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DEPARTMENT OF  
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
SACRAMENTO, CA

September 4, 1990

Transportation and Community Development Committee  
Sacramento, California

Honorable Members In Session:

Subject: **IMPLEMENTATION OF SHORT-TERM PARKING POLICIES (M90-029)**

ADMINISTRATION  
ROOM 300  
95814-2987  
916-449-5571

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

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

**SUMMARY**

This report recommends ratification of the Negative Declaration and approval of an Ordinance and a Resolution intended to address air quality issues by adoption of new parking standards and procedures for processing and evaluating applications with a parking component. The Ordinance implements Policies 1 through 7 that were approved by the Transportation & Community Development Committee on May 29th, while the Resolution implements Policies 8 through 13 (excluding #10).

In summary, this report recommends that the Committee take the following actions:

- A. Recommend Ratification of Negative Declaration
- B. Recommend Approval of Zoning Ordinance Amendments Relating to Parking
- C. Recommend Approval of Resolution Relating to Parking Policies

**BACKGROUND**

On February 23, 1990, the Wells Fargo Center project was approved by the City Council. During the public hearings, considerable concern was expressed regarding the quantity of parking that was to be provided by the project. The City Council requested that staff undertake a comprehensive parking study that would target regional mode split, parking standards, parking pricing policy, air quality assessment, and specific techniques to reduce single occupant vehicle commuting. Recognizing that this study would require at least 18 months to complete, the Council also directed staff to formulate short-term parking measures that would move the City in the direction of improving air quality.

The relationship between parking and air quality is fairly complex. In general, unlimited parking supply encourages employees to drive alone to work. Unlimited parking supply conflicts with the City's Transportation Systems Management Ordinances which were intended to reduce commute trips by 35%. Accordingly, these short-term measures are intended to synchronize the parking supply and the TSM goals, while maintaining the economic vitality of developments and protecting residential neighborhoods.

In formulating these short-term measures, staff worked with representatives of ECOS, SMAQMD, Air Resources Board, Cleaner Air Partnership, Downtown Merchants, Downtown Plaza Associates, and the Mayor's Downtown Transportation Task Force. This ad hoc group refined and adopted by consensus twelve of the thirteen proposed measures. These policies were discussed at the May 29th T&CD Committee hearing and approved by a vote of

3 in favor with 1 opposed. The Committee directed staff to prepare implementing Ordinance(s) and Resolution(s). The attached Ordinance and Resolution respond to the directive of the Committee.

Environmental Determination

The Environmental Services Manager has determined that the proposed Zoning Amendments and Ordinance will not have a significant adverse effect on the environment and has filed a Negative Declaration with no mitigation measures.

Staff Analysis

Following are discussion and implementation of each of the short-term policies.

1. *Amend the Zoning Ordinance to Require Special Permits for any stand-alone parking lots.*

At present, property not directly associated with a specific project may be developed as a parking lot, requiring only ministerial Parking Facility Permits (with the exception of temporary parking lots which also require a Planning Director's Special Permit). This policy would require that proposed parking lots (temporary and permanent) be subject to a Special Permit to be heard by the Planning Commission.

Parking facilities are considered to be indirect sources of emissions of criteria pollutants due to the fact that the facilities attract automobile traffic. Discretionary approval by the Planning Commission would provide a better control of the parking supply. The Commission should evaluate the impact that the additional parking spaces might have on the overall balance between supply and demand. If the parking is intended to compensate for parking lost in the vicinity, then the impact may be positive. If, however, the parking represents a significant net addition of parking, then the impact may be to induce more workers to drive to work alone instead of carpool or take transit.

Implementation of Policy #1 is as follows:

Add Section 6-D-2-a to require a Special Permit for stand-alone parking facilities:

Any new parking facility (parking lot or parking structure) not intended to meet parking requirements of an associated building by an unrestricted and exclusive use, shall require a Special Permit. Prior to the approval of the Special Permit, the Planning Commission shall consider, in addition to any considerations under Section 15, the potential impact that the additional parking spaces might have on commute patterns (i.e., a shift to single occupancy vehicles). [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Amend Section 2 (Land-Use Regulations) to require a special permit for stand-alone parking facilities. Item 31 in the matrix is amended to replace the "x" with footnote 5.

