



# REPORT TO LAW & LEGISLATION COMMITTEE City of Sacramento

915 I Street, Sacramento, CA 95814-2671

**STAFF REPORT**  
**June 7, 2012**

Honorable Members of the  
Law and Legislation Committee:

**Subject:** The Zoning Code Parking Update (LR11-005)

**Council District:** Citywide

**Recommendation:** Review and Comment.

**Contact:** Greg Sandlund, Associate Planner, (916) 808-8931; Jim McDonald AICP, CFM, Senior Planner, (916) 808-5723.

**Presenter:** Greg Sandlund, (916) 808-8931

**Department:** Community Development

**Division:** Planning

**Organization Number:** 21001222

## **Description/ Analysis**

**Issue:** A key initiative of the Planning and Development Code Update is to modernize the City's parking requirements. The Zoning Code Parking Update is intended to help create the balance of encouraging infill development consistent with the 2030 General Plan while reducing potential parking impacts to existing neighborhoods, particularly those that are adjacent to commercial corridors. The Zoning Code Parking Update is part of the City's effort to develop the new Planning and Development Code. However, it will maintain a separate schedule and outreach efforts.

The 2030 General Plan and the Central City Parking Master Plan acknowledge the challenge of providing adequate off-street parking to meet the needs of businesses and residents, while also balancing the need to reduce development constraints caused by onerous or inflexible parking requirements. Parking requirements for new land uses are

outdated and designed primarily for suburban development, as opposed to existing urban and traditional neighborhoods.

Since the project began in September of 2011, Staff has done intensive outreach to a variety of interest groups that are listed in Attachment 4. Input from stakeholders has been incorporated into a public review draft report that can be found in Attachment 5. On May 10, 2012, Staff received positive input from the Planning Commission on the draft report's findings and recommendations. Highlights of the findings and recommendations can be found in Attachment 3. Key recommendations include:

- Context based parking requirements with lower requirements in urban areas
- Flexibility in meeting parking requirements
- Urban parking lot dimensions
- Incentivizing residential mixed use and adaptive reuse projects

Staff is presenting the draft report to the Law and Legislation Committee for confirmation of the report's recommendations. Staff will then develop implementing ordinances for adoption by the City Council in September 2012.

**Policy Considerations:** The Zoning Code Parking Update is consistent with the 2030 General Plan and the Central City Parking Master Plan. Policies that support the adoption of parking standards that facilitate urban, infill development include the following:

- **Implementation Program 28.** The City shall conduct a study of current parking requirements in the Central City and urban centers (i.e., Urban Center Low and Urban Center High) to evaluate options for dedicated parking spaces for car-sharing and incentives (e.g., receive credit for meeting the "parking minimum" zoning requirements).
- **M 6.1.1 Appropriate Parking.** The City shall ensure that appropriate parking is provided, considering access to existing and funded transit, shared parking opportunities for mixed-use development, and implementation of Transportation Demand Management plans.
- **M 6.1.2 Reduce Minimum Parking Standards.** The City shall reduce minimum parking standards over time to promote walkable neighborhoods and districts and to increase the use of transit and bicycles.
- **CC.M 1.2 Adequate Parking.** The City shall provide adequate off-street parking to meet the needs of shoppers, visitors, and residents.
- **CC.M 1.3 Residential Street Parking.** The City shall reduce the adverse impact of commuter parking on residential streets.

**Environmental Considerations:** No project is being proposed at this time. Staff is only presenting details about a pending planning initiative. Environmental review pursuant to

the California Environmental Quality Act (CEQA) will be conducted prior to the adoption of any implementing ordinances.

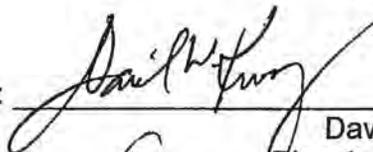
**Public Comments:** Staff has conducted outreach with stakeholders representing neighborhoods, developers, public agencies, and business groups, which are listed in Attachment 4. Throughout this process, concerns about parking impacts have been expressed by midtown residents, specifically evening visitors to the Central City.

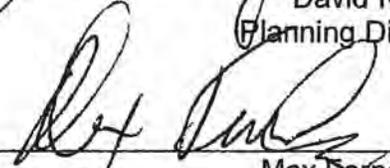
Members of the public, advocacy organizations, and business districts have submitted letters that range from support to concern. These letters can be found in Attachments 6-12. Staff is addressing these comments and others in a question and answer format that can be found in Attachment 2.

**Sustainability Considerations:** The Zoning Code Parking Update is consistent with the City's Sustainability Master Plan goals and policies as adopted by the Council in December 2007. The update of parking regulations will make possible sustainable land use and transportation policies identified in the 2030 General Plan and the Sacramento Blueprint by adapting the Zoning Code to incorporate development standards that are appropriate for new urban uses.

