



REPORT TO PLANNING COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
March 8, 2012

Honorable Members of the Planning Commission:

Subject: The Zoning Code Parking Update (LR11-005)

Council District: Citywide

Recommendation: Review and Comment.

Contact: Greg Sandlund, Associate Planner, (916) 808-8931; Jim McDonald AICP, CFM, Senior Planner, (916) 808-5723.

Presenter: Greg Sandlund, (916) 808-8931

Department: Community Development

Division: Planning

Organization Number: 21001222

Description/ Analysis

Issue: A key initiative of the Green Development Code is to modernize the City's parking requirements to remove constraints to urban infill development, while also reducing parking impacts to existing neighborhoods. The Zoning Code Parking Update is part of the City's effort to develop the Green Development Code, however, it will maintain a separate schedule and outreach efforts.

The 2030 General Plan and the Central City Parking Master Plan acknowledge the challenge of providing adequate off-street parking to meet the needs of businesses and residents, while also balancing the need to reduce development constraints caused by onerous or inflexible parking requirements. Parking requirements for new land uses are outdated and designed primarily for suburban development, as opposed to existing urban and traditional neighborhoods.

Staff has received an initial administrative draft report from Nelson/Nygaard & Associates that includes their analysis of the current regulatory environment and their initial recommendations. Staff is requesting the Planning Commission's input on key points of analysis and initial recommendations. Staff is also requesting that the Planning Commission identify other important issues and questions that may not have already been identified.

In May of 2012, staff will return to the Commission seeking confirmation on the draft report's recommendations. The report will reflect the Commission's input as well as input from community outreach efforts during March and April. Staff will also be presenting the draft report to the Law and Legislation Committee in May for confirmation of Staff's recommendations. Staff will then develop implementing ordinances for adoption by Council in September of 2012.

Policy Considerations: The Zoning Code Parking Update is consistent with the 2030 General Plan and the Central City Parking Master Plan. Policies that support the adoption of parking standards that facilitate urban, infill development include the following:

- **Implementation Program 28.** The City shall conduct a study of current parking requirements in the Central City and urban centers (i.e., Urban Center Low and Urban Center High) to evaluate options for dedicated parking spaces for car-sharing and incentives (e.g., receive credit for meeting the "parking minimum" zoning requirements).
- **M 6.1.1 Appropriate Parking.** The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans.
- **M 6.1.2 Reduce Minimum Parking Standards.** The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles.
- **CC.M 1.2 Adequate Parking.** The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents.
- **CC.M 1.3 Residential Street Parking.** The City shall reduce the adverse impact of commuter parking on residential streets.

Environmental Considerations: No project is being proposed at this time. Staff is only presenting details about a pending planning initiative. Environmental review pursuant to the California Environmental Quality Act (CEQA) will be conducted prior to the adoption of any implementing ordinances.

Public Comments: Staff has conducted initial outreach with stakeholders representing neighborhoods, developers, and neighborhood groups. Staff will begin another phase of outreach after receiving initial direction from the Planning Commission. A summary

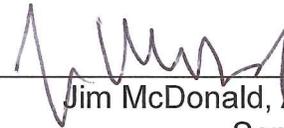
of comments from stakeholders will reported back to the Commission in May 2012 when Staff requests feedback on the initial recommendations.

Sustainability Considerations: The Zoning Code Parking Update is consistent with the City's Sustainability Master Plan goals and policies as adopted by the Council in December 2007. The update of parking regulations will make possible sustainable land use and transportation policies identified in the 2030 General Plan and the Sacramento Blueprint by adapting the Zoning Code by incorporating development standards that are appropriate for new urban uses.

Rationale for Recommendation: The Zoning Code Parking Update is a priority implementation program for the 2030 General Plan. Improving development regulations will help ensure consistency between planning policies and zoning regulations; ensure a timelier, more predictable development review process; and send a message that the City wants to encourage development consistent with its general plan.

Financial Considerations: None.

Respectfully submitted by:



Jim McDonald, AICP, CFM
Senior Planner

Recommendation Approved:



Thomas S. Pace
Principal Planner

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Attachment 1

Background

The Zoning Code's parking requirements for new land uses are outdated and designed primarily for suburban development, as opposed to redeveloping our existing urban and traditional neighborhoods. These existing neighborhoods often include the reuse of lots and buildings that were created prior to the significant increase in the use of the automobile.

The Problem:

- Parking requirements can create substantial challenges to not only the cost, design, and development of infill projects but also the community's perceived negative impacts of the new development.
- Current regulations do not acknowledge the benefits of mixed-use, walkable neighborhoods that are well-served by transit in terms of reducing trips and the need for parking; they also do not provide incentives for owners of existing parking facilities to share their parking when it is not being used.
- Current regulations are inflexible both in how off-street parking can be provided but also in how parking lots are designed.
- Many existing infill sites contain little or no parking.
- New infill development is often expensive and cannot afford the cost or space required for suburban parking standards.

Recommended Solution:

In response, the City has contracted with Nelson/Nygaard Consulting Associates to assist staff to:

- Determine whether our current parking requirements are accurate for new land uses;
- Consider current parking supply, transit resources to identify appropriate context for parking considerations; and
- Evaluate the economic feasibility of complying with current parking requirements.

With information from this initial analysis, as well as input from the community, staff will develop a report which includes:

- The evaluation of the existing regulatory environment
- Recommended revisions to the existing parking ratios (if necessary)
- Recommended tools to provide alternatives to onsite or off-site parking requirements (e.g. in-lieu fees, car sharing, ministerial process)
- Recommended policy changes to support alternative parking standards (if necessary)

Timeline:

- 1. Planning Commission Discussion of the Preliminary Analysis **March 8, 2012**
- 2. Planning Commission/Law & Legislation Committee Review of Initial Recommendations **April 2012**
- 3. Adoption of Report and Ordinances **September 2012**

Attachment 2

Key Points of Analysis and Initial Recommendations

Key Points of Analysis

- Overall average of 65% occupancy for on-street parking and 55% occupancy for off-street parking in the Central City, which indicates that the City's existing parking supply is underutilized.
- On-street parking is underpriced, making off-street parking less attractive.
- Current stall dimensions have adequate width but can be shorter.
- Maneuvering widths are larger than what is recommended by the Urban Land Institute (ULI) and the Institute of Transportation Studies (ITS).
- Smaller projects are disproportionately impacted by current parking requirements.
- The Central City is has predominantly rental housing, which use, on average, one less car per household than ownership housing.
- Current parking requirements and standards cannot be met in most infill sites.

Initial Recommendations

- Eliminate minimum parking regulations for the Central Business District
- Organize parking requirements into four zoning code land use designations based on general plan land use designations:
 - Central Business District
 - Urban
 - Traditional
 - Suburban
- Exempt existing buildings of less than 5,000 square feet from onsite parking requirements
- Consider transportation demand management plans, offsite parking for clients and/or employees, justification for parking space sharing, scooter/motorcycle parking, additional bike parking, and/or an in-lieu fee in meeting parking requirements.
- Reduce parking requirements for restaurants in the urban areas.
- Tie bike parking requirements to the use not the automobile parking requirement.