

**SACRAMENTO CITY PLANNING COMMISSION**  
1231 "I" STREET, SUITE 200, SACRAMENTO, CA 95814

<b>APPLICANT</b> <u>Frederick Teichert, Teichert Land Co., P.O. Box 15002, Sacramento, CA 95813</u>		
<b>OWNER</b> <u>Downtown Plaza Towers Association, 555 Capitol Mall, Ste. 240, Sac., Ca 95814</u>		
<b>PLANS BY</b> <u>Conrad Associates, 5990 Sepulveda, Ste. 200, Van Nuys, CA 91408-0514</u>		
<b>FILING DATE</b> <u>12-18-92</u>	<b>ENVIR. DET.</b> <u>Negative Declaration</u>	<b>REPORT BY</b> <u>Jeanne Corcoran</u>
<b>ASSESSOR'S PCL. NO.</b> <u>006-0145-025</u>		

- APPLICATION:**
- A. Negative Declaration
  - B. Special Permit Modification to add one level of parking to an existing parking structure on 2.47± developed acres in the Central Business District - Special Planning District (C-3-SPD) zone.
  - C. Variance to exceed the maximum parking ratio of 1:500 to 1:430 in the Central Business District-Special Planning District (C-3-SPD) zone.

**LOCATION:** 555 Capitol Mall

**PROPOSAL:** The applicant is requesting the necessary entitlements to add one level of parking (135 spaces) to an existing 798 parking garage located at 555 Capitol Mall. According to the applicant the 135 additional spaces will be designated for public parking. The applicant also proposes to install electrical outlets near 30 spaces for electric vehicles. Therefore, the applicant is requesting a special permit modification for the expansion of the garage and a variance to exceed the maximum parking ratio (1:500) in the C-3 SPD zone.

The garage provided exclusive parking for tenants at 555 Capitol Mall until November, 1986, when the operation of the garage was changed to accommodate hourly parking and tandem all-day parking. Currently, of the existing 798 spaces, 140 are utilized for short term public parking. The applicant contends that the demolition of adjacent City parking Lot A will severely restrict parking in this area. The 135 proposed parking spaces will serve as a replacement for the parking spaces lost with the demolition of Lot A.

**PROJECT INFORMATION:**

General Plan Designation:	Regional Commercial and Offices
1980 Central City	
Community Plan Designation:	Urban Office
Existing Zoning of Site:	C-3 SPD
Existing Land Use of Site:	Office

**APPLC. NO.** 92-320

**MEETING DATE** July 22, 1993

**ITEM NO.** 3

00566

**Surrounding Land Use and Zoning:**

North:	Commercial; C-3 SPD
South:	Office; C-3 SPD
East:	Office; C-3 SPD
West:	City Parking Lot A; C-3 SPD

Parking Required:	670 (1:600) (minimum)
	804 (1:500) (maximum)
Parking Provided:	798 (1:503) (existing)
	933 (1:430) (proposed)
Property Area:	2.41 $\pm$ ac.
Square Footage of Building:	401,816 sq. ft. (Office Building)
Height of Building:	90' $\pm$ (Parking Structure)

**Background Information:** In 1968, construction began on the 15 story, 401,816 square foot office building known as 555 Capitol Mall. The site was zoned C-3. At the time of construction there were no size, height limits or parking requirements for office use in the C-3 zone. Therefore no planning entitlements were required. In 1981, the Zoning Ordinance was amended to require offices in excess of 20,000 square feet to provide parking at a ratio of 1:600 minimum with a maximum of 1:500 in the C-3 zone. In 1987, with the adoption of the Urban Design Plan a special permit was required for any project over 75,000 square feet in the C-3-Special Planning District zone. Under the City's Zoning Ordinance, where uses that require a special permit are already established a request for alteration or enlargement must be reviewed by the Zoning Administrator. However, if the request is accompanied by another entitlement that must be reviewed by the Planning Commission, the Planning Commission shall act upon all requests or entitlements.