**Rationale for Recommendation:** The Zoning Code Parking Update is a priority implementation program for the 2030 General Plan. Improving development regulations will help ensure consistency between planning policies and zoning regulations; ensure a timelier, more predictable development review process; and send a message that the City wants to encourage development consistent with its general plan.

**Financial Considerations:** None.

Respectfully submitted by:   
David Kwong  
Planning Director

Approved by:   
Max Fernandez  
Director of Community Development

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**Attachment 1**

**Background**

The Zoning Code's parking requirements for new land uses are outdated and designed primarily for suburban development, as opposed to redeveloping our existing urban and traditional neighborhoods. These existing neighborhoods often include the reuse of lots and buildings that were created prior to the significant increase in the use of the automobile.

**The Problem:**

- Parking requirements can create substantial challenges to not only the cost, design, and development of infill projects but also the community's perceived negative impacts of the new development.
- Current regulations do not acknowledge the benefits of mixed-use, walkable neighborhoods that are well-served by transit in terms of reducing trips and the need for parking; they also do not provide incentives for owners of existing parking facilities to share their parking when it is not being used.
- Current regulations are inflexible both in how off-street parking can be provided but also in how parking lots are designed.
- Many existing infill sites contain little or no parking.
- New infill development is often expensive and cannot afford the cost or space required for suburban parking standards.

**Recommended Solution:**

In response, the City has contracted with Nelson/Nygaard Consulting Associates to assist staff to:

- Determine whether our current parking requirements are accurate for new land uses;
- Consider current parking supply, transit resources to identify appropriate context for parking considerations; and
- Evaluate the economic feasibility of complying with current parking requirements.

With information from this initial analysis, as well as input from the community, staff will develop a report that includes:

- The evaluation of the existing regulatory environment
- Recommended revisions to the existing parking ratios (if necessary)
- Recommended tools to provide alternatives to onsite or off-site parking requirements (e.g. in-lieu fees, car sharing, ministerial process)

- Recommended policy changes to support alternative parking standards (if necessary)

**Timeline:**

1. Planning Commission Discussion of the Preliminary Analysis **March 8, 2012**
2. Planning Commission Confirmation of Key Findings and Recommendations **May 10, 2012**
3. Law & Legislation Committee Confirmation of Key Findings and Recommendations **June 7, 2012**
4. Adoption of Report and Ordinances **September 2012**

**Attachment 2**

**Frequently Asked Questions**

**1. How will parking impacts to neighborhoods be addressed in the future?**

- Currently, our parking requirements require a waiver of on-site parking for most commercial development in the Central City and older commercial corridors. This permit process discourages development and does not effectively address neighborhood parking impacts.
- Staff is proposing that parking demand be met by allowing alternatives to onsite parking such as bicycle, scooter/motorcycle parking, carsharing, and other methods of encouraging alternative modes of transportation.
- An integral part of minimizing on-street parking impacts in residential neighborhoods include the following measures:
  - Expand parking meter time limits in residential/business transition areas.
  - Where feasible, convert existing parallel parking spaces into more efficient angled parking spaces.
  - Partner with residents to expand the use of the Residential Permit Parking Program, which restricts or prohibits non-resident parking in neighborhoods.
- Existing on-street and off-street parking has been found to be underutilized in certain parts of the Central City. Property owners of existing surface parking lots that would otherwise allow the public to park on their lots during non-business hours are concerned about the liability that comes with the more intense use of the parking lot.
  - Efforts are currently underway by the City's Parking Division to make these strategically located parking lots in midtown available to the public during evenings and weekends.

**2. What is the Residential Parking Permit Program?**

- This program allows residents within city limits to restrict the use of on-street parking spaces by non-residents for limited amounts for time or prohibit non-resident parking altogether. On March 6, 2012 the Council amended the program to allow the Parking Manager greater flexibility to administratively adjust these permit areas.
- The Parking Manager is currently working on expanding the size of residential parking permit areas in Midtown to address residents' concerns related to special events during evenings and weekends. A pilot program to expand these permit areas will occur prior to adoption of the new parking requirements recommended as part of the Zoning Code Parking Update.

**3. Out of town patrons of bars and nightclubs have created a nuisance late at night for residents. How are the new parking regulations going to address this problem?**

- Accurate, context sensitive, parking requirements coupled with alternative ways of reducing parking demand will be an improvement from the current system of requiring too much parking and then waiving it.

