



APPROVED
SACRAMENTO REDEVELOPMENT AGENCY
CITY OF SACRAMENTO



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SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY
FEB 9 1982

February 1, 1982

CITY MANAGER'S OFFICE
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City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Old Sacramento Street Parking

The subject of parking in Old Sacramento has had a long history of discussion and debate over the years. A report prepared by a consultant in 1964 advocated the removal of cars from the Historic Area. The Redevelopment Plan for Project Area No. 4 (adopted by Ordinance No. 2681, August 25, 1966), of which Old Sacramento is a part, under the section, "Summary of Proposed Renewal Actions" states, "In order to carry out the intents and purposes...the Redevelopment Agency proposes to be guided by the following general procedures, policies and objectives", and lists under (g), "The vacation and abandonment of certain streets and alleys, the closing of certain streets and alleys to vehicular traffic, and the dedication of other areas for public street or alley purposes." Under "Other Official Actions" it is stated that, "...the City of Sacramento will aid and cooperate in the undertaking of the Project by:

1. Instituting proceedings for opening, closing, widening, or changing the grade of streets and alleys, and for modification of the street layout in the Project Area, as indicated on the accompanying Streets and Highways Map."

On January 20, 1981 the City Council approved Resolution 81-028 approving a negative declaration for the Interstate 5 parking garage. The environmental assessment leading to the adoption of the Resolution contained five specific references to the intent of the City Traffic Engineer in recommending elimination of all on-street parking in Old Sacramento except for commercial loading and unloading. In addition, a remark is made regarding mitigation measures for effects on existing parking facilities.

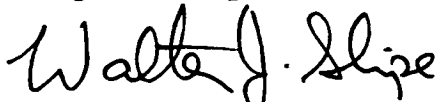
In view of the above adopted Resolutions, the intent of the City Council seems to be clear in terms of a policy direction. What is lacking is a specific implementation plan based on a study of the projected economic impact on merchants as well as the City garages. Alternatives ranging from a total ban on all street parking to a limited ban and other scenarios need to be explored and their economic impact analyzed so that the probable consequences of any implementation plan will be fully understood by the merchants and City Hall.

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We jointly recommend the Agency solicit a request for proposal and select an experienced consultant to prepare alternatives and study the economic impact of those alternatives. The estimated cost of such a study is between \$5,000 to \$10,000 to be completed within a three-month period. The funds would be paid from tax increments.

Respectfully submitted,



WALTER J. SLIPE
City Manager

Respectfully submitted,



WILLIAM H. EDGAR
Interim Executive Director