**Project Evaluation:** Staff has the following comments:

**A. Staff Analysis**

**1. Policy Considerations**

The project as proposed would contain 933 parking spaces, at a ratio of 1:430. The Zoning Ordinance specifies office use within the Central Business District shall provide parking at a ratio of not less than 1:600 and not more than 1:500. The applicant is requesting a variance of the requirement, in so doing the applicant must demonstrate a hardship.

The following goals and policies from the Circulation Element of the General Plan and the Transportation Element of the 1980 Central City Community Plan provide direction on parking and its relationship to reducing vehicle trips.

**General and Community Plan Policies Consistent With Proposal**

- Provide an adequate amount of parking to support continued downtown development prosperity, alternative modes of transportation, and the Central City Urban Design Plan. (GP p. 5-15,16)

- Provide adequate off-street parking to meet the needs of shoppers, visitors and residents. (CCCP p.6)

General Plan Policies Inconsistent With Proposal

- Increase the commute vehicle occupancy rate by 50%; encourage and support programs that increase vehicle occupancy. (GP p. 5-13)
- Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation. (GP p. 5-15)
  - Encourage the use of light rail transit and alternative methods of transportation to facilitate the circulation in the downtown core.
- Promote a well designed and heavily patronized light rail transit system. Make land use policy decisions supportive of light rail transit. (GP p. 5-18)
- Provide adequate off-street parking for new development and reduce the impact of on-street parking in established areas.
  - Continue to use parking standards which will provide adequate off-street parking. (GP 5-20)
  - Encourage the providing of expanded Central City perimeter and suburban park-and-ride lots in order to promote alternative transportation and reduce traffic congestion within the core business area and in other areas of the City. (GP 5-21)

Community Plan Policies Inconsistent With Proposal

- Support programs aimed at significantly increasing transit riders. (CCCP p.6)
- Restrain the projected increase in parking spaces needed for long-term employee parking by promoting public transit improvements, carpool programs, employer sponsored bus passes and other alternatives to the single occupant car usage. (CCCP p.6)
- Utilize public policies to encourage public transit usage and carpooling, including publicly and privately paid transit passes. (CCCP p.7)
- Use appropriate measures to require new developments to assist in transit improvements in lieu of major investments in parking facilities. (CCCP p.7)

The proposed project is inconsistent with many of the overall goals and policies of the General Plan and the 1980 Central City Community Plan which are to promote and increase transit ridership, carpools and other alternatives to the single occupant vehicle and limit long-term employee parking. These goals serve to reduce air quality impacts and traffic congestion within

the core area of the Central City. Increasing the availability of parking without reducing vehicle trips does little to promote these City goals and policies.

The applicant's request to provide additional short term parking and the City's goal of reducing single occupant vehicles could be accomplished with better utilization of the existing garage. There are five tenants in the 555 Capitol Mall office building each with 100 or more employees. Of these five tenants, two tenants have TMP's on file with the City. These tenants achieve a 16% and 25% alternative mode use compared to a 35% trip reduction goal for new projects. Of the alternative modes, transit (bus/rail) is the highest percentage of participation. While the 555 Capitol Mall building was constructed prior to trip reduction requirements, staff believes that implementing a TMP for the building could greatly reduce the demand for parking.

If the applicant developed and implemented a TMP for the entire building, more employees would be encouraged to use alternative forms of transportation consequently reducing the demand for parking. The two employers which have implemented TMP's have resulted in 65 employees (19%) utilizing alternative forms of transportation. If the remaining tenants of the building, which has a current occupancy of 1,142, achieved a 19% TMP an additional 216 employees would be utilizing alternative forms of transportation. Assuming these employees drive alone to work this could possibly result in a parking reduction demand of 216 spaces.

