

# BOARD OF ALDERMEN

ITEM NO. (B) 2

## AGENDA ITEM ABSTRACT

MEETING DATE: April 24, 2012

**TITLE: Public Hearing on a Land Use Ordinance Text Amendment Revising Compact Car Parking Requirements**

<b>DEPARTMENT: Planning</b>	<b>PUBLIC HEARING: YES <u>X</u> NO _____</b>
<b>ATTACHMENTS:</b> <ul style="list-style-type: none"><li><b>A.</b> Consistency resolutions and draft ordinance – compact car parking requirements</li><li><b>B.</b> Excerpt from Preliminary EPA Fuel Economy 2012 Model Year Vehicles list</li><li><b>C.</b> Recommendations from Planning Board, TAB and Orange County</li></ul>	<b>FOR INFORMATION CONTACT:</b> Jeff Brubaker – 918-7329 Christina Moon – 918-7325 Patricia McGuire – 918-7325 Mike Brough – 929-3905

### PURPOSE

The Transportation Advisory Board has recommended an amendment to the Land Use Ordinance relating to compact car parking requirements. This amendment clarifies the current ordinance subsection and amends the dimensions of a compact car parking space to meet the standard of the American Association of State Highway and Transportation Officials. The Board must receive public comment before taking action on the draft ordinance.

### INFORMATION

Carrboro Land Use Ordinance Sec. 15-293 includes the following section with regard to subcompact car parking:

(b) In parking areas containing ten or more spaces, up to 40% of the parking spaces may be set aside for the exclusive use of subcompact cars (being defined as a car 175” or less in length), provided the non-subcompact car area is designated for exclusive use by compact, midsize and large cars, and provided that adequate signs are provided and maintained designating and informing the public of the exclusive use. A subcompact parking space shall contain a rectangular area seven and one-half feet wide and sixteen and one-half feet long.

As currently written, the LUO requires that a non-subcompact car area be designated for exclusive use by compact, midsize and large cars. The more typical approach, based on a scan of other jurisdictions, is to designate a specific number of spaces with smaller dimensions appropriate for use by compact cars and leave the remaining spaces undesignated and free for use by any size car.

**Arlington, VA – ACZO Sec. 33(A)(7):** “Compact Car Spaces: Any parking area may include up to fifteen (15) percent of the parking spaces for compact cars. In parking areas for office uses containing more than one-hundred (100) spaces, up to fifteen (15) percent

of the spaces may be compact spaces. The spaces shall be grouped together and visibly marked for ‘compact cars only.’”

**Austin, TX** – Sec. 25-6-475(A): “The owner of a parking facility containing 12 or more parking spaces may reserve not more than 30 percent of the spaces for small or compact cars. Compact parking spaces must be located in groups of not less than three contiguous spaces and must be identified by directions and markings.”

**Douglas Co., CO** – Zoning Resolution, Sec. 2804.05.3 – “Compact car parking areas or spaces shall be clearly labeled or otherwise distinguished from full-sized parking areas or spaces.”

**Durham** – UDO Sec. 10.4.1(B): “Up to 20% of the off-street parking spaces may be sized and designated for compact vehicles, by right; and up to 30% may be allowed by the Development Review Board. Compact parking spaces shall be accommodated throughout the parking area and appropriately marked. No more than 10 compact spaces shall be located in any given row of parking.”

**Kanab City, UT** – LUO Sec. 6-2: “...in parking lots of not less than twenty (20) parking spaces the Planning Commission may approve a design allowing not more than twenty (20) percent of such spaces to be not less than seven and one-half (7½) feet by fifteen (15) feet to be marked and used for compact automobiles only.”

**Riverside County, CA** – Zoning Ordinance, Sec. 18.12(g) – “Up to 20 percent of the total required parking may be sized for compact cars. Compact car parking spaces shall be clearly marked ‘COMPACT CARS ONLY.’”

**Roseville, CA** – Zoning Ordinance, Sec. 19.26.040, A1b: “Parking lots with a minimum of 20 parking spaces may substitute standard spaces with compact spaces for up to 30 percent of the total parking spaces required. Each compact space shall be labeled “COMPACT” or “C.””

**Santa Barbara Co., CA** – Land Use and Development Code, Sec. 35.36.080 (B) – “Every stall designed to accommodate compact cars shall be clearly marked as a compact car stall.”

**Urbana, IL** – Zoning Ordinance, Sec. VIII-3. (D): “Where ten or more parking spaces are required, the Zoning Administrator may authorize up to 20% of the total required parking spaces to be designated as compact car spaces. Such spaces shall be clearly designated and reserved for compact cars. Compact car spaces may be included in modules designed for standard spaces.”

The proposed LUO amendment, if adopted, would change the current parking requirement to provide for the designation of compact spaces, which would be more aligned with standard parking practices.

### *Size of compact car parking spaces*

The second purpose of the proposed parking amendment is to revisit the definition of

“subcompact” and “compact” with regard to the actual physical dimensions of the space. The TAB recommendation states that the dimensions of a compact parking space be changed to meet a national standard for compact car parking spaces.

