

Code: Exemption for Mixed-Use Developments

Amendment: There are no minimum parking requirements for retail, restaurant, and other service uses in vertical mixed use buildings in which at least 50% of its square footage is devoted to residential uses. To clarify, there is no limit on the total size of the development, but only individual retail, restaurant, and service uses are exempt from minimum parking requirements.

Discussion: In order to promote mixed use development and encourage the placement of residential in very close proximity to shopping (which in turn reduces traffic, parking demand, and vehicle ownership), parking requirements are eliminated for smaller retail, restaurant, and service uses within mixed-use developments. For more detail regarding the market analysis for the mixed-use exemption, please refer to Chapter 5.

Code: Exemption for Small Lot Sizes

Amendment: No minimum parking requirements will be required for retail, restaurant, or service uses on lots equal to or less than 6,400 square feet.

Discussion: As a historic city, Sacramento contains many buildings that were constructed before the advent of parking requirements. As such, there are many smaller structures throughout the city without private parking lots. Currently, it can be very difficult for a new business to enter an empty building simply because more parking is required than can reasonably be provided either on-site or nearby. In addition, the impact of parking standards on development feasibility weigh more heavily on smaller sites (i.e. it is more difficult to fit the current amount of parking required into a buildable project on a small site). For more detail regarding the market analysis for the small lot size exemption, please refer to Chapter 5.

Code: Exemption for Historic Structures

Amendment: No minimum parking requirements will be required of the original square footage of the building if a listed historic structure is to be converted from a nonresidential to a residential use. No minimum parking requirements will be required for nonresidential uses of a listed historic structure as part of a mixed use development if at least 50% of the square footage is devoted to residential uses.

Discussion: Minimum parking requirements should be flexible enough to facilitate the reuse of historic structures. By granting these exemptions, the City will be encouraging the preservation of historic buildings that may otherwise remain vacant and become more susceptible to demolition.

APPENDICES

Appendix A Stakeholder Feedback

PURPOSE OF THIS MEMO

The City of Sacramento has asked Nelson\Nygaard to lead a study to update the zoning code parking regulations, so that the code will support better parking management, stimulate economic development and infill development, and meet wider community goals for the environment, public health, and alternative transportation modes. During the kickoff meetings, community outreach was undertaken with key stakeholders to obtain the perspective and ideas of a variety of local organizations and groups whose organizational mission and member interests relate to parking in Sacramento.

The purpose of this memo is to provide a summary of stakeholder input received during the kickoff meeting, impressions from the site tour, and confirm the project understanding and expectations that was developed at the kickoff meeting based on the discussions between the City, stakeholders, and consultant team.

STAKEHOLDER INTERVIEWS

On September 29 & 30, 2011, the Nelson\Nygaard team with City staff interviewed a variety of stakeholders including residents, developers, business/merchants, and architects. The following is the list of individuals/organizations that were able to participate.

Residents

Bill Burgua (Neighborhood Advisory Group for the Central City and East Sacramento)

Patty Kleinknecht (River District)

John Holm, McKinley East Sacramento Neighborhood Association

Dale Kooyman, Boulevard Park resident

Paul Noble, East Sacramento Improvement Association

Private Sector

Marilyn Bryant, Sacramento TMA

Mike Malinowski, AIA

Rob Kerth, Midtown Business Association

Josh Wood, Sacramento Builders Exchange

Meea Kang, California Infill Builders Association

Teresa Rocha, Greater Broadway Partnership

Danielle Biller, Downtown Sacramento Partnership

Public Sector

Greg Sandlund, Associate Planner, CDD

Leslie Fritzsche, Downtown Redevelopment Manager, Economic Development Department

Tom Pace, Long-Range Planning Manager, CDD

Jim McDonald, Senior Planner, CDD

Howard Chan, Parking Manager, DOT

Matt Eierman, Operations General Supervisor, Onstreet Parking, DOT

Stacia Cosgrove, Senior Planner, CDD

Todd Leon & Marc Delavergne, Capitol Area Development Authority

The interviews sought to elicit their views and opinions on parking conditions across the City (with a focus on the Central City and transit nodes/corridors) including parking problems in residential neighborhoods and commercial districts, how parking poses a barrier to new development and redevelopment, and general issues with the parking requirements and parking design standards in the City's zoning code. The key themes from these interviews are summarized below and are organized by stakeholder group. Issues that were raised by all stakeholders are listed first under "General Issues."

General Issues

While the different stakeholders' opinions varied on some issues, there were a significant number of common issues raised:

- The primary topics focused on transit not currently providing a viable alternative to driving for most people, which increases the pressure on downtown parking as well as the difficulty in gaining acceptance of paid parking.
- There was also broad agreement that parking requirements should not be the deciding factor in determining the approval or form of new projects with other goals such as livability, community amenity, or economic development, viewed as more important.
- Light rail is primarily used by commuters as opposed to shoppers and visitors.
- Bus routes connect downtown with suburban residential neighborhoods, though the "hub and spoke" model combined with the fare structure does not serve local neighborhood travel equally well.
- Recent cuts to transit funding have caused less frequent headways and transit stops running early in the evening.
- The need for maximum parking requirements was questioned by multiple stakeholders, however advocates of transportation demand management approved of limits in parking spaces provided to encourage alternative means of transportation.
- Most people have few appealing alternatives to driving into Sacramento. The lack of alternatives increases parking demand.
- A challenge for parking requirements is the balance between providing adequate parking for those who currently need to drive, against providing gentle pressure to encourage people to seek alternative transportation.
- Off-site parking is good for business because it increases the amount of pedestrian traffic along a strip of businesses.

- Dependable late night transit would take drunk drivers off the road and avoid drunken revelers returning to their vehicles in residential neighborhoods (see below).
- Stakeholders felt that paid parking is difficult for many people to accept. They are accustomed to unlimited free parking in most places and unless paid parking provides tangible benefits, users will go to considerable lengths to avoid paying. For example, they will park on the street quite far from downtown in order to avoid paid off-street parking.
- Parking requirements should be more flexible, so as to better suit the challenges that vary from neighborhood to neighborhood. At the same time, predictability must be preserved so that all parties know what is required and how reductions can be earned.
- While there are localized parking shortages (primarily on-street), there is often underutilized off-street parking nearby. The solution does not have to be simply adding more parking, but making better use of existing parking through improved information, wayfinding and signage.



Innovative rooftop parking – underutilized spaces that could potentially help alleviate neighborhood parking shortages after business hours

Source: Nelson\Nygaard

The La Valentina Station development is symptomatic of some of the problems with the current zoning code. It is a mixed use development featuring affordable housing, near the city center, and right next to a light rail station. Despite being a near perfect location and project for transit-oriented development, the project required a parking waiver along with 12 other entitlements. Ideally projects of this nature would be approved automatically if they meet a set of predetermined mitigating criteria (such as proximity to transit, mix of surrounding land uses).

Residential Issues

Resident stakeholders' opinions varied on some issues, but there were a significant number of common issues raised:

- Midtown Sacramento has multiple nodes of high-density commercial activity, much of it focused on night-time entertainment (bars, clubs), surrounded by established residential neighborhoods.
- Residents voiced concerns about the lack of neighborhood-serving retail (grocery stores, other amenities) and prioritizing entertainment for visitors.
- Residents stated that inadequate on-street parking management drives visitors to park in residential areas (which lack parking restrictions after 6 pm). These visitors bring with them a set of related problems, as described below.
- Spillover parking from entertainment districts causes two main problems:
 - It can be difficult for residents to find parking in their own neighborhoods unless they park before evening visitors arrive

- After bars close at 2 am, visitors returning to their vehicles cause disturbances in residential neighborhoods – including noise, vandalism, and littering (trash, hypodermic needles).
- If underutilized parking in the entertainment district were used instead, these problems could be limited to predominantly non-residential areas, which would reduce disturbances in adjoining neighborhoods, and make it easier for police to maintain the peace and manage drunk driving.
- Temporary surface parking lots should be exactly that, temporary. The profit derived from these parking lots perpetuates the land banking of what otherwise would be prime lots for development. The convenience and low cost of driving and parking continue to be very attractive compared to transit, though some visitors park in downtown adjacent neighborhoods and take transit for a short distance. This contributes to parking impacts to those neighborhoods.

Developer Issues

Developer stakeholders' opinions varied on some issues, but there were a significant number of common issues raised:

- Developers, in general, seek more flexible parking requirements, and more leeway in meeting development standards.
- It was noted that designing and constructing new development to accommodate parking regulations can be so onerous, in terms of both time and money, that it often dictates whether or not a project is feasible.
- Maximum parking requirements may not be necessary as parking is very expensive to provide and can be technically challenging to fit into smaller downtown footprints. Therefore, developers are unlikely to provide more parking than they think is absolutely necessary.
- Minimum parking requirements are important, but a “one size fits all” approach is seen as too rigid. Planning staff should have greater flexibility to consider a project’s location in relation to transit, bicycle and pedestrian facilities, and the surrounding diversity of land uses (or lack thereof). Respondents stated their support for context-sensitive requirements.
- There are other categories of development where more flexibility is needed: affordable housing, senior housing, and various types of assisted living facilities – all of which have lower vehicle ownership per unit than the average residential stock.
- Residential parking is less the concern than visitor parking from a developer’s perspective:
 - People moving to central neighborhoods come for the attractions of urban living and know that parking shortages are part and parcel of the urban experience.
 - Visitor parking is a concern – if it is not easy to park, will visitors just go to another city instead? Having voiced that concern, some of the developers acknowledged that no one visits somewhere for its parking lots - the other virtues of a place are ultimately what attracts people.
- Shared parking between nearby complementary uses was met with cautious enthusiasm – the logic and efficiency of shared parking was clear, but there were practical concerns about management and liability.

Architect Issues

Architect stakeholders' opinions varied on some issues, but there were a significant number of common issues raised:

- Architects feel that current parking requirements are too prescriptive.
- Infill development often presents smaller and more challenging spaces, where conventional design standards are not appropriate and/or feasible.
- When exact dimensions are dictated, architects stated that they cannot use creative solutions to meet requirements.
- There is a deep concern that parking drives the use and design of most projects. In order to design a project, one must essentially begin with parking. Sacramento is perceived to be inflexible with parking standards compared to others. Parking dimensions, maximum parking angles, minimum drive aisle, etc. make it difficult to meet parking requirements in infill projects with tight dimensions.
- Older buildings with parking dimensions smaller than current regulations have in many cases functioned well. If these smaller dimensions are proven to work, respondents felt they should be permitted.
- Parking standards need to reflect the Central City context of long, narrow lots. As such, it is questionable whether parking should be required for certain lots.
- The parking code appears to have evolved to avoid what the City does not want, and is very prescriptive. A different approach would describe what goals the City has, and then let developers and architects find ways of meeting those goals that fit their project and budget.
- There should be more flexibility with shading requirements. Currently trees are required, but alternatives proposed include solar panels and fabric "shade sails."

City Staff Issues

City staff opinions varied on some issues, but there were a significant number of common issues:

- If certain development conditions are met, approval should be automatic.
- For the approval of parking reductions below a certain level, it should be a ministerial decision. Potentially developers could fill out a checklist of mitigating measures, and if a sufficient number are met then approval is granted.
- While there should be flexibility in parking lot design standards we need to keep in mind building codes and fire codes that relate to accessibility and public safety (i.e. maneuvering space for fire trucks)
- The provision of parking should begin with the notion of "acceptable shortage" rather than "maximum availability."
- Currently, waivers are granted with nothing in return. In-lieu fees appear to be a good way for developers to meet parking requirements on smaller infill lots and simultaneously help mitigate the impacts of development by funding expanded city parking, paying to use existing parking lots, street amenities, transit, or a variety of transportation demand management (TDM) measures. These policies might be linked to the upcoming Climate Action Plan.

SITE TOUR



Pleasant entryways and community space at SoCap Lofts off R Street, where parking does not dominate the facade

Source: Nelson\Nygaard

The site tour guided by City staff took the consultant team to visit 28 locations throughout central and east Sacramento. The tour demonstrated the variety of downtown neighborhoods and commercial districts – some with bustling, vibrant, urban atmospheres and dense mixes of uses, excellent pedestrian facilities and close proximity to transit. Others are more traditional downtown office areas with good transit access, but less mix of uses. The outlying areas proved to be more inner-suburban with less density, less transit, and are dominated by single land uses on

individual lots. Lessons learned from the site tour included:

- A “one size fits all” approach to parking will likely not succeed due to the large discrepancy in transportation characteristics between the neighborhoods and commercial districts.
- Several successful mixed-use developments were seen as part of the tour. Parking waivers were necessary for several projects due to lack of on-site parking, making approval of the projects contentious. However, with some shared parking, off-site parking, and good on-street parking management, the developments have thrived.
- Both residential and office developments were seen with underground parking, demonstrating the viability of this approach and the resulting good urban form. However, depending on the location, ground water can make underground parking (of more than one level) cost prohibitive.
- Several sites intended for new/infill/reuse development were visited, where the common theme was delay due to concern over parking requirements.
- The East End garage is a prime example of under-utilized parking in a good location, a few blocks away from neighborhood business/entertainment districts with very high on-street parking demand. It is also a good example of shared parking, where a non-public garage is opened to the public after hours and at weekends.
- Yoga studios emerged as an example of a land use that has not always functioned well in locations that were granted parking waivers. Successful yoga studios draw customers from outside their own neighborhoods, most of which drive. This leads to spillover parking issues in surrounding residential neighborhoods.

All these factors point to a zoning code that must provide greater flexibility, so that parking can be provided to meet varying needs throughout the City. Feedback from stakeholders indicated a desire for a code that allows wider community goals to play a more important role in project approval, rather than parking requirements that may doom otherwise worthy projects. In addition, the code could provide a feedback mechanism so that neighbors (residents or other businesses) can initiate a process to develop improved parking management strategies where a new project has had greater than anticipated impacts on the surrounding neighborhood.



Mixed retail on R Street with on-street parking only
Source: Nelson\Nygaard

SUMMARY

Project Management

The City and Consultant planning teams agreed on the following administrative protocols to ensure that the project moves forward on schedule:

- Time for a biweekly conference call will be established to appraise the status of each task and resolve any potential issues.
- The default line of communication will be between the City and Consultant team project managers, who will then distribute and delegate.
- Nelson\Nygaard will provide monthly progress reports including completed tasks, next steps and budget status.

A project directory of all team member contact details was created, to facilitate communication.

Project Goals



Increased transit ridership helps reduce parking demand

Source: Nelson\Nygaard

To close the kick-off meeting, the City and consultant teams articulated their goals for the Zoning Code Parking Update in light of the stakeholder input received and the preceding discussions.

The successful project will lead to a council-approved, clear, concise, and implementable strategy for updating the parking code, as well as any immediate code changes that are supported by the consultant's recommendations and analysis. The update will recognize the tradeoffs inherent to any changes, and seek to balance the diverse interests presented for the greatest common

benefit. The document's clarity should provide developers with a credible and predictable process based on technical rigor, giving them confidence in investment decisions and saving time at the planning stage. A clear process for parking waivers should be included, where projects that meet certain criteria (for example transit-oriented development) receive automatic approval. Finally, while the code must recognize and manage current parking conditions, the code update should also be flexible enough to adjust to and help bring about wider community goals in the future including encouraging increased transit ridership, bicycling and walking.

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<u>REVENUES</u>				
Residential parking				
<u>Assumptions</u>				
Monthly Rent (FS)	Per space	\$123		
Vacancy	Percent	10.0%		
Non-Reimbursable Expenses	Percent	15.0%		
Capitalization Rate	Percent	5.0%		
<u>Estimated Value</u>				
Gross Annual Parking Income	Per SF	\$1,478		
Less Vacancy	Per SF	-\$148		
Less Non-Reimbursable Exp	Per SF	-\$222		
Net Operating Income	Per SF	\$1,108		
Capitalized Value	Per SF	\$22,165		
-				
Residential Parking	Per space	\$22,165	\$22,165	
<i>Subtotal Revenues</i>			\$22,165	
-				
Podium parking space value	Project			-\$2,021
Equivalent Value of One-time Fee	Per space			-\$2,021

Scenario 1.2 - Central Business District / Structured Parking

Value of Structured Parking in the Central Business District

-	<u>Unit</u>	<u>Amount</u>	<u>Total Project</u>
<u>DEVELOPMENT COSTS</u>			
Parking			
Surface	Per space	\$6,250	
Podium	Per space	\$18,000	
Structured	Per space	\$15,000	
<i>Subtotal Hard Costs</i>			<i>\$15,000</i>
Soft Costs			
Legal/design/city/overhead/insurance	Pct hard costs	30%	\$4,500
<i>Subtotal Soft Costs</i>			<i>\$4,500</i>
Financing Costs			
Construction Loan Fee			\$123
Construction Interest			\$532
<i>Total Financing Costs</i>			<i>\$655</i>
<i>Subtotal Above Costs</i>			<i>\$20,155</i>
Developer Profit on Costs		0%	\$0

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REVENUES

Commercial parking

Assumptions

Monthly Rent (FS)	Per space	\$164
Vacancy	Percent	25.0%
Non-Reimbursable Expenses	Percent	20.0%
Capitalization Rate	Percent	6.0%

Estimated Value

Gross Annual Parking Income	Per SF	\$1,970
Less Vacancy	Per SF	-\$493
Less Non-Reimbursable Exp	Per SF	-\$394
Net Operating Income	Per SF	\$1,084
Capitalized Value	Per SF	\$18,061

-			
Commercial Parking	Per space	\$18,061	\$18,061
<i>Subtotal Revenues</i>			<i>\$18,061</i>
-			
Podium parking space value	Project		-\$2,095
Equivalent Value of One-time Fee	Per space		-\$2,095

Scenario 2.1 - Midtown & Central Urban Corridors / Podium Parking

Value of Podium Parking in Midtown & Central Urban Corridors

-	<u>Unit</u>	<u>Amount</u>	<u>Total Project</u>
<u>DEVELOPMENT COSTS</u>			
Parking			
Surface	Per space	\$6,250	
Podium	Per space	\$18,000	
Structured	Per space	\$15,000	
<i>Subtotal Hard Costs</i>			<i>\$18,000</i>
Soft Costs			
Legal/design/city/overhead/insurance	Pct hard costs	30%	\$5,400
<i>Subtotal Soft Costs</i>			<i>\$5,400</i>
Financing Costs			
Construction Loan Fee			\$147
Construction Interest			\$639
<i>Total Financing Costs</i>			<i>\$786</i>
<i>Subtotal Above Costs</i>			<i>\$24,186</i>
Developer Profit on Costs		0%	\$0

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REVENUES

Residential parking

Assumptions

Monthly Rent (FS)	Per space	\$75
Vacancy	Percent	15.0%
Non-Reimbursable Expenses	Percent	15.0%
Capitalization Rate	Percent	5.0%

Estimated Value

Gross Annual Parking Income	Per SF	\$900
Less Vacancy	Per SF	-\$135
Less Non-Reimbursable Exp	Per SF	-\$135
Net Operating Income	Per SF	\$630
Capitalized Value	Per SF	\$12,600

-			
Residential Parking	Per space	\$12,600	\$12,600
<i>Subtotal Revenues</i>			<i>\$12,600</i>
-			
Podium parking space value	Project		-\$11,586
Equivalent Value of One-time Fee	Per space		-\$11,586

Scenario 2.2 - Midtown & Central Urban Corridors / Structured Parking

Value of Structured Parking in Midtown & Central Urban Corridors

-	<u>Unit</u>	<u>Amount</u>	<u>Total Project</u>
<u>DEVELOPMENT COSTS</u>			
Parking			
Surface	Per space	\$6,250	
Podium	Per space	\$18,000	
Structured	Per space	\$15,000	
<i>Subtotal Hard Costs</i>			<i>\$15,000</i>
Soft Costs			
Legal/design/city/overhead/insurance	Pct hard costs	30%	\$4,500
<i>Subtotal Soft Costs</i>			<i>\$4,500</i>
Financing Costs			
Construction Loan Fee			\$123
Construction Interest			\$532
<i>Total Financing Costs</i>			<i>\$655</i>
<i>Subtotal Above Costs</i>			<i>\$20,155</i>
Developer Profit on Costs		0%	\$0

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REVENUES

Commercial parking

Assumptions

Monthly Rent (FS)	Per space	\$100
Vacancy	Percent	25.0%
Non-Reimbursable Expenses	Percent	30.0%
Capitalization Rate	Percent	6.0%

Estimated Value

Gross Annual Parking Income	Per SF	\$1,200
Less Vacancy	Per SF	-\$300
Less Non-Reimbursable Exp	Per SF	-\$360
Net Operating Income	Per SF	\$540
Capitalized Value	Per SF	\$9,000

-			
Commercial Parking	Per space	\$9,000	\$9,000
<i>Subtotal Revenues</i>			<i>\$9,000</i>
-			
Podium parking space value	Project		-\$11,155
Equivalent Value of One-time Fee	Per space		-\$11,155

Scenario 2.3 - Midtown & Central Urban Corridors / Surface Parking

Value of Surface Parking in Midtown & Central Urban Corridors

-	<u>Unit</u>	<u>Amount</u>	<u>Total Project</u>
<u>DEVELOPMENT COSTS</u>			
Parking			
Surface	Per space	\$6,250	
Podium	Per space	\$18,000	
Structured	Per space	\$15,000	
<i>Subtotal Hard Costs</i>			\$6,250
Soft Costs			
Legal/design/city/overhead	Pct hard costs	15%	\$938
<i>Subtotal Soft Costs</i>			\$938
Land Cost			
	Per square foot	\$30	
	Square feet per space with aisle	300	
<i>Subtotal Land Costs</i>			\$9,000
Financing Costs			
Construction Loan Fee			\$45
Construction Interest			\$196
<i>Total Financing Costs</i>			\$242
			<i>Subtotal Above Costs</i>
			\$16,429
Developer Profit on Costs		0%	\$0

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<u>REVENUES</u>				
Surface parking				
<u>Assumptions</u>				
Monthly Rent (FS)	Per space		\$102	
Vacancy	Percent		25.0%	
Non-Reimbursable Expenses	Percent		10.0%	
Capitalization Rate	Percent		5.0%	
<u>Estimated Value</u>				
Gross Annual Parking Income	Per SF		\$1,218	
Less Vacancy	Per SF		-\$305	
Less Non-Reimbursable Exp	Per SF		-\$122	
Net Operating Income	Per SF		\$792	
Capitalized Value	Per SF		\$15,834	
-				
Commercial Parking	Per space		\$15,834	\$15,834
		<i>Subtotal Revenues</i>		\$15,834
-				
Surface parking space value	Project			-\$595
Equivalent Value of One-time Fee	Per space			-\$595



ORDINANCE NO.