2. Recent City Actions

Recent direction of the City Council clearly indicates an intent to reduce the amount of required parking within the Central City. The following is a list of approved major projects and recent proposed projects and their parking ratios:

<u>Project</u>	<u>Ratio</u>	<u>Recent Proposals</u>	<u>Ratio</u>
River Tower (1201 I St)	1:623	Park Place (14th & L)	1:830
Wells Fargo (4th & Capitol)	1:517	Attorney General (13th & I)	1:600
1215 K St	1:580		
Renaissance Tower (8th & K St)	1:647		
830 L St	1:900		
1325 J St	1:600		
Pacific Plaza	1:900		
R St. (4th & 7th Sts)			

During the hearing on the proposed Wells Fargo building the City Council opposed the developers request to increase parking. The applicant for the Pacific Plaza requested and the Council enthusiastically supported reducing the parking to a ratio of 1:900. Furthermore, the proposed Railyards and Richards Boulevard plans propose a parking ratio of 1:1000. The applicant's proposal would be contrary to recent Council policy direction.

3. Parking and Transit Conditions Within the Area

Lot A was constructed to accommodate 562 spaces. Over the last two years the City has gradually eliminated parking from Lot A, 142 spaces on the upper deck have been eliminated due

to the structural integrity of the second level. Upon demolition of Lot A, a 232 surface parking lot will remain for public parking. The demolition of Lot A will be consistent with the City's goals of reducing single occupant vehicles, increasing transit ridership and carpools, and improving air quality.

Currently, there exist a surplus amount of parking in the City owned parking lots in this area. Lot K (under Downtown Plaza) with a capacity of 1,728 spaces is at 72% peak occupancy (1248 spaces utilized). Peak occupancy being between 12 and 2 P.M. Lot G (adjacent to Macy's) with a capacity of 1,335 spaces is at 50% peak occupancy (667 spaces utilized). Thus providing a total of 1,148 available parking spaces during peak occupancy (Exhibits D-G).

A new two-level, 460 space parking garage will be constructed to accommodate the Hahn project (Downtown Plaza expansion). The 1990 negative declaration for the Hahn project stated that visitor and short-term parking demand would be accommodated on-site. Furthermore, the proposed project is within one and two blocks of light rail stations and major bus routes.

4. Staff's Alternate Proposal

Staff met several times with the applicant to get a better understanding of his proposal. During the second meeting, staff indicated to the applicant that we could not support the added parking based on our analysis, adopted policy and recent project related actions by the City Council. The applicant reiterated that the parking would be needed due to the demolition of Lot A and the expansion of Downtown Plaza. Staff worked with Public Works, Parking Section and the applicant to determine if it was feasible to allow short term parking to be relocated to 555 Capitol Mall site. Staff suggested a list of parameters to the applicant which would assure the City that the additional parking spaces would be short term parking spaces for the public and not additional tenant parking (Exhibit H). The applicant found these parameters unacceptable in that there was too much governmental control (Exhibit I).

E. Agency Comments

The proposed project was reviewed by City Traffic Engineering, Engineering - Development Services and Building Inspections. The project was also reviewed by Regional Transit, Air Quality Management District, SMUD, PG&E, Environmental Council of Sacramento and Downtown Plaza Merchants Association. The following comments in support and opposition were received.

Comments-Support

SMUD SMUD supports the project since it presents "an opportunity for the City to have a voluntary private sector partner in the innovative experiment of electric vehicular parking" (Exhibit J).

PG&E PG&E supports the project as it presents "an opportunity for the City to have a voluntary private sector partner in the innovative experiment of electric vehicular parking" (Exhibit K).

Downtown Plaza Merchants Association Downtown Plaza Merchants Association strongly endorses this project since the elimination of parking Lot A will crowd some of the retail customers out of the parking spaces in Lots K & G (other nearby City lots), to the detriment of the shopping center (Exhibit L).

