

MEMORANDUM

Date: August 14, 2023
To: City Parking Requirement Revisions Project Files
From: Ryan Dodge, Associate Planner
Subject: **History of Sacramento's Parking Mandates**

This memorandum summarizes Sacramento's known historical parking regulations.

The City passed the earliest known parking regulation on April 13, 1922, through Ordinance Number 65 (Attachment 1 – First Parking Maximum). The regulations made it unlawful for a property to “include any private garage containing space for more than four automobiles” in the exclusive residential zones.

The City passed the earliest known minimum parking mandate on February 24, 1950, effective March 26, 1950, through Ordinance Number 1483 (Attachment 2 – First Parking Minimum). The City exempted non-residential land uses in the Central Business District and Oak Park Business District.

In 2012, Sacramento made major changes to parking requirements in the Sacramento City Code. Up until that time, the Code's parking requirements for new land uses were woefully outdated and designed primarily for suburban development, as opposed to redeveloping our existing urban and traditional neighborhoods.

Highlights of the parking changes approved in 2012 include:

- Vehicle and bicycle parking requirements are organized into four zoning code land use designations based on general plan urban form designations:
 - Central Business District/Arts & Entertainment District.
 - Urban.
 - Traditional.
 - Suburban.
- No minimum vehicle parking is required for the Central Business District/Arts & Entertainment District.
- Citywide, no minimum vehicle parking spaces is required for:
 - Nonresidential projects on lots 6,400 square feet or less.
 - The nonresidential component of vertical mixed-use projects that have more than 50% of the building's square footage devoted to residential uses.

- Historic resources that are converted to residential uses.
- Restaurants, office, and retail have the same parking requirement in urban and traditional areas.
- An administrative parking permit that allows offsite parking for clients and/or employees; carsharing; parking space sharing; scooter/motorcycle parking; and/or additional bike parking to count towards the minimum parking requirements.
- Projects that have certified transportation management plans can reduce their parking requirement by 35%.
- Short-term and long-term bicycle parking now required separate from the vehicle parking requirement and is now specific to the land use (e.g., office, retail, etc.).
- The central business district, urban, and traditional areas will have requirements reflecting a bicycle mode share greater than 5%.
- The suburban areas will have requirements reflecting a bicycle mode share of less than 5%.
- Up to 50% of the parking lot may have compact spaces.
- The Zoning Administrator may waive up to 75% of the required parking.

In 2017, the City instituted parking maximums for certain non-residential land uses in the Central Business and Arts & Entertainment District. The district includes the Downtown neighborhood and portions of the Alkali Flat, Boulevard Park, and Mansion Flats neighborhoods in the Central City.

In 2018, the City ended parking minimums for properties within ¼ mile from a light rail station. These properties are almost 9% of the city's land. The City also reduced parking minimums by 50% for properties between ¼ mile and ½ mile from a light rail station. These properties are 26% of the city's land. These changes apply to all properties, not just to new developments.

In 2021, the City dropped parking requirements for accessory dwelling units (ADUs).

PARKING REGULATIONS OUTSIDE THE SACRAMENTO CITY CODE

In 2023, the State passed Assembly Bill (AB) 2097. The City cannot mandate minimum parking numbers or ratios within ½ mile of a "major transit stop" for development projects as required by [AB 2097](#). AB 2097 covers 46% of the land area of the city of Sacramento. View the "AB 2097 Parking" layer [here](#) to view the areas.

The State Density Bonus Law allows a builder to reduce or in some cases waive minimum parking mandates in exchange for regulated affordable housing units.

Planned Unit Developments (PUDs) and Development Agreements (DAs) cover many properties in the city of Sacramento. PUD Schematic Plans and Guidelines may have their own parking regulations outside of the Sacramento City Code. Other State laws may affect the City's ability to regulate parking, including the California Vehicle Code (CVC) and court case laws.

