

ORDINANCE NO.: 92-017
DATE ADOPTED: APR 14 1992

SECTION 3.

Amend Section 6-A of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance 2550, Fourth Series, relating to Parking Standards and Transportation System Management (TSM) to read as follows:

A. **REQUIREMENT:** Off-street vehicle parking areas shall be provided and maintained as provided in this Section.

1. **Land Use:** Off-street vehicle parking shall be provided as specified below for the use or uses to which the property is devoted.

LAND USE	SPACES REQUIRED FOR EACH LAND USE
a. Residential Uses	
1) Single Family/Halfplex/Duplex	1 Space per Dwelling Unit
2) Multi-Family (Central City)	1 Space per Dwelling Unit + 1 Guest Space per 15 Units
3) Multi-Family (General)	1.5 Spaces per Dwelling Unit Plus 1 Guest Space per 15 Units (Guest Space Shall be Clearly Marked)
b. Bowling Alley	6 Spaces per Alley
c. Church	1 Space per 4 seats
d. Hotel, Rooming and Boarding House, Bed and Breakfast Inn	1 Space per 2 Guest Rooms, 1 for Resident Owner/Manager
e. Dance Hall, Skating Rink, Lodge Hall	1 Space per 100 Square Feet Gross Area
f. General Commercial Use	1 Space per 500 Square Feet Gross Area
g. Hospital	1 Space per Patient Bed
h. Motel	1 Space per Guest Room
i. Nursing Home	1 Space per 2 Patient Beds
j. Offices	
1) Central Business District (CBD)	See Section 6-D-1
2) "Old City" outside CBD	Not Less Than 1 Space per 450 Square Feet Gross floor area and not More Than 1 Space per 400 Square Feet Gross floor Area
3) Outside "Old City"	Not less than 1 Space per 400 Square Feet Gross Floor Area and not more than

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	1 space per 275 square feet gross floor Area
4) Planned Unit Developments	Not less than one Space for each 350 square feet gross floor area and not more than one Space for each 275 square feet gross floor area
k. Medical and Dental Clinics or Offices	1 Space per 200 Square Feet Gross Area
l. Restaurant-Bar	1 Space per 3 Seats
m. Retail Store, Shopping Center	
1) Inside the "Old City"	1 Space for 400 Square Feet of Gross Floor Area for Buildings not in Excess of 9,600 Square Feet of Total Gross Floor Area. 1 Space for Each 250 Square Feet of Gross Floor Area for Buildings in Excess of 9,600 Square Feet of Total Gross Floor Area
2) Outside the "Old City"	1 Space for Each 250 Square Feet of Gross Floor Area
n. Wholesale, Warehousing, Manufacturing	
1) Other than PUDs	Not Less Than 1 Space per 1,000 Square Feet Gross Floor Area and not More Than 1 Space per 500 Square Feet Gross Floor area
2) Planned Unit Developments	Not Less Than 1 Space per 1,000 Square Feet Gross Floor Area and not More Than 1 Space per 500 Square Feet Gross Floor area
o. Individual Locker Storage Building/Mini Storage Facilities	1 Space per 100 Storage Units and 1 Space for the Manager
p. Fraternity-Sorority House-Dormitory	1 Space per 3 Occupants
q. Child Care Center	1 Space per 8 Children Except for C-3 Zone Where Required Parking Will be Determined Pursuant to a Planning Director's Special Permit
r. Mortuary-Sports Arena-Theater	1 Space per 6 Seats
s. Single Room Occupancy	1 space per 10 units + 1 for Manager
s. Other	Determined by Planning Commission

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2. Modification of Parking Requirements: Subject to a Special permit, the maximum parking ratio for office projects may be exceeded (i.e. more parking spaces can be provided) contingent upon meeting at least one of the following criteria:

- a. On-site TSM measures are infeasible;
- b. Residential neighborhoods would be impacted because no mitigation (other than additional parking) is feasible;
- c. Unique characteristics of the proposed use requires parking greater than that which is otherwise allowed.

SECTION 4.

Amend Section 6-C to read as follows:

C. DEVELOPMENT STANDARDS FOR OFF-STREET VEHICLE PARKING FACILITIES:

All off-street parking facilities shall be developed pursuant to the following standards:

1. General Development Standards:

- a) Off-street parking facilities shall be designed so that each parking space can function independently of any other parking space.
- b) 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.
- c) All parking stalls shall be marked on the parking area.
- d) Except within the C-3 (Central Business District) Zone, attendant parking does not meet minimum code requirements.
- e) Back-out parking is prohibited except for single and two-family dwellings.