Agency Comments-Opposed

Regional Transit Regional Transit staff reviewed the proposal and had the following comments: 1) additional parking spaces will only promote the increased use of the single occupant vehicle (SOV); 2) While RT supports the use of alternative fuels, in this instance the need to accommodate additional SOV trips through the provision of additional parking capacity is not warranted; 3) RT recommends that the developer of this project convert existing parking spaces to accommodate the electric vehicles; 4) RT stresses the importance of land use policies that are supportive, not competitive with transit ridership. Overall, RT recommends the City of Sacramento deny any request for additional parking capacity in areas of density such as downtown Sacramento where transit service levels are presently high and will improve as future plans are implemented (Exhibit M)

Air Quality Management District The District has reviewed the project to ensure consistency with the requirements of the California Clean Air Act (CCAA) and the District's approved Air Quality Attainment Plan. The goal of the review is to achieve the CCAA requirement of no net increase in emissions from passenger vehicles after 1997, a 1.4 Average Vehicle Occupancy (AVO) by 1999 and a significant reduction in the rate of increase in passenger vehicle trips (VY) and vehicle miles traveled (VMT). The District does not support the application to expand the existing parking structure for the following reasons: 1) Downtown Sacramento has an oversupply of parking spaces; 2) the project site is located within two blocks of light rail and within walking distance of more than 20 Regional Transit bus routes; 3) applicant should adopt a Transportation Management Plan to encourage employees to take advantage of these transit opportunities and reduce the demand for parking spaces; 4) supports infrastructure for electric vehicles, however applicant could retrofit existing spaces for electric vehicle recharge; and 5) increasing the number of parking spaces downtown will encourage vehicle trips, reduce the demand for transit, and increase air quality impacts (Exhibit N).

ECOS ECOS opposes the project for the following reasons: 1) air quality impacts; 2) traffic congestion; 3) frequency and location of transit in the vicinity of this project; and 4) appropriate transportation measures should be utilized prior to increasing parking availability (Exhibit O)

In addition Traffic Engineering and Building Inspections had the following comments:

City Traffic Engineering Traffic Engineering staff had the following comments: 1) All spaces shall be designed to City standards; 2) Justification to expand for the addition of electric cars is not valid. Existing spaces can be retrofitted to provide for electric refueling.

Building Inspections had the following comment: Need to proportionally increase bike lockers and handicapped parking spaces.

F. Conclusion

Staff recommends the Planning Commission deny the applicant's request to add an additional level of parking to the existing parking structure. Allowing additional parking on this site represents a lost opportunity for the City to promote its goals and policies to reduce single occupant vehicles, increase transit ridership and improve air quality. While it is laudable of the applicant to want to assist the City of Sacramento by providing public parking, the City has not determined if there is a need for additional parking in this area, nor has it been determined that it is in the best interest of the City to allow private developers to increase parking on their sites to provide public parking.

Environmental Determination: The Environmental Services Manager has determined that the project, as proposed, will not have a significant impact to the environment; therefore, a Negative Declaration has been prepared in conformance with Section 15070(a) of the California Environmental Quality Act Guidelines.

Recommendation: Staff recommends the Planning Commission take the following action:

- A. Ratify the Negative Declaration
- B. Deny the Special Permit Modification to add an additional level of parking, based on findings of fact which follow; and,
- C. Deny the Variance to exceed the maximum parking ratio of 1:500 within the CBD, based on findings of fact which follow.

Findings of Fact

- 1. The project will be detrimental to the public health, safety, welfare and result in a nuisance in that it will encourage vehicle trips and increase air quality impacts.
- 2. The project is not consistent with the General Plan or the 1980 Central City Community in that:
  - a. It does not encourage or support public transit, carpool programs, employer sponsored bus passes and other alternatives to the single occupant vehicle;
  - b. It does not encourage or support programs that increase vehicle occupancy; and,
  - c. It does not encourage or support alternative methods of transportation to facilitate the circulation in the downtown core.
- 3. The variance will be a special privilege extended to one individual property owner since several projects in and around light rail stations have been limited in the amount of parking provided.