Adopted by the Sacramento City Council

Date Adopted

AN ORDINANCE REPEALING AND REENACTING CHAPTER 17.64 AND AMENDING SECTIONS 17.16.010, 17.24.040, 17.24.050, 17.28.030, 17.40.040, 17.68.010, 17.68.020, 17.96.090, 17.104.020, 17.120.070, 17.120.080, 17.120.090, 17.120.100, 17.120.110, 17.120.120, 17.124.050, 17.128.030, 17.168.050, 17.172.040, AND 17.178.060 OF TITLE 17, AND REPEALING SECTION 10.44.140 THROUGH AND INCLUDING SECTION 10.44.200 OF TITLE 10, OF THE SACRAMENTO CITY CODE RELATING TO OFF-STREET PARKING

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1

Chapter 17.64 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed and reenacted to read as follows:

Chapter 17.64 Parking Regulations

17.64.010 Purpose.

The purpose of this chapter is to establish off-street vehicle and bicycle parking requirements that balance the City’s goal to encourage walking, bicycling, and transit use with the goal to provide adequate off-street parking to meet the needs of shoppers, visitors, and residents, and reduce on-street parking demand on nearby residential streets. Off-street parking requirements are based on the needs of the community and consider the context of the neighborhood, transit availability, on-street parking availability, density and mix of uses, walkability, and the use of alternative modes of transportation. Parking requirements are designed to accommodate average day-to-day demand, as opposed to peak demand, in order to reduce excessive off-street parking and free up land for more economically productive uses. It is also the purpose of this chapter to provide flexibility and allow alternative means of addressing parking demand.

17.64.020 General provisions.

- A. Off-street parking requirement. Off-street vehicle and bicycle parking shall be provided and maintained for all existing and new development at the ratios specified in and in accordance with the standards and requirements of this chapter.
- B. Parking to be provided on-site. Required off-street parking shall be provided and maintained on the same parcel or integrated development site as the land use it is intended to serve, except as provided in section 17.64.070. An integrated development site is a site consisting of two or more contiguous parcels sharing

parking facilities with reciprocal access and parking easements or similar shared-parking agreements.

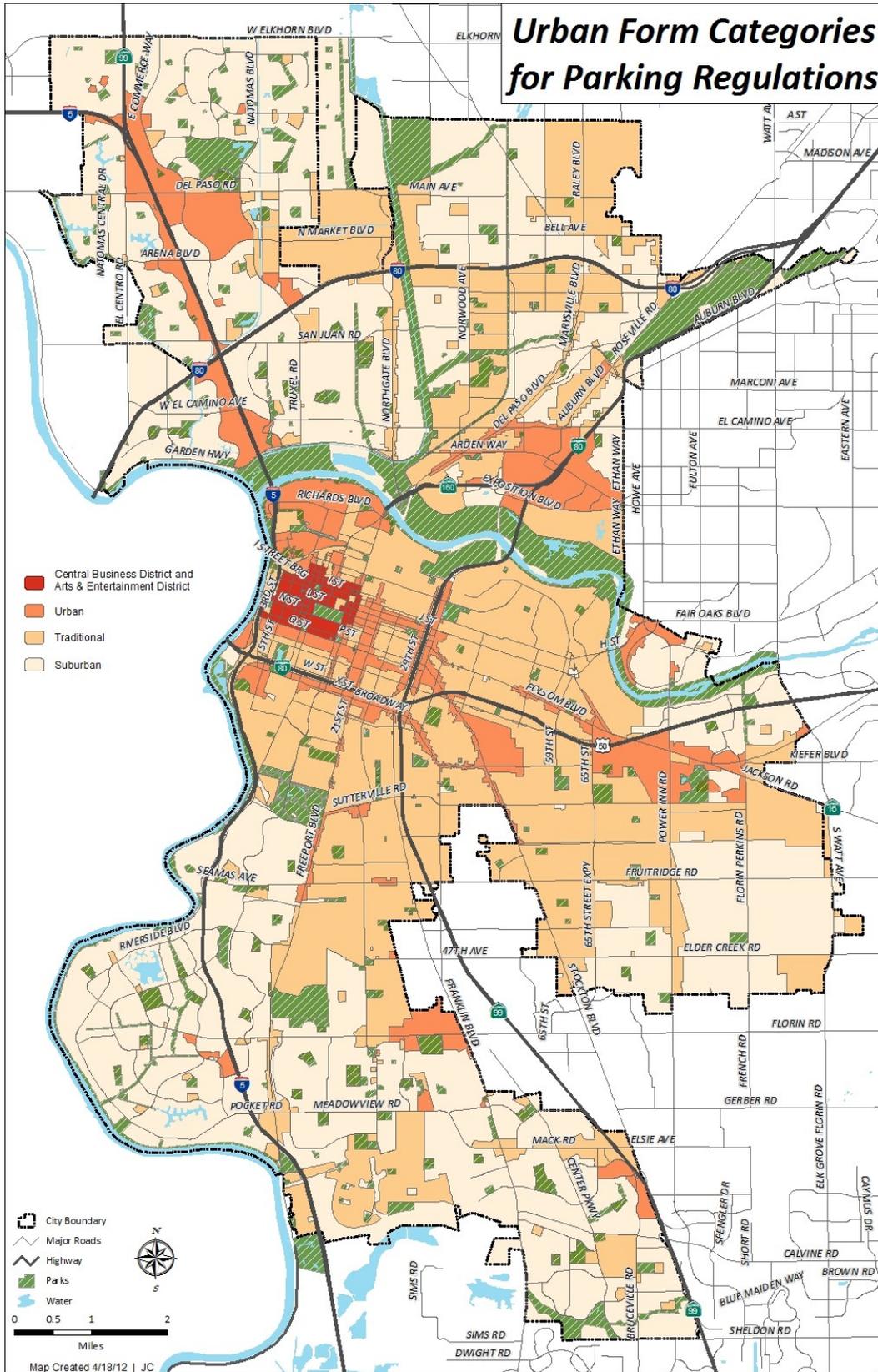
- C. Calculation of the off-street parking requirement. The required number of off-street vehicle and bicycle parking spaces is rounded to the nearest whole number.
- D. Expansion or change in use of existing buildings and structures that do not meet current parking requirements. The following rules apply to buildings and uses that met all applicable parking requirements when constructed or established, but that do not meet current parking requirements, due to the later adoption of or amendments to these requirements.
 - 1. Increases in building size. Additional parking is required only when there is an increase in building size of 15% or more of the gross building square footage or, in the case of a residential project, an increase in the number of residential units by 15% or more.
 - 2. Change in use. If a new use of a building or structure requires greater off-street parking than the previous use, additional off-street parking is required in an amount equal to the difference between the parking required of the new use and the parking that would have been required of the prior use if current parking requirements had been applicable.
- E. Restaurant outdoor seating. Square footage allocated to restaurant outdoor seating is not included in calculating the minimum off-street vehicle parking requirement for restaurants.
- F. Affordable housing and senior housing.
 - 1. The off-street vehicle parking requirement is reduced by 50% for each affordable housing unit and each senior housing unit.
 - 2. The bicycle parking requirement is reduced by 50% for each senior housing unit.
 - 3. For purposes of this section, an “affordable housing unit” is a housing unit restricted to occupancy by a lower or very low income household as defined in section 50079.5 of the California Health and Safety Code. A “senior housing unit” is a housing unit restricted to occupancy based on age requirements for older persons under section 51.3 of the California Civil Code.
- G. Accessible parking requirements. Off-street parking facilities shall conform to Title 24 of the California Building Code. The required number of spaces in off-street parking facilities that are restriped or redesigned to meet accessibility requirements may be reduced as necessary to comply with Title 24 of the California Building Code.
- H. Exemptions for small lots. Off-street parking is not required for nonresidential uses on lots of 6,400 square feet or less.

- I. Exemptions for nonresidential uses in residential mixed use development. Off-street parking is not required for nonresidential uses in mixed use buildings in which at least 50% of the building's square footage is devoted to residential uses.
- J. Exemptions for adaptive reuse. Off-street parking is not required for those portions of historic resources that are converted from nonresidential uses to residential uses.
- K. Authority to require additional parking. The zoning administrator, planning director, planning and design commission, or city council may require greater or fewer off-street parking spaces than required by this chapter, or may impose other parking-related requirements, as a condition of a special permit, variance, or plan review.

17.64.030 Parking requirement by land use type and parking district.

- A. Parking districts established. The following parking districts are established as shown in Figure 17.64-1: Central Business and Arts & Entertainment District, Urban, Traditional, and Suburban.

Figure 17.64-1



B. Vehicle parking requirements. Vehicle parking requirements are established for land uses in each parking district as stated in Table 17.64.030B.

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
1. Residential Uses				
Single-family, halfplex, duplex	No minimum requirements	1 space per dwelling unit, except on lots equal to or less than 3,200 square feet in the Central City, where there is no minimum requirement	1 space per dwelling unit, except on lots equal to or less than 3,200 square feet in the Central City, where there is no minimum requirement	1 space per dwelling unit
Second residential unit	No minimum requirements	1 space per dwelling unit	1 space per dwelling unit	1 space per dwelling unit
Multi-family dwelling (3 units or more)	No minimum requirements	0.5 space per dwelling unit	1 space per dwelling unit	1.5 spaces per dwelling unit
Fraternity or sorority house, dormitory	No minimum requirements	1 space per 3 occupants	1 space per 3 occupants	1 space per 3 occupants
Residential hotel (SRO)	No minimum requirements	1 space per 10 dwelling units, plus 1 space for manager	1 space per 10 dwelling units, plus 1 space for manager	1 space per 10 dwelling units, plus 1 space for manager
2. Commercial Uses				
Auto sales lot	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Bed and breakfast inn, rooming and boarding house	No minimum requirements	1 space for resident owner, manager	0.5 space per 2 guest rooms, plus 1 space for resident owner, manager	1 space per 2 guest rooms, plus 1 space for resident owner, manager
Commercial services (except those specifically included in Table)	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building
Hotel	No minimum requirements	No minimum requirements	0.5 space per 2 guest rooms, plus parking for additional services (conference center, restaurant, etc.)	1 space per 2 guest rooms, plus parking for additional services (conference center, restaurant, etc.)
Motel	No minimum requirements	1 for resident owner, manager	0.5 space per guest room	1 space per guest room
Office, medical clinic or office, tutoring center	No minimum requirements; maximum 2 spaces per 1,000 gross square feet of building	0.5 space per 1,000 gross square feet of building; maximum 4 spaces per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building; maximum 4 spaces per 1,000 gross square feet of building	2.5 spaces per 1,000 gross square feet of building; maximum 4 spaces per 1,000 gross square feet building

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Restaurant, bar, brew pub, wine bar	No minimum requirements	0.5 space per 1,000 square feet of building	2 spaces per 1,000 square feet of building	8 spaces per 1,000 gross square feet of building; up to 10% of total building area of a shopping center may be used as restaurant(s) and bar(s) with the parking based on the shopping center as a whole, rather than the above requirements based on square footage of the restaurant or bar
Retail store	No minimum requirements	0.5 space per 1,000 square feet of building	2 spaces per 1,000 square feet of building	2.5 spaces per 1,000 gross square feet of building
Warehouse retail	No minimum requirements	Same as "retail," except if 50% or more of gross square feet of building is used for warehouse, then retail area shall meet retail ratio, and warehouse area shall meet warehouse ratio	Same as "retail," except if 50% or more of gross square feet of building is used for warehouse then retail area shall meet retail ratio, and warehouse area shall meet warehouse ratio	Same as "retail," except if 50% or more of gross square feet of building is used for warehouse then retail area shall meet retail ratio, and warehouse area shall meet warehouse ratio
3. Industrial Uses				

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Wholesale warehousing and manufacturing	No minimum requirements	0.25 space per 1,000 gross square feet of building; maximum 2 spaces per 1,000 gross square feet of building	0.5 space per 1,000 gross square feet of building; maximum 2 spaces per 1,000 gross square feet of building	1 space per 1,000 gross square feet of building; maximum 2 spaces per 1,000 gross square feet of building
Towing service, vehicle storage yard	No minimum requirements	2 customer spaces, plus 2 spaces per 1,000 gross square feet of office	2 customer spaces, plus 2 spaces per 1,000 gross square feet of office	2 customer spaces, plus 2 spaces per 1,000 gross square feet of office
Individual locker storage building, mini-storage facility	No minimum requirements	1 space for the manager	1 space for the manager and 2.5 spaces per 1,000 gross square feet of any office component	1 space for the manager and 2.5 spaces per 1,000 gross square feet of any office component
4. Recreational Uses				
Athletic club, fitness center	No minimum requirements	3 spaces per 1,000 gross square feet of building	4 spaces per 1,000 gross square feet of building	6 spaces per 1,000 gross square feet of building
Bowling alley	No minimum requirements	1 space per lane	2 spaces per lane	5 spaces per lane
Card room, bingo, and similar uses with seating	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	8 spaces per 1,000 gross square feet of building
Pool hall, billiard hall	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	6 spaces per 1,000 gross square feet of building

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Courts for games played with 4 or fewer players, such as racquetball, tennis, handball	No minimum requirements	0.5 spaces per court	1 space per court	2 spaces per court
Indoor fields, such as soccer, volleyball, hockey	No minimum requirements	$(36 \times \text{no. of fields} + \text{spectator occupancy}) \div 5 = \text{required spaces}$	$(36 \times \text{no. of fields} + \text{spectator occupancy}) \div 4 = \text{required spaces}$	$(72 \times \text{no. of fields} + \text{spectator occupancy}) \div 3 = \text{required spaces}$
Batting cages, golf driving range (indoor or outdoor)	No minimum requirements	0.5 space per batting stand or tee	1 space per batting stand or tee	1.5 spaces per batting stand or tee
5. Other Uses				
Assembly (theater, sports arena, night club, dance studio, skating rink, lodge hall and other facilities for cultural, religious or social uses)	No minimum requirements	1 space per 6 occupants	1 space per 5 occupants	1 space per 4 occupants

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Child care center	No minimum requirements	1 space per 12 children	1 space per 12 children	1 space per 12 children
Hospital	No minimum requirements	1 space per patient bed	1 space per patient bed	1 space per patient bed
Kennel	No minimum requirements	1 space per 12 animals	1 space per 10 animals	1 space per 8 animals
Nursing home	No minimum requirements	1 space per 5 patient beds	1 space per 4 patient beds	1 space per 3 patient beds
School requiring a special permit	No minimum requirements	Determined by Planning and Design Commission	Determined by Planning and Design Commission	Determined by Planning and Design Commission
Other	No minimum requirements	Determined by the Zoning Administrator	Determined by the Zoning Administrator	Determined by the Zoning Administrator

C. Bicycle parking requirements. Bicycle parking requirements are established for land uses in each parking district as stated in Table 17.64.030 C.

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
1. Residential Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Single-family, halfplex, duplex	No spaces required	No spaces required	No spaces required	No spaces required
Second residential unit	No spaces required	No spaces required	No spaces required	No spaces required
Multifamily dwelling (3 units or more)				
a) With private garage or dedicated storage	No spaces required	0.10 space per unit or 2	No spaces required	0.05 space per unit or 2 spaces,

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
space for each unit b) Without private garage or dedicated storage space for each unit	0.5 space per dwelling unit or 2 spaces, whichever is greater	spaces, whichever is greater 0.10 space per dwelling unit or 2 spaces, whichever is greater	0.5 space per dwelling unit or 2 spaces, whichever is greater	whichever is greater 0.05 space per dwelling unit or 2 spaces, whichever is greater
Fraternity or sorority house, dormitory	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.10 space per dwelling unit or 2 spaces, whichever is greater	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.05 space per dwelling unit or 2 spaces, whichever is greater
Residential hotel (SRO)	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.10 space per dwelling unit or 2 spaces, whichever is greater	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.05 space per dwelling unit or 2 spaces, whichever is greater
2. Commercial Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Auto sales lot, service	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater
Bed and breakfast inn, rooming and boarding house	No spaces required	No spaces required	No spaces required	No spaces required
Commercial services (except those specifically included in Table)	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 5,000 gross square feet of building or 2 spaces, whichever is greater
Hotel	1 space per 30 rooms or 2	1 space per 60 rooms or 2	1 space per 40 rooms or 2	1 space per 80 rooms or 2 spaces,

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
	spaces, whichever is greater	spaces, whichever is greater	spaces, whichever is greater	whichever is greater
Motel	1 space per 30 rooms or 2 spaces, whichever is greater	1 space per 60 rooms or 2 spaces, whichever is greater	1 space per 40 rooms or 2 spaces, whichever is greater	1 space per 80 rooms or 2 spaces, whichever is greater
Office, medical clinic or office, tutoring center	1.5 spaces per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater
Restaurant, bar, brew pub, wine bar	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 5,000 gross square feet of building or 2 spaces, whichever is greater
Retail store	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 5,000 gross square feet of building or 2 spaces, whichever is greater
Stand-alone parking facility	1 space per 20 vehicle parking spaces or 2 spaces, whichever is greater	No spaces required	1 space per 20 vehicle parking spaces or 2 spaces, whichever is greater	No spaces required
3. Industrial Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Wholesale warehousing	1 space per	2 spaces	1 space per	2 spaces

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
and manufacturing	12,000 gross square feet of building		15,000 gross square feet of building	
Towing service, vehicle storage yard	No spaces required	No spaces required	No spaces required	No spaces required
Individual locker storage building, mini storage facility	No spaces required	No spaces required	No spaces required	No spaces required
4. Recreational Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Athletic club, fitness center	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,400 gross square feet of building or 2 spaces, whichever is greater
Bowling alley	1 space per 10 lanes or 2 spaces, whichever is greater	1 space per 2 lanes or 2 spaces, whichever is greater	1 space per 20 lanes or 2 spaces, whichever is greater	1 space per 4 lanes or 2 spaces, whichever is greater
Card room, bingo, and similar uses with seating	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 3,333 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 6,666 gross square feet of building or 2 spaces, whichever is greater
Pool hall, billiard hall	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 3,333 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 6,666 gross square feet of building or 2 spaces, whichever is greater
Courts for games played with 4 or fewer players, such as	1 space per 15 courts or 2 spaces,	1 space per 7.5 courts or 2 spaces,	1 space per 30 courts or 2 spaces,	1 space per 15 courts or 2 spaces, whichever is greater

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
racquetball, tennis, handball	whichever is greater	whichever is greater	whichever is greater	
Indoor fields, such as soccer, volleyball, hockey	$((36 \times \text{no. of fields} + \text{spectator occupancy}) \div 5) \times (0.05)$ or 2 spaces, whichever is greater	$((36 \times \text{no. of fields} + \text{spectator occupancy}) \div 5) \times (0.05)$ or 2 spaces, whichever is greater	$((72 \times \text{no. of fields} + \text{spectator occupancy}) \div 3) \times (0.1)$ or 2 spaces, whichever is greater	$((72 \times \text{no. of fields} + \text{spectator occupancy}) \div 3) \times (0.1)$ or 2 spaces, whichever is greater
Batting cages, golf driving range (indoor or outdoor)	1 space per 15 batting stands or tees or 2 spaces, whichever is greater	1 space per 12 batting stands or tees or 2 spaces, whichever is greater	1 space per 30 batting stands or tees or 2 spaces, whichever is greater	1 space per 24 batting stands or tees or 2 spaces, whichever is greater
5. Other Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Assembly (theater, sports arena, night club, dance studio, skating rink, lodge hall, and other facilities for cultural, religious, or social uses)	1.5 spaces per 20 employees or 2 spaces, whichever is greater	Spaces for 5% of occupancy	1.5 spaces per 20 employees or 2 spaces, whichever is greater	Spaces for 2% of occupancy
Child care center	No spaces required	2 spaces	No spaces required	No spaces required
Hospital	1.5 spaces per 20 employees or 1 space per 50,000 gross square feet of building, whichever is greater	1 space per 20,000 gross square feet of building, or 2 spaces, whichever is greater	1 space per 20 employees or 1 space per 50,000 gross square feet of building, whichever is greater	1 space per 20,000 gross square feet of building, or 2 spaces, whichever is greater
Kennel	No spaces required	No spaces required	No spaces required	No spaces required
Nursing home	No spaces required	2 spaces	No spaces required	2 spaces

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
School requiring a special permit	1.5 spaces per 10 employees	1 space per 10,000 gross square feet of building	1 space per 15 employees	1 space per 10,000 gross square feet of building
Other	Determined by the Zoning Administrator			

17.64.040 Development standards for off-street parking facilities.

Except as provided in section 17.64.090 with respect to temporary surface parking lots, all parking facilities shall conform to the following standards:

- A. Use of off-street parking facilities. Off-street parking facilities shall be used for automobile and bicycle parking only. No sales, storage, repair work, dismantling, or servicing of any kind is permitted.
- B. Off-Street Parking facility shall function properly. No off-street parking facility shall be approved which, in the judgment of the planning director, cannot properly function due to the site configuration, building obstruction, or restricted access and turning radius, or which requires excessive maneuvering.
- C. Vehicle parking spaces to function independently. Each parking space in an off-street vehicle parking facilities shall function independently of any other parking space, with the following exceptions:
 - 1. Tandem parking spaces. Off-street vehicle parking facilities that serve a single family dwelling unit, a single family dwelling unit with a second residential unit, or that are signed as parking exclusively for employees may utilize tandem parking spaces.
 - 2. Attendant parking. Attendant vehicle parking is permitted with a zoning administrator’s special permit. The zoning administrator may waive or reduce off-street vehicle parking facility development standards required by this chapter as part of the special permit review.
 - 3. Stacked parking. Off-street vehicle parking structures that utilize mechanical lifts for stacking parked cars are allowed.
- D. Surfacing, drainage, and striping. Off-street parking facilities shall meet the surfacing and drainage requirements in section 17.68.020. All vehicle parking spaces shall be marked on the parking area.