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

2. Minimum Dimensions

- a. Standard Car Spaces--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:

<u>TYPE</u>	<u>STALL WIDTH</u>	<u>STALL DEPTH</u>	<u>MANEUVERING WIDTH</u>
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 Planning Commission		

- b. Compact Car Spaces--Minimum Dimensions: Up to forty percent (40%) of all required and non-required 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 ONLY":

<u>TYPE</u>	<u>MANEUVERING WIDTH</u>		<u>ONE AISLE</u>	<u>TWO AISLE</u>
	<u>STALL WIDTH</u>	<u>STALL DEPTH</u>		
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 Planning Commission			

SECTION 5

Central Business District Special Requirements Section 6-D-1-b is amended to read as follows:

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b. **Office Uses:** Required off-street vehicle parking facilities for office uses in the C-3 zone shall be provided as follows:

- 1) **New Offices:** The minimum required off-street vehicle parking spaces for new office buildings is one space for every 600 gross square feet of floor area in excess of 20,000 gross square feet.
- 2) **Office Expansions:** The minimum required off-street vehicle parking spaces for an office building to which gross floor area is added, is one space for every 600 gross square feet of floor area in excess of 20,000 gross square feet. For purposes of calculating the off-street parking requirement under this Subsection, the 20,000 gross square foot exemption shall be based on the total gross square footage of floor area added to the building.
- 3) **Office Conversions:** The minimum required off-street vehicle parking spaces for buildings converted from non-office use to office use is one-half of the requirement for new offices; that is, one-half of one space for every 600 gross square feet of floor area converted to office use in excess of 20,000 gross square feet.
- 4) **Maximum Off-Street Parking:** The maximum amount of off-street vehicle parking permitted for new offices, office additions, and office conversions is one space for every 500 gross square feet of floor area in excess of 20,000 gross square feet.
- 5) **Redevelopment Projects and Projects Under Contract With City Exempt:** New offices, office additions, and office conversion projects for which the Redevelopment Agency or the City of Sacramento has entered into a contract with a developer, which governs the requirements for development of the building and the parcel or parcels upon which it is or is to be located are exempt from the off-street vehicle parking requirements of Section 6-D-1.

SECTION 6

Section 6-D-1-c relating to Central Business District Off-Street Vehicle Parking Reduction is repealed.

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SECTION 7

Amend Special Requirements Section 6-D-2 by deleting facility permit requirement, and adding special permit requirement for stand-alone parking facility as follows:

2. **Stand-Alone Parking Facilities**: Any new parking facility (parking lot or parking structure) not intended to meet parking requirements of an associated building by an unrestricted and exclusive use, shall require a Special Permit. Prior to the approval of the Special Permit, the Planning Commission shall consider the potential impact that the additional parking spaces might have on commute patterns (i.e., a shift to single occupancy vehicles).

SECTION 8

Amend Section 6-D-14 of the Zoning Ordinance to read as follows:

14. **Ownership**: Required parking shall be provided and maintained in the same ownership and on the same property as the major land use it is intended to serve. Parking maneuvering area may be located on an adjacent property provided that reciprocal maneuvering and access easements are recorded.
 - a. **Planning Director's Special Permit for Off-Site Parking Under Same Ownership**: A Planning Director's Special Permit may be granted to locate required and non-required off-street vehicle parking on a parcel(s) within 300 feet radius of the subject site if the parcels designated for off-site parking are under the same ownership as the subject site.
 - b. **Planning Commission Special Permit for Existing Buildings for Off-Site Parking Under Different Ownership**: A Special Permit may be granted for an existing building seeking to convert to a more employee intensive use to locate required and non-required off-street vehicle parking on a parcel(s) within 300 feet radius of the subject site if the parcels designated for off-site parking are under different ownership from the subject site. A Special Permit may be granted only if the applicant provides written evidence that users of the subject site will have unrestricted exclusive right to use the other parcel(s) for parking for a period of not less than 10 years, or otherwise provides an arrangement satisfactory to the Planning Commission.

