



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: March 25, 2014

TO: Mayor and Councilmembers

FROM: Operations Division, Waterfront Department

SUBJECT: Introduction Of Ordinance To Amend The Municipal Code Title 17 Related To Waterfront Parking

RECOMMENDATION:

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending the Municipal Code by Amending Chapter 17.36 of Title 17 Pertaining to Parking in Waterfront Parking Lots.

DISCUSSION:

The Waterfront Department has stepped up enforcement of 72-hour parking restrictions in the Harbor Parking Lot, which, in turn, has created a need to clarify Title 17 relative to 72-hour restrictions in all Waterfront Parking Lots. In addition, the recent implementation of "Pay and Display" parking systems has generated a similar need to clarify requirements for people using these facilities.

72-Hour Limit

In early 2013, the Harbor Commission formed a three-member ad-hoc Parking Committee to review Waterfront parking policies, particularly the problem of vehicle storage in the Harbor Parking Lot. At two subsequent public meetings, the Committee received comments and suggestions from the public about how to resolve various aspects of the vehicle storage problem. Most comments focused on stepping up enforcement of an existing 72-hour limit in the Harbor Parking Lot, which had previously only been loosely enforced. Harbor Patrol has since increased enforcement of the 72-hour limit in the Harbor Parking Lot, initially issuing dozens of citations, though that pace has tapered off considerably with time. This increased presence has also caused some vehicle owners who were overstaying the 72-hour limit to simply leave the lot for good.

While enforcing the 72-hour limit in the Harbor Parking Lot, two incidents triggered staff interest in amending existing City Ordinances that address this limit. First, an individual appealed a citation he received after rolling his vehicle from one stall to another, citing language in MC 17.36.040 that seemingly exempts a vehicle that simply moves a short

distance. Staff believes moving a short distance does not reflect the intent of the 72-hour limit, and that vehicles should exit the lot before they can return and “reset the 72-hour clock.”

Second, the Municipal Code currently does not address vehicle stays exceeding 72 hours in Waterfront Parking Lots other than the Harbor Parking Lot. Staff believes the 72-hour limit should apply to all Waterfront Lots, despite posted daily closures between 2:00 a.m. and 6:00 a.m. This will allow the City to tow abandoned vehicles much sooner than it currently can.

Additionally, existing Ordinance language allows an individual to stay in the Harbor Parking Lot as long as he/she wishes, as long as they pay for it—a notion not consistent with enforcement of the 72-hour limit.

The proposed Code revision will require that vehicles parked in the Harbor Parking Lot must exit the lot (not just move from stall to stall) every 72 hours, in keeping with the intent of this time limitation. In addition, the prohibition against leaving any vehicle in a Waterfront Parking Lot (with provided exceptions in the Harbor Parking Lot) will allow the City to post these regulations and tow vehicles abandoned in those lots.

Pay and Display Parking

Since July 2011, the Department has installed thirteen Pay and Display Parking Management Systems at five Waterfront Parking Lots, replacing either staffed kiosks or “honor fee boxes” into which the vehicle’s owner or operator entering a parking lot would fold and insert bills into designated slots corresponding to numerically marked parking stalls. The boxes required significant staff time to collect, unfold and count fees, and to compare the fees to the amount of time a vehicle remained in a stall. They also proved less than customer friendly. Unlike the honor-fee boxes, the “pay-and-display” systems accept credit/debit cards (60% of current business) and deliver a receipt to the driver, who, per language on the receipt and on parking-lot signs, must display it on the driver’s side dashboard. The systems also allow parking staff to monitor Waterfront Parking Lots more efficiently, comparing displayed receipts to the amount of time a vehicle has remained in a stall. Finally, the pay-and-display systems have reduced by 50% time spent by the Department’s accounting staff counting parking revenues, as they no longer have to unfold crumpled bills jammed into honor-fee boxes.

While described by language found on the driver’s receipt and on signs entering Waterfront Parking Lots regulated by Pay and Display Parking Management Systems, the Municipal Code currently does not articulate the requirement to display the receipt, nor does it describe penalties for not displaying the receipt.

The proposed Code revisions will clarify and codify the requirement to properly display receipts from Pay and Display Parking Management Systems.

CONCLUSION:

Adoption of this Ordinance will clarify the Municipal Code relative to parking enforcement in all Waterfront Lots, especially as they relate to the 72-hour limit. It will also clarify requirements to display a payment receipt for vehicles parked in lots regulated by Pay and Display Parking Management Systems. To facilitate enforcement, the proposed Ordinance also includes definitions of Harbor Parking Lot, Waterfront Parking Lots and Pay and Display Parking Management System.

On March 4, 2014, the Ordinance Committee voted to forward the Ordinance to City Council for approval.

PREPARED BY: Mick Kronman, Harbor Operations Manager

SUBMITTED BY: Scott Riedman, Waterfront Director

APPROVED BY: City Administrator's Office