



CITY OF SACRAMENTO

24

CITY PLANNING DEPARTMENT

725 "J" STREET

SACRAMENTO, CALIF. 95814
TELEPHONE (916) 449-5604

MARTY VAN DUYN
PLANNING DIRECTOR

June 29, 1981

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Ordinance Amending the City of Sacramento Comprehensive Zoning Ordinance Number 2550-Fourth Series, Section 6-C relating to the Inclusion of Compact Car Spaces for Off-Street Parking (M-588)

SUMMARY

In order to facilitate implementation of one of the adopted measures included in the Parking Management Program report, this parking ordinance amendment has been prepared which would allow up to 30 percent of a parking lot to be striped for compact cars and would establish separate minimum stall dimensions for such spaces of a one-half foot reduction in width and a two-foot reduction in length. Reductions in maneuvering area would also be allowed if an entire aisle or row was striped for compact cars. The proposed standards are similar to those of other jurisdictions and have been reviewed and approved by Traffic Engineering Division, Building Division and Fire Department.

Staff is recommending that the Council adopt this zoning ordinance amendment as proposed.

BACKGROUND INFORMATION

Based on a 1979 survey of 143 sites, approximately 42 percent of the vehicles observed were compact cars. Even though this survey revealed a higher actual use percentage, a 30 percent maximum is proposed since smaller cars may use standard-sized spaces even when vacant compact spaces are available.

Of 84 American and foreign car models evaluated, 45 percent are sized as compacts or sub-compacts. The proposed minimum stall dimensions are based on the smaller dimensions of compact cars versus standard sized cars. Since less maneuvering space is needed for compact cars due to their size, a one-foot reduction in the aisle width, if an entire row is striped for compacts and a two-foot reduction if opposite rows are so striped, would be allowed.

Page 1

APPROVED
BY THE CITY COUNCIL

JUL - 7 1981

OFFICE OF THE
CITY CLERK

A more detailed description of the purpose and content of this draft ordinance is provided in the attached Planning Commission staff report. A copy of the draft ordinance in its entirety and a copy indicating the change between the existing and proposed version of Section 6-C of the Comprehensive Zoning Ordinance is attached.

ENVIRONMENTAL CONSIDERATIONS

An Initial Study and a Negative Declaration were prepared for this draft ordinance amendment and ratified by the Planning Commission at their June 25, 1981 meeting.

VOTE OF THE COMMISSION

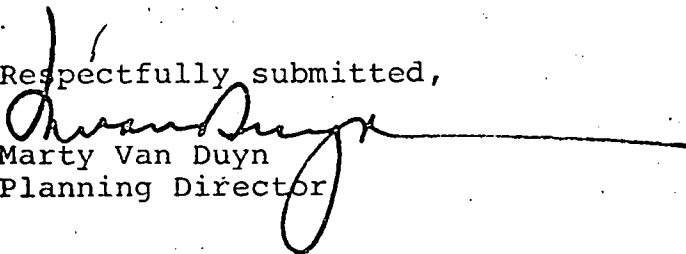
At their regular meeting of June 25, 1981 the Commission unanimously (eight eyes, one absent) recommended approval of this draft ordinance.

RECOMMENDATION

The staff and Planning Commission recommend that the City Council approve the ordinance amendment by:

1. Ratifying the negative declaration; and
2. Adopting the attached ordinance.

Respectfully submitted,


Marty Van Duyn
Planning Director

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

MVD:SP:bw
Attachments
M-588

July 7, 1981
All Districts

81-062

ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 6-C-1 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO, ORDINANCE NO. 2550 FOURTH SERIES, RELATING TO COMPACT CAR SPACES

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

SECTION 1.