E. Minimum dimensions for vehicle parking spaces.

1. Single-family, two-family residential uses. Minimum dimensions for a garage, carport, or uncovered parking pad for a single-family residential use are stated in section 17.24.050(26)(g). Minimum dimensions for the driveway for a single-family residence are stated in section 17.24.050(26)(h). Minimum dimensions for a garage and driveway for halfplex or duplex residential uses are stated in section 17.24.050(37)(d).
2. Multi-family residential and nonresidential uses. Off-street vehicle parking facilities for multi-family residential and nonresidential development shall conform to the following parking space and maneuvering dimensions.
 - a. Standard vehicle spaces. Standard off-street vehicle parking spaces shall meet the following minimum dimensions:

Type	Space Width	Space Depth	Maneuvering Width
90 degree	8.5 feet	18 feet	24 feet
60 degree	8.5 feet	19 feet	16 feet; 20 feet for two-way traffic
45 degree	8.5 feet	18 feet	12 feet; 20 feet for two-way traffic
30 degree	8.5 feet	15 feet	11 feet; 20 feet for two-way traffic
Parallel	8 feet	22 feet	11 feet; 20 feet for two-way traffic
Other	To be determined by the planning director		

- b. Compact car spaces. Up to 50% of all required and non-required vehicle parking spaces, excluding accessible spaces, may be sized for compact cars. Compact car spaces shall be clearly marked "COMPACT CARS" and shall meet the following minimum dimensions:

Type	Space Width	Space Depth	Maneuvering Width
90 degree	8 feet	15 feet	24 feet
60 degree	8 feet	17 feet	16 feet; 20 feet for two-way traffic
45 degree	8 feet	16 feet	12 feet; 20 feet for two-way traffic
30 degree	8 feet	13 feet	11 feet; 20 feet for two-way traffic
Other	To be determined by the planning director		

- c. Scooter and motorcycle spaces. Scooter and motorcycle spaces shall be a minimum of four feet wide and eight feet long.
- F. Vehicle overhang as planter area. Up to two feet of the required vehicle parking space depth used for a vehicle overhang may be improved and maintained as a planter; provided, that the planter is a minimum of six feet wide and is not located in a required minimum front or street side setback area.
- G. Vehicle maneuvering width. Maneuvering width shall not be located in the public right-of-way, except that a public alley may be utilized as required maneuvering space for adjacent parking facilities.
- H. Setback areas. Off-street vehicle parking spaces and maneuvering areas shall not be located in any required minimum front or street side setback areas for multi-family residential uses or for uses in the M-1S or M-2S zones.
- I. Tree shading. Off-street vehicle parking facilities shall comply with the shading and landscaping requirements in chapter 17.68.
- J. Exterior lighting. Exterior lighting shall be provided for all off-street vehicle and bicycle parking facilities and shall conform to the following requirements:
 - 1. Exterior lighting shall meet the following performance standards:
 - a. Minimum maintained illumination of one and one-half foot candles per square foot of parking area during business hours;
 - b. Minimum maintained illumination of one-quarter foot candles per square foot of surface area of all walkways, alcoves, and passageways serving the parking lot from one-half hour before dusk to one-half hour after dawn.
 - 2. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.
 - 3. All light fixtures shall be vandal resistant.
 - 4. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.
- K. Directional signage. If a development project includes directional signage to an off-street vehicle parking facility, the signage shall also indicate the location of bicycle parking.
- L. Bicycle parking facility requirements.

1. Long-term bicycle parking.

- a. Location. If a long-term bicycle parking facility is located in an area not visible from the main entrance of the building it serves, a safe access route from the main entrance to the bicycle parking facility, with nighttime lighting and directional signage, shall be provided.
- b. Minimum space dimensions for bicycle lockers. Bicycle lockers shall be situated to allow a minimum of five feet clear space at the door for access.
- c. Minimum space dimensions for secured enclosures. The stationary racks in a secured bicycle parking enclosure shall be adequately spaced to prevent conflicts with adjacent bicycle handlebars, rear racks, baskets, and the like. A minimum area of two feet wide, six feet long, and a five foot maneuvering space per bicycle, or alternative configuration providing comparable access and ease of use, shall be provided. When arranged in aisles, a minimum four foot clear space is required when all of the racks are in use.

2. Short-term bicycle parking.

- a. Location. Required short-term bicycle parking facilities shall be located in an area visible from and within 200 feet of the primary entrance of the building served, and may be located on site, off-site, or in the public right-of-way. Existing bicycle parking spaces located in the public right-of-way immediately adjacent to a parcel may be counted toward the required bicycle parking requirement.
- b. Minimum dimensions. Short-term bicycle parking facilities shall provide a minimum area of two feet wide, six feet long, and a five foot maneuvering space per bicycle, or alternative configuration providing comparable access and ease of use, and shall be placed to maintain a clear path of travel for pedestrians.

3. Surface. Bicycle parking facilities shall be located on a well-drained ground surface.

17.64.050 Off-street loading and unloading space.

A. Off-street loading and unloading space required. The following loading and unloading space shall be provided and maintained for retail and wholesale markets, warehouses, hotels, hospitals, laundry and dry cleaning establishments, and other places where large amounts of goods are received or shipped. Fractional requirements are omitted.

- 1. For a building less than 10,000 square feet in gross floor area, none is required.

2. For a building with 10,000 to 40,000 square feet in gross floor area, one space is required.
 3. For a building with greater than 40,000 square feet in gross floor area, one space is required for each 40,000 square feet in total gross floor area.
- B. Minimum dimensions. A loading and unloading space shall be at least ten feet wide, 14 feet high, and 40 feet long.
- C. Location. A loading and unloading space shall not be located in the public right-of-way.

17.64.060 Stand-alone parking facilities.

- A. Stand-alone vehicle parking facilities shall comply with sections 17.64.040 and 17.64.090.
- B. Stand-alone vehicle parking facilities that are not temporary surface parking lots are permitted in the zones indicated in section 17.24.030 subject to approval of a planning and design commission special permit. In considering a special permit for a stand-alone parking facility, the planning and design commission shall consider the potential impact that the additional parking spaces might have on commute patterns and the use of single-occupancy vehicles.
- C. Stand-alone surface parking facilities that are temporary surface parking lots are allowed only in the central city and are subject to section 17.64.090.

17.64.070 Alternatives to standard parking requirements; other modifications.

- A. Administrative parking permit. Alternatives and other modifications to the standard off-street parking requirements stated in this subsection A are permitted with approval of an administrative parking permit. The planning director shall approve an application for an administrative parking permit if the alternatives proposed in the application substantially conform to the requirements in this section.
1. On-site alternatives to required vehicle off-street parking. Except for required off-street parking for single family and two-family uses, one or more of the following alternatives may be substituted for required off-street parking spaces on the same parcel or integrated development site as the land use the spaces serve:
 - a. Additional bicycle parking. Four non-required bicycle parking spaces may be substituted for one on-site vehicle parking space, up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater.

- b. Carsharing. One carshare space may be substituted for four required on-site vehicle parking spaces. "Carshare space" means a parking space reserved for a vehicle that can be rented or reserved for short periods of time, such as by the hour or minute.
 - c. Scooter and motorcycle parking. One scooter or motorcycle space may be substituted for one on-site vehicle parking space, up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater.
 - d. Shared-parking. Required off-street parking facilities may be shared between two separate land uses upon demonstrating that the uses utilize the parking spaces at different times.
 - e. On-street parking. Each on-street parking space directly adjacent to a parcel or an integrated development site occupied by a single building may be substituted for one on-site vehicle parking space. If the parking in the street is unmarked, each 24 feet of adjacent street frontage that can be legally parked shall equal one on-street parking space.
 - f. Shared bicycles. Shared bicycles provided on-site for the use of employee commutes and off-site trips may be substituted for up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater. Two shared bicycles are equivalent to one on-site vehicle parking space.
 - g. Transportation management plan. The required number of on-site vehicle parking spaces for a development site or use shall be reduced by 35% if a transportation management plan permit has been approved under chapter 17.184.
2. Off-site alternatives to required vehicle off-street parking. Required off-street parking may be located on a parcel other than the parcel or integrated development site served by the off-street parking, if it is located within the distances specified, and it complies with the requirements stated, below:
- a. In the central business and arts & entertainment parking district and the urban parking district, off-street parking for residential uses may be located off-site within 400 feet of the use served. Off-street parking for nonresidential uses may be located off-site within 1,250 feet of the use served.
 - b. In the traditional parking district and the suburban parking district, off-street parking for residential uses may be located off-site within 300 feet of the use served. Off-street parking for nonresidential uses may be located within 600 feet of the use served.

- c. If the parcel designated for off-street parking is not in the same ownership as the site the parking will serve, the application shall include written evidence that users of the site that the off-site parking will serve will have rights to use the off-site parking parcel for required parking.
 - 3. Exceeding maximum vehicle parking requirement in parking structures. The maximum vehicle parking requirement for uses that provide off-street parking in parking structures may be exceeded if:
 - a. The off-street parking is made available for public or shared-parking at all times during off-peak hours; and
 - b. The parking structure incorporates active ground floor uses such as retail, restaurants, or offices.
 - 4. Alternative vehicle parking space dimensions and maneuvering widths. Alternatives to the minimum parking space dimensions in section 17.64.040 (E) may be approved if the alternative space dimensions do not cause vehicle stacking in the adjacent public right-of-way.
- B. Alternatives to required vehicle off-street parking – Parking beyond specified distances of use served. Required off-street parking provided at distances farther than the distances specified in subsection A.2 are allowed with a zoning administrator’s special permit.

17.64.080 Waiver of minimum and maximum parking requirements.

- A. Waiver of required off-street parking minimum. Up to and including 75% of the required number of off-street vehicle and bicycle parking spaces may be waived with a zoning administrator’s special permit. Greater than 75% of the required number of off-street vehicle and bicycle parking spaces may be waived with a planning and design commission special permit.
- B. Exceeding the maximum vehicle parking requirement for office projects. The maximum vehicle parking requirement for office projects may be exceeded with a zoning administrator’s special permit, if supported by at least one of the following findings in addition to the findings required for the special permit:
 - 1. Alternatives to driving to work are not available to employees of the office project due to inadequate pedestrian, bicycle, and transit facilities;
 - 2. The office project will operate at times when transit service is not available or when it is not safe to walk or bicycle to the project site;

3. On-street parking in adjacent residential neighborhoods would be impacted by the office project, and no other measures to reduce this impact (other than additional off-street parking) is feasible; or
4. Unique characteristics of the office project require more parking than that which is otherwise allowed.

17.64.090 Temporary surface parking lots in the central city.

A. Purpose and intent. As recognized in the Central City Parking Master Plan (City Council Resolution No. 2006-697), surface parking lots can provide a short-term solution for parking needs in the central city, but are rarely the best use of valuable central city property. The livability of the central city is enhanced by continuous activities along the commercial streets and is harmed by parking lots breaking up the continuity of commercial development. Temporary use of vacant lots for surface parking shall be permitted in the central city only where there is a demonstrated short-term parking deficiency so that the long-term plan for development of the property for a higher use is promoted.

B. Definitions. The following definitions apply in this section:

“Parking high need area” means areas where the on-street parking is occupied at 85% or greater as determined by the planning director under subsection E of this section.

Downtown restricted parking area” means the area depicted in Figure 17.64-2.”

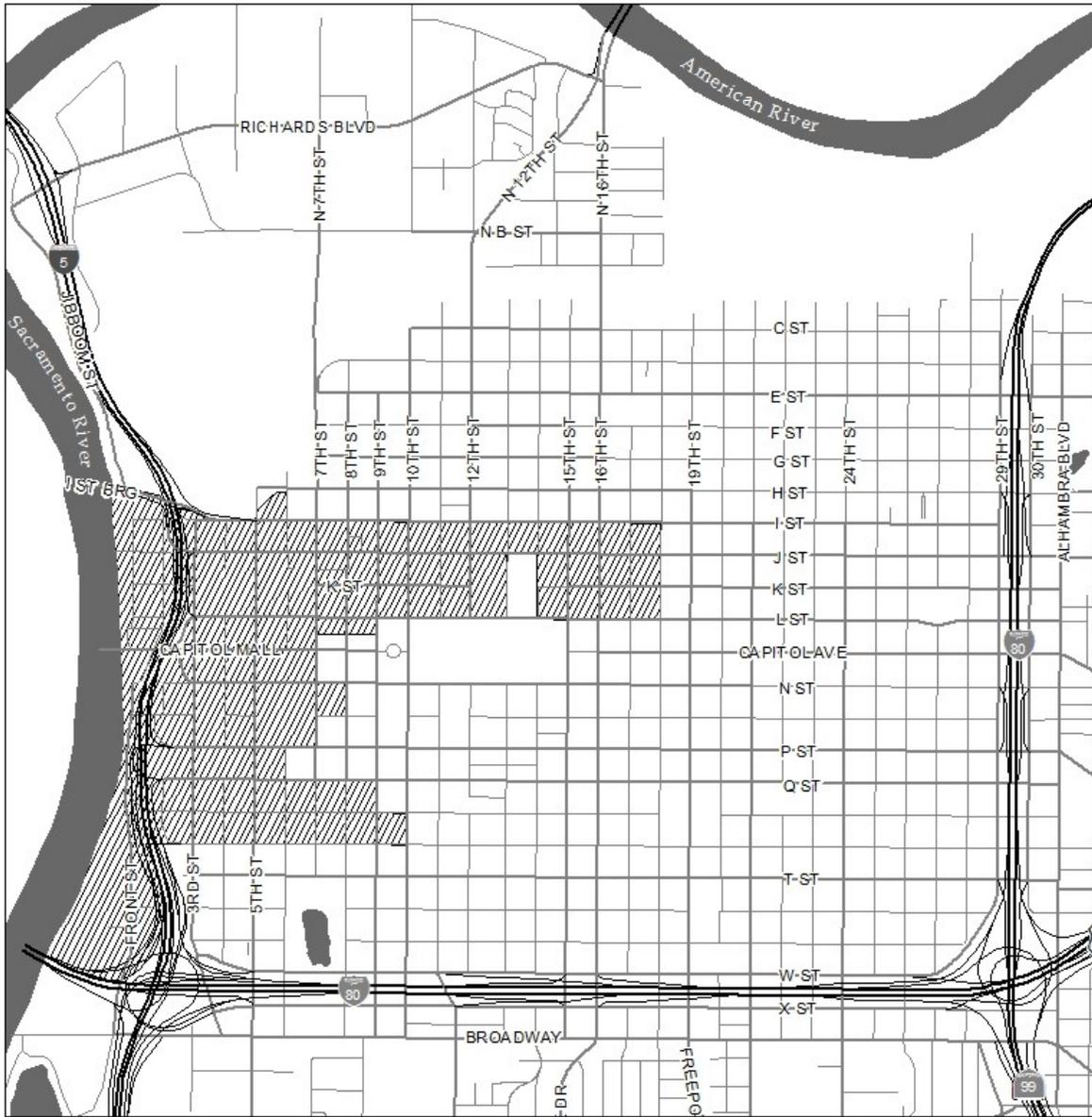
C. Temporary surface parking lot permits.

1. Temporary surface parking lots are allowed in the central city, subject to the issuance and continuing validity of a temporary surface parking lot permit under this section. Temporary surface parking lot permits may be issued only for locations within a parking high need area, or within the downtown restricted parking area subject to subsection (D) of this section.
2. Application for a temporary surface parking lot permit shall be submitted to the planning director on a form provided by the city and shall include all of the following:
 - a. Evidence satisfactory to the planning director that the location of the proposed temporary surface parking lot is either: (i) located in an area designated as a parking high need area as determined by the planning director, or (ii) located in the downtown restricted parking area and written findings required under subsection D.1 of this section have been certified by the city manager;

- b. Improvement plans, specifications, and other information as needed to bring the parcel into conformance with the temporary surface parking lot development standards set forth in subsection C.5 of this section; and
 - c. Evidence of a current business license tax certificate for the temporary surface parking lot operation.
3. The planning director shall issue a temporary surface parking lot permit upon submittal of a complete application, completion of all improvements necessary to comply with the temporary surface parking lot development standards set forth in subsection C.5 of this section, and, for locations within the downtown restricted parking area, written findings required under subsection D.1 of this section certified by the city manager.
4. Except as provided in subsection D.2 of this section for locations within the downtown restricted parking area, a temporary surface parking lot permit shall be valid for two years from date of issuance and shall not be subject to extension or renewal.
5. Temporary surface parking lots shall comply at all times with the following development standards. No other development standards, including the parking lot tree shading standards, shall apply. A zoning administrator special permit shall be required to modify or waive compliance with these development standards:
 - a. A sign with the name and telephone number of the parking lot owner and the temporary surface parking lot permit shall be displayed at the site.
 - b. Minimum lighting level of 0.2 foot-candle with appropriate shielding to prevent uplighting and unnecessary spillage on adjacent properties shall be provided.
 - c. The development standards relating to use, functionality, paving and striping, maneuvering area, space dimension, and vehicle overhang as set forth in section 17.64.040 shall apply.
 - d. The development standards relating to curbs and barriers and to surfacing and drainage as set forth in section 17.68.020 shall apply.
 - e. Temporary surface parking lots containing 25 or fewer parking spaces shall provide street frontage screening. Screening shall consist either of landscaping and irrigation within a minimum two-foot planter or a three to three and a half foot high ornamental fence consisting of painted tubular steel along all street frontages. Temporary surface parking lots containing more than 25 parking spaces shall provide landscaping and irrigation along the street frontage. All temporary surface parking lot screening shall comply with sight distance specifications as required by this code.

