

ALTERNATIVES FOR REDUCING OR ELIMINATING COMPACT CAR PARKING

City Council Transportation
and Environment Committee
January 14, 2008



PURPOSE

- Brief the committee on compact parking allowances and parking regulations generally, and present options on reducing or eliminating compact spaces

BACKGROUND

- At the December 12, 2007 Council meeting, Council directed staff to brief Council on Compact Car parking provisions
- Parking issues were last considered by the City Council in 2001
- Compact space provisions were added to the code in 1983

ISSUE

- Whether to revise off-street parking regulations which allow for reduced compact car parking stall widths.
- Whether to modify other parking requirements to address possible non-conformance issues created by changes to compact car space provisions

OBJECTIVE

- Eliminate or dramatically reduce 7.5 feet wide spaces without adversely impacting the provision of adequate parking or development opportunities.

CURRENT REGULATIONS

- 35% of required off-street parking spaces may be “Compact” sized spaces
 - 7’-6” by 16’-0” spaces with 18’-0” maneuvering aisle.
- Remainder must meet “Standard” sized spaces
 - 8’-6” by 18’-0” spaces with 24’-0” maneuvering aisle.

For Dimensions, See Table II

A = Parking Angle **90**

B = Stall Width **7.5'**

D = Aisle Width **18'**

Y1 = Module width, one row **34'**

Y2 = Module width, two rows **50'**

Compact Spaces

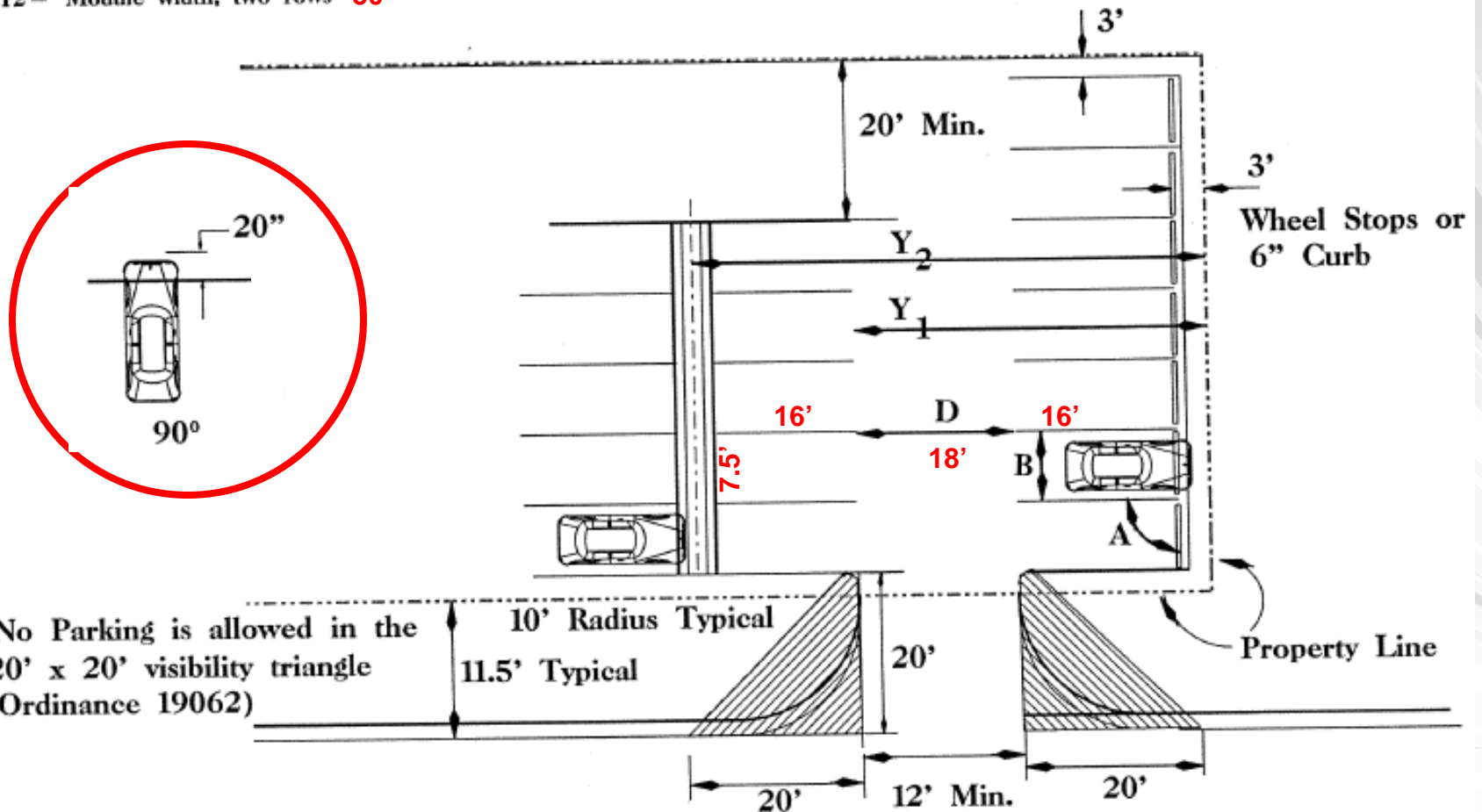


TABLE 11 - PARKING BAY WIDTH

Parking Angle	7.5' STALL WIDTH x 16' B						8.5' STALL WIDTH x 18' B					
	AISLE		ONE ROW		TWO ROWS		AISLE		ONE ROW		TWO ROWS	
	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY	ONE WAY	TWO WAY
A	D		Y1		Y2		D		Y1		Y2	
30	12.0'	18.0'	26.5'	32.5'	41.0'	47.0'	11.1'	20.0'	27.5'	36.4'	43.9'	52.8'
40	12.0'	18.0'	28.0'	34.0'	44.0'	50.0'	11.4'	20.0'	29.5'	38.1'	47.6'	56.2'
50	12.0'	18.0'	29.1'	35.1'	46.2'	52.2'	12.7'	20.0'	32.0'	39.3'	51.3'	58.6'
60	14.0'	18.0'	31.6'	35.6'	49.2'	53.2'	15.2'	20.0'	35.0'	39.8'	54.8'	59.6'
70	15.0'	18.0'	32.6'	35.6'	50.2'	53.2'	18.2'	20.0'	38.0'	39.8'	57.8'	59.6'
80	18.0'	18.0'	35.1'	35.1'	52.2'	52.2'	21.8'	21.8'	41.0'	41.0'	60.2'	60.2'
90	18.0'	18.0'	34.0'	34.0'	50.0'	50.0'	24.0'	24.0'	42.0'	42.0'	60.0'	60.0'

Parking Requirements

- Restaurant – 1 space per 100 s/f
- Retail - 1 space per 200 s/f
- Office - 1 space per 333 s/f
- Med Office - 1 space per 200 s/f
- Manufacturing - 1 space per 600 s/f
- Warehouse
 - First 20,000 s/f – 1 space per 1,000 s/f
 - Over 20,000 s/f – 1 space per 4,000 s/f

Issues