**4. If you do not have minimum parking requirements how will this impact the parking supply in the long term?**

- Nothing prevents a developer from providing more parking than is required. Parking adds value to a project and staff anticipates that parking will be provided when there is an opportunity to do so. Some development projects will not be financed if the funder is not comfortable with how clients/residents will park.
- Data is collected every three years in the Central City to determine how much our on-street and off-street parking is utilized. Staff will be able to see how changes to the Zoning Code's parking requirements and our parking management efforts are affecting the parking supply.

**5. Do we need to improve our transit service before reducing our on-site parking requirements in urban areas?**

- The City cannot continue to unnecessarily constrain development while transit improves. Furthermore, abundant and free on-site parking will discourage the use of transit rather than improve it.
- Transit is improving. Regional Transit's light rail service would be extended to approximately 11 p.m. on weekdays and Saturdays; and bus service on nine routes would be extended to approximately 10 p.m. on weekdays. Other bus service improvements would increase frequency, realign routes and add service. Additionally, a new private bus service called the Sactown Hopper is connecting the Sacramento State campus with Central City restaurants and bars until 3 a.m. on Friday and Saturday nights.

**6. How can our parking requirements encourage adaptive reuse?**

- Staff is recommending that if a listed historic structure is to be converted from a nonresidential use to a residential use, no minimum parking is required for the residential units. Only the original square footage is exempt from the minimum parking requirements. If the project is a mixed use development, the nonresidential component does not have a minimum parking requirement if at least 50% of the square footage is devoted to residential uses.

**7. Why do we have parking maximums?**

- Parking maximums are intended in many cases to reduce traffic, parking demand, CO2 emissions, preserve space for active uses, and incentivize alternative modes of transportation. Staff is recommending that we allow parking maximums to be exceeded on condition that the project has active ground floor uses and allows the additional parking to be publicly accessible.

**8. Why have minimum parking requirements at all?**

- Minimum parking requirements will continue to address parking demand in areas that do not have excessive parking reserves, adequate transit service, are not walkable, or lack other factors that reduce parking demand. Eliminating minimum parking requirements in these areas could create a shortage of parking in the long term.

**Attachment 3**

**Key Findings and Recommendations**

The following highlighted findings and recommendations are from the larger public review draft report which can be found in Attachment 5. The draft report provides further detail and the rationale behind the recommendations.

**Findings**

- Constructing more off-street parking will not relieve on-street parking congestion.
- The impact of parking standards on development feasibility is highly sensitive to the size of the site and scale of the project, especially for mixed use projects.
- Current parking requirements associated with storefront commercial uses are exceeding parking demand rates associated with urban retail, are onerous for in-fill projects, and are overly specific.
- Current Central City office and residential parking standards are consistent with the current market. However, greater flexibility to meet evolving market demand for on-site parking is desirable.
- The current entitlement process regarding parking creates uncertainty and absorbs an inordinate amount of time and resources.
- Parking dimensions are oversized and unnecessarily consume valuable land.

**Recommendations**

- Eliminate minimum parking regulations for the Central Business District.
- Exempt nonresidential projects on lots 6,400 square feet or less from minimum parking requirements.
- Exempt vertical mixed use projects that have more than 50% square feet devoted to residential uses from minimum parking requirements for the nonresidential component.
- Exempt listed historic structures that are converted to residential uses from minimum parking requirements.
- Allow multifamily developments the ability to require less than one parking space per unit in urban areas.
- Use the same parking requirement for restaurants, office, and retail in urban and traditional areas.
- Permit, through an administrative process, offsite parking for clients and/or employees; carsharing; parking space sharing; scooter/motorcycle parking; additional bike parking; and/or an in-lieu fee in meeting parking requirements.
- Allow projects that have transportation management plans the ability to reduce their parking requirement by 35%.
- Allow for lower minimum stall depth and maneuvering width dimensions.
- Require both short-term and long-term bicycle parking for all land uses.

**Attachment 4**

**Outreach Summary**

To date, Staff has presented the project to the following organizations, or their representatives:

Neighborhood Groups

- Neighborhood Advisory Group for the Central City and East Sacramento
- Sacramento Old City Association
- McKinley East Sacramento Neighborhood Association
- East Sacramento Improvement Association
- Community Partnership Meetings representing neighborhood associations from the north, south and southeast sections of the City

Business Districts

- Sacramento Downtown Partnership Strategic Development Task Force
- Midtown Business Association
- Greater Broadway Partnership
- River District

Advocacy Groups

- WALKSacramento
- Breathe Sacramento
- Sacramento Area Bicycle Advocates
- California Infill Builders Association
- Urban Land Institute
- Central Valley Chapter of the American Institute of Architects
- Sacramento Builders Exchange
- Sacramento Region Builders

Public Agencies

- Regional Transit
- Sacramento Metropolitan Air Quality District
- Capitol Area Development Authority
- Sacramento Area Council of Governments

