

7/6/93
DATE

8.
AGENDA ITEM #

() APPROVED () DENIED
() CONTINUED TO _____

TO: RICHARD J. RAMIREZ, CITY MANAGER
FROM: ROBERT A. LATA, COMMUNITY DEVELOPMENT DIRECTOR *RLA*
SUBJECT: CODE AMENDMENT 93002 - PARKING STANDARDS (APPLICANT WILLIAM JACOBSON)
DATE: JUNE 8, 1993

Needs: For the City Council to consider a request by William Jacobson to amend sections of Chapter 21.22 (parking standards) of the Zoning Code.

- Facts:
1. The City Council directed the Planning Commission to further discuss the appropriate size for compact parking spaces as a site design tool at their June 1, 1993 meeting.
 2. On June 7, 1993, the Planning Commission met and further discussed the status of compact parking stalls.
 3. Attached is the report previously prepared for the June 1, 1993 City Council meeting with minor changes to the proposed ordinance to reflect the Planning Commission recommendation of an 8-foot by 16-foot "compact" parking space.

Analysis and Conclusion: The Planning Commission, at their June 7, 1993 meeting, unanimously agreed that a 8-foot by 16-foot compact parking spaces could provide the maximum flexibility for site design and at the same time could adequately accommodate compact vehicles.

Policy Reference: Chapter 21.22, Paso Robles Municipal Code

Fiscal Impact: None

Options:

Option #1

That the City Council take the following actions:

- A. Adopt the attached resolution approving a Negative Declaration, and
- B. Approve the proposed amendment containing the following actions:
 - 1. Reduction of the "standard" parking space to 9-feet by 18-feet for non-residential zones;
 - 2. Reduction of the "compact" parking space to 8-feet by 16-feet for non-residential zones;
 - 3. Allow tandem parking for uses other than just employee parking subject to Planning Commission approval with a stall size of 9-feet by 35-feet with 17-feet for each additional vehicle;
 - 4. Increase the drive aisle width to 27-feet.

Option #2

That the City Council direct staff to modify the proposed code amendment in a specific manner.

Option #3

That the City Council make no changes to the Code section on parking standards at this time.

Attachments:

- 1. City Council Staff Report from June 1, 1993

ORDINANCE NO. _____ N.S.
AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
AMENDING THE ZONING CODE FOR PARKING STANDARDS
(CODE AMENDMENT 93002)

WHEREAS, the City Council of the City of El Paso de Robles, State of California, does hereby find, determine and declare as follows:

a. This amendment revises portions of Municipal Code chapter 21.22 (Zoning) Off-Street Parking and Loading Regulations, for which a public hearing must be conducted and findings must be made prior to approval; and

b. This code amendment applies to all properties located within the City; and

c. Public hearings were conducted by the Planning Commission on May 24, 1993 and by the City Council on June 1, 1993, to consider facts as presented in the staff report and to accept public testimony regarding this proposed code amendment; and

d. That the proposed code amendment will not have a significant impact on the environment as evidenced by the conclusions and findings of the Initial Study; and

e. That this code amendment does not conflict with the land use policies of the General Plan and will provide for development within the City that is consistent with the General Plan; and

f. That this code amendment will not be detrimental to the public health, safety and welfare or materially injurious to properties or improvements within the City; and

g. That because of the trend towards the downsizing of vehicles, a "standard" parking space size of 9-feet by 18-feet and a "compact" parking space size of 8-feet by 16-feet are appropriate to accommodate the majority of vehicles; and

h. It may be appropriate to approve tandem parking in some instances under the discretionary review of the Planning Commission; and

i. That drive aisle widths be increased to 27-feet to better accommodate maneuvering of vehicles into parking spaces.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of El Paso de Robles, California, that chapter 21.22 of the Municipal Code entitled Off-Street Parking and Loading Regulations is hereby amended as follows:

DATE

AGENDA ITEM #

() APPROVED () DENIED

() CONTINUED TO _____

TO: RICHARD J. RAMIREZ, CITY MANAGER

FROM: ROBERT A. LATA, COMMUNITY DEVELOPMENT DIRECTOR *RLA*

SUBJECT: CODE AMENDMENT 93002 - PARKING STANDARDS (APPLICANT WILLIAM JACOBSON)

DATE: MAY 25, 1993

Needs: For the City Council to consider a request by William Jacobson to amend sections of Chapter 21.22 (parking standards) of the Zoning Code.

