For construction and maintenance of public restrooms that enhance parking facilities.
10. Revenues from residential parking permits may, in addition to the foregoing, be used for sidewalk, landscaping and other transportation, pedestrian or bicycle enhancements on streets where the residential permit parking is provided.

3.2.2.1.4 Shared Parking

The City currently allows shared parking through application and approval of a minor-use permit as provided under VMC 16.508.06 (Shared Parking). For shared parking, the restrictions in VMC 16.508.06(B) limit the maximum allowed reduction in parking to 25 percent of the sum of the number of parking spaces required for each individual use and set a lower bound for the total number of parking spaces in a commercial mixed-use development to 1 space per 500 square feet of floor area.

In the spirit of AB 2097 and the dissolution of parking minimums, the City could take a less stringent approach to shared parking by amending VMC 16.508.06(B) to further relax (or remove) these

restrictions, allowing for shared parking arrangements with more aggressive reductions in total parking spaces.

From a policy perspective, it may also be appropriate to codify that the City's public parking facilities should remain as shared parking, open to all users on a first-come, first-served basis, so long as the facilities are owned by the City and used as parking intended for the public (as opposed to use by City employees or for City vehicles).

3.2.2.1.5 Replacement of Parking Minimums with Parking Maximums

As described earlier, the recommended approach to City compliance with the MTC TOC Policy (MTC 2024) and AB 2097 regarding parking standards for new development involves application of a new overlay zone or direct amendments to VMC 16.508.04 to eliminate parking minimums and establish the specified parking maximums within the Vallejo Ferry TOC and Mare Island Ferry TOC.

While the recommended approach for compliance is focused specifically on the TOCs, the City could apply a more comprehensive and proactive approach to off-street parking standards for new development by removing parking minimums and/or instituting parking maximums across a larger geography or the entire city. Current parking standards in most jurisdictions result in significant amounts of land and building area devoted to parking that is, in many cases, severely underutilized. Even in more suburban neighborhoods and communities, local streets have been constructed with generous widths that allow for on-street parking, but these on-street spaces may only be used rarely, if at all. Because most jurisdictions apply parking minimums, parking is inextricably linked to other important considerations such as housing affordability. Therefore, there is a strong equity-based argument for more aggressive rollbacks of parking minimums and implementation of more stringent parking maximums, particularly in regions such as the Bay Area, where housing affordability is a significant concern.

3.2.3 Other Recommendations

3.2.3.1 Program Monitoring

The City's parking program already offers some features that address equity in some way, such as discounted parking permits for Downtown residents. To ensure that the parking program continues to contribute to improved equity, annual reporting for the parking program should include discussion of relevant benefits to marginalized communities. In the case of the PBD, the determination of fundable improvements should focus on projects that maximize benefit to these communities. Fundable improvements would be located within the PBD and would already directly benefit these communities, as the entirety of the PBD (and much of Vallejo at large) is identified by MTC as an Equity Priority Community (EPC). However, the types of projects prioritized for funding through PBD revenues can also affect the program's overall contribution to equity.

Examples of projects that would maximize benefit to marginalized communities include pedestrian/bike safety projects, enhanced transit service or improvements to transit facilities, and public safety/security initiatives. These types of projects benefit both the local neighborhood and the public at large, and may also encourage transportation choices (e.g., modal shifts) that reduce the

impacts of parking and traffic on the local neighborhood (e.g., air quality, noise, traffic safety). In contrast, improvements focused on parking facilities (e.g., funding facility upgrades or acquisition of new properties to support the parking program) would likely generate less benefits to marginalized communities, as a significant share of parking users are ferry riders and commuters from other parts of the North Bay.

Section 4: Implementation

4.1 Introduction

This Implementation Plan section identifies recommended short-, mid-, and long-term actions for managing parking in Vallejo's two TOC sites[7] in a manner that enhances mobility, financial sustainability, and transit accessibility while ensuring compliance with the MTC TOC Policy (MTC 2024) requirements and alignment with state and regional policies.