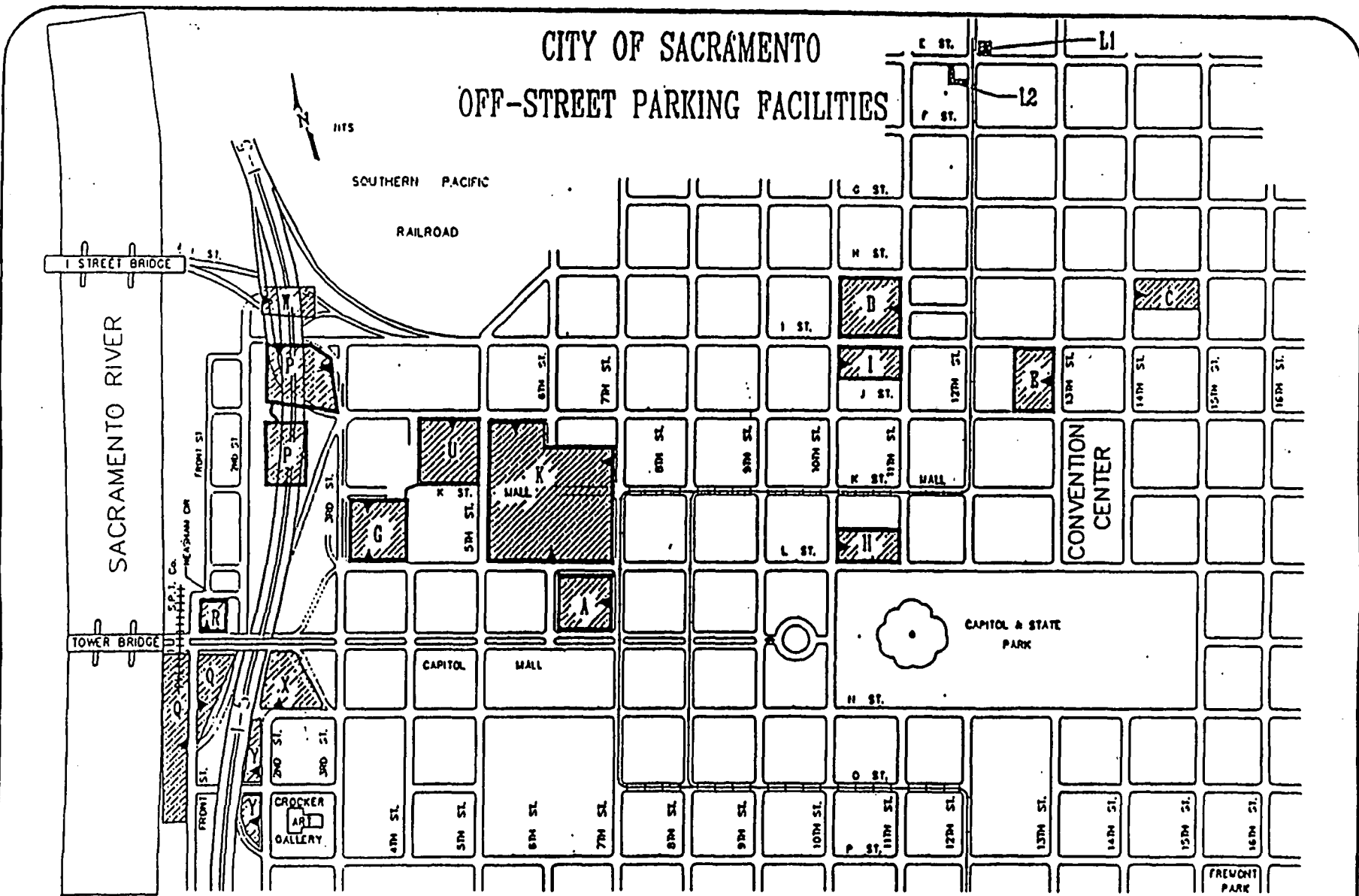





076-80A

7-22-09

ITEM VIN. 2

# CITY OF SACRAMENTO OFF-STREET PARKING FACILITIES



-  - SURFACE LOT
-  - MULTI-LEVEL GARAGE
-  - POINT OF ENTRY

PARKING SPACES AVAILABLE					
A. - 479	E. - 876	I. - 1035	L2. - 45	R. - 451	U. - 460
B. - 587	G. - 1335	K. - 1950	P. - 876	N. - 48	Y. - 85
C. - 107	H. - 988	L1. - 15	Q. - 291	X. - 181	

TOTAL SPACES  
**9,847**

EXHIBIT - D

PA2-920

LOT K = 1,728 SPACES

PERIOD	Weekending 6/11/93	Weekending 6/18/93	Weekending 6/25/93	Average Space	Occupancy Percent
7:00- 7:59	263	225	259	240	14%
8:00- 8:59	487	478	536	500	29%
9:00- 9:59	699	677	761	712	41%
10:00-10:59	881	859	970	900	52%
11:00-11:59	838	1040	1173	1017	59%
12:00-12:59	1168	1169	1319	1219	71%
13:00-13:59	1184	1208	1352	1248	72%
14:00-14:59	1090	1141	1247	1159	67%
15:00-15:59	976	1040	1128	1048	61%
16:00-16:59	883	919	855	886	51%
17:00-17:59	755	777	886	806	47%
18:00-18:59	562	579	637	593	34%
19:00-19:59	362	375	406	381	22%
20:00-20:59	243	245	279	256	15%
21:00-21:59	162	160	183	168	9%
22:00-22:59	66	80	71	72	4%
23:00-23:59	16	26	26	23	1
24:00-24:59	2	5	8	5	.2%

7-22-93

00573

ITEM NO. 3

EXHIBIT - E

Page 920

**LOT G - 1335 SPACES**

PERIOD	Weekending 6/11/93	Weekending 6/18/93	Weekending 6/25/93	Average Space	Occupancy Percent
