

ORDINANCE NO. **81-061**
JUL - 7 1981

AN ORDINANCE AMENDING SECTIONS 6-A, 6-C,
 6-D-1, AND 6-D-14, AND ADDING SECTION
 22-A-66 TO THE COMPREHENSIVE ZONING
 ORDINANCE OF THE CITY OF SACRAMENTO,
 ORDINANCE NO. 2550 FOURTH SERIES, RELATING
 TO VEHICLE AND BICYCLE PARKING FOR OFFICE
 BUILDINGS IN C-3 ZONE

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

SECTION 1.

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

A. REQUIREMENT: Off-street vehicle and bicycle parking areas shall be provided and maintained as provided in this Section. Off-street vehicle parking shall be provided as specified below for the use or uses to which the property is devoted:

SECTION 2.

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

C. MINIMUM DIMENSIONS:

1. Vehicle Parking. All off-street 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 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.

- (1) TYPE 90 degree: STALL WIDTH 8 feet; STALL DEPTH 18 feet; MANEUVERING WIDTH 26 feet
- (2) TYPE 60 degree: STALL WIDTH 8 feet; STALL DEPTH 20 feet; MANEUVERING WIDTH 20 feet
- (3) TYPE 45 degree: STALL WIDTH 8 feet; STALL DEPTH 14 feet; MANEUVERING WIDTH 14 feet
- (4) TYPE 30 degree: STALL WIDTH 8 feet; STALL DEPTH 16 feet; MANEUVERING WIDTH 12 feet
- (5) OTHER: Requires Commission approval
- (6) Attendant parking does not meet minimum code requirements.
- (7) Back-out parking is prohibited except for single and two-family dwellings.
- (8) A public alley may be a part of the maneuvering space requirement when adjacent parking facilities are designed to utilize it as such.

2. Bicycle Parking. 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.

SECTION 3.

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

1. Central Business District. Notwithstanding the provisions of Section 6-A of this Ordinance, the following off-street parking regulations governing the number of required vehicle parking spaces and bicycle parking facilities shall apply in the C-3 Central Business District Zone.

a. Uses Subject to Off-Street Parking Requirement. Off-street vehicle parking is required to be provided for residential uses, hotels, motels, and offices only. Off-street bicycle parking facilities are required for offices only. The off-street vehicle parking requirement for residential uses, hotels, and motels shall be as provided in Section 6-A of this Ordinance. The off-street vehicle and bicycle parking requirement for office uses shall be as set forth in this Section 6-D-1.

b. Office Uses. Subject to the provisions of Section 6-D-1-c, below, required off-street vehicle parking and bicycle 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 (2), the 20,000 gross square foot exemption shall be based on the total gross square footage of floor area of the office building including the addition, but the requirement of one space for every 600 gross square feet of floor area shall be based only on the 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) Bicycle Parking. The minimum number of required off-street bicycle parking facilities for office uses in the C-3 Zone is one bicycle parking facility for every ten off-street parking spaces, both onsite and offsite, required after in-lieu measures are implemented. Fifty percent of the required bicycle parking facilities shall be Class I facilities. The remaining facilities may be Class I, Class II, or Class III.

(6) 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 and bicycle parking requirements of this Section 6-D-1.

c. In-Lieu Vehicle Parking Substitutions Permitted by Special Permit. The Commission may permit, by approval of a special permit pursuant to Section 15 of this Ordinance, and subject to the provisions of this subsection c., up to 60 percent of the off-street vehicle parking requirement for new offices, and up to 100 percent of the off-street vehicle parking requirement for office conversions and office additions to be satisfied by one or more of the following in-lieu measures. Review of the project under the special permit shall be limited to the provision of off-street vehicle parking or in-lieu measures and shall not include review of the use, density, or physical characteristics of the project.

(1) Bicycle Parking Facilities. A special permit may be issued to permit up to five percent of the total off-street vehicle parking requirement to be replaced by Class I bicycle parking facilities. Bicycle parking facilities approved under this subsection (1) shall be substituted at a ratio of four bicycle parking facilities for every one required off-street vehicle parking space.

(2) Designated Car Pool/Van Pool Spaces. A special permit may be issued to permit up to 15 percent of the total required off-street vehicle parking requirement to be replaced by designated car pool/van pool spaces. The special permit shall determine the location of the spaces. The applicant, and his or her successors in interest, shall mark the spaces clearly for identification as car pool/van pool spaces and shall be responsible for the spaces being used for car pools and van pools only. Car pools and van pools using the spaces

shall be comprised of three or more persons, at least one of whom is an employee of the office building. The others may be employees of the office building or any other persons regularly commuting to the Old City or the Central Business District. The applicant and his or her successors in interest, shall facilitate formation of car pools and van pools by, among other things, working with the Ridesharing Office of the California State Department of Transportation to provide information on ridesharing options and to pass out user surveys to the employees in the office building. Designated car pool/van pool spaces approved under this subsection (2) shall be substituted at a ratio of one car pool/van pool space for every two and one-half required off-street vehicle parking spaces.

(3) Transit Pass Fee.

