

DATE ISSUED: April 13, 2005 REPORT NO. 05-097

ATTENTION: Land Use and Housing Committee
Agenda of April 20, 2005

SUBJECT: Parking of Oversized, Recreational, and Non-Motorized Vehicles

REFERENCE: Manager's Report No. 04-257, November 24, 2004

SUMMARY

Issue – Should the Land Use and Housing Committee recommend that the City Council adopt an ordinance regulating the parking of oversized, recreational, and non-motorized vehicles on City Streets, park roads, and park parking lots?

Manager's Recommendation – Recommend City Council adoption of an ordinance regulating the parking of oversized, recreational, and non-motorized vehicles on City Streets, park roads, and park parking lots.

Other Recommendations – The Community Planners Committee voted in support of the proposed ordinance at their March 22, 2005 meeting with various modifications as stated in this report.

Fiscal Impact – Initial signage of City streets and a citywide education program will cost \$20,000. The cost to designate oversized vehicle parking in City parks will be approximately \$7,500. Funds will be requested in FY06 budget request.

Environmental Impact – the proposed ordinance would require review and approval by the California Coastal Commission in relation to the coastal areas of the City.

BACKGROUND

At the request of the Land Use and Housing Committee, staff presented information on the parking of oversized, recreational, and non-motorized vehicles on City streets at the Committee's December 1, 2004 meeting. Staff gave a summary of existing City laws regulating the parking of these types of vehicles as well as existing regulations in other cities. Concerns relating to the parking of these vehicles were detailed. The definition of Oversize and Non-motorized vehicles was developed.

The concerns included traffic safety, perceived security, littering, noise, loitering, and neighborhood ambiance. In addition, residents from different areas of the City spoke and expressed similar concerns with the parking of these types of vehicles. The different elements of this informational presentation are detailed in the Manager's Report.

After the information was presented, the Land Use and Housing Committee directed staff to draft an ordinance similar to the existing ordinance in the City of Del Mar. The current draft of the ordinance is substantially similar to Del Mar's ordinance, and it contains additional regulations that prohibit the parking of oversize vehicles within the proximity of street and alley intersections for visibility reasons.

DISCUSSION

In response to the Land Use and Housing Committee's direction, staff formed a working group with participation from various City departments to develop the ordinance. The group had members from Transportation Engineering Operations, Parking Management, Police Department, Park and Recreation Department, and the City Attorney's Office.

In the effort to formulate the ordinance, Transportation Engineering gathered the necessary initial information, which included the existing ordinances from various jurisdictions, evaluation of residents concerns, research on manufacturer's specifications of different types of vehicles, and field assessment. Based on this information and input from members of the working group, the first draft of the proposed ordinance was developed. In the course of presenting the draft ordinance to various community groups and other interested parties, it became evident that the restriction of recreational vehicles on City streets could impact public parks. The Park and Recreation Department was consulted and added to the project team at that time.

Proposed Ordinance:

The following terms as used in the proposed ordinance are defined as follows:

- a) Oversized vehicle means any vehicle that exceeds 22 feet in length or 7 feet in height (including any attached trailers, vehicles or loads thereon).
- b) Non-Motorized Vehicle means any trailer or trailer bus, as defined in Vehicle Code Sections 636 and 550.
- c) Recreational vehicle means:
 - i. Any camp trailer, camper, trailer coach, or house car, as defined in Vehicle Code sections 242, 243 and 635 or California Health and Safety Code section 18010;
 - ii. Boats, boat trailers, dune buggies, and other motorized or towed vehicles used solely for recreational purposes.
- d) Stationary storage container means any sort of storage container of any size used for the transportation of goods, wares, or merchandise.

The provisions of the proposed ordinance regulating the parking of oversized, recreational, and non-motorized vehicles are summarized below:

- a) Prohibiting oversized, non-motorized and recreational vehicles from parking on public streets, park roads and park parking lots for a period longer than four (4) hours.

- b) Prohibiting oversized, non-motorized and recreational vehicles from parking on public streets, park roads and park parking lots between the hours of 2 AM and 6 AM of any day.
- c) Prohibiting oversized, non-motorized and recreational vehicles from parking within 50 feet of any public street or alley intersection.
- d) Prohibiting the placement of any stationary storage container on public streets, alleys, park roads and park parking lots at any time.

Several exceptions to the provisions of the proposed ordinance were incorporated and they are as follows:

- a) Oversized vehicles actively engaged in loading or unloading of goods, wares, or merchandise.
- b) Oversized vehicles parked and performing a service to a property in the block in which the vehicle is parked.
- c) Government and public utility vehicles.
- d) School buses involved in the transportation of students.
- e) Buses used for the transportation of youths or disabled persons during the course of an activity.
- f) Commercial loading zones.
- g) Permit issued by the City for preparation and cleanup of Recreational Vehicle (6 per year).

The full text of the proposed draft ordinance is attached.

