



# REPORT TO PLANNING & DESIGN COMMISSION City of Sacramento

# 8

**STAFF REPORT**  
**August 16, 2012**

**To:** Members of the Planning & Design 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 Planning and Development Code Update is to modernize the City's parking requirements. The Zoning Code Parking Update is intended to strike a balance between encouraging infill development consistent with the 2030 General Plan while reducing potential parking impacts to existing neighborhoods, particularly those that are adjacent to commercial corridors. The Zoning Code Parking Update is part of the City's effort to develop the new Planning and 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 Parking requirements for new land uses are outdated and designed primarily for suburban development, as opposed to existing urban and traditional neighborhoods.

Since the project began in September of 2011, Staff has conducted intensive outreach to a variety of interest groups including neighborhood organizations, business and property owners, and advocacy groups. These groups are listed in Attachment 4. Input from stakeholders as well as analysis of parking supply, transit resources, and the regulatory environment was incorporated into a report, developed by Nelson/Nygaard Consulting Associates, which can be found in Attachment 5. On May 10, 2012, staff received positive input from the Planning Commission on the report's findings and recommendations. Highlights of the findings and recommendations can be found in Attachment 3. Key recommendations include:

- Context based parking requirements with lower requirements in urban areas
- Flexibility in meeting parking requirements
- Urban parking lot dimensions
- Incentivizing residential mixed use and adaptive reuse projects

Staff presented the draft report to the Law and Legislation Committee for confirmation of the report's recommendations on June 7, 2012. The Committee found the report's recommendations to be a positive direction for the City. Staff would like the Commission and public to provide input on the draft implementing ordinances (Attachment 6).

**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 action is being proposed at this time. Staff is only seeking input regarding 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 outreach with stakeholders representing neighborhoods, developers, public agencies, and business groups, which are listed in Attachment 4. Throughout this process, concerns about parking impacts have been expressed by midtown residents, specifically regarding evening visitors to the Central City.

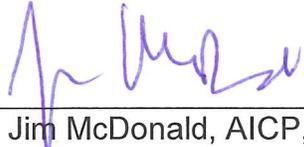
Members of the public, advocacy organizations, and business districts have submitted letters that range from support to concern. These letters can be found in Attachments 7-13. Staff is addressing these comments and others in a question and answer format that can be found in Attachment 2.

Staff presented its recommendations to the Sacramento Bicycle Advisory Committee on June 12th. The Committee has since recommended that that bicycle parking be provided to accommodate 7.5% of a building's occupancy in urban areas, and 5% of a building's occupancy in suburban areas. Staff is concerned that the Committee's recommendations are too aggressive and overly specific for each use. The recommended bicycle parking ratios in the draft ordinances (Attachment 5) are based off of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines. The Bicycle Parking Guidelines are based on best practices from cities that included Portland, San Francisco, Oakland, Seattle, and Vancouver.

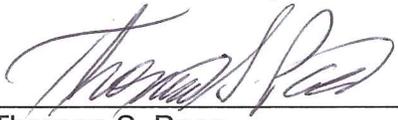
**Sustainability Considerations:** The Zoning Code Parking Update is consistent with the City's Sustainability Master Plan goals and policies as adopted by the Council in December 2007. The update of parking regulations will make possible sustainable land use and transportation policies identified in the 2030 General Plan and the Sacramento Blueprint by adapting the Zoning Code to incorporate 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:   
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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 that 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                   | <b>March 8, 2012</b>      |
| 2. Planning Commission Confirmation of Key Findings and Recommendations         | <b>May 10, 2012</b>       |
| 3. Law & Legislation Committee Confirmation of Key Findings and Recommendations | <b>June 7, 2012</b>       |
| 4. Planning Commission Workshop to Review Draft Ordinances                      | <b>August 16, 2012</b>    |
| 5. Planning Commission Hearing  | <b>September 13, 2012</b> |
| 6. Law and Legislation Committee Hearing  | <b>October 2, 2012</b>    |
| 7. City Council Hearing   | <b>October 16, 2012</b>   |

**Attachment 2**

**Key Findings and Recommendations**

The following highlighted findings and recommendations are from the larger public review draft report which can be found in Attachment 5. The draft report provides further detail and the rationale behind the recommendations.