- f. All applicable construction standards and building permit procedures in Title 15 shall apply.
 - g. All applicable standards and driveway permit procedures in chapter 18.08 shall apply.
 - D. Temporary surface parking lot permits for locations inside of the downtown restricted parking area —Findings—Term.
 - 1. A temporary surface parking lot permit for a location in the downtown restricted parking area shall not be issued unless and until the city manager reviews the application and makes all of the following findings:
 - a. That the permit applicant has on file a complete application for development of the site;
 - b. That the permit applicant has on file evidence of ownership of the site or of intent to lease or buy the site; or, if the applicant is not the owner of the site and has no intent to lease or buy the site, the applicant has provided the city manager: (i) a copy of a “due diligence” agreement or equivalent document between the applicant and the owner of the site relating to the timely processing of the development application; or (ii) a copy of a joint venture agreement between the permit applicant and a development company for development of the site; and
 - c. That the permit applicant has on file a schedule of performance that details the actions to be taken by and at the direction of the applicant over the ensuing 12 month period relating to the development of the site.
 - 2. Notwithstanding the provisions of subsection C. of this section, a temporary surface parking lot permit for a location in the downtown restricted parking area shall not be limited to parking high need areas, shall be valid for one year from date of issuance, and may be renewed two times for a period of one year each. Application for a renewal shall be made and processed in the same manner as the initial application for a temporary surface parking lot permit under subsections C and D of this section.
- E. The planning director shall determine and make available for continuous public inspection a map showing those areas of the central city he or she has determined are high parking need areas.

Figure 17.64-2 Downtown Restricted Parking Area



SECTION 2

Section 10.44.140 through and including section 10.44.200 of the Sacramento City Code are repealed.

SECTION 3

Section 17.16.010 of the Sacramento City Code is amended as follows:

A. The definition for “bicycle parking facility” is amended to read as follows:

“Bicycle parking facility” is either a “long-term” or “short-term” bicycle parking facility as described below:

1. “Long-term bicycle parking facility” means: (a) a bicycle locker comprised of an enclosed box or compartment with a locking door, where a single bicyclist has access to a single bicycle storage compartment; or (b) a secure enclosure comprised of a short-term bicycle parking facility that is located in an area completely enclosed and covered and where entry is secured by a locking door.

2. “Short-term bicycle parking facility” means a stationary rack designed to support a bicycle upright in at least two places to prevent it from tipping over. The design of the rack shall allow the user to lock the frame and one or more wheels to the rack using a user-supplied U-lock. A bicycle rack design that solely supports the bicycle by a wheel does not meet the requirements of a short-term bicycle parking facility.

B. Except as amended as set forth in subsection A, section 17.16.010 remains unchanged and in full force and effect.

SECTION 4

A. Section 17.24.040 Industrial and Agricultural Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended by amending the matrix for “Railroad ROW, use of” set forth in Table 17.24.040.B to read as follows:

Uses Allowed	EC	HC	SC	C-1	C-2	C-3	C-4	M-1	M-1(S)	M-2	M-2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Railroad ROW, use of					63		63	63	63/20	63	63/20									

B. Except as amended as set forth in subsection A, section 17.24.040 and Tables 17.24.040.A and 17.24.040.B remain unchanged and in full force and effect.

SECTION 5

A. Section 17.24.050 of the Sacramento City Code is amended as follows:

1. Subsection d of Footnote 13 is amended to read as follows:

d. Property located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station) and zoned C-4, M-1, M-1(S), M-2, or M-2(S) may be used for apartments, duplexes, or halfplexes with a planning and design commission special permit under chapter 17.212.

2. Subsection h.ii of Footnote 26 is amended to read as follows:

ii. If the on-site parking is accessed from an alley, maneuvering area shall be provided behind the on-site parking consistent with section 17.64.040. The alley right-of-way may be included as maneuvering area. The maneuvering area on the lot shall be surfaced in accordance with subsection A of section 17.68.020.

3. Subsection a.vi of Footnote 30 is amended to read as follows:

vi. Off-street parking shall be provided in accordance with chapter 17.64.

4. Subsection d of Footnote 36 is amended to read as follows:

d. Off-street parking shall be provided in accordance with chapter 17.64.

5. Subsection d of Footnote 39 is amended to read as follows:

d. Off-street parking shall be provided in accordance with chapter 17.64.

6. Subsection d of Footnote 47 is amended to read as follows:

d. Parking. Off-street parking shall be provided in accordance with chapter 17.64.

7. Subsection c of Footnote 49 is amended to read as follows:

c. Parking. Off-street parking shall be provided in accordance with chapter 17.64.

8. Subsection a of Footnote 51 is amended to read as follows:

a. Parking. Off-street parking shall be provided in accordance with chapter 17.64. The parking facility shall be oriented to allow for child drop-off and pick-up areas which do not create traffic congestion or parking problems.

9. Subsection a of Footnote 52 is amended to read as follows:

a. Parking. Off-street parking shall be provided in accordance with chapter 17.64. The parking facility shall be oriented to allow for child drop-off and pick up areas which do not create traffic congestion or parking problems.

10. Footnote 63 is amended to read as follows:

63. Conditions on Use of Railroad Rights-of-Way. A railroad right-of-way may be used for railroad tracks or spur tracks. Loading and unloading platforms or structures may be located on a railroad right-of-way only if: (i) the abutting property is located within a C-4 or M zone, and (ii) no residential zoning is within 300 feet of the facility on the same side of the right-of-way. Railroad right-of-way located in the central city between B Street on the north, the north side of the R Street light rail tracks on the south, 19th Street on the west, and 20th Street on the east may be used for surface off-

street vehicle parking facilities. The development standards in section 17.64.040, chapter 17.68, or in any other section of this title shall not apply to surface off-street vehicle parking facilities located in the railroad right-of-way in this area.

11. Footnote 67 is amended to read as follows:

67. Somatic Practitioner/Somatic Practitioner Establishment. This use is permitted subject to meeting the qualifications of chapter 5.124. Off-street parking shall be provided in accordance with chapter 17.64.

12. Footnote 68 is amended to read as follows:

68. Tutoring Center. This use is permitted in the same zones, with the same restrictions, as offices. Off-street parking shall be provided in accordance with chapter 17.64.

13. Subsection c of Footnote 76 is amended to read as follows:

c. Off-Street Parking. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.24.050 remains unchanged and in full force and effect.

SECTION 6.

A. Subsection B of section 17.28.030 of the Sacramento City Code is amended to read as follows:

B. Off-Street Parking.

Off-street parking for uses in the RMX zone shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.28.030 remains unchanged and in full force and effect.

SECTION 7.

A. Subsection C of section 17.40.040 of the Sacramento City Code is amended to read as follows:

C. Parking.

Off-street parking for uses in the MIP zone shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.40.040 remains unchanged and in full force and effect.

SECTION 8.

A. Section 17.68.010 of the Sacramento City Code is amended as follows:

1. Subsection A is amended by deleting subsection A.4 in its entirety.

2. Subsection B is amended to read as follows:

B. Planter Required.

1. Except for single-family and two-family residential uses and where driveways and walkways enter and exit a lot, a landscaped planter is required (i) to separate all surfaced areas from the adjacent public street, and (ii) along the entire perimeter of surface parking lots of more than 30 spaces.

2. The planter shall be surrounded with six inch raised concrete curbing. The minimum width of planter, excluding curbing, shall be six feet. An irrigation system shall be installed in each separate planter area. Planter area shall not be surfaced in part or whole with concrete, asphalt, or other surface material, but shall contain earth and living plants.

3. Subsection C is amended to read as follows:

C. Parking Lot Tree Shading. Trees shall be planted and maintained throughout any surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50% of the parking area will be shaded pursuant to section 17.64.040(I).

B. Except as amended as set forth in subsection A, section 17.68.010 remains unchanged and in full force and effect.

SECTION 9

Section 17.68.020 of the Sacramento City Code is amended to read as follows:

17.68.020 Paving requirements.

A. Paving Required. Paving is required for all storage and service areas, as well as off-street parking, driveways, maneuvering, and loading areas for vehicles, including service stations and auto sales. Unpaved areas shall not be used for storage, vehicle

parking, driving, or maneuvering. Unpaved areas adjacent to paved areas shall be made inaccessible by a barrier, such as concrete curbs, bollards or fencing.

B. Paving Materials. Paving materials shall consist of decorative pavers, asphaltic concrete or Portland cement concrete paving, or alternative treatments providing comparable strength and performance for vehicles intended to use the facility and approved by the planning director in consultation with the public works and fire departments. Paving shall include driveways from facility to the edge of public right-of-way paving.

C. Curbs, Decorative Bollards, or Other Barriers Required. Except at approved driveways, every off-street parking facility; off-street loading or unloading area; and storage, sale, rental, or service area shall be improved with curbs or other barriers that prevent parked vehicles, equipment, or other objects from projecting into the public right-of-way and landscaped planter. The curb or other barrier shall be at least six inches in height and thickness, and shall be constructed of concrete or other suitable material.

D. Drainage. Drainage for all surfaced areas shall comply with all applicable storm water drainage standards, regulations, and requirements.

SECTION 10.

Section 17.96.090 of the Sacramento City Code is amended to read as follows:

17.96.090 Parking.

Off-street parking for uses in the CBD shall be provided in accordance with chapter 17.64.

SECTION 11

A. Subsection H.4 of section 17.104.020 of the Sacramento City Code is amended to read as follows:

4. Off-street parking for residential uses in the RMX zone shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.104.020 remains unchanged and in full force and effect.

SECTION 12

A. Subsection B.3 of section 17.120.070 of the Sacramento City Code is amended to read as follows:

3. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.070 remains unchanged and in full force and effect.

SECTION 13

A. Subsection B.5 of section 17.120.080 of the Sacramento City Code is amended to read as follows:

5. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.080 remains unchanged and in full force and effect.

SECTION 14

A. Subsection B.5 of section 17.120.090 is amended to read as follows:

5. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.090 remains unchanged and in full force and effect.

SECTION 15

A. Subsection B.5 of section 17.120.100 of the Sacramento City Code is amended to read as follows:

5. Parking Requirements.

a. No off-street vehicle parking shall be required for retail, commercial service (including banks and beauty salons), athletic club/fitness center, or restaurant uses if the use does not exceed nine thousand six hundred (9,600) square feet.

b. Except as provided in subsection a., above, off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.100 remains unchanged and in full force and effect.

SECTION 16

A. Subsection B.5 of section 17.120.110 of the Sacramento City Code is amended to read as follows:

5. Parking. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.110 remains unchanged and in full force and effect.

SECTION 17

A. Subsection B.4 of section 17.120.120 of the Sacramento City Code is amended to read as follows:

4. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.120 remains unchanged and in full force and effect.

SECTION 18

A. Subsection F of section 17.124.050 of the Sacramento City Code is amended to read as follows:

F. Parking.

Off-street parking shall be provided in accordance with chapter 17.64. The planning director may, through the urban development permit, either increase or decrease the required parking ratios based on the project's parking management plan to ensure adequate parking capacity based on the goals and objectives of the Central City Parking Master Plan.

B. Except as amended as set forth in subsection A, section 17.124.050 remains unchanged and in full force and effect.

SECTION 19

A. Section 17.128.030 of the Sacramento City Code is amended as follows:

1. Subsection B.1.c.v is amended to read as follows:

v. Parking Requirements.

Except as provided in this subsection v., off-street parking shall be provided in accordance with chapter 17.64.

(A) Office/Retail. Parking for projects of 10,000 square feet or less may be provided by means of a surface parking lot. The planning and design commission may approve a special permit for the use of a surface parking lot for parking for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses if included as part of an office or residential project.

2. Subsection B.1.c.vi is amended to read as follows:

vi. Bicycle Parking Requirements. Bicycle parking shall be provided in accordance with chapter 17.64.

3. Subsection B.2.c.vi is amended to read as follows:

vi. Parking Requirements. Except as provided in this subsection vi., off-street parking shall be provided in accordance with chapter 17.64.

(A) Office.

(1) Projects of 10,000 Square Feet or Less. Parking for projects of 10,000 square feet or less may be provided by means of a surface parking lot.

(2) Projects of More Than 10,000 Square Feet. The planning and design commission may approve a special permit for the use of a surface parking lot for projects of more than 10,000 square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for the uses listed in Table 1 of section 17.96.070.

4. Subsection B.2.c.vii is amended to read as follows:

vii. Bicycle Parking Requirements. Bicycle parking shall be provided in accordance with chapter 17.64.

5. Subsection B.5.c.v is amended to read as follows:

v. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

6. Subsection B.5.c.vi is amended to read as follows:

vi. Bicycle Parking Requirements. Bicycle parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.128.030 remains unchanged and in full force and effect.

SECTION 20

A. Subsection D of section 17.168.050 of the Sacramento City Code is amended to read as follows:

D. Off-Street Parking. The uses in the UN overlay zone are subject to the off-street parking requirements, development standards, and other regulations as set forth in chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.168.050 remains unchanged and in full force and effect.

SECTION 21

A. Subsection F of section 17.172.040 of the Sacramento City Code is amended to read as follows:

F. Off-Street Parking. The uses in the MC overlay zone are subject to the off-street parking requirements, development standards, and other regulations as set forth in chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.172.040 remains unchanged and in full force and effect.

SECTION 22

A. Section 17.178.060 of the Sacramento City Code is amended as follows:

1. Subsection F is amended to read as follows:

F. Parking. The uses in the TO overlay zone are subject to the off-street parking requirements, development standards, and other regulations as set forth in chapter 17.64.

2. Subsection G is amended to read as follows:

G. Minimum Bicycle Parking Requirements. The uses in the TO overlay zone are subject to the bicycle parking requirements, development standards, and other regulations as set forth in chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.178.060 remains unchanged and in full force and effect.

SECTION 23

The amendments to the Sacramento City Code enacted by this Ordinance shall not apply to development for which an application for a building permit is filed with the city prior to the effective date of this Ordinance.

SECTION 24

This Ordinance shall take effect 60 days after adoption.



ORDINANCE NO.

Adopted by the Sacramento City Council

Date Adopted

AN ORDINANCE REPEALING AND REENACTING CHAPTER 17.64 AND AMENDING SECTIONS 17.16.010, 17.24.040, 17.24.050, 17.28.030, 17.40.040, 17.68.010, 17.68.020, 17.96.090, 17.104.020, 17.120.070, 17.120.080, 17.120.090, 17.120.100, 17.120.110, 17.120.120, 17.124.050, 17.128.030, 17.168.050, 17.172.040, AND 17.178.060 OF TITLE 17, AND REPEALING SECTION 10.44.140 THROUGH AND INCLUDING SECTION 10.44.200 OF TITLE 10, OF THE SACRAMENTO CITY CODE RELATING TO OFF-STREET PARKING

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1

Chapter 17.64 of Title 17 of the Sacramento City Code (the Zoning Code) is repealed and reenacted to read as follows:

Chapter 17.64 Parking Regulations

17.64.010 Purpose.

The purpose of this chapter is to establish off-street vehicle and bicycle parking requirements that balance the City's goal to encourage walking, bicycling, and transit use with the goal to provide adequate off-street parking to meet the needs of shoppers, visitors, and residents, and reduce on-street parking demand on nearby residential streets. Off-street parking requirements are based on the needs of the community and consider the context of the neighborhood, transit availability, on-street parking availability, density and mix of uses, walkability, and the use of alternative modes of transportation. Parking requirements are designed to accommodate average day-to-day demand, as opposed to peak demand, in order to reduce excessive off-street parking and free up land for more economically productive uses. It is also the purpose of this chapter to provide flexibility and allow alternative means of addressing parking demand.

17.64.020 General provisions.

- A. Off-street parking requirement. Off-street vehicle and bicycle parking shall be provided and maintained for all existing and new development at the ratios specified in and in accordance with the standards and requirements of this chapter.
- B. Parking to be provided on-site. Required off-street parking shall be provided and maintained on the same parcel or integrated development site as the land use it is intended to serve, except as provided in section 17.64.070. An integrated development site is a site consisting of two or more contiguous parcels sharing

parking facilities with reciprocal access and parking easements or similar shared-parking agreements.

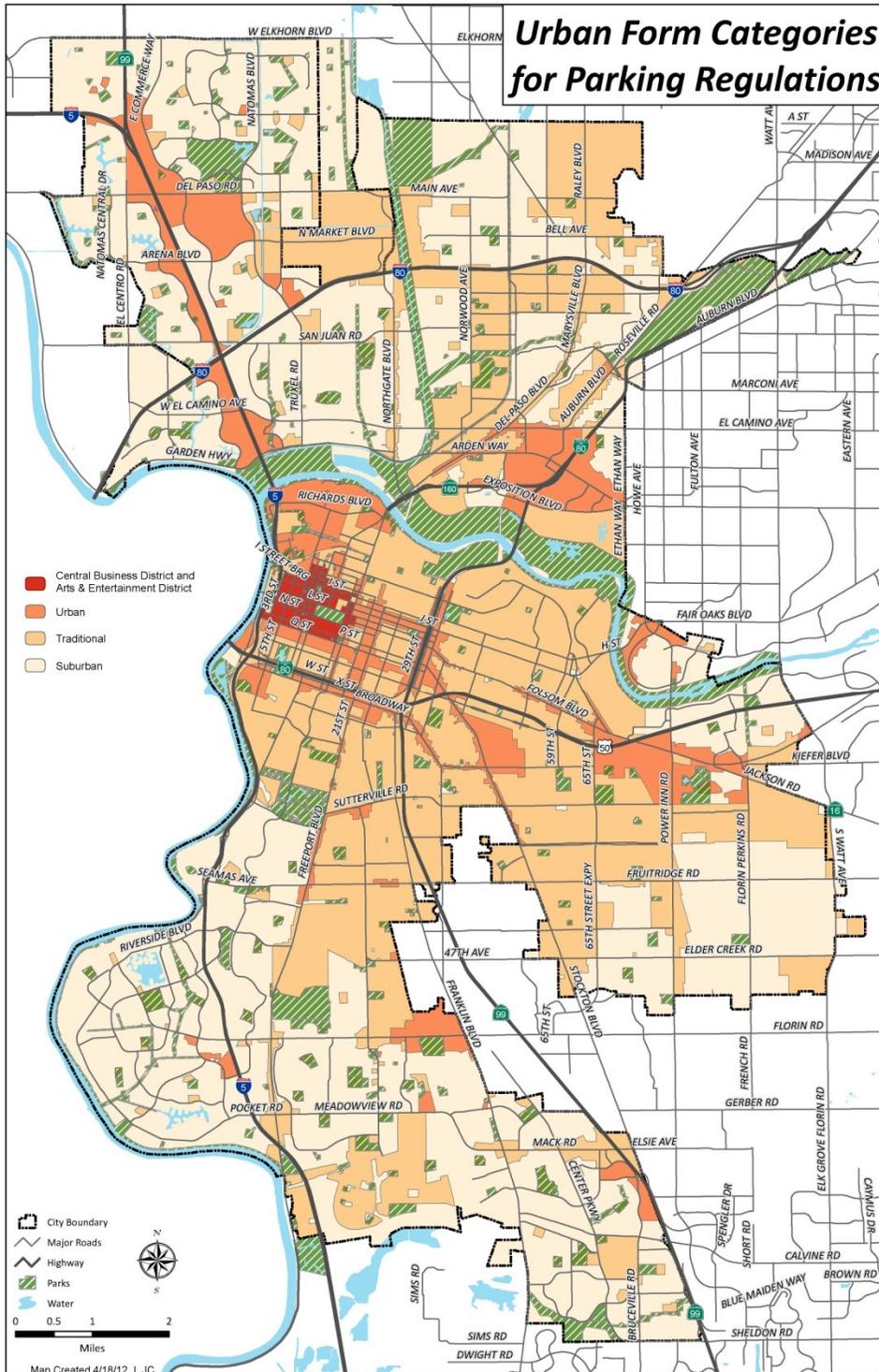
- C. Calculation of the off-street parking requirement. The required number of off-street vehicle and bicycle parking spaces is rounded to the nearest whole number.
- D. Expansion or change in use of existing buildings and structures that do not meet current parking requirements. The following rules apply to buildings and uses that met all applicable parking requirements when constructed or established, but that do not meet current parking requirements, due to the later adoption of or amendments to these requirements.
 - 1. Increases in building size. Additional parking is required only when there is an increase in building size of 15% or more of the gross building square footage or, in the case of a residential project, an increase in the number of residential units by 15% or more.
 - 2. Change in use. If a new use of a building or structure requires greater off-street parking than the previous use, additional off-street parking is required in an amount equal to the difference between the parking required of the new use and the parking that would have been required of the prior use if current parking requirements had been applicable.
- E. Restaurant outdoor seating. Square footage allocated to restaurant outdoor seating is not included in calculating the minimum off-street vehicle parking requirement for restaurants.
- F. Affordable housing and senior housing.
 - 1. The off-street vehicle parking requirement is reduced by 50% for each affordable housing unit and each senior housing unit.
 - 2. The bicycle parking requirement is reduced by 50% for each senior housing unit.
 - 3. For purposes of this section, an “affordable housing unit” is a housing unit restricted to occupancy by a lower or very low income household as defined in section 50079.5 of the California Health and Safety Code. A “senior housing unit” is a housing unit restricted to occupancy based on age requirements for older persons under section 51.3 of the California Civil Code.
- G. Accessible parking requirements. Off-street parking facilities shall conform to Title 24 of the California Building Code. The required number of spaces in off-street parking facilities that are restriped or redesigned to meet accessibility requirements may be reduced as necessary to comply with Title 24 of the California Building Code.
- H. Exemptions for small lots. Off-street parking is not required for nonresidential uses on lots of 6,400 square feet or less.