- Facts:
1. The proposed code amendment would effect all new development within the City. All legally established parking lots, prior to adoption of any changes to the existing ordinance, would become legal non-conforming.
 2. This project is subject to the California Environmental Quality Act (CEQA). An initial study has been conducted. (Please see attached copy). Based on the information contained within that initial study, the Environmental Coordinator finds no substantial evidence that the proposed ordinance would have a significant effect on the environment.
 3. The applicant has suggested that "standard" parking spaces be reduced from 9-feet by 20-feet to 9-feet by 18-feet in response to the overall reduction in lengths of new vehicles. Also, the applicant has suggested in cases where tandem parking spaces are proposed and approved by the Planning Commission, that a 9-foot by 35-foot space for two vehicles and 17-feet for each additional vehicle be permitted. It is also suggested that tandem spaces be allowed for uses other than just employee parking (See applicant's statement).
 4. "Compact" parking space size would seem directly related to the applicant's suggestions and staff recommends that compact space sizes also be evaluated as part of this Code Amendment.
 5. The Planning Commission held a public hearing on May 24, 1993, and recommended that the proposed ordinance be adopted as follows:

- a. Reduce the "standard" parking space to 9-feet by 18-feet for non-residential zones based on the downsizing of vehicles;
- b. Allow tandem parking for uses other than just employee parking subject to Planning Commission approval with a stall size of 9-feet by 35-feet with 17-feet for each additional vehicle;
- c. Eliminate "compact" parking spaces based on standardization of size and to avoid problems associated with large vehicles parking in compact spaces;
- d. Increase the aisle width to 27-feet based on the concern that the existing aisle width of 25-feet is not adequate for maneuvering into parking spaces.

Analysis
and

Conclusion: Stall Size - The City's current Zoning Code addresses parking stall size by residential and non-residential (commercial and industrial) zones. In all residential zones, parking stall dimensions are 10-feet by 20-feet. In commercial and industrial zones the parking regulations provide for a 9-foot by 20-foot "standard" space and a 8-foot by 17-foot "compact" space (maximum of 25% of the total spaces required).

The applicant has suggested that "standard" parking spaces be reduced from 9-feet by 20-feet down to 9-feet by 18-feet as result of the overall reduction in lengths of new vehicles.

Based on information obtained from the League of California Cities and The American Planning Association, there has been a trend towards the downsizing of vehicles. The data reviewed by staff separated vehicles into two sizes: small and large. In 1988, "small cars" accounted for 50.6% of all auto sales of which 85% of these "small cars" were 14-feet 10-inches or less in length. On the other hand, "large cars" accounted for 49.4% of all auto sales with 85% of these vehicles 17-feet 1-inch or less in length. Therefore, only 7.5% (15% of 49.4%) of all new vehicles are greater than 17-feet 1-inch in length (See Exhibit A).

In reviewing other cities' parking ordinances, it was found that parking space sizes vary significantly from city to city based on the community's needs and desires. However, 9-foot by 18-foot appeared to be the most common "standard" size of the ordinances reviewed by staff. The most common "compact" space dimension was 7.5-foot by 15-foot though some cities have eliminated compact parking spaces due to problems of large vehicles parking in them.

Based on available data and demonstrated trends in sizing of cars, it appears that a reduced 9-foot by 18-foot "standard" space for commercial and industrial zones could be appropriate. No change to the required 10-foot by 20-foot space in residential zones is proposed at this time.

Some might argue that Paso Robles has a higher percentage of large vehicles due to the agricultural business in the surrounding area. However, it should be recognized that no matter what size parking space is used, it will not accommodate all vehicles, all of the time.

For "compact" space sizes, three options have been identified:

1. Reduce the space in relation to the reduction of "standard" spaces (8-foot by 16-foot);
2. Continue using the 8-foot by 17-foot size space; or
3. Eliminate "compact" parking spaces, using a one size fits all "standard" size space.

Option #3 would seem the most appropriate based on the problems associated with large vehicles parking in "compact" spaces and standardization of stall size to a one-size-fits-all.

Tandem Parking - The Zoning Code currently allows tandem parking for employees only, subject to Planning Commission approval. A tandem stall is defined as two or more vehicles parked bumper to bumper where the vehicles can only exit by backing out. Because the code does not call for a specific size space for tandem parking, the "standard" parking space dimensions have historically been applied.

