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CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION
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CITY MANAGER'S OFFICE
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June 20, 1980

City Council
Sacramento, California

By the City Manager
Office of the City Manager

Honorable Members in Session:

SUBJECT: Capitol Area Plan

JUL 1 1980

SUMMARY

Council has requested a summary report on the development of the Capitol Area Plan since its adoption. A chronology of major events are contained herein.

BACKGROUND INFORMATION

The Capitol Area Plan (CAP), as completed and adopted by the State, the City Planning Commission, and the City Council, calls for the development and implementation of the plan through coordination of efforts by the City and the State. The following sequence of events chronicles its development:

April 12, 1977 The Capitol Area Plan was formally presented to the City Council by City and State staff. The plan was adopted in concept and endorsed by the Council.

July 11, 1978 Council approved creation of the Capitol Area Development Authority (CADA) as the "Joint Powers Authority responsible for carrying out the recommendations of the CAP as it related to non-State government facilities within the Capitol Area, particularly housing and parking."

February 1979 The State submitted its "Sacramento Facilities Plan 1977-2000, 1979 Update" which indicated that certain changes were being considered in the development of the CAP and the State's implementation schedule.

March 16, 1979 The State submitted its Draft EIR for the proposed Capitol Area Parking Facilities. It indicated significant changes from the original plan by proposing a major reduction in the number of

structured parking facilities scheduled for construction in the Capitol Area and substituting peripheral, under-freeway parking as its long-term solution for parking State employees. These were the same under-freeway spaces that were already provided for in the original plan.

April 2, 1979 The Assistant City Manager for Community Development addressed a lengthy letter to the Chairman of the CAP Advisory Committee detailing the principal issues over which the City had concerns, namely, in the areas of plan implementation, planning consistency, and parking. A copy of this was distributed to the Council.

April 3, 1979 The traffic engineering staff responded to the State's EIR for Capitol Area Parking Facilities, noting specifically the problems presented by the State's efforts in changing the plan and the impact to the City which would result.

April 5, 1979 William Pond wrote a strong letter to the Chairman of the Capitol Area Plan Advisory Committee expressing the County's concern about modifications to the plan.

June 11, 1979 O. R. Waltrip, Jr., wrote a strong letter to the Governor protesting the lack of time allowed SRAPC for review of the EIR for the Capitol Area Parking Facilities and of the inadequacy of the EIR.

July 3, 1979 The Executive Director of CADA sent a letter to the Chairman, CAP Advisory Committee, detailing a number of specific problems regarding changes to the plan and proposing certain actions for the Committee to take ... based on his concerns that "the integrity of the Plan, as adopted by the Legislature and approved by the City Council ... had been threatened by the actions taken in the past year (by State Agencies) to implement it."

July 1979-

June 1980 Following formation of a CAP Technical Advisory Committee, meetings have been held between the City and State staffs in an effort to resolve the primary issues of concern. As of its most recent meeting, the State has expressed agreement in principle to reserving space in the Capitol Area for future construction of parking facilities to serve its State employees. A written agreement to this effect is being prepared for consideration by both City and State agencies responsible for implementing the plan.

June 4, 1980 The Traffic Engineer sent a response to the State's Environmental Assessment for the Capitol Area Peripheral Parking Lots which was quoted in part in the Sacramento Union (copy attached).

The Capitol Area Plan provides for a 13,900 increase in State employees and the elimination of 5,500 surface parking spaces by the year 2000 without a

corresponding increase in replacement parking spaces. It recommends 3,800 spaces in structures in the Capitol Area, 5,300 spaces under the freeways and an undetermined number in park-n-ride lots in the suburbs. The State staff has now found there is only room for 3,700± spaces under the freeway which can be mitigated with more spaces in the suburbs. However, the main issue is that some State officials have been trying to change the plan to greatly reduce the 3,800 structured spaces in the Capitol Area which will have a significant impact on the Central Business District.