- I. Exemptions for nonresidential uses in residential mixed use development. Off-street parking is not required for nonresidential uses in mixed use buildings in which at least 50% of the building's square footage is devoted to residential uses.
- J. Exemptions for adaptive reuse. Off-street parking is not required for those portions of historic resources that are converted from nonresidential uses to residential uses.
- K. Authority to require additional parking. The zoning administrator, planning director, planning and design commission, or city council may require greater or fewer off-street parking spaces than required by this chapter, or may impose other parking-related requirements, as a condition of a special permit, variance, or plan review.

17.64.030 Parking requirement by land use type and parking district.

- A. Parking districts established. The following parking districts are established as shown in Figure 17.64-1: Central Business and Arts & Entertainment District, Urban, Traditional, and Suburban.

Figure 17.64-1



B. Vehicle parking requirements. Vehicle parking requirements are established for land uses in each parking district as stated in Table 17.64.030B.

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
1. Residential Uses				
Single-family, halfplex, duplex	No minimum requirements	1 space per dwelling unit, except on lots equal to or less than 3,200 square feet in the Central City, where there is no minimum requirement	1 space per dwelling unit, except on lots equal to or less than 3,200 square feet in the Central City, where there is no minimum requirement	1 space per dwelling unit
Second residential unit	No minimum requirements	1 space per dwelling unit	1 space per dwelling unit	1 space per dwelling unit
Multi-family dwelling (3 units or more)	No minimum requirements	0.5 space per dwelling unit	1 space per dwelling unit	1.5 spaces per dwelling unit
Fraternity or sorority house, dormitory	No minimum requirements	1 space per 3 occupants	1 space per 3 occupants	1 space per 3 occupants
Residential hotel (SRO)	No minimum requirements	1 space per 10 dwelling units, plus 1 space for manager	1 space per 10 dwelling units, plus 1 space for manager	1 space per 10 dwelling units, plus 1 space for manager
2. Commercial Uses				
Auto sales lot	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Bed and breakfast inn, rooming and boarding house	No minimum requirements	1 space for resident owner, manager	0.5 space per 2 guest rooms, plus 1 space for resident owner, manager	1 space per 2 guest rooms, plus 1 space for resident owner, manager
Commercial services (except those specifically included in Table)	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building
Hotel	No minimum requirements	No minimum requirements	0.5 space per 2 guest rooms, plus parking for additional services (conference center, restaurant, etc.)	1 space per 2 guest rooms, plus parking for additional services (conference center, restaurant, etc.)
Motel	No minimum requirements	1 for resident owner, manager	0.5 space per guest room	1 space per guest room
Office, medical clinic or office, tutoring center	No minimum requirements; maximum 2 spaces per 1,000 gross square feet of building	0.5 space per 1,000 gross square feet of building; maximum 4 spaces per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building; maximum 4 spaces per 1,000 gross square feet of building	2.5 spaces per 1,000 gross square feet of building; maximum 4 spaces per 1,000 gross square feet building

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Restaurant, bar, brew pub, wine bar	No minimum requirements	0.5 space per 1,000 square feet of building	2 spaces per 1,000 square feet of building	8 spaces per 1,000 gross square feet of building; up to 10% of total building area of a shopping center may be used as restaurant(s) and bar(s) with the parking based on the shopping center as a whole, rather than the above requirements based on square footage of the restaurant or bar
Retail store	No minimum requirements	0.5 space per 1,000 square feet of building	2 spaces per 1,000 square feet of building	2.5 spaces per 1,000 gross square feet of building
Warehouse retail	No minimum requirements	Same as "retail," except if 50% or more of gross square feet of building is used for warehouse, then retail area shall meet retail ratio, and warehouse area shall meet warehouse ratio	Same as "retail," except if 50% or more of gross square feet of building is used for warehouse then retail area shall meet retail ratio, and warehouse area shall meet warehouse ratio	Same as "retail," except if 50% or more of gross square feet of building is used for warehouse then retail area shall meet retail ratio, and warehouse area shall meet warehouse ratio
3. Industrial Uses				

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Wholesale warehousing and manufacturing	No minimum requirements	0.25 space per 1,000 gross square feet of building; maximum 2 spaces per 1,000 gross square feet of building	0.5 space per 1,000 gross square feet of building; maximum 2 spaces per 1,000 gross square feet of building	1 space per 1,000 gross square feet of building; maximum 2 spaces per 1,000 gross square feet of building
Towing service, vehicle storage yard	No minimum requirements	2 customer spaces, plus 2 spaces per 1,000 gross square feet of office	2 customer spaces, plus 2 spaces per 1,000 gross square feet of office	2 customer spaces, plus 2 spaces per 1,000 gross square feet of office
Individual locker storage building, mini-storage facility	No minimum requirements	1 space for the manager	1 space for the manager and 2.5 spaces per 1,000 gross square feet of any office component	1 space for the manager and 2.5 spaces per 1,000 gross square feet of any office component
4. Recreational Uses				
Athletic club, fitness center	No minimum requirements	3 spaces per 1,000 gross square feet of building	4 spaces per 1,000 gross square feet of building	6 spaces per 1,000 gross square feet of building
Bowling alley	No minimum requirements	1 space per lane	2 spaces per lane	5 spaces per lane
Card room, bingo, and similar uses with seating	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	8 spaces per 1,000 gross square feet of building
Pool hall, billiard hall	No minimum requirements	0.5 space per 1,000 gross square feet of building	2 spaces per 1,000 gross square feet of building	6 spaces per 1,000 gross square feet of building

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Courts for games played with 4 or fewer players, such as racquetball, tennis, handball	No minimum requirements	0.5 spaces per court	1 space per court	2 spaces per court
Indoor fields, such as soccer, volleyball, hockey	No minimum requirements	$(36 \times \text{no. of fields} + \text{spectator occupancy}) \div 5 = \text{required spaces}$	$(36 \times \text{no. of fields} + \text{spectator occupancy}) \div 4 = \text{required spaces}$	$(72 \times \text{no. of fields} + \text{spectator occupancy}) \div 3 = \text{required spaces}$
Batting cages, golf driving range (indoor or outdoor)	No minimum requirements	0.5 space per batting stand or tee	1 space per batting stand or tee	1.5 spaces per batting stand or tee
5. Other Uses				
Assembly (theater, sports arena, night club, dance studio, skating rink, lodge hall and other facilities for cultural, religious or social uses)	No minimum requirements	1 space per 6 occupants	1 space per 5 occupants	1 space per 4 occupants

Land Use	Table 17.64.030 B-Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban District	Traditional District	Suburban District
Child care center	No minimum requirements	1 space per 12 children	1 space per 12 children	1 space per 12 children
Hospital	No minimum requirements	1 space per patient bed	1 space per patient bed	1 space per patient bed
Kennel	No minimum requirements	1 space per 12 animals	1 space per 10 animals	1 space per 8 animals
Nursing home	No minimum requirements	1 space per 5 patient beds	1 space per 4 patient beds	1 space per 3 patient beds
School requiring a special permit	No minimum requirements	Determined by Planning and Design Commission	Determined by Planning and Design Commission	Determined by Planning and Design Commission
Other	No minimum requirements	Determined by the Zoning Administrator	Determined by the Zoning Administrator	Determined by the Zoning Administrator

C. Bicycle parking requirements. Bicycle parking requirements are established for land uses in each parking district as stated in Table 17.64.030 C.

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
1. Residential Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Single-family, halfplex, duplex	No spaces required	No spaces required	No spaces required	No spaces required
Second residential unit	No spaces required	No spaces required	No spaces required	No spaces required
Multifamily dwelling (3 units or more)				
a) With private garage or dedicated storage	No spaces required	0.10 space per unit or 2	No spaces required	0.05 space per unit or 2 spaces,

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
space for each unit b) Without private garage or dedicated storage space for each unit	0.5 space per dwelling unit or 2 spaces, whichever is greater	spaces, whichever is greater 0.10 space per dwelling unit or 2 spaces, whichever is greater	0.5 space per dwelling unit or 2 spaces, whichever is greater	whichever is greater 0.05 space per dwelling unit or 2 spaces, whichever is greater
Fraternity or sorority house, dormitory	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.10 space per dwelling unit or 2 spaces, whichever is greater	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.05 space per dwelling unit or 2 spaces, whichever is greater
Residential hotel (SRO)	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.10 space per dwelling unit or 2 spaces, whichever is greater	0.5 space per dwelling unit or 2 spaces, whichever is greater	0.05 space per dwelling unit or 2 spaces, whichever is greater
2. Commercial Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Auto sales lot, service	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater
Bed and breakfast inn, rooming and boarding house	No spaces required	No spaces required	No spaces required	No spaces required
Commercial services (except those specifically included in Table)	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 5,000 gross square feet of building or 2 spaces, whichever is greater
Hotel	1 space per 30 rooms or 2	1 space per 60 rooms or 2	1 space per 40 rooms or 2	1 space per 80 rooms or 2 spaces,

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
	spaces, whichever is greater	spaces, whichever is greater	spaces, whichever is greater	whichever is greater
Motel	1 space per 30 rooms or 2 spaces, whichever is greater	1 space per 60 rooms or 2 spaces, whichever is greater	1 space per 40 rooms or 2 spaces, whichever is greater	1 space per 80 rooms or 2 spaces, whichever is greater
Office, medical clinic or office, tutoring center	1.5 spaces per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater
Restaurant, bar, brew pub, wine bar	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 5,000 gross square feet of building or 2 spaces, whichever is greater
Retail store	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 5,000 gross square feet of building or 2 spaces, whichever is greater
Stand-alone parking facility	1 space per 20 vehicle parking spaces or 2 spaces, whichever is greater	No spaces required	1 space per 20 vehicle parking spaces or 2 spaces, whichever is greater	No spaces required
3. Industrial Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Wholesale warehousing	1 space per	2 spaces	1 space per	2 spaces

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
and manufacturing	12,000 gross square feet of building		15,000 gross square feet of building	
Towing service, vehicle storage yard	No spaces required	No spaces required	No spaces required	No spaces required
Individual locker storage building, mini storage facility	No spaces required	No spaces required	No spaces required	No spaces required
4. Recreational Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Athletic club, fitness center	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 12,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 2,400 gross square feet of building or 2 spaces, whichever is greater
Bowling alley	1 space per 10 lanes or 2 spaces, whichever is greater	1 space per 2 lanes or 2 spaces, whichever is greater	1 space per 20 lanes or 2 spaces, whichever is greater	1 space per 4 lanes or 2 spaces, whichever is greater
Card room, bingo, and similar uses with seating	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 3,333 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 6,666 gross square feet of building or 2 spaces, whichever is greater
Pool hall, billiard hall	1 space per 10,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 3,333 gross square feet of building or 2 spaces, whichever is greater	1 space per 20,000 gross square feet of building or 2 spaces, whichever is greater	1 space per 6,666 gross square feet of building or 2 spaces, whichever is greater
Courts for games played with 4 or fewer players, such as	1 space per 15 courts or 2 spaces,	1 space per 7.5 courts or 2 spaces,	1 space per 30 courts or 2 spaces,	1 space per 15 courts or 2 spaces, whichever is greater

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
racquetball, tennis, handball	whichever is greater	whichever is greater	whichever is greater	
Indoor fields, such as soccer, volleyball, hockey	$((36 \times \text{no. of fields} + \text{spectator occupancy}) \div 5) \times (0.05)$ or 2 spaces, whichever is greater	$((36 \times \text{no. of fields} + \text{spectator occupancy}) \div 5) \times (0.05)$ or 2 spaces, whichever is greater	$((72 \times \text{no. of fields} + \text{spectator occupancy}) \div 3) \times (0.1)$ or 2 spaces, whichever is greater	$((72 \times \text{no. of fields} + \text{spectator occupancy}) \div 3) \times (0.1)$ or 2 spaces, whichever is greater
Batting cages, golf driving range (indoor or outdoor)	1 space per 15 batting stands or tees or 2 spaces, whichever is greater	1 space per 12 batting stands or tees or 2 spaces, whichever is greater	1 space per 30 batting stands or tees or 2 spaces, whichever is greater	1 space per 24 batting stands or tees or 2 spaces, whichever is greater
5. Other Uses				
	Long-Term	Short-Term	Long-Term	Short-Term
Assembly (theater, sports arena, night club, dance studio, skating rink, lodge hall, and other facilities for cultural, religious, or social uses)	1.5 spaces per 20 employees or 2 spaces, whichever is greater	Spaces for 5% of occupancy	1.5 spaces per 20 employees or 2 spaces, whichever is greater	Spaces for 2% of occupancy
Child care center	No spaces required	2 spaces	No spaces required	No spaces required
Hospital	1.5 spaces per 20 employees or 1 space per 50,000 gross square feet of building, whichever is greater	1 space per 20,000 gross square feet of building, or 2 spaces, whichever is greater	1 space per 20 employees or 1 space per 50,000 gross square feet of building, whichever is greater	1 space per 20,000 gross square feet of building, or 2 spaces, whichever is greater
Kennel	No spaces required	No spaces required	No spaces required	No spaces required
Nursing home	No spaces required	2 spaces	No spaces required	2 spaces

Land Use	Table 17.64.030-Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban District, and Traditional District		Suburban District	
School requiring a special permit	1.5 spaces per 10 employees	1 space per 10,000 gross square feet of building	1 space per 15 employees	1 space per 10,000 gross square feet of building
Other	Determined by the Zoning Administrator			

17.64.040 Development standards for off-street parking facilities.

Except as provided in section 17.64.090 with respect to temporary surface parking lots, all parking facilities shall conform to the following standards:

- A. Use of off-street parking facilities. Off-street parking facilities shall be used for automobile and bicycle parking only. No sales, storage, repair work, dismantling, or servicing of any kind is permitted.
- B. Off-Street Parking facility shall function properly. No off-street parking facility shall be approved which, in the judgment of the planning director, cannot properly function due to the site configuration, building obstruction, or restricted access and turning radius, or which requires excessive maneuvering.
- C. Vehicle parking spaces to function independently. Each parking space in an off-street vehicle parking facilities shall function independently of any other parking space, with the following exceptions:
 - 1. Tandem parking spaces. Off-street vehicle parking facilities that serve a single family dwelling unit, a single family dwelling unit with a second residential unit, or that are signed as parking exclusively for employees may utilize tandem parking spaces.
 - 2. Attendant parking. Attendant vehicle parking is permitted with a zoning administrator’s special permit. The zoning administrator may waive or reduce off-street vehicle parking facility development standards required by this chapter as part of the special permit review.
 - 3. Stacked parking. Off-street vehicle parking structures that utilize mechanical lifts for stacking parked cars are allowed.
- D. Surfacing, drainage, and striping. Off-street parking facilities shall meet the surfacing and drainage requirements in section 17.68.020. All vehicle parking spaces shall be marked on the parking area.

E. Minimum dimensions for vehicle parking spaces.

1. Single-family, two-family residential uses. Minimum dimensions for a garage, carport, or uncovered parking pad for a single-family residential use are stated in section 17.24.050(26)(g). Minimum dimensions for the driveway for a single-family residence are stated in section 17.24.050(26)(h). Minimum dimensions for a garage and driveway for halfplex or duplex residential uses are stated in section 17.24.050(37)(d).
2. Multi-family residential and nonresidential uses. Off-street vehicle parking facilities for multi-family residential and nonresidential development shall conform to the following parking space and maneuvering dimensions.
 - a. Standard vehicle spaces. Standard off-street vehicle parking spaces shall meet the following minimum dimensions:

Type	Space Width	Space Depth	Maneuvering Width
90 degree	8.5 feet	18 feet	24 feet
60 degree	8.5 feet	19 feet	16 feet; 20 feet for two-way traffic
45 degree	8.5 feet	18 feet	12 feet; 20 feet for two-way traffic
30 degree	8.5 feet	15 feet	11 feet; 20 feet for two-way traffic
Parallel	8 feet	22 feet	11 feet; 20 feet for two-way traffic
Other	To be determined by the planning director		

- b. Compact car spaces. Up to 50% of all required and non-required vehicle parking spaces, excluding accessible spaces, may be sized for compact cars. Compact car spaces shall be clearly marked "COMPACT CARS" and shall meet the following minimum dimensions:

Type	Space Width	Space Depth	Maneuvering Width
90 degree	8 feet	15 feet	24 feet
60 degree	8 feet	17 feet	16 feet; 20 feet for two-way traffic
45 degree	8 feet	16 feet	12 feet; 20 feet for two-way traffic
30 degree	8 feet	13 feet	11 feet; 20 feet for two-way traffic
Other	To be determined by the planning director		

- c. Scooter and motorcycle spaces. Scooter and motorcycle spaces shall be a minimum of four feet wide and eight feet long.
- F. Vehicle overhang as planter area. Up to two feet of the required vehicle parking space depth used for a vehicle overhang may be improved and maintained as a planter; provided, that the planter is a minimum of six feet wide and is not located in a required minimum front or street side setback area.
- G. Vehicle maneuvering width. Maneuvering width shall not be located in the public right-of-way, except that a public alley may be utilized as required maneuvering space for adjacent parking facilities.
- H. Setback areas. Off-street vehicle parking spaces and maneuvering areas shall not be located in any required minimum front or street side setback areas for multi-family residential uses or for uses in the M-1S or M-2S zones.
- I. Tree shading. Off-street vehicle parking facilities shall comply with the shading and landscaping requirements in chapter 17.68.
- J. Exterior lighting. Exterior lighting shall be provided for all off-street vehicle and bicycle parking facilities and shall conform to the following requirements:
 - 1. Exterior lighting shall meet the following performance standards:
 - a. Minimum maintained illumination of one and one-half foot candles per square foot of parking area during business hours;
 - b. Minimum maintained illumination of one-quarter foot candles per square foot of surface area of all walkways, alcoves, and passageways serving the parking lot from one-half hour before dusk to one-half hour after dawn.
 - 2. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.
 - 3. All light fixtures shall be vandal resistant.
 - 4. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.
- K. Directional signage. If a development project includes directional signage to an off-street vehicle parking facility, the signage shall also indicate the location of bicycle parking.
- L. Bicycle parking facility requirements.

1. Long-term bicycle parking.

- a. Location. If a long-term bicycle parking facility is located in an area not visible from the main entrance of the building it serves, a safe access route from the main entrance to the bicycle parking facility, with nighttime lighting and directional signage, shall be provided.
- b. Minimum space dimensions for bicycle lockers. Bicycle lockers shall be situated to allow a minimum of five feet clear space at the door for access.
- c. Minimum space dimensions for secured enclosures. The stationary racks in a secured bicycle parking enclosure shall be adequately spaced to prevent conflicts with adjacent bicycle handlebars, rear racks, baskets, and the like. A minimum area of two feet wide, six feet long, and a five foot maneuvering space per bicycle, or alternative configuration providing comparable access and ease of use, shall be provided. When arranged in aisles, a minimum four foot clear space is required when all of the racks are in use.

2. Short-term bicycle parking.

- a. Location. Required short-term bicycle parking facilities shall be located in an area visible from and within 200 feet of the primary entrance of the building served, and may be located on site, off-site, or in the public right-of-way. Existing bicycle parking spaces located in the public right-of-way immediately adjacent to a parcel may be counted toward the required bicycle parking requirement.
- b. Minimum dimensions. Short-term bicycle parking facilities shall provide a minimum area of two feet wide, six feet long, and a five foot maneuvering space per bicycle, or alternative configuration providing comparable access and ease of use, and shall be placed to maintain a clear path of travel for pedestrians.

3. Surface. Bicycle parking facilities shall be located on a well-drained ground surface.

17.64.050 Off-street loading and unloading space.

A. Off-street loading and unloading space required. The following loading and unloading space shall be provided and maintained for retail and wholesale markets, warehouses, hotels, hospitals, laundry and dry cleaning establishments, and other places where large amounts of goods are received or shipped. Fractional requirements are omitted.

- 1. For a building less than 10,000 square feet in gross floor area, none is required.

2. For a building with 10,000 to 40,000 square feet in gross floor area, one space is required.
 3. For a building with greater than 40,000 square feet in gross floor area, one space is required for each 40,000 square feet in total gross floor area.
- B. Minimum dimensions. A loading and unloading space shall be at least ten feet wide, 14 feet high, and 40 feet long.
- C. Location. A loading and unloading space shall not be located in the public right-of-way.

