

APPROVED  
BY THE CITY COUNCIL

MAR 2 1999

OFFICE OF THE  
CITY CLERK



4.3B

NEIGHBORHOODS, PLANNING  
AND DEVELOPMENT SERVICES  
DEPARTMENT

CITY OF SACRAMENTO  
CALIFORNIA

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SACRAMENTO, CA  
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PLANNING DIVISION  
916-264-5381  
FAX 916-264-5328

February 23, 1999

City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT:** Surface Parking Interim Use Policy (M98-039)

**LOCATION AND COUNCIL DISTRICT:** Central City  
(District 1 and 3)

**RECOMMENDATION:**

City Planning staff recommends that the City Council approve the Surface Parking Interim Use Policy Serving the Central Business District

**CONTACT PERSON:** Steve Peterson, Senior Planner (264-5981)

**FOR COUNCIL MEETING OF:** March 2, 1999 (afternoon session)

**SUMMARY:**

Staff has developed an interim use surface parking policy for consideration by the Planning Commission and the City Council to guide the review of surface parking lot proposals servicing the Central Business District. The proposal reflects the recent Council policy direction to encourage short term private and public approaches to increase parking supply in the Downtown area. The Downtown Department will be developing a comprehensive parking strategy for consideration later this year.

**COMMISSION ACTION:**

The Planning Commission approved the policy on February 11, 1999 by a vote of seven ayes and two abstentions.



building better neighborhoods block by block

[www.sacto.org/npds/](http://www.sacto.org/npds/)

**BACKGROUND INFORMATION:**

In the parking workshop the City Council indicated that, given the conclusions of the Downtown Parking Study, the City should support several interim parking strategies including restriping City lots to increase spaces; joint use with the State; and development of surface parking lots by private developers, if the lots are an interim use and the market for the lots is targeted towards daily and/or hourly users. A city study estimates by the year 2000 between 2600 - 4000 additional parking spaces will be needed to maintain current parking availability for the Federal Courthouse, CAL EPA, the Convention Center/Memorial Auditorium and Hotel projects.

Staff developed the interim use parking policy to guide the review of private parking lot proposals. Recently the Commission denied two surface parking lot proposals at the north and southeast corner of 16<sup>th</sup> & J Street. The City Council approved appeals on both sites when the applicants agreed to a term limit of less than seven years and full improvements. The parking policy (included as Exhibit A) identifies the locational, design and operational criteria that should be met. The Commission expressed concerns about the ability of the city to enforce term limits, the need for full improvements and the location of these facilities. The Commission also recommends that corner locations at key gateways should be discouraged and the term should be limited to five years.

A map of potential parking lot sites within walking distances of the various projects (Federal Courthouse, Cal EPA building, and Convention Center) is included as Attachment B. The potential parking lot locations include vacant sites within the C-3 zone and the C-2 zone adjacent to the Central Business District. Staff prefers surface parking lots located within the C-3 zone (Priority Area) because this area has a greater potential for redevelopment to an ultimate use. Parking lots proposed in the surrounding 16<sup>th</sup> Street and commercial areas (C-2 zone) are less likely to redevelop to an alternate use given the lucrative potential revenue for parking versus other uses and should be discouraged.

**FINANCIAL CONSIDERATIONS:** None

**POLICY CONSIDERATIONS:**

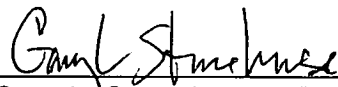
Based on the downtown parking study the city has determined that approval of limited term lots to address specific parking deficits in particular locations is warranted as part of a set of short term strategies to address downtown parking needs and the city's redevelopment objectives. Establishment of surface parking lots is not a permanent solution to the long term parking needs of the Central Business District. Parking policies must be considered in light of other city policies which encourage use of transit and other modes of transportation to meet air quality and traffic congestion management goals.