**Findings**

- Constructing more off-street parking will not relieve on-street parking congestion.
- The impact of parking standards on development feasibility is highly sensitive to the size of the site and scale of the project, especially for mixed use projects.
- Current parking requirements associated with storefront commercial uses are exceeding parking demand rates associated with urban retail, are onerous for in-fill projects, and are overly specific.
- Current Central City office and residential parking standards are consistent with the current market. However, greater flexibility to meet evolving market demand for on-site parking is desirable.
- The current entitlement process regarding parking creates uncertainty and absorbs an inordinate amount of time and resources.
- Parking dimensions are oversized and unnecessarily consume valuable land.

**Recommendations**

- Organize parking requirements into four zoning code land use designations based on general plan urban form designations:
  - Central Business District
  - Urban
  - Traditional
  - Suburban
- Eliminate minimum parking regulations for the Central Business District.
- Exempt nonresidential projects on lots 6,400 square feet or less from minimum parking requirements.
- Exempt vertical mixed use projects that have more than 50% of the building's square footage devoted to residential uses from minimum parking requirements for the nonresidential component.
- Exempt listed historic structures that are converted to residential uses from minimum parking requirements.
- Allow multifamily developments the ability to require less than one parking space per unit in urban areas.
- Use the same parking requirement for restaurants, office, and retail in urban and traditional areas.

- Permit, through an administrative process, offsite parking for clients and/or employees; carsharing; parking space sharing; scooter/motorcycle parking; and/or additional bike parking.
- Allow projects that have transportation management plans the ability to reduce their parking requirement by 35%.
- Adjust minimum stall depth and width as well as maneuvering width dimensions for compact and standard spaces.
- Require both short-term and long-term bicycle parking for all land uses.
  - The central business district, urban and traditional areas will have requirements reflecting a bicycle mode share greater than 5%,
  - The suburban areas will have requirements reflecting a bicycle mode share of less than 5%.
- Allow up to 50% of the parking lot to have compact spaces.
- Allow alternative parking lot dimensions through the administrative parking permit process, provided that the space dimensions do not cause vehicle stacking in the adjacent public right of way.
- Require a seven-foot landscape planter around the perimeter of the parking lot greater than 30 spaces.
- Allow the Zoning Administrator to waive up 75% of the required parking.

**Attachment 3**

**Frequently Asked Questions**

**1. Why is the City updating its off-street parking requirements?**

- The purpose of this effort is to establish off-street parking requirements that balance the City's goals to encourage walking, bicycling, and transit use while providing adequate off-street parking to meet the needs of shoppers, visitors, and residents, and reduce on-street parking demand on nearby residential streets.
- The new off-street parking requirements are based on the urban form type 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.
- The new 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.

**2. How will parking impacts to neighborhoods be addressed in the future?**

- Currently, our parking requirements require a waiver of on-site parking for most commercial development in the Central City and older commercial corridors. This permit process discourages development and does not effectively address neighborhood parking impacts.
- Staff is proposing that parking demand be met by allowing alternatives to onsite parking such as bicycle, scooter/motorcycle parking, carsharing, and other methods of encouraging alternative modes of transportation.
- An integral part of minimizing on-street parking impacts in residential neighborhoods include the following measures:
  - Expand parking meter time limits in residential/business transition areas.
  - Where feasible, convert existing parallel parking spaces into more efficient angled parking spaces.
  - Partner with residents to expand the use of the Residential Permit Parking Program, which restricts or prohibits non-resident parking in neighborhoods.
- Existing on-street and off-street parking has been found to be underutilized in certain parts of the Central City. Property owners of existing surface parking lots that would otherwise allow the public to park on their lots during non-business hours are concerned about the liability that comes with the more intense use of the parking lot.
  - Efforts are currently underway by the City's Parking Division to make these strategically located parking lots in midtown available to the public during evenings and weekends.