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SECTION 9

Section 6-D-17 relating to wholesale, warehousing, and manufacturing varied parking is repealed.

SECTION 10

Amend Section 6-D-19 to read as follows:

19. **Tree Shading:** Trees shall be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50 percent of of the parking area will be shaded. This should be calculated by using the diameter of the tree crown at 15 years. Each planting area shall be of adequate size for the landscaping approved and shall have adequate irrigation for that landscaping. All landscaping (trees, shrubs, and turf) in these planting areas shall be properly maintained. The Director of Parks and Community Services shall establish a list of species appropriate for providing shade in parking lots, and shall review site plans of each parking lot to determine whether or not the lot complies with this Section. Trees planted in order to comply with the regulations of the Section shall be selected from the list prepared by the Director of Parks and Community Services.

SECTION 11

Amend section 6-D-20 for a temporary parking lot to require Special Permit instead of Planning Director's Special Permit to read as follows:

20. Notwithstanding any other provision of this Ordinance to the contrary, a Special Permit may be issued for a temporary parking lot in the Old City for property zoned OB, C-2, C-3, C-4, M-1, or M-2, or TC, pursuant to Section 6-D-2-a and 6-D-2-b, and subject to the following requirements:
 - a. **Period of validity, non-renewability, non-transferability:** The permit shall be valid for two years from the date of its issuance, shall terminate on the second anniversary date, shall not be renewable, and such permit shall not be transferable.

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- b. Surface: The surface of the parking lot shall be double chip seal over four inches of rock with soil preparation or shall meet the provisions of Section 6-D-3.
- c. Markings: All parking spaces shall be marked by striping.
- d. Wheel stops: Wheel stops with anchors shall be installed adjacent to the public right-of-way.
- e. No variances: No variance from the provisions of subparagraphs (a) through (d) of this subsection 20 shall be granted.
- f. Trees: No tree shall be removed unless specifically approved in writing by the Planning Director.
- g. Other conditions and requirements: The Planning Director may impose such conditions or requirements relating to driveways, drainage, landscaping and irrigation, and such other conditions and requirements as may be necessary to protect the public health, safety or general welfare.
- h. Maintenance: The temporary parking facility shall be properly maintained. Notwithstanding any other provisions of this ordinance, failure to properly maintain the facility including, but not limited to, the parking surface, wheel stops, striping, trees and vegetation, shall be grounds for revocation of the permit.
- i. Violation: In the event any person, firm or corporation should violate this section, the same is hereby declared a public nuisance and the City Attorney is authorized to bring and prosecute an action in any court of competent jurisdiction to enjoin such person, firm or corporation from continuing such violation. In addition thereto, any person, firm or corporation who violates this section is liable for a civil penalty of not less than \$100 nor more than \$1,000 for each day, or part thereof, such violation occurs.

SECTION 12

Amend Section 6-E-6, regarding Implementation of the Developer TSM Ordinance, to read as follows:

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6. Implementation: Implementation requirements and methods for compliance shall be contained in the Developer TSM Handbook. The actual calculation of credits toward meeting the 35% trip reduction goal and additional trip reductions necessary to qualify for parking reductions pursuant to Section 6F, shall be approved by the City Traffic Engineer and City Planning Director. These calculations shall take into account the package of measures, including but not limited to: distance from bus and transit stations, amount of transit subsidy, parking fees, the degree to which carpoolers are provided with preferential parking, etc. The maximum trip reduction percentage allowed per Transportation System Management measure shall be as follows:

- a. TMA membership/TSM coordinator: 0%
- b. Preferential Parking: 10% in CBD; 5% outside CBD
- c. Parking fees: 0% in CBD; 10% outside CBD
- d. Transit Shelter: 2%
- e. Bus/LRT Station Subsidy: 20% in CBD; 15% outside CBD if within 660 feet of Major Transit Station; 10% outside CBD within 1/4 mile of bus route or 1/2 mile of LRT station or Bus Transit Center
- f. Transit Operating Subsidy: 20% in CBD; 15% outside CBD if within 660 feet of Major Transit Station; 10% outside CBD within 1/4 mile of bus route or 1/2 mile of LRT station or Bus Transit Center
- g. Transit Pass Subsidy: 80% for new buildings in CBD; 100% for office conversions/additions in CBD; 25% outside CBD
- h. Buspool/Shuttle Program: 20% in CBD; 10% outside CBD
- i. Vanpool Program: 10%
- j. Showers/Lockers: 5% in CBD; 2% outside CBD
- k. Land Dedication for Transit: 5%
- l. TSM Capital Improvements: 5%
- m. Other: 10%