The elimination of "compact" spaces and the reduction in "standard" space size to 9-feet by 18-feet makes it unnecessary to have two sets of parking layout charts (one for the east-side, one for the west-side). The code amendment would result in two charts being consolidated into one. The only difference between the east and west side parking would be the ability of the Planning Commission to consider use of an 8.5-foot parking space width for west side properties.

The applicant has suggested that in cases where tandem parking spaces are proposed and approved by the Planning Commission, they be permitted for storage of vehicles in addition to just employees and the dimensions for a two vehicle tandem space be 9-feet by 35-feet, with 17-feet of length for each additional vehicle.

Though tandem parking is often not practical for uses other than employee parking, there may be a limited number of uses that can use tandem parking without disrupting on-site activities. Also, based on the reduction in length of vehicles, 35-feet could accommodate two cars in most cases.

Therefore, staff recommends that the Code be amended allowing tandem parking for all uses not just employee parking, subject to Planning Commission review and approval. As part of the review, the Planning Commission would evaluate the appropriateness of tandem stall design with the specific proposed use. A 9-foot by 35-foot tandem stall could be appropriate with 17-feet of length for each additional vehicle.

Policy
Reference: Chapter 21.22, Paso Robles Municipal Code

Fiscal
Impact: None

Options:
Option #1

That the City Council take the following actions:

- A. Adopt the attached resolution approving a Negative Declaration, and
- B. Approve the proposed amendment containing the following actions:

1. Reduction of the "standard" parking space to 9-foot by 18-feet for non-residential zones;
2. Allow tandem parking for uses other than just employee parking subject to Planning Commission approval with a stall size of 9-foot by 35-feet with 17-feet for each additional vehicle;
3. Eliminate "compact" parking spaces;
4. Increase the drive aisle width to 27-feet.

Option #2

That the City Council approve the proposed Code Amendment containing B1 - B3 of Option #1 but make no change to the existing aisle width of 25-feet.

Option #3

That the City Council direct staff to modify the proposed code amendment in a specific manner.

Option #4

That the City Council make no changes to the Code section on parking standards at this time.

Attachments:

1. Resolution Approving a Negative Declaration
2. Initial Study
3. Draft Ordinance
4. Exhibit A

Section 1: Section 21.22.060 A.2. of Chapter 21.22 is hereby amended to read as follows:

All Other Zones: The minimum size of a parking space (whether or not required) shall be a width of nine (9) feet and a length of eighteen (18) ~~twenty (20)~~ feet with no obstructions in this area allowed.

Section 2: Section 21.22.060 A.2.(a) of Chapter 21.22 is hereby amended to read as follows:

In C, M and PM zones, compact parking spaces measuring at least eight (8) feet in width and sixteen (16) ~~seventeen (17)~~ feet in length may be provided in lieu of up to 25 percent of the total spaces required, located in a manner subject to approval of the Planning Commission.

Section 3: Section 21.22.060 B.1 of Chapter 21.22 is hereby amended to read as follows:

Parking spaces shall be arranged and back-up aisles shall be provided as shown in Figures 21.22-1, 21.22-2 and 21.22-3.
~~Exception: Within the original subdivision of the city of El Paso de Robles, located west of the Salinas River and north of First Street, where it can be demonstrated that a particular property cannot be reasonably developed according to the standards shown on Figures 21.22-1, 21.22-2 and 21.22-3, the Planning Commission may approve a parking lot design as shown on Figure 21.22-4.~~

Section 4: Section 21.22.060 B.3 of Chapter 21.22 is hereby amended to read as follows:

Minimum aisle widths shall be provided in relationship to the angle of the parking spaces they serve, in accord with Figures 21.22-1, 21.22-2 and 21.22-3.
~~Exception: Within the original subdivision of the city of El Paso de Robles, located west of the Salinas River and north of First Street, where it can be demonstrated that a particular property cannot be reasonably developed according to the standards shown on Figures 21.22-1, 21.22-2 and 21.22-3, the Planning Commission may approve a parking lot design as shown on Figure 21.22-4.~~

Section 5: Figure 21.22 - 2 of Chapter 21.22 is hereby amended as indicated in the attached Table I.