	<u>SC</u>	<u>C-2</u>	<u>C-4</u>	<u>M-1</u>	<u>M-2</u>
31. Parking Lot, Garage or Facility	* <u>5</u>	* <u>5</u>	* <u>5</u>	* <u>5</u>	* <u>5</u>

Amend section 6-D-20 for a temporary parking lot to require Special Permit instead of Planning Director's Special Permit to read:

Notwithstanding any other provision of this Ordinance to the contrary, a Planning Director's Special Permit may be issued for a temporary parking lot in the Old City for property zoned OB, C-2, C-3, C-4, M-1, or M-2, or TC, pursuant to Section 6-D-2-a, and subject to the following requirements: [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Amend Section 2 (Land-Use Regulations to require a Special Permit for temporary stand-alone parking facilities. Footnote 43 (referring to Item 67 in the matrix) is amended to read:

Notwithstanding any other provision of this Ordinance to the contrary, a ~~Planning Director's~~ Special Permit may be issued for a temporary parking lot in the Old City for property zone OB, C-2, C-3, C-4, M-1, or M-2, and TC Zones: subject to the requirements and conditions stated in Section 6-D-20.

2. *Discourage Off-Site Short-term leased surface parking lots, and encourage joint parking facilities and reciprocal parking access agreements*

Off-site surface parking lots that are leased, rather than owned by the developer, do not provide guarantees that the parking space will be available on a permanent basis. Under these circumstances, the parking lot can be converted to a more profitable use, leaving the developer without adequate parking, and impacting the neighborhood.

Add section 6-D-2-b to establish performance criteria for granting variances for off-site parking to read:

A Planning Director's Variance may be granted to locate required off-street vehicle and bicycle parking on a parcel(s) within 300 feet radius of the subject site. A Planning Director's Variance may be granted only if the applicant provides written evidence that users of the subject site will have unrestricted exclusive right to use the other parcel(s) for parking for a period of not less than 10 years. [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Amend Section 6-D-14 of the Zoning Ordinance as follows:

Ownership: Required parking shall be provided and maintained in the same ownership and on the same property as the major land use it is intended to serve. Parking maneuvering area may be located on an adjacent property provided that reciprocal maneuvering and access easements are provided in a manner acceptable to the Planning Director.

3. *Amend the Zoning Ordinance Section 6 (Parking) to establish maximum parking ratios for office (except medical office) and industrial projects*

At present, the Zoning Ordinance sets minimum requirements for parking, but sets no maximum allowable parking standards except for the C-3 zone. In the C-3 zone, parking supply has approximated 1 space per 2.4 employees, relying on substantial TSM participation to meet commute needs. In the balance of the City (and region), however, the parking standards do not fully reflect the goals of TSM participation. Accordingly, this policy reduces minimum parking requirements and sets maximum allowed parking equal to the existing minimum requirements. A procedure is also specified that allows the flexibility to exceed the maximum allowed parking under certain conditions.

Amend Section 6.A.14 which states 1 parking space is required per 1,000 gross square feet of wholesale, warehousing or manufacturing use, to read:

Not less than 1 space per 1,000 square feet gross floor area and not more than 1 space per 500 square feet gross floor area. [This provision would sunset 18 months after enactment, unless otherwise readopted.]

This policy for industrial parking was originally formulated to allow not less than 1 space per 1,150 square feet and not more than 1 space per 1,000 square feet. However, during the environmental review, staff modified this provision to eliminate possible parking impacts on adjacent neighborhoods.

Amend Section 6.A.10 which states that 1 parking space is required per 400 gross square feet of offices, to read:

1 space per 400 square feet gross area for office outside the "Old City"; and not less than 1 space per 450 square feet gross and not more than 1 space per 400 square feet gross for office within the "Old City". [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Add a paragraph at the end of Section 6.A to exceed the maximum parking ratio for office projects in the Central City as follows:

Subject to a Special Permit, the maximum parking ratio for office projects in the central city may be exceeded (i.e., more parking spaces can be provided) contingent upon meeting at least one of the following criteria:

- i) On-site TSM measures are infeasible;
- ii) Residential neighborhoods would be impacted because no residential permit parking program is feasible in the near-term;
- iii) Unique characteristics of the proposed use requires parking greater than that which is otherwise allowed.

