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OFFICE OF THE
CITY MANAGER

CITY OF SACRAMENTO
CALIFORNIA

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915 I STREET
SACRAMENTO, CA
95814-2684

March 1, 1990

916-449-5704

Joint Budget and Finance and
Transportation and Community
Development Committee

Honorable Members in Session:

**SUBJECT: PARKING POLICY DEVELOPMENT AND INTERIM PARKING POLICIES
RELATED TO WELLS FARGO FOLLOW-UP REQUEST**

SUMMARY

This report responds to the City Council's request of January 23, 1990 to bring forward within 60 days a set of interim parking policies designed to reduce the environmental impacts of major projects development.

BACKGROUND

Upon approving the Special Permit for the Wells Fargo building, the City Council indicated a strong interest in revising the City's parking standards. Specifically, the Council expressed a desire to reduce current parking standards, set an absolute maximum on existing standards, or a combination of these and other changes. The City Council requested a report back within 60 days with suggestions on how to proceed, including a list of policy options that the City Council could implement almost immediately.

The theoretical nexus between parking facilities and air quality is that as parking availability diminishes more people will choose alternative modes of transportation. The policy question raised by the City Council's action on Lot A and the Wells Fargo building as well as the Council's directive to staff to identify interim parking policy options within sixty days is already generating significant questions within the community such as:

1. Have the City's parking standards been changed and what are they?
2. Does less land required for parking mean more land available for development?
3. Will the new regulations apply to the entire City, the County, both the City and the County, or just the downtown area?
4. How will the new (lower) standards impact the economic viability of the downtown?

5. What evidence is there to indicate that a reduction in parking facilities will improve air quality?
6. What will be the impact upon air quality of lowering parking standards within the Central City without corresponding changes in County and/or regional policies.
7. What impact would changes in parking policy for the downtown area have on parking in adjacent residential neighborhoods?

The above are but a few of the potential questions that will need to be answered as the Council considers new parking policy options. In response to the City Council's directive, staff is considering a two-pronged approach: (1) a comprehensive evaluation of parking policy alternatives, and (2) a collection of possible measures that can be implemented in the near term. Due to the complex nature of the Council's request, a continuation of this item for two weeks to the March 27, 1990 Transportation and Community Development Committee meeting is requested.

FINANCIAL DATA

None at this time.

POLICY CONSIDERATIONS

There are no policy considerations in the staff report. Policy considerations will be included in the March 27th report to the Transportation and Community Development Committee.

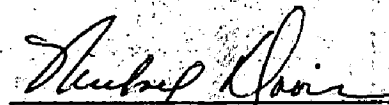
MBE/WBE

There are no MBE/WBE impacts associated with this item.

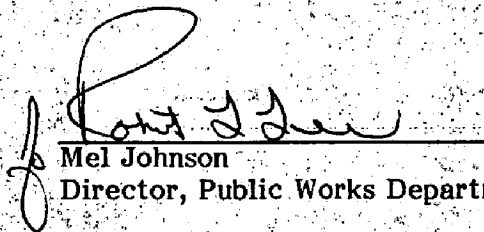
RECOMMENDATION

Staff recommends that this item be continued to March 27, 1990.

Respectfully submitted,

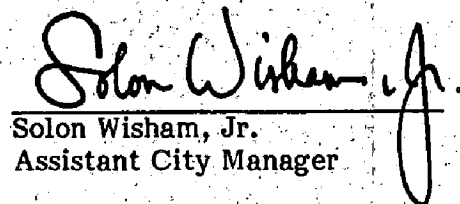


Michael M. Davis, Director
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Mel Johnson
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Recommendation Approved:



Solon Wisham, Jr.
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March 6, 1990
All Districts