SECTION 13

Amend Section 6-F to read as follows:

F. OFF-STREET VEHICLE PARKING REDUCTION

- 1. Parking Reduction Related to Trip Reduction Measures: Subject to a Planning Director's Special Permit, and notwithstanding any other provisions of this Ordinance, the Planning Director may reduce the parking required for a new

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office or office conversions and office additions, provided that the Planning Director shall reduce the parking only upon a determination that one or more of the trip measures specified in Section 6-E of this Ordinance have been included in the project and will result in an appropriate and commensurate reduction in the need for parking by those working at or visiting the project. Prior to the approval of the Planning Director's Special Permit, the Planning Director shall find that the proposed level of parking reduction will not adversely affect the supply of on-street parking which abuts residentially zoned property in the immediate surrounding area. The measures shall be in addition to the trip reduction measures designed to meet the thirty-five percent commute trip reduction goal contained in Section 6-E. An approved Transportation Management Plan shall be required prior to granting of the Planning Director's Special Permit for parking reduction, such that the calculations of parking supply and demand occur concurrently. Parking may be reduced based on either of the following procedures, whichever results in a greater parking reduction. Sample calculations are provided in Appendix D [Calculation of Parking Reduction] of the Comprehensive Ordinance:

- a. **Method A: Parking Reduction Equals Trip Reduction Above 35%:** To determine the percentage by which parking may be reduced, apply the following formula:

$$\text{Parking Reduction Percentage} = \text{TR} - 35\%$$

For purposes of the foregoing formula, "TR" means percentage trip reduction. Trip reduction percentage and parking reduction percentage are calculated as follows:

- 1) Calculate the percentage trip reduction (TR), pursuant to Section 6-E-6. Subtract any trip reduction measures that reduce peak hour trips but do not reduce total work trips (e.g., flextime -- late arrival, late departure).
 - 2) Subtract 35% (baseline TSM) from the percentage trip reduction. If the result is less than zero, no parking reduction, pursuant to this method, shall be allowed.
- b. **Method B: Based on "Effective Parking Demand":** To determine the percentage by which parking may be reduced, apply the following formula:

$$\text{Parking Reduction Percentage} = [1 - (\text{MPR}/\text{EPDR})] \times 100$$

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For purposes of the foregoing formula, "MPR" means Minimum Parking Requirement. and "EPDR" means the Effective Parking Demand Ratio. The MPR, EPDR, and Parking Reduction Percentage are calculated as follows:

- 1) Calculate the percentage trip reduction (TR), pursuant to Section 6-E-6. Subtract any trip reduction measures that reduce peak hour trips but do not reduce total work trips (e.g., flextime --late arrival, late departure).
 - 2) Calculate the "Average Vehicle Ridership" (AVR), defined by the formula: $AVR = 1/(1-TR)$.
 - 3) Define Square feet per employee (SFE) for the intended land use, pursuant to 1000 divided by the factors in Section 6-E-3.
 - 4) Calculate the "Effective Parking Demand Ratio" (EPDR), defined by the formula: $EPDR = SFE \times AVR$.
 - 5) Define Minimum Parking Requirement (MPR) for the land use (pursuant to Section 6-A or 6-D).
 - 6) Calculate the allowed parking reduction by dividing the Minimum Parking Requirement (MPR) by the Effective Parking Demand Ratio (EPDR) and subtracting the result from one, and multiplying the result by 100 (to convert from decimal to percentage): $Parking\ Reduction = [1 - (MPR / EPDR)] \times 100$. If the result is less than zero, no parking reduction, pursuant to this method, shall be allowed.
2. Parking Reductions for Provision of Child Care Center: Required parking may be reduced by fifteen percent (15%) for office projects in the Central Business District, subject to a Planning Director's Special Permit, provided that the child care center is included within the office project or the applicant is responsible for providing a child care center within 1/4 mile of the office project or within 1/4 mile of the transit corridor in the Central City which serves the office project.
3. Parking Reduction--Modified Land Use: Subject to a Special Permit, the Planning Commission may reduce required parking upon a showing that the number of parking spaces required by Section 6-A-1 is excessive for the proposed land use, and that the reduced parking would be appropriate even under a change of ownership and/or reuse of the building.
4. Reduction for Ancillary and Incidental Retail
- a. Ancillary Retail: Subject to a Planning Commission Special Permit, parking