[This provision would sunset 18 months after enactment, unless otherwise readopted.]

4. *Clarify and emphasize existing parking reduction ordinance to encourage developers to provide the minimum parking required and to reduce parking by 15% below the minimum using additional TSM measures*

In December of 1988, Ordinance 88-083 added Section 6-E "Transportation Systems Management Regulations for New Non-Residential Development". However, neither Section 6-D-1-c (Central Business District Off-Street Parking Reduction) nor Section 6-F (Off-Street Vehicle Parking Reduction--Non-CBD) were fully updated to specify that the parking reductions could be satisfied by trip reduction measures beyond the measures used to satisfy TSM requirements. Furthermore, the existing parking reduction measures do not encourage aggressive use of TSM beyond the basic TSM requirement.

Amend Section 6-D-1-c to read:

The Planning Commission may permit, by approval of a Special Permit, anywhere in the CBD or within 660 feet of a major transit station elsewhere in the Central City, up to 60 percent of the off-street vehicle parking requirement for new offices, and up to 100 percent of the off-street vehicle parking requirement for office conversions and office additions, to be satisfied by one or more of the trip reduction measures specified in Section 6-F-5-b, Subsections A, B, C, D, E, F, G, H, J, and L, subject to compliance with the provisions of Section 6-E-4-a, where these measures are in addition to the trip reduction measures designed to meet the 35% commute trip reduction goal.

Amend Section 6.F.1.a to read:

For any non-residential development required to provide at least 25 off-street parking spaces pursuant to this Section 6-A, the Planning Commission may reduce, by approval of a Special Permit, required parking in the following percentages:

Office	10 <del>25</del> percent
Medical Office	8 percent
Commercial	5 percent
Industrial	10 percent

The Special Permit shall be subject to implementation of one or more of the trip reduction measures specified in Section 6-E-4-b, Subsections C through L and compliance with Section 6-E-4-a, where these measures are in addition to the trip reduction measures designed to meet the 35% commute trip reduction goal.

5. *Require in the TMP that if free employee parking is provided, that the employer offer the option for free transit passes.*

When employers offer free parking to employees, the relative appeal of transit is reduced. This can be mitigated, in part, by offering employees comparable value in public transit subsidies (e.g., free transit pass and taxicab allowance for an occasional late hour day). The Rideshare Tax Credit Law (Klehs) provides state tax credits for employers who subsidize transit passes and do not provide subsidized parking to their employees.

Amend Section 6.E.5.g to add a paragraph as follows:

If free parking is made available to employees, the employer shall provide to the employee the option of free parking or a free transit pass.

6. *Reduce parking requirement on a case-by-case basis for neighborhood or support commercial component of a mixed use project when the use is ancillary to residential or office.*

Small retail establishments, integrated within a high density residential project or office project, do not generate demand for additional parking. The patrons of the incidental or ancillary retail uses would be comprised of people residing/working adjacent to the retail establishment.

Add two paragraphs at the end of Section 6.A as follows:

Subject to a Special Permit (Planning Commission), parking requirements may be reduced or waived for an ancillary component of a mixed use or business/office park project. The ancillary use shall be considered to be "ancillary" to that of the business/office park or mixed use development if the project will be patronized predominantly by the surrounding development. Examples of ancillary uses include, but are not limited to: small restaurants, delis, gift shops, hair salons, photo shops, and photostatic copy shops.

Subject to a Planning Director's Special Permit, parking requirements may be reduced or waived for the incidental commercial component of a mixed use project. The incidental use shall be considered to be "incidental" to that of the office or residential building if the principal entrance thereto shall be from the inside of the building and the commercial component will be patronized predominantly by the surrounding development.

[These paragraphs would sunset 18 months after enactment, unless otherwise readopted.]

7. *Increase the maximum allowable compact car spaces from the existing 30% to the actual percentage composition of compacts.*

At present, up to 30% of all parking spaces may be sized for compact cars. Recent ITE publications note that during the 1970s, the "longer and wider" look of automobile designs began to wane in favor of "shorter and narrower". In California approximately 40% of the vehicles are considered of compact size. This compares to as little as 5% for some southern states and Canada.