17.64.060 Stand-alone parking facilities.

- A. Stand-alone vehicle parking facilities shall comply with sections 17.64.040 and 17.64.090.
- B. Stand-alone vehicle parking facilities that are not temporary surface parking lots are permitted in the zones indicated in section 17.24.030 subject to approval of a planning and design commission special permit. In considering a special permit for a stand-alone parking facility, the planning and design commission shall consider the potential impact that the additional parking spaces might have on commute patterns and the use of single-occupancy vehicles.
- C. Stand-alone surface parking facilities that are temporary surface parking lots are allowed only in the central city and are subject to section 17.64.090.

17.64.070 Alternatives to standard parking requirements; other modifications.

- A. Administrative parking permit. Alternatives and other modifications to the standard off-street parking requirements stated in this subsection A are permitted with approval of an administrative parking permit. The planning director shall approve an application for an administrative parking permit if the alternatives proposed in the application substantially conform to the requirements in this section.
1. On-site alternatives to required vehicle off-street parking. Except for required off-street parking for single family and two-family uses, one or more of the following alternatives may be substituted for required off-street parking spaces on the same parcel or integrated development site as the land use the spaces serve:
 - a. Additional bicycle parking. Four non-required bicycle parking spaces may be substituted for one on-site vehicle parking space, up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater.

- b. Carsharing. One carshare space may be substituted for four required on-site vehicle parking spaces. "Carshare space" means a parking space reserved for a vehicle that can be rented or reserved for short periods of time, such as by the hour or minute.
 - c. Scooter and motorcycle parking. One scooter or motorcycle space may be substituted for one on-site vehicle parking space, up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater.
 - d. Shared-parking. Required off-street parking facilities may be shared between two separate land uses upon demonstrating that the uses utilize the parking spaces at different times.
 - e. On-street parking. Each on-street parking space directly adjacent to a parcel or an integrated development site occupied by a single building may be substituted for one on-site vehicle parking space. If the parking in the street is unmarked, each 24 feet of adjacent street frontage that can be legally parked shall equal one on-street parking space.
 - f. Shared bicycles. Shared bicycles provided on-site for the use of employee commutes and off-site trips may be substituted for up to a maximum of two spaces or 10% of the required on-site vehicle parking spaces, whichever is greater. Two shared bicycles are equivalent to one on-site vehicle parking space.
 - g. Transportation management plan. The required number of on-site vehicle parking spaces for a development site or use shall be reduced by 35% if a transportation management plan permit has been approved under chapter 17.184.
2. Off-site alternatives to required vehicle off-street parking. Required off-street parking may be located on a parcel other than the parcel or integrated development site served by the off-street parking, if it is located within the distances specified, and it complies with the requirements stated, below:
- a. In the central business and arts & entertainment parking district and the urban parking district, off-street parking for residential uses may be located off-site within 400 feet of the use served. Off-street parking for nonresidential uses may be located off-site within 1,250 feet of the use served.
 - b. In the traditional parking district and the suburban parking district, off-street parking for residential uses may be located off-site within 300 feet of the use served. Off-street parking for nonresidential uses may be located within 600 feet of the use served.

- c. If the parcel designated for off-street parking is not in the same ownership as the site the parking will serve, the application shall include written evidence that users of the site that the off-site parking will serve will have rights to use the off-site parking parcel for required parking.
 3. Exceeding maximum vehicle parking requirement in parking structures. The maximum vehicle parking requirement for uses that provide off-street parking in parking structures may be exceeded if:
 - a. The off-street parking is made available for public or shared-parking at all times during off-peak hours; and
 - b. The parking structure incorporates active ground floor uses such as retail, restaurants, or offices.
 4. Alternative vehicle parking space dimensions and maneuvering widths. Alternatives to the minimum parking space dimensions in section 17.64.040 (E) may be approved if the alternative space dimensions do not cause vehicle stacking in the adjacent public right-of-way.
- B. Alternatives to required vehicle off-street parking – Parking beyond specified distances of use served. Required off-street parking provided at distances farther than the distances specified in subsection A.2 are allowed with a zoning administrator’s special permit.

17.64.080 Waiver of minimum and maximum parking requirements.

- A. Waiver of required off-street parking minimum. Up to and including 75% of the required number of off-street vehicle and bicycle parking spaces may be waived with a zoning administrator’s special permit. Greater than 75% of the required number of off-street vehicle and bicycle parking spaces may be waived with a planning and design commission special permit.
- B. Exceeding the maximum vehicle parking requirement for office projects. The maximum vehicle parking requirement for office projects may be exceeded with a zoning administrator’s special permit, if supported by at least one of the following findings in addition to the findings required for the special permit:
 1. Alternatives to driving to work are not available to employees of the office project due to inadequate pedestrian, bicycle, and transit facilities;
 2. The office project will operate at times when transit service is not available or when it is not safe to walk or bicycle to the project site;

3. On-street parking in adjacent residential neighborhoods would be impacted by the office project, and no other measures to reduce this impact (other than additional off-street parking) is feasible; or
4. Unique characteristics of the office project require more parking than that which is otherwise allowed.

17.64.090 Temporary surface parking lots in the central city.

A. Purpose and intent. As recognized in the Central City Parking Master Plan (City Council Resolution No. 2006-697), surface parking lots can provide a short-term solution for parking needs in the central city, but are rarely the best use of valuable central city property. The livability of the central city is enhanced by continuous activities along the commercial streets and is harmed by parking lots breaking up the continuity of commercial development. Temporary use of vacant lots for surface parking shall be permitted in the central city only where there is a demonstrated short-term parking deficiency so that the long-term plan for development of the property for a higher use is promoted.

B. Definitions. The following definitions apply in this section:

“Parking high need area” means areas where the on-street parking is occupied at 85% or greater as determined by the planning director under subsection E of this section.

Downtown restricted parking area” means the area depicted in Figure 17.64-2.”

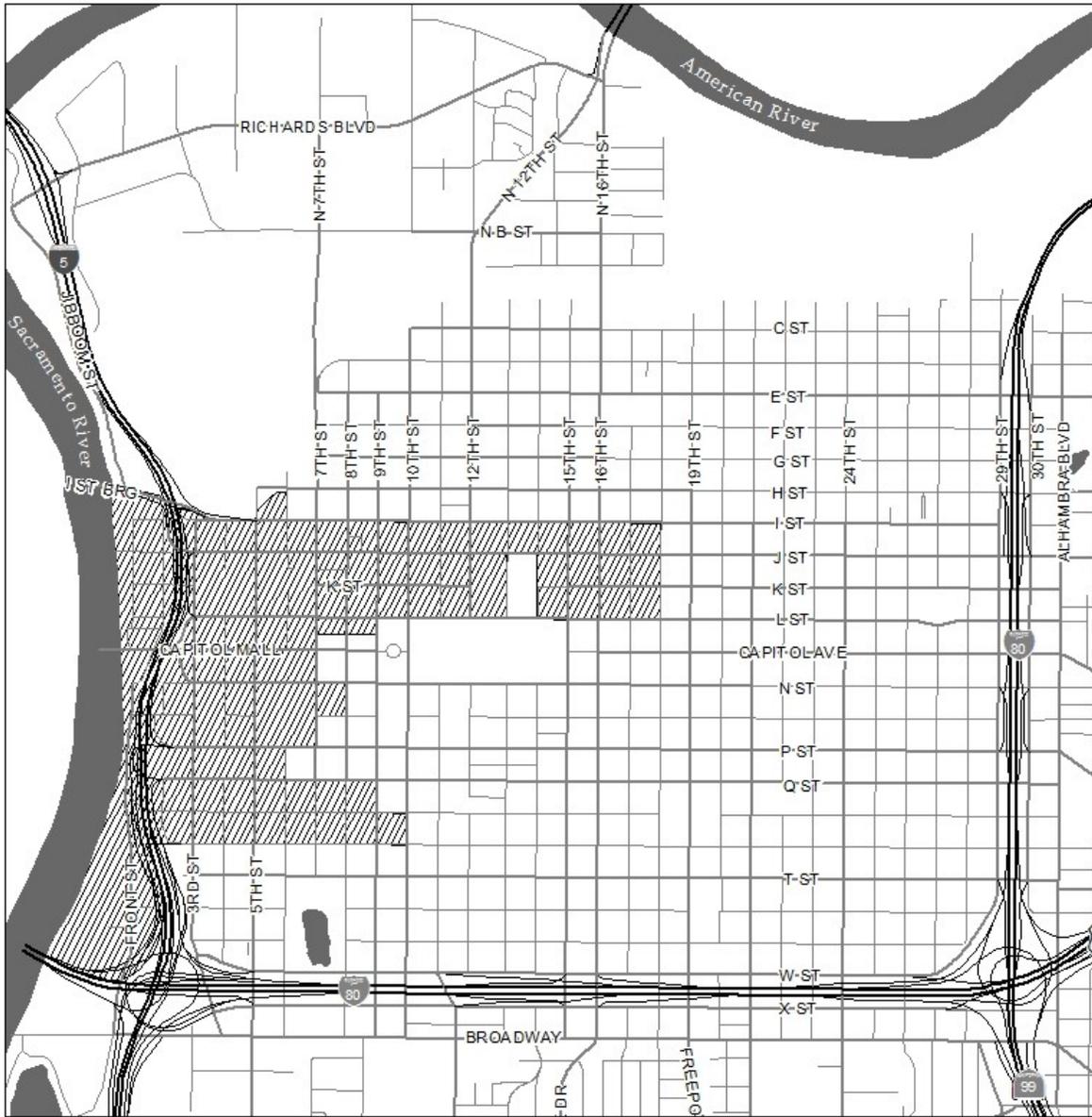
C. Temporary surface parking lot permits.

1. Temporary surface parking lots are allowed in the central city, subject to the issuance and continuing validity of a temporary surface parking lot permit under this section. Temporary surface parking lot permits may be issued only for locations within a parking high need area, or within the downtown restricted parking area subject to subsection (D) of this section.
2. Application for a temporary surface parking lot permit shall be submitted to the planning director on a form provided by the city and shall include all of the following:
 - a. Evidence satisfactory to the planning director that the location of the proposed temporary surface parking lot is either: (i) located in an area designated as a parking high need area as determined by the planning director, or (ii) located in the downtown restricted parking area and written findings required under subsection D.1 of this section have been certified by the city manager;

- b. Improvement plans, specifications, and other information as needed to bring the parcel into conformance with the temporary surface parking lot development standards set forth in subsection C.5 of this section; and
 - c. Evidence of a current business license tax certificate for the temporary surface parking lot operation.
3. The planning director shall issue a temporary surface parking lot permit upon submittal of a complete application, completion of all improvements necessary to comply with the temporary surface parking lot development standards set forth in subsection C.5 of this section, and, for locations within the downtown restricted parking area, written findings required under subsection D.1 of this section certified by the city manager.
4. Except as provided in subsection D.2 of this section for locations within the downtown restricted parking area, a temporary surface parking lot permit shall be valid for two years from date of issuance and shall not be subject to extension or renewal.
5. Temporary surface parking lots shall comply at all times with the following development standards. No other development standards, including the parking lot tree shading standards, shall apply. A zoning administrator special permit shall be required to modify or waive compliance with these development standards:
 - a. A sign with the name and telephone number of the parking lot owner and the temporary surface parking lot permit shall be displayed at the site.
 - b. Minimum lighting level of 0.2 foot-candle with appropriate shielding to prevent uplighting and unnecessary spillage on adjacent properties shall be provided.
 - c. The development standards relating to use, functionality, paving and striping, maneuvering area, space dimension, and vehicle overhang as set forth in section 17.64.040 shall apply.
 - d. The development standards relating to curbs and barriers and to surfacing and drainage as set forth in section 17.68.020 shall apply.
 - e. Temporary surface parking lots containing 25 or fewer parking spaces shall provide street frontage screening. Screening shall consist either of landscaping and irrigation within a minimum two-foot planter or a three to three and a half foot high ornamental fence consisting of painted tubular steel along all street frontages. Temporary surface parking lots containing more than 25 parking spaces shall provide landscaping and irrigation along the street frontage. All temporary surface parking lot screening shall comply with sight distance specifications as required by this code.

- f. All applicable construction standards and building permit procedures in Title 15 shall apply.
 - g. All applicable standards and driveway permit procedures in chapter 18.08 shall apply.
 - D. Temporary surface parking lot permits for locations inside of the downtown restricted parking area —Findings—Term.
 - 1. A temporary surface parking lot permit for a location in the downtown restricted parking area shall not be issued unless and until the city manager reviews the application and makes all of the following findings:
 - a. That the permit applicant has on file a complete application for development of the site;
 - b. That the permit applicant has on file evidence of ownership of the site or of intent to lease or buy the site; or, if the applicant is not the owner of the site and has no intent to lease or buy the site, the applicant has provided the city manager: (i) a copy of a “due diligence” agreement or equivalent document between the applicant and the owner of the site relating to the timely processing of the development application; or (ii) a copy of a joint venture agreement between the permit applicant and a development company for development of the site; and
 - c. That the permit applicant has on file a schedule of performance that details the actions to be taken by and at the direction of the applicant over the ensuing 12 month period relating to the development of the site.
 - 2. Notwithstanding the provisions of subsection C. of this section, a temporary surface parking lot permit for a location in the downtown restricted parking area shall not be limited to parking high need areas, shall be valid for one year from date of issuance, and may be renewed two times for a period of one year each. Application for a renewal shall be made and processed in the same manner as the initial application for a temporary surface parking lot permit under subsections C and D of this section.
- E. The planning director shall determine and make available for continuous public inspection a map showing those areas of the central city he or she has determined are high parking need areas.

Figure 17.64-2 Downtown Restricted Parking Area



SECTION 2

Section 10.44.140 through and including section 10.44.200 of the Sacramento City Code are repealed.

SECTION 3

Section 17.16.010 of the Sacramento City Code is amended as follows:

A. The definition for “bicycle parking facility” is amended to read as follows:

“Bicycle parking facility” is either a “long-term” or “short-term” bicycle parking facility as described below:

1. “Long-term bicycle parking facility” means: (a) a bicycle locker comprised of an enclosed box or compartment with a locking door, where a single bicyclist has access to a single bicycle storage compartment; or (b) a secure enclosure comprised of a short-term bicycle parking facility that is located in an area completely enclosed and covered and where entry is secured by a locking door.

2. “Short-term bicycle parking facility” means a stationary rack designed to support a bicycle upright in at least two places to prevent it from tipping over. The design of the rack shall allow the user to lock the frame and one or more wheels to the rack using a user-supplied U-lock. A bicycle rack design that solely supports the bicycle by a wheel does not meet the requirements of a short-term bicycle parking facility.

B. Except as amended as set forth in subsection A, section 17.16.010 remains unchanged and in full force and effect.

SECTION 4

A. Section 17.24.040 Industrial and Agricultural Land Use Chart of Title 17 of the Sacramento City Code (the Zoning Code) is amended by amending the matrix for “Railroad ROW, use of” set forth in Table 17.24.040.B to read as follows:

Uses Allowed	E C	HC	SC	C- 1	C- 2	C- 3	C- 4	M- 1	M- 1(S)	M- 2	M- 2(S)	MIP	MRD	H	SPX	TC	A	AOS	F	AR P-F
Railroad ROW, use of					63		63	63	63/ 20	63	63/ 20									

B. Except as amended as set forth in subsection A, section 17.24.040 and Tables 17.24.040.A and 17.24.040.B remain unchanged and in full force and effect.

SECTION 5

A. Section 17.24.050 of the Sacramento City Code is amended as follows:

1. Subsection d of Footnote 13 is amended to read as follows:

d. Property located within a quarter-mile radius of a light rail station (measured from the center of the platform, as determined by the planning director, to the edge of the parcel closest to the station) and zoned C-4, M-1, M-1(S), M-2, or M-2(S) may be used for apartments, duplexes, or halfplexes with a planning and design commission special permit under chapter 17.212.

2. Subsection h.ii of Footnote 26 is amended to read as follows:

ii. If the on-site parking is accessed from an alley, maneuvering area shall be provided behind the on-site parking consistent with section 17.64.040. The alley right-of-way may be included as maneuvering area. The maneuvering area on the lot shall be surfaced in accordance with subsection A of section 17.68.020.

3. Subsection a.vi of Footnote 30 is amended to read as follows:

vi. Off-street parking shall be provided in accordance with chapter 17.64.

4. Subsection d of Footnote 36 is amended to read as follows:

d. Off-street parking shall be provided in accordance with chapter 17.64.

5. Subsection d of Footnote 39 is amended to read as follows:

d. Off-street parking shall be provided in accordance with chapter 17.64.

6. Subsection d of Footnote 47 is amended to read as follows:

d. Parking. Off-street parking shall be provided in accordance with chapter 17.64.

7. Subsection c of Footnote 49 is amended to read as follows:

c. Parking. Off-street parking shall be provided in accordance with chapter 17.64.

8. Subsection a of Footnote 51 is amended to read as follows:

a. Parking. Off-street parking shall be provided in accordance with chapter 17.64. The parking facility shall be oriented to allow for child drop-off and pick-up areas which do not create traffic congestion or parking problems.

9. Subsection a of Footnote 52 is amended to read as follows:

a. Parking. Off-street parking shall be provided in accordance with chapter 17.64. The parking facility shall be oriented to allow for child drop-off and pick up areas which do not create traffic congestion or parking problems.

10. Footnote 63 is amended to read as follows:

63. Conditions on Use of Railroad Rights-of-Way. A railroad right-of-way may be used for railroad tracks or spur tracks. Loading and unloading platforms or structures may be located on a railroad right-of-way only if: (i) the abutting property is located within a C-4 or M zone, and (ii) no residential zoning is within 300 feet of the facility on the same side of the right-of-way. Railroad right-of-way located in the central city between B Street on the north, the north side of the R Street light rail tracks on the south, 19th Street on the west, and 20th Street on the east may be used for surface off-street vehicle parking facilities. The development standards in section 17.64.040, chapter 17.68, or in any other section of this title shall not apply to surface off-street vehicle parking facilities located in the railroad right-of-way in this area.

11. Footnote 67 is amended to read as follows:

67. Somatic Practitioner/Somatic Practitioner Establishment. This use is permitted subject to meeting the qualifications of chapter 5.124. Off-street parking shall be provided in accordance with chapter 17.64.

12. Footnote 68 is amended to read as follows:

68. Tutoring Center. This use is permitted in the same zones, with the same restrictions, as offices. Off-street parking shall be provided in accordance with chapter 17.64.

13. Subsection c of Footnote 76 is amended to read as follows:

c. Off-Street Parking. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.24.050 remains unchanged and in full force and effect.

SECTION 6.

A. Subsection B of section 17.28.030 of the Sacramento City Code is amended to read as follows:

B. Off-Street Parking.

Off-street parking for uses in the RMX zone shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.28.030 remains unchanged and in full force and effect.

SECTION 7.

A. Subsection C of section 17.40.040 of the Sacramento City Code is amended to read as follows:

C. Parking.

Off-street parking for uses in the MIP zone shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.40.040 remains unchanged and in full force and effect.

SECTION 8.

A. Section 17.68.010 of the Sacramento City Code is amended as follows:

1. Subsection A is amended by deleting subsection A.4 in its entirety.

2. Subsection B is amended to read as follows:

B. Planter Required.

1. Except for single-family and two-family residential uses and where driveways and walkways enter and exit a lot, a landscaped planter is required (i) to separate all surfaced areas from the adjacent public street, and (ii) along the entire perimeter of surface parking lots of more than 30 spaces.

2. The planter shall be surrounded with six inch raised concrete curbing. The minimum width of planter, excluding curbing, shall be six feet. An irrigation system shall be installed in each separate planter area. Planter area shall not be surfaced in part or whole with concrete, asphalt, or other surface material, but shall contain earth and living plants.

3. Subsection C is amended to read as follows:

C. Parking Lot Tree Shading. Trees shall be planted and maintained throughout any surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50% of the parking area will be shaded pursuant to section 17.64.040(I).

B. Except as amended as set forth in subsection A, section 17.68.010 remains unchanged and in full force and effect.

SECTION 9

Section 17.68.020 of the Sacramento City Code is amended to read as follows:

17.68.020 Paving requirements.

A. Paving Required. Paving is required for all storage and service areas, as well as off-street parking, driveways, maneuvering, and loading areas for vehicles, including service stations and auto sales. Unpaved areas shall not be used for storage, vehicle parking, driving, or maneuvering. Unpaved areas adjacent to paved areas shall be made inaccessible by a barrier, such as concrete curbs, bollards or fencing.

B. Paving Materials. Paving materials shall consist of decorative pavers, asphaltic concrete or Portland cement concrete paving, or alternative treatments providing comparable strength and performance for vehicles intended to use the facility and approved by the planning director in consultation with the public works and fire departments. Paving shall include driveways from facility to the edge of public right-of-way paving.

C. Curbs, Decorative Bollards, or Other Barriers Required. Except at approved driveways, every off-street parking facility; off-street loading or unloading area; and storage, sale, rental, or service area shall be improved with curbs or other barriers that prevent parked vehicles, equipment, or other objects from projecting into the public right-of-way and landscaped planter. The curb or other barrier shall be at least six inches in height and thickness, and shall be constructed of concrete or other suitable material.