- Many parking lots utilize compact parking and may become non-conforming if there were no change to existing off-street parking requirements
- The uses with the greatest demand for parking (personal services, retail and restaurants) are the most difficult to monitor and control who parks in what space
- Compact parking is most appropriate where a large proportion of spaces can be assigned (office and residential)

Issues

- When standard or oversize vehicles utilize compact spaces there is a net reduction in available spaces when adjacent spaces cannot be utilized.
- Reductions in required, or functional, parking spaces may result in;
 - Congestion on adjacent streets
 - Spillover parking into neighborhoods

ALTERNATIVES

- Eliminate all compact spaces
- Eliminate all compact spaces for surface parking but allow in structured parking
 - May encourage structured parking
 - Helps with design constraints of structured parking
- Eliminate compact spaces for personal service and retail uses but allow for other uses.
- Consider reductions in parking requirements for certain uses in conjunction with reduction or elimination of compact parking allowance

AREA CALCULATIONS

	Depth	1/2 Aisle	Width	s/f
Compact Space s/f	16	9	7.5	187.5
Standard Space s/f	18	12	8.5	255
				74%

AREA CALCULATIONS

Retail Scenario	Drug Store 25,000 s/f		
Parking ratio	1/200 s/f		
Required parking	125		
	Spaces	s/f	
35 % Compact	43	8,062.5	
Full Size	82	20,910	
Total	125	28,972.5	
10 percent reduction in required parking	1/220		Net s/f Change
Spaces	114	29,070	+97.5

AREA CALCULATIONS

Office Scenario	Office 40,000 s/f		
Parking ratio	1/330s/f		
Required parking	121		
	Spaces	s/f	
35 % Compact	42	7875	
Full Size	79	20145	
Total	121	28020	
10 percent reduction in required parking	1/363		Net s/f Change
Spaces	110	28050	+30

PARKING REDUCTIONS

- Mixed use provisions (shared parking)
- TOD Planned Developments
- Board of Adjustment Exception
 - Up to 25 %
- Board of Adjustment Variance
 - No limit, must have hardship

OTHER PARKING ISSUES

- Eliminate parking requirements downtown
- Allow fees to be charged for required parking
 - For certain or all uses
 - For structured parking
 - For parking a minimum distance from residential
- Provide for administrative reductions for certain uses such as warehouse and manufacturing

Next Steps

- Provide staff direction on preferred alternatives
- Draft proposal
- Schedule for the Zoning Ordinance Advisory Committee
 - Stakeholder input
 - Public dialogue
- Schedule for the City Plan Commission
- Schedule for City Council