ORDINANCE NO.
FOURTH SERIES. 65

AN ORDINANCE CREATING EXCLUSIVE RESIDENCE ZONES IN THE CITY OF SACRAMENTO AND REGULATING THE PURPOSES FOR WHICH BUILDINGS, STRUCTURES OR PREMISES MAY BE ERECTED, CONSTRUCTED OR MAINTAINED, AND PROVIDING A PENALTY FOR THE VIOLATION THEREOF, AND MAKING THIS ORDINANCE AN EMERGENCY MEASURE TO TAKE EFFECT IMMEDIATELY.

BE IT ENACTED by the Council of the City of Sacramento:

SECTION 1. It shall be unlawful for any person, firm or corporation to erect, construct, alter or maintain, or cause or permit to be erected, constructed, altered or maintained within any of the residence zones hereby created, any building or premises which shall be used for other than residence purposes, together with the usual accessories. The term "usual accessories" shall not include any building or house not located on the same lot or parcel of land with the building or house to which it is accessory and shall not include any private garage containing space for more than four automobiles..

SECTION 2. That the exclusive residence zones created hereby shall comprise all that portion of the City of Sacramento bounded and more particularly described as follows:

ZONE 'A' Beginning at the intersection of Twentieth Street (20th) and "B" Street; and running thence along the center of Twentieth (20th) Street to the alley between "I" and "J" Streets; thence along the center of the alley between "I" and "J" Streets to Thirty-first (31st) Street; thence along the center of Thirty-first (31st) Street to Stockton Boulevard; thence along the center of Stockton Boulevard line to its intersection with the center line of "R" Street extended Easterly; thence along the center line of "R" Street extended easterly to Forty-eight (48th) Street; thence along the center line of Forty-eight (48th) Street to "J" Street; thence along the center line of "J" Street to the City Limits; thence ~~along~~ following the City Limits along the East and North Levees to Thirty-first (31st) Street; thence along the center line of Thirty-first (31st) Street to "B" Street; thence along the center line of "B" Street to the place of beginning. Excepting therefrom any portion

of said district which is specified as an Industrial Zone, Business Zone or a Special Industrial Zone by any ordinance of the City of Sacramento.

ZONE 'B'. Beginning at the intersection of Thirty-first (31st) Street and "S" Street and running thence Easterly along the center of "S" Street and "S" Street produced Easterly to the intersection thereof with the center of Stockton Boulevard; thence along the center of Stockton Boulevard to Second (2nd) Avenue; thence along the center of Second (2nd) Avenue to Forty-third (43rd) Street; thence along the center of Forty-third (43rd) Street to Fifth (5th) Avenue; thence along the center of Fifth (5th) Avenue to Sacramento Boulevard; thence along the center of Sacramento Boulevard to Thirty-sixth (36th) Street; thence along the center of Thirty-sixth (36th) Street to Second (2nd) Avenue; thence along the center of Second (2nd) Avenue to a point One Hundred Sixty feet (160') East of the East line of Thirty-fourth (34th) Street; thence northerly along a line One Hundred Sixty (160') feet East of the East line of Thirty-fourth (34th) Street to the center of First (1st) Avenue; thence along the center of First (1st) Avenue to Sacramento Boulevard; thence along the center of Sacramento Boulevard to Thirty-first (31st) Street; thence along the center of Thirty-first (31st) Street to the place of beginning, excepting therefrom any portion of said district which is specified as "Special Industrial Zone" in Ordinance Number 455, Third Series.

ZONE 'C'. Beginning at the intersection of Twenty-first (21st) Street and "S" Street and running thence along the center of "S" Street to Thirtieth (30th) Street; thence along the center of Thirtieth (30th) Street to "Y" Street; thence along the center of "Y" Street to Thirty-first (31st) Street; thence along the center of Thirty-first (31st) Street to First (1st) Avenue; thence along the center of First (1st) Avenue to Thirty-second (32nd) Street; thence along the center of Thirty-second (32nd) Street to Second (2nd) Avenue; thence along the center of Second (2nd) Avenue to Thirty-third (33rd) Street; thence along Thirty-third (33rd) Street to Third (3rd) Avenue; thence along the center of Third (3rd) Avenue to Thirty-fourth (34th) Street; thence along the center of Thirty-fourth