D. Drainage. Drainage for all surfaced areas shall comply with all applicable storm water drainage standards, regulations, and requirements.

SECTION 10.

Section 17.96.090 of the Sacramento City Code is amended to read as follows:

17.96.090 Parking.

Off-street parking for uses in the CBD shall be provided in accordance with chapter 17.64.

SECTION 11

A. Subsection H.4 of section 17.104.020 of the Sacramento City Code is amended to read as follows:

4. Off-street parking for residential uses in the RMX zone shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.104.020 remains unchanged and in full force and effect.

SECTION 12

A. Subsection B.3 of section 17.120.070 of the Sacramento City Code is amended to read as follows:

3. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.070 remains unchanged and in full force and effect.

SECTION 13

A. Subsection B.5 of section 17.120.080 of the Sacramento City Code is amended to read as follows:

5. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.080 remains unchanged and in full force and effect.

SECTION 14

A. Subsection B.5 of section 17.120.090 is amended to read as follows:

5. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.090 remains unchanged and in full force and effect.

SECTION 15

A. Subsection B.5 of section 17.120.100 of the Sacramento City Code is amended to read as follows:

5. Parking Requirements.

a. No off-street vehicle parking shall be required for retail, commercial service (including banks and beauty salons), athletic club/fitness center, or restaurant uses if the use does not exceed nine thousand six hundred (9,600) square feet.

b. Except as provided in subsection a., above, off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.100 remains unchanged and in full force and effect.

SECTION 16

A. Subsection B.5 of section 17.120.110 of the Sacramento City Code is amended to read as follows:

5. Parking. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.110 remains unchanged and in full force and effect.

SECTION 17

A. Subsection B.4 of section 17.120.120 of the Sacramento City Code is amended to read as follows:

4. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.120.120 remains unchanged and in full force and effect.

SECTION 18

A. Subsection F of section 17.124.050 of the Sacramento City Code is amended to read as follows:

F. Parking.

Off-street parking shall be provided in accordance with chapter 17.64. The planning director may, through the urban development permit, either increase or decrease the required parking ratios based on the project's parking management plan to ensure adequate parking capacity based on the goals and objectives of the Central City Parking Master Plan.

B. Except as amended as set forth in subsection A, section 17.124.050 remains unchanged and in full force and effect.

SECTION 19

A. Section 17.128.030 of the Sacramento City Code is amended as follows:

1. Subsection B.1.c.v is amended to read as follows:

v. Parking Requirements.

Except as provided in this subsection v., off-street parking shall be provided in accordance with chapter 17.64.

(A) Office/Retail. Parking for projects of 10,000 square feet or less may be provided by means of a surface parking lot. The planning and design commission may approve a special permit for the use of a surface parking lot for parking for projects of more than ten thousand (10,000) square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for these uses if included as part of an office or residential project.

2. Subsection B.1.c.vi is amended to read as follows:

vi. Bicycle Parking Requirements. Bicycle parking shall be provided in accordance with chapter 17.64.

3. Subsection B.2.c.vi is amended to read as follows:

vi. Parking Requirements. Except as provided in this subsection vi., off-street parking shall be provided in accordance with chapter 17.64.

(A) Office.

(1) Projects of 10,000 Square Feet or Less. Parking for projects of 10,000 square feet or less may be provided by means of a surface parking lot.

(2) Projects of More Than 10,000 Square Feet. The planning and design commission may approve a special permit for the use of a surface parking lot for projects of more than 10,000 square feet.

(B) Commercial/Retail. Vehicle parking shall not be required for the uses listed in Table 1 of section 17.96.070.

4. Subsection B.2.c.vii is amended to read as follows:

vii. Bicycle Parking Requirements. Bicycle parking shall be provided in accordance with chapter 17.64.

5. Subsection B.5.c.v is amended to read as follows:

v. Parking Requirements. Off-street parking shall be provided in accordance with chapter 17.64.

6. Subsection B.5.c.vi is amended to read as follows:

vi. Bicycle Parking Requirements. Bicycle parking shall be provided in accordance with chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.128.030 remains unchanged and in full force and effect.

SECTION 20

A. Subsection D of section 17.168.050 of the Sacramento City Code is amended to read as follows:

D. Off-Street Parking. The uses in the UN overlay zone are subject to the off-street parking requirements, development standards, and other regulations as set forth in chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.168.050 remains unchanged and in full force and effect.

SECTION 21

A. Subsection F of section 17.172.040 of the Sacramento City Code is amended to read as follows:

F. Off-Street Parking. The uses in the MC overlay zone are subject to the off-street parking requirements, development standards, and other regulations as set forth in chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.172.040 remains unchanged and in full force and effect.

SECTION 22

A. Section 17.178.060 of the Sacramento City Code is amended as follows:

1. Subsection F is amended to read as follows:

F. Parking. The uses in the TO overlay zone are subject to the off-street parking requirements, development standards, and other regulations as set forth in chapter 17.64.

2. Subsection G is amended to read as follows:

G. Minimum Bicycle Parking Requirements. The uses in the TO overlay zone are subject to the bicycle parking requirements, development standards, and other regulations as set forth in chapter 17.64.

B. Except as amended as set forth in subsection A, section 17.178.060 remains unchanged and in full force and effect.

SECTION 23

The amendments to the Sacramento City Code enacted by this Ordinance shall not apply to development for which an application for a building permit is filed with the city prior to the effective date of this Ordinance.

SECTION 24

This Ordinance shall take effect 60 days after adoption.



RESOLUTION NO. 2012-

Adopted by the Sacramento City Council

October 30, 2012

ESTABLISHING PERMIT FEES FOR ADMINISTRATIVE PARKING PERMITS AND TEMPORARY SURFACE PARKING LOT PERMITS

BACKGROUND

- A. Section 17.64.070 to the Sacramento City Code authorizes an administrative parking permit to approve alternatives to standard parking requirements and other modifications.
- B. Section 17.64.090 authorizes temporary surface parking lot permits within a high need parking area or within the downtown restricted parking area.
- C. The proposed fees for permits issued under Section 17.64.070 are set forth in Exhibit A
- D. The proposed fees for permits issued under Section 17.64.090 are set forth in Exhibit B.
- E. The amount of the proposed fees is no more than necessary to cover the City's reasonable costs to issue the permits and otherwise administer and enforce Sections 17.64.070 and 17.64.090. In addition, the manner in which those costs are allocated to the permittees bears a reasonable relationship to each permittee's burdens on, or benefits received from, the City.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City of Sacramento Fee and Charge Report, Community Development Department, is hereby amended, as set forth in Exhibit A, to establish the amount of the fees authorized by Section 17.64.070 of the Sacramento City Code.
- Section 2. The City of Sacramento Fee and Charge Report, Community Development Department, is hereby amended, as set forth in Exhibit B, to

establish the amount of the fees authorized by Section 17.64.090 of the Sacramento City Code.

Section 2. Exhibits A and B are part of this resolution.



Exhibit A

Fee Name: Administrative Parking Permit (Sacramento City Code Section 17.64.070)

Current Fee: None

Proposed Fee: \$2,000

Justification: The fees recover 100% of estimated costs for a permit process that includes review of the permit application by staff, permit administration, and site inspection, all at the department's hourly rate of \$140. It is estimated that staff time for an administrative parking permit would take 15 hours.

Proposition 26: These fees are not "taxes" under section 1, subdivision (e), in article XIII C of the California Constitution, as they are within the exception set out in subdivision (e)(3) of that section. The fees recoup not more than 100% of the Department's actual cost of issuing the permits and inspecting the sites. No fee waivers are provided, and the Department's costs are allocated equally to the persons who apply for permits and permit renewals.



Exhibit B

Fee Name: Temporary Surface Parking Lot Permits (Sacramento City Code Section 17.64.090)

Current Fee: None

Proposed Fees: \$560

Justification: The fees recover 100% of estimated costs for a permit process that includes review of the permit application by staff, permit administration, and site inspection, all at the department's hourly rate of \$140. It is estimated that staff time for a temporary surface parking lot permit would take 4 hours.

Proposition 26: These fees are not "taxes" under section 1, subdivision (e), in article XIII C of the California Constitution, as they are within the exception set out in subdivision (e)(3) of that section. The fees recoup not more than 100% of the Department's actual cost of issuing the permits and inspecting the sites. No fee waivers are provided, and the Department's costs are allocated equally to the persons who apply for permits and permit renewals.



May 7, 2012

Greg Sandlund, Sacramento Planning Staff
Members of the Planning Commission

I am a long term Central City resident and activist who, like my neighbors, has been negatively impacted by the City's current lack of regard for the parking problems facing Central City neighborhoods. I oppose the recommendations that staff is currently bringing to the Planning Commission for changes to the City's parking code because they fail to address the serious parking problems that many Central City neighborhoods are currently having and, if adopted, will make those problems worse.

The core of the staff report is the recommendation to exempt all commercial properties of less than 6,400 square feet (pretty much all the lots in Midtown and much of the rest of the Central City) from parking requirements. This will certainly benefit developers and business owners, but it is a disaster for the livability of Central City neighborhoods. It appears that staff ignored the input received from Central City residents about the fact that many blocks (mine included) don't even have enough parking for current residents, never mind bar and restaurant patrons. Staff also ignored the toll that the behavior (screaming, fighting, vandalizing property) of drunken bar and restaurant patrons who consistently park in our neighborhoods is taking on livability. The 2030 General Plan calls for reducing sprawl and creating conditions that encourage people to live in dense, close in urban neighborhoods. But people don't want to live in neighborhoods where they can't park, can't sleep and have to repeatedly spend money to fix property damage, as is now the case in large portions of Central City neighborhoods. Some long term residents are already starting to leave and more are likely to follow if the recommendations in the staff report are adopted.

It is true that requiring businesses that can't meet current parking requirements to get waivers has not been an effective way of dealing with parking problems in the Central City. The staff report suggests other, more appropriate ways that parking requirements might be met including off site parking, in lieu fees and shared parking arrangements based on peak hours of operation and parking usage patterns. Another option that the report does not include is the use of agreements for validated parking between businesses and parking lot or structure owners. This suggestion was brought up by residents attending recent meetings on changes to the parking code and has also been brought up in relation to specific projects. For some reason, it has always been ignored. One other thing that should be considered here is that parking requirements as they are currently used do more than just address parking. They have also allowed the Zoning Administrator and the Planning Commission to put other, non-parking conditions on businesses, particularly bars and restaurants. These conditions have been helpful to neighborhoods that are already reeling from what ABC calls the "undue concentration" of alcohol licenses.

The only way that eliminating existing parking requirements could possibly work for neighborhoods would be to extend residential parking permit hours so as to keep after hours bar and restaurant patrons from parking in those neighborhoods. Residential blocks within walking distance of bars and restaurants (current experience shows that to be as far as five or six blocks) need parking restrictions that limit parking to residents (and their guests) from 6 p.m. to 6 a.m. This needs to be combined with a system that would allow residents, who currently have one guest permit per household, to easily get additional short term guest permits on line when they are having a party or other event with more than one guest. While planning staff and the Planning Commission do not have control over the residential permit parking permit process, they can and should adopt a recommendation that it be implemented to protect neighborhoods. Current parking requirements should be maintained for commercial uses adjacent to any residential neighborhood until such time as that neighborhood has implemented after hours residential permit parking restrictions.

The staff report talks about the large number of parking structures and surface lots that sit virtually empty on evenings and weekends. The report is probably correct that these lots could meet most of the needs of business patrons, but that they are currently either viewed as too expensive by patrons (and no amount of signage will get patrons to use lots they consider to be too expensive when they can park free in our neighborhoods) or are not available for after hours use. These lots have the potential to be an important resource. The only way to assume that they get used is 1) use the residential permit parking program to create a situation where free neighborhood parking is no longer available and 2) for the City to take the lead in working with the Downtown Partnership, the Midtown Business Association, parking lot operators and parking lot and facility owners to find ways (including ways of addressing liability insurance) to open these lots after hours. Creating a situation where patrons had to park in existing parking lots and garages rather than in neighborhoods would have the additional advantage of keeping problem bar patrons within a more limited area, thus making it easier for police and security to manage them and reducing the level of alcohol related crime that is now occurring in the neighborhoods.

The primary focus of the staff report is on parking for commercial uses, but it also recommends reducing the requirements for some residential projects from the current one space per unit to less than one space per unit. It is one thing to waive requirements for the adaptive reuse of old residential buildings which were built without parking and I have no problem with that. However, I find it completely unacceptable to eliminate the 1:1 requirement for new residential construction other than senior or affordable housing. The Central City already has a large number of multi-unit apartment buildings that were constructed in the 1950's, 60's and 70's without off street parking as well as a number of smaller, older buildings that were built without parking. The result is that there are many blocks in the Central City where residents have more cars than parking spaces. It is nothing short of absurd to continue to add to this problem.

In conclusion, the staff report treats residents of the Central of the Central City (and probably residents in other traditional neighborhoods immediately adjacent to commercial corridors) like second class citizens who lack the right to either the “quiet enjoyment” of their homes or the ability to park within a safe (never mind convenient) distance of those homes. The Planning Commission needs to direct staff to rewrite the report in a way that protects and preserves Central City and other mixed use urban neighborhoods.

Thank-you for your consideration.

Sincerely,

Karen Jacques

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May 8, 2012

City of Sacramento Planning Commission

RE: New parking codes

To whom it may concern:

My name is Michael J. Heller (Heller Pacific and LoftWorks LLC). I have been developing projects in the City since 1997 and have completed 10 projects to date. Parking has been a major obstacle on nearly every project I have undertaken so I am very pleased that Staff has the vision to make practical improvements to the code.

I have now participated in a two stakeholder meetings with City Staff on the proposed new parking codes for the Central City as well as phone conversation with Staff. At the most recent one (DSP Task Force), we had a very thorough discussion about the proposed code as it relates to the realities of urban development. I must say I have been very impressed with the approach that Staff is taking. Specifically:

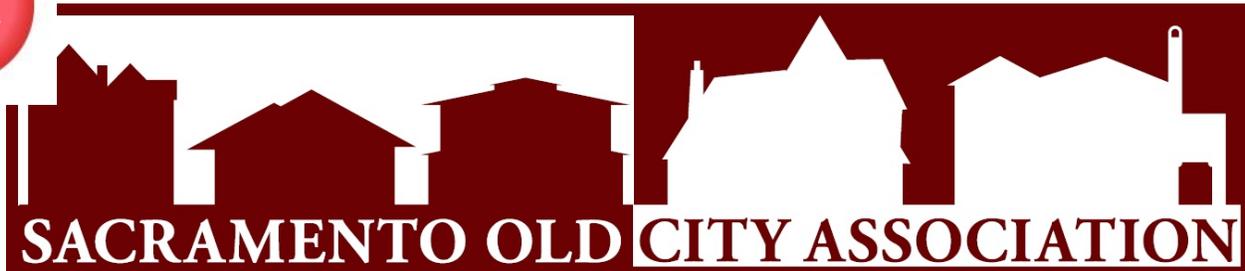
- Addressing the cost and unpredictability of applying for parking waivers
- Not forcing developers to secure off-site parking leases that are near impossible to get, are cost prohibitive and run contrary to all the "green" principles we strive for.
- Creating some flexibility in providing alternatives to suburban models of parking (bike racks, scooter, motorcycles, credit for space sharing etc).
- Allowing market forces to drive the requirements for parking. Developers, lenders and tenants will ensure adequate amounts of parking.

I commend the efforts of Staff and encourage you to move this effort forward. If we can be smart here and really establish a forward-thinking policy on parking, it will help developers get projects out of the ground and in doing so revitalize our local economy.

Regards,



Michael J. Heller



Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)455-2935 – info@sacoldcity.org

Greg Sandlund

Associate Planner, Community Development Department

300 Richards Boulevard, 3rd Floor

Sacramento, CA 95811

April 9, 2012

Dear Mr. Sandlund,

On behalf of the Sacramento Old City Association, I would like to thank you for presenting information regarding suggested Green Development Code proposals and changes to parking in the central city to the SOCA Board on Monday, April 2. The presentation was very informative and inspired much discussion. On behalf of SOCA, I am writing this letter to follow up on some of the ideas generated at the meeting.

First, regarding the list of alternate means for central city projects to reduce parking requirements, SOCA board member Sean deCourcy suggested adding adaptive reuse of existing buildings to this list, to incentivize reuse of existing building stock constructed without parking spaces. Currently, a project in a zero lot line historic building must pay for a special permit to exempt them from parking requirements, just as other suggested code alternatives currently do. A review of code should reflect options that incentivize green approaches to infill, such as adaptive reuse, instead of discouraging the use of existing building stock by adding the higher costs of in-lieu fees, or other options as listed in your presentation that are better suited to new construction..

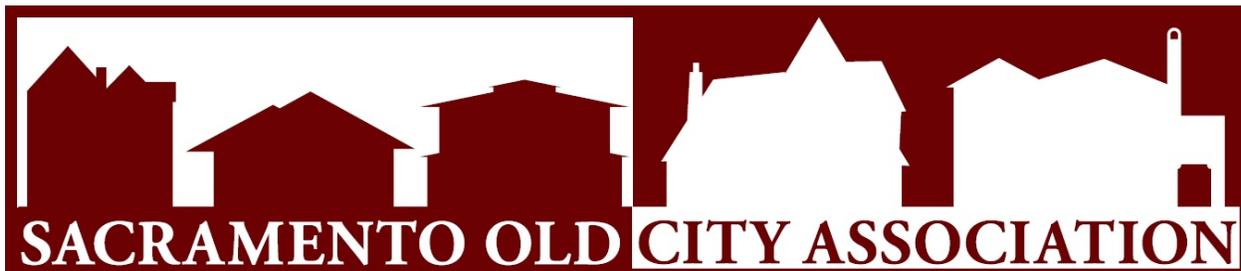
Second, if the objective of the city is to minimize the effects of vehicle traffic on central city residents, as outlined in the presentation and the city's general plan, the parking plan must include resident-only parking in neighborhoods most affected by evening visitors to the central city, and street lighting between visitor parking areas and business districts to facilitate safe nighttime walking paths. The objective of resident-only parking is not to discourage central city business or visitor traffic, but to direct it back into the business district and encourage visitors to use parking garages and lots, or use alternate means to reach the central city. This has multiple effects: It is more physically convenient for business patrons, it makes more money for private parking lots and garages, and it keeps the neighborhoods quieter and more livable, and thus more desirable as places to live. Increasing population in the central city reduces the number of vehicle trips, and each central city resident has a far greater economic effect on central city businesses than outside visitors, because far more of their disposable income is spent in the central city. Encouraging the use of residential neighborhoods as business parking lots discourages resident investment and encourages central city residents to consider the suburbs for peace and quiet, adding their cars to the parade of traffic entering and exiting the central city every weekend.

Finally, in addition to greater residential density in the central city, the best way to encourage alternate means to reach the central city is to create linkage between central city development and public transit. Choking off parking supply without providing transit alternatives does nothing to create a transit-oriented, walkable neighborhood. It simply discourages both residential and commercial investment, and forces central city residents and customers to seek car-centric neighborhood alternatives. **Transit-oriented development requires sufficient transit.**

Many of these points were outlined in a December 8 letter presented to the Planning Commission and provided to staff. A copy of that letter is attached for your review.

William Burg, President, SOCA

Cc: Tom Pace, Jim McDonald, David Kwong, Max Fernandez



Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)455-2935 – info@sacoldcity.org

December 8, 2011

RE: Green Development Code (LR11-006)

Members of the Planning Commission and City Staff,

The Sacramento Old City Association (SOCA) salutes the efforts of the City of Sacramento to embrace sustainability in its development process, and offers the following recommendations to City staff and the Planning Commission regarding adaptive reuse, affordable housing and parking, all of which are issues of interest to SOCA members and residents of Sacramento's historic neighborhoods.

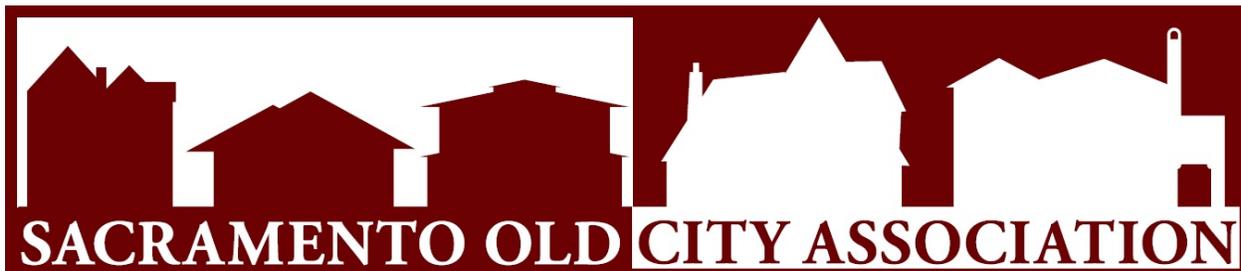
Adopt an Adaptive Reuse Ordinance

“The greenest building is one that is already built” is a long-held truism in the preservation community, and this philosophy must be expressed in green development codes. In addition to their value as expressions of our cultural and architectural legacies, our existing building stock represents an enormous quantity of embodied energy that is lost when old buildings are demolished and replaced with new. Restoration of historic buildings is less materials-intensive, sparing our landfills from new construction waste materials and demolished old buildings. Restoration is labor-intensive rather than materials-intensive, creating more jobs per dollar spent when compared to new construction, and a more positive economic effect.