The summary table in the following section provides an at-a-glance overview of recommended actions over time, identifying task leads, decision-making bodies, financial impacts, and next steps. Completing these actions would position Vallejo to meet the minimum eligibility requirements for securing tens of millions of dollars in regional and state competitive grant funding during the upcoming six-year Plan Bay Area cycle.

The recommended actions also consider general capital and operating costs, potential revenue sources, and resources needed to effectively manage Vallejo's evolving parking program in support of economic development goals near the ferry terminals and downtown.

Key elements of the summary table include:

- **Phase** – Organized into short-term (immediate to 2 years), mid-term (3-5 years), and long-term (6-10 years) actions
- **Action** – Specific policy or programmatic changes that are recommended
- **TOC Compliance Step** – The City's current level of compliance with MTC's TOC Policy (2024), and the degree to which the action advances compliance or other objectives. Categories include:
  - **Not Compliant** – Requires Adoption
  - **Compliant** – No changes needed
  - **Recommended, Not Required** – Adoption optional but recommended for competitiveness in grant funding
- **Decider** – The decision-making body responsible for approving and also sometimes implementing the action (e.g., City Council, City Staff)
- **Input Required From** – Required studies, ordinances, community engagement, surveys or analyses to inform decision-making from a diversity of stakeholders to anticipate challenges and facilitate collaboration towards long-term shared goals

[7] Vallejo has two Transit-Oriented Communities (TOC) areas: the Vallejo Ferry and Mare Island Ferry stations. Currently, only the Vallejo Ferry station qualifies as a Tier 4 TOC site, due to insufficient bus service to the Mare Island Ferry station.

- **Implementing Parties** – City staff across departments, external agencies, or consultants to be responsible for providing services or staffing support
- **Estimated Cost/Revenue/Financial Implications** – Anticipated cost estimates and potential revenue impacts
- **Next Step** – Immediate tasks required to advance each itemqd

This implementation plan is intended solely for internal use by the City and shall not be relied upon by any party other than the City.

4.2 Recommendations

The summary table below outlines recommended short-, mid-, and long-term actions for managing parking in Vallejo's two TOC sites.