(34th) Street to Fifth (5th) Avenue; thence along the center of Fifth (5th) Avenue to Sacramento Boulevard; thence along the center of Sacramento Boulevard to Twelfth Avenue (12th); thence along the center of Twelfth (12th) Avenue to Franklin Boulevard; thence along the center of Franklin Boulevard to its intersection with the South Boundary Line of "Highland Park" extended Easterly; thence along said Easterly extension of the South Boundary Line of "Highland Park" and the South Boundary Line of "Highland Park" to Twenty-fifth (25th) Street; thence along the center line of Twenty-fifth (25th) Street to "Y" Street; thence along the center of "Y" Street to Twenty-first (21st) Street; thence along the center of Twenty-first (21st) Street to the place of beginning.

ZONE 'D'. Beginning at the intersection of Stockton Boulevard and "V" Street and running thence along the center of Stockton Boulevard to "T" Street; thence along the center of "T" Street to Thirty-seventh (37th) Street; thence along the center of Thirty-seventh (37th) Street to the center of "R" Street extended Easterly; thence along the center line of "R" Street extended Easterly to Fifty-third (53rd) Street; thence along the center of Fifty-third (53rd) Street to "S" Street; thence along the center of "S" Street to Fifty-fifth (55th) Street; thence along the center of Fifty-fifth (55th) Street to "V" Street; thence along the center of "V" Street to the place of beginning.

ZONE 'E'. Beginning at the intersection of Tenth (10th) Street of the Alley between "K" and "L" Streets and running thence along the center of Tenth (10th) Street to the alley between "P" and "Q" Streets, thence along the center of the alley between "P" and "Q" Streets, to Nineteenth (19th) Street; thence along the center of Nineteenth (19th) Street to the alley between "K" and "L" Streets; thence along the center of the alley between "K" and "L" Streets; thence along the alley between "K" and "L" Streets to the place of beginning.

SECTION 3. Nothing in this Ordinance contained shall be deemed or construed as removing that portion of the City located within the limits of the residence zone hereby created from the residence district of the City of Sacramento as defined by Ordinance; and provided further, that

nothing herein contained shall be deemed or construed as repealing any ordinance of the City of Sacramento regulating the establishment or maintenance of business and industries within the residence district of the City of Sacramento, or any ordinance of the City of Sacramento creating residence zones and regulating the purposes for which buildings, structures or premises may be erected, constructed or maintained, and prohibiting the establishment or maintenance of businesses and industries.

This Ordinance is supplementary and in addition to all existing Ordinances of the City of Sacramento regulating the use of property within the residence district of the City of Sacramento, or the residence zones of the City of Sacramento in so far as the same may be included within the limits of the exclusive residence zones hereby created.

SECTION 4. Nothing herein contained shall apply to any existing building nor to a continuance or the present use of any building nor to any building erected, constructed, altered or maintained for State, municipal or School purposes.

SECTION 5. Any person, firm or corporation violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punishable by a fine of not more than Five Hundred Dollars (\$500.00), or by imprisonment in the City Jail for a period of not more than Six (6) months, or by both such fine and imprisonment. Each such person, firm or corporation shall be deemed guilty of a separate offense for every day during any portion of which any violation of this Ordinance is committed, continued or permitted by such person, firm or corporation, and shall be punishable therefor as provided by this Ordinance.

SECTION 6. This Ordinance is hereby made an emergency measure, said emergency being the necessity for preserving the residential character of the zones hereby created pending the consideration and adoption of a comprehensive zoning ordinance for the City of Sacramento, and shall take effect immediately.

PASSED, April 13th, 1922

ATTEST:


CITY CLERK


MAYOR

ORDINANCE No. 65

ORDINANCE NO. 1483, FOURTH SERIES.