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requirements may be reduced or waived for an ancillary component of a residential or office/industrial park project, provided that the square footage of the incidental use for which the parking requirements may be reduced or waived shall not exceed 5% of the project square footage, or 5000 square feet, whichever is smaller. The ancillary use shall be considered to be "ancillary" to that of the office/industrial park or residential development if the project will be patronized predominantly by surrounding development. Examples of ancillary uses include, but are not limited to: small restaurants, delis, gift shops, hair salons, photo shops, and photostatic copy shops.

- b. Incidental Retail: Subject to a Planning Director's Special Permit, parking requirements may be reduced or waived for the incidental commercial component of a office/industrial or residential project, provided that the square footage of the incidental use for which the parking requirements may be reduced or waived shall not exceed 5% of the building square footage, or 5000 square feet, whichever is smaller. The incidental use shall be considered to be "incidental" to that of the office, industrial, or residential building if the principal entrance thereto shall be from the inside of the building and the commercial component will be patronized predominantly by the surrounding development.

SECTION 14

Amend Section 6-G to read as follows:

G. MINIMUM BICYCLE PARKING REQUIREMENTS

1. The following minimum off-street bicycle parking facilities shall be required for all new or expanded developments. Calculation of bicycle parking facilities shall be based on the off-street vehicle parking spaces required prior to consideration of any vehicle parking reduction measures.
 - a. Office: Fifty percent (50%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
 - 1) Central Business District: One bicycle parking facility is required for every ten (10) off-street vehicle parking spaces required.

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- 2) Outside of Central Business District: One bicycle parking facility is required for every fifteen (15) off-street vehicle parking spaces required.
- b. Medical Clinic or Office: One bicycle parking facility is required for every thirty (30) off-street vehicle parking spaces required. Fifty percent (50%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
- c. Hospitals: One bicycle parking facility is required for every fifty (50) off-street vehicle parking spaces required. Twenty-five percent (25%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
- d. Commercial: One bicycle parking facility is required for every twenty-five (25) off-street vehicle parking space required. Twenty-five percent (25%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
- e. Restaurant: One bicycle parking facility is required for every fifty (50) off-street vehicle parking space required. Twenty-five percent (25%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
- f. Hotel and Motel:
- 1) Central Business District: One bicycle parking facility is required for every fifty (50) off-street vehicle parking spaces required. Fifty percent (50%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II, or Class III.
- 2) Outside of Central Business District: One bicycle parking facility is required for every fifty (50) off-street vehicle parking spaces required. Twenty-five percent (25%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.
- g. Industrial: One bicycle parking facility is required for every twenty-five (25) off-street vehicle parking spaces required. Fifty percent (50%) of the

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required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II or Class III.

- h. Apartments: Fifty percent (50%) of the required bicycle parking facilities shall be Class I. The remaining facilities may be Class I, Class II, or Class III. Developments which provide an individual enclosed garage for each unit are exempt from this requirement.
- 1) Central Business District: One bicycle parking facility is required for every twenty-five (25) off-street vehicle parking spaces required, both on-site and off-site.
- 2) Outside of Central Business District: One bicycle parking facility is required for every ten (10) off-street vehicle parking spaces required.
2. Redevelopment Projects and Projects Under Contract With City Exempt: New offices, office additions, and office conversion projects for which the Redevelopment Agency or the City of Sacramento has entered into a contract with a developer, which governs the requirements for development of the building and the parcel or parcels upon which it is or is to be located are exempt from the off-street bicycle parking requirements.
3. Bicycle Parking Dimensions: Bicycle parking facilities shall be installed in a manner which allows adequate spacing for access to the bicycle and the locking device when the facilities are occupied. Space allowances shall include a two (2) foot width and a six (6) foot length per bicycle and a five (5) foot maneuvering space behind the bicycle. The facilities shall be located on a hard dust-free surface, such as asphalt or a concrete slab. Bicycle parking facilities shall be located in view of building entrances or in view of windows and/or security personnel stations.