Action #[8]	Action	TOC Compliance Step	Decider	Input Required From	Implementing Parties	Estimated Costs/Revenues/ Financial Implications	Next Step
Near Term 0-2 years							
1	Establish an Overlay Zone Addressing TOC and Assembly Bill (AB) 2097 Requirements regarding Parking Minimums and Maximums as Part of the Downtown and Waterfront Specific Plan Updates	Not Compliant - Requires Adoption	City Council Planning Commission	Stakeholder Input City Management Downtown and Waterfront Specific Plan Updates	Planning and Development Services Department Public Works Department City Attorney's Office	Updates to specific plans are covered under the City's $2.4 M OBAG 3 Grants. Estimated 80-160 staff hours for the ordinance. Makes it more financially feasible for higher-density, transit-oriented development to be financed and built soon Lower parking construction costs allow developers to include more community benefits, deeper and more affordable units, project and community amenities	Update the Downtown and Waterfront Specific Plans with the ordinance to amend the City's Municipal Code to codify parking requirements. Engage with developers, community, and stakeholders. Analyze likely impacts to use of available public parking by end users of private developments. Section 5 displays a redline of the existing code language to be adopted for compliance with the MTC guidelines.
2	Allow Unbundled Parking as part of the Downtown and Waterfront Specific Plan Updates	Not Compliant -Requires Adoption	City Council Planning Commission	Stakeholder Input City Management Downtown and Waterfront Specific Plan Updates	Planning and Development Services Department Public Works Department City Attorney's Office	Updates to specific plans are covered under the City's $2.4 M OBAG 3 Grants Could increase housing affordability, reduce car ownership rates, and generate additional parking revenue from spaces leased separately.	Update the Downtown and Waterfront Specific Plans. Engage with developers, community, and stakeholders. Analyze likely impacts to use of available public parking by end users of private developments.
3	Allow Shared Parking between Different Land Uses	Compliant - No Changes Needed	—	—	—	—	—
4	Establish a Transportation Demand Management (TDM) Policy for New Development Projects	Compliant- No Changes Needed	—	—	—	—	—
5	Establish Parking Program Performance Standards and Evaluation Measures	Supportive – Adoption Optional	City Staff	Parking Utilization Studies Performance Metrics Development	Public Works Department Parking Management Contractor	Level of effort for initial study and ongoing annual evaluation can vary widely depending on scale of study and how it is executed (i.e., what contracted body does the work). It is recommended to be included as part of larger efforts for economies of scale. A smaller study with an independent contractor may be possible for as little as $20K if negotiations are successful; small-scale annual evaluations could be in a similar range and should span multiple years to foster cost efficiencies and knowledge continuity. Potential for optimized parking revenue and improved user satisfaction results in higher sales and property tax revenues and accelerated assessed property values over time Implementation will depend on the extent of development and observed increases in parking demand that justify more active parking management	Define metrics and establish a reporting structure. Timing aligned with growth in development and parking demand. Review the Parking Benefit District Playbook (Parking Reform Network n.d.) to ensure equitable use of potential net revenues and guide development ways to set up local revenue return and an advisory board to guide ongoing local neighborhood parking net revenues. https://parkingreform.org/playbook/pbd/
6	Establish a Periodic Fee Evaluation and Adjustment Program	Supportive – Adoption Optional	City Council	Financial Impact Analysis Stakeholder Input	Public Works Department Finance Department	Initial setup costs ($) Market analysis study evaluating parking lot usage demand, potential for increased annual revenue through optimized fee structures, cover increasing operating and parking renewal costs	Schedule periodic evaluations and stakeholder consultations. Rollout aligned with projected increases in parking demand related to future development.