**3. What is the Residential Parking Permit Program?**

- This program allows residents within city limits to restrict the use of on-street parking spaces by non-residents for limited amounts for time or prohibit non-resident parking altogether. On March 6, 2012 the Council amended the

- program to allow the Parking Manager greater flexibility to administratively adjust these permit areas.
- The Parking Manager is currently working to expand the size of residential parking permit areas in Midtown to address residents' concerns related to special events during evenings and weekends. A pilot program to expand these permit areas will occur prior to adoption of the new parking requirements recommended as part of the Zoning Code Parking Update.
- 4. Out of town patrons of bars and nightclubs have created a nuisance late at night for residents. How are the new parking regulations going to address this problem?**
- Accurate, context sensitive, parking requirements coupled with alternative ways of reducing parking demand will be an improvement from the current system of requiring too much parking and then waiving it.
  - Parking impacts to neighborhoods can be better addressed by on-street parking management and more shared parking opportunities.
- 5. If you do not have minimum parking requirements how will this impact the parking supply in the long term?**
- Nothing prevents a developer from providing more parking than is required. Parking adds value to a project and staff anticipates that parking will be provided when there is an opportunity to do so. Some development projects will not be financed if the funder is not comfortable with how clients/residents will park.
  - Data is collected every three years in the Central City to determine how much our on-street and off-street parking is utilized. Staff will be able to see how changes to the Zoning Code's parking requirements and our parking management efforts are affecting the parking supply.
  - Also, see number 2 above.
- 6. Do we need to improve our transit service before reducing our on-site parking requirements in urban areas?**
- The City cannot continue to unnecessarily constrain development while waiting for transit to improve. Furthermore, abundant and free on-site parking will discourage the use of transit rather than improve it.
  - Transit is improving. Regional Transit's light rail service would be extended to approximately 11 p.m. on weekdays and Saturdays; and bus service on nine routes would be extended to approximately 10 p.m. on weekdays. Other bus service improvements would increase frequency, realign routes and add service. Additionally, a new private bus service called the Sactown Hopper is connecting the Sacramento State campus with Central City restaurants and bars until 3 a.m. on Friday and Saturday nights.
- 7. How can our parking requirements encourage adaptive reuse?**
- Staff is recommending that if a listed historic structure is to be converted from a nonresidential use to a residential use, no minimum parking would be required for the residential units. Only the original square footage would be

exempt from the minimum parking requirements. If the project is a mixed use development, the nonresidential component would not have a minimum parking requirement if at least 50% of the total building square footage is devoted to residential uses.

**8. Why do we have parking maximums?**

- Parking maximums are intended in many cases to reduce traffic, parking demand, and CO2 emissions; preserve space for active uses; and incentivize alternative modes of transportation. Staff is recommending that relief from parking maximums be allowed on condition that the project provide active ground floor uses and allow the additional parking to be publicly accessible.

**9. Why have minimum parking requirements at all?**

- Minimum parking requirements will continue to address parking demand in areas that do not have excessive parking reserves, lack adequate transit service, are not walkable, or lack other factors that reduce parking demand. Eliminating minimum parking requirements in these areas could create a shortage of parking in the long term.

**Attachment 4**

**Outreach Summary**

To date, Staff has presented the project to the following organizations, or their representatives:

Neighborhood Groups

- Neighborhood Advisory Group for the Central City and East Sacramento
- Sacramento Old City Association
- McKinley East Sacramento Neighborhood Association
- East Sacramento Improvement Association
- Community Partnership Meetings representing neighborhood associations from the north, south and southeast sections of the City

Business Districts

- Sacramento Downtown Partnership Strategic Development Task Force
- Midtown Business Association
- Greater Broadway Partnership
- River District

Advocacy Groups

- WALKSacramento
- Breathe Sacramento
- Sacramento Area Bicycle Advocates
- California Infill Builders Association
- Urban Land Institute
- Central Valley Chapter of the American Institute of Architects
- Sacramento Builders Exchange
- Sacramento Region Builders