Amend Section 6.C.1.a as follows:

Up to ~~thirty percent (30%)~~ forty percent (40%) of all required and non-required vehicle parking spaces, excluding handicapped spaces, may be sized for compact cars.

- 8-13. *Various actions by City staff.*

The attached Resolution directs City staff to increase the number of carpool permits, enhance efforts to publicize alternative commute mode, protect residential neighborhoods, and broaden the scope of analysis in Environmental Impact Reports.

The Resolution also directs staff to encourage developes to reduce parking by an additional 10-20%, subject to a Special Permit, for projects within the CBD that are suited to providing viable alternatives to Single Occupant Vehicle commuting. Projects located along transit routes (especially near light rail stops) should take advantage of the parking reduction provisions in Section 6-D-1-c.

#### FINANCIAL DATA

The short-term measures have the potential to impact the Parking Enterprise Fund insofar as preferential parking is offered to carpoolers.

#### VOTE OF THE PLANNING COMMISSION

The draft Ordinance and Resolution were presented to the City Planning Commission on August 9, 1990. The Planning Commission voted 8-0 in support of the draft Ordinance and Resolution.

#### POLICY CONSIDERATIONS

The proposed measures are intended to address air quality issues. These measures have been drafted carefully to minimize unintended negative impacts upon the economic vitality of the downtown or other areas of the City. The measures are of limited scope, limited duration, and are intended to be applied equitably throughout the City and the region.

#### MBE/WBE IMPACTS

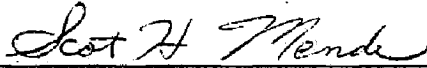
There are no MBE/WBE impacts associated with this item.

**RECOMMENDATION**

Staff recommends that the Committee recommend to the Council:

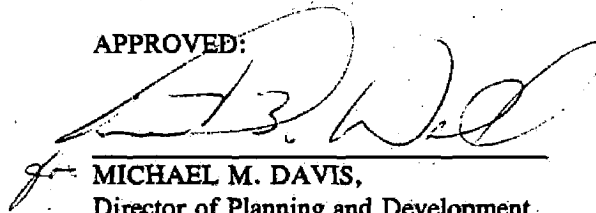
- A) Ratification of the Negative Declaration
- B) Adoption of the attached Ordinance
- C) Adoption of the attached Resolution.

Respectfully Submitted,



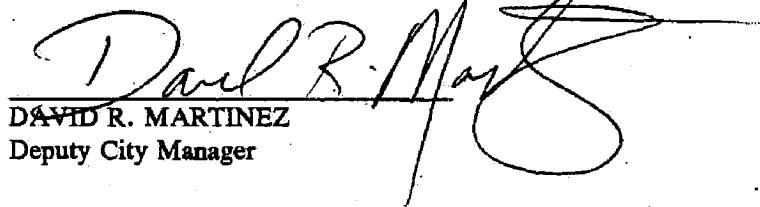
**SCOT H. MENDE**  
Senior Planner

APPROVED:



**MICHAEL M. DAVIS,**  
Director of Planning and Development

APPROVED FOR COMMITTEE INFORMATION:



**DAVID R. MARTINEZ**  
Deputy City Manager

September 4, 1990  
All Council Districts

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MMD:SHM\  
PARKING5.TCD

# ORDINANCE NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

**AN ORDINANCE AMENDING SECTIONS 2 AND 6 OF THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SACRAMENTO, ORDINANCE NO. 2550, FOURTH SERIES, AS AMENDED, RELATING TO LAND USE, PARKING, AND VEHICLE TRIP REDUCTION**

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

## SECTION 2.

Section 2 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance 2550, Fourth Series, relating to Land Use Regulations is hereby amended as follows:

Amend Section 2.B.31, to change the matrix as follows:

	<u>SC</u>	<u>C-2</u>	<u>C-4</u>	<u>M-1</u>	<u>M-2</u>
31. Parking Lot, Garage or Facility	*	*	*	*	*
	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>

Amend Section 2.E.43, to read as follows:

Notwithstanding any other provision of this Ordinance to the contrary, a Planning Director's Special Permit may be issued for a temporary parking lot in the Old City for property zone OB, C-2, C-3, C-4, M-1, or M-2, and TC Zones: subject to the requirements and conditions stated in Section 6-D-20.