[8] These have been updated from the numbering in the Task 3.4 memo. They are provided for ease of reference only.

Action #[8]	Action	TOC Compliance Step	Decider	Input Required From	Implementing Parties	Estimated Costs/Revenues/ Financial Implications	Next Step
7	Institute Special Events and Oversized Vehicle Parking Policies	Supportive – Adoption Optional	City Council	Policy Study Stakeholder Input	Public Works Department	Policy development costs (0.5 FTE, or equivalent consulting support to evaluate demand for oversize vehicle parking. Actual costs will vary based on staff availability and scope of work) Potential revenue generation annually from event parking fees and permits	Draft and adopt policy amendments. Initiate public awareness campaigns.
8	Install Parking-Specific Wayfinding	Supportive – Adoption Optional	City Staff (following adoption of Downtown and Waterfront Specific Plans)	Wayfinding Plan Design Proposals (incorporated into Downtown and Waterfront Specific Plans)	Public Works Department External Consultants	One-time installation costs will vary based on the number, design, and placement of signs and complexity of design and placement. Larger efforts may benefit from economies of scale. Final costs will depend on the scope of the wayfinding plan and the contracting method used. Potential to improve parking utilization and user experience Economic growth in sales and property values	Identify funding sources and prioritize locations. Commence design and installation.
9	Ensure Bicycle Parking Minimums meet TOC Policy (MTC 2024) Standards (1 per unit for residential, 1 per 5,000 sq. ft. for commercial)	Compliant - No Changes Needed	—	—	—	—	—
10	Formalize Lot G2 as Paid Parking	Supportive – Adoption Optional	City Council	Infrastructure Setup (signage, pay station)	Public Works Department Parking Operator	Installation Costs (for pavement markings and signage) Potential annual revenue	Conduct financial analysis and public outreach. Install signage and include enforcement patrols. Revenue potential should be balanced against economic impacts to Downtown Waterfront vitality.[9]
11	Expand Waterfront Permit Privileges to On-Street Parking (helps ensure compliance with WETA commitment of 1,200 parking spaces in proximity to ferry terminal)	Supportive – Adoption Optional	City Council	Parking Permit Program Update Stakeholder Input	Public Works Department Enforcement Agencies	Program expansion costs Additional signage costs (up to $10k) Potential increase in permit revenue annually Potential to decrease the amount of additional structured garage parking constructed.[10]	Assess pricing and enforcement requirements. Update permit issuance systems
12	Adjust Zone B Residential Permit Pricing	Supportive – Adoption Optional	City Council	Parking Program Review Stakeholder Input	Public Works Department Finance Department	Review and implementation costs Potential additional revenue annually	Conduct financial analysis and public outreach. Adjust pricing structures accordingly.
13	Convert Free On-Street Parking to Paid Parking[12]	Supportive – Adoption Optional	City Council	Parking Study Stakeholder Input	Public Works Department Parking Operator	Implementation costs for meters/kiosks and signage Annual revenue May encourage alternative transportation usage	Conduct financial analysis and public outreach. Set pricing, implement payment systems, and conduct public awareness campaigns.[11]
14	Integrate Public Health and Transportation Equity Metrics into Performance Evaluations	Supportive – Adoption Optional	City Council (as part of Downtown and Waterfront Specific Plan adoption)	Data analysis Community Health Assessments Community-Based Organizations (representing equity priority communities)	Public Works Department Planning and Development Services Department	Initial integration costs Support equitable transportation planning and public health outcomes with easily accessible equity impact metrics for competitive and successful regional and state grant funding in the tens of millions of dollars.	Develop equity-focused key performance indicators (KPIs) Collaborate with community organizations to collect data on transit access, transportation and housing affordability (e.g., “affordability index”), traffic safety and public health indicators (e.g., asthma rates) Look into mobility wallets, prepaid tap cards for flexible multimodal mobility dollars for income qualified groups.[12]