Section 6-C-1 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550 Fourth Series, is hereby amended to read as follows:

C. PARKING DEVELOPMENT STANDARDS.

1. VEHICLE PARKING. All off-street vehicle parking facilities shall be developed with not less than the following minimum dimensions and in accordance with the following standards:

(a) Minimum Dimensions. Except as otherwise provided herein, with respect to compact car spaces, all off-street vehicle parking spaces, excluding handicapped spaces, shall meet the following minimum dimensions:

| | TYPE | STALL WIDTH | STALL DEPTH | MANEUVERING WIDTH |
|-----|-----------|------------------------------------|-------------|-------------------|
| (1) | 90 degree | 8 feet | 18 feet | 26 feet |
| (2) | 60 degree | 8 feet | 20 feet | 20 feet |
| (3) | 45 degree | 8 feet | 19 feet | 14 feet |
| (4) | 30 degree | 8 feet | 16 feet | 12 feet |
| (5) | Other | To be determined by the Commission | | |

Up to thirty percent (30%) of all required and nonrequired vehicle parking spaces, excluding handicapped spaces, may be sized for compact cars. Compact car spaces shall meet the following minimum dimensions and shall be clearly marked "COMPACT CARS":

M-588

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BY THE CITY COUNCIL

JUL - 7 1901

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CITY CLERK

| TYPE | STALL WIDTH | STALL DEPTH | MANEUVERING WIDTH | |
|---------------|------------------------------------|-------------|-------------------|------------|
| | | | ONE AISLE ONLY | TWO AISLES |
| (1) 90 degree | 7.5 feet | 16 feet | 25 feet | 24 feet |
| (2) 60 degree | 7.5 feet | 18 feet | 19 feet | 18 feet |
| (3) 45 degree | 7.5 feet | 17 feet | 13 feet | 12 feet |
| (4) 30 degree | 7.5 feet | 14 feet | 12 feet | 12 feet |
| (5) Other | To be determined by the Commission | | | |

(b) General Development Standards.

(1) Off-street parking facilities shall be designed so that each parking space can function independently of any other parking space.

(2) No off-street parking facility shall be approved which, in the judgment of the Planning Commission, cannot properly function due to the site, building obstruction, or restricted access and turning radius, or which requires excessive maneuvering.

(3) All parking stalls shall be marked on the parking area.

(4) Attendant parking does not meet minimum code requirements.

(5) Back-out parking is prohibited except for single and two-family dwellings.

(6) A public alley may be a part of the maneuvering space requirements when adjacent parking facilities are designed to utilize it as such.

PASSED FOR PUBLICATION:

ENACTED:

EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK

ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 6-C-1 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO, ORDINANCE NO. 2550 FOURTH SERIES, RELATING TO COMPACT CAR SPACES

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

SECTION 1.

Section 6-C-1 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550 Fourth Series, is hereby amended to read as follows:

PARKING DEVELOPMENT STANDARDS.

C. MINIMUM DIMENSIONS: All off-street vehicle parking facilities shall be developed with not less than the following minimum dimensions and shall be designed so that each parking space can function independently of any other parking space. Further, no off-street parking facility shall be approved which, in the judgment of the Planning Commission cannot properly function due to the site or a building obstruction, or restricted access and turning radius, or which requires excessive maneuvering. In addition, parking stalls must be marked on the parking area in accordance with the following standards:

(a) Minimum Dimensions. Except as otherwise provided herein, with respect to compact car spaces, all off-street vehicle parking spaces, excluding handicapped spaces, shall meet the following minimum dimensions:

| | TYPE | STALL WIDTH | STALL DEPTH | MANEUVERING WIDTH |
|-----|-----------|---|-------------|-------------------|
| (1) | 90 degree | 8 feet | 18 feet | 26 feet |
| (2) | 60 degree | 8 feet | 20 feet | 20 feet |
| (3) | 45 degree | 8 feet | 19 feet | 14 feet |
| (4) | 30 degree | 8 feet | 16 feet | 12 feet |
| (5) | Other | <u>To be determined by the Commission</u> | | |

Up to thirty percent (30%) of all required and nonrequired vehicle parking spaces, excluding handicapped spaces, may be sized for compact cars. Compact car spaces shall meet the following minimum dimensions and shall be clearly marked "COMPACT CARS":

| TYPE | STALL WIDTH | STALL DEPTH | MANEUVERING WIDTH | |
|---------------|------------------------------------|-------------|-------------------|------------|
| | | | ONE AISLE ONLY | TWO AISLES |
| (1) 90 degree | 7.5 feet | 16 feet | 25 feet | 24 feet |
| (2) 60 degree | 7.5 feet | 18 feet | 19 feet | 18 feet |
| (3) 45 degree | 7.5 feet | 17 feet | 13 feet | 12 feet |
| (4) 30 degree | 7.5 feet | 14 feet | 12 feet | 12 feet |
| (5) Other | To be determined by the Commission | | | |

(b) General Development Standards.