Transportation Management Authorities

- Sacramento Transportation Management Authority
- North Natomas Transportation Management Authority
- South Natomas Transportation Management Authority
- Power Inn Alliance

**Attachment 5**

**Public Review Draft Report**

Due to the size of the document, the public review draft report has been posted on the Law and Legislation Committee agenda as a separate document. The report can be found at:

<http://www.sacgp.org/documents/PublicReviewDraftReport.pdf>

May 7, 2012

Greg Sandlund, Sacramento Planning Staff  
Members of the Planning Commission

I am a long term Central City resident and activist who, like my neighbors, has been negatively impacted by the City's current lack of regard for the parking problems facing Central City neighborhoods. I oppose the recommendations that staff is currently bringing to the Planning Commission for changes to the City's parking code because they fail to address the serious parking problems that many Central City neighborhoods are currently having and, if adopted, will make those problems worse.

The core of the staff report is the recommendation to exempt all commercial properties of less than 6,400 square feet (pretty much all the lots in Midtown and much of the rest of the Central City) from parking requirements. This will certainly benefit developers and business owners, but it is a disaster for the livability of Central City neighborhoods. It appears that staff ignored the input received from Central City residents about the fact that many blocks (mine included) don't even have enough parking for current residents, never mind bar and restaurant patrons. Staff also ignored the toll that the behavior (screaming, fighting, vandalizing property) of drunken bar and restaurant patrons who consistently park in our neighborhoods is taking on livability. The 2030 General Plan calls for reducing sprawl and creating conditions that encourage people to live in dense, close in urban neighborhoods. But people don't want to live in neighborhoods where they can't park, can't sleep and have to repeatedly spend money to fix property damage, as is now the case in large portions of Central City neighborhoods. Some long term residents are already starting to leave and more are likely to follow if the recommendations in the staff report are adopted.

It is true that requiring businesses that can't meet current parking requirements to get waivers has not been an effective way of dealing with parking problems in the Central City. The staff report suggests other, more appropriate ways that parking requirements might be met including off site parking, in lieu fees and shared parking arrangements based on peak hours of operation and parking usage patterns. Another option that the report does not include is the use of agreements for validated parking between businesses and parking lot or structure owners. This suggestion was brought up by residents attending recent meetings on changes to the parking code and has also been brought up in relation to specific projects. For some reason, it has always been ignored. One other thing that should be considered here is that parking requirements as they are currently used do more than just address parking. They have also allowed the Zoning Administrator and the Planning Commission to put other, non-parking conditions on businesses, particularly bars and restaurants. These conditions have been helpful to neighborhoods that are already reeling from what ABC calls the "undue concentration" of alcohol licenses.

The only way that eliminating existing parking requirements could possibly work for neighborhoods would be to extend residential parking permit hours so as to keep after hours bar and restaurant patrons from parking in those neighborhoods. Residential blocks within walking distance of bars and restaurants (current experience shows that to be as far as five or six blocks) need parking restrictions that limit parking to residents (and their guests) from 6 p.m. to 6 a.m. This needs to be combined with a system that would allow residents, who currently have one guest permit per household, to easily get additional short term guest permits on line when they are having a party or other event with more than one guest. While planning staff and the Planning Commission do not have control over the residential permit parking process, they can and should adopt a recommendation that it be implemented to protect neighborhoods. Current parking requirements should be maintained for commercial uses adjacent to any residential neighborhood until such time as that neighborhood has implemented after hours residential permit parking restrictions.

The staff report talks about the large number of parking structures and surface lots that sit virtually empty on evenings and weekends. The report is probably correct that these lots could meet most of the needs of business patrons, but that they are currently either viewed as too expensive by patrons (and no amount of signage will get patrons to use lots they consider to be too expensive when they can park free in our neighborhoods) or are not available for after hours use. These lots have the potential to be an important resource. The only way to assume that they get used is 1) use the residential permit parking program to create a situation where free neighborhood parking is no longer available and 2) for the City to take the lead in working with the Downtown Partnership, the Midtown Business Association, parking lot operators and parking lot and facility owners to find ways (including ways of addressing liability insurance) to open these lots after hours. Creating a situation where patrons had to park in existing parking lots and garages rather than in neighborhoods would have the additional advantage of keeping problem bar patrons within a more limited area, thus making it easier for police and security to manage them and reducing the level of alcohol related crime that is now occurring in the neighborhoods.

The primary focus of the staff report is on parking for commercial uses, but it also recommends reducing the requirements for some residential projects from the current one space per unit to less than one space per unit. It is one thing to waive requirements for the adaptive reuse of old residential buildings which were built without parking and I have no problem with that. However, I find it completely unacceptable to eliminate the 1:1 requirement for new residential construction other than senior or affordable housing. The Central City already has a large number of multi-unit apartment buildings that were constructed in the 1950's, 60's and 70's without off street parking as well as a number of smaller, older buildings that were built without parking. The result is that there are many blocks in the Central City where residents have more cars than parking spaces. It is nothing short of absurd to continue to add to this problem.