**ENVIRONMENTAL CONSIDERATIONS:**

The action is categorically exempt from CEQA (Section 15305: Minor Alterations in Land use Limitations). The policy provides more precise review criteria for the consideration of surface parking lot proposals and does not change the existing requirement for a special permit approval by the Planning Commission. The California Air Quality Act of 1988 requires areas that currently exceed state ambient air quality standards to develop new plans to attain these standards. A basic assumption of parking management policy is that travel behavior can be changed through an integrated strategy of providing alternatives to the single occupant vehicle mode. To accomplish the air quality and overall transportation management objectives the city amended the zoning ordinance to require special permits for stand-alone parking lots, discourage off-site parking lots unless special cases warranted their approval, established maximum parking ratios for office uses and encourage joint use of parking facilities.

**MBE/WBE:** None.

Respectfully submitted:

  
\_\_\_\_\_  
Gary L Stonehouse, Planning Director

Approved:

  
\_\_\_\_\_  
Jack Crist, Deputy City Manager  
Neighborhoods, Planning and  
Development Services

Attachments

- Resolution Approving Surface Parking Interim Use Policy
- Exhibit A - Review Criteria
- Exhibit B - Map of Parking Lot Locations Serving the Central Business District

**APPROVED**  
BY THE CITY COUNCIL

**MAR 2 1999**

OFFICE OF THE  
CITY CLERK

**RESOLUTION NO. 99-100**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

**A RESOLUTION ESTABLISHING A SURFACE PARKING INTERIM USE POLICY SERVING THE CENTRAL BUSINESS DISTRICT FOR THE CITY OF SACRAMENTO (M98-039)**

**WHEREAS**, in a City of Sacramento Parking Study report, presented to the City Council on May 20, 1998 estimated a new parking demand of 2,600 to 4,175 parking spaces within the Central Business District by the year 2,000, to service the needs of the Federal Courthouse, CalEPA, Convention Center/Memorial Auditorium and Convention Center Hotel project.

**WHEREAS**, meeting parking demand within the time frame and fiscal capacities of the City's Parking Enterprise Fund would require a public/private partnership and/or coordination with other public agencies and private providers.

**WHEREAS**, the short term parking strategies to address the parking demand include restripe existing public parking lots, improve coordination with State parking facilities (including peripheral lots), more effective transit usage and limited development of parking lots as an interim use until a long term comprehensive parking strategy is developed.

**WHEREAS**, while interim use for surface parking lots will partially address the short term demand in the downtown area the city needs to carefully review the location, design and operation of parking lots so that they support the city's air quality, redevelopment and urban design policies.

**WHEREAS**, the policy is categorically exempt from CEQA (Section 15305: Minor Alterations in Land Use Limitations) in that proposed policy defines the special cases and terms by which the city will support surface parking as an interim use.

**WHEREAS**, the City Planning Commission conducted a public workshop on November 12, 1998 and a public hearing on February 11, 1999 and the City Council conducted a public hearing on March 3, 1999 concerning the surface parking interim use policy.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Sacramento that the Surface Parking Interim Use Policy is hereby approved . Applications for short term surface parking lots requiring approval of one or more discretionary land use entitlements under the City's Comprehensive Zoning Ordinance shall be reviewed for consistency with the criteria set forth in Exhibit A.

ATTEST:

\_\_\_\_\_  
MAYOR

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

**FOR CITY CLERK USE ONLY**

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

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

# **EXHIBIT A**

## **SURFACE PARKING INTERIM USE REVIEW CRITERIA**

### **Locational Criteria**

- C-3 zone sites are preferred over C-2 zone sites to facilitate ultimate redevelopment
- Peripheral lots serving downtown employees with convenient shuttle service preferred
- Site must be located within walking distance of Federal Courthouse, CalEPA, Convention Center/Memorial Auditorium and Convention Center Hotel (3-5 blocks)
- Site must be vacant for over 2 years to deter demolition of existing buildings.
- Prefer sites suitable for permanent structured parking facility
- Strongly encourage midblock lots
- Strongly discourage corner lots at key intersections/gateways
- Sites should not be located next to other parking lots and the availability of existing lots in the are should be taken into consideration
- Sites within a redevelopment project area appropriate if it implements the City's redevelopment objectives (Railyards/Richards)