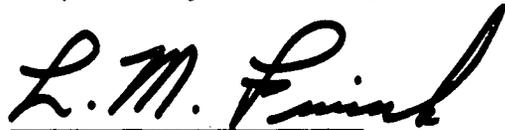
FINANCIAL DATA

None.

RECOMMENDATION

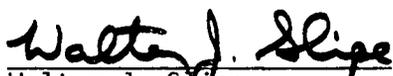
It is recommended that this report be distributed to the Council members for their information.

Respectfully submitted,



L. M. Frink
Traffic Engineer

For City Council Information


Walter J. Slupe
City Manager

LMF:FB/mf
Attachment

July 1, 1980
All Districts

June 4, 1980

Mr. James R. Hargrove
Department of General Services
Office of Facilities Planning Department
1015 L Street
Sacramento, CA 95814

Dear Mr. Hargrove:

We have reviewed the Environmental Assessment for the Capitol Area Peripheral Parking Lots, airspace under the Interstate Route 80 freeway in Sacramento, and wish to provide the following comments.

The Capitol Area Plan, as presented to the Sacramento City Council for adoption, recommends that the State take action to construct 3,800 structured parking spaces in the Capitol Area and designates some 10 - 11 sites for this purpose (Reference CAP: Pages 36, 37 and 69). In addition, it provided for measures to accommodate the immediate problem of replacing surface spaces in the core displaced due to current construction, i.e., by developing peripheral parking in the sub-freeway airspace under freeways adjacent to the Central City. We have no disagreements with these policies, as they were fully concurred in by this division during the development and final review of both the CAP and its EIR.

We wish to make clear our opposition to the premise suggested in your Environmental Assessment that this project is proposed as a substitute for constructing the 3,800 spaces within the Capitol Area. Nor can we agree with effectively amending the original CAP by endeavoring to switch the required core parking spaces from the garage facilities designated for construction to the 3,700± spaces located under the I-80 freeway.

We recognize that the current State administration's policy is clearly one of opposition to constructing any more garages in the central core. Rather than effectively changing the Capitol Area Plan without the legislative approval

Mr. James R. Hargrove

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June 4, 1980

called for, we recommend that the State adhere to the reservation of the 10 - 11 garage sites (or comparable core locations) designated in the plan. This accommodation, at least, will preserve the opportunity for a future administration to complete this important aspect of the Capitol Area Plan as approved by the State Legislature and adopted by the City Council.

With reference to your suggestion, stated on Pages 5 and A-13, that the "construction of garages instead of peripheral lots... would have a high fiscal impactand would lock the State into facilities whose use may not be needed 20 years from now," we wish to refer you to two earlier reports (see attachments). The first is a comparison of the long-term operation of peripheral under-freeway parking lots, served by a shuttle bus system, to the same number of near-in structured parking spaces. The conclusion is clear: the cost to the State of operating such facilities over an extended period will ultimately far exceed the capital costs of constructing garage facilities. The second recommendation, which was included in the original CAP Urban Design Element, proposes that such structures may be designed with the flexibility of being converted to other uses, i.e., future residential or office space. We consider this to be an exceptionally good proposal for solving the requirement of providing the 3,800 core area parking spaces called for in the original CAP.... and, at the same time, providing an alternative use for these facilities, if the use of the automobile significantly declines sometime in the future.

In summary, it has been the City's position that the Capitol Area Plan should not be modified unless all the elements of the plan are specifically addressed and the objectives and goals of the plan preserved by specific action in order to keep the balance now set forth by the plan.

We appreciate the opportunity to offer these comments and will continue to assist in any way possible to further the development of the Capitol Area Plan, as originally approved.

Very truly yours,

L. M. Frink
Traffic Engineer

LMF:FB/mf

Attachments 2

cc: Ron Parker

Mac Mailes

Art Gee

Gary Stonehouse, SRAP C