In conclusion, the staff report treats residents of the Central of the Central City (and probably residents in other traditional neighborhoods immediately adjacent to commercial corridors) like second class citizens who lack the right to either the “quiet enjoyment” of their homes or the ability to park within a safe (never mind convenient) distance of those homes. The Planning Commission needs to direct staff to rewrite the report in a way that protects and preserves Central City and other mixed use urban neighborhoods.

Thank-you for your consideration.

Sincerely,

Karen Jacques



**Attachment 7**

May 8, 2012

City of Sacramento Planning Commission

RE: New parking codes

To whom it may concern:

My name is Michael J. Heller (Heller Pacific and LoftWorks LLC). I have been developing projects in the City since 1997 and have completed 10 projects to date. Parking has been a major obstacle on nearly every project I have undertaken so I am very pleased that Staff has the vision to make practical improvements to the code.

I have now participated in a two stakeholder meetings with City Staff on the proposed new parking codes for the Central City as well as phone conversation with Staff. At the most recent one (DSP Task Force), we had a very thorough discussion about the proposed code as it relates to the realities of urban development. I must say I have been very impressed with the approach that Staff is taking. Specifically:

- Addressing the cost and unpredictability of applying for parking waivers
- Not forcing developers to secure off-site parking leases that are near impossible to get, are cost prohibitive and run contrary to all the "green" principles we strive for.
- Creating some flexibility in providing alternatives to suburban models of parking (bike racks, scooter, motorcycles, credit for space sharing etc).
- Allowing market forces to drive the requirements for parking. Developers, lenders and tenants will ensure adequate amounts of parking.

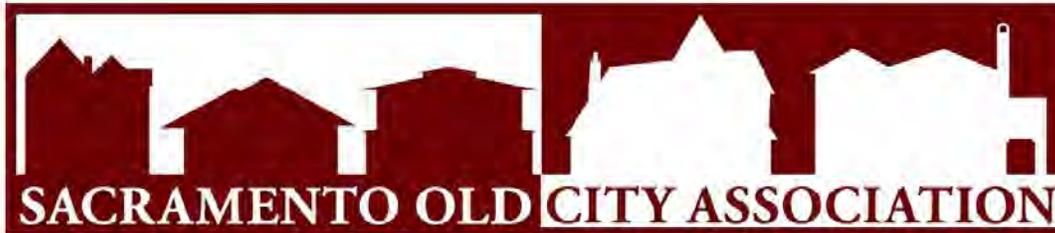
I commend the efforts of Staff and encourage you to move this effort forward. If we can be smart here and really establish a forward-thinking policy on parking, it will help developers get projects out of the ground and in doing so revitalize our local economy.

Regards,

A handwritten signature in blue ink, appearing to read "Michael J. Heller".

Michael J. Heller

Attachment 8



Sacramento Old City Association - PO Box 162140, Sacramento CA 95816 – (916)455-2935 – [info@sacoldcity.org](mailto:info@sacoldcity.org)

Greg Sandlund

Associate Planner, Community Development Department

300 Richards Boulevard, 3<sup>rd</sup> Floor

Sacramento, CA 95811

April 9, 2012

Dear Mr. Sandlund,

On behalf of the Sacramento Old City Association, I would like to thank you for presenting information regarding suggested Green Development Code proposals and changes to parking in the central city to the SOCA Board on Monday, April 2. The presentation was very informative and inspired much discussion. On behalf of SOCA, I am writing this letter to follow up on some of the ideas generated at the meeting.

First, regarding the list of alternate means for central city projects to reduce parking requirements, SOCA board member Sean deCourcy suggested adding adaptive reuse of existing buildings to this list, to incentivize reuse of existing building stock constructed without parking spaces. Currently, a project in a zero lot line historic building must pay for a special permit to exempt them from parking requirements, just as other suggested code alternatives currently do. A review of code should reflect options that incentivize green approaches to infill, such as adaptive reuse, instead of discouraging the use of existing building stock by adding the higher costs of in-lieu fees, or other options as listed in your presentation that are better suited to new construction..