Public Input:

The proposed ordinance was presented to the Community Planners Committee at their February meeting. Various affected groups and interested parties were notified and attended these meetings. Staff presented the different elements of the proposed ordinance and received input from Committee members as well comments from the public in attendance. After receiving input from CPC, the draft ordinance was modified, and staff presented an updated ordinance to the Community Planners Committee at their March meeting. The Committee voted to endorse the proposed ordinance with the following modifications:

- Increase the allowable hours of parking from 4 to 6.
- Increase the number of annual permits allowed for preparation and cleanup of a vehicle.
- Increase the allowable height from 7 to 8 feet to accommodate vehicles with wheelchair lifts.
- Add a width restriction of 84 inches.
- Increase enforcement of parking regulations.

Subsequent to the CPC meetings, additional groups requested staff presentations of the proposed ordinance. Presentations were made to the Mid-City Parking District, the Downtown Parking Management Group, and the Greater North Park Planning Committee. These groups provided similar comments to the ones stated at the CPC meetings.

In addition, the proposed ordinance was presented to the Mission Bay Park Committee meeting on April 5, 2005.

The Committee voted to support the proposed ordinance with comments regarding their desire to see increased enforcement of parking regulations and the creation of a Task Force to designate oversized vehicle parking in and adjacent to their parks.

Finally, the proposed draft ordinance was sent to various interested parties such as recreational vehicle organizations, boat clubs, storage box businesses, construction industry associations, and interested residents. These organizations were also notified of both CPC meetings and the Mission Bay Committee meeting where the proposed ordinance would be presented. They attended the CPC meetings, and were given the opportunity to issue comments and voice their concerns. The main concerns expressed by these groups was that prohibiting Recreational Vehicles would cause a major inconvenience to the owners of such vehicles, and that the ordinance may have a substantial economic impact on the Recreational Vehicle industry.

As a result of public input, 6 permits per year will be available for every requesting resident at an approximate cost of \$15 each time (cost recovery only), which will allow a person 48 hours prior and 48 hours upon return of a scheduled trip to park within 150 feet of their place of residence on a City street, thus allowing for overnight preparation and cleanup. It is anticipated that permits will be issued via the internet and fax for ease.

Park Roads and Park Parking Lots

To minimize the impacts this proposed ordinance might have on community parks (vehicles moved from the streets to the park’s parking lots) the proposed ordinance will provide an additional parking management tool. The park roads and parking lots will be limited to the same time frame as the public roads unless otherwise designated using signage. This tool will help control oversized vehicles parking and create parking turn over along public park roads and park parking lots.

The proposed ordinance provides authority for the Manager to utilize signage and striping to designate spaces for oversized vehicles beyond the set time limit. In addition, City streets adjacent to Parks in the coastal areas (East Mission Bay Drive) could be posted with exemptions also. The ability to do this will allow the Park and Recreation Department the flexibility to manage oversized vehicle parking efficiently and yet continue to support Recreation Vehicle use in the public parks.

The Department will work with recognized community groups (Area Committees, Recreation Councils and Community Planning Groups) to identify how best to implement the ordinance on a case by case basis. For instance the Mission Bay Park Committee has formed a subcommittee to study the park and is working with staff on an implementation plan for each of the park’s thirty-five parking lots.

Signage and Public Noticing

The proposed ordinance requires the posting of signs in order for its provisions to be in effect. Signs detailing the new regulations at all major entrances to the City will be posted giving notice that the new program will be implemented. The noticing program will consist of the following elements:

- a) Press releases
- b) Public notices in official newspapers
- c) Notices sent to affected organizations
- d) Additional signage at high activity locations
- e) An initial warning period of 30 days

CONCLUSION

In summary, the proposed ordinance is responsive to the concerns voiced by Community groups in our City in relation to traffic safety, perceived security, littering, noise, loitering, and neighborhood ambiance. The proposed ordinance has the support from organized groups that represent the community as a whole, and groups that have interest in parks and our coastal areas. Law enforcement personnel have stated that the proposed ordinance as written can be readily enforced. Organized groups representing the recreational vehicle industry have expressed concerns about the impacts that the proposed ordinance may have on individual recreational vehicle owners and potential economic impacts to the recreational industry as a whole. However, staff believes that the safety and quality of life benefits that our residents and neighborhoods will derive from the proposed regulations outweigh these potential impacts.

Staff recommends approval of the proposed ordinance.

ALTERNATIVES

- Do not approve the proposed ordinance. This is not recommended because the proposed ordinance is responsive to safety and quality of life concerns voiced from residents and Community Planning groups in our City.
- Direct staff to modify this ordinance with input that has been gathered at public meetings.

Respectfully submitted,

Patti Boekamp
Director
Engineering & Capital Projects

Approved: Richard Mendes
Deputy City Manager

Van Wanseele/HYH

Attachment: [Proposed oversized, recreational, and non-motorized vehicle parking ordinance](#)