[9] The intent of formalizing Lot G2 as paid parking is to support business retention and attraction by increasing parking turnover and availability for customers. This should help businesses by reducing long-term parking in high-demand areas and improving access for more visitors throughout the day.
[10] Structured parking spaces generally cost $100,000 not including land costs. A parking garage of 100 spaces would cost at least $10,000,000 to construct. Competitive regional and state infrastructure funding sources will no longer fund parking garages. Instead these sources prioritize, cost effective, active transportation, shared transportation, buses and mobility hubs, particularly in combination with affordable housing in places with opportunity and access to regional job centers.
[11] The intent converting free parking to paid parking is to support business retention and attraction by increasing parking turnover and availability for customers. This should help businesses by reducing long-term parking in high-demand areas and improving access for more visitors throughout the day.
[12] VTA is funding a similar pilot project with Palo Alto TMA to provide VTA Ecopasses to retail and restaurant workers who work in Palo Alto and frequently live in east San Jose.

Action #[8]	Action	TOC Compliance Step	Decider	Input Required From	Implementing Parties	Estimated Costs/Revenues/ Financial Implications	Next Step
Mid Term 3-5 years							
15	Implement a Demand-Responsive Pricing System that Adjusts Rates based on Parking Occupancy Thresholds	Supportive – Adoption Optional	City Council	Occupancy Data Analysis Technology Procurement	Public Works Department Parking Operator or Parking Management Contractor	System development and implementation costs Potential revenue optimization annually Improves parking availability	Establish a pilot program in high-demand areas. Monitor and adjust pricing based on data[13]
16	Expand Shared Parking Allowances for Mixed-Use Development	Supportive – Adoption Optional	City Council	Code Amendment Feasibility Studies	Planning and Development Services Economic Development Department	Study and implementation costs Explore ways to augment the City's insurance liability policy, at a discount, to ease liability costs of small businesses and local developers incurred from sharing spaces between private entities. The City doesn't currently offer this, but the intent is to explore whether it could provide pooled coverage or facilitate discounted liability insurance (e.g., through a JPA or local program) to help reduce insurance barriers for small businesses participating in shared parking. This would be a new policy mechanism if pursued. Improves space efficiency and supports mixed-use development Potential cost savings for developers	Identify candidate locations. Draft Guidelines. Collaborate with developers.
17	Adopt a Comprehensive TDM Policy as a Complement to TOC Policy (MTC 2024).	Compliant - No Changes Needed City has a TDM program under VMC 16.503	—	—	—	—	Work towards implementing actions in this document and adjusting course when needed.
Long Term 6-10 years							
18	Create a Commercial Parking Benefit District in Downtown Vallejo	Supportive – Adoption Optional	City Council	Economic Impact Analysis District Planning Chamber of Commerce	Planning and Development Services Department Public Works Department Parking Enterprise Finance Department	Initial setup costs Increases support for increased annual revenue generation Funds reinvested into improved local infrastructure and services	Engage with local businesses. Define district boundaries. Establish Revenue Sharing Structure
19	Allow Shared Parking Across Zoning Districts	Supportive – Adoption Optional	City Council	Zoning Code Amendment	Planning and Development Services Department Public Works Department City Attorney's Office Business Owners	Administrative costs for policy development and outreach Allows for more efficient use of parking spaces and land use	Identify locations and engage business owners in shared parking agreements.
20	Replace Citywide parking Minimums with TOC Policy-aligned parking maximums	Supportive – Adoption Optional	City Council	Zoning Code Amendment	Planning and Development Services Department Public Works Developers	Estimated costs for policy research, drafting, and implementation Could lower construction costs and encourage higher-density development Increases demand and value of available parking.	Conduct environmental and economic analysis to justify policy change.
21	Develop Mobility Hub Plans to Reduce Parking Demand through First/Last-Mile Connections	Supportive – Adoption Optional	City Council	Mobility Study	Public Works Department Transit Agencies ABAG Private Mobility Providers	Study costs Large regional grant funds available Can support parking demand management by enabling mode shift away from single occupancy vehicles	Identify funding sources beyond MTC and pilot locations for Mobility Hubs with integrated parking management strategies (e.g., shared parking, bike/scooter parking, EV carshare). Find places with restrooms or create new rest stops. Pilot and provide innovative new facilities, similar to what is offered to drivers of the interstate, instead

[13] Consider Berkeley's model of identifying "Premium" parking locations with higher rates as a starting point.

Action #[8]	Action	TOC Compliance Step	Decider	Input Required From	Implementing Parties	Estimated Costs/Revenues/ Financial Implications	Next Step
							created for communities; making it easier to get around to things close by without driving for every trip.

Section 5: Acronyms

AB	Assembly Bill
ACE	Altamont Corridor Express (Train)
ABAG	Association of Bay Area Governments
ACFR	Annual Comprehensive Financial Report
BART	Bay Area Rapid Transit
CBTP	Community-Based Transportation Plan
City	City of Vallejo
DMX	Downtown Mixed-Use
EPC	Equity Priority Community
EV	electric vehicle
FAR	floor area ratio
FTE	Full Time Employee
FY	Fiscal Year
LPR	license plate recognition
MTC	Metropolitan Transportation Commission
OBAG	One Bay Area Grant
PARCS	Parking Access and Revenue Control Systems
PBD	parking benefit district
PDA	Priority Development Area
PDMP	Planned Development Master Plan
PG&E	Pacific Gas & Electric
RPP	residential permit parking
RV	recreational vehicle
SFMTA	San Francisco Municipal Transportation Agency
SMART	Sonoma-Marin Area Rail Transit
sq. ft.	square foot/feet
TBD	to be determined
TDM	transportation demand management
TIA	traffic impact analysis
TMA	Transportation Management Association
TNC	transportation network companies
TOC	transit-oriented community/communities
VMC	Vallejo Municipal Code
VMT	vehicle miles traveled
Waterfront PDMP	Waterfront Planned Development Master Plan
WETA	Water Emergency Transportation Authority

Section 6: References

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