.. (1) Off-street parking facilities shall be designed so that each parking space can function independently of any other parking space.

(2) No off-street parking facility shall be approved which, in the judgment of the Planning Commission, cannot properly function due to the site, building obstruction, or restricted access and turning radius, or which requires excessive maneuvering.

(3) All parking stalls shall be marked on the parking area.

6. (4) Attendant parking does not meet minimum code requirements.

7. (5) Back-out parking is prohibited except for single and two-family dwellings.

8. (6) A public alley may be a part of the maneuvering space requirements when adjacent parking facilities are designed to utilize it as such.

PASSED FOR PUBLICATION:

ENACTED:

EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK

SACRAMENTO CITY PLANNING COMMISSION

MEETING DATE June 25, 1981
 ITEM NO. 27 FILE NO. P-
 M- 588

- GENERAL PLAN AMENDMENT
- COMMUNITY PLAN AMENDMENT
- REZONING
- SPECIAL PERMIT
- VARIANCE
- TENTATIVE MAP
- SUBDIVISION MODIFICATION
- EIR DETERMINATION
- OTHER Zoning ordinance amendment

Recommendation:

- Favorable
- Unfavorable
- Petition
- Correspondence

LOCATION: _____

| <u>NAME</u> | <u>PROPOSERS</u> | <u>ADDRESS</u> |
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| <u>NAME</u> | <u>OPPOSERS</u> | <u>ADDRESS</u> |
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MOTION NO. _____

MOTION:

| | YES | NO | MOTION | 2ND |
|----------|---------------|----|--------|-----|
| Augusta | ✓ | | | |
| Fong | ✓ | | | |
| Goodin | <u>absent</u> | | | |
| Holloway | ✓ | | ✓ | |
| Hunter | ✓ | | | ✓ |
| Larson | ✓ | | | |
| Muraki | ✓ | | | |
| Silva | ✓ | | | |
| Simpson | ✓ | | | |

- TO APPROVE
- TO DENY
- TO APPROVE SUBJECT TO COND. & BASED ON FINDINGS OF FACT IN STAFF REPORT
- INTENT TO APPROVE SUBJ. TO COND. & BASED ON FINDINGS OF FACT DUE _____
- TO RECOMMEND APPROVAL of draft ordinance & FORWARD TO CITY COUNCIL
- TO RATIFY NEGATIVE DECLARATION
- TO CONTINUE TO _____ MEETING
- OTHER _____

City Planning Commission
Sacramento, California

Members in Session:

SUBJECT: Ordinance Amending the City of Sacramento Comprehensive Zoning Ordinance Number 2550-4th Series, Section 6-C, relating to the Inclusion of Compact Car Spaces for Off-Street Parking (M-588).

SUMMARY

Pursuant to a request by your Commission, and for implementation of one of the adopted measures included in the Parking Management Program Report; this parking ordinance amendment has been prepared which would allow up to 30% of a parking lot to be striped for compact cars. Compact car minimum dimension space would be one-half foot shorter in width and two feet shorter in length from existing standards. If one side of an entire aisle was striped for compact cars, this amendment would also allow for a one-foot reduction in the aisle or maneuvering width. If both sides of an aisle were striped for compact cars, a two foot reduction in maneuvering width would be allowed. All compact car spaces would have to be clearly marked as such to encourage their proper use. A copy of the draft ordinance in its entirety and indicating the change between the existing and proposed version of Section 6-C of the Comprehensive Zoning Ordinance is attached. Staff is recommending that your Commission ratify the negative declaration and endorse this ordinance amendment for subsequent transmittal to the City Council.