SECTION 15

Amend Section 22 (Definitions) to add the following:

123. Vehicle Parking Facility: Any parking structure or parking area used for the purpose of parking vehicles.

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SECTION 16

Add Appendix D [Calculation of Parking Reduction Based on Trip Reduction] to read as attached on the following 5 pages.

SECTION 17

The provisions of Section 13-A-8 of the Zoning Ordinance (Ordinance No. 2550, Fourth Series, as amended) as they pertain to Planning Commission consideration of this Ordinance, shall not apply to the adoption of this Ordinance. On February 20, 1992, the Planning Commission, pursuant to Section 13-A-8, held a hearing on an earlier version of this Ordinance. After that hearing, staff changed Sections 12, 13, 15, and 16 of this Ordinance and the Planning Commission reviewed these changes in a public meeting on March 5, 1992. This procedure was followed, rather than strict adherence to Section 13-A-8, so that the Council could consider, adopt, and have this Ordinance take effect before the expiration of Ordinance 90-046.

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APPENDIX D
CALCULATION OF PARKING REDUCTION BASED ON TRIP REDUCTION

ASSUMPTIONS

Land Use Type

PUD Office

Square Feet per Employee

250

Minimum Parking Ratio

350

% Trip Reduction	METHOD A	* * * M E T H O D B * * *			PARKING
	% Trip Reduction less 35%	Average Vehicle Ridership	Effective Parking Demand	Allowed Parking Reduction	REDUCTION: GREATER OF TWO METHODS
0%	0%	1.00	250	0%	0%
10%	0%	1.11	278	0%	0%
20%	0%	1.25	313	0%	0%
25%	0%	1.33	333	0%	0%
30%	0%	1.43	357	2%	2%
35%	0%	1.54	385	9%	9%
40%	5%	1.67	417	16%	16%
45%	10%	1.82	455	23%	23%
50%	15%	2.00	500	30%	30%
55%	20%	2.22	556	37%	37%
60%	25%	2.50	625	44%	44%
65%	30%	2.86	714	51%	51%
70%	35%	3.33	833	58%	58%
75%	40%	4.00	1,000	65%	65%
80%	45%	5.00	1,250	72%	72%
85%	50%	6.67	1,667	79%	79%
90%	55%	10.00	2,500	86%	86%
95%	60%	20.00	5,000	93%	93%
100%	65%	Infinite	Infinite	100%	100%

Formula Method A:

Parking Reduction Percentage equals Trip Reduction Percentage minus 35%.

EXAMPLE:

- 1) Trip Reduction = 40%
- 2) Parking Reduction = 40% - 35% = 5%

Formula Method B:

Parking Reduction Percentage equals $1 - (MPR/EPDR)$

EXAMPLE:

- 1) Trip Reduction (TR) = 40%
- 2) Average Vehicle Ridership = $1/(1-TR) = 1/(1-40\%) = 1.67$
- 3) Square Feet Per Employee (SFE) = $1000/4.0 = 250$
- 4) Effective Parking Demand Ratio (EPDR) = $SFE \times AVR = 250 \times 1.67 = 417$
- 5) Minimum Parking Ratio (MPR) = 350
- 6) Parking Reduction Percentage = $(1 - (MPR/EPDR)) \times 100 = (1 - (350/417)) \times 100 = 16\%$

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APPENDIX D
CALCULATION OF PARKING REDUCTION BASED ON TRIP REDUCTION

ASSUMPTIONS

Land Use Type

Office Outside "Old City"

Square Feet per Employee

250

Minimum Parking Ratio

400

% Trip Reduction	METHOD A % Trip Reduction less 35%	* * * M E T H O D		B * * *	PARKING REDUCTION: GREATER OF TWO METHODS
		Average Vehicle Ridership	Effective Parking Demand	Allowed Parking Reduction	
0%	0%	1.00	250	0%	0%
10%	0%	1.11	278	0%	0%
20%	0%	1.25	313	0%	0%
25%	0%	1.33	333	0%	0%
30%	0%	1.43	357	0%	0%
35%	0%	1.54	385	0%	0%
40%	5%	1.67	417	4%	5%
45%	10%	1.82	455	12%	12%
50%	15%	2.00	500	20%	20%
55%	20%	2.22	556	28%	28%
60%	25%	2.50	625	36%	36%
65%	30%	2.86	714	44%	44%
70%	35%	3.33	833	52%	52%
75%	40%	4.00	1,000	60%	60%
80%	45%	5.00	1,250	68%	68%
85%	50%	6.67	1,667	76%	76%
90%	55%	10.00	2,500	84%	84%
95%	60%	20.00	5,000	92%	92%
100%	65%	Infinite	Infinite	100%	100%

Formula Method A:

Parking Reduction Percentage equals Trip Reduction Percentage minus 35%.