Section 6: Figure 21.22 - 3 of Chapter 21.22 is hereby amended as indicated in the attached Table II.

Section 7: Figure 21.22 - 4 of Chapter 21.22 is hereby repealed.

Section 8: Section 21.22.160 A. of Chapter 21.22 is hereby amended to read as follows:

Tandem parking: Tandem parking may ~~shall only~~ be permitted upon approval ~~of a plot plan~~ by the Planning Commission and ~~then only for use by employee parking spaces~~. As part of the review, the Planning Commission should consider whether tandem parking is appropriate for the specified use.

PASSED AND ADOPTED THIS 15th day of June, 1993 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

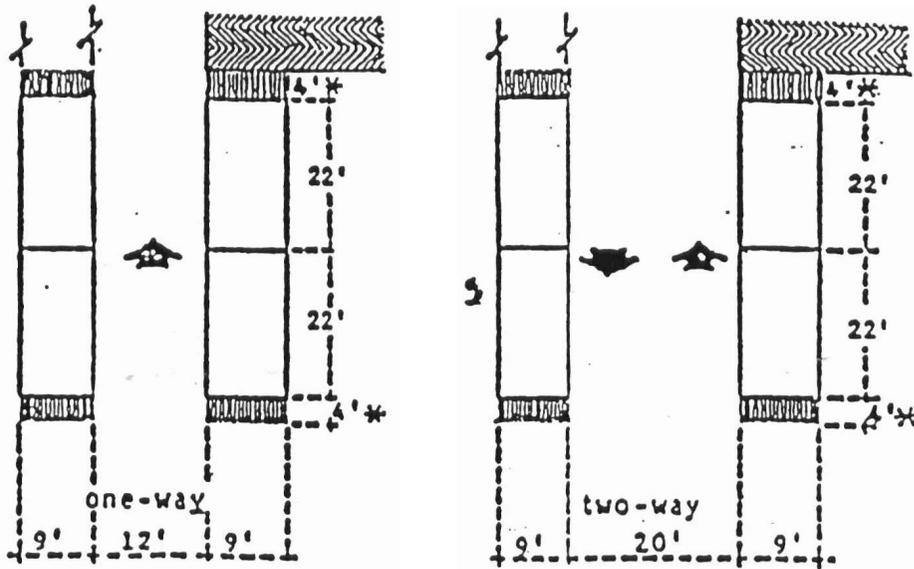
MAYOR CHRISTIAN E. IVERSEN

ATTEST:

RICHARD J. RAMIREZ, CITY CLERK

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FIGURE 21.22 - 1
PARALLEL PARKING DESIGN

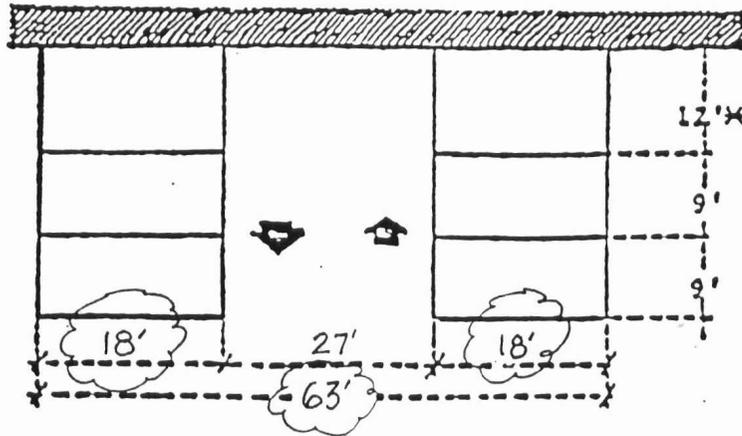


(turn around must be provided)

* Add 4 feet to end spaces which abut a building, fence or other obstruction.