The U.S. Environmental Protection Agency designates vehicle sizes based on passenger and cargo volume. This is in contrast to the existing LUO subsection, which designates subcompact car spaces based on length. The below table differentiates between minicompact, subcompact, and compact car sizes (<http://www.fueleconomy.gov/feg/info.shtml#sizeclasses>).

Vehicle Size Classes Used in the Fuel Economy Guide	
CARS	
Class	Passenger & Cargo Volume (Cu. Ft.)
Two-Seaters	Any (cars designed to seat only two adults)
Sedans	
Minicompact	Less than 85
Subcompact	85 to 99
Compact	100 to 109
Mid-Size	110 to 119
Large	120 or more
Station Wagons	
Small	Less than 130
Mid-Size	130 to 159
Large	160 or more

*Attachment B* is an excerpt of EPA’s preliminary fuel economy guidelines for 2012, which shows vehicle classifications for two-seaters, minicompact, subcompact, and compact cars. The final 2012 report is available here: <http://www.fueleconomy.gov/feg/pdfs/guides/FEG2012.pdf>.

The purpose of this is to show that there is a concrete distinction between the terms “subcompact” and “compact”. *Attachment B* shows that the pool of subcompact cars is limited to many convertible and coupe-type cars. Even some cars that may be thought of as compact, and therefore their drivers may elect to park in compact spaces, are actually classified by the EPA as “midsize”, such as some hybrid and electric vehicles. The table below shows the Top 10 best-selling vehicles in the U.S. in 2011 (according to Edmunds.com), along with their EPA classification.

Model	EPA Classification (2012 model year)
Ford F-150	Std. Pickup Truck
Chevrolet Silverado 1500	Std. Pickup Truck

Toyota Camry	Midsize
Nissan Altima	Midsize
Ford Escape	Sport Utility Vehicle
Ford Fusion	Midsize
Toyota Corolla	Compact
Honda Accord	Large
Chevrolet Cruze	Midsize
Hyundai Sonata	Large

More important perhaps than passenger and cargo volume is a standard length and width for a compact car parking space.

*A Policy on Geometric Design of Highways and Streets*, a comprehensive volume of standards published by the American Association of State Highway and Transportation Officials – commonly known as the AASHTO Green Book – recommends that compact car parking space dimensions be eight feet wide by fifteen feet long (8' x 15').

The table below shows different standards from different municipalities and guidance documents, assuming a perpendicular space.

<b>Municipality</b>	<b>Compact car parking space dimensions (w x l, ft.)</b>
<b><i>Carrboro (subcompact)</i></b>	<b>7.5 x 16.5</b>
Alexandria, VA	8 x 16
Arlington, VA	8 x 15
Belmont, NC	8.5 x 16
Durham	7.5 x 14
Douglas Co., CO	8 x 16
Fresno, CA	8.5 x 16.5
Kanab City, UT	7.5 x 15
King Co., WA	8 x 16
Pueblo, CO	8.5 x 16
Roseville, CA	9 x 16
Riverside Co., CA	8.5 x 16
San Jose, CA	8 x 16
Santa Barbara Co., CA	8 x 14

*\* Note: dimensional standards shown above may vary based on angle of parking (e.g. parallel, 45°, 90°, etc.) or location (e.g. middle stall vs. end stall).*

The American Planning Association's *Planning and Urban Design Standards* provide the following dimensions of a "design vehicle", or a vehicle in the 85<sup>th</sup> percentile of the range from smallest to largest of all vehicles of its class.

<b>Vehicle</b>	<b>Width</b>	<b>Length</b>
Small car	5' 9"	14' 9"
All cars	6' 1"	16' 6"
Light truck	6' 8"	18' 11"

If the dimensions in the LUO are changed to 8' x 15', the overall difference in square feet per space would be a reduction of 3.75 sf.

#### *Joint advisory board review*

The Planning Board and TAB reviewed the draft ordinance on April 5, 2012. These boards' recommendations are included in *Attachment C*. This includes the TAB's initial recommendation on September 15, 2011, as well as its April 5, 2012, recommendation, and the Planning Board's April 19, 2012, recommendation, which includes the 8' x 15' dimension.

#### *Orange County review*

Orange County has reviewed the draft ordinance and found no inconsistencies with the adopted *Joint Planning Area Land Use Plan*. A letter from County planning staff is included in *Attachment C*.

#### *Traffic and Parking Committee*

This item was discussed by the staff-level Traffic and Parking Committee on July 12, 2010.

### **FISCAL AND STAFF IMPACT**

Public hearings involve staff and public notice costs. Approximately ten hours of staff time will be needed to provide administration for the LUO amendment prior to the public hearing and for Planning Board and TAB review.

There is minimal fiscal and staff impact related to this amendment. Its intent is mainly to clarify the aforementioned LUO subsection and align the parking space dimensions with a national standard.

### **RECOMMENDATION**

Staff recommends that the Board of Aldermen adopt the resolutions finding consistency and the draft ordinances amending the existing subcompact car parking subsection to clarify compact car parking requirements (*Attachments A-1 and A-3*).