BACKGROUND INFORMATION

In the past, the City has allowed compact car space striping in off-street lots as one of a development's special permit conditions or through the use of a variance. Striping a portion of a parking lot for compact cars is desirable from a developer's standpoint in that a smaller amount of land has to be devoted to parking uses and less paving is required. Revising the City's parking requirements to allow for compact car space striping is appropriate since about 45 to 75% of new car sales are compact or sub-standard sized cars due to their lower cost and higher miles per gallon gasoline consumption features.

Maximum Percentage of Lot

As part of the joint City-County Parking Management Program Study, the issue of allowing a certain percentage of a lot to be striped for smaller compact cars was addressed. Field surveys of numerous

parking lots, including the counting of compact cars, were conducted in 1975 and again in 1979. Compact car usage, as expected, showed a marked increase in parking lots surveyed between these two periods. In 1979, approximately 42% of the vehicles observed in parking spaces were compacts, compared to 25% in 1975. The following table illustrates, by land use category, the percent of parked cars which were observed to be compacts. Figure 1, illustrates the frequency distribution (compacts as a percentage of all occupied spaces) of the 143 parking lot observations.

Table 1
 COMPACT CAR DISTRIBUTION, 1975 and 1979

| | % 1975 | % 1979 | % Differences |
|---|--------|--------|---------------|
| Compacts as % of all parked cars: overall | 25 | 42 | + 17 |
| Compacts as % of all parked cars by land use category | | | |
| Apartments | 35.5 | 48 | + 12.5 |
| Regional shopping centers | 14.5 | 43 | + 28.5 |
| Community shopping centers | 30.4 | 36 | + 5.6 |
| Neighborhood shopping centers | 17.3 | 37 | + 19.7 |
| Restaurant | 15.3 | 40 | + 24.7 |
| General retail | | 46 | |
| Professional offices | | 33 | |
| Convenience markets | | 47 | |
| Hospitals & medical buildings | 35.1 | 46 | + 10.9 |
| Banks & savings institutions | | 45 | |
| Convalescent hospitals | | 35 | |

A sample survey of compact car regulations in other cities indicates that maximum percentages range from 10 to 50%. Stall and aisle widths specified within these ordinances also varies. Table 2 below indicates the compact car space regulations for seven sample jurisdictions. The provisions of the proposed zoning ordinance amendment for the city of Sacramento is similar to the requirements of these other jurisdictions and consistent with the draft zoning ordinance amendment approved by the County of Sacramento Project Planning Commission. The County Board of Supervisor's will be considering their draft ordinance amendment in August of this year.

A 30% maximum for compact car spaces is proposed even though this survey revealed a higher actual use percentage. This is due to the fact that large cars may attempt to park in compact car spaces, thus taking up two spaces, and compact cars will park in standard spaces even when vacant compact spaces are available, thus reducing the number of standard spaces available to larger cars.

This ordinance amendment would also allow existing parking lot owners to restripe 30% of their lot for compact cars, thereby increasing a lots capacity by about 10%.

TABLE 2

COMPARISON OF COMPACT CAR SPACE REGULATIONS

| <u>Jurisdiction</u> | <u>Maximum % of lot</u> | <u>Minimum Stall Dimensions</u> | <u>Minimum Aisle Widths</u> |
|-----------------------|---|--|---|
| City of San Francisco | 50% after 1st 4 spaces | 8' by 16' | No specific requirements |
| City of Los Angeles | 40% after 1st 10 spaces 100% of non-required spaces. | 7'-6" X 15' | 28' regardless of stall size |
| City of Oakland | 20% | 7'-6" X 16' | 24' regardless of stall size |
| County of San Jose | 30% | 8' X 16' | 20' if compacts on both sides |
| County of San Mateo | 25% over 150 cars; 5% decrease for every 50 car reduction | 8' X 17' | 22' if compacts on both sides |
| Redwood City | 33 1/3 % | 7'-6" X 16' | 23' if compacts on both sides |
| County of Sacramento | 10% (Proposed revision to 30%) | 7' X 14' (proposed revision to 8' X 16') | 25' regardless of stall size (proposed revision to 23' if compacts on both sides) |