Public Agencies

- Regional Transit
- Sacramento Metropolitan Air Quality District
- Capitol Area Development Authority
- Sacramento Area Council of Governments

Transportation Management Authorities

- Sacramento Transportation Management Authority
- North Natomas Transportation Management Authority
- South Natomas Transportation Management Authority
- Power Inn Alliance

Sacramento Bicycle Advisory Committee

**Attachment 5**

**Final Report**

Due to the size of the document, the final report has been posted on the project website as a separate document. The report can be found at:

<http://www.sacgp.org/ZoningCodeParkingUpdate.html>

**Draft Ordinance**

**ORDINANCE NO.**

Adopted by the Sacramento City Council

Date Adopted

**AN ORDINANCE REPEALING AND REENACTING CHAPTER 17.64 AND AMENDING SECTIONS 17.16.010, 17.24.050, 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 Sections 17.64.040 and 17.64.080. 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 shall be 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 shall be 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 shall be 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. Outdoor Seating. Square footage allocated to restaurant outdoor seating shall not be 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 shall be reduced by 50% for each affordable housing unit and each senior housing unit.
  - 2. The bicycle parking requirement shall be 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 comply with Title 24 of the California Building Code. Off-street parking facilities that are being restriped or redesigned to meet accessibility requirements may reduce the required number of spaces as necessary to comply with the California Building Code.

- H. Exemptions for Small Lots. No off-street parking is required for nonresidential uses on lots of 6,400 square feet or less.
- I. Exemptions for Nonresidential Uses in Residential Mixed Use Development. No off-street parking is 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. No off-street parking is required for those portions of listed 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 additional or fewer off-street parking spaces, 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 are established for land uses in each district as indicated 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	Traditional	Suburban
<b>1. Residential Uses</b>				
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
<b>2. Commercial Uses</b>				
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
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

Land Use	Table 17.64.030 B - Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban	Traditional	Suburban
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 of building
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

Land Use	Table 17.64.030 B - Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban	Traditional	Suburban
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
<b>3. Industrial Uses</b>				
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
<b>4. Recreational Uses</b>				
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

Land Use	Table 17.64.030 B - Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban	Traditional	Suburban
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
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
<b>5. Other Uses</b>				

Land Use	Table 17.64.030 B - Vehicle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District	Urban	Traditional	Suburban
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
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 are established for land uses in each district as indicated in Table 17.64.030 C and defined in Section 17.16.010.

Land Use	Table 17.64.030 C - Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban & Traditional		Suburban	
<b>1. Residential Uses</b>				
	<b>Long-Term</b>	<b>Short-Term</b>	<b>Long-Term</b>	<b>Short-Term</b>
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 space for each unit	No spaces required	0.10 space per unit or 2 spaces, whichever is greater	No spaces required	0.05 space per unit or 2 spaces, whichever is greater
b) Without private garage or dedicated storage space for each unit	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
Fraternity/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
<b>2. Commercial Uses</b>				
	<b>Long-Term</b>	<b>Short-Term</b>	<b>Long-Term</b>	<b>Short-Term</b>
Auto sales lot (building area), service	1 space per 10,000 gross square feet of building, or 2	1 space per 20,000 gross square feet of building, or 2	1 space per 12,000 gross square feet of building, or 2	1 space per 20,000 gross square feet of building, or 2

Land Use	Table 17.64.030 C - Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban & Traditional		Suburban	
	spaces, whichever is greater	spaces, whichever is greater	spaces, whichever is greater	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	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 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
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

Land Use	Table 17.64.030 C - Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban & Traditional		Suburban	
	greater		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
<b>3. Industrial Uses</b>				
	<b>Long-Term</b>	<b>Short-Term</b>	<b>Long-Term</b>	<b>Short-Term</b>
Wholesale warehousing and manufacturing	1 space per 12,000 gross square feet of building	2 spaces	1 space per 15,000 gross square feet of building	2 spaces
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
<b>4. Recreational Uses</b>				
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. Minimum 2 spaces	1 space per 2 lanes. Minimum 2 spaces	1 space per 20 lanes. Minimum 2 spaces	1 space per 4 lanes. Minimum 2 spaces
Card room, bingo,(uses with seats)	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, billard 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

