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DEPARTMENT OF
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SACRAMENTO, CA

ADMINISTRATION
ROOM 300
95814-2987
916-449-5571

January 26, 1988

ECONOMIC DEVELOPMENT
ROOM 300
95814-2987
916-449-1223

Transportation and Community
Development Committee
Sacramento, California

NUISANCE ABATEMENT
ROOM 301
95814-3982
916-449-5948

Honorable Members in Session:

SUBJECT: REPORT BACK -- TEMPORARY PARKING LOTS

This report identifies alternative, less costly standards for "temporary parking lots". The report is submitted for information only. If the Committee agrees with the essence of the proposals contained herein, then staff will immediately proceed to inventory potential properties that might be subject to temporary parking lot standards.

COUNCIL REQUEST

On December 2, 1987, the Council directed staff to suspend nuisance abatement on temporary unimproved parking lots, including two lots at 8th and F Streets and on E Street between 7th and 8th. The staff was further directed to analyze the feasibility of issuing "temporary permits" for lots with improvement standards, and to report its findings to the Transportation and Community Development Committee.

Representatives of Planning, Nuisance Abatement, and City Attorney's Office conferred with Public Works and the Housing and Redevelopment Agency on this matter. Staff agrees that certain unimproved lots could be accommodated for Temporary Parking Facilities with certain restrictions.

CURRENT TYPICAL PARKING LOT STANDARDS

The typical requirements for parking lots under current City Ordinances include (1) surfacing, (2) wheel stops, (3) tree shading, (4) planters, (5) landscaping and irrigation, (6) drainage, (7) striping, (8) and driveways. (9) six-foot high masonry walls are also required for lots abutting residential properties.

TEMPORARY ALTERNATIVE STANDARDS

In an effort to reduce the number of conditions and thereby reduce the improvement cost, for a "temporary" parking lot, the following alternative conditions are proposed:

(1) Surfacing -- Department of Public Works suggests a double chip seal over 4" of rock with soil preparation, in lieu of the standard surface.

(2) Wheel stops -- Department of Public Works recommends that wheel stops with anchors be substituted for curbs and be installed next to the public sidewalk.

(3) Tree shading, planters, and irrigated landscaping would not be required by Planning.

(4) Sheetflow Drainage -- Department of Public Works currently allows sheet overflow on lots of 6,000 square feet or less. They are prepared to review individual lots for a City Engineers' exemption up to 12,800 square feet (80' X 160' parcel).

(5) Striping -- The provisions of the "Driveway Ordinance" require that the lots be marked (Sec. 38.162 and 38.166). A lot layout is required for obtaining a Driveway Permit.

(6) Driveways -- At the discretion of the Traffic Engineer reviewing individual cases, the following may apply. If there is an existing driveway 10' wide and if the lot is not larger than 40' X 80', then no new driveway will be required. If the lot is larger than 40' X 80' and has two 10' one-way driveways or a 20' two-way driveway, then no new driveways will be required. If there are oversized existing driveways, Public Works will not require that they be removed until the end of the two-year period.

(7) Six-foot high masonry wall requirements could be waived by Planning.

CONDITIONS PRIOR TO IMPLEMENTATION

If the Council modifies construction standards for certain "temporary" parking lots, it is recommended that the program be limited to those parts of the City where parking availability is most severely limited.

Report Back -- Temporary Parking Lots

It is also recommended that special conditions be applied to insure that property owners honor the "temporary" nature of such approvals. The following special conditions are proposed:

1. That temporary lots be considered only in the Central City Plan area, in the following commercial zones: C-2, C-4, M-1 and M-2.
2. That temporary improvements not be permitted to satisfy parking requirements for an existing use.
3. That the permit for a temporary parking facility be issued pursuant to an agreement signed by the property owner in order to enhance notification and understanding. The agreement would state that upon expiration of a two-year life of the permit, the owner shall vacate or barricade the parcel from parking lot use or shall have applied sufficiently in advance to the Planning Division for permanent use and compliance with all standard permanent parking lot requirements.
4. That no extension of Temporary Parking Facility Permits be granted.
5. That the applicant obtain those driveway and building permits as normally required.


ADVANTAGES/DISADVANTAGES

The most obvious advantage to this proposal would be a short term increase in private parking facilities at a lower construction cost. The proposed alternative standards should substantially reduce improvement costs. For example, surfacing cost should be reduced by at least 50 per cent, and other costs are being eliminated entirely. A secondary benefit would be a reduction of Code Enforcement casework on the affected properties. The primary downside to relaxing standards will be the potential difficulty of insuring property owner compliance when the temporary permit expires.

RECOMMENDATION

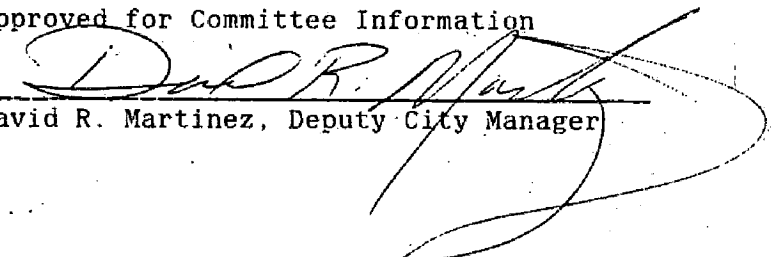
That the Transportation and Community Development Committee endorse and recommend approval to the Council the proposed concept of temporary parking lots. If approved by the Council, a survey of properties affected, and appropriate ordinances and implementation procedures will be completed and submitted to the Committee.

Respectfully Submitted



Michael M. Davis
Director
Planning and Development

Approved for Committee Information



David R. Martinez, Deputy City Manager