7:00- 7:59	159	181	210	183	14%
8:00- 8:59	268	258	293	273	20%
9:00- 9:59	324	313	349	329	25%
10:00-10:59	358	376	393	376	28%
11:00-11:59	417	492	468	459	34%
12:00-12:59	483	599	919	667	50%
13:00-13:59	489	634	562	567	42%
14:00-14:59	461	605	527	531	40%
15:00-15:59	419	546	485	483	36%
16:00-16:59	389	487	447	441	33%
17:00-17:59	380	482	411	424	32%
18:00-18:59	321	424	355	367	27%
19:00-19:59	257	364	286	302	23%
20:00-20:59	212	303	231	249	29%
21:00-21:59	183	275	183	210	16%
22:00-22:59	146	238	173	189	14%
23:00-23:59	109	195	147	150	11%
24:00-24:59	97	178	133	136	10%

7-22-93

ITEM NO. 3

EXHIBIT JF

P42-320

**LOT A - 420 SPACES**

PERIOD	Weekending 6-11-93	Weekending 6-18-93	Weekending 6-25-93	Average Space	Occupancy Percent
7:00- 7:59	217	219	218	218	52%
8:00- 8:59	325	321	325	325	77%
9:00- 9:59	353	353	355	355	85%
10:00-10:59	379	379	380	380	90%
11:00-11:59	391	388	391	391	93%
12:00-12:59	412	404	408	408	97%
13:00-13:59	400	403	406	406	97%
14:00-14:59	391	393	392	392	93%
15:00-15:59	376	375	370	370	88%
16:00-16:59	329	331	327	327	79%
17:00-17:59	229	238	240	240	59%
18:00-18:59	99	106	103	103	25%
19:00-19:59	20	21	19	19	4%
20:00-20:59	3	4	2	2	.4%
21:00-21:59	3	3	2	2	.4%
22:00-22:59	3	3	2	2	.4%
23:00-23:59	3	3	2	2	.4%
24:00-24:59	3	3	2	2	.4%