EXAMPLE:

- 1) Trip Reduction = 40%
- 2) Parking Reduction = 40% - 35% = 5%

Formula Method B:

Parking Reduction Percentage equals $1 - (MPR/EPDR)$

EXAMPLE:

- 1) Trip Reduction (TR) = 40%
- 2) Average Vehicle Ridership = $1/(1-TR) = 1/(1-40\%) = 1.67$
- 3) Square Feet Per Employee (SFE) = $1000/4.0 = 250$
- 4) Effective Parking Demand Ratio (EPDR) = $SFE \times AVR = 250 \times 1.67 = 417$
- 5) Minimum Parking Ratio (MPR) = 400
- 6) Parking Reduction Percentage = $(1 - (MPR/EPDR)) \times 100 = (1 - (400/417)) \times 100 = 4\%$

FOR CITY CLERK USE ONLY

92-017
ORDINANCE NO.:
DATE ADOPTED: **APR 14 1992**

APPENDIX D
CALCULATION OF PARKING REDUCTION BASED ON TRIP REDUCTION

ASSUMPTIONS

Land Use Type

Office Within "Old City"

Square Feet per Employee

250

Minimum Parking Ratio

450

% Trip Reduction	METHOD A	* * * M E T H O D		B * * *	PARKING REDUCTION: GREATER OF TWO METHODS
	% Trip Reduction less 35%	Average Vehicle Ridership	Effective Parking Demand	Allowed Parking Reduction	
0%	0%	1.00	250	0%	0%
10%	0%	1.11	278	0%	0%
20%	0%	1.25	313	0%	0%
25%	0%	1.33	333	0%	0%
30%	0%	1.43	357	0%	0%
35%	0%	1.54	385	0%	0%
40%	5%	1.67	417	0%	5%
45%	10%	1.82	455	1%	10%
50%	15%	2.00	500	10%	15%
55%	20%	2.22	556	19%	20%
60%	25%	2.50	625	28%	28%
65%	30%	2.86	714	37%	37%
70%	35%	3.33	833	46%	46%
75%	40%	4.00	1,000	55%	55%
80%	45%	5.00	1,250	64%	64%
85%	50%	6.67	1,667	73%	73%
90%	55%	10.00	2,500	82%	82%
95%	60%	20.00	5,000	91%	91%
100%	65%	Infinite	Infinite	100%	100%

Formula Method A:

Parking Reduction Percentage equals Trip Reduction Percentage minus 35%.

EXAMPLE:

- 1) Trip Reduction = 40%
- 2) Parking Reduction = 40% - 35% = 5%

Formula Method B:

Parking Reduction Percentage equals $1 - (MPR/EPDR)$

EXAMPLE:

- 1) Trip Reduction (TR) = 40%
- 2) Average Vehicle Ridership = $1/(1-TR) = 1/(1-40\%) = 1.67$
- 3) Square Feet Per Employee (SFE) = $1000/4.0 = 250$
- 4) Effective Parking Demand Ratio (EPDR) = $SFE \times AVR = 250 \times 1.67 = 417$
- 5) Minimum Parking Ratio (MPR) = 450
- 6) Parking Reduction Percentage = $(1 - (MPR/EPDR)) \times 100 = (1 - (450/417)) \times 100 = -8\% = 0\%$