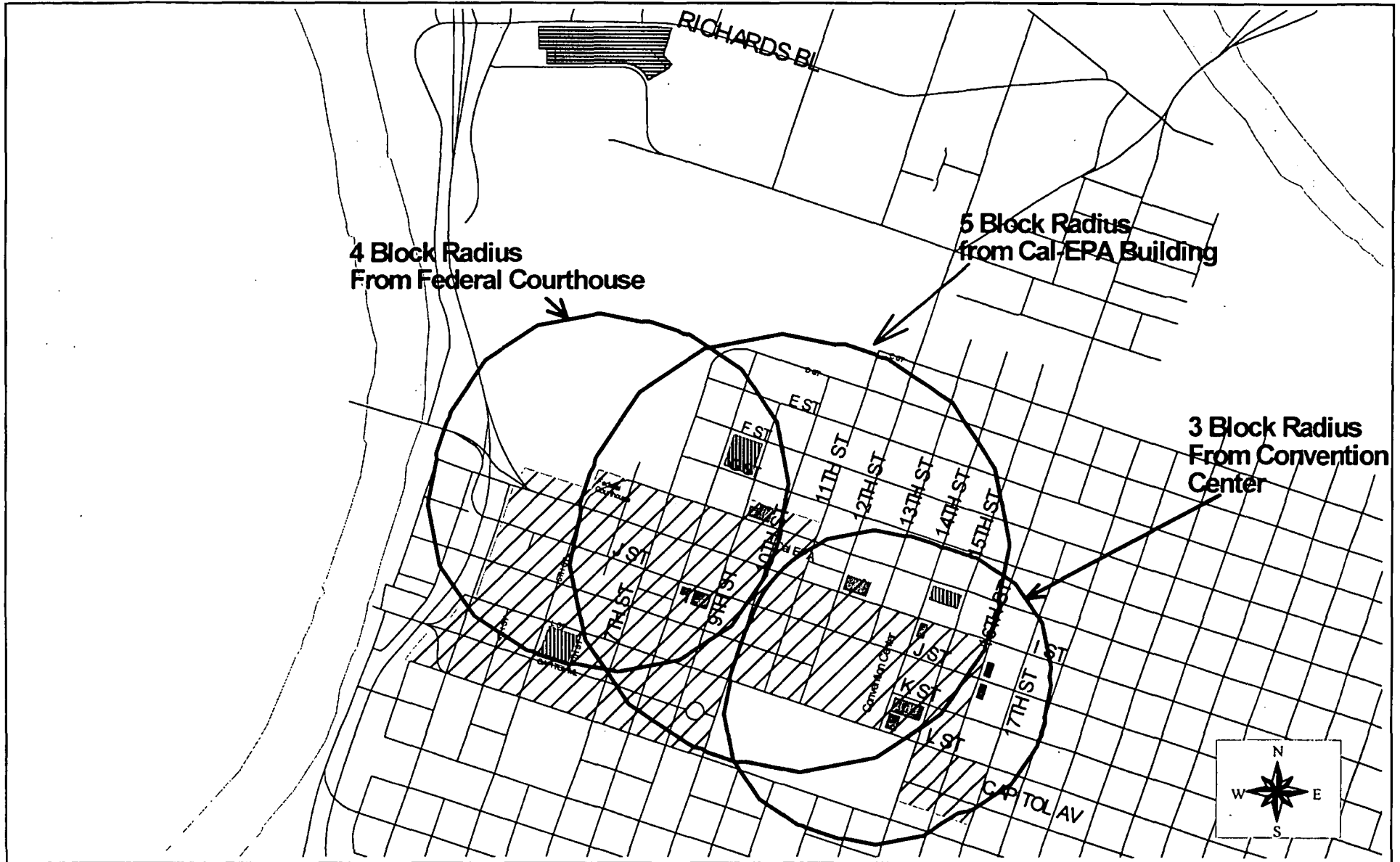
### **Design Considerations**






- Special landscaping, fencing and screening should be provided along public streets (Central City Neighborhood Design Guidelines).
- Site design should be sensitive to adjacent uses (e.g. retail)
- Access should be off alleys and minimize signage
- Meet area specific lighting standards (acorn style)