(a) A special permit may be issued to permit required off-street vehicle parking to be substituted with the purchase of monthly bus passes, or an equivalent transit pass, from the Sacramento Regional Transit District. Off-street vehicle parking spaces shall be substituted at a ratio of one monthly pass each month over a 25-year period for each required off-street vehicle parking space.

(b) For office conversions and office additions, 100 percent of the required off-street vehicle parking requirements may be satisfied with the purchase of passes approved under this subsection (3). For new offices, 60 percent of the required off-street vehicle parking requirements may be satisfied with the purchase of passes approved under this subsection (3).

(c) The special permit shall state the then prevailing rate for a Sacramento Regional Transit monthly bus pass or equivalent transit pass and shall require the applicant to pay a fee equal to 300 times that rate for every required off-street parking space being substituted. The fee shall be paid prior to issuance of building permits for the project.

(d) In lieu of the requirement stated in (c) immediately preceding, the Commission may, by condition on the special permit, allow payment of the bus pass or equivalent transit pass fee on an annual basis in which case the annual fee for each required off-street vehicle parking space being substituted shall be in the amount of 12 times the rate of a monthly bus pass or equivalent transit pass prevailing at the time of payment.

(e) The fee shall be paid into a trust account created and administered by the City or its designee and shall be used to purchase from the Sacramento Regional Transit District monthly bus passes or equivalent transit passes for employees in the office building for a period of 25 years.

(f) The Commission may, by condition on the special permit, require the applicant to enter into a written agreement with the City obligating the applicant and all successors in interest to comply with the provisions of this subsection (3).

(4) Other Measures. A special permit may be issued to permit any other in-lieu measures to be substituted for required off-street vehicle parking and bicycle parking facilities which the Commission finds would adequately and effectively meet employee and patron transportation needs generated by the office building.

SECTION 4.

Section 6-D-14 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550 Fourth Series, is hereby amended to read as follows:

14. Ownership. Required off-street vehicle and bicycle parking shall be provided and maintained in the same ownership and on the same parcel as the major land use it is intended to serve; provided, that a special permit may be issued to permit required off-street parking to be located on a parcel or parcels adjacent to or within a one-quarter mile radius of the subject site, or on a parcel or parcels in excess of one-quarter mile radius if the applicant provides a permanent and effective means of transporting employees or patrons of the use from the parking area(s) to the site. The parcel or parcels on which the parking is proposed to be located must be and remain in common ownership with the site the parking serves. For purposes of this subsection 14, "common ownership" shall be deemed to exist where the owner of the subject site owns a fee interest in the parcel or parcels used for parking of such a nature as to entitle the owner to the free and unrestricted use of the parcel or parcels for parking.

SECTION 5.

Section 22-A-66 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550 Fourth Series, is hereby added to read as follows:

66. Bicycle Parking Facility. A bicycle parking facility is either a Class I, Class II, or Class III facility as described below:

a. Class I Bicycle Parking Facilities. A Class I bicycle parking facility is (1) an enclosed box or compartment with a locking door, typically called a bicycle locker, where a single bicyclist has access to a single bicycle storage compartment; or (2) a stationary rack designed to secure the frame and both wheels of a bicycle, where the bicyclist supplies only a padlock, and which is located in an area completely enclosed and covered and where entry is secured by a locking door.

b. Class II Bicycle Parking Facilities. A Class II bicycle parking facility is a stationary rack which is designed to secure the frame and both wheels of the bicycle and where the bicyclist supplies only a padlock.

c. Class III Bicycle Parking Facilities. A Class III bicycle parking facility is a stationary rack, typically a vertical metal bar or a cement slab, which is designed to support and secure only the front wheel of the bicycle and where the bicyclist supplies both a padlock and a chain or cable to secure the bicycle to the stationary object.

SECTION 6. Exemption.

(a) Notwithstanding the provisions of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550 Fourth Series, any development project within the C-3 Zone for which approval of a tentative subdivision map, special permit, variance, rezoning, General Plan or Community Plan amendment, site plan review, or review by the Architectural Review Board, Preservation Board, City Planning Commission, or City Council has been granted and effective after July 1, 1979 and prior to the date of enactment of this ordinance and for which approval has remained effective through the date of enactment of this ordinance shall be permitted to proceed with development without compliance with the provisions of this ordinance subject to the provisions of paragraph (b) of this Section.

(b) Any development project described in paragraph (a) of this Section shall be permitted to develop; provided, that the project complies with all conditions of approval and all provisions of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No. 2550 Fourth Series, other than those enacted by this ordinance; that building permits are issued and construction on the project commences within one year from the effective date of this ordinance; and that construction is diligently pursued to completion within 18 months of the effective date of this ordinance.

(c) Projects which comply with and are constructed pursuant to the provisions of this Section shall thereafter be deemed legal non-conforming uses and shall be subject to all the provisions of Section 12 and all other Sections of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance No.2550 Fourth Series.

DATE PASSED FOR PUBLICATION: JUN 30 1981
DATE ENACTED: JUL - 7 1981
DATE EFFECTIVE: AUG - 6 1981

Wesley E. Bentley

MAYOR

ATTEST:

Lorraine Magana
CITY CLERK

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(13)