Land Use	Table 17.64.030 C - Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban & Traditional		Suburban	
Racquetball, tennis, handball (court games with 4 or fewer)	1 space per 15 courts, or 2 spaces, whichever is greater	1 space per 7.5 courts, or 2 spaces, whichever is greater	1 space per 30 courts, or 2 spaces, whichever is greater	1 space per 15 courts, or 2 spaces, whichever is greater
Indoor Soccer/volleyball/hockey	$((36 \times \text{no. of fields} + \text{spectator occupancy}) / 5) \times (0.05)$ , or 2 spaces, whichever is greater	$((36 \times \text{no. of fields} + \text{spectator occupancy}) / 5) \times (0.05)$ , or 2 spaces, whichever is greater	$((72 \times \text{no. of fields} + \text{spectator occupancy}) / 3) \times (0.1)$ , or 2 spaces, whichever is greater	$((72 \times \text{no. of fields} + \text{spectator occupancy}) / 3) \times (0.1)$ , or 2 spaces, whichever is greater
Batting cages/golf driving range	1 space per 15 stand/tee. Minimum 2 spaces, or 2 spaces, whichever is greater	1 space per 12 stand/tee. Minimum 2 spaces, or 2 spaces, whichever is greater	1 space per 30 stand/tee. Minimum 2 spaces, or 2 spaces, whichever is greater	1 space per 24 stand/tee. Minimum 2 spaces, or 2 spaces, whichever is greater
<b>5. Other</b>				
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 C - Bicycle Parking Requirements by Parking Districts			
	Central Business and Arts & Entertainment District, Urban & Traditional		Suburban	
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 17.64.100 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 shall be 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. Off-street vehicle parking facilities shall be designed so that each parking space can function independently of any other parking space, with the following exceptions:
  - 1. Tandem Parking Spaces. Off-street vehicle parking facilities that serve a single dwelling unit or that are signed as parking exclusively for employees may utilize tandem parking spaces.
  - 2. Attendant Parking. An attendant vehicle parking facility, in which one or more of the parking spaces do not function independently, is allowed 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 mechanically lift vehicles for the purposes of parking are allowed.

D. Surfacing 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 shall comply with the regulations in Section 17.24.050(26)(g). Minimum dimensions for the driveway for a single-family residence shall comply with Section 17.24.050(26)(h). Minimum dimensions for a garage and driveway for halfplex or duplex residential uses shall comply with Section 17.24.050(37)(d).
2. Multi-Family Residential and Nonresidential Uses. The following space and maneuvering dimensions shall apply to multi-family residential and nonresidential development.
  - i. Standard Car Spaces—Minimum Dimensions. Except for compact car spaces and accessible spaces, all 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	14 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		

- ii. Compact Car Spaces—Minimum Dimensions. Up to 50% of all required and nonrequired 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	14 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		

- iii. Scooter/Motorcycles Spaces – Minimum Dimensions. Scooter/Motorcycle spaces shall have a minimum are four feet wide and eight feet long.

- F. Vehicle overhang as planter area. The 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 may not be located in the public right-of-way, except that a public alley may be a part of the maneuvering space requirements when adjacent parking facilities are designed to utilize it as such.
- H. Setback Areas. Vehicle parking spaces and maneuvering areas shall not be located in any required minimum front or street side setback areas for multi-family residences or in the M-1S or M-2S zones. Vehicle overhang is not allowed to project into required minimum front or street side setback areas for any use or in any zone.
- 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:
    - i. Minimum maintained illumination of one and one-half foot candles per square foot of parking area during business hours;

- ii. 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. Union Pacific Railroad Right-of-Way. Off-street vehicle parking facilities located within Union Pacific right-of-way are exempt from the tree shading requirement in subsection (I) of this section and Chapter 17.68, and the exterior lighting requirement in subsection (J) of this section.
- L. 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.
- M. 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; Stacked 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 on site, off-site, or in the public right-of-way in an area visible from and within 200 feet of the primary entrance

of the building it serves. 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 Loading and unloading space.**

A. Loading 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, no loading space is required.

2. For a building with 10,000 to 40,000 square feet in gross floor area, one off-street loading space shall be required.

3. For a building with greater than 40,000 square feet in gross floor area, one off-street loading space is required for each 40,000 square feet in total gross floor area.