7-22-93

00773

ITEM NO 3

**EXHIBIT - G**

DEPARTMENT OF  
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
ROOM 200  
SACRAMENTO, CA  
95814-2998

April 27, 1993

Frederick Teichert  
P.O. Box 13308  
Sacramento, CA 95813

BUILDING INSPECTIONS  
916-449-5716

PLANNING  
916-449-5604

**RE: 555 Capitol Mall (P92-320)**

As a follow up to our meeting on April 7, 1993, Mark Morgan and the Planning and Development Department have developed a list of parameters that should be addressed in your proposal for the expansion of the parking garage by 135 spaces. The following is a list of these parameters:

1. There shall be a written agreement specifying the amount and location in the structure of the short term, visitor parking. The agreement must be binding on any subsequent owner(s).
2. Any changes to the parking system must be reviewed and approved by the Department of Public Works and Planning Director.
3. The short term parking will be placed on the first level or levels. No monthly parking will be allowed in this area. The number of short-term spaces should not exceed 135 parking spaces.
4. There shall be a parking control computer system that will control short-term and monthly permit parking. This system will automatically provide monthly, weekly, and daily reports of the number of monthly permit parking occupancy at any selected time, including the peak occupancy time, upon request. The system shall always be in operation and shall be repaired in the event of malfunction within six (6) hours by a qualified maintenance provider authorized by the manufacturer of the system. The brand name and the model of the system shall be provided in the agreement. It shall be the responsibility of the applicant to maintain at least two years of reports of short-term and monthly permit parking utilization, including daily peak occupancy. Any change in the system of parking control shall be subject to the approval of the City.

•The Department of Public Works will review the initial reports submitted to

P92-320

7-22-93

ITEM NO. 3



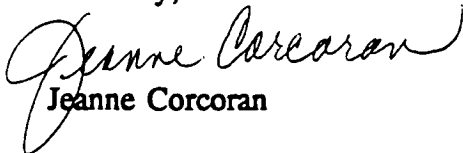
satisfy the requirements of the subject agreement and the performance specifications of the parking control system. The Department of Public Works will review and approve of any future changes in the system.

5. The City shall have the right to review and audit the reports provided by the system as described in #4 above. Said reports shall be provided to the City upon request within five working days.
6. There shall be a limited number of monthly parking permits. This number shall include an oversell factor approved by the Department of Public Works.
7. Short term charges can not be returned to tenants.
8. Signage must be provided for the parking structure indicating that public parking is available, the parking rate scale and electric vehicle recharging is available.
9. The applicant must submit a 35% trip reduction TMP.

These items will be considered in the conditions of approval for the project as well as in an agreement between the applicant and the City as referenced in your letter of April 5, 1993 to Mark Morgan. Furthermore, you have asked that the existing monthly permit parkers on Lot A not be considered a part of this agreement, in trying to achieve any kind of limitation on monthly parking for the project. The monthly permit parkers at Lot A are considered to be separate and independent of the proposed agreement and will be managed independently of any agreements concerning the 555 Capitol Mall Parking Expansion Project.

If you should need clarification of these items, please contact Mark directly at 264-5354. Upon receipt of your proposal, staff will review it. If your proposal meets with our approval, staff will speak with Regional Transit, SMAQMD, SOCA and ECOS in order to provide concurrence on this project.

Sincerely,

  
Jeanne Corcoran

cc: Mark Morgan, Public Works  
Art Gee, Planning & Development

00574

**TEICHERT LAND CO.**

484-3364  
RECEIVED

MAY 26 1993

Ans'd .....