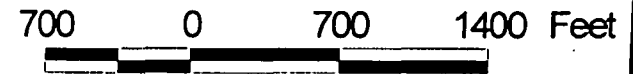
### **Operational Considerations**

- 5 year maximum term with no extensions allowed
- Subject to enforceable condition to terminate use and improvements after term expires
- Limit to daily/hourly rates to encourage short term use and mitigate midday/seasonal peak use demand

# Parking Lot Locations Serving the Central Business District



-  Potential Parking Lot Locations
-  Approved Parking Lot Locations
-  Peripheral Parking Lot Locations
-  Potential Structured Parking Lots
-  Central Business District C-3 Zone



## **BACKGROUND INFORMATION:**

In the parking workshop the City Council indicated that, given the conclusions of the Downtown Parking Study, the City should support several interim parking strategies including restriping City lots to increase spaces; joint use with the State; and development of surface parking lots by private developers, if the lots are an interim use and the market for the lots is targeted towards daily and/or hourly users. A city study estimates by the year 2000 between 2600 - 4000 additional parking spaces will be needed to maintain current parking availability for the Federal Courthouse, CAL EPA, the Convention Center/Memorial Auditorium and Hotel projects.

Staff developed the interim use parking policy to guide the review of private parking lot proposals. Recently the Commission denied two surface parking lot proposals at the north and southeast corner of 16<sup>th</sup> & J Street. The City Council approved appeals on both sites when the applicants agreed to a term limit of less than seven years and full improvements. The parking policy (included as Exhibit A) identifies the locational, design and operational criteria that should be met. The Commission expressed concerns about the ability of the city to enforce term limits, the need for full improvements and the location of these facilities. The Commission also recommends that corner locations at key gateways should be discouraged and the term should be limited to five years.

A map of potential parking lot sites within walking distances of the various projects (Federal Courthouse, Cal EPA building, and Convention Center) is included as Attachment B. The potential parking lot locations include vacant sites within the C-3 zone and the C-2 zone adjacent to the Central Business District. Staff prefers surface parking lots located within the C-3 zone (Priority Area) because this area has a greater potential for redevelopment to an ultimate use. Parking lots proposed in the surrounding 16<sup>th</sup> Street and commercial areas (C-2 zone) are less likely to redevelop to an alternate use given the lucrative potential revenue for parking versus other uses and should be discouraged.

## **FINANCIAL CONSIDERATIONS:**

Establishment of surface parking lots should not be viewed as a solution to the long term parking needs of the Central Business District. Furthermore, city policy has encouraged transit and other modes of transportation to meet air quality and traffic congestion management goals. However, approval of limited term lots to address specific parking deficits in particular locations represents an attempt to balance the City's parking needs with the city's redevelopment and air quality objectives.

# RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

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

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**WHEREAS**, while interim use for surface parking lots will partially address the short term demand in the downtown area the city needs to carefully review the location, design and operation of parking lots so that they support the city's air quality, redevelopment and urban design policies.

**WHEREAS**, the City Planning Commission conducted a public workshop on November 12, 1998 and a public hearing on February 11, 1999 and the City Council conducted a public hearing on March 3, 1999 concerning the surface parking interim use policy.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Sacramento that the Surface Parking Interim Use Policy is hereby approved. Applications for short term surface parking lots requiring approval of one or more discretionary land use entitlements under the City's Comprehensive Zoning Ordinance shall be reviewed for consistency with the criteria set forth in Exhibit A.

ATTEST:

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MAYOR

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

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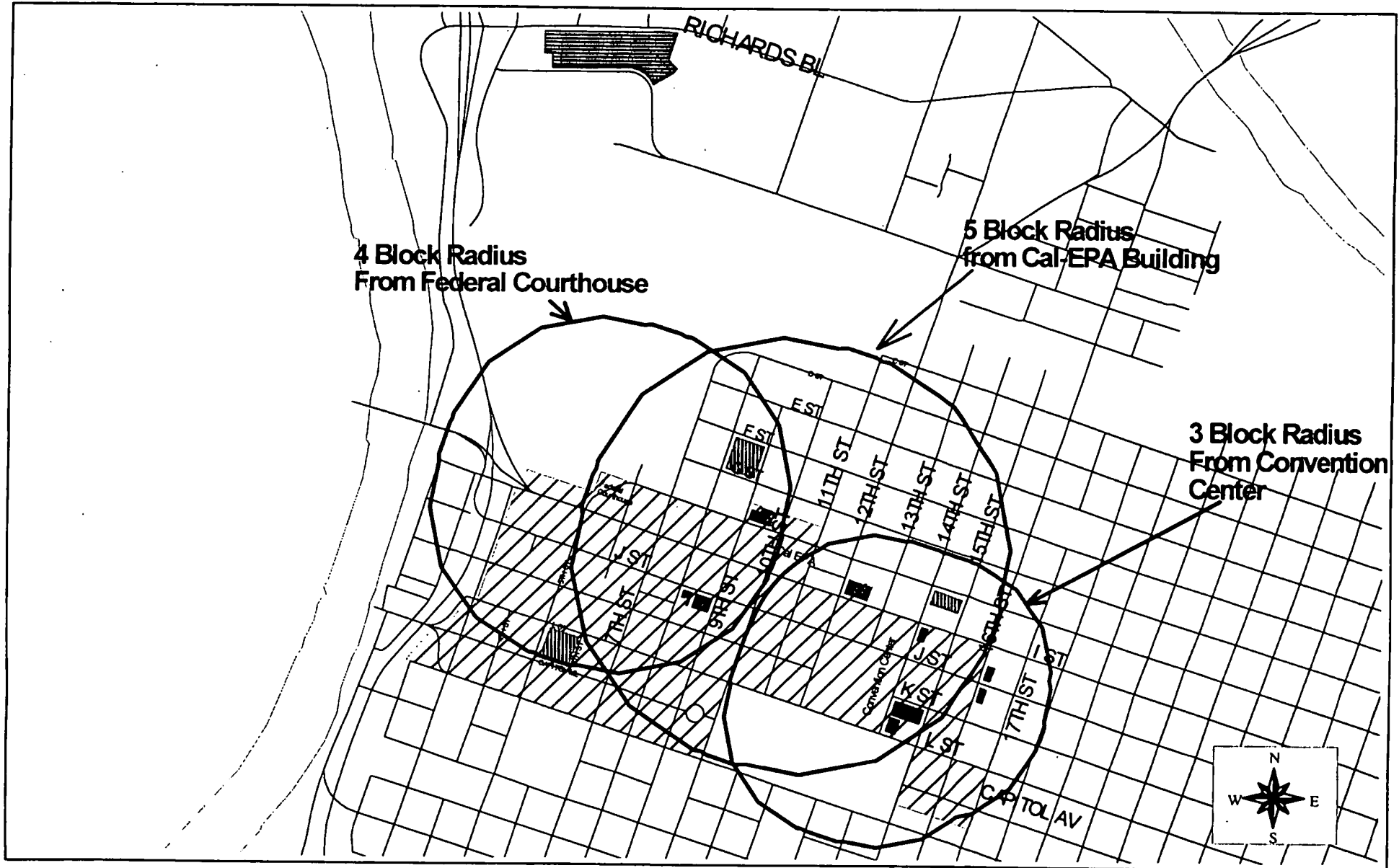
#### **Design Considerations**

- Special landscaping, fencing and screening should be provided along public streets (Central City Neighborhood Design Guidelines).
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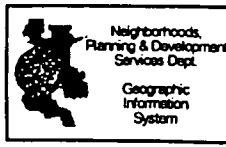
# Parking Lot Locations Serving the Central Business District



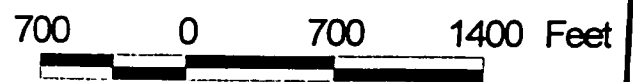
4 Block Radius  
From Federal Courthouse

5 Block Radius  
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3 Block Radius  
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**POLICY CONSIDERATIONS:**

The policy does not change the existing requirement for a special permit approval by the Planning Commission. Each application will be subject to environmental review.

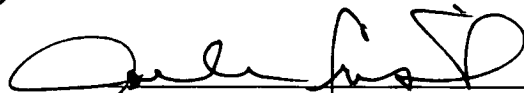
**MBE/WBE:** None.