B. Minimum Dimensions. Loading spaces shall have the following minimum dimensions: ten feet wide, 14 feet high, and 40 feet long.

C. Loading spaces 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 the provisions of 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 are permitted with approval of an administrative parking permit under this subsection (A). 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. Alternatives to Required Vehicle Off-Street Parking – Vehicle Parking Substitutes Provided On-site. 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 carshare vehicle. A “carshare vehicle” is a vehicle that can be rented or reserved for short periods of time, such as by the hour or minute.

c. Scooter/Motorcycle Parking. One scooter/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. Alternatives to Required Vehicle Off-Street Parking – Parking Within Specified Distances of Use Served. 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 District and 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 and suburban parking districts, 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(s) for required parking.

3. Exceeding Maximum Vehicle Parking Requirement – Parking Structures. The maximum parking requirement for uses that provide off-street parking in \ parking structures may be exceeded if:

a. The 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 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. Waiver of Maximum Vehicle Parking Requirement for Office. The maximum vehicle parking requirement for office projects may be exceed 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 due to inadequate pedestrian, bicycle, and transit facilities;
2. The office use will operate at times when transit service is not available or when it is not safe to walk or bicycle to the office;

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

**17.64.090 Temporary surface parking lots – 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. In addition to the definitions in Chapter 17.16, 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 € 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 subsection. 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.

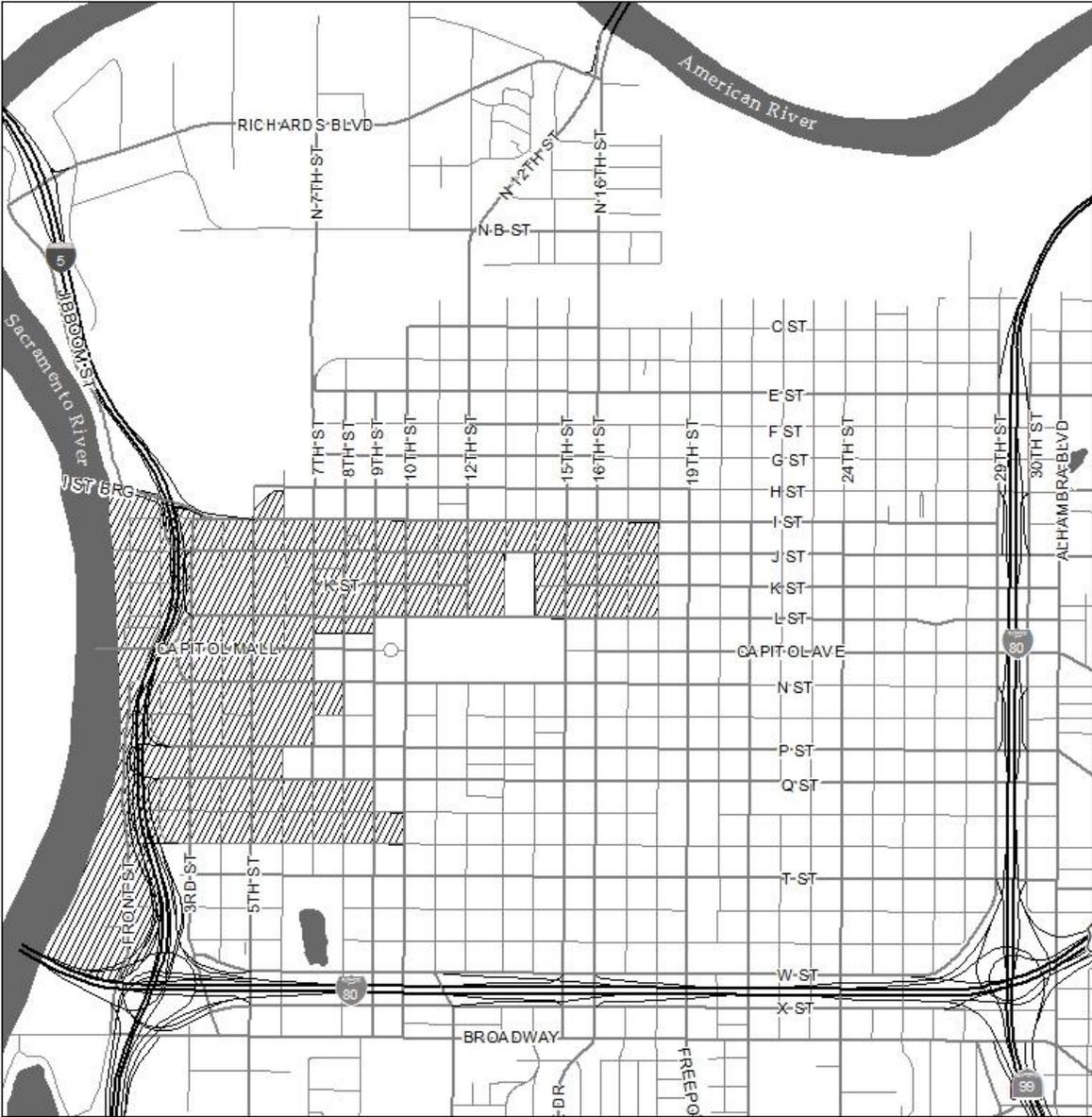
g. All applicable standards and driveway permit procedures in Chapter 18.08 shall apply.