Source: Survey supplied by Jorge De Quesada Inc. Architects, June, 1981

FIGURE 1
COMPACTS AS PERCENT OF ALL OCCUPIED SPACES:
FREQUENCY DISTRIBUTION

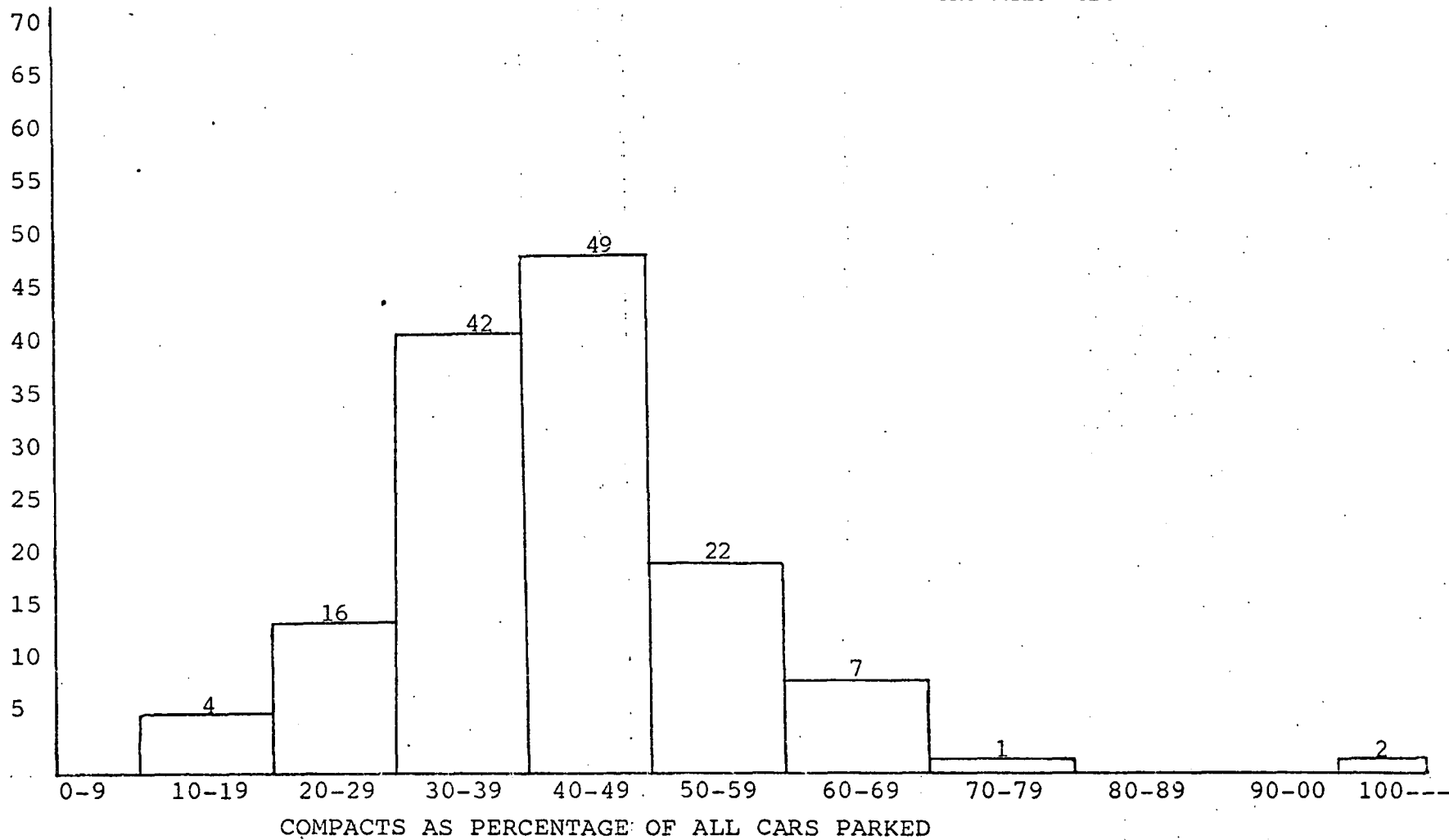
NUMBER OF
OBSERVATIONS

TOTAL OBSERVATIONS: 143

RANGE: low 14%

high 100%

AVERAGE: 42%



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Minimum Stall and Aisle Dimensions

In order to determine the minimum stall width and length for a compact car, the maximum length of 84 different 1980 and 1981 car models was evaluated. Of these 84 models, 38 were at or under 16 feet in length. Therefore, about 45% of the various American and foreign car models available are designed as compacts or sub-compacts. The proposed minimum stall width of seven and a half feet, or a one-half foot reduction from existing standards, is proposed since most compact cars range in width from 5 to 6½ feet.

Since less maneuvering space is needed for compact cars versus larger-sized cars, a one-foot reduction in the aisle width per row of compact car spaces is proposed. If opposite rows are both striped for compact cars, then a two-foot reduction in the existing minimum aisle width required would be allowed, up to a maximum of 12 feet.


ENVIRONMENTAL CONSIDERATIONS

An initial study and a negative declaration was prepared for this draft ordinance amendment.