Respectfully submitted:



Gary L. Stonehouse, Planning Director

Approved:



Jack Crist, Deputy City Manager  
Neighborhoods, Planning and  
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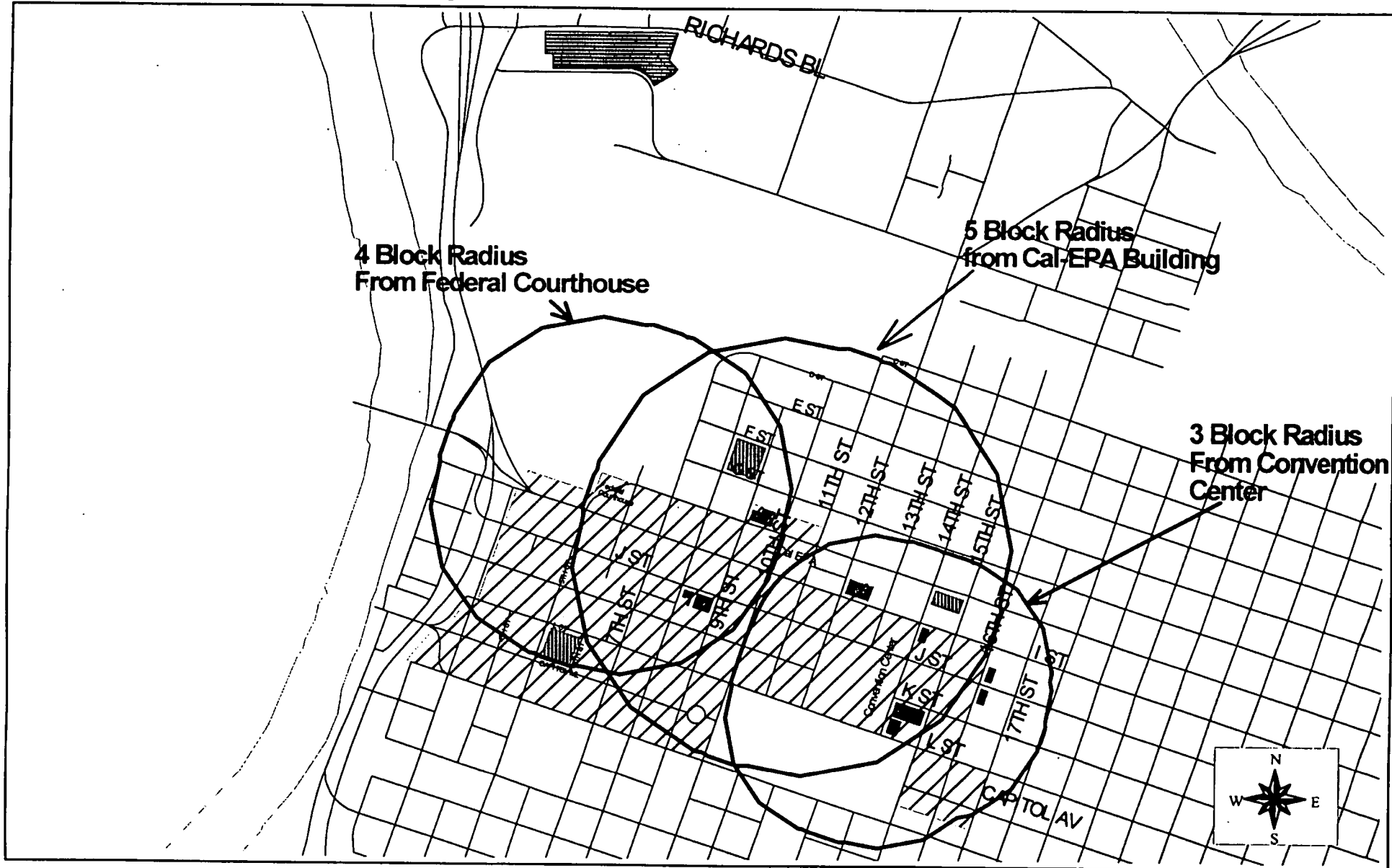
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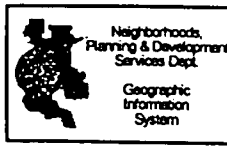
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