D. Temporary Surface Parking Lots 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 by amending the definition for “bicycle parking facility” as set forth in subsection A, Section 17.16.010 remains unchanged and in full force and effect.

**SECTION 4.**

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 Section 17.68.020(A).

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 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.

11. 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.

12. 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 5.**

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 6.**

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 7.**

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.

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

**SECTION 8.**

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.

B. 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.

C. Drainage. Drainage for all surfaced areas shall comply with all applicable provisions of the Department of Utilities' Storm Drainage Design Standards and Sacramento Storm Water Quality Design Manual. Paved areas shall be graded so as to direct storm water and other drainage originating on the property to an approved drainage conveyance system and to prevent drainage from flowing onto adjoining property. Drainage to the street shall be controlled so as to prevent a hazard to pedestrians.

D. Storm Water Runoff Management. Grading and landscaping shall incorporate on-site storm water runoff management such as storm water planters, rain gardens, rain barrels, and vegetative swales, consistent with the Sacramento Storm Water Quality Design Manual Low Impact Development requirements. Storm water runoff management shall be consistent with Chapter 13.16.

**SECTION 9.**

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 10.**

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 11.**

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 12.**

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 13.**

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 14.**

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 15.**

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 16.**

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 17.**

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 18.**

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 19.**

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 20.**

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 21.**

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 22.**

This Ordinance shall take effect 60 days after adoption.

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 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



**Attachment 8**

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,

A handwritten signature in blue ink, appearing to read "Michael J. Heller".

Michael J. Heller



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

Greg Sandlund

Associate Planner, Community Development Department

300 Richards Boulevard, 3<sup>rd</sup> 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



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



### **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](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,

A handwritten signature in black ink, appearing to read "Elizabeth Studebaker".

Elizabeth Studebaker  
Executive Director

## Attachment 11

**Greg Sandlund**

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**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).

Attachment 12



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



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May 10<sup>th</sup>, 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,

A handwritten signature in cursive script that reads "Joshua J. Wood".

Joshua Wood  
Vice President of Public Affairs  
Region Builders