RECOMMENDATION

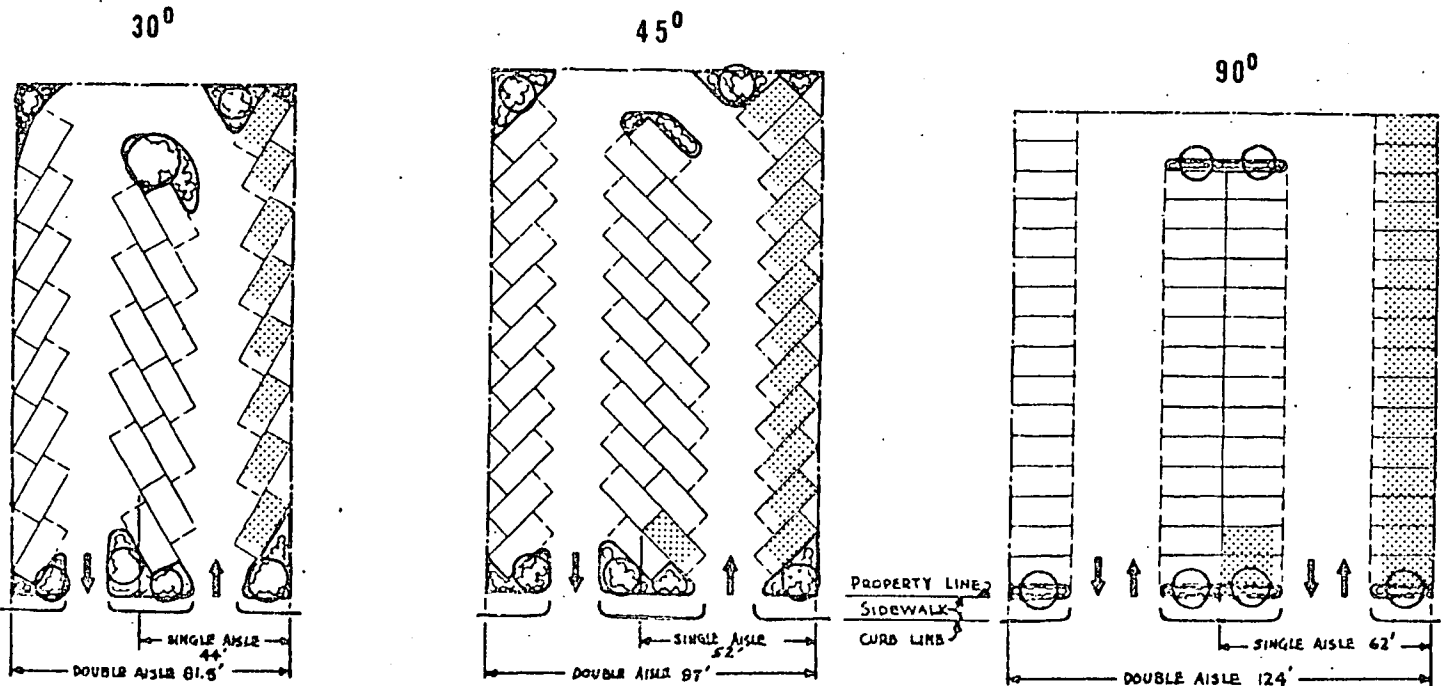
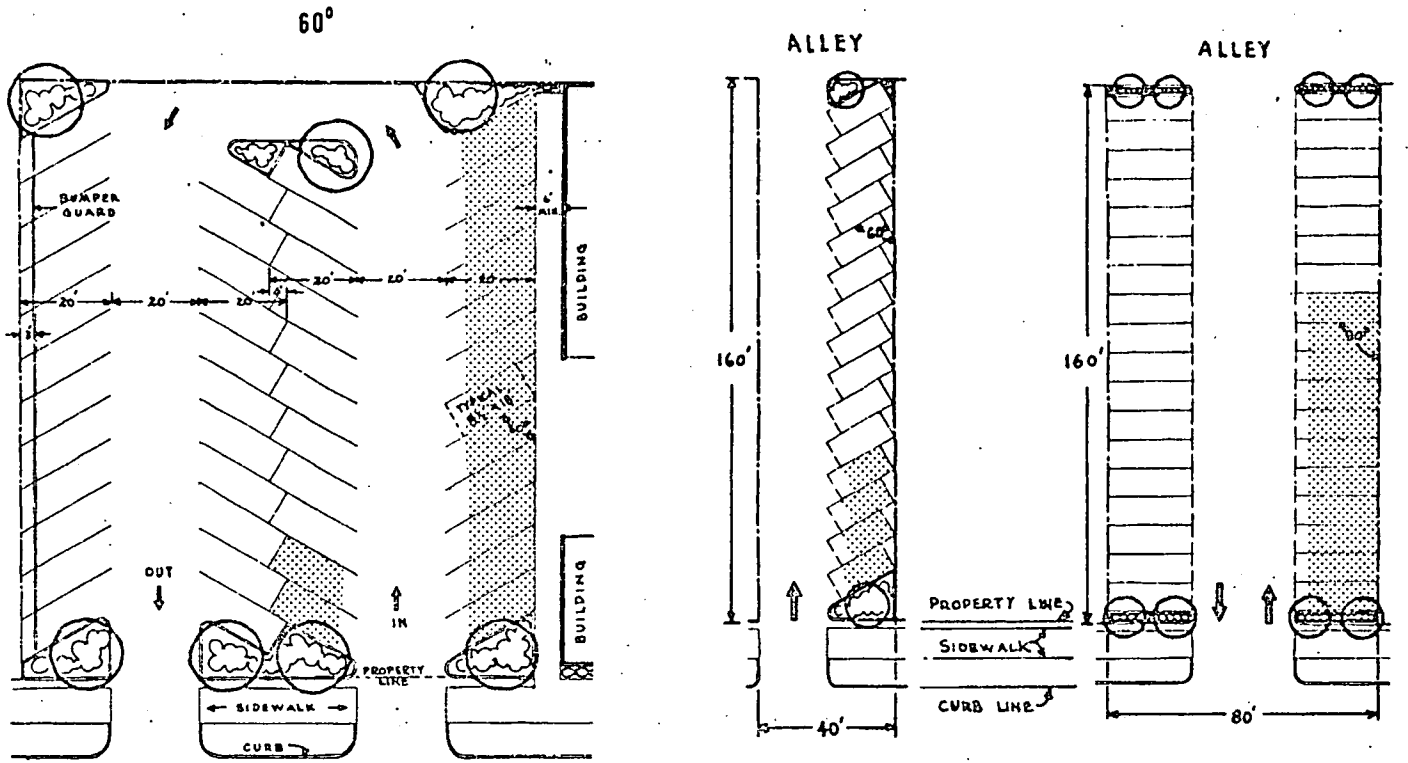
The Planning Staff recommends the Commission 1) conduct a public hearing on the draft ordinance, 2) certify the negative declaration, and 3) recommend adoption of the ordinance by the City Council.