AN ORDINANCE AMENDING ORDINANCE NO. 1000, FOURTH SERIES, PASSED DECEMBER 14, 1943, AND ENTITLED: "AN ORDINANCE REGULATING AND RESTRICTING THE USE OF PROPERTY IN THE CITY OF SACRAMENTO; PROVIDING FOR ITS ENFORCEMENT; PRESCRIBING PENALTIES FOR THE VIOLATION THEREOF; AND REPEALING ALL ORDINANCES IN CONFLICT HEREWITH," BY AMENDING SECTION NO. 35, AND BY ADDING NEW SUBSECTIONS THERETO TO BE NUMBERED SECTIONS 36, 37 AND 38, RESPECTIVELY.

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

SECTION 1: Section No. 35 of Ordinance No. 1000, Fourth Series, passed December 14, 1943, is hereby amended by adding new subsections to Section 35 to be numbered 35-53 and 35-54, to read as follows:

Section No. 35
DEFINITIONS

35-53. GROSS FLOOR AREA: The area included within the surrounding walls of a building.

35-54. PARKING SPACE: See minimum dimensions, Section 36-8.

SECTION 2: Ordinance No. 1000, Fourth Series, passed December 14, 1943, is hereby amended by adding a new section thereto to be numbered Section 36, to read as follows:

Section No. 36
OFF-STREET PARKING FACILITIES

36-1. Accessible off-street parking facilities for the parking of self-propelled motor vehicles shall be provided, after the effective date of this ordinance, in connection with the erection or increase by units or dimensions of any building or structure, on the same property as the building or structure, unless otherwise stipulated, in the amounts as hereinafter specified, provided, however, that the areas of the City of Sacramento hereinafter referred to as the Central Business District and the Oak Park Business District shall be exempted from furnishing parking spaces for commercial, industrial, institutional and public buildings and structures on the same property as the building or structure as such spaces will be provided in public parking lots. All single and two-family residences, apartments and other multiple family dwellings in the Central Business District and the Oak Park Business District shall conform to the general requirements for parking spaces.

All off-street parking facilities provided under the terms of this ordinance shall be permanently maintained and shall comply with the minimum dimensions for off-

street parking and maneuvering space adopted as a part of this ordinance.

36-2. The limits of the Central Business District above referred to are as follows:

From the Sacramento River to the center of the blocks between 21st and 22nd Streets and from the alley between G and H Streets to the alley between N and O Streets.

36-3. The limits of the Oak Park Business District above referred to are as follows:

From the center line of 34th Street to the center line of 36th Street and from the center line of 2nd Avenue to the center line of 5th Avenue.

36-4-1. Other than for commercial, industrial, institutional and public buildings and structures in the Central Business District and the Oak Park Business District, off-street parking space shall be provided in connection with the erection or increase by units or dimensions of any building or structure, as further defined in Sections 36-6, 36-7, and 36-8, in the following amounts:

A. ONE-FAMILY AND TWO-FAMILY DWELLINGS

1. One (1) parking space for each dwelling unit.

B. MULTIPLE-FAMILY, FLATS, APARTMENT HOUSES, BUNGALOW COURTS OR GROUP DWELLINGS.

1. Located in "Old City", bounded by "B" Street - Sacramento River - Broadway - Alhambra Boulevard.

a. One parking space per dwelling unit for fifty (50) percent or fraction thereof of total dwelling units.

2. Located outside of "Old City."

a. One parking space per dwelling unit for seventy-five (75) percent or fraction thereof of total dwelling units.

C. ROOMING HOUSES, LODGING HOUSES, CLUB ROOMS, FRATERNITY HOUSES AND DORMITORIES.

1. Having three (3) or more guest rooms or six (6) or more beds for guests - One (1) parking space for each three (3) guest rooms or six (6) beds for guests.

D. HOTELS.

1. One (1) parking space for each four (4) guest rooms.

E. CONVALESCENT AND NURSING HOMES, HOMES FOR AGED AND ORPHANAGES.

1. One (1) parking space for each three (3) employees on duty at the same time.

36-4-2. The provisions of sub-section 36-4-1 are hereby modified as follows:

Fifty (50%) percent of available curb parking spaces adjacent to the exterior boundaries of private property may be deducted from the total off-street parking facilities required for buildings devoted to the following uses if the property has a total of not less than three-hundred (300) feet of street frontage.