FOR CITY CLERK USE ONLY

ORDINANCE NO.: 92-017

DATE ADOPTED: APR 14 1992

APPENDIX D
CALCULATION OF PARKING REDUCTION BASED ON TRIP REDUCTION

ASSUMPTIONS

Land Use Type

Office Within CBD

Square Feet per Employee

250

Minimum Parking Ratio

600

	METHOD A	* * * M E T H O D		B * * *	PARKING
% Trip	% Trip	Average	Effective	Allowed	REDUCTION:
Reduction	Reduction	Vehicle	Parking	Parking	GREATER OF
	less 35%	Ridership	Demand	Reduction	TWO METHODS
0%	0%	1.00	250	0%	0%
10%	0%	1.11	278	0%	0%
20%	0%	1.25	313	0%	0%
25%	0%	1.33	333	0%	0%
30%	0%	1.43	357	0%	0%
35%	0%	1.54	385	0%	0%
40%	5%	1.67	417	0%	5%
45%	10%	1.82	455	0%	10%
50%	15%	2.00	500	0%	15%
55%	20%	2.22	556	0%	20%
60%	25%	2.50	625	4%	25%
65%	30%	2.86	714	16%	30%
70%	35%	3.33	833	28%	35%
75%	40%	4.00	1,000	40%	40%
80%	45%	5.00	1,250	52%	52%
85%	50%	6.67	1,667	64%	64%
90%	55%	10.00	2,500	76%	76%
95%	60%	20.00	5,000	88%	88%
100%	65%	Infinite	Infinite	100%	100%

Formula Method A:

Parking Reduction Percentage equals Trip Reduction Percentage minus 35%.

EXAMPLE:

- 1) Trip Reduction = 40%
- 2) Parking Reduction = 40% - 35% = 5%

Formula Method B:

Parking Reduction Percentage equals $1 - (MPR/EPDR)$

EXAMPLE:

- 1) Trip Reduction (TR) = 40%
- 2) Average Vehicle Ridership = $1/(1-TR) = 1/(1-40\%) = 1.67$
- 3) Square Feet Per Employee (SFE) = $1000/4.0 = 250$
- 4) Effective Parking Demand Ratio (EPDR) = $SFE \times AVR = 250 \times 1.67 = 417$
- 5) Minimum Parking Ratio (MPR) = 600
- 6) Parking Reduction Percentage = $(1 - (MPR/EPDR)) \times 100 = (1 - (600/417)) \times 100 = -43\% = 0\%$

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ORDINANCE NO.: 92-017
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APPENDIX D
CALCULATION OF PARKING REDUCTION BASED ON TRIP REDUCTION

ASSUMPTIONS

Land Use Type

Industrial

Square Feet per Employee

500

Minimum Parking Ratio

1000

% Trip Reduction	METHOD A	* * * M E T H O D B * * *			PARKING
	% Trip Reduction less 35%	Average Vehicle Ridership	Effective Parking Demand	Allowed Parking Reduction	REDUCTION: GREATER OF TWO METHODS
0%	0%	1.00	500	0%	0%
10%	0%	1.11	556	0%	0%
20%	0%	1.25	625	0%	0%
25%	0%	1.33	667	0%	0%
30%	0%	1.43	714	0%	0%
35%	0%	1.54	769	0%	0%
40%	5%	1.67	833	0%	5%
45%	10%	1.82	909	0%	10%
50%	15%	2.00	1,000	0%	15%
55%	20%	2.22	1,111	10%	20%
60%	25%	2.50	1,250	20%	25%
65%	30%	2.86	1,429	30%	30%
70%	35%	3.33	1,667	40%	40%
75%	40%	4.00	2,000	50%	50%
80%	45%	5.00	2,500	60%	60%
85%	50%	6.67	3,333	70%	70%
90%	55%	10.00	5,000	80%	80%
95%	60%	20.00	10,000	90%	90%
100%	65%	Infinite	Infinite	100%	100%

Formula Method A:

Parking Reduction Percentage equals Trip Reduction Percentage minus 35%.

EXAMPLE:

- 1) Trip Reduction = 40%
- 2) Parking Reduction = 40% - 35% = 5%

Formula Method B:

Parking Reduction Percentage equals $1 - (MPR/EPDR)$

EXAMPLE:

- 1) Trip Reduction (TR) = 40%
- 2) Average Vehicle Ridership = $1/(1-TR) = 1/(1-40\%) = 1.67$
- 3) Square Feet Per Employee (SFE) = $1000/2.0 = 500$
- 4) Effective Parking Demand Ratio (EPDR) = $SFE \times AVR = 500 \times 1.67 = 833$
- 5) Minimum Parking Ratio (MPR) = 1000
- 6) Parking Reduction Percentage = $(1 - (MPR/EPDR)) \times 100 = (1 - (1000/833)) \times 100 = -20\% = 0\%$

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MAYOR

ATTEST:



CITY CLERK

M92-008

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