Second, if the objective of the city is to minimize the effects of vehicle traffic on central city residents, as outlined in the presentation and the city's general plan, the parking plan must include resident-only parking in neighborhoods most affected by evening visitors to the central city, and street lighting between visitor parking areas and business districts to facilitate safe nighttime walking paths. The objective of resident-only parking is not to discourage central city business or visitor traffic, but to direct it back into the business district and encourage visitors to use parking garages and lots, or use alternate means to reach the central city. This has multiple effects: It is more physically convenient for business patrons, it makes more money for private parking lots and garages, and it keeps the neighborhoods quieter and more livable, and thus more desirable as places to live. Increasing population in the central city reduces the number of vehicle trips, and each central city resident has a far greater economic effect on central city businesses than outside visitors, because far more of their disposable income is spent in the central city. Encouraging the use of residential neighborhoods as business parking lots discourages resident investment and encourages central city residents to consider the suburbs for peace and quiet, adding their cars to the parade of traffic entering and exiting the central city every weekend.

Finally, in addition to greater residential density in the central city, the best way to encourage alternate means to reach the central city is to create linkage between central city development and public transit. Choking off parking supply without providing transit alternatives does nothing to create a transit-oriented, walkable neighborhood. It simply discourages both residential and commercial investment, and forces central city residents and customers to seek car-centric neighborhood alternatives. **Transit-oriented development requires sufficient transit.**

Many of these points were outlined in a December 8 letter presented to the Planning Commission and provided to staff. A copy of that letter is attached for your review.

William Burg, President, SOCA

Cc: Tom Pace, Jim McDonald, David Kwong, Max Fernandez



December 8, 2011

**RE: Green Development Code (LR11-006)**

Members of the Planning Commission and City Staff,

The Sacramento Old City Association (SOCA) salutes the efforts of the City of Sacramento to embrace sustainability in its development process, and offers the following recommendations to City staff and the Planning Commission regarding adaptive reuse, affordable housing and parking, all of which are issues of interest to SOCA members and residents of Sacramento's historic neighborhoods.

**Adopt an Adaptive Reuse Ordinance**

"The greenest building is one that is already built" is a long-held truism in the preservation community, and this philosophy must be expressed in green development codes. In addition to their value as expressions of our cultural and architectural legacies, our existing building stock represents an enormous quantity of embodied energy that is lost when old buildings are demolished and replaced with new. Restoration of historic buildings is less materials-intensive, sparing our landfills from new construction waste materials and demolished old buildings. Restoration is labor-intensive rather than materials-intensive, creating more jobs per dollar spent when compared to new construction, and a more positive economic effect.

In addition to the identification and designation of historic buildings and districts, cities like Los Angeles have created policies to facilitate adaptive reuse of existing buildings and conversion to residential use, including those as recently built as the 1970s. This ordinance has resulted in the tripling of downtown Los Angeles' population in less than a decade, a testament to both the demand for downtown housing and the effectiveness of an adaptive reuse ordinance. A Sacramento adaptive reuse policy would incentivize the occupation and revitalization of existing building stock in the urban core, and discourage "demolition by neglect." In addition to its "green" sustainability, these policies promote economic sustainability by allowing property owners to better utilize current building stock in a more cost-effective manner. Simplifying adaptive reuse also makes housing more affordable through use of vacant buildings.

References:

<http://preservation.lacity.org/reuse-ordinance> Los Angeles adaptive reuse ordinance



### **Parking Reduction through Transit Mitigation, Parking Sharing and Resident-Only Parking**

The city's General Plan directives include several apparently contradictory statements: reduce minimum parking standards while providing adequate off-street parking, and reducing the impact of commuter parking on residential streets. Reducing parking minimums must be accompanied by alternatives that promote use of other transit modes. Recently passed legislation (AB 147, Dickinson) authorizes local agencies to charge fees, dedications, reservations or other exactions on development projects to construct pedestrian, bicycle and public transit facilities. By requiring transit facilities in lieu of parking spaces, new development can facilitate other transit modes instead of shifting the burden of parking to nearby neighborhoods without providing alternatives. This legislation also facilitates adaptive reuse of older buildings, by providing parking alternatives in neighborhoods where there are no adjacent private lots.

#### References:

[http://www.leginfo.ca.gov/cgi-bin/postquery?bill\\_number=ab\\_147&sess=CUR&house=B](http://www.leginfo.ca.gov/cgi-bin/postquery?bill_number=ab_147&sess=CUR&house=B) Bill text of AB 147 (Transportation Mitigation Impact Fees)

Parking sharing agreements allow multiple businesses with different hours of operation share a common lot. Currently, there are no means for businesses to create formal parking sharing agreements through the city. Instead, businesses ask for exemption from parking requirements, which requires a special permit, and establish these agreements on an ad-hoc basis. Creating a formal procedure for parking sharing agreements simplifies the regulatory process and meets parking needs while discouraging the creation of new parking lots.