A. HOSPITALS

1. One (1) parking space for each four (4) beds.

B. THEATERS, INDOOR SPORT ARENAS, AUDITORIUMS, OTHER THAN THOSE INCIDENTAL TO PUBLIC AND PAROCHIAL SCHOOLS.

1. One (1) parking space for each six (6) seats.

C. STADIUMS, BALL PARKS AND OTHER OUTDOOR SPORT ARENAS.

1. One (1) parking space for each ten (10) seats.
2. Said parking area, or any portion thereof, may be within 800 feet of the nearest corner of the property on which the place of assembly is located.

D. CHURCHES AND OTHER PLACES OF WORSHIP, AND FUNERAL HOMES.

1. One (1) parking space for each ten (10) seats in main assembly room.

E. DANCE HALLS, SKATING RINKS, LODGE HALLS AND EXHIBITION HALLS WITHOUT FIXED SEATS.

1. One (1) parking space for each 300 square feet of floor area used for dancing or assembly.

F. RETAIL STORES, SUPER MARKETS AND SHOPPING CENTERS.

1. Buildings in excess of 7,500 square feet of floor area:
 - a. One (1) parking space for each 400 square feet or fraction thereof of floor area after deducting the first 7,500 square feet.

G. BANKS, BUSINESS AND PROFESSIONAL OFFICES IF LOCATED OUTSIDE OF A SHOPPING CENTER.

1. Buildings in excess of 7,500 square feet of floor area:

- a. One (1) parking space for each 1,000 square feet or fraction thereof of floor area after deducting the first 7,500 square feet.

H. GENERAL COMMERCIAL, MANUFACTURING, WAREHOUSES AND GENERAL STORAGE.

1. One (1) parking space for each 2,000 square feet or fraction thereof of floor area.

36-5. Loading space, exclusive of driveways and/or corridors leading thereto, as required in Section 37 of this ordinance, shall not be considered as supplying off-street parking space, nor shall anything in this ordinance prevent the provision of parking space in excess of those amounts specified.

36-6. Existing off-street parking facilities shall not be eliminated nor reduced to an amount less than that required for new buildings.

36-7. Whenever any building, which, prior to the adoption of this ordinance, was not required to furnish off-street parking facilities, or was exempted from the provisions of this ordinance, is increased in size, whether by units or dimension, the following shall apply:

A. OFF-STREET PARKING FACILITIES BASED ON SQUARE FEET OF BUILDING.

1. Any building, increased in size to the minimum or greater floor area exempted, if said increase is 50% or more of the existing floor area, shall be required to provide and maintain off-street parking facilities but only for the increased floor area.

B. OFF-STREET PARKING FACILITIES BASED ON UNITS.

1. Any building, which is remodeled, altered or enlarged so as to provide more units, shall be required to provide and maintain off-street parking facilities but only for the increased number of units.

C. LOCATION OF OFF-STREET PARKING FACILITIES.

Said off-street parking facilities, or any portion thereof, may be within 800 feet of the nearest corner of the property on which the building increased by units or dimensions is located.

36-8. Minimum dimensions for off-street parking and maneuvering space shall be as follows:

A. 90 DEGREE ANGLE PARKING - Each parking space shall be not less than eight (8) feet wide nor less than seventeen (17) feet in length. Maneuvering space shall be not less than twenty-three (23) feet in length.

