



# REPORT TO COUNCIL

## City of Sacramento

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# 8

STAFF REPORT  
**October 25, 2005**

Honorable Mayor and  
Members of the City Council

**Subject:** Central City Parking Master Plan – Case Study

**Location/Council District:**

Area bounded by 14<sup>th</sup> to 19<sup>th</sup> Streets and J Street to Capital Avenue - Council District 1 & 3

**Recommendation:**

Adopt a resolution approving a parking strategy for the case study area bounded by 14<sup>th</sup> to 19<sup>th</sup> Streets and J Street to Capital Avenue.

**Contact:** Fran Halbakken, Planning & Policy Manager, 808-7194

**Presenters:** Fran Halbakken, Planning & Policy Manager  
Howard Chan, Parking Services Manager

**Department:** Transportation

**Division:** Parking

**Organization No:** 3461 & 3481

**Summary:**

The objective of the Central City Parking Master Plan (Master Plan) is to develop criteria, policies and procedures that will be used to guide the City when making decisions related to parking in the Central City. This report, the third in a series of reports to Council, asks Council to approve a parking strategy for the area bounded by 14<sup>th</sup> to 19<sup>th</sup> Streets and J Street to Capital Avenue (the case study area).

**Committee/Commission Action:**

The Planning Commission received an informational report on May 12, 2005. The Disability Advisory Commission received a presentation on June 16, 2005.



**Background Information:**

This item is a report back requested by City Council. On September 27, 2005, staff asked Council to approve recommendations to address parking supply and to adopt a strategy for the case study area. Council opted to have staff report back with near-term recommendations for the case study area and to delay the parking supply recommendations until all Master Plan recommendations have been discussed.

Staff is proposing that Council adopt the following recommendations for the area bounded by 14<sup>th</sup> to 19<sup>th</sup> Streets and J Street to Capital Avenue:

- Broker agreement among business owners and parking facility owners/operators to supply additional publicly available parking in the Midtown entertainment district by making existing private parking available in the evenings and on weekends or by developing new parking. The initial focus is Capitol Garage at 15<sup>th</sup> & K Streets and Capitol Center Garage at 16<sup>th</sup> & K Streets.
- Broker with other parking facility owners/operators to supply additional publicly available parking for special events.
- Improve signage, way-finding, and merchant promotions to encourage use of off-street parking facilities. The initial focus is East End Parking Garage.
- Stripe on-street parking spaces in areas without meters to increase the number of parking spaces provided.
- Re-stripe on-street and off-street spaces to increase the number of spaces provided, where possible.
- Use angle parking on streets where the angle parking will not interfere with safe traffic operations or compromise the historic nature of the area. The initial focus is Capital Avenue.
- Extend current parking restrictions and enforcement beyond 6 p.m. for meters and pay stations.
- Extend parking restrictions and enforcement of Residential Permit Parking zones beyond 6 p.m. within three blocks of the case study area.

Staff can quickly begin implementing the above actions to address near-term parking issues in the case study area. In addition, there are longer-term concepts that require future Council approval before they can be implemented. It is recommended that City Council direct staff to report back on:

- An “in-lieu-of-parking” fee for development of less than the minimum required parking.
- An interim use permit for vacant lots used for parking with exemptions from some of the requirements for improvements when there is a demonstrated need (current occupancy of publicly available parking of at least 85%) that is limited in time and is consistent with a longer-term master plan for the site and immediate area.
- Extending the surface lot permit beyond five years when need for parking can be demonstrated and all code-required improvements are made, and requiring existing non-conforming lots to meet requirements and obtain a permit for continued use.

**Financial Considerations:** The recommendations of this report do not have a direct financial impact. The study costs of \$399,975 are being funded by the Parking Facilities Development (VD96) capital improvement project (CIP). This CIP is funded with parking enterprise funds (Fund 412) which will be used for the off-street portion of the project. The Department of Transportation will augment VD96 with General Funds (Fund 101) to cover the on-street portion of the project. Financial considerations for the Master Plan will be presented to Council in a separate report at a later time.

**Environmental Considerations:**

This activity is not considered a project as defined by Section 15378 of the California Environmental Quality Act (CEQA) guidelines. The activity involves no physical construction and has no potential to cause a significant impact on the environment (CEQA Section 15061 (b)(3)).

**Policy Considerations:**

The Central City Parking Master Plan is consistent with the City of Sacramento’s Strategic Plan goals of improving and diversifying the transportation system, enhancing and preserving neighborhoods, and expanding economic development throughout the City.

**Emerging Small Business Development (ESBD):**

No goods or services are being procured with this Council action. The project consultant, DKS Associates, has met the ESBD requirement of 20% participation for City projects.

Respectfully Submitted by: *Francesca Lee Hatched*  
for Howard Chan  
Parking Services Manager

Approved by: *Marty Hanneman*  
Marty Hanneman  
Director of Transportation

Recommendation Approved:

*Cassandra H. B. Jennings*  
ROBERT P. THOMAS  
City Manager

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## **RESOLUTION NO.**

Adopted by the Sacramento City Council

Date

### **APPROVING CENTRAL CITY PARKING MASTER PLAN RECOMMENDATIONS FOR CASE STUDY AREA BOUNDED BY 14<sup>TH</sup> TO 19<sup>TH</sup> STREETS AND J STREET TO CAPITAL AVENUE**

#### **BACKGROUND**

- A. The objective of the Central City Parking Master Plan is to develop criteria, policies and procedures that will be used to guide the City when making decisions related to parking in the Central City.
- B. On August 2, 2005, City Council approved goals and objectives for the parking program.

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. The following parking strategy to address the case study area bounded by 14<sup>th</sup> to 19<sup>th</sup> Streets and J Street to Capital Avenue is approved:

- Broker agreement among business owners and parking facility owners/operators to supply additional publicly available parking in the Midtown entertainment district by making existing private parking available in the evenings and on weekends or by developing new parking. The initial focus is Capitol Garage at 15<sup>th</sup> & K Streets and Capitol Center Garage at 16<sup>th</sup> & K Streets.
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- Re-stripe on-street and off-street spaces to increase the number of spaces provided, where possible.
- Use angle parking on streets where the angle parking will not interfere with safe traffic operations or compromise the historic nature of the area. The initial focus is Capital Avenue.
- Extend current parking restrictions and enforcement beyond 6 p.m. for meters and pay stations.

- Extend parking restrictions and enforcement of Residential Permit Parking zones beyond 6 p.m. within three blocks of case study area.

Direct staff to report back on the following:

- An "in-lieu-of-parking" fee for development of less than the minimum required parking.
- An interim use permit for vacant lots used for parking with exemptions from some of the requirements for improvements when there is a demonstrated need (current occupancy of publicly available parking of at least 85%) that is limited in time and is consistent with a longer-term master plan for the site and immediate area.
- Extending the surface lot permit beyond five years when need for parking can be demonstrated and all code-required improvements are made, and requiring existing non-conforming lots to meet requirements and obtain a permit for continued use.