Finally, reduce the effects of commuter parking on residential streets through expanded use of resident-only zones in neighborhoods most impacted by commuter and late-night parking. This strategy channels traffic to paid parking lots in commercial zones and on-street parking. This strategy will also enhance the livability and safety of the walkable neighborhoods adjacent to business districts, discourage pollution by commuters who "orbit" neighborhoods seeking free parking, and encourage residents to walk or bike for trips within their own neighborhoods.

William Burg  
Preservation Chair, Sacramento Old City Association



May 9, 2012

**RE: Zoning Code Parking Update**

Dear Members of the Planning Commission and City Staff:

On behalf of the Midtown Business Association (MBA), I would like to submit this letter of support for the City of Sacramento's proposed Zoning Code Parking Update, and thank Mr. Greg Sandlund for the informative presentation at our April MBA Board of Directors' Meeting.

MBA has a sincere interest in improving parking regulations in Midtown and the Central City in order to increase ease of planning for incoming businesses and improve management of public parking on city streets. The MBA's mission is to promote and protect the businesses in Midtown Sacramento through public service, support, and advocacy. I believe our member property and business in Midtown will benefit from the proposed revisions to existing code.

**MBA is particularly supportive of the Zoning Code Parking Update for the following reasons:**

- Current parking requirements for storefront commercial uses are onerous for business owners, not in alignment with the urban nature of Midtown, and deter new businesses from investing.
- Current regulations do not provide incentives for property owners of existing parking facilities to share their parking facilities when they are not being used.
- Proposed new parking regulations will more encourage increased use of alternate modes of transportation, and offer developers alternatives to onsite or off-site parking requirements (in-lieu fees, car sharing, etc.)
- New regulations accurately reflect the mixed-use, walkable, bike-friendly grid that Midtown has to offer.
- Rather than negotiate a costly and unpredictable parking waiver process, new businesses will be able to address parking demand in more flexible, site specific manner.

The Midtown Business Association is looking forward to working with the City to create greater opportunities for shared public parking that can reduce parking impacts to surrounding residential areas. I respectfully encourage you move this item forward.

If you have questions or need additional information, I can be reached by phone at 916-442-1500.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth Studebaker".

Elizabeth Studebaker  
Executive Director

Attachment 10

**Greg Sandlund**

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**From:** dale kooyman [kooyman801@gmail.com]  
**Sent:** Wednesday, May 09, 2012 2:04 PM  
**To:** Greg Sandlund  
**Cc:** Declines Rommel; Ray Timothy; Smira Michele; LoFaso Alan; Nybo David; Burchill Kiyomi; Mendez Michael; Parrinello John; Molander Anna; Tom Pace; Wendel Tom; Ken Lauszus; Harriman Paul; Sgromo Vito; Smith Clara; DAMJANOVIC MARTHA; Tsamtsis Paul; Marion Millin; STARR Marilyn; Trimble Jeanette; Winger Robert; Holmes Bruce; Robert King Fong; Lisa Nava; Steve Cohn; Sue Brown; Tsamtsis Paul; Doolittle Jeffrey; Jacques Karen  
**Subject:** Parking Code update

This proposal totally totally ignores, if not is in defiance of, what the other participant and I told staff and the consultant when we served on the stakeholder committee. I now see it was not only a waste of time but why you and your supervisors/cohorts did not want to meet with us, **as I repeatedly asked**, after you had completed this lofty joke of a proposal. Apparently it is intended to be "business friendly" but is actually **anti-business** to Midtown's largest business of all--the **selling and rental** of residential homes and apartments. This proposal fails badly to **strike a balance** between the non-residential and the residential needs.

As staff was told in that stakeholder meeting, many bars and clubs mislead the city by serving some kind of food and call themselves restaurants so they don't have to meet the city's Public Necessity and Convenience code requirements for bars/clubs. These party places are now major benefactors of your generosity in spite of the fact they have increased crime and city police costs, the supporting studies about which I submitted (**which were ignored**) to the Planning Commission on the Red Rabbit parking issue.

These kinds of "restaurants" and bars/clubs should be exempted from your allegedly "green" effort which is totally misleading since we have a public transportation system that is designed primarily to serve commuters--not local residents. **OR** since no city staff want to restrict a business no matter how destructive or costly it is, **the best solution and only acceptable, effective solution, is to incorporate a mandate into this plan that the resident preferential parking programs' hours, as afforded residents in the 1977 U.S. Supreme Court decision, be expanded to match the operating hours of the the trouble causing bars/clubs.** That is fair and could be done easily instead of, as Planning has done in the past, placed the Parking Dept, Code Enforcement and residents on the hook while planning staff walk away from the mess they create.

All of these concerns I and others detailed to the Planning Commission in the Red Rabbit case and (**which were also ignored**) along with the long history I've observed and been victim of for over 36 years of i.e. poor decisions (except one), which Planning Staff and prior planning commissions have made to deteriorate and gradually destroy quality of life for Midtown residents.