Respectfully submitted,



Toke Masuda
Principal Planner

EXHIBIT
SAMPLE PLOT PLANS
 30% COMPACT CAR SPACES





CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

725 "J" STREET

SACRAMENTO, CALIF. 95814
TELEPHONE (916) 449-5604

MARTY VAN DUYN
PLANNING DIRECTOR

June 24, 1981

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: AN ORDINANCE AMENDING SECTION 6-C-1 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO, ORDINANCE NO. 2550, FOURTH SERIES, RELATING TO COMPACT CAR SPACES (M-588)

SUMMARY

This item is presented at this time for approval of publication of title pursuant to City Charter, Section 38.

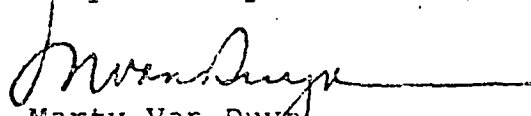
BACKGROUND

Prior to publication of an item in a local paper to meet legal advertising requirements, the City Council must first pass the item for publication. The City Clerk then transmits the title of the item to the paper for publication and for advertising the meeting date.

RECOMMENDATION

It is recommended that the item be passed for publication of title and continued to July 7, 1981.

Respectfully submitted,


Marty Van Duyn
Planning Director

FOR CITY COUNCIL INFORMATION
WALTER J. SLIPE
CITY MANAGER

jm
Attachment
M-588

APPROVED
BY THE CITY COUNCIL

JUN 30 1981

OFFICE OF THE
CITY CLERK

PPF: Cont to 7-7-81

June 30, 1981
All Districts

ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 6-C-1 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO, ORDINANCE NO. 2550 FOURTH SERIES, RELATING TO COMPACT CAR SPACES

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

SECTION 1.

Section 6-C-1 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550 Fourth Series, is hereby amended to read as follows:

C. PARKING DEVELOPMENT STANDARDS.

1. VEHICLE PARKING. All off-street vehicle parking facilities shall be developed with not less than the following minimum dimensions and in accordance with the following standards:

(a) Minimum Dimensions. Except as otherwise provided herein, with respect to compact car spaces, all off-street vehicle parking spaces, excluding handicapped spaces, shall meet the following minimum dimensions:

| | TYPE | STALL WIDTH | STALL DEPTH | MANEUVERING WIDTH |
|-----|-----------|------------------------------------|-------------|-------------------|
| (1) | 90 degree | 8 feet | 18 feet | 26 feet |
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| (5) | Other | To be determined by the Commission | | |

Up to thirty percent (30%) of all required and nonrequired vehicle parking spaces, excluding handicapped spaces, may be sized for compact cars. Compact car spaces shall meet the following minimum dimensions and shall be clearly marked "COMPACT CARS":

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| (5) Other | To be determined by the Commission | | | |

(b) General Development Standards.

(1) Off-street parking facilities shall be designed so that each parking space can function independently of any other parking space.

(2) No off-street parking facility shall be approved which, in the judgment of the Planning Commission, cannot properly function due to the site, building obstruction, or restricted access and turning radius, or which requires excessive maneuvering.

(3) All parking stalls shall be marked on the parking area.

(4) Attendant parking does not meet minimum code requirements.

(5) Back-out parking is prohibited except for single and two-family dwellings.

(6) A public alley may be a part of the maneuvering space requirements when adjacent parking facilities are designed to utilize it as such.

PASSED FOR PUBLICATION:

ENACTED:

EFFECTIVE:

MAYOR

ATTEST:

CITY CLERK