In addition to the identification and designation of historic buildings and districts, cities like Los Angeles have created policies to facilitate adaptive reuse of existing buildings and conversion to residential use, including those as recently built as the 1970s. This ordinance has resulted in the tripling of downtown Los Angeles' population in less than a decade, a testament to both the demand for downtown housing and the effectiveness of an adaptive reuse ordinance. A Sacramento adaptive reuse policy would incentivize the occupation and revitalization of existing building stock in the urban core, and discourage “demolition by neglect.” In addition to its “green” sustainability, these policies promote economic sustainability by allowing property owners to better utilize current building stock in a more cost-effective manner. Simplifying adaptive reuse also makes housing more affordable through use of vacant buildings.

References:

<http://preservation.lacity.org/reuse-ordinance> Los Angeles adaptive reuse ordinance



Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)455-2935 – info@sacoldcity.org

Parking Reduction through Transit Mitigation, Parking Sharing and Resident-Only Parking

The city’s General Plan directives include several apparently contradictory statements: reduce minimum parking standards while providing adequate off-street parking, and reducing the impact of commuter parking on residential streets. Reducing parking minimums must be accompanied by alternatives that promote use of other transit modes. Recently passed legislation (AB 147, Dickinson) authorizes local agencies to charge fees, dedications, reservations or other exactions on development projects to construct pedestrian, bicycle and public transit facilities. By requiring transit facilities in lieu of parking spaces, new development can facilitate other transit modes instead of shifting the burden of parking to nearby neighborhoods without providing alternatives. This legislation also facilitates adaptive reuse of older buildings, by providing parking alternatives in neighborhoods where there are no adjacent private lots.

References:

http://www.leginfo.ca.gov/cgi-bin/postquery?bill_number=ab_147&sess=CUR&house=B Bill text of AB 147 (Transportation Mitigation Impact Fees)

Parking sharing agreements allow multiple businesses with different hours of operation share a common lot. Currently, there are no means for businesses to create formal parking sharing agreements through the city. Instead, businesses ask for exemption from parking requirements, which requires a special permit, and establish these agreements on an ad-hoc basis. Creating a formal procedure for parking sharing agreements simplifies the regulatory process and meets parking needs while discouraging the creation of new parking lots.

Finally, reduce the effects of commuter parking on residential streets through expanded use of resident-only zones in neighborhoods most impacted by commuter and late-night parking. This strategy channels traffic to paid parking lots in commercial zones and on-street parking. This strategy will also enhance the livability and safety of the walkable neighborhoods adjacent to business districts, discourage pollution by commuters who “orbit” neighborhoods seeking free parking, and encourage residents to walk or bike for trips within their own neighborhoods.

William Burg
Preservation Chair, Sacramento Old City Association



May 9, 2012

RE: Zoning Code Parking Update

Dear Members of the Planning Commission and City Staff:

On behalf of the Midtown Business Association (MBA), I would like to submit this letter of support for the City of Sacramento's proposed Zoning Code Parking Update, and thank Mr. Greg Sandlund for the informative presentation at our April MBA Board of Directors' Meeting.

MBA has a sincere interest in improving parking regulations in Midtown and the Central City in order to increase ease of planning for incoming businesses and improve management of public parking on city streets. The MBA's mission is to promote and protect the businesses in Midtown Sacramento through public service, support, and advocacy. I believe our member property and business in Midtown will benefit from the proposed revisions to existing code.

MBA is particularly supportive of the Zoning Code Parking Update for the following reasons:

- Current parking requirements for storefront commercial uses are onerous for business owners, not in alignment with the urban nature of Midtown, and deter new businesses from investing.
- Current regulations do not provide incentives for property owners of existing parking facilities to share their parking facilities when they are not being used.
- Proposed new parking regulations will more encourage increased use of alternate modes of transportation, and offer developers alternatives to onsite or off-site parking requirements (in-lieu fees, car sharing, etc.)
- New regulations accurately reflect the mixed-use, walkable, bike-friendly grid that Midtown has to offer.
- Rather than negotiate a costly and unpredictable parking waiver process, new businesses will be able to address parking demand in more flexible, site specific manner.

The Midtown Business Association is looking forward to working with the City to create greater opportunities for shared public parking that can reduce parking impacts to surrounding residential areas. I respectfully encourage you move this item forward.

If you have questions or need additional information, I can be reached by phone at 916-442-1500.

Sincerely,

Elizabeth Studebaker
Executive Director



Greg Sandlund

From: dale kooyman [kooyman801@gmail.com]
Sent: Wednesday, May 09, 2012 2:04 PM
To: Greg Sandlund
Cc: Declines Rommel; Ray Timothy; Smira Michele; LoFaso Alan; Nybo David; Burchill Kiyomi; Mendez Michael; Parrinello John; Molander Anna; Tom Pace; Wendel Tom; Ken Lauszus; Harriman Paul; Sgromo Vito; Smith Clara; DAMJANOVIC MARTHA; Tsamtsis Paul; Marion Millin; STARR Marilyn; Trimble Jeanette; Winger Robert; Holmes Bruce; Robert King Fong; Lisa Nava; Steve Cohn; Sue Brown; Tsamtsis Paul; Doolittle Jeffrey; Jacques Karen
Subject: Parking Code update

This proposal totally totally ignores, if not is in defiance of, what the other participant and I told staff and the consultant when we served on the stakeholder committee. I now see it was not only a waste of time but why you and your supervisors/cohorts did not want to meet with us, **as I repeatedly asked**, after you had completed this lofty joke of a proposal. Apparently it is intended to be "business friendly" but is actually **anti-business** to Midtown's largest business of all--the **selling and rental** of residential homes and apartments. This proposal fails badly to **strike a balance** between the non-residential and the residential needs.

As staff was told in that stakeholder meeting, many bars and clubs mislead the city by serving some kind of food and call themselves restaurants so they don't have to meet the city's Public Necessity and Convenience code requirements for bars/clubs. These party places are now major benefactors of your generosity in spite of the fact they have increased crime and city police costs, the supporting studies about which I submitted (**which were ignored**) to the Planning Commission on the Red Rabbit parking issue.

These kinds of "restaurants" and bars/clubs should be exempted from your allegedly "green" effort which is totally misleading since we have a public transportation system that is designed primarily to serve commuters--not local residents. **OR** since no city staff want to restrict a business no matter how destructive or costly it is, **the best solution and only acceptable, effective solution, is to incorporate a mandate into this plan that the resident preferential parking programs' hours, as afforded residents in the 1977 U.S. Supreme Court decision, be expanded to match the operating hours of the the trouble causing bars/clubs.** That is fair and could be done easily instead of, as Planning has done in the past, placed the Parking Dept, Code Enforcement and residents on the hook while planning staff walk away from the mess they create.

All of these concerns I and others detailed to the Planning Commission in the Red Rabbit case and (**which were also ignored**) along with the long history I've observed and been victim of for over 36 years of i.e. poor decisions (except one), which Planning Staff and prior planning commissions have made to deteriorate and gradually destroy quality of life for Midtown residents.

Further, you know well that there are no massive parking structures in Midtown as there are in the CBD to absorb the commute employee and customer parking needs, so you merely dump more commuters to park onto the neighborhood streets. Instead of fixing already existing problems as detailed in Central City Parking Master Plan, you once again have ignored it. So staff and commission members **need to ask themselves who will buy or rent in Midtown when there is no place to park when they come home after work?**

I regret that if the tone and content of this email may offend someone. However, I have run out of patience with being polite and respectful only to get city platitudes and neighborhood disrespect in return. I bought and have lived Midtown for 36 years from the time it was considered a slum. But with fellow residents and preservationists we managed to create a quality of life in a Midtown that has attracted more families of mixed age, incomes and ethnicity while welcoming warmly non-trouble causing alcohol serving dinner house restaurants.

But here "you go again," with what is supposed to be "planning", to continue your assault on residents and lavishing your partiality on alcohol businesses--the very businesses with "planning's" support that are well on the way to destroying residents' quality of life.

I have come to the conclusion that "planning" and maybe even the commission will not be satisfied until you have returned the area to a slum and the trouble causing alcohol business leave (Old Town Chicago and St. Louis's Gas Light District as prime examples of destruction of private investment and then unsuccessful replaced with expensive public redevelopment).



May 10, 2012

Dear members of the City of Sacramento Planning Commission,

WALKSacramento, the Sacramento Area Bicycle Advocates and Breathe California Sacramento – Emigrant Trails are pleased to see the proposed changes to the City of Sacramento’s parking regulations and zoning code. We believe this will better conform to the vision of the General Plan and the needs of city residents and businesses now and for the future. We are generally pleased with the direction and thank City staff for taking the time to meet with us and your time in reviewing our concerns.

We offer the following suggestions, underlined, to the proposed update text, in italics.

- 1. *Eliminate minimum parking regulations for the Central Business District. Exempt nonresidential projects on lots 6,400 square feet or less from minimum parking requirements. Vertical mixed use projects that have more than 50% square feet devoted to residential uses will not have minimum parking requirements for the nonresidential component. Allow projects that have transportation management plans the ability to reduce their parking requirement by 35%.*

This should not include exemption for bicycle parking and it should be clearly stated that it is intended for vehicular parking. In fact, CBD districts and projects that have TDM plans should have higher rates of bicycle parking.

- 2. *Permit, through an administrative process, offsite parking for clients and/or employees; carsharing; parking space sharing; scooter/motorcycle parking; additional bike parking; and/or an in-lieu fee in meeting parking requirements.*

Add bicycle share. Note bicycle parking as both long and short term and continue to allocate part of in-lieu fees to bicycle and pedestrian improvements.

- 3. *Require both short-term and long-term bicycle parking for all land uses.*

- A. These requirements should not be tied to vehicular parking requirements.
- B. The rates of required parking to be tied to the city's goals for bicycle activity should meet existing demand, particularly in multifamily residential buildings.

We look forward to working with the Commission and City Council on this important issue.

Sincerely,

(Signed)
Terry Preston
Complete Streets Coordinator
WALKSacramento

(Signed)
Tricia Hedahl
Executive Director
SABA

(Signed)
Argelia Leon
Policy and Program Manager
Breathe CA Sacramento



May 10th, 2012

Planning Commission
City of Sacramento
915 I Street
Sacramento, California 95814

RE: Item 10- The Zoning Code Parking Update- Strongly Support

Dear Planning Commissioners,

On behalf of Region Builders, a coalition of commercial building industry associations and businesses founded by the Sacramento Regional Builders Exchange, **we are writing today to express our strong support for the Zoning Code Parking Update ordinance.**

The Zoning Code Parking Update intends to create more flexible parking standards to encourage infill development and make requirements more user-friendly so businesses can locate within our local community. For example, the current parking-ratios for the central city are excessive and more tailored to suburban development. This not only leads to underutilized parking, but effectively discourages commercial development through the permitting process and costs associated with building infill in our commercial corridors. With reduced, more flexible requirements infill development opportunities will be greatly enhanced because parking ratios will no longer be seen as a barrier, but a decision based on the market demand for that particular tenant. The simpler entitlement process will also help promote the types of development that are consistent with the policies adopted in the 2030 General Plan.

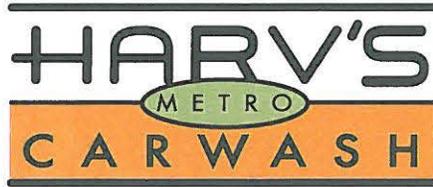
As an Organization, we are very excited about the parking update process and would like to commend City Staff for their impressive work thus far. We look forward to continue to engage in this process in the upcoming months.

If you have any questions, please contact our Political Director Scott Whyte at (916) 442-8991.

Thank you for your time and consideration.

Sincerely,

Joshua Wood
Vice President of Public Affairs
Region Builders



September 11, 2012

Greg Sandlund
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811
gsandlund@cityofsacramento.org

Re: Union Pacific Parking Area- Letter of Support

Dear Sir,

Harv's Carwash, established in 1968 has exclusively used the Union Pacific parking for over 25 years. This parking lot is integral to our carwash operation. We employ over 39 fulltime staff and a reduction in our operating and parking area will have a significant and detrimental effect on our business.

These are very challenging times for any retail or service business in the City of Sacramento. With the pending sales tax increase, I would hope that Staff and the Planning Commission minimize the impacts of these parking ordinances on the businesses of Midtown.

I encourage the City of Sacramento to maintain the historical parking use and allow Harvs Carwash to utilize these lots for the benefit of the community during and after business hours for valet and special event parking.

Thank you for your time and consideration.

Sincerely,

Joel Gonzalez
Manager

September 11, 2012

RE: Parking Regulations on Union Pacific Right of Way

Dear Members of the Planning Commission and City Staff:

On behalf of the Midtown Business Association (MBA), I am writing to address an issue you are considering in the Midtown Property Based Improvement District (PBID). It has come to the MBA's attention that the City of Sacramento Planning Commission is considering grandfathering existing use parking lots along the Union Pacific (UP) parking right of way.

MBA supports the new parking arrangement between UP and Safety Rail Park because it provides new parking options for businesses and residents of Midtown. Additional benefits to consider include:

- Many business and development projects in Midtown have satisfied their off-street parking requirements by using UP parking lots. The Spaghetti Factory, one of Sacramento's most iconic and successful restaurants, has used these lots since 1978.
- The unique business partnership between UP and Rail Safety Park has resulted in professional parking management that provides access, public safety, and affordable all-day parking for visitors of Midtown.
- UP contributes approximately \$19,000 annually in PBID assessments that are reinvested into improvements to Midtown's commercial corridor.
- UP has already begun a partnership with MBA on a major public art project to enhance the pedestrian experience by showcasing our local artists and decreasing graffiti on adjoining structures.

We strongly encourage staff to work with UP and Safety Rail Park to ensure the existing parking is protected and maximized. MBA has recently negotiated an employee parking program that provides daily parking to any MBA member business for \$1 per day. This agreement will open up over 50 on-street parking spaces for employee parking, decreasing parking congestion in the Central City. This opportunity to create affordable off-street parking for our community may be lost if UP removes parking that has been in existence for decades.

If you have questions or need additional information, I can be reached by phone at 916-442-1500.

Sincerely,



Elizabeth Studebaker
Executive Director



September 11, 2012

gsandlund@cityofsacramento.org

Mr. Greg Sandlund
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Re: Parking Ordinance – Letter of Support

Dear members of the Planning Commission and Staff:

On behalf of Peasanos Restaurant, I am writing to **SUPPORT** the ordinance and **SUPPORT** the Union Pacific right of way parking use.

We strongly encourage staff to allow for the continued and historical use of the Union Pacific right of way. Peasanos employees are now provided off street parking at a reasonable cost. The result has positively affected our neighborhood by reducing on street parking demand and ensures employees do not park in the residential areas. This is a win win for all parties.

Thank you for your time and consideration.

Sincerely,

Dave Virga



September 12, 2012

RE: Parking Considerations in Midtown (Handle District)

Dear Members of the Planning Commission and City Staff:

On behalf of the Handle Business Improvement District (HBID), I am writing to address an item you will be discussing that is of particular interest to the Handle District. In the coming days you will be considering the grandfathering parking lots along the Union Pacific (UP) parking right-of-way.

Addressing parking conditions is a top priority of our board. In addition to securing parking for our employees at the East End Garage (evenings and weekends), we have continued to seek solutions to address increased demand. We believe that the UP ROW will also be a key component of our parking program, only possible because of the new parking arrangement. Some benefits to consider include:

- Local businesses (employees/customers) have, and will continue to use the lots, allowing for more parking for downtown visitors.
- The new management arrangement provides continued access, addresses public safety, and affords customers an all-day parking option in Midtown.
- The new management arrangement continues to support ongoing efforts to address graffiti, litter and other negative impacts on our neighborhood.

We strongly encourage staff to work with UP and Safety Rail Park to ensure that the existing parking in the UP ROW is protected and maximized. This is very important to our current and future plans to address parking in the Handle District as we explore expanding our employee parking program. The UP ROW is one of the few options in our district.

You can contact Seann Rooney, HBID Executive Director, at (916) 447-1960 if you have any additional questions.

Sincerely,

Jimmy Johnson, President



Mailing Address:
Sacramento Bicycle Kitchen
P.O. Box 2747
Sacramento, CA 95812-2747

Physical Location:
1915 I Street
Midtown Sacramento

Phone: (916) 538-2725
E-Mail: info@sacbikekitchen.org

President: Shannon Southwood
Secretary: Steve Melvin
Treasurer: Ryan Drobek



Mr. Greg Sundland
Associate Planner 300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: UP Right of Way Benefits SBK

The Sacramento Bicycle Kitchen is a community bicycle shop Sacramento since 2006. Our mission is to promote cycling as a low-cost, alternative form of transportation by enabling self-sufficiency through knowledge of bike maintenance and promoting bicycle safety through education and classes.

Union Pacific and Safety Rail Park donates access and use of the parking lot located at 19th and I St. The value of their in-kind donation is over \$5,000 annually.

Our facility entrance opens directly on Union Pacific Property and the loss of this access would be detrimental to the operation of our shop and potentially for us to relocate to another facility.

Since this new parking program was initiated by Safety Rail Park, the cleanliness and patrol presence on the right of way has drastically improved. Previously we had problems with trash, weeds, homeless campers, and abandoned cars in the area directly outside of our shop entrance. Safety Rail Park has addressed these issues and we see their service as a significant improvement over the previous lack of management.

We encourage City Staff to work with Union Pacific and Safety Rail Park to continue the mutually beneficial access to this historical use.

Sincerely,

Paul Droubay
Sacramento Bicycle Kitchen

Sacramento Bicycle Kitchen
A 501(c)(3) Organization
EIN: 20-005664



October 15th, 2012

Greg Sandlund
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Re: Parking Ordinance – Against Exemption for Union Pacific.

Dear City Council Members,

I am a Midtown business owner, employer, and property owner. We run multiple businesses within Midtown Sacramento, including Mindset Software, Inc., Bitwise Properties, Inc., and Midtown-Parking.com. Many of our customers are the back bone of midtown – those that live, work, and run businesses in midtown. We pride ourselves at being customer oriented and providing a good quality service for a fair value. For the past 15 years we have provided safe quality parking for midtown parkers.

As you may recall, I have been before the City Council before calling for updates to the parking code. We support the update of the parking code. However, we **do not support** providing Union Pacific a development exemption on their right of way. Many right of way lots are already developed, but many are not. The current exemption does not discern the difference between lots. These lots exist as narrow unsafe passages without paving, without fences, and without light. There have been assaults, robberies, rapes, and deaths within this corridor. It is blighted and dangerous, but this exemption does not address the issue.

It is currently illegal to park on dirt or unimproved surfaces in all of Sacramento. People are ticketed for this every year – it is an option on the 611 reporting website! This exemption for Union Pacific will change the law to benefit **just** Union Pacific by allowing them to unsafely park cars on dirt along the tracks, yet requiring all other business and Citizens to comply with the existing law.

Union Pacific is a billion dollar company -- 10 times the budget of the City of Sacramento! The proposed Union Pacific exemption is unfair, uncompetitive, and totally unsafe for the community. In fact, **it puts **all** of Midtown at risk**, for a small gain, if any. Exempting Union Pacific from development standards will mean dirt lots will go without lighting, without paving, without fences, without proper drainage. And, the City will have enforced an unfair advantage, at the cost of the safety of Midtown citizens. Absolutely nothing stops a car from derailing a toxic train car in Midtown on one of the current dirt lots – no fence, nothing.

I too want to see the blighted space around the tracks made beautiful. However, this exemption will do nothing to accomplish this goal. In fact, it will make it worse. Union Pacific is currently charging and parking cars directly on dirt (against City law) – no safety fences, no lights, no proper exits. We leased these very same dirt parking lots from the railroad for over a year. We were unable to develop the space as it was not cost affective not because of City rules, but by Union Pacific rules – rules that are currently being ignored. Passing this exemption will simply guarantee that the space will never be properly lighted, paved, nor drained.

We ask you to support local small businesses that provide good paying office jobs in Midtown – please reconsider the exemption for Union Pacific, and put safety first.

Thank you,

Mindset Software, Inc.

Bitwise Properties, Inc.

Midtown-parking.com