FIGURE 21.22 - 2

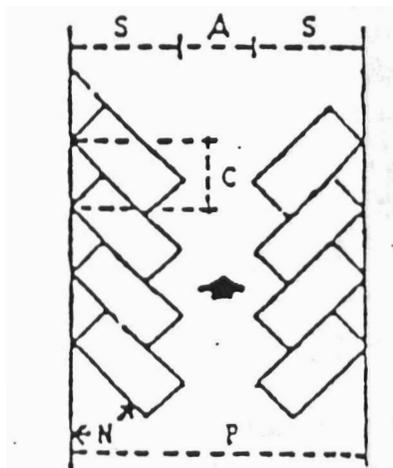
90 DEGREE PARKING DESIGN



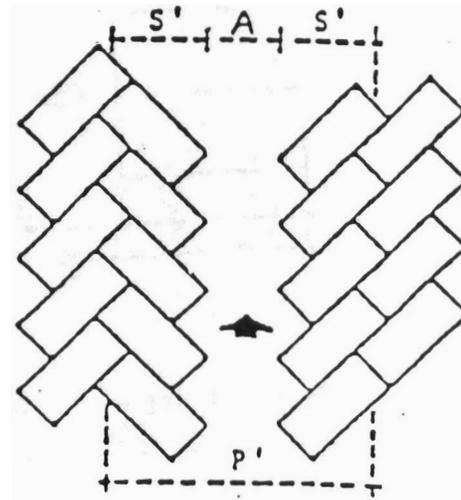
* Add 3 feet to end spaces which abut a building, fence or other obstruction.

FIGURE 21.22 - 3
PARKING LOT STANDARDS CHART

N parking angle degree	P width of parking section	S depth of stall	A width of aisle	C curb length per car	P width of parking section	A depth of stall
0	30'	9'	12'	22'	30'	9'
30	44' 8"	16' 4"	12'	18' 2"	37' 4"	12' 8"
45	51' 6"	18' 9"	14'	12' 9"	45' 6"	12'
60	57' 8"	19' 10"	18'	10' 5"	53' 6"	17'
90	63'	18'	27'	9'	63'	18'



Parallel, Angle and
Right Angle Parking



Overlapped and
Herringbone

- NOTES -

In a study of annual vehicle sales, the 85th percentile vehicle among Classes 5 to 7 has been stable since 1980 at 14'-8" x 5'-8", similar to a 1985 Ford Tempo, while the 85th percentile vehicle among Classes 8 to 11 has declined from 18'-2" x 6'-5" to 17'-2" x 6'-1" (Figure H). While this data does not include pre-1980 model vehicles, it is reasonably consistent with previous studies. The previously referenced study, which used vehicle registrations nationwide as of January 1, 1983, found the 85th percentile vehicles to be 14'-8" x 5'-7" for small cars and 18'-4" x 6'-7" for large cars.

The design vehicles for the national mix of automobiles on the road as of January 1, 1989, have been conservatively estimated to be as follows:

Small Cars 14'-8" x 5'-8"
 Large Cars 18'-0" x 6'-6"

It is interesting to note that, during this period (1983-1988), the design vehicle for small cars has remained quite stable, but that the design vehicle for large cars has declined, especially in length.

DESIGN VEHICLES BY CALENDAR YEAR SALES *

Year	Small Car (Classes 5 - 7)			Large Car (Classes 8 - 11)		
	Length	Width	Area	Length	Width	Area
1980	14.7	5.7	83.8	17.6	6.5	113.6
1981	14.7	5.7	83.8	17.7	6.5	114.3
1982	14.7	5.7	83.8	18.2	6.4	115.6
1983	14.5	5.7	82.7	18.2	6.4	115.6
1984	14.7	5.7	83.9	17.7	6.3	111.1
1985	15.1	5.5	83.9	17.2	6.2	106.5
1986	14.7	5.7	83.9	17.2	6.2	106.5
1987	14.7	5.7	83.7	16.7	6.0	99.9
1988	14.8	5.7	84.2	17.1	6.1	104.7

* Length and width are given in feet, area in square feet.

FIGURE H

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- NOTES -

of each passenger car model as reported by Automotive News since 1980 have been tabulated by the classes previously defined (Figure F). Class 10 and Class 11 vehicles, which are generally over 17'-6" in length and 6'-6" in width, have declined from as much as 14% of annual sales in 1982, to 7% of the market in 1988.