- B. 60 DEGREE ANGLE PARKING - Each parking space shall be not less than eight (8) feet wide perpendicular to the parking angle nor less than eighteen (18) feet in length when measured at right angles to the building or parking line. Maneuvering space shall be not less than eighteen (18) feet in length perpendicular to the building or parking line.
- C. 45 DEGREE ANGLE PARKING - Each parking space shall be not less than eight (8) feet wide perpendicular to the parking angle nor less than seventeen (17) feet in length when measured at right angles to the building or parking line. Maneuvering space shall be not less than fifteen (15) feet in length perpendicular to the building or parking line.
- D. When off-street parking facilities are located adjacent to a public alley the width of said alley may be assumed to be a portion of the maneuvering space requirement.
- E. A private walk, if provided adjacent to a business building, shall be not less than five (5) feet in width and shall be in addition to the minimum requirement for parking and maneuvering space herein required.
- F. Where off-street parking facilities are provided in excess of the minimum amounts herein specified, or when off-street parking facilities are provided but not required by this ordinance said off-street parking facilities shall comply with the minimum requirements for parking and maneuvering space herein specified.

SECTION 3: Ordinance No. 1000, Fourth Series, passed December 14, 1943, is hereby amended by adding a new section thereto to be numbered Section 37, to read as follows:

Section No. 37
TRUCK LOADING AND UNLOADING SPACE

37-1. All department and other retail stores, retail and wholesale food markets, warehouses, supply houses, buildings devoted to wholesale or manufacturing trade, hotels, hospitals or other buildings where large amounts of goods are received or shipped, erected in any zone after the date of the adoption of this ordinance shall provide loading and unloading space as follows:

- A. Buildings erected on a lot abutting upon an alley:
 - 1. Not less than one (1) permanently maintained truck loading and unloading space of not less than ten (10) feet in width, and twenty-five (25) feet in length and fourteen (14) feet in height for each lot area in excess of 7,500 square feet on which building is to be erected. The minimum number of loading spaces shall be increased in accordance with the estimated volume and frequency of the loading and unloading requirements of the proposed use of the building.

SECTION 4: Ordinance No. 1000, Fourth Series, passed December 14, 1943, is hereby amended by adding a new section thereto to be numbered Section 38, to read as follows:

Section No. 38
SPECIFIC VARIANCE POWERS RELATIVE TO OFF-STREET
PARKING AND LOADING SPACE

38-1. The Board of Examiners and Appeals, as authorized by the Uniform Building Code with subsequent revisions thereto, is hereby authorized and empowered to permit a variation in the required location of off-street parking facilities or loading space or in the amount of parking or loading space required, or both, if after investigation it is found that such a variation is necessary to secure an appropriate development of a specific parcel of land which has peculiar or exceptional conditions, or is of a size, shape or dimension that it cannot be reasonably developed for a proposed permitted use and that any such variation will be consistent with the spirit and purpose of this ordinance, public safety secured and substantial justice done.

A. In granting any such variance the Board of Examiners and Appeals shall take into consideration whether the following steps were taken prior to passage of this ordinance:

- (1) Whether property on which the proposed building or structure is to be erected was purchased or leased.
- (2) Whether a building permit was issued.
- (3) Whether substantial evidence was submitted to the Building Inspector that preliminary and/or complete plans were prepared and that the architect and/or the contractor had become obligated to erect or alter a building or structure according to such plans.

B. In granting any such variance the Board of Examiners and Appeals may impose such conditions and limitations as in its opinion are necessary to carry out the purpose of this ordinance.


38-2. In all variance cases concerning off-street parking, loading and unloading spaces, filed with the Board of Examiners and Appeals, prior to a determination thereof, the Board shall request the City Planning Engineer to be present at its meetings for the purpose of giving information and/or recommendations.

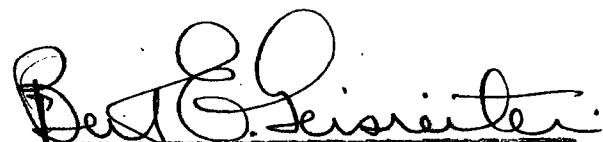
SECTION 5: This Ordinance shall be published once in the official newspaper of said City of Sacramento and shall take effect 30 days from and after its passage.

PASSED: February 24, 1950.

EFFECTIVE: March 26, 1950.

ATTEST:


CITY CLERK.


MAYOR.