## SECTION 6.

Section 6 of the Comprehensive Zoning Ordinance of the City of Sacramento, Ordinance 2550, Fourth Series, relating to Parking Standards and Transportation System Management (TSM) is hereby amended as follows:

**FOR CITY CLERK USE ONLY**

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_



Amend Section 6.A.10 which states that 1 parking space is required per 400 gross square feet of offices, to read:

1 space per 400 square feet gross area for office outside the "Old City"; and Not less than 1 space per 450 square feet gross and not more than 1 space per 400 square feet gross for office within the "Old City". [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Amend Section 6.A.14 which states 1 parking space is required per 1,000 gross square feet of wholesale, warehousing or manufacturing use, to read:

Not less than 1 space per 1,000 square feet gross floor area and not more than 1 space per 500 square feet gross floor area. [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Add a paragraph at the end of Section 6.A to exceed the maximum parking ratio for office projects in the Central City as follows:

Subject to a Special Permit, the maximum parking ratio for office projects in the central city may be exceeded (i.e., more parking spaces can be provided) contingent upon meeting at least one of the following criteria:

- i) On-site TSM measures are infeasible;
- ii) Residential neighborhoods would be impacted because no residential permit parking program is feasible in the near-term;
- iii) Unique characteristics of the proposed use requires parking greater than that which is otherwise allowed.

[This provision would sunset 18 months after enactment, unless otherwise readopted.]

Add two paragraphs at the end of Section 6.A as follows:

Subject to a Special Permit (Planning Commission), parking requirements may be reduced or waived for an ancillary component of a mixed use or business/office park project. The ancillary use shall be considered to be "ancillary" to that of the business/office park or mixed use development if the project will be patronized predominantly by surrounding development. Examples of ancillary uses include, but are not limited to: small restaurants, delis, gift shops, hair salons, photo shops, and photostatic copy shops.

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FOR CITY CLERK USE ONLY

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Subject to a Planning Director's Special Permit, parking requirements may be reduced or waived for the incidental commercial component of a mixed use project. The incidental use shall be considered to be "incidental" to that of the office or residential building if the principal entrance thereto shall be from the inside of the building and the commercial component will be patronized predominantly by the surrounding development.

[These paragraphs would sunset 18 months after enactment, unless otherwise readopted.]

Amend Section 6.C.1.a as follows:

Up to ~~thirty percent (30%)~~ forty percent (40%) of all required and non-required vehicle parking spaces, excluding handicapped spaces, may be sized for compact cars.

Amend Section 6-D-1-c to read:

The Planning Commission may permit, by approval of a Special Permit anywhere in the CBD or within 660 feet of a major transit station elsewhere in the Central City, up to 60 percent of the off-street vehicle parking requirement for new offices, and up to 100 percent of the off-street vehicle parking requirement for office conversions and office additions, to be satisfied by one or more of the trip reduction measures specified in Section 6-F-5-b, Subsections A, B, C, D, E, F, G, H, J, and L, subject to compliance with the provisions of Section 6-E-4-a, where these measures are in addition to the trip reduction measures designed to meet the 35% commute trip reduction goal.

Add Section 6-D-2-a to require a Special Permit for stand-alone parking facilities:

Any new parking facility (parking lot or parking structure) not intended to meet parking requirements of an associated building by an unrestricted and exclusive use, shall require a Special Permit. Prior to the approval of the Special Permit, the Planning Commission shall consider the potential impact that the additional parking spaces might have on commute patterns (i.e., a shift to single occupancy vehicles).  
[This provision would sunset 18 months after enactment, unless otherwise readopted.]