ANNUAL AUTO SALES BY CLASS

Year	Small Car Classes				Large Car Classes				ALL CAR TOTAL	
	5	6	7	Small Car Subtotal	8	9	10	11		Large Car Subtotal
1980	33,201 0.4%	2,372,860 25.2%	2,556,835 27.2%	4,962,896 52.7%	1,015,406 10.8%	2,316,6299 24.6%	1,086,576 11.5%	31,553 0.3%	4,450,164 47.3%	9,413,060
1981	56,174 0.6%	2,481,352 28.5%	2,105,792 24.2%	4,643,318 53.4%	1,144,123 13.1%	1,839,188 21.1%	986,817 11.3%	87,513 1.0%	4,057,641 46.6%	8,700,959
1982	56,879 0.7%	1,941,307 24.5%	1,942,424 24.5%	3,940,610 49.8%	1,383,807 17.5%	1,448,222 18.3%	1,036,090 13.1%	105,381 1.3%	3,973,500 50.2%	7,914,110
1983	27,756 0.3%	1,942,859 21.2%	2,522,645 27.5%	4,493,260 49.0%	1,617,857 17.7%	1,751,531 19.1%	1,240,607 13.5%	59,626 0.7%	4,669,621 51.0%	9,162,881
1984	58,631 0.6%	1,711,450 16.5%	3,447,243 33.3%	5,217,324 50.4%	1,864,253 18.0%	2,129,082 20.6%	1,057,527 10.2%	90,869 0.9%	5,141,731 49.6%	10,359,055
1985	88,023 0.8%	1,275,036 11.6%	4,728,474 42.9%	6,091,533 55.3%	2,138,597 19.4%	2,050,844 18.7%	613,521 5.6%	117,606 1.1%	4,930,568 44.7%	11,022,101
1986	151,012 1.3%	1,513,428 13.2%	4,744,133 41.5%	6,408,573 58.1%	2,495,661 21.8%	1,852,244 16.2%	546,513 4.8%	133,175 1.2%	5,027,593 44.0%	11,436,166
1987	149,161 1.5%	1,153,907 11.3%	4,020,479 39.3%	5,323,547 52.1%	3,060,943 29.9%	1,284,030 12.6%	411,860 4.0%	139,893 1.4%	4,896,726 47.9%	10,220,273
1988	187,796 1.9%	923,879 9.4%	3,854,820 39.2%	4,966,495 50.6%	2,764,226 28.1%	1,418,369 14.4%	332,176 3.3%	341,158 3.5%	4,855,929 49.4%	9,822,424

FIGURE F

It has also been reported that several Japanese manufacturers intend to produce "large" vehicles for the first time. However, the proposed large Japanese cars will still be less than 6' x 17', which would place them in Class 9.

Others have noted the marked increase in light truck, van, and utility vehicle sales, and the increasing use of those vehicles in everyday personal transport activities.

These vehicles have not been included in the Passenger Car Study (Figure F) because sales totals in some years were reported by Automotive News as a single

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City of El Paso de Robles

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL
PROJECT NOTICING

Newspaper:.....COUNTRY NEWS.....

Date of Publication:.....5/93.....

Meeting Date:.....6/24/93.....

Project:..CODE AMENDMENT 93002..
(PARKING SECTION OF ZONING
CODE)

I,.....JOAN E. LAGLE.....

employee of the Planning Division of
the City of El Paso de Robles, do
hereby certify that this notice is a
true copy of a published legal
newspaper notice for the above named
project.

Signed:.....*Joan E. Lagle*.....

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold Public Hearings to consider Code Amendment 93002, filed by William Jacobson, to amend the Parking Section of the Zoning Code to reduce required parking stall and travelway circulation dimensions which would be effective on a City wide basis.

These hearings will take place in the School Board Chambers, 800 Niblick Road, Paso Robles, California, at the following dates and times:

Planning Commission: Monday, May 24, 1993 at the hour of 7:30 PM.

City Council: Tuesday, June 1, 1993 at the hour of 7:30 PM

at which time all interested parties may appear and be heard.

At this hearing, the Planning Commission will consider a recommendation of the Environmental Coordinator to adopt a Draft Negative Declaration (statement that there will be no significant adverse effects) in accordance with the provisions of the California Environmental Quality Act (CEQA).

The proposed Negative Declaration may be reviewed at the Community Development Department, 801 Fourth Street, Paso Robles, California between the date of publication of this notice and the date of the hearing.

Comments on the proposed ordinance and Negative Declaration may be mailed to the Community Development Department, 801 Fourth Street, Paso Robles, CA 93446 provided that such comments are received prior to the time of the hearing.

If you challenge the ordinance in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

/s/Ed Gallagher, City Planner
Published 5/5/93
Legal #4589CN