Further, you know well that there are no massive parking structures in Midtown as there are in the CBD to absorb the commute employee and customer parking needs, so you merely dump more commuters to park onto the neighborhood streets. Instead of fixing already existing problems as detailed in Central City Parking Master Plan, you once again have ignored it. So staff and commission members **need to ask themselves who will buy or rent in Midtown when there is no place to park when they come home after work?**

I regret that if the tone and content of this email may offend someone. However, I have run out of patience with being polite and respectful only to get city platitudes and neighborhood disrespect in return. I bought and have lived Midtown for 36 years from the time it was considered a slum. But with fellow residents and preservationists we managed to create a quality of life in a Midtown that has attracted more families of mixed age, incomes and ethnicity while welcoming warmly non-trouble causing alcohol serving dinner house restaurants.

But here "you go again," with what is supposed to be "planning", to continue your assault on residents and lavishing your partiality on alcohol businesses--the very businesses with "planning's" support that are well on the way to destroying residents' quality of life.

I have come to the conclusion that "planning" and maybe even the commission will not be satisfied until you have returned the area to a slum and the trouble causing alcohol business leave (Old Town Chicago and St. Louis's Gas Light District as prime examples of destruction of private investment and then unsuccessful replaced with expensive public redevelopment).

Attachment 11



May 10, 2012

Dear members of the City of Sacramento Planning Commission,

WALKSacramento, the Sacramento Area Bicycle Advocates and Breathe California Sacramento – Emigrant Trails are pleased to see the proposed changes to the City of Sacramento’s parking regulations and zoning code. We believe this will better conform to the vision of the General Plan and the needs of city residents and businesses now and for the future. We are generally pleased with the direction and thank City staff for taking the time to meet with us and your time in reviewing our concerns.

We offer the following suggestions, underlined, to the proposed update text, in italics.

- 1. *Eliminate minimum parking regulations for the Central Business District. Exempt nonresidential projects on lots 6,400 square feet or less from minimum parking requirements. Vertical mixed use projects that have more than 50% square feet devoted to residential uses will not have minimum parking requirements for the nonresidential component. Allow projects that have transportation management plans the ability to reduce their parking requirement by 35%.*

This should not include exemption for bicycle parking and it should be clearly stated that it is intended for vehicular parking. In fact, CBD districts and projects that have TDM plans should have higher rates of bicycle parking.

- 2. *Permit, through an administrative process, offsite parking for clients and/or employees; carsharing; parking space sharing; scooter/motorcycle parking; additional bike parking; and/or an in-lieu fee in meeting parking requirements.*

Add bicycle share. Note bicycle parking as both long and short term and continue to allocate part of in-lieu fees to bicycle and pedestrian improvements.

- 3. *Require both short-term and long-term bicycle parking for all land uses.*
  - A. These requirements should not be tied to vehicular parking requirements.
  - B. The rates of required parking to be tied to the city’s goals for bicycle activity should meet existing demand, particularly in multifamily residential buildings.

We look forward to working with the Commission and City Council on this important issue.

Sincerely,

*(Signed)*  
Terry Preston  
Complete Streets Coordinator  
WALKSacramento

*(Signed)*  
Tricia Hedahl  
Executive Director  
SABA

*(Signed)*  
Argelia Leon  
Policy and Program Manager  
Breathe CA Sacramento



May 10<sup>th</sup>, 2012

Planning Commission  
City of Sacramento  
915 I Street  
Sacramento, California 95814

**RE: Item 10- The Zoning Code Parking Update- Strongly Support**

Dear Planning Commissioners,

On behalf of Region Builders, a coalition of commercial building industry associations and businesses founded by the Sacramento Regional Builders Exchange, **we are writing today to express our strong support for the Zoning Code Parking Update ordinance.**

The Zoning Code Parking Update intends to create more flexible parking standards to encourage infill development and make requirements more user-friendly so businesses can locate within our local community. For example, the current parking-ratios for the central city are excessive and more tailored to suburban development. This not only leads to underutilized parking, but effectively discourages commercial development through the permitting process and costs associated with building infill in our commercial corridors. With reduced, more flexible requirements infill development opportunities will be greatly enhanced because parking ratios will no longer be seen as a barrier, but a decision based on the market demand for that particular tenant. The simpler entitlement process will also help promote the types of development that are consistent with the policies adopted in the 2030 General Plan.

As an Organization, we are very excited about the parking update process and would like to commend City Staff for their impressive work thus far. We look forward to continue to engage in this process in the upcoming months.

If you have any questions, please contact our Political Director Scott Whyte at (916) 442-8991.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Joshua J. Wood".

Joshua Wood  
Vice President of Public Affairs  
Region Builders