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FOR CITY CLERK USE ONLY

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

Add section 6-D-2-b to establish performance criteria for granting variances for off-site parking to read:

A Planning Director's Variance may be granted to locate required off-street vehicle and bicycle parking on a parcel(s) within 300 feet radius of the subject site. A Planning Director's Variance may be granted only if the applicant provides written evidence that users of the subject site will have unrestricted exclusive right to use the other parcel(s) for parking for a period of not less than 10 years. [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Amend Section 6-D-14 of the Zoning Ordinance as follows:

Ownership: Required parking shall be provided and maintained in the same ownership and on the same property as the major land use it is intended to serve. Parking maneuvering area may be located on an adjacent property provided that reciprocal maneuvering and access easements are recorded.

Amend section 6-D-20 for a temporary parking lot to require Special Permit instead of Planning Director's Special Permit to read:

Notwithstanding any other provision of this Ordinance to the contrary, a Planning Director's Special Permit may be issued for a temporary parking lot in the Old City for property zoned OB, C-2, C-3, C-4, M-1, or M-2, or TC, pursuant to Section 6-D-2-a, and subject to the following requirements: [This provision would sunset 18 months after enactment, unless otherwise readopted.]

Amend Section 6.E.5.g to add a paragraph as follows:

If free parking is made available to employees, the employer shall provide to the employee the option of free parking or a free transit pass.

Amend Section 6.F.1.a to read:

For any non-residential development required to provide ~~at least 25~~ off-street parking spaces pursuant to this Section 6-A, the Planning Commission may reduce, by approval of a Special Permit, required parking in the following percentages:

Office	<del>10</del> 25 percent
Medical Office	8 percent
Commercial	5 percent
Industrial	10 percent

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FOR CITY CLERK USE ONLY

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

The Special Permit shall be subject to implementation of one or more of the trip reduction measures specified in Section 6-E-4-b, Subsections C through L and compliance with Section 6-E-4-a, where these measures are in addition to the trip reduction measures designed to meet the 35% commute trip reduction goal.

Passed for Publication:

Enacted:

Effective:

ATTEST:

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

M90-029

FOR CITY CLERK USE ONLY

ORDINANCE NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF \_\_\_\_\_

## A RESOLUTION ADOPTING SHORT-TERM PARKING POLICIES DESIGNED TO ENHANCE REGIONAL AIR QUALITY

Whereas, the Sacramento area is a non-attainment area for State and Federal ozone and carbon monoxide air quality standards; and

Whereas, the Sacramento region is undergoing rapid growth which places additional pressure on efforts to improve air quality; and

Whereas, on-road light-duty mobile sources (i.e., automobiles and passenger trucks) account for approximately 90 tons of ozone-precursor emissions per day, which is approximately 44% of the ozone-precursor emissions from all sources; and

Whereas, travel by an alternative to single occupant vehicles will reduce emissions; and

Whereas, the California Clean Air Act mandates an average of 1.5 occupants per vehicle by 1999; and

Whereas, the average occupancy rate per vehicle is currently only 1.14; and

Whereas, travel mode can be modified through an integrated strategy of providing alternatives to the single occupant travel mode; and

Whereas, constrained parking supply discourages travel by automobile with a single passenger per vehicle; and

Whereas, parking standards must be realistic in recognizing transit and other alternative mode commute capacity, as well as availability of off-site parking facilities.

NOW THEREFORE BE IT RESOLVED:

1. The Parking Division of the Department of Public Works shall strive to increase the number of carpool permit in City parking lots, provided that the additional carpool permits replace long-term permits that are not committed by long-term contracts for parking in City garages.

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

2. The City shall enhance its publicity efforts regarding the goal of alternative commute mode and enhance publicity regarding the availability of carpool permits.
3. The Parking Division of the Department of Public Works shall continue to expand its efforts to control on-street parking (via permit programs) in residential neighborhoods that are impacted by parked cars from adjacent to office developments.
4. The Environmental Services Division of the Department of Planning and Development shall analyze parking supply alternatives, as it relates to the project's users, as part of its Environmental Impact Report process. Public Works staff shall coordinate with Environmental staff to incorporate applicable mitigation measures into Transportation Management Plans.
5. The Environmental Services Division of the Department of Planning and Development shall analyze, to the extent possible, transit system capacity and patronage, as it relates to the project's users, as part of its Environmental Impact Report process.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
FOR CITY CLERK USE ONLY

RESOLUTION NO. \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_