May 10, 1993

Ms. Jeanne Corcoran  
Department of Planning and Development  
1231 I Street, Room 300  
Sacramento, CA 95814-2998

Dear Jeanne:

The purpose of this letter is two-fold. The first purpose is to modify our garage application to provide for 30 electric spaces, not the 42 requested in our original application. None of the city agency representatives have indicated that this element makes any difference in their thinking about the project, and our contractor has informed us that 30 is the "cutoff" point for electrical access from the building without putting some fairly expensive new systems in place. Please make that change in our application.

Second, as I mentioned on the phone, I received your letter of April 27, indicating the parameters proposed for our garage project. I clarified it with Mark Morgan, discussed it with our attorney, Joe Coomes, and presented it at the monthly Management Committee meeting last Monday.

The Downtown Plaza Towers Associates believe that these parameters represent proposed requirements so different from ours that further negotiation would not be productive. We therefore request that planning staff make your recommendation about our application and schedule us for a hearing by the Planning Commission without further delay.

So far, this application process has been prolonged for more than 5 months. Our project is supported by the merchants and businesses in the vicinity. It is endorsed by the "clean air" program staffs of both public utilities. We believe it is time to move to a decision.

We are unable and unwilling to turn our garage over to governmental control, which is the essence of your letter. We have been running our building, including this garage, as a first class operation for many years without bureaucratic permission or daily (let alone hourly) oversight. We must continue to do so.

There is a simple way to organize the garage so that at least 135 spaces are available for public use, without overspecifying the project and losing the advantages of simplicity and flexibility provided by the current mix of public and unassigned tenant parking. That way is to move the existing

P42-320

7-22-93

ITEM NO. 3

Ms. Jeanne Corcoran  
May 10, 1993  
Page Two

control gates up the ramp 135 spaces. "It's that simple."  
Almost.

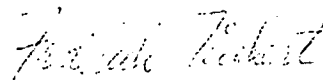
Our application proposed serious and unrefuted arguments for the public benefit of this project in light of the disappearance of a significant amount of public parking. A favorable recommendation from you would not be a concession to poor public policy. It would be a pro-public benefit in itself, preventing the congestion and smog created by cars from Lot A driving around seeking parking in the CBD.

We concur with your department that our project has no negative environmental impact. On the contrary, it will help mitigate damage caused by the planned elimination of adjacent public parking. I hope you recommend it without using this opportunity to acquire further leverage in areas which present a significant financial and operational burden for us without a proportional public benefit.

In either case, we believe it's time to stop attempting to negotiate this application and proceed to a decision, one way or the other. Please make your recommendation and let me know when the hearing is scheduled.

Thank you.

Sincerely,



FREDERICK TEICHERT  
Vice President

P.S. I am enclosing some sobering documentation of the deterioration of the CBD relative to the suburbs. According to the figures, Sacramento is steadily losing the downtown density upon which light rail - indeed, all public transit - depends. A valid approach to the larger issues of downtown viability will not disregard the benefits of all components of the transportation system, including cars, even electric ones.

cc: Bill Edgar  
Art Gee  
Mark Morgan  
Will Weitman  
DPTA Management Committee

00575

892-320

7-22-93

ITEM NO 3

986-1005

Shares of Sectorial Employment by Location 1976-1980-1986

1-1-53

	CBD			RCC			RPMSA		
	1976	1980	1986	1976	1980	1986	1976	1980	1986
Sacramento Principle Metropolitan Statistical Areas	.268	.161	.116	.438	.470	.455	.294	.370	.429
54 Major Principle Metropolitan Statistical Areas	.177	.161	.144	.360	.355	.349	.463	.485	.507

CBD = Central Business District  
 RCC = Rest of Central City  
 RPMSA = Rest of Principle Metropolitan Statistical Area

Source: Wharton Urban Decentralization Project Data Base